ECG News

Truck Ship Compound Train Barge

ECG – The Association of European Vehicle Logistics

Issue 13.09, 25th February – 01st March 2013

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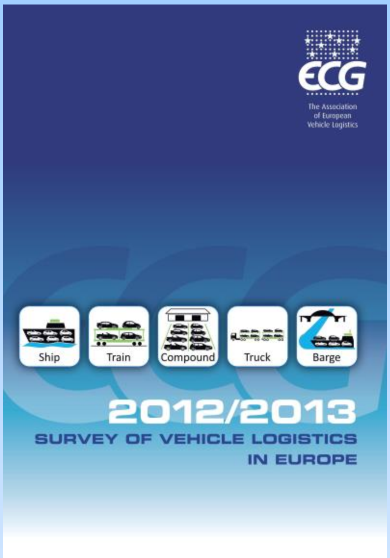
Good news for ECG members driving in Germany!

The German Federal Ministry of Finance has decreed that their systematic checks and fines on specialised vehicle transporters driving within their territory, for the use of so-called "non-standard" fuel tanks (*for the background to this distorting situation, please see ECG's Briefing Report on Car transporters operating in Germany - "Non-standard" fuel tank issue*), should stop. As extensively discussed within ECG meetings since 2011, we are pleased to inform our members that German association AML has achieved this excellent outcome with immediate effect. From now on, the transporter's special built-in tank is immediately recognised as the main tank (*subject to specific conditions outlined in the AML Press Release and its Annex, available in English and German on the ECG website*) and fuel purchased in another European country will not be taxed a second time in Germany. The German Automotive Logistics Association (Verein Automobillogistik im DSLV – AML) had vehemently urged new rules, in order to avoid double taxation for the companies concerned. ECG congratulates AML on their successful action and all those who have supported it, including DSLV and Kässbohrer.

The AML Press Release can also be found in English under the "Press Releases" section of this ECG News issue.

Now On Sale!

The new ECG Survey of Vehicle Logistics 2012-2013



From €100 for Members
From €250 for Non-Members

- Unique scientific publication, created by the sector to represent the reality of the industry in each single country across Europe, including Russia, Turkey and Ukraine.
- It combines global and European data and information on the automotive industry in general, and the finished vehicle logistics sector in particular.

To order a copy of the new ECG survey please click on the following link: http://www.ecgassociation.eu/PublicationsReports/ECGBiennialSurvey.aspx

NEWS FROM BRUSSELS

ECG visits the Port of Barcelona

(Source: ECG, 28th February 2013)

On 14th February the **Port Authority of Barcelona** hosted at its premises the **ECG Academy** students and **ECG Maritime and Ports Commission** members. The aim of the encounter was to get familiar with the port's present operations and its potential. The welcome speech delivered by Rosa Puig, Commercial Director, was followed by a comprehensive presentation of the Port by Lluis Paris, Commercial Manager.

The discussions continued during the 1 hour boat tour, docking at Portal de la Pau. After the lunch break, the M&P members representing over a dozen companies, gathered for a meeting discussing the EU Ports policy review, with the on-going EC initiatives and other matters of direct concern to the finished vehicle logistics industry.

For more information on the Port of Barcelona please visit: http://www.portdebarcelona.cat/en/web/el-port/video

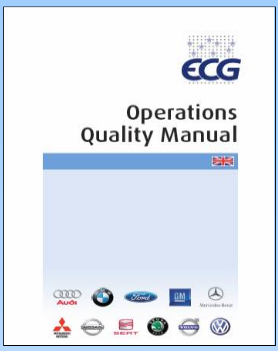
To read more about the ECG Maritime & Ports Commission, please see: http://www.ecgassociation.eu/Activities/ECGCommissions/MaritimePorts.aspx

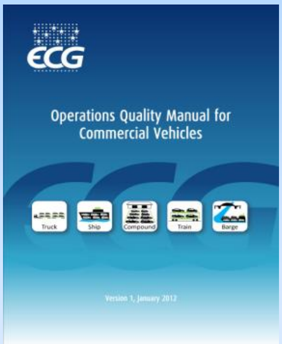
To know more about the ECG Academy, please see: http://www.ecgassociation.eu/ECGAcademy/WhatistheECGAcademy.aspx

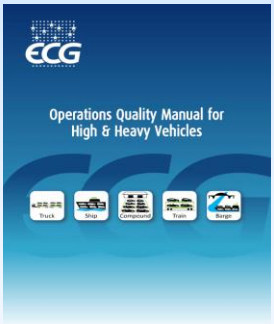
ECJ rules on rail infrastructure cases

(Source: European Voice, 28th February 2013) The European Court of Justice (ECJ) has ruled that Hungary and Spain have not ensured there is enough separation between rail operators and rail infrastructure managers. The Court upheld a European Commission decision to take action against the two countries, but rejected similar infringement proceedings against Austria and Germany. Under the First Railway Package, adopted in 2001, charges for using rail tracks must be set independently by the infrastructure manager, and not by the state. Infrastructure managers can only charge a direct cost for the use of the tracks. The ECJ ruled that this procedure was not followed in Spain and in Hungary. However, the ECJ rejected the Commission's infringement actions launched against Austria and Germany, saying that the countries did comply with existing rail legislation. Siim Kallas, European Commissioner for Transport, said after the ruling that the Commission “remains convinced that a more effective separation between an infrastructure manager and other rail operations is essential to ensure non-discriminatory access for all operators to the rail tracks.” The Commission's recently proposed Fourth Railway Package aims to give greater clarity to the separation requirements. However, the new package stops short of requiring full separation of infrastructure managers and rail operators, instead maintaining a system of separation requirements for specific tasks.

The ECG Operations Quality Manuals for PCs and LCVs, CVs and H&H are available on-line!







- Written by the Quality Working Group and the H&H Working Group composed of OEMs and LSPs.
- The manuals can be downloaded from: http://www.ecgassociation.eu/PublicationsReports/ECGOperationsQualityManuals.aspx

For comments or inquiries please contact: info@ecgassociation.eu
T: +32 2 706 82 80

Europe makes tentative progress in reducing transport's environmental impact

(Source: European Commission DG Environment, 21st February 2013) A new report indicates that some progress has been made towards meeting key sustainable transport targets, but challenges remain. Improvements in passenger vehicle efficiency have led to reductions in emissions; however, reductions in oil consumption are not sufficient to meet targets, with more policy initiatives and continued monitoring needed to ensure that sustainability goals are achieved. The Roadmap to a Single European Transport Area aims to increase the resource efficiency and sustainability of Europe's transport system. Transport has a major role to play in achieving a sustainable economy and on-going monitoring is needed to assess progress and identify best practice for the future. The report, published by the European Environment Agency (EEA), evaluates progress towards targets set by the Roadmap using a core set of indicators, including greenhouse gas (GHG) emissions, energy efficiency and uptake of cleaner fuels. The report considers the impacts of transport use, rather than vehicle manufacture and disposal, including the private, public and freight sectors. Progress is achieved in three ways: avoiding use of transport where possible; shifting towards more sustainable forms of transport and improving the efficiency of transport. The results demonstrate many positive changes; however, improvements are still needed. GHG emission reductions – excluding maritime emissions, but including aviation – were on track to meet the target of a 60% reduction of CO_2 from 1990 levels by 2050, with average annual reductions of 0.5% since 1990. CO_2 emissions from new cars, following effective legislation, were also on track, and dropped from 140.2g CO_2/km in 2010 to 135.7g CO_2/km in 2011. Overall fuel consumption has fallen by 4.3% since 2007 – even though it rose by 0.1% between 2010 and 2011. Since 2009, oil consumption has reduced by 0.3% per year and the percentage share of renewable energy in transport rose by 0.5%. However, neither of these improvements is sufficient to meet 2050 targets if current trends continue. There are signs of a modest shift towards more sustainable transport. Sales of electric cars are increasing and the overall proportion of alternatively-fuelled vehicles –including electric, hydrogen, biofuel, methane and liquid petroleum gas powered vehicles – in the European fleet has doubled, from approximately 2% in 2004 to over 4% in 2010. The report suggests that improved information regarding vehicles and fuels could allow consumers to compare conventional and alternative options more easily, and possible financial incentives may further encourage use of alternative fuels. Finally, the results showed little evidence of avoided transport use. Passenger demand, mainly in the form of car journeys, has grown steadily since 1995. The year 2010 showed a slight reduction but this was probably the result of economic decline and rising fuel prices. The report concludes that, although some targets cannot be assessed yet due to lack of data, modest progress towards reduced environmental impact has been achieved. Improvements are mainly the result of increased efficiencies rather than a shift towards sustainability or avoidance of non-essential journeys. More policy initiatives and continued monitoring are needed to meet sustainability targets under the Roadmap.

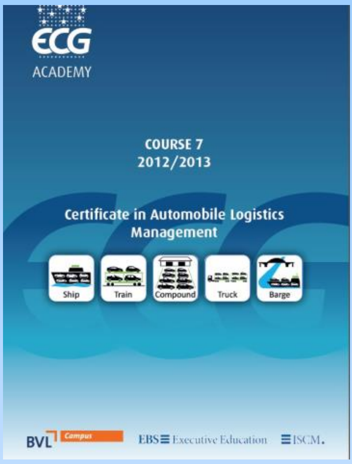
To download the European Environment Agency report please see: http://www.eea.europa.eu/publications/transport-and-air-quality-term-2012

Reducing the €45bn health cost of air pollution from lorries

(Source: European Environment Agency, 28th February 2013) Road charges for Heavy Goods Vehicles (HGVs or lorries) should reflect the varied health effects of traffic pollution in different European countries. This means charges should be much higher in some countries compared to others, according to analysis from the European Environment Agency (EEA). Overall, air pollution is estimated to cause 3m sick days and 350,000 premature deaths in Europe. Such health effects also have a heavy economic cost – the report's authors estimate that the air pollution from HGVs alone costs EEA member countries €43-46bn per year,

ECG Academy

Course 8 will commence in October 2013.



This practice oriented course takes place over **five modules**, 19 days of intensive training. The modules are held at different locations in Europe to give the participants insights into practical realities of the different elements that make up vehicle logistics.
It is targeted at both experienced practitioners and new entrants to the supply chain management.

Benefits:

- Acquiring a vast wealth of knowledge in an accelerated timeframe, but in as much depth as it is required
- Unique networking opportunities. Each course brings together over 20 individuals representing companies from across Europe
- The course culminates in the award of Certified Automobile Logistics Management, which is an accredited qualification

For more information please contact info@ecgassociation.eu

making up almost half of the approximately €100bn cost of air pollution from road transport. The 2011 Eurovignette Directive prescribes how EU Member States could incorporate the health costs from air pollution into any charging structure for large roads and motorways. The revenue from such schemes should be invested in sustainable transport, the Directive states. However, adoption of road user charges depends on a decision by individual countries. Jacqueline McGlade, EEA Executive Director, said: “European economies rely on transporting goods on long distances. But there is also a hidden cost, paid in years of reduced health and lost life. This cost is especially high for those living close to Europe’s major transport routes. By incorporating these costs into the price of goods, we can encourage healthier transport methods and cleaner technologies.” While air pollution in Europe has fallen significantly in recent years, it is still a problem in some parts of Europe, where HGVs can be a major factor, the report notes. Diesel, used by most HGVs, causes more air pollution per kilometre than other fuels such as petrol. Exhaust emissions from diesel engines were recently labelled as carcinogenic by the International Agency for Research on Cancer. HGVs are responsible for 40-50% of nitrogen oxide (NO_x) pollution from road transport in countries covered by the EEA. Both NO_x and fine particulate matter (PM2.5) are considered in the report, as they can cause respiratory diseases, cardiovascular illnesses and other health problems. The cost of air pollution from HGVs is up to 16 times higher in some European countries compared to others, the report notes. The average cost of pollution from a 12-14t Euroclass III lorry is highest in Switzerland, at almost €0.12/km. Costs are also high in Luxemburg, Germany, Romania, Italy and Austria, at around €0.08/km. This is because the pollutants cause more harm where there are high population densities, or in landlocked regions and mountainous areas where pollution cannot disperse so easily. At the other end of the scale, the same lorry driving in Cyprus, Malta and Finland causes damage of around half a euro cent per kilometre. In some regions the cost is also much higher than others. Zurich in Switzerland, Bucharest in Romania, Milan in Italy, the Ruhr Valley in Germany and Barcelona in Spain had some of the highest health costs compared to other large urban zones. The calculations show that newer lorries would have a reduced impact, and therefore a lower cost. Euroclass IV lorries, which are up to six years old, or Euroclass V, up to three years old, would cause 40-60% less external costs on the same transport corridors. Charging haulage companies for the external costs of air pollution would incentivise newer and cleaner technologies, the report says. The scheme would also create a level playing field, by internalising the costs that road freight currently imposes on the rest of society. The positive effects of such a scheme have been noted in Switzerland after the country adopted similar legislation.

To download the EEA report please see:
http://www.eea.europa.eu/publications/road-user-charges-for-vehicles

Feedback from EP Rapporteur on Port State Control “trilogue”

(Source: EP TRAN Committee Newsletter, 21st February 2013) The Rapporteur of the European Parliament’s Transport (TRAN) Committee recalled that the proposal would incorporate the 2006 Maritime Labour Convention (MLC) into the Port State Control Directive. This would mean that EU port authorities would have to ensure that ships are in compliance with the MLC as well as with other international agreements already listed in the Directive. He added that, as the MLC was due to come into force in August 2013, it would be desirable to have the enforcement side adopted as soon as possible. The first trilogue meeting [*comprising the European Parliament, Council and Commission*] which occurred on Wednesday 30th January 2013 had focused on the two most controversial points concerning “non-ratification” and “non-regression”. The Committee and Council positions remained far apart. Mr Brian Simpson, Chairman of the TRAN Committee, said the Council had not offered any measures to encourage third countries to ratify relevant international agreements. While it had put forward a

ECG AGENDA

► **ECG Annual Dinner Debate** on **19th March 2013** in the European Parliament in Brussels, Belgium

► **ECG Board Meeting** on **20th March 2013** in Brussels, Belgium

►**ECG office closed** on **1st April 2013**

►**ECG UK & Ireland Meeting** on **09th April 2013** in Birmingham, United Kingdom

►**ECG Eastern Europe Meeting** on **18th April 2013** in Cracow, Poland

►**ECG office closed** on **1st – 9th & 20th May 2013**

►**ECG Spring Congress & General Assembly** on **23rd & 24th May 2013** in Dublin, Ireland

► **ECG Board Meeting** on **26th June 2013** in Stuttgart, Germany

► **ECG / ACEA Meeting** on **27th June 2013** in Stuttgart, Germany

► **ECG / ACEA Meeting** on **10th October 2013** in Berlin, Germany

►**ECG Conference** on **10th & 11th October 2013** in Berlin, Germany

►**ECG Spring Congress & General Assembly** on **22nd & 23rd May 2014** in Athens, Greece

compromise on the question of how to ensure that this Directive did not lead to any reduction in workers' rights under existing EU legislation – which constitute the principle of "non-regression" – this did not address the Committee's concerns.

AUTOMOTIVE INDUSTRY

VW government subsidy probe dropped by EU

(Source: Automotive News Europe, 26th February 2013) The European Union has dropped its probe into German aid received by Volkswagen after the government reduced the planned subsidy for the carmaker, the European Commission said. Germany will cut the aid for VW below the threshold requiring EU authorisation, according to an official publication from the EU. It did not quantify the subsidy the German government now plans to grant the company. In 2011, the EU started investigating Germany's planned €83.7m payment to Volkswagen to help the company cover the cost of changing vehicle production at a plant in the Eastern German state of Saxony. EU regulators review large government payments to companies to ensure rivals are not harmed by unfair state help. The EU was critical of the aid to Volkswagen at the time, saying it may boost capacity for a market with falling demand. A similar probe into Volkswagen's Audi unit was dropped after the Hungarian government withdrew a request for the EU to approve €49.5m in subsidies to upgrade an engine and a car assembly plant, regulators said.

Opel unions agree to close Bochum plant in 2016

(Source: Automotive News Europe, 28th February 2013) Opel's labour unions will agree to demands from parent General Motors to close a vehicle assembly plant in Bochum, Germany, Opel's senior labour leader Wolfgang Schaefer-Klug said. GM Vice-Chairman Steve Girsky gave a deadline that unions have to sign off on a deal to restructure Opel's German operations by the end of February. The IG Metall union had already signalled it would no longer stand in the way of a plant closure, resigning itself to negotiating the terms of such a decision. Opel confirmed in December 2012 that it will close Bochum in 2016 when the current version of the Zafira minivan is replaced, as the carmaker does not expect Europe's auto market to recover soon. The factory, which is in Germany's Ruhr Valley manufacturing area, employs 3,300 workers.

Volkswagen forecasts unchanged 2013 operating profit on Europe

(Source: Automotive News Europe, 22nd February 2013) Volkswagen Group forecasts that its 2013 operating profit will match last year's level, as the shrinking car market in Europe weighs on earnings. VW is targeting earnings before interest and taxes in 2013 on the same level as the €11.5bn earned in 2012, VW said on Friday 22nd February in a statement. "We expect that the Volkswagen Group will outperform the market as a whole in a challenging environment. However, we are not completely immune to the intense competition and the impact this has on business," VW said. The brand is counting on growth in China and the United States, along with gains in the luxury-car segment with Audi, to help offset declining demand in Europe, where competitors are posting losses amid a recession. Car registrations in the region last month were the least for a January since records began in 1990, following a drop to a 17-year low for all of 2012, according to ACEA, the European auto-industry association. VW said it expects sales revenue and vehicle deliveries to rise in 2013. "We expect Volkswagen's operating result to grow further this year, but the pace of growth will for sure be lower" as the industry-wide European car sales continue to shrink, Frank Biller, an analyst at LBBW, said before the figures were released. VW will be helped by Audi's sales in China, where the "appetite for premium vehicles remains strong." Sales in 2012 were propelled by demand for a US version of the

Events in Brussels

"Long and Heavy Trains: The Way to EU Rail Freight Competitiveness" by FERRMED in the European Parliament on 6th March 2013.
(http://www.ferrmed.com/?q=en/conferences/eu-parliament-march-2013)
ECG will attend

10th Annual Road User Charging Conference 2013 "Equitable, efficient and economic routes to better infrastructures" on 5th & 6th March 2013. A 20% discount is offered to ECG members, please contact the Secretariat.
(http://roaduserchargingconference.co.uk/)
ECG will speak

Passat sedan, which VW began building in 2011 at a new plant in Chattanooga, Tennessee, and for Audi's Q3 SUV, which was introduced in October 2011. The company said in January 2013 that it was adding shifts at its main plant in Wolfsburg to build more Golf for the European market, and it will expand its factory in Puebla, Mexico, to include production of the Golf's next version in 2014. VW has a target of overtaking Toyota and General Motors to become the world's biggest carmaker by 2018. VW outlined an investment programme for its automotive division in November 2012 totalling €50.2bn through 2015, shortening the calendar from the usual five years because of unpredictability in the European car market. The spending includes €24.7bn to develop new cars and trucks. The company is scheduled to publish quarterly earnings, including figures by brand, on Thursday 14th March.

Audi will boost German output further on US demand

(Source: Automotive News Europe, 26th February 2013) Audi will further expand production at its two German factories in March, citing stable demand for luxury vehicles especially from the United States. The Volkswagen-owned division will add a total of 12 special production shifts at its main factory in Ingolstadt and at a plant in Neckarsulm to process orders for vehicles such as the A6 sedan, A7 coupe and Q5 SUV, Spokesman Joachim Cordshagen said. Audi is discussing the possibility of adding more shifts at the two German factories in the second quarter, he said, declining to be more specific. Audi is the main contributor to VW group profit. The premium brand has been running extra shifts in Germany since the start of the year. The measures may boost first-quarter output by about 5,000 cars in Ingolstadt and 2,600 vehicles in Neckarsulm, Cordshagen said.

EUROPE

Car transporter cabotage in UK to be relaxed in September

(Source: Commercialmotor.com, 20th February 2013) Great Britain Roads Minister Stephen Hammond has approved a proposal by car transporter operators to relax cabotage restrictions ahead of new number plate peaks in car buying during March and September 2013. However the relaxation of the rules governing the work that non-GB car transporters can do during peak registration periods will only be in place for the '63' plate in September 2013, not the forthcoming '13' plate in March. EU Regulation 1072/2009 – which came into force on 14th May 2010 – included the rules governing cabotage which limits foreign-registered goods vehicles to no more than three loaded operations within a seven day period following their arrival in the United Kingdom. Hammond said: "This just goes to show that making small but sensible changes can have an important impact in helping businesses to maximise their potential. Changing the rules in this way increases flexibility for UK manufacturers and will save industry £1.33m a year by allowing specialised car transporting vehicles from abroad to continue operating in the UK for longer, making sure that customers and dealerships are well prepared to meet demand at these peak times." The Society of Motor Manufacturers and Traders (SMMT), the Road Haulage Association (RHA), car transporter operator ECM and the **European Association of Vehicle Logistics (ECG)** had all lobbied for a relaxation to the rules. Operators and manufacturers had said they rely on international subcontractors as it was not financially viable for the UK car transporters to hold sufficient numbers of transporters all year round just to service the two peak periods.

UK government is driving efforts to accelerate EV market uptake

(Source: Cars21.com, 21st February 2013) The UK, and more specifically London, has been a pioneer in adopting measures to facilitate adoption of electric vehicles (EVs) to improve air quality in the city. On the 19th January 2013, the UK

ECG Office

Mike Sturgeon
Executive Director
T: +32 2 706 8282
Mike.sturgeon@ecgassociation.eu

Tom Antonissen
EU Affairs Manager
T: +32 2 706 8283
tom.antonissen@ecgassociation.eu

Gabriela Caraman
Research & Projects Manager
T: +32 2 706 8279
gabriela.caraman@ecgassociation.eu

Natalia Savvina
Office Administrator
T : +32 2 706 8280
info@ecgassociation.eu

William Dénous
EU Affairs Assistant
T: +32 2 706 8284
assistant@ecgassociation.eu

government unveiled a £37m (€42m) scheme to offer electric car owners grants worth up to 75% of the cost of installing home charging facilities, capped at £1,000 (€1,154). "Plug-in vehicles can help the consumer by offering a good driving experience and low running costs. They can help the environment by cutting pollution. And most importantly, they can help the British economy by creating skilled manufacturing jobs in a market that is bound to get bigger," said Transport Secretary Patrick McLoughlin. The £37m scheme includes various measures to help infrastructure roll-out: £11m (€12,7m) will be provided to local authorities in England to install on-street charging for residents who have bought a plug-in vehicle but do not have off-street parking. £9m (€10,4m) will be made available to fund the installation of charging points at railway stations. £3m (€3,5m) will go towards supporting the installation of charging stations on the government and wider public estate by April 2015. Councils can claim up to 75% towards the cost of installing rapid charging points in their area, around their strategic road network. The total £37m (€42,7m) funding package, available until 2015, is part of the government's £400m (€462m) fund for encouraging the uptake of ultra-low emission vehicles – this fund is already responsible for the Plug-in Car Grants and Plugged-in Places schemes. In 2012, a London Assembly report found that up to 9% of deaths in the capital's most polluted areas were caused by poor air quality. This report led Boris Johnson, Mayor of London, to start a process that could impose an "Ultra-Low Emission Zone", where only very low and zero-emission vehicles would be allowed to operate. On Wednesday 13th February, Boris Johnson, announced: "My vision is a central zone where almost all the vehicles running during working hours are either zero or low-emission. This would deliver incredible benefits in air quality and stimulate the delivery and mass use of low-emission technology." Transport for London will now begin the preparation of a public consultation on the new zone. The Car2Go initiative is expanding to its second city in the UK, with the launch of a fleet of 250 vehicles in Birmingham, following the launch of the service in London in December 2012. Members of the Car2Go car club can hire any of the 250 cars located in parking bays across a 34 square mile area of the city. Marcus Breitschwerdt, President and CEO of Mercedes-Benz UK, said: "I am delighted that Car2Go is expanding to Birmingham, one of the UK's largest cities and a major international commercial centre. Our Mercedes-Benz and Smart retailers have been serving customers in this region for many years and I am looking forward to introducing the people of Birmingham to Car2Go."

French HGV tax put back three months

(Source: LloydsLoadingList.com, 28th February 2013) A French tax on trucks, due to take effect in July this year, has been put back three months to 1st October 2013, it has been announced. The French government said the delay was the result of more work being necessary to prepare for the test phase, which will now begin in July 2013. The tax will be collected through a satellite-based toll scheme run by Ecomouv, a consortium led by Italian group Autostrade per l'Italia, and in which state-owned rail operator SNCF is a minority partner. The tax will be levied on commercial vehicles of more than 3.5t at an average rate of €0.12/km. It will hit around 600,000 domestic trucks and 200,000 foreign-registered vehicles, plying more than 12,000km of French highways – excluding motorways – the aim being to encourage shippers to use other modes of transport than road. The annual revenue from the tax is estimated at €1.24bn and will go towards funding road maintenance and new transport infrastructure projects. Ecomouv will receive an annual fee of around €240m for running the scheme, which involves vehicles being equipped with special badges enabling them to be tracked by satellite. France's leading road haulage federation (FNTR) has voiced strong opposition to the tax since it was first mooted, estimating that it will add 5-8% to trucking firms' operating costs.

DSV gears up for new Baltic Sea route

(Source: LloydsLoadingList.com, 27th February 2013) DSV plans to open a new Baltic Sea route between Germany and Finland in the wake of a new logistics partnership agreement with carmaker Valmet Automotive. The four-year deal will see DSV Road Holding handle inbound logistics solutions for a new Valmet production line. The Danish transport group will deliver parts and components from mainland Europe to Finland. The agreement does not include the outbound shipment of finished vehicles. The contract stems from a four-year agreement between Valmet and Daimler last June, under which the Finnish company is contracted to produce 100,000 Mercedes-Benz A-Class cars under licence for the German automotive giant from 2013 to 2016. Production, which will take place at Valmet's main West coast plant in Uusikaupunki, is due to begin in the summer 2013. To service the contract, DSV will launch a direct ro-ro service between Travemünde and Uusikaupunkimoving for parts on trailers and by rail freight.

Estonia installs nation-wide EV charger network

(Source: Automotive News Europe, 21st February 2013) Estonia has become the first country in the world to install a nation-wide system of fast chargers for electric vehicles (EVs) as part of European efforts to reduce carbon emissions. The 165 chargers were produced and installed by engineering group ABB, and construction was financed from the government's sale of 10m surplus CO_2 emission permits to Japan's Mitsubishi Corporation. The 2011 deal with Mitsubishi also provided the Estonian government with more than 500 electric cars and financing for an incentive scheme to help people purchase EVs. "Now is the time to really press the pedal and move forward in electrical mobility. We have proved that there is a real possibility to set up a network in a country, and there are no technical barriers," Jarmo Tuisk, head of the scheme to set up the network, said. Estonia and other countries have seen weak take-up of EVs due to high driving costs and their short range from a single charge. The network of fast chargers strategically placed along roads and in towns means that users do not need to worry about running out of power during their journeys. It also features a nation-wide unified payment system. Estonia, with a population of about 1.2m people, has 619 all-electric cars, of which 500 are used by public authorities and about 100 by private people and companies. That amounts to one electric vehicle for every 1,000 cars, second only to Norway, which has 4 per 1,000. The Netherlands is third at 0.6 per 1,000. Tuisk said that with the national charging network in place he hoped the number of EVs owned by individuals or companies would double to 200 in 2013.

EU to support the upgrade of Swedish maritime infrastructure

(Source: TEN-T EA, 28th February 2013) The European Union will co-finance with over €2.5m from the TEN-T Programme a project to improve the maritime infrastructure in Lake Mälaren in Sweden to increase the role of maritime transport in the area, foster intermodality and relieve congestion on road and rail. The project, which was selected for funding under the 2011 TEN-T Annual Call, will support the preparation of the studies and documentation which are necessary to obtain a building permit from the relevant Swedish authorities. Once completed, it will pave the way for the construction phase, which will look at improving the maritime infrastructure in order to enhance efficiency, safety of navigation and environmental performance by increasing the depth and width of the fairways and the main canal, and improving the already existing lock. On completion, Lake Mälaren will be accessible by larger vessels, which will increase the efficiency of maritime transportation. The project is set to be completed by December 2014.

EU support to help solve Lyon's rail travel bottleneck

(Source: TEN-T EA, 26th February 2013) The European Union will provide co-financing of almost €3m from the TEN-T Programme for a project to further construction of a new railway line around Lyon in France. The project, which is part of the "High Speed Railway Axis of Southwest Europe" (TEN-T Priority Project 3), will help to solve the current rail bottleneck problems around Lyon. The project, which was selected for funding under the 2011 TEN-T Annual Call, will support the advanced studies required for the construction of a new double track, mixed railway line around Lyon. Once completed, this new line will help to relieve the bottleneck problems for rail transport in the Lyon region and also help create a more efficient rail corridor for both passengers and freight. The actions covered by the project include conducting a number of studies, such as the preparation of the agreements with local authorities as well as the identification of the most appropriate contract management approach for the construction project which is set to be completed by the end of 2013.

Toyota Venza goes from Georgia Ports to Russia and Ukraine

(Source: Automotive Supply Chain, 26th February 2013) Toyota Motor Corporation announced on Tuesday 26th February that it will begin transporting US-assembled Venza crossover vehicles to Russia and Ukraine via the Port of Brunswick, Georgia, US, once production begins in April 2013. The aim is to export 5,000 units a year to the rapidly expanding markets, following more than 70% of Toyota's vehicles sold in the US last year being assembled in North American plants and the first exports reaching South Korea in November 2012. "We are proud that Toyota's US

manufacturing operations are continuing to grow as a key supplier of vehicles for global markets, which is only possible thanks to the dedication and high-quality work of our team members here," said Shigeki Terashi, President and COO of Toyota Motor North America. "We expect the export of Venza vehicles to Russia and Ukraine will help further solidify our US manufacturing base," he added. The cars will leave from Colonel's Island Terminal at the Port of Brunswick, which handled 612,489 auto and machinery units last year, and ranks third in the US for auto and machinery trade. "This new partnership with Toyota highlights the Georgia Ports Authority's commitment to unparalleled service for carmakers," said GPA Executive Director Curtis Foltz. "Because of our direct inter-state access and two Class 1 rail services, we can move exports from inland factories more efficiently, as well as move import cargo to destinations across the Southeast," he added. Toyota has nine plants in the US manufacturing the Avalon, Camry, Tacoma, Venza, Highlander, Tundra, Corolla and Sienna models. Bill Fay, Vice-President and General Manager of Toyota's US division added: "Short term, we are not going to build everything in North America, especially when you consider Lexus, which we are shifting more slowly. Certainly there's a movement to do more of that work where the customer is."

REST OF THE WORLD

Renault, Nissan will build a new plant in India

(Source: Automotive News Europe, 22nd February 2013) Renault and Nissan will invest about $320m in a new car assembly plant in India, a Japanese business paper said. The plant will make Nissan's Datsun cars and new lower-priced Renault models by the second half of 2014. It will increase the capacity of the joint venture's manufacturing base in Chennai to 600,000 units a year from 400,000 units, the *Nikkei* reported on Thursday 21st February. Nissan is reviving its old Datsun brand for emerging markets. The new plant is also expected to produce a new model in India. Nissan hopes to raise its market share from about 1% in India, a market dominated by Maruti Suzuki, Tata Motors and South Korea's Hyundai.

Nissan to sell Datsun cars in South Africa from 2014

(Source: Automotive News Europe, 27th February 2013) Nissan will start selling its Datsun brand in South Africa next year, the carmaker said on Monday 25th February, as it aims to grab more first-time buyers in emerging markets with entry-level cars. South Africa will be among four countries in which Nissan plans to revive Datsun, a well-known brand in several markets that the company dropped in 1981. Nissan also plans to sell Datsun vehicles in Indonesia, India and Russia from 2014. The Datsun passenger vehicle that Nissan plans to sell will be priced at $10,700 or less in South Africa, Nissan Spokeswoman Noriko Yoneyama said. Nissan has not decided where it will produce the vehicle, she said. Nissan said in 2012 that it plans to bring back its 80-year-old Datsun nameplate for entry-level cars in low-income markets, as it seeks to grab an 8% share of the global vehicle market by March 2017. Nissan has said it plans to spend more than $113m to double its annual production capacity in South Africa by 2016. In 2012, it produced about 44,000 vehicles and sold about 50,000 vehicles in the country.

More cars through the Port of Lazaro Cárdenas

(Source: Automotive Logistics News, 27th February 2013) In 2012, the Mexican Port of Lazaro Cárdenas is reported to have increased the number of finished vehicles it handled by nearly 30% from more than 167,000 units in 2011 to around 213,500 units – of which 172,527 were imported and 40,937 exported. Amongst the carmakers using the port is Ford, after an absence of several years, which is importing its Fiesta Ikon from Ennore in India. Last year, Ford handled just 800 units there but it has plans to increase this number in 2013 with the Ikon along with several other models. Inbound cars are eventually loaded on rail transporters at a facility the company maintains at Cuautitlán for onward distribution. The new dedicated finished vehicles terminal at Lazaro Cárdenas, which is under construction, is hoped to generate similar levels of traffic to Veracruz. However, it is currently far behind the East coast port, which saw finished vehicles traffic grow by 18.1% in 2012 to 805,794 units, of which 689,175 were exports and 186,619 imports. Volkswagen, Nissan, Ford, Chrysler and General Motors all make use of the port, which sends exports to the US, Canada, as well as South America, Europe and Asia. For all of last year, the number of finished vehicles handled by ports in Mexico grew by 12.9% overall from 1,089,627 units in 2011 to 1,230,577 units in 2012.

PRESS RELEASES

Special tanks exempt from double tax

(Source: AML, 26th February 2013) The car transporter's special built-in tank is immediately recognised as the main tank. Fuel purchased in another European country is not taxed a second time in Germany. This is the implication of a decree of the Federal Ministry of Finance (Erlasses des Bundesministeriums der Finanzen – BMF) from 15th February, in which an adjustment on the planned European Energy Tax Law took place. The German Automotive Logistics Association (Verein Automobillogistik im DSLV – AML) had vehemently urged new rules, in order to gain more competitiveness and fair taxation for the companies concerned.

So far, the narrow definition of the term "Main tank" led the retrofitted altered tanks of special commercial vehicles, like car carriers, not to be recognised as such. This had caused that a truck, with a retrofitted tank from a body manufacturer, would be subject to the entire energy tax when refuelling in other European countries and crossing the border to Germany, while the standard fitted tanks from the commercial vehicle producers in the same instance would remain tax-exempt.

After the new decree of the BMF, this double taxation will be avoided. Subsequently fuel tanks of commercial vehicles and special containers in cross-border traffic are immediately regarded as the main tank, provided the following requirements are met:
1. The tank was permanently installed by the vehicle manufacturer or a third person.
2. The fuel was immediately used for the vehicle operation.
3. The built-in tanks are listed in the registration papers, or a technical certificate reports them as complying with the applicable technical safety requirements.

"With this new definition, we achieve a large part of harmonising competition in Germany and Europe. A continuation of the existing double taxation would have contradicted the idea of the internal market and would have been economically unsustainable for our members," emphasized Konrad Kurz, Chairman of the AML, in the wake of the new regulation. "Without the active support of our passive members, the Kässbohrer Transport technology LLC and its manager, Mr. Günther Percht, the AML would not have arrived so quickly at this breakthrough in the legal interpretation through the Federal Ministry of Finance. A heartfelt thanks goes, furthermore, to the German Freight Forwarding and Logistics Society (Deutschen Speditions- und Logistikverbands – DSLV), which has been working towards an alteration of the existing tax practices for years."

GEFCO opens a new subsidiary in the United Arab Emirates

(Source: GEFCO, 27th February 2013) **GEFCO** has established its new subsidiary, GEFCO Middle East Fze, in the Jebel Ali free zone (Jafza) of Dubai. The subsidiary is managed by Stefano Pollotti who aims to build strong overseas and automotive business in the region.

A regional gateway with impressive growth in logistics activities

Dubai is the ideal location for developing traffic to/from the Middle East by sea, air and road thanks to its central hub position and advanced logistics infrastructure. It offers the largest man-made port in the world, a highly developed air freight activity with connections to over 120 destinations and links by road to all the countries in the region (Turkey, Saudi Arabia, Iraq, Iran, Oman, Qatar, Kuwait…) In 2011, the automotive sector alone grew by 20% while the oil and gas, industrial and fast-moving consumer goods sectors also continue to boom. “Dubai is one of the markets in the region with the strongest growth in logistics activities. An international logistics group must have a base in Dubai!” confirms Stefano Pollotti.

Multiple opportunities for development and synergies with existing trade routes

The region’s remarkable economic growth presents a very favourable outlook for the GEFCO Dubai subsidiary. The automotive sector, for example, goes from strength to strength, yet there is currently no automotive specialist to route finished vehicles arriving at the Port of Dubai to their final destinations in Iraq or in other countries in the Gulf Co-operation Council Countries and United Arab Emirates (UAE). There is likewise a need for a market player able to deliver a high quality logistics service combining overseas and overland solutions to support the region’s import (84%) and export (16%) flows. GEFCO Middle East is perfectly positioned to bring the group’s recognised expertise in end-to-end import and export multimodal and automotive solutions to the region, and ensure an optimised supply chain for customers. Existing busy trade routes with Turkey, Iran and Iraq can also be leveraged to offer optimum delivery times as well as reduce transport, handling and storage costs.

Furthermore, GEFCO can provide personalised customs and tax representation to alleviate customers from the arduous task of customs management and clearance, allowing them to concentrate on their core business. “The Middle Eastern market is incredibly dynamic and growth levels far outstrip those of its occidental counterparts. We have a clear opportunity to propose our logistics expertise and act as a ‘one-stop-shop’ to a broad customer base across the automotive, industrial, technology, consumer & retail, energy and aerospace sectors. We expect to see our activities grow very quickly,” explains Stefano Pollotti.

Continuous investment in the region
The Dubai office was opened at the end of 2012 and will be fully operational in 2013. It consolidates GEFCO’s existing presence in the region which includes representation offices in Iran and Iraq opened in 2011 to support trade primarily with China, India and Eastern Europe. The rapid growth in activity allowed the creation of a dedicated subsidiary to effectively manage and further develop business.

GEFCO Middle East is run by Stefano Pollotti who has spent his entire career in the logistics sector. His experience in the UAE dates from 2008 when he was transferred to Dubai to head up various logistics activities in the Middle East. Following the opening of the Dubai office, GEFCO is now considering the possibility of opening additional offices in Saudi Arabia and Oman as well as establishing a partnership in Qatar.

Success for TEN-T Project Management Workshop

(Source: TEN-T EA, 22nd February 2013) The 2013 TEN-T Project Management Workshop, which was held in Brussels, Belgium, on Thursday 21st February 2013, proved to be a considerable success, attracting around 200 participants. This annual TEN-T Agency-organised event serves as the main forum for TEN-T project beneficiaries to discuss with the Agency representatives about issues of common interest and find shared ways to improve practices in project management. The second Agency biennial report, covering years 2011 and 2012, was included in the participant folders and is available for download from the TEN-T EA website. It details the accomplishments of the Agency over the last two years – from improved communications with beneficiaries to reduced times to release TEN-T funding to implementing bodies. The event was concluded by TEN-T EA Executive Director Dirk Beckers, who thanked all participants and outlined the importance of the Workshop in helping both the Agency and beneficiaries understand each other's needs and constraints and in allowing a smoother flow of information in both directions and in simplifying the TEN-T programme management procedures as much as possible.

To see the pictures, agenda, presentations and video recording of the Workshop please click on the following link:
http://tentea.ec.europa.eu/en/news__events/newsroom/success_for_2013_ten-t_project_management_workshop.htm

Commission refers Austria, Finland and Poland to the ECJ for failing to apply EU working time rules to self-employed drivers

(Source: European Commission, 21st February 2013) The European Commission has decided on Thursday 21st February to take Austria, Finland and Poland to the European Court of Justice (ECJ) for failing to apply EU working time rules to self-employed drivers (Directive 2002/15/EC). More than two years have passed since the Commission requested the authorities of all Member States to inform the Commission on the actions undertaken to ensure full compliance with the legislation in force. These three Member States still have not notified their national transposing measures giving full effect to the Directive.

The EU rules
The Working Time Directive (2002/15/EC) introduced minimum requirements in relation to the organisation of working time to enhance health and safety of persons performing mobile road transport activities, to improve road safety and to align conditions of competition. According to this Directive the average maximum weekly working time is 48h over 4 months – extendable to 6 months by collective agreements – and the absolute maximum weekly working time is 60h. The working time includes the driving time, which according to Regulation (EC) N° 561/2006 is limited at a maximum of 56h a week and 90h in any two weeks.

The Directive is an important instrument for ensuring that professional drivers are protected against adverse effects to their health and safety caused by excessively long working hours, inadequate rest or disruptive working patterns.

Since March 2009, due to the rejection by the European Parliament of the Commission proposal to amend the current Directive by excluding permanently self-employed drivers from its scope, its unchanged provisions also fully cover them.

The reasons for action
In July 2010, the Commission sent letters to the Member States enquiring about the adopted national measures in order to implement the obligation to apply the working time rules to self-employed drivers. Due to the lack of the requested notifications of transposition in September and October 2011 the Commission sent letters of formal notice to several Member States, including Austria, Finland and Poland.

These were followed by reasoned opinions that were sent in April 2012. Despite these proceedings, full transposition of the Directive is still pending in Austria, Finland and Poland. The Commission has therefore decided to continue with the infringement procedure and to refer these three countries to the European Court of Justice for having failed to take all the necessary measures to comply with EU law (article 258 TFEU - Treaty on the Functioning of the European Union).

ERF – Information session on Project Bonds

(Source: ERF – European Union Road Federation, 20th February 2013) On Tuesday 19th February, around 70 interested stakeholders from all over Europe gathered in the European Parliament in Brussels to take part in the ERF Information Session on Project Bonds.

Hosted by Antonio Cancian, Member of the European Parliament (MEP) and Member of the Committee for Transport and Tourism (TRAN), the successful event was a unique opportunity for EU policy makers, industry representatives, and local authorities to share opinions and ideas on such a complex issue as the infrastructures' financing is.

Mr Cancian opened the session by thanking the ERF for taking the initiative to organise this information session. Infrastructure financing is a huge challenge for Europe in the years to come and, with most EU Member State facing budgetary pressure, there is a need for looking into innovative tools.

Mr Christophe Nicodème, ERF Director General, emphasised the importance of transport to our economy and society. As the European Commission White Paper on Transport acknowledges, transport is essential to Europe’s continued socio-economic prosperity and this implies the need for modern infrastructures. He explained that roads have been suffering from chronic underinvestment and that unless this is reversed, “we risk losing one of our most important community assets. In this sense, any new financial tools that can help bridging the financing gap are welcome.”

Mr Matthieu Bertrand, from the European Commission, gave an overview of the different financial instruments available under the Connecting Europe Facility (CEF). They are market driven tools that aim to attract private capital for major infrastructure projects with a high leverage multiplier by sharing the risk of the investment between the project, the Commission and the European Investment Bank. He explained that the TRAN and ITRE (Industry, Research and Energy) European Parliament Committees support the continuation of the financial instruments under the CEF but that the European Council is currently split on this topic. He reiterated the Commission’s support for these innovative tools and expressed his hope that the final CEF will preserve the use of these instruments.

Mr Nicholas Jennett, from of the European Investment Bank, described in details the philosophy of project bonds. He explained that insurance companies and pension funds are the natural capital market forces for financing infrastructure projects but as a result of the crisis, this important connection has been severed. Project bonds should be seen, in this respect, as a “game changer” that will unlock the capital market potential. For the pilot phase of project bonds, the EU has allocated €240m with which it is expected to mobilise €4,4bn. The first projects are expected to be signed in the third quarter of 2013.

Mr Cancian closed the event by underlining the importance of such initiatives for Europe’s economic growth and with the hope that in the future, project bonds could be used as a tool for long-term financing of infrastructure projects.

International award to reward funding transport solutions

(Source: International Transport Forum - OECD, 25th February 2013) The 2013 Transport Achievement Award Call for Applications was launched in Paris as part of the run-up to the International Transport Forum’s 2013 Summit on “Funding Transport”. The Award will be officially presented at the Summit which will take place on 22nd - 24th May 2013 in Leipzig, Germany, in the presence of Transport Ministers from around the globe.

The 2013 Transport Achievement Award will honour an initiative, a project, or a service/product that, through innovative pricing and funding arrangements, addresses one or more of today’s transport focal issues:
• Infrastructure and service quality

- Congestion
- Safety
- Environmental protection
- Enhanced accessibility

The Award challenges transport operators, service providers, authorities, suppliers and manufacturers from the rail, road, maritime or aviation sectors. “There is a long tradition of funding transport primarily from public monies. But as those funds available for transport become more scarce due to increasing pressure on government budgets, new and innovative ways to fund transport are being sought across the globe,” said José Viegas, Secretary General of the International Transport Forum. “Adequate response to transport needs requires continued investment and expenditure to ensure on-going infrastructure and service quality, reduced environmental impact, accessibility, safety, and security,” added Viegas.

Applications for the Award are open to all modes of transport: operators, service providers, authorities, suppliers and/or manufacturers from member countries of the International Transport Forum. The International Transport Forum at the OECD is offering this prestigious award with the support of several key industry organisations.

For further information or to apply for the Award, please see:
http://2013.internationaltransportforum.org/awards

Benedikt Weibel and Johannes Nicolin receive European Railway Award 2013

(Source: CER & UNIFE, 26th February 2013) The European Railway Award 2013 was presented on Tuesday 26th February to Benedikt Weibel, former CEO of the Swiss Federal Railways (SBB), for political achievements and to Dr Johannes Nicolin, Technical Director, AAE Holding AG, for technical achievements. Since 2007, the European rail sector has honoured outstanding political and technical achievements in the rail sector. The European Railway Award 2013 attracted more than 500 guests from all over Europe, including high-level politicians and transport stakeholders.

Keynote speaker of the gala evening was European Commission Vice-President Siim Kallas, who outlined key points of the recently released Fourth Railway Package. In his speech, he highlighted that “Europe’s railways are on the brink of perhaps the most radical change in their history. The idea of having a real 'European railway' to join up our continent is very much alive. But we need now to take some radical decisions to restructure Europe's railway market to encourage innovation and the provision of better services. Rail will then be able to grow further, to the benefit of citizens, business and the environment.”

Representing the European Parliament, MEP Brian Simpson, Chairman of the Committee on Transport and Tourism, remarked that "this Fourth Railway Package is an important piece of legislation for the future of European railways. It is important in my view to keep both the political and the operational elements of this proposal together in a package, and for us all, to make a great effort to deliver a coherent set of reports that will lay down the foundations for a bright future for our railways."

Mauro Moretti, CEO of FSI and Chairman of the Community of European Railway and Infrastructure Companies (CER) explained: “We fully support the European Commission’s proposal to reform the European Railway Agency and the opening of the railway market to competition. It is very important to simplify the authorisation procedures for railway subsystems and to have a European safety certificate for railway undertakings to allow a free flow of trains as it is already for aviation and road traffic. However, we have strong doubts about the governance and the PSO regulation.”

Henri Poupart-Lafarge, Chairman of the Association of the European Rail Industry (UNIFE) added: “The European rail industry fully supports the Commission's vision put forward in the Fourth Railway Package and is committed to make rail transport more reliable and sustainable for the benefit of the customers. In order to make this a reality we have joined up forces in SHIFT2RAIL, the first European initiative to deliver focused research and innovation in the rail sector through radical step changes.”

To read more about the European Railway Award 2013 and see the pictures of the event please click on the following link: http://www.europeanrailwayaward.eu/