ECG News
Truck Ship Compound Train Barge
ECG – The Association of European Vehicle Logistics
Issue 13.45, 11th – 15th November 2013

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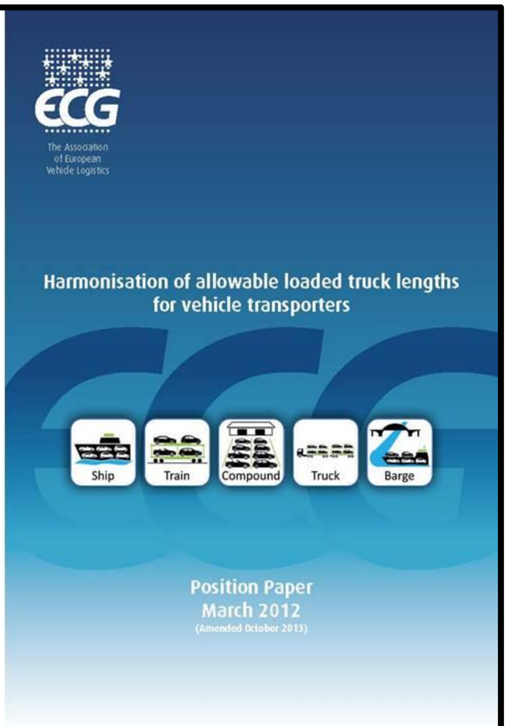
The Position Paper on **Harmonisation of allowable loaded truck lengths for vehicle transporters** has been updated and is now available on the ECG website.

Click here for details



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NEWS FROM BRUSSELS

ECG welcomes SPED S as a new member

*(Source: **ECG**, 14th November 2013)* ECG is very pleased to welcome **SPED S** as its newest member. Founded in 1996, SPED S is a company headquartered in Sofia, Bulgaria, specialised in the transportation of passenger cars. SPED S provides international transport in Europe and West Asia, as well as logistics solutions and customs clearance to its clients. The company offers combined transport schemes, including transport by land, river and sea. SPED S counts 15 employees and operates 2 three-deck barges with capacity of 250 cars, as well as 16 car carrier trucks, all fully compliant with the latest road standards and international transportation requirements. The company also owns 2 compounds of a total combined storage area of 5000m². SPED S moves 17,500 new cars per year. For more information, please visit the website: www.speds.eu

EP TRAN Committee discuss weights and dimensions

(Source: EP TRAN Newsletter, 07th November 2013) During the European Parliament's (EP) Transport and Tourism (TRAN) Committee meeting of Tuesday 5th November, the Austrian Rapporteur Jörg Leichtfried focused on the safety aspects of the European Commission's proposal on weights and dimensions of trucks circulating within the EU, calling for cross-border circulation of longer and heavier vehicles to be banned. He also proposed widening the definition of alternative fuel powered vehicles. The safety improvements in the draft report were widely supported. However, there was a clear division between supporters and adversaries of cross-border circulation. Those in favour of allowing larger trucks to cross European borders recalled positive examples from the Nordic states and the Netherlands, adding that rail infrastructure is sometimes not available to meet hauliers' needs. Those against the measure said infrastructure costs and modal shift were more important than the interests of the road hauliers' lobby. The Rapporteur recognised that he had a difficult task in seeking to reconcile all the positions but he said he would seek a widely supported compromise. The deadline for amendments to the proposal is Thursday 5th December 2013, while the vote on the final text is planned for February 2014 within the TRAN Committee and for April 2014 in plenary session of the European Parliament in Strasbourg.

ECG Note: *Please see the related stories regarding the UK and Ireland under the "Europe" section of this ECG News. In the mean while ECG has updated its own Position Paper on the issue, which can be downloaded on: http://www.ecgassociation.eu/Portals/0/Documentation/EU%20Affairs/ECG%20Position%20Paper%20Loaded%20Truck%20Lengths%20October%202013.pdf*

EP TRAN Committee organise a mini-hearing on Port Services Regulation

(Source: EP TRAN Newsletter, 07th November 2013) On Tuesday 5th November, the Transport and Tourism (TRAN) Committee of the European Parliament (EP) organised a mini-hearing on the Port Services Regulation where issues such as the scope of the proposed Regulation and the implications of certain provisions were discussed by stakeholders. Mr Bird, from the UK Major Ports Group, and Ms Mälikä, from the Finnish Port Association, both insisted on the need to reduce administrative burdens and bureaucracy. Members of the Committee were specifically interested in the practicalities of the financial transparency measures proposed by the European Commission (EC). Many speakers insisted on the fact that it would be difficult to strike the right balance between the transparency requirements and the necessary commercial freedom of the port authorities. Whether private ports should be excluded from the Regulation formed a big part of the discussion. Mr Schoenmakers, from the Port of Rotterdam, and Mr Terrier, from the Port of Marseille, both insisted that private ports should be included to

avoid unfair competition. The Members were keen to hear how the Regulation would help to create a level playing field in EU ports. Mr Bonaldo, from the Venice Port Authority, explained why a supervisory body at EU level would bring advantages to all Member States. The EC defended its proposal by insisting on the current sub-optimal port services and operations in some TEN-T seaports. A draft report on the EC proposal should be presented within the TRAN Committee on Tuesday 26th November, while the deadline for amendments to the proposal is Tuesday 3rd December. The vote should take place on 11th February 2014 within the TRAN Committee and in March 2014 in plenary session of the European Parliament.

MEPs to give counter-offer on car CO_2 limits

(Source: European Voice, 13th November 2013) Negotiators from the European Parliament have rejected a compromise proposal from Lithuania, which holds the rotating Presidency of the European Union Council of Ministers, to phase-in new car CO_2 limits for 2020 over 2 years. Matthias Groote, Chairman of the Parliament's Environment Committee, told the Lithuanians that such a phase-in, designed by Germany, could not pass a vote in the Parliament. The centre-right EPP and ECR groups support the delay, but the rest of the groups are opposed. Negotiators from all political groups met on Tuesday 12th November to devise a counter-offer. They decided to offer 2 possibilities: expanding the "super-credits" scheme, which eases the target by allowing electric vehicles to count more towards the average emissions of a fleet, and/or phasing in the penalties for non-compliance. Germany is blocking ratification of a previous deal reached in June between Members of the European Parliament (MEPs) and the Irish government, which at the time held the rotating Presidency of the Council of Ministers. Germany wants a 4-year phase-in to the new 95 grams of CO_2 per kilometre (g/km) limit that was supposed to come into effect in 2020. Germany has also been pushing for an expansion of the super-credits scheme. A change that only expands the super-credits regime would meet fierce resistance from Italy and France, which specialise in smaller, lighter cars and would therefore not benefit as much as the German auto industry, whose heavier cars can be offset by electric vehicles. The MEPs will meet next week in Strasbourg, and they will meet representatives of the Lithuanian Presidency on Tuesday 26th November. It is hoped a deal can be reached before the Parliament plenary session starting on Monday 9th December. Last week the European Commission presented its calculation of the impact that the Lithuanian proposal would have on emissions and fuel costs. The proposal would result in an additional 90-150m tonnes of CO_2 emissions and would lead to additional fuel costs for consumers of between €52bn and €90bn, the Commission said.

AUTOMOTIVE INDUSTRY

Renault-Nissan admits it will miss 2016 electric car target

(Source: Financial Times, 10th November 2013) Global sales of electric cars are more than 4 years behind expectations, Carlos Ghosn of Renault-Nissan said, as he admitted for the first time that the industry leader would miss its targets for the new generation of vehicles. Mr Ghosn conceded that the market is failing to live up to his expectations. As Chief Executive of both Renault and Nissan, Mr Ghosn has ploughed billions of dollars into electric vehicles and became their most outspoken cheerleader. Renault and Nissan, which operate in a global alliance, had previously said they would sell 1.5m electric cars between them by the end of 2016. "We will not be there," Mr Ghosn said. "At the speed right now, I'm seeing it more 4 or 5 years later," he added. Despite much fanfare, heavy investment and pressure from governments on carmakers to promote low-emission vehicles, electric cars have so far proved costly to build, tough to sell and crippled by limited mileage and a lack of charging infrastructure in key markets – so-called

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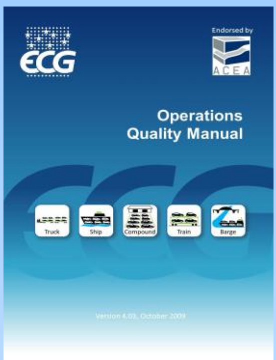

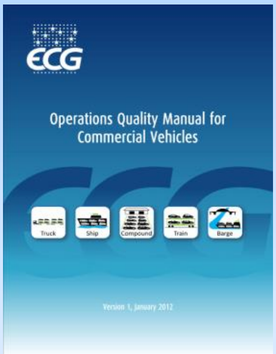

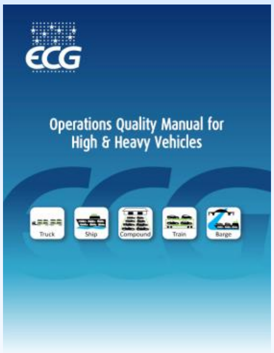

- Written by the Quality Working Group and the H&H Working Group composed of OEMs and LSPs.
- The manuals can be downloaded from: http://www.ecgassociation.eu/PublicationsReports/ECGOperationsQualityManuals.aspx

For comments or inquiries please contact: info@ecgassociation.eu
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ECG Academy

Course 9 will commence in October 2014

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"range anxiety". Renault and Nissan have together sold more than 120,000 electric cars over the past 5 years, more than any other manufacturer. Nissan's Leaf model is the world's best-selling electric car, with about 85,000 sales so far. But a failure to create charging and support infrastructure for the vehicles has crippled early sales and forced the company to pare back its expectations. "We have to admit, it is slower than we thought. But it is slower for the reason that we thought infrastructure building would be faster. It is not," Mr Ghosn said. "I don't think the main issue today is the cost of the car. The main issue is infrastructure. It is normal. I would not buy a gasoline car if there were no gasoline stations," Ghosn added. In markets such as Norway or the state of California in the US, healthy government incentives for buyers and a widespread network of charging points has spurred demand for electric vehicles. While rivals General Motors, Honda and Mitsubishi have all developed electric cars, and smaller companies such as Tesla Motors have had some success with battery-only models, Renault-Nissan's commitment has made it a trailblazer within the industry. But analysts say the decision of Volkswagen and BMW, which unveiled its first electric model this autumn, to enter the developing market could accelerate sales growth. "Today there is nobody, but they are coming," said Mr Ghosn of competition in the electric car market. "Some of our German competitors have announced that they are coming. They will be our main competitors. And that's about it. Others have announced one car here, one car there," he added. The Franco-Japanese alliance recently announced an agreement with Mitsubishi that will see the 3 companies work together on a small electric car to be sold globally, which is expected to further reduce costs of the technology.

Russia removes duties for EV imports

(Source: Automotive Logistics News, 13th November 2013) The Eurasian Economic Commission for Europe (ECE), the governing body of the Customs Union – including Russia, Belarus and Kazakhstan – has said it is ready to approve the complete removal of the 19% import duty levied on electric cars imported to the country so as to stimulate sales. According to ECE's Minister of Trade, Andrew Slepneva, zero import duties in the Customs Union should boost interest in environmental vehicles and relevant supporting infrastructure. In parallel, the Russian government is also discussing the possibility of cancelling the VAT on electric vehicle imports. Both steps will mean the cost of electric cars on the Russian market could decrease by around twice their current price. "Currently only the i-MiEV car produced by Mitsubishi is on the market with a retail price standing at RUB1.8m ($55,000)," said Vladimir Chikin, Head of Customs Law Practice and Foreign Trade at Law firm Goltsbat BLP. "This price involves 41.6% of duties – including customs duty of 19% and VAT of 18%. We add 19% to 18% and we get 41.6 % due to the specification of counting the value added tax in Russia in such cases," Chikin added. According to the proposal, both custom duties and VAT will be cancelled but only for electric cars, not for hybrids. Mitsubishi started selling the i-MiEV in Russia in 2011, with accumulated sales of approximately 200 units but also delivered 70 units to Russia's Presidential Office in September this year. In addition, the Russian Network Agency (Rosseti) has announced that it will create a charging infrastructure for electric vehicles in 2014. Facilities will be located at motorway filling stations in Moscow, Chelyabinsk and later in other Russian cities. The first charge is reportedly offered absolutely free. As a result, experts forecast that there will be a boom in demand and a sharp rise in the import of electric cars over the next 8 years. Currently the market for electric cars in Russia lags far behind European countries – the total volume of sales remains at 50-70 cars per year. However, optimistic forecasts reported by Rosseti put increase in demand as much as 10 times what is currently in demand by 2014, and 1,000 times by 2020. Thus, according to Rosseti's forecasts, the volume of electric vehicles in the Russian market could reach 100,000 units. "The main problem that is holding back the demand for electric cars is the price, and zero tariffs will dramatically increase the interest on that type of vehicle among consumers of the Custom Union," said a

ECG AGENDA

► **ECG Board Meeting** on **28th November 2013** in Munich, Germany

► **ECG Russia Regional Meeting** on **5th December 2013** in Moscow, Russia

► **ECG Land Transport Working Group Webinar** on **11th December 2013**

► **ECG UK & Ireland Regional Meeting** on **12th February 2013** in Birmingham, UK

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

spokesperson for Rosseti. "By 2020, according to our forecasts, up to 10% of the total number of cars sold in Russia will be electric," said Andrey Pankov, Chairman of the sub-Committee on Strategic Innovation in the Automotive Industry, part of Russia's Ministry of Commerce and Industry. "I think that the next 2 or 3 years will be the years for electric vehicles such as the Mitsubishi Outlander PHEV, Chevrolet Volt, and some other types," he said. At the same time, representatives of ECE note that it is likely that the cancellation of the custom duties will be a temporary measure, which will be implemented for a period of 5 to 6 years.

Volvo CEO says Europe production footprint safe

(Source: Automotive News Europe, 08th November 2013) Volvo CEO Hakan Samuelsson says the company's car production footprint in Europe is safe despite the region's chronic overcapacity. "We are rather well positioned where we have the 2 factories in Europe and I don't think we will be influenced by this overcapacity problem. We are flexible enough to cope with the slightly lower volumes right now," Samuelsson said. Through October, Volvo's European sales were down 4% to 181,434, but its overall 10-month global volume was flat at 346,844 because of strong demand in China, where the automaker recently started series production of the Volvo S60L model in Chengdu. Volvo's European factories are in Gothenburg, Sweden, and Ghent, Belgium, 2 countries where plants already have been forced to close because of the region's sales slump. European cars sales are expected to decline for a sixth straight year in 2013, with registrations on track to fall to about 12m units from 16m in 2007. One reason that Samuelsson is confident about Volvo's European plant capacity is because he believes the region's sales slump could be coming to an end. "I think Europe has seen a levelling out, so hopefully we will see slightly better figures in 2014 and 2015," he said. Volvo is getting a big boost from the V40 model, which debuted in late 2012, and V40 CC, with went on sale this year. Through October, the automaker has sold a combined 79,555 units of the cars globally. The majority of the volume has been in Europe. The strong numbers come despite the cars not being available in the United States, which is something Samuelsson aims to change. "We see very clearly that the market is downsizing. There is room for premium cars that are slightly smaller than the V60 and that's the 40 series so that will also one day come to the US," he said. The next V40 is likely to arrive before the end of the decade. Volvo closed a factory in Uddevalla, Sweden, in June this year while General Motors' Opel unit shut down its plant in Antwerp, Belgium, in late 2010. Ford plans to stop production at its facility in Genk, Belgium, next year. By the end of 2014, Ford, Opel, PSA Peugeot Citroën and Volvo will have shut a combined 5 vehicle manufacturing plants in Western Europe. Volkswagen CEO Martin Winterkorn said in September that automakers need to shut about 10 factories to reduce overcapacity. Consultancy IHS Automotive says the number could be as high as 18 factories. Restructuring consultants AlixPartners estimate that automakers in the region need to reduce capacity by 3m units in the coming years to reach a sustainable utilisation level. Like Samuelsson, however, Winterkorn said VW itself did not need to make cuts. The VW boss said the automaker's plants are safe because of strong growth outside of Europe.

EUROPE

Adampol obtains authorisation for Customs Simplified Procedures

(Source: Automotive Logistics News, 13th November 2013) Polish vehicle transport and logistics provider **Adampol** has bought an electronic Customs Simplified Procedure that licences it to perform customs clearance on behalf of the Polish customs office. The authorisation will extend to import and exports –

Events in Brussels

European Logistics Summit, by the Alliance for European Logistics on 27th November 2013
http://www.logistics-summit.eu
ECG will attend

4th Intelligent Transport Systems Conference, by the European Commission DG MOVE on 2nd December 2013
http://ec.europa.eu/transport/themes/its/events/2013_12_02_its_conference_en.htm
ECG will attend

Transport Policy Event: "The Truck of the Future: Innovative, fuel-efficient, safe" by ACEA – The European Automobile Manufacturers' Association on 5th December 2013
http://truckofthefuture.eu/
ECG will attend

TIR and T1. The company hopes that the new legislation will improve cost-saving and efficiency. According to Adampol, there is no longer a need for transporters to physically present the goods they carry, or wait in line for a clearance officer. At the same time, Adampol will not have to organise parking procedures for vehicles waiting at customs. The company said it hoped the new procedure would lead to a quicker processing of its client orders. The communication between customs officials and the authorised company will now be carried out electronically. "Simplified customs procedures facilitate the business of traders, by reducing customs formalities and control before the release of goods," said a spokesperson for the company. "They are a key element of EU customs policy for import. The implementation of these procedures means taking over all formalities for customs clearance by entities possessing the status of Authorised Economic Operator," the spokesperson added. According to Krzysztof Danilczyk, Head of Adampol's Customs Department, the main benefit of the simplified procedures is "an improvement of clearance time." "We do not have to carry documents to the Customs Office, and therefore we custom-clear one truck in just 1h, saving our clients up to 4h. We obtained this type of simplification for our clients, to increase their competitiveness," Danilczyk added.

Paragon wins 2 Renault contracts

(Source: Automotive Supply Chain, 13th November 2013) **Paragon Automotive** renewed its contract to defleet and refurbish all of Renault UK's company, demonstrator and rental vehicles, and was awarded a new reconditioning contract with Renault Credit International Financial Services (RCIFS). The first contract will see Paragon continue to recondition the cars to a high standard so they can be sold on to the Renault dealer network. Paragon Automotive will also be refurbishing vehicles which have been defleeted to RCIFS at the Paragon centre in Corby, Northamptonshire, including the Renault, Dacia, Nissan and Infiniti brands. "Winning these 2 contracts is evidence of Paragon's flexible and intuitive approach," said Paul Stibbe, Used Vehicle Remarketing Manager at RCIFS. "Renault UK, RCIFS and Paragon are committed to creating a market-leading, cost-effective and efficient defleet and refurbishment process that supports a variety of different sales channels,'' Stibbe added. Company, rental and demonstrator cars from Renault UK due for refurbishment typically have 14,000 miles on the clock and are around 9 months old, while the RCIFS vehicles are between 1 and 3 years old with up to 60,000 miles on the clock. The vehicles are prepared to a set of criteria agreed with Renault UK, depending on the sales channel for which they are destined, and means that Paragon is helping Renault UK to focus on – and achieve – its ultimate goal of increased sales. Renault UK and Paragon have been working together since 2002 and the new contract signals a continuation of this strong partnership.

Duty free storage at Novaya Gavan

(Source: Automotive Logistics News, 13th November 2013) Carmakers using the Russian Commercial Sea Port of Ust-Luga can now benefit from long-term vehicle storage of up to 3 years without paying customs duties at the Novaya Gavan vehicle terminal operated by **Russian Transport Lines** (**RTL**). According to the company, the development follows the inclusion by the Central Excise Customs authority in Russia of the Novaya Gavan terminal in the list of customs warehouse operations eligible for the dispensation. Nissan Manufacturing Rus is reported to be the first customer to benefit, with the first volume of vehicles already now in storage. RTL said the new service is expected to see strong demand, as the average storage period for imported vehicles to Russia increases due to drop-off sales in the country. According to figures released by the Association of European Businesses' Automobile Manufacturers Committee (AEB AMC), sales of new cars and light commercial vehicles in Russia declined by 8% in October compared to the same month in 2012. Sales of vehicles climbed to just more than 234,480 last month, which was almost 19,540 fewer than in October last year. "The general sales trend remains weak on a rather consistent level,"

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said Joerg Schreiber, Chairman of AEB AMC. "Neither do we see signs for improvement, nor for further deterioration. As we are approaching the year end it becomes clear that the long-awaited market stabilisation is unlikely to happen before the end of 2013," Schreiber added. RTL's service will provide importers with more logistics flexibility, said the company, and give the terminal a competitive advantage in the Russian market. "We are exceptionally pleased with the customs warehouse start-up in Novaya Gavan," said Konstantin Skovoroda, Chairman of the Board of Directors of RTL Group. "At Novaya Gavan automakers will be able to get new logistics services that are comparable to the operating conditions of automotive hubs in Europe. Furthermore, extra cost-saving caused by delayed period of customs duties payment is significant for our customers," Skovoroda added. Novaya Gavan Ro-Ro terminal was founded in 2011 as a separate cargo area in the northern-most part of Ust-Luga Port, 14km from Vistino, with storage capacity of up to 10,000 vehicles over 24ha. It also provides border checkpoints and customs control.

French "Ecotaxe" on heavy vehicles sparks protests

(Source: European Voice, 07th November 2013) Pierre Moscovici, the French Minister of Finance recently expressed his incredulity that a concession for collecting French taxes could have been awarded to a foreign company. On Wednesday 6th November, protesters threatened further action despite promises from Jean-Marc Ayrault, the French Prime Minister, to "suspend" and "correct" the tax, scheduled to come into force on 1st January 2014 and intended to encourage more ecological forms of transport. The protesters, many of whom are in Brittany and have donned a red bonnet in allusion to a 17th century Breton tax revolt, want the French government to scrap the tax altogether. They have also criticised the government's public-private partnership (PPP) with Ecomouv', a subsidiary of the Italian group Autostrade. Under a 2011 agreement, the French state will pay the company around €230m a year in exchange for collecting the tax, estimated at around €1.1bn. Autostrade won the contract in a public tender, with a cheaper bid than French companies Sanef and France Telecom. European Union law prohibits discrimination in favour of national companies in public tenders. The contract's high value is linked to the large upfront investments required from Ecomouv' for building the tax collection system, which must be able to recognise French and European vehicles, and must conform to EU rules ensuring interoperability for a mooted EU motorway toll system. Much of the investment has already been made and the French government is unlikely to be able to cancel the contract, but Moscovici has already accused Ecomouv' of "not being up to date with all its obligations." In the meantime, French protesters have already destroyed 5 arches built by Ecomouv', with an estimated value of €5m. Removing the tax altogether would give rise to more problems for a French government that is already struggling to meet its budgetary obligations as a member of the euro-zone. On Tuesday 5th November, the European Commission projected that France's deficit would remain above the 3% limit set by EU law until at least 2016. If the government decides to scrap the Ecotaxe, it will have to cut spending elsewhere, said Christian Eckert, a socialist Member of Parliament on the Budget and Finance Committee. Cutting the Ecotaxe could cost France an estimated €2bn in lost revenues and compensation to Ecomouv'. France's budget for 2014 already aims to save the French state €15bn as compared with 2013, through a mix of tax rises and cuts in government spending.

4 metre height restriction would damage trade between UK and Ireland, warn associations

(Source: Multimodal.org.uk, 08th November 2013) A group of leading trade associations from the UK and Ireland have written to the European Parliament's Transport and Tourism (TRAN) Committee asking it not to damage highly efficient trade flows between the 2 countries by imposing unnecessary and unwelcome height restrictions on goods vehicles. The letter, alerting the Committee to the real threat posed to trade by a report which was presented to it, received strong

support from key Members of the TRAN Committee and from the European Commission. The letter was signed by the Freight Transport Association – FTA Ireland, Road Haulage Association (RHA), British Irish Chamber of Commerce, Irish Exporters Association, Irish Road Haulage Association (IRHA) and the Irish Business and Employers Confederation, and expressed extreme concern about a suggested amendment in a report by Austrian Member of the European Parliament (MEP) Jörg Leichtfried, which would prohibit all cross-border movements of vehicles exceeding 4 metres in height. Ireland has a national height limit of 4.65 metres and the UK imposes no national height restriction. Theo de Pencier, FTA's Chief Executive, said: "We are extremely concerned about the adverse effect this would have on trade and the environment. One major UK retailer, with operations in the UK and Ireland, has estimated that a 4 metre height restriction would result in 3,000 extra trailer movements, adding 740,000 additional road miles and generating an extra 1m kilogrammes of CO_2 per year." Whilst it is common practice in most EU Member States to impose a national height requirement of 4 metres, both the UK and Ireland apply a derogation as permitted under EU law, and have never imposed such a requirement on their domestic operators. Using this flexibility, valuable trade flows have developed with vehicles that exceed the 4 metre limit – which are often known as “high cube trailers”. It is estimated that up to 90% of the Irish fleet would be affected by such a height restriction, with serious cost increases. The letter appealed to the TRAN Committee to accept the European Commission's proposal to permit cross-border movements of vehicles that exceed the maximum dimensions if they are already permitted in neighbouring EU Member States.

Irish truck height restriction could increase vehicles on roads, say FTA Ireland

(Source: Commercialmotor.com, 08th November 2013) The Freight Transport Association Ireland (FTAI) believes restricting vehicles to a maximum height of 4.65 metres in the Republic of Ireland will increase the number of trucks on the country’s roads. In a meeting with the Irish Road Haulage Association (IRHA) and the Joint Oireachtas Committee on Transport and Communications on Tuesday 5th November, it called upon the Committee to recommend a controlled permit regime for operators of “high cube trailers” to the Department of Transport, Tourism and Sport (DTTAS). The FTAI suggested such a regime could allow operators to use vehicles that exceed the height restriction – which recently came into force – on defined trunk roads. It added that the regime could work in a similar way to the current abnormal loads permit currently regulated by local authorities, but stressed these should both be standardised across the country. FTAI’s General Manager, Neil McDonnell, said: “While accepting the necessity for the Department of Transport, Tourism and Sport to legislate for national vehicle dimensions, FTA Ireland was encouraged that the Committee gave such an open hearing to its request for a special permit regime for designated vehicles on defined or fixed routes.” The meeting also covered proposed amendments to EU directive 96/53/EC. FTAI said it supported some of the proposed changes as they would encourage the use of more aerodynamic and fuel-efficient vehicles, as well as safer trucks for pedestrians and cyclists. “The EU legislative proposal to modify weights and dimensions of heavy goods vehicles sets out to support more environmentally friendly and safer design,” said John O’Mahony, Chairman of the Oireachtas Committee.

REST OF THE WORLD

Dock union stops vehicle deliveries at Ashdod

(Source: Automotive Logistics News, 13th November 2013) Volume deliveries of vehicles through the Israeli Port of Ashdod have been disrupted by labour action taken by dockworkers in the Ashdod Seaport Workers’ Union. The situation is causing problems for ocean forwarders, including **Grimaldi**, which have been forced to look for room at adjacent ports. According to Israel’s *Haaretz* news source, last week union boss Alon Hassan ordered union workers not to unload automobiles from vessels that were in the port. The action follows a decision taken by Israel’s government to issue tenders for 2 privately-run seaports alongside state-owned terminals at ports including Ashdod and Haifa. Europe’s largest private port operator, Eurogate, has already submitted its bid to run the ports. Confirming that it was unable to unload vehicles at Ashdod because of the strike, Grimaldi’s Logistics and Commercial Director, Costantino Baldissara, said that to avoid incurring delays in its vessel schedules the company was working with receivers to unload cars at the next closest ports. “In these circumstances we cannot do anything else than check the situation day by day and decide on the basis of the last update,” said Baldissara. “K” Line, which had also delivered car volumes to the Port of Ashdod, ceased services in January 2012 and no longer makes direct calls to Israel. A spokesperson said this was because of a “rationalisation” of its service. Ashdod Port handled the import of 154,000 vehicles in 2012, up 4% from the year before.

Jack Cooper receives approval for Allied takeover

(Source: Automotive Logistics News, 13th November 2013) Following a successful bid for the acquisition of Allied System Holdings, North American vehicle haulier Jack Cooper Transport has received government approval to proceed with its takeover of the bankrupt rival carrier. The company expects to integrate the assets of Allied in December, following the customary business integration processes and legal checks. The acquisition will mean Jack Cooper increases its fleet of car carriers to more than 4,000 trucks and trailers, and it will begin 2014 with more than 4,000 employees. The company already has the largest active car carrier fleet in the US, and is now expected to reach $1bn in annual revenue in 2014.

PRESS RELEASES

GEFCO optimises its purchasing function with the Carrier Management System collaborative system

*(Source: **GEFCO**, 07th November 2013)* For GEFCO, a leader in automotive logistics and a standard setter in industrial logistics, quality is at the heart of its services and, indeed, at every level of the supply chain. The Purchasing Department now has a collaborative platform known as the CMS – Carrier Management System, which allows it to manage subcontract carriers and issue online tenders in the form of Dutch auctions.

This innovative system which was implemented with the help of CEREZA, a Management and IT Systems consultancy firm, will mean optimal management of subcontractors and will strengthen GEFCO's purchasing capability. The Carrier Management System is part of the TOSCA programme which was launched in 2011 with the aim of developing a global agile vision of the GEFCO supply chain – from GEFCO's suppliers and customers up to the end users – whilst developing new products to keep momentum with changing customer supply chains and improve GEFCO's competitiveness.

A trail blazing product
The main function of the CMS collaborative platform, which has been introduced in all of the group's European subsidiaries, is to make the work of the GEFCO purchasing units easier and more structured. The system, which has been translated into several languages, allows carriers to enlist themselves in GEFCO's reference database so that they can take part in the invitations to tender for the allocation of regular flows.

Optimised user-friendliness combined with a customised interface
The platform uses a database of carriers which holds all the criteria necessary for identifying the suppliers best suited to the requirements in question. This collaborative database, which is supported by the purchasing function, can also be used by the GEFCO Group chartering network. With more than 8,000 listed carriers, this database provides GEFCO operators with access to an efficient management system which adds an element of transparency to the communications between the different parties concerned and offers GEFCO much greater control over its subcontracting activities.

"We're very pleased with how well the introduction of the CMS among our teams has gone. Now that we have this system, it only takes a few clicks to see the responses we have received to our invitations to tender and then let the carrier know immediately if its bid is likely to be accepted or if it needs to adjust its price," explains Florian Chesnais, Buyer for the French Northern region. For Jan Stejskal, Purchases Manager in the Czech Republic: "CMS makes the pre-qualification phase easier, so now we can really keep a long-term record."

A state of the art facility which puts quality at the heart of the selection process
The deployment of the CMS system is yet further proof of GEFCO's objective to make quality a priority in the service that it offers to its customers. This policy of continual improvement is also applied to upstream service phases. Thanks to the CMS, buyers can now enjoy an innovative IT solution which allows them to do more than just measure cost alone, as they now have access to a quality grading system for GEFCO's subcontract partners. Operators no longer need to settle for finding out who offers the best rate, they can also find out who offers the best service. "That's why this system is a vital tool for improving GEFCO's purchasing competitiveness," points out one of Cereza conseil's managers, Nicolas Recapet.

The results are greater purchasing control and buyers who, through a comprehensive data bank, have access to information on the quality of carrier services. "The introduction of the CMS within the GEFCO Overland network illustrates the group's ability to implement innovative solutions which are suited to all the stages of the supply chain," stresses Gilbert Tichit, Purchases Manager for GEFCO. "The system has helped us improve our purchasing performance as well as increase our productivity by putting quality at the heart of the selection process for our suppliers. It has allowed us to establish a reference base that everybody can use so that we can streamline how we use our many partners across Europe," Mr Tichit added.

EU cross-border enforcement directive comes into force: carrying strong life-saving potential

(Source: ETSC, 07th November 2013) "Today should mark the beginning of a fairer system of following up road traffic offences," said Antonio Avenoso, European Transport Safety Council (ETSC) Executive Director. "By allowing the competent authorities to follow up traffic offences committed by vehicles registered anywhere in the EU, traffic law enforcement should now carry the same deterrent effect on all drivers," Mr Avenoso added.

Thursday 7th November was the deadline for EU Member States to transpose directive 2011/82/EU facilitating the cross-border exchange of information on road safety related traffic offences into their national legislation. The directive sets up a system allowing the enforcement authorities in the Member State where a traffic offence has been committed to pursue and fine drivers of vehicles registered in another Member State. The directive has a considerable life-saving potential across the EU, thus contributing to the goal of halving road deaths between 2010 and 2020, which was widely endorsed by both the EU institutions and Member States.

"The directive should bring no change for law-abiding drivers across the EU. ETSC believes it is only fair for authorities to enforce the prevailing traffic laws on all those travelling on the roads. Through increased awareness and better information, we expect the directive to have a spill-over effect on overall levels of compliance with traffic laws, augmenting its life-saving potential," said Mr Avenoso.

"ETSC will closely monitor the efforts made by EU Member States to implement the directive and support the evaluation of its life-saving potential and, in due time, the need to improve its current provisions," concluded Mr Avenoso. In light of the cross-border enforcement directive's entry into force, ETSC prepared a series of Frequently Asked Questions (FAQs), available at:
http://etsc.eu/documents/ETSC_CBE_FAQs_7_Nov_2013.pdf

Background
Directive 2011/82/EU covers the main traffic offences leading to death and injury on EU roads, plugging an important gap in the enforcement chain by enabling the automated information exchange needed in order to follow up on efforts to achieve compliance with traffic laws. 8 major road safety related offences are included in the text of the EU directive:
- Speeding;
- Not using a seatbelt;
- Not stopping at a red traffic light or other mandatory stop signal;
- Drink driving;
- Driving under the influence of drugs;
- Not wearing a safety helmet – for motorcyclists;
- Using a forbidden lane – such as the forbidden use of an emergency lane, a lane reserved for public transport, or a lane closed down for road works;
- Illegally using a mobile phone, or any other communications device, while driving.

IRU adopts guidelines on freight exchanges

(Source: IRU, 07th November 2013) The International Road Transport Union's Goods Transport Council (IRU CTM) adopted guidelines for the safe use of online freight exchange services that represent between 10% and 15% of day-to-day transport business, and are often used by small and medium-sized carriers to search for freight, increase the general load factor of their vehicles, and reduce empty return trips. This represents a key cost-saving strategy for transport operators, as such operating costs can rarely be passed on to customers.

IRU CTM President, Pere Padrosa, explained: "We must recognise that the road transport industry is highly competitive, and internet-based freight exchange – where transport operators have to compete with other numerous operators to offer the lowest price – increase the general price pressure within the sector." A survey conducted among IRU CTM Members showed that transport operators have been frequently confronted with fraudulent and even organised criminal practices in recent years, ranging from false or invalid documentation and payment not received for the transport service, to the use of information for vehicle and/or load theft.

"Freight exchanges are a reality, but there are certain risks in using them and a lack of guidance in dealing with these risks. That is why we have developed guidelines on the business opportunities, challenges, fraudulent practices and general safe use of freight exchanges," highlighted Mr Padrosa.

These IRU guidelines revolve around the 5 main following points:
- Choosing a reliable freight exchange;
- Checking who you are working with and providing instructions;
- Preventing information leaks;
- Using standard contracts with dedicated amendments;
- Reporting fraudulent incidents.

To download the IRU analysis and guidelines please click on the following link:
http://www.iru.org/cms-filesystem-action/reso-ctm/GUIDELINESfreight2013.pdf.

Janusz Lacny re-elected IRU President

(Source: IRU, 08th November 2013) Janusz Lacny has been re-elected President of the International Road Transport Union (IRU) by the IRU General Assembly for a new term of office 2014-2015.

"I am truly delighted and deeply honoured that my peers unanimously decided to once again extend my mandate as IRU President, especially now that new and reinforced partnerships in Africa, in the Americas, in the Middle East and the Far East, all point to the IRU's remit becoming truly global as it can offer effective and tangible economic and transport solutions to all these regions," Janusz Lacny stated.

Mr Lacny enjoys a distinguished career in road transport, which started in 1991 when he became an international haulier, establishing his own transport company "JMJ-TRANS", which he extended to include forwarding activities. A Professor with a Ph.D. Degree in Telecommunications and Computer Communication Systems, he created in 2004 the Department of Logistics and Transport of the University of Economy in Bydgoszcz, Poland.

Mr Lacny has been a member of the Association of International Road Hauliers (ZMPD) in Poland since 1995. He was elected President of this association in 1999 and became Secretary General in 2006, and then Vice-President in 2008. In 2000 he became the Chairman of the Advisory Committee to the Minister of Transport, and then the Minister of Infrastructure in Poland. Since 2001 he has also published more than 20 scientific papers on road transport. The new leadership of the IRU, with effect on Wednesday 1st January 2014, will be:

President
Janusz LACNY (ZMPD Vice-President and CEO of JMJ-TRANS), Poland.

Vice-Presidents
Yves MANNAERTS (Administrator-Director, FBAA), Belgium.
Pere PADROSA (Member, Board of Governors, ASTIC, and CEO, Padrosa Transports), Spain.

Members
Jan BUCZEK (President, ZMPD), Poland.
Radu DINESCU (Secretary General, UNTRR), Romania.
Vladimir FLOREA (President, AITA), Moldova.
Algimantas KONDRUSEVICIUS (President, LINAVA), Lithuania.
Leonid KOSTYUCHENKO (President, AsMAP UA), Ukraine.
Toivo KULDKEPP (Secretary General, ERAA), Estonia.
Christian LABROT (Secretary General, BWVL), Germany.
Izzet SALAH (Member, Board of Directors, Selamoğlu), Turkey.
Yurii SUKHIN (Honorary President, ASMAP), Russia.

European, Japanese and North American heavy-duty vehicle manufacturers work towards a global approach to improving fuel efficiency and reducing GHG emissions

(Source: ACEA, 07th November 2013) The world's leading manufacturers of heavy-duty commercial trucks and engines endorsed on Thursday 7th November a harmonised global approach as an effective pathway to further improving energy efficiency and reducing greenhouse gas (GHG) emissions from commercial vehicles. Meeting in Chicago, the chief executives of commercial vehicle and engine manufacturers in Europe, Japan and the United

States discussed fuel efficiency and GHG emissions reductions, diesel fuel specifications, and topics related to heavy-duty engine and vehicle regulation and certification.

The meeting was chaired by Mr Tom Linebarger, Chairman and Chief Executive Officer of Cummins. This was the 11th meeting of the chief executives to discuss global issues and address challenges facing commercial vehicle and engine manufacturers.

Summarising the meeting, Mr Linebarger said: “Over the past decade engine and vehicle manufacturers have successfully reduced emissions to near zero levels, and we are now increasingly focused on improving fuel efficiency and reducing greenhouse gas emissions. The meetings affirmed that it is important for our industry to partner with policy makers across the globe to develop and implement agreed upon standards and procedures that will continue to drive environmental improvements, while delivering high quality products to our customers.”

The manufacturers agreed to continue their efforts to develop improved and harmonised fuels, testing, certification practices and procedures related to criteria emissions reductions, fuel efficiency improvements and greenhouse gas reductions. “Adoption of consistent global specifications, procedures and approval requirements related to improved fuel quality, exhaust emissions and energy efficiency standards will significantly improve the ability of manufacturers to help our commercial vehicle customers succeed, while allowing us all to more quickly reach global environmental goals,” said Mr Linebarger.

Continuing the progress made at previous meetings, the chief executives discussed topics related to:
- Adoption of a world-wide heavy-duty emissions certification procedure.
- Harmonisation of fuel specifications and regulations.
- Progress in the harmonisation of fuel efficiency assessment methods including vehicle simulation modelling.
- Fuel efficiency improvements and greenhouse gas reductions.
- Requirements for certification of heavy-duty hybrid vehicles.

At the meeting, the chief executives of the assembled companies agreed to continue their joint efforts to work with government bodies to promote harmonised global standards.

Mr Susumu Hosoi, President of Isuzu, extended an invitation to the chief executives to hold their 2014 meeting in Tokyo.

In addition to the participation of the chief executives, the meeting brought together representatives of the European Automobile Manufacturers’ Association (ACEA), the Japan Automobile Manufacturers’ Association (JAMA), and the Truck and Engine Manufacturers’ Association (EMA).