ECG News

Truck Ship Compound Train Barge

ECG – The Association of European Vehicle Logistics

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NEWS FROM BRUSSELS

Inaugural ECG Russian Regional Meeting

(Source: ECG, 5th 2013) This week saw the first ECG Russian Regional Meeting take place in Moscow. In addition to ECG's Russian members, attendees included other ECG members active in the Russian market and guests who included the Deputy Minister of Transport for the Moscow Region and ASMAP. Discussions covered a number of current regional issues and a further meeting is planned for the New Year. Any other members interested in participating in future meetings should contact Oleh Shchuryk in the Secretariat to register their interest.

Presentation of draft Port Services Regulation

(Source: TRAN Committee Newsletter, 26th November 2013) At the Transport (TRAN) Committee meeting on 26th November in the European Parliament (EP), German Rapporteur Knut Fleckenstein presented his draft Report on Port Services. He highlighted that this Regulation aimed to create legal certainty for ports and to have a positive impact on the functioning of the TEN-T network. He emphasised the need for the managing body of the port to remain autonomous in order to act according to its economic strategy, while respecting certain key principles. Additionally, the Rapporteur wanted to avoid increasing administrative burdens when applying this Regulation. Several Members questioned the need for this Regulation, calling for a complete rejection of the Commission's proposal. Even though the Rapporteur's amendments were welcomed in general, many Members thought the scope of the Regulation would need to be reduced significantly calling its usefulness into question. Furthermore, several Members insisted that it would be difficult to strike the right balance between the financial transparency requirements and the commercial freedom of the port authority. Other points discussed included the importance of safety and whether private ports should be excluded from the Regulation. The Commission representative responded positively to the draft report, but was disappointed to hear several Members calling for the rejection of the proposal, reiterating that this Regulation was not about market opening (unlike the two earlier Port Packages).

Lithuania mounts rescue bid for first generation biofuel

(Source: EurActiv.com, 30th November 2013) A planned cap on first generation biofuels use for 2020 could be increased by 50%, if surprise Lithuanian proposals seen by *EurActiv* are adopted at a meeting of EU diplomats on 29th November. The EU's original compromise plan had proposed a 5% cap on the share of Europe's fuel market that could be met by feedstocks, which have been linked by EU scientists and environmentalists to rising food prices and deforestation, although the biofuels industry disputes this. That bar was lifted to 6% in the European Parliament, before a committee vote appeared to kick it into the long grass. But the new Lithuanian compromise would resurrect the law, if only to stab it in the heart, green campaigners say. Lithuania proposes raising the EU cap to 7% – feedstock-based biofuels currently have a 4.7% market share – while deeming planned targets for the most advanced biofuels, made from algae and waste residues, optional. Instead, these would now be counted towards the EU's separate objective of meeting 20% of its energy from renewable sources by 2020, a move that the UK supported to 'water down' that target, environmentalists say.

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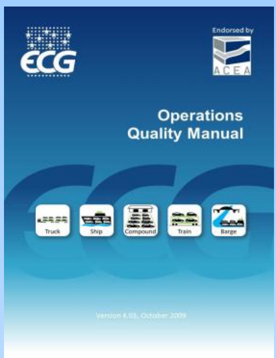

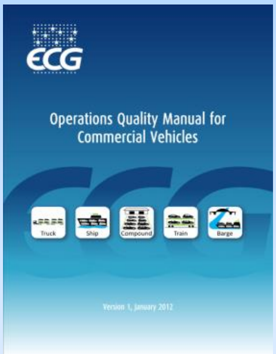

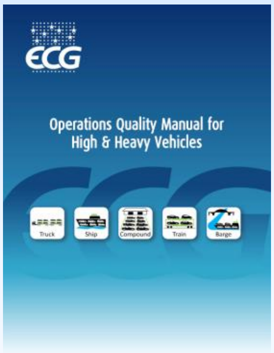

- Written by the Quality Working Group and the H&H Working Group composed of OEMs and LSPs.
- The manuals can be downloaded from: http://www.ecgassociation.eu/PublicationsReports/ECGOperationsQualityManuals.aspx

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The draft law faces a final European Council vote on 12th December and, in negotiations, Germany is said to have argued that EU support for biofuels – currently running at around €6 billion a year – should be locked in until 2030. While Poland, Hungary and the Czech Republic all pushed to remove any limits on biofuels, France was a key supporter of a 7% target, backed by Spain and Portugal. Other passages in the draft Lithuanian legislation would weaken the reporting of emissions caused by indirect land use change (ILUC), the displaced agricultural activity that may be needed to grow fuel crops. These will no longer need to be reported by EU states and, where they are logged, will come with a very wide uncertainty range stretching from 5%-95%. Interestingly, both environmental and biofuels lobby groups were united in criticism of the new Lithuanian proposal. Marc Oliver Herman, Oxfam's EU biofuels expert, said that "what's on the table is no cure to the ailing EU biofuels policy." "If EU Energy Ministers give their green light, they will be encouraging further hunger, land-grabs and environmental damage," he added. On the other side of the divide, "the European renewable ethanol industry is disappointed by the lack of ambition shown by the Council," Emmanuel Desplechin, ePURE's director for energy and environment told *EurActiv*. "The compromise on the table is a missed opportunity for Europe to signal its support to the best performing biofuels, from conventional and advanced feedstocks." Some studies have found ethanol better at reducing greenhouse gas emissions than other first generation fuels such as biodiesels.

Consultation on working conditions in transport

(Source: European Commission, 29th November 2013) The European Commission launched a public consultation regarding trends and prospects of jobs and working conditions in transport. This targeted stakeholder consultation is addressed to enterprises active in the transport and logistics sector and to organisations and public administrations related to that sector. The purpose of this consultation is to provide input to an evaluation of the EU approach to jobs and working conditions across transport modes announced in the Commission's 2011 Transport White Paper.

If you are interested in contributing to this consultation, please find the relevant documents here: http://ec.europa.eu/transport/media/consultations/2013-jobs-and-working-conditions-in-transport_en.htm

AUTOMOTIVE INDUSTRY

PSA spending €90m to build new model at its Rennes plant

(Source: Just Auto, 28th November 2013) PSA Peugeot Citroën will spend €90m to produce a replacement for the current C segment Peugeot 5008 MPV minivan at its Rennes plant. The new model will be built on the EMP2 platform which cost €630m to develop. Production will start in mid-2016 with sales from the end of the year. It will be available worldwide apart from North America from where both Peugeot and Citroën withdrew almost three decades ago. Production volume is pegged at 70,000 units a year from 2017, lifting the plant's total output to about 100,000. PSA Industrial Operations Chief Denis Martin said: "I am particularly pleased today to confirm the decision to produce a new vehicle at the Rennes plant, as [soon to depart CEO] Philippe Varin promised in November 2012. (…) The group has made firm commitments as part of its new social contract, in particular as concerns the production of new vehicles in its French plants. We are demonstrating that these commitments are being met," he said.

Saab will resume series production of the 9-3 sedan

(Source: Automotive News Europe, 29th November 2013) Saab's new owner, National Electric Vehicle Sweden (NEVS), began series production of the 9-3 mid-sized sedan at the brand's Trollhattan assembly plant in Sweden on 2nd

ECG Academy

Course 9 will commence in October 2014

This practice oriented course takes place over **five modules**, 22 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

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December, almost two years to the day since the company was forced to file for bankruptcy. The last cars produced by the automaker rolled off the production line in April 2011, eight months before Saab, then under the control of Spyker NV, filed for bankruptcy on December 19. Mikael Oestlund, a spokesman for NEVS, said that initial output would have a "humble" pace with the possibility to increase the volume over time. National Electric Vehicle Sweden, which is owned by a Chinese renewable energy investor, bought Saab out of bankruptcy last August. The production start has been achieved after NEVS was able to reach an agreement with parts suppliers. Oestlund also noted that an electric variant of the 9-3, initially aimed at the Chinese market, will begin production in 2014. This will likely feature a new face-lifted exterior. In August, Oestlund told *Automotive News Europe* that the 9-3 will be sold in Europe and China initially with U.S. sales possible later.

Marchionne will unveil 4th re-launch plan for struggling Alfa

(Source: Automotive News Europe, 2nd December 2013) Fiat CEO Sergio Marchionne hopes that betting billions of Euros on Alfa Romeo will reverse a decade of losses and six years of collapsing sales at the sporty brand. This year, Alfa's sales are likely to fall below 100,000 units for the first time since 1969. Marchionne's new plan for Alfa – his fourth since he joined Fiat in June 2004 – has the same goal as the one he introduced for its sister company, Fiat's premium subsidiary, Maserati. Under the plan, Alfa will focus on developing premium vehicles to be exported worldwide from Italy. An effective Alfa re-launch is a crucial element in Marchionne's broader strategy to return Fiat's automotive division to profitability in Europe by 2016. Fiat lost €700m ($928m) last year in Europe and so far Alfa has yet to make a profit under Marchionne's nine-year watch. "We continue to work in a pretty determined fashion trying to reshape the Alfa Romeo platform and I think we will be in a position to outline more at the end of the first quarter of 2014," Marchionne said during a conference call with analysts on 30th October. He said he would reveal a new five-year strategy for Fiat Group and Chrysler next year, most likely in late April in conjunction with the company's first-quarter earnings report. "We will give an opportunity to look to the five-year plan based on the thorough assessment" of Alfa Romeo and the company's other automotive brands, he said.

Audi gives Q1 SUV green light

(Source: Just Auto, 2nd December 2013) Volkswagen Group luxury brand Audi is to produce a new B segment SUV called the Q1 at Ingolstadt from 2016. "The Audi Q1 is part of our broad-based SUV strategy. It is designed on the basis of the modular transverse engine concept and will round off our Q series at the bottom end," said Audi chairman Rupert Stadler. The Q1 is the latest weapon in a product blitz that, by 2020, will see to expand its product range from 49 now to more than 60 models and sales of more than two million vehicles a year. Audi said the Q1 will help improve capacity utilisation at its main plant in Ingolstadt over the long term. The plant produces A and B segment cars - the A3 and A4/A5 family. Peter Mosch, chairman of the General Works Council, said: "This is a clear commitment to Ingolstadt as a production site." The decision on the new model is regarded as proof that employee "co-determination" secures jobs and that the internationalisation of the Audi group is not taking place at the expense of the sites in Germany, he added.

German carmakers look abroad to boost production

(Source: Automotive News Europe, 3rd December 2013) German carmakers' overall output will rise for the fifth year in 2014, driven by overseas production, industry association VDA said. Passenger car sales in China are expected to more than double to 17.1m next year compared with 2009, while registrations in the United States may increase by half to 15.9m, lifting German companies' overseas aspirations. Foreign production by manufacturers such as Volkswagen and Daimler may almost double to 9.2m cars in 2014 from 4.8m in 2009, while

ECG AGENDA

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

► **ECG Land Transport Working Group meeting on 16th January 2014 (Location TBC)**

► **ECG UK & Ireland Regional Meeting** on **12th February 2014** in Birmingham, UK

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

Germany-based output is set to rise 10% to 5.5m. Volkswagen announced plans in March to build seven more factories in China, its biggest market. Daimler said last month it will buy a stake in Beijing Automotive Group's car division, while German rival Audi is building a factory in Mexico and plans to resume production Brazil. "If we were confined to subsist on the German market, we would be living a stingy life," VDA President Matthias Wissmann said at a press conference in Berlin on 3rd December. Sales of new cars in Germany may drop almost 5% this year to 2.93m, the second-lowest level since German reunification in 1990, reflecting troubles in Europe where auto demand is hovering close to a two-decade low. However, registrations may rise for the first time in three years in 2014 to about 3m, VDA noted, citing a slow recovery that took hold this summer. "We're expecting demand [in Germany] to grow in the low single-digit area, but we're far away from a genuine recovery," said Peter Fuss, senior advisory partner at the Global Automotive Center of accountants EY (formerly Ernst & Young). "Carmakers invest their money where sales markets grow."

Italy slump continues as November car sales fall 5%

(Source: Automotive News Europe, 3rd December 2013) New-car sales in Italy fell 5% in November from the same month a year ago to 102,201 vehicles, Italy's transport ministry said. The figure follows a slide of 6% in October and drops of 3% and 7% in September and August, respectively. The last time monthly sales rose year-on-year in Europe's fourth-largest car market was in August 2011, the ministry's data shows. Sales at Fiat Group, which has drastically reduced investment to ride out the crisis and pursue a buyout of Chrysler Group, fell 12% in November to 27,800 vehicles, the company said. Its share of the Italian market dropped to 27.2% in November from 29.6% in the same month last year. In France, new-car registrations declined 4% to 138,298 in November, after rises in October and September, the CCFA auto industry association said on 2nd December. But registrations would have shown an increase of 6% if the data were adjusted for the reduction in business days compared with November 2012, the association added. Sales of new cars in Spain jumped 15% in November, the third consecutive monthly increase, helped by government subsidies, car manufacturers' association ANFAC said on 2nd December. There were 55,450 new cars registered in November, compared with 48,155 in November 2012, despite one fewer working day. However, ANFAC said its forecast for about 720,000 new cars to be sold this year was well short of the 1.2m to 1.3m it would expect for a country with Spain's per capita income and economic development.

Ford to pause Romanian B-Max output again in December

(Source: Automotive News Europe, 29th November 2013) Ford Motor will halt production at its Romanian car factory for an extra seven days ahead of the Christmas break in December because of continued low demand in the European market, the US carmaker said on 29th November. Ford took over struggling local carmaker Automobile Craiova in 2008 and started producing its B-Max model there last year. It now produces roughly 370 cars a day as well as 1,000 engines for several models, but since September it has paused production for several days each month. "In response to the plight of the European market, Ford Romania continues to adjust production volumes at its plant in Craiova in December," Ford Romania's spokeswoman Ana-Maria Timis said. "Vehicle and engine production will be stopped for seven days, between 12th and 20th December. Beginning with 23rd December, our factory will be closed for the winter holidays." Engine production will restart on 6th January while car output will begin again on 8th January. Ford Romania employs about 4,000 people, almost all of whom will be affected by the production halt and will receive 80% of their pay during the stoppage. Earlier this month the U.S. carmaker's regional chief said Ford's European turnaround was gaining traction as the auto market stabilizes.

Events in Brussels

2013 TEN-T Info day is organised by the Commission on 13th December
http://tentea.ec.europa.eu/en/news__events/events/2013_ten-t_info_day.htm

Smart, Green and Integrated Transport, Information Day and brokerage event on 18th December
http://ec.europa.eu/research/transport/events/infoday2013/index_en.htm
ECG will attend

European Automotive Forum 2014 on 23rd January
http://www.eaf2014.eu/eaf/

EUROPE

Brit European enhances services with Mandata

(Source: Automotive Logistics, 3rd December 2013) Vehicle carrier **Brit European** is using a transport management system (TMS) from transport and logistics software provider Mandata to improve finished vehicle services for customers including construction equipment maker JCB. Mandata works with a number of automotive logistics providers and Brit European has been using the company's Manpack3 TMS technology for more than a decade now. With the inclusion of an Advanced Services application, customers are now able to login to a web portal and book services as well as check the status of deliveries in real time. "Customers like the system as it enables them to control their deliveries and the system has given them complete visibility," said Brit European's IT administrator, Andrew Shore. He went on to describe how the company delivers JCB stock to a holding compound and, when they are ready to release the vehicles, uses the technology they can indicate when and where they want them delivered. "One of our operators sees it on the system and plans the delivery," outlined Shore. "This is a huge leap forward as using the online system enables them to manage their own deliveries, and as the onus is on the customer to input job details correctly, there are no errors. It's proving to be a strong differentiator for us." Brit European has added a number of bolt-on modules to the Manpack3 system that allows it to integrate PDA, electronic invoicing, client web booking, workshop management and PDA vehicle inspection features. PDA vehicle inspection reports enable drivers to record the results of inspections on the wide range of vehicle types they transport. Each driver can take pictures of any vehicle defects and make notes when undertaking deliveries said the company. This information can then be uploaded immediately to a secure area of the company's website and the information shared with clients to resolve any issues quickly. The ability to quickly register information about the vehicle also applies to Brit European's own fleet of carriers where alerts regarding any damage to the vehicles can be sent to the workshop. It means that if repairs are needed traffic planners can see when the work will be carried out so they can schedule operations accordingly. In addition, rather than handle customer contracts from different sources manually, the company has tailored the Mandata system to automatically import contract information, a feature that has saved time and improved accuracy, meaning the company can deliver more vehicles in faster times.

TIR System resumes in Russia until 1 July 2014

(Source: IRU, 30th November 2013) The Federal Customs Service of Russia (FCS RF) has on 30th November officially notified the Russian TIR guaranteeing association ASMAP about the extension of its agreement until 1st July 2014. In line with the TIR Convention, Russian customs authorities must therefore continue to accept TIR Carnets at the Russian borders including after 1st December 2013. Considering this very late announcement from the FCS RF and the lack of available details, practical problems are still likely to take place at some border-crossing points in Russia over the next few days.

EU deal with Ukraine could remove duties on imports

(Source: Automotive Logistics, 3rd December 2013) The signing of a free trade zone agreement between the European Union and Ukraine promises to significantly improve logistics for European car manufacturers operating in the country, with the prospect of reducing costs by up to 25% by 2025, according to market experts. The current version of the agreement indicates that during the 10-year transition period Ukraine would be required to cancel almost all import duties on vehicles going to the country. The pact with the EU would have been signed at a summit in Vilnius on 29th November, but the government of Ukraine withdrew and has postponed a final decision on the matter until the summer of

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2014 when tripartite negotiations with representatives of the EU and the Russian government are scheduled to take place. According to the general director of the Association of Automobile Importers of Ukraine, Oleg Nazarenko, under the current version of the document, the customs duties on passenger cars from Europe will begin to decline a year after the ratification of the agreement, by 1% annually. Currently the customs duty levied on middle-range foreign cars with a 3-litre engine capacity is of 10%. The protective duty of 6-15% imposed this year, which is added to the basic duty, will also be cancelled during the transition period. “The agreement provides that in the first year after the creation of the free trade zone the import duties on European cars in Ukraine will not decrease. Then every year it will decrease by only 1% from the current 10%,” said Nazarenko. At the same time, Ukraine’s government has retained the right to limit this process if the influx of imported cars from the EU grows into large-scale volumes. “If the volume of imports from the EU exceeds 45,000 vehicles, Ukraine has the right to impose special duties. And they will act for another five years even after the 10-year transition period,” stated Nazarenko.

EU to co-finance preparatory works for UK rail electrification

(Source: TEN-T EA, 29th November 2013) The European Union will support with over €11m from its TEN-T Programme a project to lay the groundwork for the electrification of a key section of British rail infrastructure. The project, which was selected for funding under the 2012 TEN-T Annual Call, consists of the preparatory works for rail electrification to 25,000 Volts between the cities of Maidenhead (west of London) to Newbury and Oxford and, further west, to Bath and Bristol. It will involve clearance works, earthworks, bridge parapet works and the provision of access points for the main construction site, ahead of the electrification of the section of track. Additionally, the project also includes significant freight gauge clearance works which will provide vastly improved intermodal rail-freight capacity from the south coast on to the Great Western Main Line. Once completed, the project will allow for new rolling stock to be introduced on this section of the network, leading to reduced journey times, additional capacity as well as a reduction in CO_2 emissions. The project is set to be completed by the end of 2015.

Rail studies in Slovenia to get a boost from EU co-financing

(Source: TEN-T EA, 4th December 2013) The European Union will support with just over €1.2m from the TEN-T Programme a series of studies to support the construction of a new railway line running from Ljubljana to the Austrian border, including a connection to Ljubljana's Jože Puènik airport. The studies, which were selected for funding under the 2012 TEN-T Annual Call, will look at the alignment and the preparation of an environmental report for the 70km long Ljubljana-Kranj-Jesenice-Austrian border rail line. The studies are part of a broader project which aims to increase the line capacity by doubling the track, upgrading the freight category from D3 to D4 and upgrading the signalling and telecommunication systems. The studies will pave the way for works to start, leading to better rail connections between Slovenia and Austria, as well as eventually linking the key Slovenian Port of Koper with Central Europe.

Rotterdam keeps tariffs low for 2014

(Source: Automotive Logistics, 3rd December 2013) The port of Rotterdam has announced that its tariffs for 2014 will remain at the same level as those for 2008. Compared to this year, the rate will rise by 1% as of January, after the port authorities committed to lowering tariffs during the economic crisis. The port has kept tariffs down over recent years but has now said that those discounts have been made “structural”. “Over the past few years we kept providing occasional discounts,” said president and CEO Hans Smits. “By turning them into a permanent discount, we offer ship owners long-term clarity.” Port tariffs are charged to the shipping companies using the port: the self-regulating nature of the port authorities enables a select-committee to decide the tariffs according to

inflation and the general state of the European market. The decision was reached after a series of talks with the port's leading business providers. The tariffs at Europe's largest port, which were discounted last year by 8.5%, apply to Rotterdam, Schiedam, Vlaardingen, Maassluis, Dordrecht and Moerdijk. Ro-ro traffic through the port has reportedly increased by 2% during the first half of 2013, with authorities claiming the handling of 335,000 new vehicles in 2012, including 300,000 imports. Deltalinqs, the Port Industries Association of Rotterdam, said that the tariffs would send a strong signal to the market. The company's chairman, Steven Lak, commented: "This is a wise move of the Port Authority. The port business community is an important driver for the economy of Rotterdam and the Netherlands. That is why it is good to keep working on competitive port tariffs and other costs."

REST OF THE WORLD

Suzuki to double output at Rayong

(Source: Automotive Logistics, 4th December 2013) Suzuki Motor is planning to invest $49m to double output at its plant in Rayong, in Thailand next year to 100,000, including the addition of a new Alto model made for both the Thai and export markets. The plant, which opened in 2012, currently makes the Swift model also for both domestic and export demand in the ASEAN region. The decision to bring the Alto eco-car to Thailand for the first time follows Suzuki's decision to switch production of the Swift from Japan to the country in 2012. The plant is well located to source logistics support for the additional demands of delivering inbound materials, with the nearby Eastern Seaboard Industrial Estate (ESIE) home to a number of logistics providers, including **DB Schenker**, DHL Supply Chain, Kerry Logistics, **Rhenus Logistics** amongst others. Up to 36% of the activity at ESIE is automotive.

Renault prepares to resume Iran exports

(Source: Automotive News Europe, 1st December 2013) Renault is preparing to resume the export of car parts to Iran pending "clarifications" on the easing of trade sanctions against the country. "We can start the preparatory work" with suppliers while "waiting for the go-ahead on the possibility to exports parts to Iran," said Gilles Normand, chairman of the automaker's Asia-Pacific region in an interview in Tehran. Such a move would require an opening of financial transactions channels with the country, he said. A preliminary agreement last month between Iran and six world powers in Geneva allows for the lifting of some sanctions on the auto industry. Normand, speaking on the sidelines of the Auto Industry International Conference held in the Iranian capital on 30th November, said implementation will take time. "There is work to be done since the agreement was signed and clarification on the rules is expected around January 2014," he said. "We are following an extremely pragmatic policy and respect international regulations." Renault and French rival PSA Peugeot Citroën until recently shipped semi-built cars to Iran as component kits for assembly by local partners Iran Khodro and SAIPA. PSA's 458,000 sales amounted to a 29% market share at the 2011 peak, while Renault claimed 6% of national registrations. Renault stopped the export of car parts in June. PSA halted shipments in February 2012 after entering an alliance with General Motors. Iran's domestic car industry is unusually developed for the Middle East and production peaked at 1.6m cars in 2011. Iran has potential to be a profitable, fast-growing auto market soon exceeding 2m vehicles annually, analysts say. Iran has been under a series of international financial, energy and trade sanctions meant to pressure it to curb its nuclear programme. Iran denies it seeks to build nuclear weapons. In return for undertakings by Tehran to freeze key parts of its nuclear programme, the so-called P5+1 powers agreed on 24th November to a six-month suspension of trade sanctions on selected goods including auto parts. U.S. carmakers remain barred from Iran by domestic rules including a trade embargo that is not subject to any immediate relief. Normand said he hoped the six-month accord, seen as a first step toward a final deal, will lead to "new overtures" toward the Iranian market, where half of all vehicles are more than 25 years old. Iran's market has "immense growth potential," he said.

Transnet boosts auto wagon fleet

(Source: Transport Logistics, 3rd December 2013) South African rail company Transnet has officially launched the use of its latest freight wagons for vehicle manufacturers. Around 230 of a total production number of 350 have been made by Transnet Engineering, at its facility in Uitenhage near Port Elizabeth. The last wagon is expected to be ready for use by the end of January. The new wagons, which are higher and wider, are a significant improvement on the design and capabilities of the older models, according to Transnet, and can carry conventional vehicles, as well as SUVs and minibuses. Loading capacity for single deck carriages is up to four sedans or three SUVs, with a maximum internal height of 3,130mm and a payload of 16,000kg. The loading time for a single deck carriage is 20 minutes. Double deck loading capacity can accommodate up to eight sedans with a maximum internal height of 19,000mm and a payload of 32,220kg. Loading time here is 40 minutes. The use of

internal lighting means the wagons can be loaded day or night, and Transnet Freight Rail is now implementing 24-hour shifts to meet the demands of its customers. The additional wagons have also enabled the company to run longer trains in response to government initiatives designed to move more cargo off the country's roads and onto rail. The average train length has now increased from around 25 wagons to 45. They are being used primarily on the route between Kaalfontein, Johannesburg, Port Elizabeth and Durban. The investment is part of Transnet's ZAR 307 billion ($30m) seven-year infrastructure improvement programme known as the Market Demand Strategy, which is designed to better serve customers through improved maintenance and expansion, as well as improve South Africa's manufacturing strategy.

PRESS RELEASES

How the industry uses EU standards to manage its carbon footprint

(Source: European Logistics Platform, 3rd December 2013) The European Logistics Platform (ELP) brought together EU policymakers and more than 50 industry stakeholders and policy makers for its third event in the European Parliament discussing "The carbon footprint of the supply chain - How the industry uses EU standards to manage its carbon footprint".

Boguslaw Liberadzki MEP hosted the event. He stressed the need for a European solution: "Application of EU standards for the calculation of the carbon footprint of the supply chain is a precondition to ensure simple and fair benchmarking between logistics services. We have to avoid divergent national rules and give companies the right incentives to counterbalance the costs to calculate their carbon footprint. As supply chains are mostly global, the EU should also promote global standards."

Representatives of the supply chain industry presented their initiatives, showcasing how business has proactively taken up the challenge of climate change. Libor Lochmann (CER) presented 'EcoTransIT' (http://ecotransit.org/), an industry consortium offering services and tools around the carbon calculation and management. Joanna Barata Correia (IKEA) gave an insight into 'Green Freight Europe', an independent and voluntary programme to calculate and manage the carbon footprint of road freight transport in Europe. She called for a uniform framework for measuring and comparing CO_2 emissions and performances based on the recent standards adopted by the European Committee for Standardization (CEN). Klaus Hufschlag (Deutsche Post DHL) illustrated challenges and opportunities of carbon reporting for a globally active company and its customers and pointed out the need to further develop global standards. Magda Kopczynska, Head of Unit in charge of Maritime Transport & Logistics in DG MOVE, discussed with the audience the increasing importance of green logistics services and thus the need to have simple standards for carbon calculation leading to better carbon management.

On behalf of the European Logistics Platform, DP DHL's Alexander Kirschall, Chairman of the Steering Committee, emphasized: "Efforts of industry are well developed. Now it is decisive to build on these initiatives and not to confront industry with diverging regimes on national levels."

The event showed the strong commitment of the supply chain industry to engage in effective climate protection. The recent CEN standards are understood as a valuable basis. The discussion called upon policy to support the industry commitment with consistent application of standards across the EU, which should be easy to implement, bringing value to customers and aligned with international rules.

The European Logistics Platform consists of more than 20 industry stakeholders representing a wide variety of actors involved in logistics and supply chains across Europe. Current members are ACEA, CER, CLECAT, Deutsche Bahn, Deutsche Post DHL, duisport, **ECG**, EIM, ECSLA, FERRMED, FTA, HERE – a Nokia business, Hutchison Whampoa, IRU, Michelin, Nordic Logistics Association, Tranport en Logistiek Nederland, Rail Freight Group (RFG), Procter and Gamble, SAP, VdTÜV Verband der TÜV e.V., Volvo Group.

For more information, please look at the www.europeanlogisticsplatform.eu website.

Council adopts Regulation on Connecting Europe Facility

(Source: Council of the EU, 5th December 2013) On 5th December the Transport, Telecommunications and Energy Council adopted the Connecting Europe Facility (CEF), the future funding instrument for the Trans-European Networks (TEN) in the fields of transport, energy and telecommunications.

The regulation establishing the CEF determines the conditions, methods and procedures for the Union's financial contribution to TEN projects. It replaces the existing legal bases for TEN funding.

The CEF's overarching objective is to help create high-performing and environmentally sustainable interconnected networks across Europe, thereby contributing to economic growth and social and territorial cohesion within the Union. In accordance with the next multi-annual financial framework (MFF), the overall CEF budget for 2014-2020 is €33,242,259,000. Of this, €26,250,582,000 (including €11,305,500,000 to be transferred from the Cohesion Fund) is allocated to the transport sector, €5,850,075,000 to the energy sector and €1,141,602,000 to the telecommunications sector. Additional investment from private and public sources may be leveraged through the use of innovative financial instruments such as project bonds.

The Fourth Railway Package's Technical Pillar: a top priority for the railway sector

(Source: UNIFE, 3rd December 2013) The Association of the European Rail Industry (UNIFE), the International Union of Wagon Keepers (UIP), European Rail Freight Association (ERFA), the International Union for Road-Rail combined transport (UIRR) and the International Union of Railways (UIC) confirm their strong support for the Technical Pillar of the Fourth Railway Package. They stress the importance and urgency for reaching a sound agreement at the European Parliament as soon as possible. Furthermore, the railway sector calls upon the European institutions to adopt the Technical Pillar of the Fourth Railway Package before the European elections of May 2014.

The Technical Pillar is a top priority for the European railway sector. It will help make sure that railways remain competitive as a sustainable transport mode and as an industry in and for Europe. The Technical Pillar is a fundamental milestone for the establishment of the Single European Railway Area.

The European railway sector believes that European Railway Agency (ERA) should be the authority for issuing European vehicle authorisation. The agency should function as a one stop-shop cooperating with the national safety authorities (NSAs). The European vehicle authorisation will be based on the vehicle's compliance with the relevant Technical Specification for Interoperability (TSIs) and sets of national rules for the selected networks indicated in the 'area of use'.

In the same context, ERA should also authorise the placing in service of trackside ERTMS subsystems whereas the NSAs should be responsible for the authorisation of energy, infrastructure and CCS subsystems (including class B train protection systems). In future, the streamlined European authorisation process should be based on a clear set of rules integrating exclusively TSIs and notified national technical rules (NTRs). Under ERA's supervision, Member States must reduce the number of the national technical rules to those that are strictly required for network compatibility. These conditions are a prerequisite for a strong and competitive European railway sector.

The sector fully supports that ERA becomes the authority for the 'Single Safety Certificate' and that the safety certification clearly indicates the 'area of operation'. In order to perform its new tasks, it is essential that the Agency is adequately resourced, including the appropriate competence and skills. Finally, it is of the utmost importance to ensure the shortest possible transition period for the new role of ERA. The railway sector should benefit from the Fourth Railway Package's Technical Pillar as soon as possible, as it will enhance the performance of the rail sector and boost mobility in Europe.

Putting the truck of the future on the road

(Source: ACEA, 5th December 2013) Europe's commercial vehicle manufacturers emphasised, on 5th December, the importance of innovation to an industry that is making huge strides in the safety and fuel-efficiency of its vehicles. Co-operation on innovation today will deliver the truck of the future tomorrow.

The assertion came during a keynote address by Wolfgang Bernhard, CEO of Daimler Trucks and Chairman of the Commercial Vehicle Board of the European Automobile Manufacturers' Association (ACEA). Mr Bernhard was speaking at ACEA's annual transport policy event in Brussels.

Europe's automobile manufacturers invest €36 billion in research annually. Thanks to this, the commercial vehicle industry has made particular effort to reach certain milestones, such as the Euro VI emissions standards and the installation of life-saving technologies.

Dr Bernhard focused on safety saying, “the technological progress in safety is impressive. It’s a real success story of joint efforts of EU policy makers and our industry. While transport performance has grown by 15% since 2000, the number of truck accidents with fatalities has decreased by 60%.”

On commercial vehicle CO_2 and fuel efficiency, Dr Bernhard said, “trucks and vans are amongst the cleanest and most efficient modes of transportation, especially here in Europe. Taking payload and average fuel consumption into account, we have the lowest CO_2 emissions of all major regions.”

The ACEA event, now in its tenth year, explored the theme of ‘The Truck of the Future: Innovative, Fuel-Efficient, Safe’, and also featured a display of the latest truck tractor models from each of the association’s members.

Dr Bernhard established the clear business case for advanced, innovative, clean and safe commercial vehicles, saying, “Let’s give our customers the full transparency on fuel efficiency, and let them decide. The most successful products will be the best for the environment, the economy, and the customer.”

Dr Bernhard’s speech was followed by a debate where a number of key stakeholders from policy making, business and vehicle manufacturing gave their views on the progress made towards making Europe’s vans, trucks and buses cleaner, safer and more efficient.

Also speaking at the event were Connie Hedegaard, European Commissioner for Climate Action, and Olga Sehnalová, MEP.