



## CONTENTS

<b>NEWS FROM BRUSSELS</b>	<b>2</b>		
TRAN Committee discusses Weights and Dimensions Directive	2	EU support to help German motorway works between Frankfurt and Nürnberg	6
London Mayor attacks UK stance on lorry proposal	2	Ro-Ro boost for Gothenburg	6
Commission calls for immediate action for a European Industrial Renaissance	3		
<b>AUTOMOTIVE INDUSTRY</b>	<b>3</b>	<b>REST OF THE WORLD</b>	<b>7</b>
Nissan won't shift Qashqai to Russia this year	3	Argentina restricts vehicle imports in 2014	7
GM sticks to plan for new model at Rüsselsheim	4	Chennai port building dedicated Ro-Ro facility	7
PSA will widen labour cutbacks with up to 3,500 early retirements	4	Renault resumes Iran shipments for car production	8
GM-AvtoVaz to boost Niva exports from Russia	5		
<b>EUROPE</b>	<b>5</b>	<b>PRESS RELEASES</b>	<b>8</b>
DFDS introduces new UK-Italy rail service	5	Automobile industry urges EU policy makers to take concrete actions to restore competitiveness	8
All change at Haropa whilst tonnage rises	6	The CLYMA project promotes the Lyon-Madrid connection of the Mediterranean Corridor	9
Rhenus Logistics strengthens existing network with Belfast depot	6	Jacques Barrot and Giorgio Diana receive the European Railway Award 2014	9
		Road legislation proposal harms intermodality	10

**SAVE THE DATE**  
**ECG Spring Congress & General Assembly 2014**

22-23rd May  
 Athens, Greece



Find out more details on the ECG website

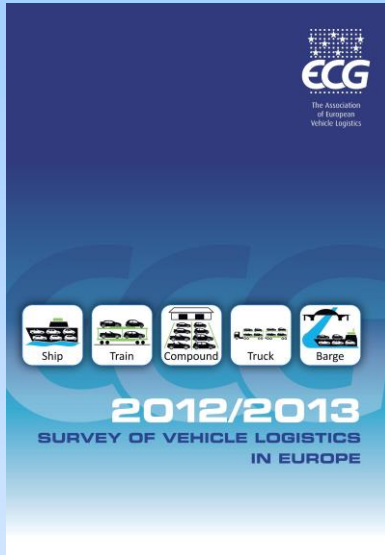


**C.A.R.** Control Automotive Risk  
**Consulting Group**



**NOW 50% OFF!**

**The ECG Survey of Vehicle Logistics 2012-2013 is now half price**



**From €50 for members  
From €125 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

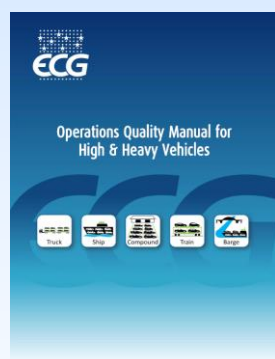
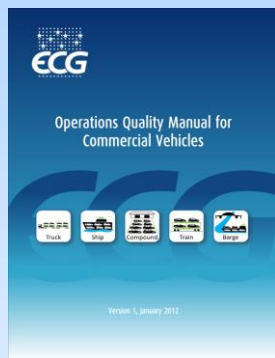
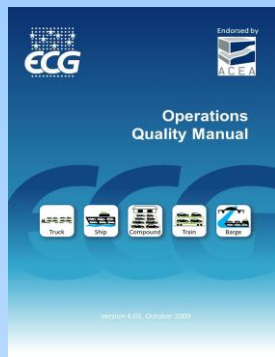
### TRAN Committee discusses Weights and Dimensions Directive

(Source: TRAN Newsletter, 21<sup>st</sup> January 2014) The Transport and Tourism (TRAN) Committee held a discussion on the Weights and Dimensions Directive during its meeting on 21<sup>st</sup> January. Many of the 365 amendments tabled by members of the Committee concerned the cross-border circulation of longer or higher trucks. Some addressed the design of tractor cabs and aerodynamic flaps at the rear. The issue of pre-selections for checks, including installation of on-board weight sensors, also attracted amendments. The debate focused on the cross-border circulation of longer and higher trucks. The Committee was again split between supporters and adversaries. Those in favour of allowing big trucks to cross European borders recalled positive examples from the Nordic states and the Netherlands, adding that rail infrastructure was sometimes simply unavailable to meet the hauliers' needs. Those speaking against the measure and in favour of Rapporteur's position underlined the objectives of the White Paper to shift freight from road to rail. They also called for a proper impact assessment of all relevant aspects before legislating on this important issue. The vote will be held in the TRAN Committee on 11<sup>th</sup> February and the vote in plenary is foreseen for April.

### London Mayor attacks UK stance on lorries' proposal

(Source: European Voice, 29<sup>th</sup> January 2014) Boris Johnson, the Mayor of London, criticised the UK government for opposing an EU proposal that would require new lorries to have safer and more aerodynamic designs. The British government has told MEPs that it will oppose any mandatory requirement for lorry cabs to change their design, a stance confirmed by the UK's permanent representation to the EU. The Mayor's objection is centred on the safety risks presented to cyclists by current lorry designs. Johnson, who is from the same Conservative party as UK Prime Minister David Cameron, said in a statement on 29<sup>th</sup> January that he is "deeply concerned" about the British government opposing the law. Johnson said he supports amendments added by members of the European Parliament that would require new lorries to have safer cabs, improve drivers' sightlines and reduce blind spots. The amendments will be voted on by the Parliament's Transport Committee on 11<sup>th</sup> February. "This is a once-in-a-decade opportunity for the EU to remove some of the blockages which prevent us from making lorries safer in our cities," Johnson said. "If these amendments, supported by dozens of cities across Europe, can succeed, we can save literally hundreds of lives across the EU in years to come. I am deeply concerned at the position of the British government and urge them to embrace this vital issue." Andrew Gilligan, the Mayor's Cycling Commissioner, spoke in Brussels on 29<sup>th</sup> January at a press conference presenting a joint declaration of 130 mayors from cities across Europe, including Amsterdam, Madrid and Copenhagen, asking for MEPs and governments to support making the safer designs mandatory. The declaration is also supported environmental campaign group Transport & Environment (T&E), the European Cyclists Federation, the European Transport Safety Council and Brussels-based city network EuroCities. Aside from some Member States resisting the principle of mandating the changes, the European Commission's proposal on lorry weights and measures has also been bogged down by the separate issue of 'megalorries'. MEPs and environmentalists cried foul when Siim Kallas, the European Commissioner for Transport, announced last year that the Commission would change its legal interpretation of existing laws to allow 'megalorries' – those larger than the EU limit of 18.75 metres long and 40 tonnes – to cross borders. Individual Member States are allowed to conduct 'trials' of these lorries if they wish, but until last year lorries in these trials could not cross into a neighbouring Member State, even if that country was also conducting a trial. MEPs demanded that the Commission submit the change in legislation. The Commission did so, inserting the change into the weights and dimensions proposal. But the controversy over 'megalorries' risks derailing the

## 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](mailto:info@ecgassociation.eu)  
T: +32 2 706 82 80

proposal, which environmentalists otherwise favour very strongly. "The MEPs asked us to propose this as a legislative proposal, so we included it, as I promised, in the Directive on Weights and Dimensions - which was proposed by greens, green NGOs want it," Kallas told *European Voice* earlier this week. "Now the whole thing is blocked. But it's not my question now...the Parliament wanted this." Jörg Leichtfried, the centre-left Austrian MEP who is guiding the legislation through the Parliament, wants to see the megalorries provision scrapped. The vote on this particular provision is expected to be close, and there are concerns that disagreement over this issue could result in the whole proposal being frozen for the rest of this parliamentary term.

**ECG Note:** For additional coverage of this story by EurActiv, please see: <http://www.euractiv.com/transport/london-mayor-protests-uk-block-e-news-533122>.

The final article under the "Press Releases" section of this ECG News issue also relates to the above topic.

## Commission calls for immediate action for a European Industrial Renaissance

(Source: *European Commission*, 22<sup>nd</sup> January 2014) The European Commission is urging Member States to recognise the central importance of industry for creating jobs and growth and to mainstream industry-related competitiveness concerns across all policy areas. This is the key message of the communication 'For a European Industrial Renaissance', adopted on 22<sup>nd</sup> January. The Commission calls on the Council and the Parliament to adopt proposals on energy, transport, space and digital communications networks, as well as implement and enforce legislation to complete the internal market. Furthermore industrial modernisation must be pursued by investing in innovation, resource efficiency, new technologies, skills and access to finance, accelerated by the use of dedicated EU funds. The Communication promotes a more business friendly Europe through actions to simplify the legislative framework and improve the efficiency of public administration at EU, national and regional levels. Easier access to third country markets through harmonisation of international standards, open public procurement, patent protection and economic diplomacy are also key issues.

The Commission's Communication can be accessed following the link below: [http://ec.europa.eu/enterprise/initiatives/mission-growth/index\\_en.htm](http://ec.europa.eu/enterprise/initiatives/mission-growth/index_en.htm)

## AUTOMOTIVE INDUSTRY

### Nissan won't shift Qashqai to Russia this year

(Source: *Automotive Logistics*, 23<sup>rd</sup> January 2014) Although Nissan will eventually shift some production of its second-generation Qashqai crossover model from the UK to Russia, the transfer won't happen this year. According to Colin Lawther, senior Vice-President for manufacturing, purchasing and supply chain management at Nissan Europe, the carmaker will first stabilise production of the new Qashqai, which has just begun rolling off the line this week in Sunderland, in northeast England. Later, it will move some production to Russia to meet local demand and to take advantage of lower duties and logistics cost. "From a Russian point of view, it is quite advantageous to build in Russia for Russia," Lawther told *Automotive Logistics* during a press conference in Sunderland. "We intend to make that transfer at some point in the near future, though not in 2014." Nissan's plant in St Petersburg is doubling capacity to 100,000 units to meet Russian government targets for domestic manufacture in exchange for preferential import tariffs. Lawther also said that Nissan would transfer some production of the X-Trail, which shares a platform with the Qashqai, from Japan to



## 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 a Certificate in Automobile Logistics Management, which is an accredited qualification.

For more information please contact  
[info@ecgassociation.eu](mailto:info@ecgassociation.eu)

Russia. "We will then use the common componentry between Qashqai and X-Trail to increase the local supply base in Russia," he said. In 2012, Nissan announced that it would build the Qashqai in Russia, suggesting at the time that it would come to the St Petersburg plant by 2014 when the plant expanded its capacity. Lawther was not more specific on when St Petersburg would now build the Qashqai or in what quantity. He did say, however, that the production would start with parts sent from the UK. "We already supply some material from the old Qashqai and X-Trail to Russia from the UK, including suspension parts and engines from Sunderland," he said. "There is an existing supply chain between here and St Petersburg." The carmaker has made a number of logistics improvements to Sunderland for the new Qashqai, and is planning more for the launch of Infiniti production by 2015.

## GM sticks to plan for all-new model at Opel's Rüsselsheim plant

(Source: *Automotive News Europe*, 27<sup>th</sup> January 2014) General Motors is sticking to plans for its Opel unit to build an all-new vehicle at the brand's main plant in Germany as part of an effort to restore earnings in Europe, CEO Mary Barra told journalists at the division's headquarters in the Frankfurt suburb of Rüsselsheim on 27<sup>th</sup> January. Opel is "clearly a vital part of the company," Barra noted. The company will not release details about the new model yet for competitive reasons. Opel said on 12<sup>th</sup> December that the Rüsselsheim plant will be assigned a new model whose details will be disclosed later. Production of the new vehicle will "go hand-in-hand" with additional spending in Germany, the new CEO said, adding that she's "very pleased with Opel's progress so far." Barra, the first female CEO of a global automaker, is making her first trip outside the US since succeeding Dan Akerson as head of GM on 15<sup>th</sup> January. "I thought it was very important to reinforce in person my commitment, and GM's commitment, to Opel. I'm confident that we can achieve our goal to break-even in Europe by mid-decade," Barra said in a statement. In April 2013, GM said it would invest €4bn to fund 23 new models and 13 new engines by 2016 to overhaul Opel's aging product range. Opel CEO Karl-Thomas Neumann noted that Barra's decision to choose Opel as the first GM location to visit outside the company's Detroit headquarters reinforced the importance of the unit to GM. On her visit Barra met with Opel employees, toured the assembly plant and visited Opel's technical development centre. European sales by Opel and sister brand Vauxhall last year fell 2% to 825,000 vehicles, according to industry group ACEA. Their market share remained steady at 6.7%, making them together the third-biggest automotive marque in Europe, after Volkswagen Group and Ford Motor.

## PSA will widen labour cutbacks with up to 3,500 early retirements

(Source: *Automotive News Europe*, 28<sup>th</sup> January 2014) PSA Peugeot-Citroën says it is widening workforce cutbacks with early retirement packages targeted at encouraging as many as 3,500 employees in France to leave by 2016. The early retirements come on top of PSA's plan to eliminate 11,200 jobs in France, or 17% of the company's domestic workforce, by the end of this year. The three-year labour agreement signed in October, which also freezes pay and sets terms for work-hour flexibility for remaining employees, will prevent further large-scale firings as a means of offsetting low capacity usage at PSA's plants, Philippe Dorge, Head of Human Resources at PSA, said in an interview on 27<sup>th</sup> January. PSA laid out plans in October to eliminate 2,500 to 3,000 jobs through voluntary departures as part of a contract reached with four unions. The manufacturer, which according to analyst estimates probably lost money in 2013 for the second year in a row, also shuttered the factory at Aulnay, near Paris last year as part of a wider reorganisation plan. Employees taking part in the early retirement program will be allowed to work part-time at PSA for two to three years at 70% of their full-time pay before leaving the company, according to the contract. "We're



## ECG AGENDA

- ▶ **ECG Board Meeting on 11<sup>th</sup> February 2014**, Venue to be confirmed
- ▶ **ECG UK & Ireland Regional Meeting on 12<sup>th</sup> February 2014** in Birmingham, UK
- ▶ **ECG Board Meeting on 9<sup>th</sup> April 2014**, Munich, Germany
- ▶ **ECG Land Transport Working Group Meeting on 6<sup>th</sup> May 2014**, in Frankfurt, Germany
- ▶ **ECG Spring Congress & General Assembly on 22<sup>nd</sup> & 23<sup>rd</sup> May 2014** in Athens, Greece
- ▶ **ECG Conference on 16<sup>th</sup> & 17<sup>th</sup> October 2014** in Amsterdam, the Netherlands

estimating the number of senior workers signing up for the plan this year at about 950," Dorge said. "We have talked with unions, which fully understand that the situation is serious, and we now have a toolbox to address these problems." PSA is "on track" with the head-count reduction, and it is likely to reaffirm a €125m savings target for 2014 stemming from the deal with the unions when it releases figures for 2013 in February. The company's automotive unit posted a first-half operating loss of €510m. PSA committed in the union contract to produce 1m vehicles in France in 2016 and keep its factories in the country open during the period. The French plants, currently running at 67% of capacity, have a goal of reaching full production by 2016, Pierre-Olivier Salmon, a PSA spokesman, said. Two working groups are assessing whether to close one of two assembly lines at the factories in Poissy and Mulhouse to improve efficiency, Philippe Dorge noted. They'll publish their conclusions before the end of this quarter.

### GM-AvtoVaz to boost Niva exports from Russia

(Source: *Automotive Logistics*, 29<sup>th</sup> January 2014) General Motors will increase the export of vehicles from its joint venture with Russian carmaker AvtoVaz by 25% in 2014, according to the management of the company. Annual volumes of the Chevrolet Niva, made at the Togliatti plant, for delivery to foreign markets will now be increased to 5,000 units, from the 4,000 produced last year. The plant has been making the model, which is based on the Lada Niva, since 2002. GM-Avtovaz intends to create a new model of Chevrolet Niva as well as expand complete knockdown (CKD) capacity in Russia. The joint venture has begun to build new production facilities for assembly of the next generation Niva at the Togliatti site, with an investment of \$209m. Start of full production is planned for December 2015, with annual capacity put at 120,000. The new production site will include a dedicated logistics facility for the new model. "The increase in exports of Chevrolet Niva will be supported by the common customs union with Kazakhstan and Belarus," said GM's Russian division in a statement. "In particular during 2013 this union affected the growth of the automotive market in Kazakhstan and, in general, had a favourable impact on the volume of deliveries to the countries of the Eurasia Custom Union (Russia, Belarus and Kazakhstan). There is also stability in the development of exports to Ukraine and Azerbaijan." So far Chevrolet Niva cars are exported to nine countries: Armenia, Azerbaijan, Belarus, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Uzbekistan and Ukraine. The largest foreign sales market in 2013 was Kazakhstan, which accounted for 72% of exports. A prototype for the new generation Chevrolet Niva is scheduled for March 2014, which will be premiered at the Moscow motor show this year. Italian design company Blue Engineering is engaged in the development of the prototype. GM is reported to be expanding its CKD capabilities in Russia to produce both old and new versions of the Niva and is forecasting high demand for the new model across a wider market. The company said it expects to launch exports both within and beyond the Commonwealth of Independent States (CIS). Target markets include Mongolia, North Africa and the Middle East.

## EUROPE

### DFDS introduces new UK-Italy rail service

(Source: *Multimodal*, 24<sup>th</sup> January 2014) **DFDS Logistics** has started a thrice-weekly freight train service between Daventry and Novara via the Channel tunnel. Each train can carry 28 trailer loads. The new service was introduced after signing a two-year contract with the Swiss rail operator SBB Cargo. That company and its partners, GB Railfreight and SNCB Logistic, operate the train that runs along the UK – France – Switzerland – Italy transport corridor. DFDS deploys swap bodies which are suitable for road and rail transport on this new connection.



## Events in Brussels

Rail Forum Europe organises the event "GALILEO and ERTMS: integrating two leading European innovations to boost EU competitiveness" on **11<sup>th</sup> February**, European Parliament

The European Commission holds the conference 'GNSS applications action plan: Actions for road transport, multimodal logistics and dangerous goods' on **20<sup>th</sup> February**  
<http://tinyurl.com/n9pt7kr>

The 11<sup>th</sup> Annual conference on Road User Charging will be held in Brussels on **5-6<sup>th</sup> March**  
<http://roaduserchargingconference.co.uk/>  
 ECG will speak at the event.

## All change at Haropa whilst tonnage rises

(Source: *Multimodal*, 27<sup>th</sup> January 2014) **Haropa**, the network of the French ports of Le Havre, Rouen and Paris, reshuffles its representatives on a rotation basis. For 2014, Hervé Martel, Director General of the port of Le Havre, will be president of Haropa, while Philippe Deiss, Director General of the port of Rouen and Alexis Rouque, Director General of the Paris ports, have become Vice-Presidents. Antoine Berbain has been nominated delegate Director General. Moreover, Haropa has widened its impact by signing a partnership with the Ports Normands Associés, Caen-Ouistreham and Cherbourg, on 23<sup>rd</sup> January. The port network now covers the Seine, Paris, Rouen, Le Havre, as well as the Normandy and the northern part of Brittany. Haropa handled more tonnage in 2013. Its maritime tonnage increased by 6% to 90.4m tonnes and the number of containers lifted rose by 6%, taking the total to 2.6m TEU. With 35% of market share Haropa ranks as biggest port in France.

## Rhenus Logistics strengthens existing network with Belfast depot

(Source: *Multimodal*, 29<sup>th</sup> January 2014) **Rhenus Logistics** has further strengthened its existing network with a recently opened facility in Belfast. Rhenus Logistics currently operates a national network of depots, delivering around 220,000 consignments each year for more than 9,000 clients in the UK. As one of the leading freight forwarders and logistics specialists in Europe, Rhenus provides clients with a number of additional services, including express consignments, protective measures during peak seasons and expert advice on customs documentation and clearance. The economic outlook for Northern Ireland in 2014 is fairly optimistic, with predictions ranging from 1.6% according to PricewaterhouseCoopers (PwC), up to 2.4% according to Danske Bank. Given this anticipated growth, Rhenus wanted to further improve service levels in the area and decided that creating the facility was the right strategy to better serve customers as import and export levels increase. The Rhenus facility in Belfast provides customers with the opportunity to import and export groupage by road, to and from Europe. The creation of the facility also allows a direct Scandinavian service as well as enabling customers to benefit from Full Container Load (FCL) and Less than Container Load (LCL) rates when exporting / importing worldwide. The Belfast depot allows Rhenus Logistics to build upon its reputation as a leading logistics provider in the UK and offers solutions to the continued growth of the Northern Ireland market.

## EU support to help German motorway works between Frankfurt and Nürnberg

(Source: *INEA*, 28<sup>th</sup> January 2014) The European Union will co-finance with just over €6m from the TEN-T Programme a project to expand and upgrade the A3 motorway in Germany. The initiative, which was selected for funding under the 2012 TEN-T Annual Call, involves the upgrade of nearly 8 km of the A3 Frankfurt-Nürnberg motorway to three lanes in each direction - from east of the Kauppen Bridge to west of junction 64 (at Rohrbrunn). Presently the motorway has two lanes in each direction of traffic and a standard width of 30 metres. In the future, the A3 will have a six-lane cross-section with an expanded width of 36 metres. Once finalised, the project is expected to raise the safety and capacity of a key German and European east-west road link.

## Ro-Ro boost for Gothenburg

(Source: *World Cargo News*, 28<sup>th</sup> January 2014) Ro-Ro traffic through the Port of Gothenburg last year rose for the first time in three years. Around 30% of Swedish foreign trade passes through the Port of Gothenburg, the largest port in the Nordic Region. For the last couple of years, the trend for European flows has been in decline although global trade figures have remained more stable. During 2013 the trend was reversed. Ro-Ro traffic, which accounts for a large proportion

## ECG Office



**Mike Sturgeon**  
Executive Director  
T: +32 2 706 8282  
[Mike.sturgeon@ecgassociation.eu](mailto:Mike.sturgeon@ecgassociation.eu)



**Tom Antonissen**  
EU Affairs Adviser  
T: +32 2 706 8283  
[tom.antonissen@ecgassociation.eu](mailto:tom.antonissen@ecgassociation.eu)



**Oleh Shchuryk**  
Research & Projects Manager  
T: +32 2 706 8279  
[oleh.shchuryk@ecgassociation.eu](mailto:oleh.shchuryk@ecgassociation.eu)



**Cliona Cunningham**  
External Relations Manager  
T: +32 2 706 8280  
[info@ecgassociation.eu](mailto:info@ecgassociation.eu)



**Szilvi Kiss**  
Communications Officer  
T: +32 2 706 8284  
[assistant@ecgassociation.eu](mailto:assistant@ecgassociation.eu)

of freight movements in Europe, increased for the first time since 2010. In total, 557,000 Ro-Ro units were shipped, up 4% on 2012. "We have spoken for a long time about the trend in European trade bottoming out," said Magnus Kårestedt, the port's Chief Executive. We can now see the first indications for a long time that Swedish industry is increasing its trade with other countries in Europe, which is extremely pleasing." Unfortunately, Lo-Lo container movements over the port do not have the same positive trend as, at 858,000 TEU, shipments were down 5% on 2012. "This is the first time since 2009 that global trade flows through the port have fallen. We are hoping to see a recovery in 2014," added Kårestedt. Shipments of new cars were unchanged compared to 2012, at around 163,000 units. During the first half numbers fell by 18%, but in the second half there was a 24% upswing.

## REST OF THE WORLD

### Argentina restricts vehicle imports in 2014

(Source: *Automotive Logistics*, 29<sup>th</sup> January 2014) Carmakers exporting vehicles to Argentina are facing restrictions on the number of vehicles they can send to the country in the early part of 2014. The Argentine government is looking to cut imports by 27.5% based on volumes in 2013 because of a perceived imbalance in automotive trade. During the first 10 months of 2013, Argentina imported vehicles worth \$5.8bn, a 32% increase over the \$4.4bn imported during the same period of 2012. According to the government, three out of every five vehicles sold in Argentina is an import. Toyota is exempt from the restrictions because it builds its Hilux model in Argentina, as well as in Brazil. Figures released by the Argentine association of automobile producers (Adefa), in December last year show that the domestic industry experienced a decline of 27.8% from November and a decrease of 26.4% compared to the same month in 2012. Automotive terminals recorded a decrease in shipments abroad of 40% in December over the same month of 2012, accounting for 28,872 units, compared to 39,705 that were sold to various markets a year ago. The figure was down more than 29% compared to 33,733 units exported in November last year. The drop in exports, now combined with the responding restrictions imposed by the Argentine government, is likely to have an impact on car carriers using the Mercosur trade lanes, including Eukor and NYK Line. A spokesperson for Eukor would only say that the company was monitoring the situation closely, but that it would not comment further as the situation was far beyond its control as a carrier, adding stoically that trade barriers represent nothing new in the Mercosur region. Back in 2012 the Argentine government elected to suspend the Bilateral Economic Agreement 55, signed between the Mercosur trading partners and Mexico, for three years. Besides Brazil, the Mercosur group includes Argentina, Paraguay and Uruguay. Producers of vehicles in Mexico were faced with a 35% import tariff, while taxes on parts and components saw increases between 16% and 18%. Up to 18 March 2014, vehicles to the value of \$40.4m will be eligible for export to Brazil, with the amount to be divided between Chrysler, Ford, General Motors, Honda and Volkswagen. Then, between 19 March 2014 and 18 March 2015, the quota will increase to \$190m. Of this amount, just more than \$71.5m has been allocated to Nissan and North Pole Star, reflecting their status as new market entrants. The other \$118.4m will be shared out between Chrysler, Ford, General Motors, Honda, Nissan Mexicana and Volkswagen.

### Chennai port building dedicated Ro-Ro facility

(Source: *Automotive Logistics*, 29<sup>th</sup> January 2014) The port of Chennai in India is reported to be developing a vehicle storage facility with capacity for 4,000 vehicles at the defunct iron ore terminal at Bharathi Dock II. The terminal stopped handling iron ore and coal in October 2011 and, to offset the losses from the trade, has redeveloped the facility to handle vehicles following a detailed study of



alternative cargo types. The port of Chennai will be operated by a private developer on a 10-year lease following the completion of a tender process for the development. The terminal will have a yard space of around 10 hectares. The estimated cost of the project to develop the parking yard for export and import vehicles will be Rs 30 crore (\$4.8m), which will be invested by the developer. Chennai port has never had a dedicated Ro-Ro terminal and has always shared space with project cargo. This is despite the substantial export volumes the port handles, mainly from Hyundai Motor, which exports 200,000 vehicles a year through the port.

### Renault resumes Iran shipments for car production

(Source: *Automotive News Europe*, 29<sup>th</sup> January 2014) Renault has resumed shipments to Iran and expects its car production in the country to pick up progressively throughout the first half of 2014, the French automaker said. A temporary easing of sanctions has begun to allow a "very low" volume of parts shipments for vehicle assembly in Iran, Renault's regional boss Gilles Normand said on 28<sup>th</sup> January. "The important thing is that we can gradually restart the supply of parts for vehicle production as well as the flow of payments," said Normand, Head of the carmaker's Asia-Pacific operations, which include the Middle East. "There's a window of opportunity for the next six months." Overland shipments of parts for the Tondar model, an Iranian version of Renault's low-cost Dacia Logan car, have been leaving from Romania in the last 10 days after a six-month hiatus caused by last year's further tightening of sanctions. Last week, Renault CEO Carlos Ghosn predicted that the Iran's auto market is poised to grow by at least 50% when sanctions against the country are lifted. Talking at the World Economic Forum in Davos, Ghosn said that the current market, which sells 700,000 to 800,000 cars a year, could jump to "anywhere between 1m to 1.5m cars." Production by Iran's car industry, unusually developed for the Middle East, peaked at 1.6m cars in 2011, the year extensive new sanctions were introduced. Renault and French rival PSA Peugeot-Citroën are keen to resume Iranian vehicle assembly and sales with local partners Iran Khodro and Pars Khodro, to rebuild the significant market position they enjoyed before sanctions were tightened. International talks are expected to begin next month in New York on a permanent deal to wind down sanctions in return for curbs on Iran's nuclear programme.

## PRESS RELEASES

### Automobile industry urges EU policy makers to take concrete actions to restore competitiveness

(Source: *ACEA*, 29<sup>th</sup> January 2014) The European Automobile Manufacturer's Association (ACEA) on 29<sup>th</sup> January issued concrete policy recommendations to help the industry on its transition to growth. "As manufacturers, we are ready to go on playing our part to make the shift into a higher gear," said incoming ACEA President and CEO of PSA Peugeot Citroën, Philippe Varin at ACEA's Annual Reception in Brussels on 28<sup>th</sup> January. "However, the industry also needs supportive policy measures to create the right conditions for re-building competitiveness." The industry's short-term recommendations to policy makers, based on the European Commission's CARS 2020 Action Plan, are:

1. To drive innovation, by creating a pro-innovation, technology-neutral regulatory environment;
2. To foster growth through international trade, by ensuring there are mutually-anticipated benefits and a clear 'level playing-field' when negotiating free trade agreements;
3. To build a supportive regulatory framework by reducing the regulatory burden and cost of doing business in Europe;
4. To anticipate and manage change, including by mitigating the social and economic impact of restructuring, and improving labour flexibility.

Erik Jonnaert, ACEA's Secretary General said: "We welcome the fact that a number of our priorities are already echoed in the Commission's Communication, 'For a European Industrial Renaissance', published last week. We strongly hope that they will also steer discussions on concrete actions for the automobile industry at the European Council on industrial competitiveness in March." ACEA released figures for total motor vehicle registrations on 28<sup>th</sup> January. 2013 marked the sixth consecutive year of decline in total motor vehicle registrations, with 13.6m vehicles sold (11.8m passenger cars and 1.7m commercial vehicles). Although the figure for total motor vehicle registrations is down 1.4% on the previous year, this decline was not as steep as in 2012 (-8.9%). "We are hopeful that this year will herald the transition towards a recovery of the automobile market in the EU, as GDP is forecast to grow by 1.4%," stated Mr Varin. In terms of passenger car registrations, ACEA expects this growth to be in the region of about 2% compared to 2013.





## The CLYMA project promotes the Lyon-Madrid connection of the Mediterranean Corridor

(Source: CLYMA project, 27<sup>th</sup> January 2014) On 24<sup>th</sup> January, the first meeting of the partners of the Trans-European Transport Network (TEN-T) project CLYMA took place in Perpignan. The event marked the beginning of the studies and works to be undertaken in the promotion of the Lyon-Madrid section of the Mediterranean Corridor. The meeting brought together more than 220 representatives, including key stakeholders from the transport industry of southern Europe, in addition to French, Spanish and Catalan authorities, senior officials of the Directorate General for Mobility and Transport of the European Union (DG Move), and members of the university sector.

During the event the Stakeholders' Forum was created – a body that will review the studies and proposals that will be developed under the framework of CLYMA. The project aims to analyse a section of the Mediterranean Corridor (the Lyon-Madrid Axis, which passes through Montpellier, Perpignan, Girona, Barcelona, Tarragona and Zaragoza), and to define its managing and operative needs. With this goal, studies of organisation and optimal implementation of this section of the TEN-T network will be carried out, also focusing on environmental aspects, the identification of primary problems and bottlenecks, etc.

This will ensure co-ordinated development and management of infrastructures within this section of the corridor, which includes four modes of transport (rail, road, river and sea), passes through two Member States (Spain and France) and a border section. In addition, the project will propose a governance structure to design and implement 'corridor development plans'.

CLYMA partners are the Asociación Logística Innovadora de Aragón (ALIA), Terminal Marítima Zaragoza (TMZ), Universitat Politècnica de Catalunya – Barcelona Tech (UPC), **Port de Barcelona**, Port de Tarragona, PortIC Barcelona SA, Syndicat Mixte Plate-formi Pyrénées-Méditerranée and VIIA (the company that operates the rail highway Le Boulou-Luxembourg).

The president of the Port of Barcelona, Sixte Cambra, said that rail is a key tool to attract foreign investment, improve the competitiveness of exporters, and for southern Europe to become an industrial and logistics hub that can compete globally. "This Corridor is fundamental for the Port of Barcelona's objectives, as it improves our connectivity and increases our hinterland towards Europe" stated Cambra.

The president of the Port of Barcelona also highlighted the importance of further aspects of the management, operation and harmonisation of regulations, as the rail transport mode continues to be competitive. Cambra pointed out that today the cost of operating a train between Barcelona and Lyon is up to 80% more expensive than a train between Barcelona and Madrid – a significant increase in the price whilst the distance between the two cities and the Catalan capital is very similar.

During the day three round table discussions were held to discuss the main aspects of the CLYMA project: the vision of regions and municipalities in the corridor development; users and operators perspective on the problems of Lyon-Madrid axis; and multimodal co-ordination of the corridors. The closing ceremony of the conference was given by the Secretary General of Infrastructures of the Spanish Government Manuel Niño.

## Jacques Barrot and Giorgio Diana receive the European Railway Award 2014

(Source: UNIFE, 29<sup>th</sup> January 2014) The European Railway Award 2014 was presented on 28<sup>th</sup> January to Jacques Barrot, former European Commissioner for Transport, for political achievements and to Giorgio Diana, Researcher and Professor of Mechanical Engineering at Politecnico di Milano, for technical achievements. Since 2007 the European rail sector has celebrated and recognised personalities in the political and technical field. The ceremony, which took place at the Musées Royaux d'Art et Histoire in Brussels, was followed by the joint CER-UNIFE Annual Reception and attracted more than 500 guests from all over Europe, including high-level politicians and transport stakeholders.

Keynote speaker of the gala evening was once again European Commission Vice-President Siim Kallas, who congratulated the winners and reflected on his work as Transport Commissioner to improve rail transport, remarking, "Throughout this time, my aim has been to find and deliver the best combination between policy and technical innovation: the two categories for the European Rail Awards. If European railways are to become more attractive and competitive, it is in both of these areas that we need to progress. It is why the Fourth Railway Package and SHIFT<sup>2</sup>RAIL programme work so well together."



Representing the European Parliament, MEP Brian Simpson (S&D, UK), Chairman of the Committee on Transport and Tourism commented, “Without a doubt the biggest obstacle my Committee has faced in its attempts to deliver a truly European Rail system has come from the Member States; many of whom have rules and regulations from the Steam era that are not only out of date but totally irrelevant for modern railways.”

CER Chairman and CEO of ÖBB, Christian Kern commented on the Fourth Railway Package: “The fast approval of the Technical Pillar will be crucial for higher efficiency in future rail system operations. Technical harmonisation together with high quality infrastructure will pose major cornerstones for further improvements in rail products and services for our customers.”

Being CER Chairman since 1<sup>st</sup> January, Kern added: “The real challenge for the rail sector remains the development of competitive services that customers want with particular focus on punctuality, reliability, and value-for-money. New thinking is needed on the policy side in order to develop the right framework conditions for more competitive rail services, thus allowing the sector to reach its full potential within the wider transport system.”

UNIFE Chairman and President of Alstom Transport, Henri Poupart-Lafarge commented on the Fourth Railway Package and thanked the Commission for their work on the SHIFT<sup>2</sup>RAIL rail research initiative, stating, “UNIFE encourages the quick adoption of both SHIFT<sup>2</sup>RAIL and the Technical Pillar of the Fourth Railway Package, as the innovations and process improvements brought by both these initiatives are necessary to make the sector more efficient, competitive, and attractive.”

Political Award winner Jacques Barrot had a major influence on the development of the European rail system as European Commissioner for Transport from 2004-2008. As Commissioner for Transport, Jacques Barrot shed light on rail public service, public passenger transport services by rail and by road, and strengthened passengers’ rights. Furthermore he supported the liberalisation of the rail transport sector and the development of sustainable mobility through a number of types of aid.

Sophie Boissard, Vice President Business Strategy & Development at SNCF Group, gave the laudatory speech for Jacques Barrot. When accepting the Award, Barrot commented, “I think that mobility in the single European market will take place increasingly by rail. After a period of decline, rail transport must regain its footing: doesn’t rail now deliver 40% of freight in the US? If we want Europe to lead the international community in CO<sub>2</sub> reductions, we must go beyond even that!”

### Road legislation proposal harms intermodality

(Source: CER, 29<sup>th</sup> January 2014) European transport associations in the road-rail, rail and inland waterway sector are increasingly worried about the upcoming vote in the European Parliament on the amendment of Directive 96/53 on the Weights and Dimensions of road vehicles, as well as the commencement of the proposal’s deliberation in the European Council.

Whilst the title of the legislation suggests that it should cover road transport, it includes a number of issues that affect combined transport. This concerns in particular the introduction of a new definition for “intermodal transport”, as well as particular rules on short sea shipping. These changes are being proposed without a relevant impact assessment and without adequate consultation of the affected stakeholders involved in combined transport operations. This is particularly striking as Directive 92/106 on Combined Transport is coming up for revision in the near future and preparatory work on this proposal has already started within the Commission. It makes very little sense, therefore, to create legal uncertainty by introducing conflicting definitions of combined and intermodal transport in two different sets of legislation.

The European Union has a long history of supporting multi-modality and combined transport with the aim of improving the overall environmental performance of the EU’s transport system. This is reflected in a number of policies, such as the Transport White Paper, the TEN-T Guidelines and the Combined Transport Directive. In many Member States, this has also been the basis of financial investment in infrastructure that serves the needs of combined transport. Introducing random changes to the EU’s approach to combined transport through a piece of legislation ostensibly addressing a single mode risks rendering the EU’s transport policy inconsistent and jeopardising the success of past investments.



### **Multimodal transport should be dealt with in a “multimodal” legislation**

We would therefore urge decision makers to return to the original definition of combined transport included in Directive 92/106 and to consider any changes they may wish to make in this area in the framework of the revision of the Combined Transport Directive on the basis of a thorough impact assessment.

In this context, we would also like to point out that the use of 44t gross vehicle weight trucks is currently restricted to combined transport operations in line with Annex I of Directive 96/53. This encourages users to choose transport solutions for the transport of heavy goods that involve rail and inland waterways, i.e. sustainable modes that are naturally suited to carry large and heavy loads. The fact that circulation of 44t gross vehicles is taking place for non-combined transport operations within the territory of a small number of Member States should not lead decision-makers in the European Parliament and in the Council to allow these heavier trucks in border crossing traffic (which is presently limited to 40t). This would be likely to adversely affect international competition as well as the delicate balance of modes in longer distance land transport. Any such changes should therefore be subject to a prior impact assessment.

#### ***Signatories of the joint press release:***

*Union for Road-Rail Combined Transport (UIRR)*

*European Federation of Inland Ports (EFIP)*

*Community of European Railway and Infrastructure Companies (CER)*

*International Union of Wagon Keepers (UIP)*

*European Barge Union (EBU)*