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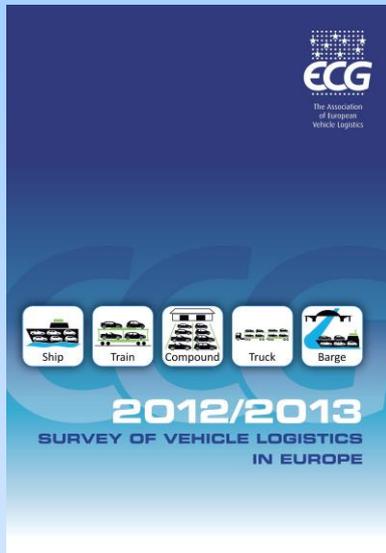
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NEWS FROM BRUSSELS

Dispute on lorry sizes blocks new safety rules

(Source: *European Voice*, 10th February 2014) The European Parliament's Transport (TRAN) Committee has put off a vote that had been scheduled for 11th February on revising European Union Directive on the Weights and Dimensions of lorries. Safety and environmental campaigners had backed the European Commission's proposal because the revised lorry designs would improve the sight-lines for lorry-drivers and reduce fuel consumption. But the changes have been delayed because of a dispute over whether to authorise extra-large lorries undertaking cross-border journeys. Because of that dispute, the leaders of the political groups on the committee decided on 10th February to delay the vote in the committee to 18th March. That would leave no time to reach an agreement on the law with the Council of Ministers before the end of this parliamentary term in April. This means the agreement on the legislation will be delayed at least until 2015. "This delay is tragic because it could postpone lorry design changes that will save hundreds of lives and make lorries cleaner," said William Todts of green transport group Transport & Environment (T&E). "With 4,200 people dying in lorry crashes every year, we just can't afford wasting time." For cross-border journeys, EU law currently limits lorries to a maximum of 18.75 metres in length and a maximum of 40 tonnes. (The limit is 44 tonnes when the lorry is travelling to or from a rail freight terminal.) A Member State can, however, allow larger lorries as part of trials – because the wear and tear caused by larger lorries with more axles may be less than that by smaller lorries with fewer axles. The Commission attempted last year to permit these "megalorries" for international transport with a revised interpretation of the existing EU law that would allow "megalorries" to travel between two neighbouring countries conducting such trials. But MEPs insisted that this interpretation was inadequate and that the controversial subject should be introduced into the revision of the Weights and Dimensions legislation. The controversy has now proved sufficient to delay the entire proposal. Jörg Leichtfried, the centre-left Austrian MEP who is drafting the Parliament's response to the weights and measures proposal, wants to scrap the provision allowing "megalorries" to cross borders, but the centre-right and liberal MEPs support it. Last month a coalition of 130 mayors sent a letter to MEPs asking them to approve the new rules, saying the measurements would improve drivers' range of vision and save many lives.

ECG Note: ECG is likewise disappointed that the crucial vote in the TRAN Committee has been postponed, as several amendments to the new proposal are meant to finally bring a solution to the long-standing wish of the finished vehicle logistics sector for an EU-wide harmonisation of the loaded length of specialised vehicle transporters to 20.75m minimum – as opposed to the current patchwork of many different national regulations for front- and rear-overhangs in force today. Among other stakeholders, the International Road Transport Union (IRU) and the NGO Transport & Environment (T&E) have reacted strongly against the postponement of the vote in the TRAN Committee. You will find their statements under the "Press Releases" section of this ECG News. For the complete declaration signed by mayors across Europe and supported by several organisations, among them the IRU, please follow the link below:

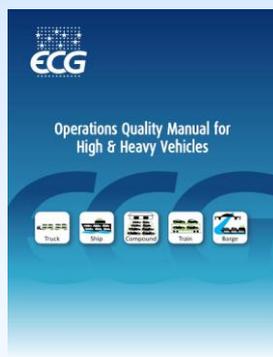
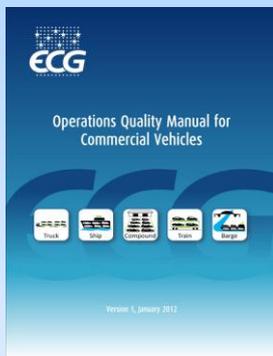
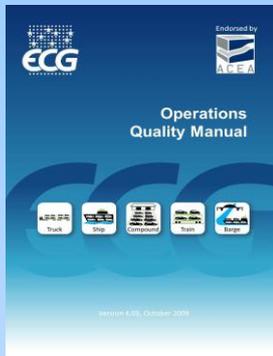
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Consultation on a funding scheme to replace the Marco Polo programme

(Source: *European Commission*, 6th February 2014) The European Commission launched a public stakeholder consultation on 'A funding scheme supporting sustainable and efficient freight transport services' on 6th February. The consultation targets companies, public authorities, academia, associations and



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other stakeholders who have an interest in the issue of improving efficiency and sustainability of freight transport services in the EU. In the period 2003-2013 the European Commission used the Marco Polo programme as an instrument to improve environmental performance of the freight transport services at the EU level. The main objective of this programme was to improve the environmental performance of freight transport, to reduce road congestion and to enhance intermodal transport. A new funding scheme for freight transport services is foreseen in the 2014-2020 financing period. Its design will take account of new developments in the market, results of the Marco Polo programme and the new transport policy framework established inter alia by the revised Trans-European Transport Network (TEN-T) Guidelines and the Connecting Europe Facility (CEF). In this context, the scheme will contribute in particular to the deployment of innovative and sustainable freight transport services operating on the multimodal TEN-T network.

ECG Note: As always, ECG members are welcome to participate in this consultation in their own name, after which they are invited to send their responses to the ECG Secretariat with the goal of compiling an ECG contribution as well (please contact tom.antonissen@ecgassociation.eu). More on the consultation can be found here (the deadline for responses is **4th April 2014**): http://ec.europa.eu/transport/themes/sustainable/consultations/2014-04-02-funding-scheme-freight-transport-services_en.htm

MEPs vote on life-saving eCall system in all new cars

(Source: European Parliament, 10th February 2014) From 2015, all new cars sold in the EU should be able to dial emergency services when they are involved in a serious accident, under new rules to be voted on by the Internal Market (IMCO) Committee on 11th February. How it will work: a damaged car will make a 112 emergency call (eCall) as soon as its sensors (e.g. airbag sensors) register a crash. It could also be activated manually by pushing a special button in a car. The system will automatically transmit data about location and time of a crash to the nearest emergency response centre. "The eCall system could save up to 2,500 lives a year and that is to me quite a decisive argument for the introduction of this public emergency call service across the EU," said Olga Sehnalová, a Czech member of the S&D group who is responsible for steering the proposal through Parliament together with Philippe De Backer, Belgian MEP from the Alliance of Liberals and Democrats (ALDE). Member States will have to upgrade their infrastructure so that eCalls are efficiently passed on to emergency services. Currently, only 0.7% of all passenger vehicles in the EU are equipped with automatic emergency call systems. The eCall device is estimated to cost less than €100 per new car to install. The plenary vote is scheduled for 26th February.

AUTOMOTIVE INDUSTRY

GM to expand Opel diesel-engine plant in Poland

(Source: Automotive News Europe, 11th February 2014) General Motors will spend €250m expanding its Opel diesel-engine plant in Tychy, Poland, as the US carmaker seeks to return to profit in Europe. The factory will be upgraded in preparation for building a new 1.6-litre four-cylinder diesel engine starting in 2017 for vehicles made by GM's Opel and Vauxhall divisions in Europe, the company said in a statement. GM is working toward ending losses by mid-decade in Europe that have totalled more than \$18bn since 1999. Opel is investing €4bn in the four years through 2016 to develop 23 vehicles and 13 engines as European emission rules are becoming more stringent. "The new mid-sized diesel engine family is an important part of our engine offensive," Peter Thom, Head of Manufacturing at Opel, said in the statement. "We appreciate the good quality and high efficiency of our Polish location and look forward to implementing this



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exciting project.” The plant expansion is “supported” by the Polish Ministry of Economy, GM said, without giving details. The factory will have annual capacity to produce 200,000 engines. The plant currently employs about 530 people, according to Opel’s Web site. To give Opel more scope to expand, GM decided in December to pull the Chevrolet brand out of Europe, reversing a decade-old sales effort to promote the US namesake in the region. Opel plans to close a plant in Bochum, Germany, by the end of this year to lower production costs. Workers at GM’s other European facilities have agreed to wage concessions in exchange for securing their jobs. The combined market share of Opel and Vauxhall in Europe remained stable at 6.7% last year, according to the ACEA industry group. New car registrations of the two brands declined 2% to 825,000 vehicles while the overall market contracted 2%.

Russian car sales fall 6% in January amid weak economy

(Source: *Automotive News Europe*, 10th February 2014) Russian vehicle sales got off to a poor start in 2014, falling 6% to 152,662 in January, the Moscow-based Association of European Businesses (AEB) said. The group expects full-year deliveries to decline by 2% against a weak economic backdrop. The January result follows a modest 4% rebound in December, after nine consecutive months of falling deliveries in 2103. Overall the Russian market fell by 6% last year to 2.78m units, bringing to an end three years of double-digit growth in Russia and delaying the country’s move to succeed Germany as Europe’s No. 1 market. “January sales turned out weaker than many had hoped for,” said Joerg Schreiber, chairman of the AEB said in a statement. “January is small volume though, and therefore not a serious indicator for anything.” The AEB added the pace of contraction was encouraging and it maintained its short-term expectation for the market to stabilise. Western carmakers including General Motors, Ford Motor, Volkswagen Group, Renault and Fiat Group have invested heavily in Russia. While auto executives are worried about an extended contraction in sales, they are bullish that the country’s rising middle class will support sales long-term.

EUROPE

WWL backs up business growth in Spain

(Source: *Automotive Logistics*, 12th February 2014) **Wallenius Wilhelmsen Logistics** (WWL) has opened a branch office in Barcelona to support the development of its business in the Iberian region. It will be headed by Ramon Oliete, formerly head of WWL’s agency in Barcelona – Agencia Maritima Espanola Evge – which has been operating there since 1987. The core eight-person team from Evge has transferred into the new branch. Evge will remain WWL’s managing agent for Spain and continue as WWL’s agent in Greece and Turkey. Since 1999, WWL has also operated an inland transport company in Barcelona, delivering trucking and other inland transport services. According to the company the new Iberia branch office will integrate and further develop WWL’s existing land-based and ocean logistics services to the Iberian market, creating multimodal service solutions. “Spain and Portugal have been suffering from the economic downturn in Europe over the past few years,” said Erik Noeklebye, head of Region Europe. “However, a more recent trend is that auto and equipment companies have relocated production to Spain, resulting in increased export and demand for logistics services.” In Spain, WWL has services conveying finished vehicles imports direct from Asia, the Americas and South Africa to the ports of Barcelona, Sagunto and Vigo, with export by Ro-Ro vessel from Barcelona, Santander and Vigo, serving the Americas, Australia and New Zealand, and South Africa. “We also expect the Spanish economy to pick up, and with growing purchasing power to see a corresponding growth in imports,” said Noeklebye. “When a market grows to this extent we ramp up our services to



ECG AGENDA

- ▶ **ECG Board Meeting on 9th April 2014**, Munich, Germany
- ▶ **ECG Land Transport Working Group Meeting on 6th May 2014**, in Frankfurt, Germany
- ▶ **ECG Spring Congress & General Assembly on 22nd & 23rd May 2014** in Athens, Greece
- ▶ **ECG Conference on 16th & 17th October 2014** in Amsterdam, the Netherlands

support our customers' logistics needs both on the ocean and on land," continues Erik Noeklebye.

Riga's transport infrastructure system to get a boost from EU funding

(Source: INEA, 11th February 2014) The European Union will support with over €1.5m from the TEN-T Programme a series of studies looking at the connection of the Freeport of Riga in Latvia to the TEN-T road network. The studies, selected under the 2012 TEN-T Annual Programme, specifically concern the detailed design needed ahead of the construction in 2016 of a 9.1 km stretch (Segment 1) of the Riga Northern Transport Corridor (Northern Corridor). The Northern Corridor is an east-west motorway which will cross the old historic town centre of Riga for a total length of 30 km. In the east it will join the Freeport of Riga and the E67 "Via Baltica" motorway, while in the west it will connect the Riga bypass and, ultimately, the E22 motorway. The Northern Corridor will create a robust alternative for transit traffic by diverting road traffic from of Riga's old town, improving the local environmental conditions and, by enabling access to the port of Riga, enhancing multimodal transport.

Continuing efforts on the Fourth Railway Package

(Source: European Voice, 13th February 2014) Few in the rail sector would profess to be against the principle of a single European market for railways. But Siim Kallas, the European commissioner for transport, who is pushing rail reform, observes that the aspiration is not always matched by action. "I made a big speech in Berlin in 2010, outlining my vision for a single European railway area," he recalls. "And everybody praised the idea and said 'let's do something, let's plan for reform'. But when I came up with real proposals, you see that the enthusiasm vanishes." Kallas' proposal to recast EU rules on the rail markets, put forward in 2013, was the fourth attempt to open Europe's fragmented rail networks to competition and co-operation. The Fourth Railway Package is attempting to make it easier for the makers of rolling-stock to operate across the member states by establishing a single certification system, to be handled by a strengthened European Railway Agency (ERA). The agency would authorise rail stock and equipment in the same way that the European Aviation Safety Agency currently authorises planes. But this idea has encountered great resistance from member-state governments and railway unions that do not want to cede the power of national agencies. It is a pattern Kallas says he has seen in other areas in his portfolio, notably in his efforts to merge European airspace and reduce the number of national air-traffic control authorities. While three of the proposals dealing with technical standards are likely to be agreed by April, the two remaining proposals – to strengthen the ERA, and to separate out the operation of the trains from ownership of the tracks – are proving more politically charged and more difficult. The separation of track ownership from train operation – known as 'unbundling' – has perhaps been the most controversial idea. The Commission wants to ensure that infrastructure managers do not give preferential treatment to their parent rail companies, a practice that it believes is deterring potential competitors, particularly in the rail freight market. Deutsche Bahn, Europe's biggest rail company, is accused of discriminating through its subsidiary infrastructure manager. Other countries have complained that if Deutsche Bahn is allowed to keep its integrated structure while other countries are required to open up their markets – another part of the liberalisation package – the German company could dominate vast swathes of the European market (one in four British train operators is wholly or partly owned by Deutsche Bahn, and Arriva – a subsidiary of Deutsche Bahn – operates trains in 13 EU member states). Subjected to enormous pressure, the Commission relented. Rather than forcing a separation of train and track companies, it would merely require rail companies to separate the functions and finances of infrastructure management, but selling them off would not be obligatory. Companies such as Deutsche Bahn would have to set up 'Chinese walls' to ensure legal, financial and operational separation.



Events in Brussels

The European Commission holds the conference 'GNSS applications action plan: Actions for road transport, multimodal logistics and dangerous goods' on **20th February**

<http://tinyurl.com/n9pt7kr>

The 11th Annual conference on Road User Charging will be held in Brussels on **5-6th March**

<http://roaduserchargingconference.co.uk/>

ECG will speak at the event.

A 20% discount is offered to interested ECG members, please contact the Secretariat

The European Commission organises the Transport Business Summit 2014 on **27th March**

http://ec.europa.eu/transport/newletters/2014/01-31/articles/save-the-date_tbs_en.htm

Rail-freight companies, the most disadvantaged by this system, were furious. However the Confederation of European Railways (CER), which represents rail companies, said unbundling for unbundling's sake would produce a perverse result. It has strongly resisted even the separation of functions and finances. Christian Kern, the chief executive of Austrian Federal Railways (ÖBB), who was recently elected chairman of CER, is against unbundling because of his negative experience with it in Austria in the field of energy. Kern also says that since a 2007 liberalisation of the EU rail-freight market the share of freight using rail actually went down. "The most successful rail systems in the world, Japan on the passenger side and the US and Australia for cargo, are integrated," he says. "The big challenge is to create a level playing-field. The guiding question should not be unbundling or not, it should be what helps our customers and increases our market share [compared to road and air]". Once the rail reform proposal's three technical pillars have been wrapped up in the next few months, the big political fight will begin in the new term of the European Parliament.

REST OF THE WORLD

Toyota begins Highlander exports from US to global markets

(Source: *Automotive Logistics*, 12^h February 2014) Toyota has begun exporting Highlander SUVs from the US to Australia, New Zealand, Russia, Ukraine and Kazakhstan – the first time the model has been exported from North America to those markets. Previously exports of the Highlander to those markets were supplied from Japan. The vehicles are manufactured at the carmaker's plant in Princeton, Indiana, and the export volumes are enabling Toyota Motor Manufacturing Indiana (TMMI) to increase local production and maximise the use of plant capacity in the US. Exports to Australia and New Zealand are being transported from the port of Baltimore while exports to Eastern Europe are being shipped from the port of Brunswick. The carmaker is forecasting an annual export volume of 29,000 to begin with. As previously reported, Toyota began building the 2014 model year Highlander at the Princeton plant in December last year following a \$430m expansion at the plant. As a result of the Highlander exports, TMMI will increase production by 15,000 units and raise the plant's annual capacity to 365,000 vehicles by late 2014. It also makes the Sienna and Sequoia models. Including the previous version of the Highlander it made a total of almost 300,000 vehicles at the plant last year. For volumes destined for Australia and New Zealand Toyota is using Norfolk Southern for rail forwarding to the Dundalk terminal at Baltimore. **Wallenius Wilhelmsen Logistics (WWL)** is handling processing at the port (through its VSA division) and onward ocean transport to seven ports in Australia and two in New Zealand. For those volumes being moved to Russia and its neighbouring states the company will be moving volumes by rail to Brunswick for shipment to Zeebrugge in the Netherlands using ocean carrier "K" Line. Toyota is again using Norfolk Southern on this route as well as terminal railroad provider Golden Isles. IAP will be handling the processing at Brunswick. This is the first Toyota using rail direct routes to the ports (Venza shipments, which began last spring, are taken by rail to Jacksonville for onward road transport to Brunswick). Toyota began exporting US-assembled vehicles in 1988, and now exports them to 32 countries around the world. The main markets are in Canada, Mexico, Central America, the Caribbean, South America, the Middle East, Asia Pacific and Europe. Last year exports reached more than 130,000 units, a 5% increase on 2012 and an all-time high for the carmaker.

Toyota closes Australian plants by 2017

(Source: *Automotive Supply Chain*, 10th February 2014) Toyota Australia has announced that it will stop building cars in Australia by the end of 2017 and become a national sales and distribution company. This means that manufacturing of the Camry, Camry Hybrid and Aurion vehicles, as well as the

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production of four cylinder engines, will cease by the end of 2017. Toyota says the decision was not based on any single factor. The market and economic factors contributing to the decision include the unfavourable Australian dollar that makes exports unviable, high costs of manufacturing and low economies of scale for the vehicle production and local supplier base. Together with one of the most open and fragmented automotive markets in the world and increased competitiveness due to current and future Free Trade Agreements, it is not viable to continue building cars in Australia. Toyota Australia President and CEO, Max Yasuda, was joined by Toyota Motor Corporation President and CEO, Akio Toyoda. "This is devastating news for all of our employees who have dedicated their lives to the company during the past 50 years," Mr Yasuda said. "Although the company has made profits in the past, our manufacturing operations have continued to be loss making despite our best efforts. (...) Our focus will now be to work with our employees, suppliers, government and the unions as we transition to a national sales and distribution company. Support services will be available to our employees and we will do everything that we can to minimise the impact of this decision on our employees and suppliers." Mr Yasuda said approximately 2,500 employees directly involved with manufacturing will be impacted when the plant stops building cars in 2017. There will also be an impact on the company's corporate divisions, which will be studied over the coming months to determine what roles and functions will remain in the future. Mr Yasuda said that Toyota was also committed to providing support to the industry as it prepares for the end of vehicle manufacturing in Australia. "We will work with our key stakeholders to determine how to provide the best support to our employees, suppliers and local communities during the coming years," Mr Yasuda said. "Not only do we need to ensure our local suppliers and employees can plan for their future, we also need to make sure that we continue to produce high quality vehicles and engines for our domestic and export customers." Toyota Australia will continue to be involved in its local communities and employ thousands of people both directly and indirectly via its extensive dealership network. It is the company's intention to import the Camry and Aurion vehicles beyond 2017, along with the entire range of Toyota passenger and commercial vehicles.

PRESS RELEASES

Neptune Lines' newbuilding "Neptune Galene" delivered from Hyundai Mipo Dockyard

(Source: Neptune Lines, 13th February 2014) Greek-based Neptune Lines Shipping & Management Enterprises S.A. has on 6th February delivered "Neptune Galene", a pure car and truck carrier ship (PCTC), built at Hyundai Mipo Dockyard. A special ceremony was held in Ulsan, South Korea in the presence of Greek Minister of Shipping Mr Miltiadis Varvitsiotis; President and CEO of EUKOR Car Carriers, Mr Craig Jasienski; and Managing Director, Global Head Shipping of HSH Nordbank, Mr Ingmar Loges. The vessel flies the Greek flag.

M/V Neptune Galene, a vessel of 31,000m² carrying capacity, can accommodate about 3,500 cars depending on size and has dimensions of 170m length and 28m width. Galene is close sister of four previous PCTCs also built at HMD, but is further enhanced with high-end environmental technologies, which result in improved energy efficiency and reduced environmental footprint. She is also equipped with advanced manoeuvrability characteristics that make her suitable for short sea shipping trade.

The newbuilding's sponsor is Ms Ioanna Papadopoulou, President and CEO of E.J. Papadopoulou S.A., Biscuit & Food Products Manufacturing Company. Neptune Lines Managing Director Ms Melina Travlos mentioned: "For us Greeks, the sea is our home and sea trade is closely linked to our history. Neptune Lines



is a leading operator in short sea transportation, serving more than 30 ports in 17 countries in the Mediterranean and Black Sea regions, carrying more than 800,000 units annually. Today, I feel especially proud as “Galene”, along with all Neptune vessels, will proudly represent the only Greek Liner Company operating a fleet of car-carriers.”

Greek Minister of Shipping and the Aegean Sea Mr Miltiadis Varvitsiotis noted: “Neptune Lines Shipping & Management, and Travlos family, with this investment not only do they empower their company within a globally very competitive industry, but at the same time they contribute to a growing national capital, to new employment opportunities for Greek seafarers during an economic crisis and to Greece’s increased bargaining power in the international arena.”

Neptune Lines is a key player in the car carrier market with an integrated agency network and independently operated car terminals. With the addition of “Galene” the company will operate a fleet of 16 car carriers - 12 of which are company owned - comprising one of the youngest fleet of PCTCs globally, and providing reliable, flexible and trustworthy services to all major car makers in the world.

Workable TRAN compromise urgently needed to allow even safer and greener trucks and coaches

(Source: IRU, 12th February 2014) The postponement of the expected vote on 11th February in the TRAN committee of the European Parliament on the European Commission proposals revising the weights and dimensions of commercial road vehicles, should not risk blocking the rapid route to significant innovative safety and environmental improvements.

Michael Nielsen, IRU General Delegate to the EU, stated, “A golden opportunity to even further innovate to improve the environmental and safety performance in road transport risks being missed if a compromise solution is not found urgently. I am astounded that the responsible MEPs are failing to find or accept any of the necessary compromises that will allow an even more environmentally friendly and safe transport system. This is a sad example of dogma prevailing over evidence-based, informed decision making.”

The IRU calls for the Rapporteur to urgently accept a compromise solution that will allow the manufacturers to make improvements to the aerodynamics and safety of trucks within the infrastructure constraints, to permit the fitting of aerodynamic fins to the rear of vehicle combinations that will help achieve substantial savings in fuel and vehicle emissions and finally to ensure that the European Modular System (EMS) can be operated by the Member States that want to do so – as is the case today.

The proposed new rules on the weights and dimensions of commercial vehicles will also secure the introduction of more alternative fuel powered trucks on Europe’s roads by permitting a one tonne increase in weight to accommodate heavier alternative fuel propulsion systems. Furthermore, the proposed increase in weight for two axle coaches will also see the introduction of more environmentally friendly buses and coaches without reducing their passenger carrying capacity, which is another reason why a delay in the decision making is largely disappointing to the road transport industry.

A compromise solution providing these opportunities and a subsequent positive vote will also open the door to design flexibility for truck cabins that would not only provide better aerodynamic performance coupled with major improvements in road safety through better visibility, but also an improved working environment for the driver.

Mr Nielsen concluded “It is quite clear from the TRAN committee’s failure to find compromises that the chance of moving to a more resource efficient, safer and greener European transport sector is in danger of being squandered. I therefore urge the responsible MEPs to find workable compromises and for the TRAN Committee to vote on the report as soon as possible in order to allow the EP Plenary time to vote on the proposals before the European elections in May this year, so that Europe can benefit from even safer, cleaner and more efficient commercial road transport as soon as possible.”

‘Megatrucks’ fears delay Parliament lorry safety vote

(Source: Transport & Environment, 11th February 2014) The European Parliament’s Transport (TRAN) Committee has postponed a vote that had been scheduled for 11th February on design rules of lorries. The proposed design changes would make lorry cabs slightly longer, enabling a rounded, aerodynamic nose as well as great improvements to driver’s visibility and lorry crash performance. These changes have been



delayed due to disagreements over whether to allow so-called ‘megalorries’ to cross national borders. The committee vote has been postponed until 18th March.

A vote on 18th March leaves very little time to finalise the file in time for the last plenary session of the current Parliament on 14th April. Without a plenary vote, the views of the current transport committee would not be taken into account.

Reacting on the delay, William Todts, policy officer at T&E, said: “The proposed changes to lorry design would be revolutionary. Lorries would become much safer, saving hundreds of lives but they’d also burn less diesel, making this a very attractive proposition for hauliers. We need safer and cleaner lorries now, not in the far future.”

The Parliament Rapporteur, Jörg Leichtfried, as well as the chair of the Transport Committee, Brian Simpson, reassured MEPs they still intended to finalise the dossier before the elections. “It’s the 11th hour and MEPs have a tremendous responsibility. Failure to adopt the lorry design changes now would lead to years of delay and avoidable fatalities on Europe’s roads,” William Todts concluded. Lorries represent just 3% of the vehicle fleet in the EU but they cause 25% of road transport emissions, and are involved in 15% of fatal crashes, which kill 4,200 people annually.

Standards adopted for connecting cars

(Source: European Commission, 12th February 2014) Imagine that you are driving along, and a message is projected on your windscreen, warning you of an accident that has just happened around the next corner. This could soon be a reality thanks to new European standards. Connected cars, able to communicate with each other and with road infrastructures, are expected to appear on European roads in 2015.

Two European standards organisations, ETSI and CEN, confirmed on 12th February that the basic set of standards requested by the European Commission to make connected cars a reality has been fully completed. The norms which they have adopted ensure that vehicles made by different manufacturers can communicate with each other. The EU invested more than €180m in research projects on co-operative transport systems, whose results helped develop the standards. This will put the European car industry, which provides 13m jobs, out in front in the race to develop the next generation of cars.

Neelie Kroes, Vice President of the European Commission, welcomed this important step: “With this set of standards ready, connected cars are on the right track. Direct communication between vehicles and infrastructures will ensure safer and more efficient traffic flows, with great benefits for drivers & pedestrians, our environment and our economy. This shows Europe’s unique digital advantage. But for connected cars to really work, we also need more consistency in rules that underpin fast broadband networks. Our fragmented spectrum policy puts the brakes on our economy – now it’s time to get our connected continent up to cruising speed.”

Intelligent transport has been a priority of the EU research and innovation programmes. EU-funded research projects have played a major role in the development of the standards, with more than €180m invested in some 40 different projects working on co-operative systems since 2002. These projects provided their results to ETSI and CEN/ISO, which in turn used them to develop the standards. The EU also funded different operational tests and pilots, as well as standardisation project teams.

Work on the Release 2 standardisation package has already begun to fine tune existing standards and deal with more complex use cases. European organisations co-operate closely with American and Japanese organisations to ensure that the systems are compatible across the globe.

For more on the adopted standards, please see the Commission’s memo: [http://europa.eu/rapid/press-release MEMO-14-105_en.htm](http://europa.eu/rapid/press-release_MEMO-14-105_en.htm)

Developing the technical challenge for the future European rail system

(Source: CER, 11th February 2014) Rail is the transport backbone of Europe, a core component of a strong economy and a vital service to European society. In order to respond to the expected growth in transport demand, both passenger and freight, but also to develop Europe as the world leader in rail transport, the railway operating community has on 11th February published the Rail Technical Strategy Europe (RTSE). With an editorial team led by UIC, the RTSE is structured around the core themes to be found in ‘Challenge 2050’



and develops its technical pillar. It will enable the rail operating community to focus on a wide range of core points and take the opportunities to satisfy customer requirements and to prepare for the challenges related to the way in which the future system is designed, constructed, operated and maintained. In this way, it can also contribute to wider social and economic goals within the communities that rail serves. A technical strategy relies not only on technological innovation but also on a culture of receptiveness to new ways of delivering customer service, and a willingness to challenge barriers. The rail operating community will work together and with other stakeholders to ensure that the necessary change is best facilitated, that priorities are developed and funding mechanisms identified. RTSE is well placed to guide and inspire future innovation through a well-balanced, business-led programme. The use of instruments such as Shift²Rail will ensure that the necessary resources are co-ordinated and concentrated to support the wider rail operating community and the system in general to innovate.

In order to read the whole strategy, please follow the below link:
www.uic.org/IMG/pdf/rail_technical_strategy_february_2014.pdf

*Joint press release of
CER: Community of European Railway and Infrastructure Companies
UIC: International Union of Railways
EIM: European Rail Infrastructure Managers*