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**ECG Spring Congress & General Assembly 2014**

22-23rd May  
 Athens, Greece



Find out more details on the ECG website

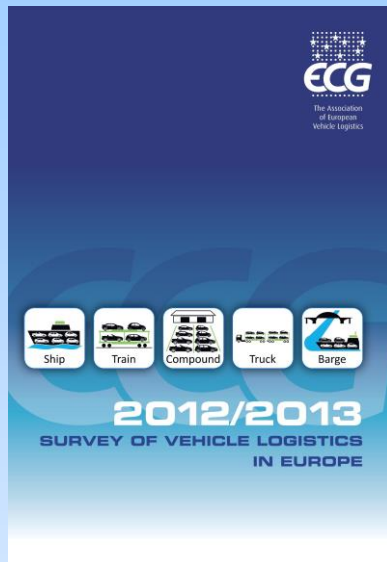


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To order a copy of the new ECG survey, please click on the following link:

<http://www.ecgassociation.eu/PublicationsReports/ECGBiennialSurvey.aspx>

## NEWS FROM BRUSSELS

### Register now for the General Assembly and book your hotel

**For the attention of ECG members:** Register for the Spring Congress & General Assembly, which will be held on 22<sup>nd</sup>-23<sup>rd</sup> May in Athens. Also, please consider booking your accommodation fast as the hotel is getting filled. As always, in case you need help or advice, feel free to contact us!

More information on the event here:

<http://www.ecgassociation.eu/activities/ecgspringcongressgeneralassembly/scqaathens2014.aspx>

### European Parliament supports vehicle transporters!

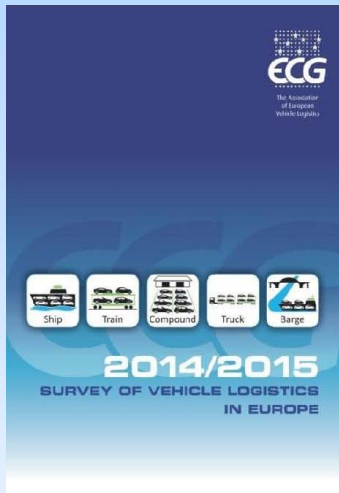
(Source: **ECG**, 15<sup>th</sup> April 2014) The Association of European Vehicle Logistics (ECG) welcomes the vote in the plenary of the European Parliament on 15<sup>th</sup> April on the revision of Directive 96/53/EC on weights and dimensions of road vehicles. ECG is aware that this dossier is highly emotional in itself and comes in the midst of the campaign for the European elections. MEPs still displayed a clear political will to finally give more legal certainty to the vehicle logistics sector. Despite the very many unique technical requirements of the vehicle transportation sector, the existing Directive 96/53/EC does not differentiate finished vehicle transporters from any other heavy goods vehicle. This is why the revision of Directive 96/53/EC is so critical to vehicle logistics. Specialised vehicle transporters are already allowed on most national territories within the EU. There is no risk regarding road safety or infrastructure capabilities when harmonising their loaded length to 20.75m. Their total weight is not an issue since it remains comfortably below 40 tonnes for a typical load. They have obviously nothing to do with “Giga-liners” which have been the focus of many emotional parliamentary debates so far. ECG is therefore pleased that MEPs voted massively in favour of harmonising loaded length for vehicle transporters to 20.75m, which resolves the current patchwork of national regulations encountered by ECG members across the EU. This will allow more cars to be loaded per truck in many cases, thereby improving efficiency and reducing total CO<sub>2</sub> emissions. Most importantly it will allow the majority of the sector to continue existing practices without potentially being restricted to a loaded length of 18.75m by the new legislation. According to ECG’s Executive Director, Mike Sturgeon, “Our association is fully aware that the stakes are high and go beyond vehicle transporters. However the harmonisation of their minimum loaded length will have two very powerful impacts: building a truly internal market for vehicle transportation while delivering the objectives of the Transport White Paper”. Importantly, these efficiency and sustainability outputs will be achieved by keeping the existing vehicle fleet instead of increasing it. ECG members will also remain as committed as ever to intermodality goals which are in the DNA of the association and its members. Welcoming the result of the vote, ECG’s Executive Director Mike Sturgeon said: “The EU prides itself on being the largest, most sophisticated single market on Earth. The Parliament’s vote has demonstrated that the harmonisation of loaded lengths for car transporters is well within the reach of EU lawmakers. MEPs’ efforts will reduce the number of trucks on the road as well as decrease emissions, congestion, and accidents. ECG hopes that the Transport Council will pay attention to this very clear signal sent by the more than 90% of MEPs who supported the amendments from the TRAN Committee which include a clarification for vehicle transporters”.

*To continue reading on this topic, please see additional reactions to the plenary vote in the ‘Press releases’ section at the end of this ECG News. A more general background to the current review of the Directive 96/53/EC can be found here:*

<http://www.euractiv.com/sections/transport/parliament-approves-safer-trucks-301583>

## Advertising opportunity in the ECG Survey of Vehicle Logistics in Europe 2014-2015

ECG has started working on the latest edition of its **Biennial Survey** on vehicle logistics for 2014-15! It is the most important publication of ECG, covering every two years and representing the reality of the industry in each country across Europe, including Russia, Ukraine and Turkey.



The Biennial Survey will be officially launched at the ECG Conference in Amsterdam, on **16-17<sup>th</sup> October**. It has a genuine two year shelf-life and reaches a very wide audience across the whole vehicle logistics sector.

If you are interested in advertising your company in this ECG publication, please contact us at [temp@ecgassociation.eu](mailto:temp@ecgassociation.eu). Looking forward to hearing from you!

**Special rates for ECG members!**

## Commission prepares plan to rein in lorry emissions

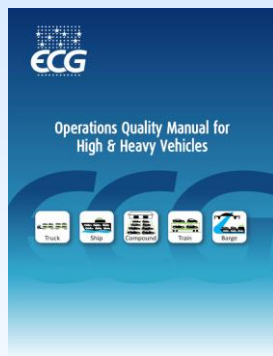
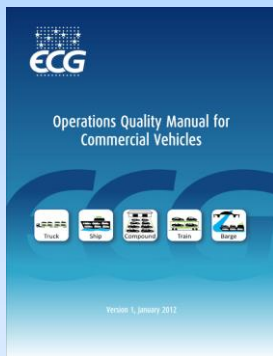
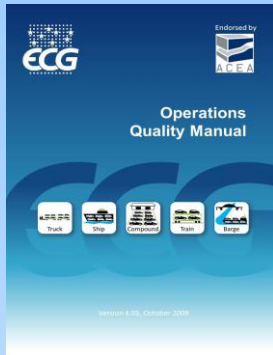
(Source: *European Voice*, 11<sup>th</sup> April 2014) A European Commission strategy for reducing CO<sub>2</sub> emissions from lorries after 2020 may be scaled back, according to the latest draft seen by *European Voice*. The Commission was supposed to come up with a comprehensive strategy for curbing emissions from lorries in 2011. That was delayed, but the Commission promised to propose a strategy before the current college of commissioners leaves at the end of this year. The strategy had been expected to elaborate on emissions standards, and possibly emissions-reduction targets, for 2025 and 2030. These standards would limit emissions by setting CO<sub>2</sub> standards. But although emissions standards were set to be the main component of the strategy, in the latest draft they are largely removed. A draft floated in January by the Commission's climate department had signalled a preference for establishing emissions standards – hard targets. However, the new draft removes this language, instead saying that standards are only the “most apparent option”. It leaves alternatives for future policy completely open, presenting emissions standards as just one of many options. The new text has very generous estimations for how lorries might become more efficient in the future without any policy action from the EU. The new draft would delay setting standards until after the Commission has finalised the development of a simulation tool and put in place a system of measuring emissions. Environmental campaigners say the change is the work of the Commission's industry department, headed by Antonio Tajani. Tajani will next week hand over his duties to Michel Barnier, the Commissioner for the internal market, while he campaigns to be an MEP. “For the past 20 years, there has been no progress on the fuel efficiency and CO<sub>2</sub> emissions of European lorries,” said William Todts of green transport group T&E. “Rather than tackling the problem head-on and following the examples of the US and Japan, where they have lorry fuel efficiency standards, the Commission's grand strategy now appears to consist of doing nothing.” The Commission does not comment on leaked drafts. Its strategy is expected to come out in late May at the earliest.

## Report on integrating the internal market for road transport

(Source: *European Commission*, 14<sup>th</sup> April 2014) The Vice-President of the European Commission Siim Kallas, responsible for transport, has called for simplification and clarification of EU rules on road haulage. Mr Kallas' remarks follow the publication on 14<sup>th</sup> April of a report on integrating the internal market for road transport. The report concludes that while some progress has been made, removing the remaining restrictions would help the European economy and improve the environment. On any given day, almost a quarter of all trucks on Europe's roads are empty, either on their way home or between loads. Opening national road transport markets to more competition would help reduce empty runs and increase efficiency in the sector, according to the report. Vice-President Kallas commented: “The current rules are wasteful for European companies, impact on all road users and are bad for the environment. We need clear regulations for the industry and at the same time we need good working conditions for the drivers. I hope the next Commission will continue down this road.” The main findings of the report are:

- The enforcement authorities of Member States must step up their efforts in enforcing existing legislation more effectively and consistently.
- The Commission and the EU can help by clarifying rules that are understood, interpreted and implemented differently in different Member States.
- Social rules must be better applied in road transport if the sector is to attract new drivers, and be able to handle the expected future demand for freight transport.
- The EU has an opportunity to improve the efficiency of its economy and reduce greenhouse gas emissions from transport.

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



### Facts and Figures:

- Road transport moves almost three quarters (72%) of goods in inland transport in the EU, with an annual turnover of €300bn and accounts for some 2% of the EU's GDP.
- Land transport, of which road transport is part, is the only mode of transport in which labour productivity has dropped since 2001 (-0.2%).
- National transport accounts for 67% of road transport in the EU. However, access by foreign hauliers to national markets remains very limited.
- Heavy goods vehicles often run empty: 20% of all trucks in the EU run empty. In national transport this rate rises to 25%.
- There are about 600,000 companies, a very large share of them SMEs, in the road transport sector, employing close to 3m people.
- Road transport faces driver shortages in the near future. Drivers are an ageing population and road transport is not considered an attractive profession. Working conditions are perceived to be difficult, and Member States do not implement social provisions consistently.
- According to a recent study by the European Parliament, the cost of the remaining restrictions to cabotage is around €50m per year.
- Removing the restrictions to cabotage would help to reduce empty running by making it easier for hauliers to combine loads and utilise return trips.
- Removing the restrictions would also allow the optimisation of fleet management, thereby increasing the overall logistics efficiency of the EU economy. This would help to keep the EU attractive as a location for manufacturing and trade.

To read the Commission's Report, please follow the link: [http://ec.europa.eu/commission\\_2010-2014/kallas/headlines/news/2014/04/road-haulage-report\\_en.htm](http://ec.europa.eu/commission_2010-2014/kallas/headlines/news/2014/04/road-haulage-report_en.htm)

## AUTOMOTIVE INDUSTRY

### Ukraine considers hitting Russia with vehicle duties

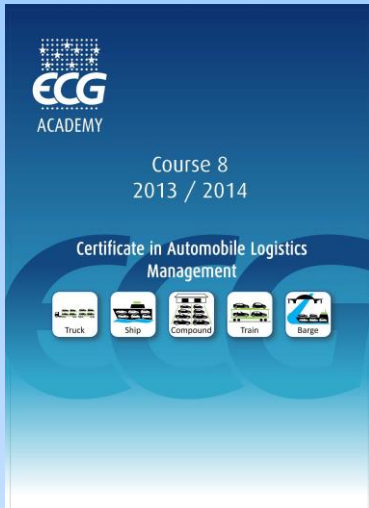
(Source: *Automotive Logistics News*, 11<sup>th</sup> April 2014) The Ukrainian government has proposed cancelling its intergovernmental agreement with Russia on a free trade of vehicles that eliminates basic customs duties. It is one of a number of developments that have recently hit the Ukrainian automotive industry in the wake of political tensions between Russia and Ukraine over the annexation of Crimea. The present trade agreement removes the need for Russian carmakers exporting vehicles and complete knockdown (CKD) kits to Ukraine to pay a 10% basic custom duty. Vehicle importers have criticised the proposal, claiming that it could further hurt the economy and increase social tensions in the country as car prices rise further. "The new duty is likely to be fully included in the price paid by the final consumer because permanent tax and fee increases have depleted the reserves of importers to keep the price steady," said Alexei Andreychenko, analyst at investment agency Art Capital. "In this case, the price of cars imported from Russia will grow on average by 8%." The levy would also affect imports built by foreign OEMs in Russia. Along with popular Russian domestic brands in the low-cost segment, such as Lada, Russia also exports models made there by foreign carmakers, like the Volkswagen Polo Sedan, Hyundai Accent, Kia Rio, Peugeot 408 and Renault Duster amongst others. "Imports of the Polo assembled in Kaluga will become unprofitable," said Sergey Nosenko, a representative of Volkswagen in Ukraine. "We cannot rule out the necessity of abandoning supplies of this model from Russia and refocus on supplies from Europe." A spokesperson for Renault Ukraine also said that the company would consider launching imports of the Duster van to Ukraine from its plant in Romania and either stop or significantly decrease exports from Russia. Some executives expect that Ukraine will soon sign a free trade zone agreement with the European Union, which would

- 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

## 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.

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entail a gradual decrease of the custom duty on cars over the next decade. "After signing the free trade zone agreement with the EU, it will be more profitable to import cars from European plants because the document provides the regime of liberalisation duties," explained Oleg Nazarenko head of the All-Ukrainian Association of Automobile Importers and Dealers (VAAID). "Annually the duty will be reduced by 1% for 10 years." However, there is some confusion over whether Ukraine is actually going to reduce the duties placed on imported vehicles. In January the country's minister of Economic Development, Igor Prasolov, said that a liberalisation on the duties currently imposed would be implemented in the early part of 2014. Then, in March this year, the country's parliament appeared to reverse that decision and published a bill that actually proposed an increase in the rate of tax. For the moment it remains unclear whether Ukraine will go ahead and sign the proposal to introduce the import duties for vehicles made in Russia. The new Prime Minister, Arseni Yatsenuk, said two weeks ago that such a move would hurt the position of Ukrainian businesses and the issue has not been raised since then. Meanwhile, if Ukraine does take the step, Russia will respond with similar measures – which could be even more devastating for Ukrainian factories. "We must understand that Russia will immediately cancel the mirror zero duties, but the Russian import duties on imported cars is 25%, not 10 %, as in Ukraine," said Andreychenko. In that scenario, the import of cars from Russia to Ukraine could fall by 30%, while for Ukrainian producers the Russian market would be completely closed. "Import duties of 25% is an almost impassable barrier in the budget segment, which accounts for almost all Ukraine-produced automobiles," added Andreychenko.

### PSA Peugeot Citroën "Back in the Race"

(Source: *Automotive Purchasing*, 14<sup>th</sup> April 2014) The French automaker has published its 2014-2018 "Back in the Race" roadmap, which aims for 2% operating margin in the Automotive Division by 2018, with a target of 5% during the next medium-term plan covering 2019 to 2023. According to PSA Peugeot Citroën, its recovery is well under way, but it needs to develop a real profit-driven culture and a global approach to return to profit more quickly. Carlos Tavares, group Chairman of the company's Managing Board, said: "With this Back in the Race plan, I am committed to accelerating the Group's recovery by channelling all of our teams' creative potential so that we can quickly get back on the road to profit." The Back in the Race roadmap includes three metrics:

- a) Recurring positive Group operating free cash flow by 2016 at the latest.
- b) €2bn in total Group operating free cash flow over the 2016-2018 period.
- c) A 2% operating margin in the Automotive Division by 2018, with a target of 5% during the next medium-term plan covering the period 2019-2023.

Also, the initiative is built around four operational objectives:

1. DS, Peugeot and Citroën, three brands that are recognised around the world;
  - The development of DS as a full-fledged premium brand will be stepped up.
  - At the same time, the Group will continue to reposition the three brands, while clarifying their line-ups to ensure their complementarity, and will improve their price positioning.
2. A focused, targeted global product plan more aligned with market demand;
  - The Group's line-ups will be gradually streamlined to 26 models by 2020. By focusing on a more compact range, PSA Peugeot Citroën will be able to improve market coverage and improve margins by targeting the most profitable segments.
  - In addition, this will help to optimise the use of platforms and programmes around the world and to allocate R&D spend and capex more efficiently.
3. A drive for profitable international growth in accordance with the fundamentals of the automobile business;
  - The Group will continue to accelerate its expansion in China, by tripling volumes with Dongfeng in 2020 and successfully completing the development of the DS brand.



## ECG AGENDA

► **ECG Russia Regional Meeting in April (date TBC)**, in Moscow, Russia

► **ECG Land Transport Working Group Meeting on 6<sup>th</sup> May 2014**, in Frankfurt, Germany

► **ECG Board meeting on 22<sup>nd</sup> May** in Athens, Greece

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

► **ECG Maritime & Ports Working Group meeting on 11<sup>th</sup> and 12<sup>th</sup> June**, in Le Havre Port, France

► **ECG Board meeting on 18<sup>th</sup> June** in London, UK

► **ECG UK & Ireland Regional Meeting on 19<sup>th</sup> June**, in London, UK

► **ECG Eastern Regional Meeting in September (date & location TBC)**

► **ECG Board meeting on 16<sup>th</sup> September** in Frankfurt, Germany (TBC)

► **ECG Conference on 16<sup>th</sup> & 17<sup>th</sup> October 2014** in Amsterdam, the Netherlands

► **ECG UK & Ireland Regional Meeting in November (date TBC)**, in Birmingham, UK

- The partnership signed with Dongfeng will also help to drive faster growth in the ASEAN region.
  - At the same time, the Group will turn around the situation in Russia and transform the business model in Latin America, with the objective of returning to profit in the two regions in the next three years.
  - Lastly, PSA Peugeot Citroën will seek expansion opportunities in new growth countries, for example in Africa or the Mediterranean basin.
  - To do so, a new global organisation structured around six major regions (Eurasia, Europe, Middle East/Africa, Latin America, China and ASEAN, Asia-Pacific) will be put into place.
4. Upgrading to improve competitiveness, especially in Europe;
- To address its competitiveness challenges, PSA Peugeot Citroën has stepped up the modernisation of its plants and will bring them in line with global benchmark production facilities, while continuing to reduce costs and inventory.
  - Continue to transform the corporate culture.

### Opel may break even before 2016, report says

(Source: *Automotive News Europe*, 14<sup>th</sup> April 2014) General Motors' money-losing European unit, Opel, may break even before its 2016 deadline, the *Wall Street Journal* reported, citing an interview with the brand's CEO, Karl-Thomas Neumann. He said he was sticking to his official target to return Opel to breakeven in 2016 but did not rule out an earlier return to profitability. Analysts have suggested that Opel could turn profitable as early as next year, the paper said. "If everything goes well, theoretically that can't be ruled out," Neumann was quoted as saying. Opel has suffered for years from management disruptions and the tension between GM's desire for global economies of scale and Opel's calls for customisations for the local market. Fixing GM's European operations, where Opel CEOs have come and gone in rapid succession and where GM has lost some \$18bn over the last 12 years, is at the top of GM CEO Mary Barra's to-do list, analysts have said. GM announced plans in April last year to invest €4bn by 2016 in Germany and Europe to overhaul Opel's aging product range with 23 new products and 13 new engines. "We're careful now with new investment and are trying to understand and monitor the situation as it develops," Neumann was quoted as saying in the report. "Of course, [the development of the] Russian economy is a cause of concern," Neumann said. New-car sales in EU and EFTA markets rose 6% in the first two months as a gradual economic recovery in Portugal, Spain and Italy boosted demand for mass-market brands, industry data showed last month. Deliveries of Opel/Vauxhall vehicles in the markets rose 3% in the same period.

## EUROPE

### Eddie Stobart Logistics is born

(Source: *Commercial Motor*, 10<sup>th</sup> April 2014) Eddie Stobart Logistics has been born, with the news this evening that **Stobart Group** had completed the partial divestment of the business that the group was built upon. "Stobart, the infrastructure and support services group, announces that the partial realisation of its transport and distribution division, as described in the company's announcement of 6<sup>th</sup> March 2014, has been completed," Stobart Group said in a statement issued to the stock exchange. Shareholders of the firm backed the move at the end of last month at a general meeting, making this news very much a 'when' not an 'if'. Stobart Group revealed in March that it had sold a 51% stake in its transport division to Douglasbay Capital - the former owners of TDG - for £280.8m. The move sees William Stobart become Chief Executive of the newly formed, and once again privately owned, Eddie Stobart Logistics. Under the terms of the deal, the LSE-listed Stobart Group will retain a 49% stake as well as



## Events in Brussels

The rail industry organises the EURAXLES Final Conference on **29<sup>th</sup> April**

[http://www.uic.org/com/article/invi-tation-to-the-euraxles-final?page=thickbox\\_enews&keepThis=true&TB\\_iframe=true&width=800&height=600](http://www.uic.org/com/article/invi-tation-to-the-euraxles-final?page=thickbox_enews&keepThis=true&TB_iframe=true&width=800&height=600)

The Assembly of European Regions organises the stakeholder meeting 'TENT-T: A journey to where?' on **31<sup>st</sup> April** to discuss scenarios and experiences from the TEN-T.

<http://www.aer.eu/en/events/regionaldevelopment/2014/tent-t-a-journey-to-where.html>

The European Commission organises the 'Stakeholder seminar in the framework of the study on the modulation of infrastructure charges to give incentives to equip trains with ETCS' on **21<sup>st</sup> May**

[http://ec.europa.eu/transport/modes/rail/events/2014-05-21-seminar\\_en.htm](http://ec.europa.eu/transport/modes/rail/events/2014-05-21-seminar_en.htm)

the Eddie Stobart brand itself via a licence agreement. 8% of the total vehicle fleet will remain aligned to its Stobart Biomass fuel supply business also. It also retains the majority of the freehold properties used by Eddie Stobart Logistics.

## Sweden prepares for 74 tonne trucks

(Source: *NoMegaTrucks.eu*, 11<sup>th</sup> April 2014) The Swedish government is working to allow even heavier trucks. At the ministry of Catharina Elmsäter-Svärd, preparations are already underway to raise the truck weight to 74 tonnes. Authorities shall verify routes for such vehicles until 15<sup>th</sup> August. Sweden already permits 60 tonne trucks – 20 tonnes more than most EU Member States. With this measure the government aims to strengthen Sweden's competitiveness and to create more jobs. Already at the beginning of the 1990s Sweden raised the truck weight step by step. The Royal Institute of Technology Stockholm assessed the consequences and concluded that road transport got more competitive on longer distances compared to rail freight. As a consequence the railway market share fell to a historic low while the trucks market share reached its high.

*Additional information on the weight of trucks and the modal shift in Sweden:*  
<http://www.nomegatrucks.eu/news/2014/sweden-prepares-for-74-tonne-trucks/>

## Ireland calls for HGV levy exemption

(Source: *Commercial Motor*, 11<sup>th</sup> April 2014) The Irish Road Haulage Association (IRHA) has repeated its call for an exemption from the Heavy Good Vehicle (HGV) Road User Levy for Ireland-based hauliers on Northern Ireland roads. IRHA president Eoin Gavin told *Commercialmotor.com* last week that the levy, which came into effect earlier this month, had extended the already substantial costs differential faced by hauliers in Ireland compared with their Northern Ireland counterparts. He put this at about €30,000 (£25,000) a year, including road tax, cabotage restrictions and vehicle testing costs – and said his association was already "witnessing a mass exodus of our haulage fleet into the UK" as a result. Gavin said he expected the levy to affect about 80% of Ireland's truck fleet, given that most hauliers travelled frequently to the north, and also stressed that even some domestic journeys involved passing through Northern Ireland, such as those from Donegal to Dublin. "The UK government is imposing a tax on Irish domestic trade, which isn't right," said Gavin. "There will definitely have to be something done." The IRHA has been raising concerns about the levy for more than a year and last month warned that a failure to achieve an exemption for Ireland-based hauliers would result in substantial job losses in its road haulage sector. The IRHA has also called on the Department of the Environment for urgent changes to excessive domestic Irish goods vehicle road tax rates to help offset the costs of the levy. It pointed out that the road tax on a 6-axle vehicle in Ireland is more than €4,000 (£3,300), compared with just £750 in Northern Ireland. Elsewhere, the introduction of the HGV Road User Levy continues to receive a warm welcome. Dudley South MP Chris Kelly stressed: "The measure had been called for over many years by our domestic haulage industry and creates a fairer system by removing some of the inequality UK hauliers feel when paying to use many roads abroad. The introduction of the levy ensures all HGVs make a contribution to the costs of UK road maintenance, irrespective of their country of origin." Nearly 150 fines were handed out to operators that had not paid the HGV Road User Levy in its first week, the Department for Transport (DfT) has revealed. Between 1<sup>st</sup> April, when the legislation came into effect, and Tuesday 8<sup>th</sup> April, almost 72,000 trucks had been registered to use UK roads, a DfT spokesman said. Around 56,000 levies had been purchased by operators from 50 different countries, he added. Last week, transport minister Stephen Hammond said the DfT had handed out over £20,000 in fines to operators that had not paid the levy on its first day. The fines were issued to a total of 67 trucks. The levy was introduced for both UK- and foreign-registered HGVs that wish to use UK roads.

## ECG Office



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



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



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



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



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



**Beatriz Peon**  
ECG Survey Project Coordinator  
T: +32 2 706 8285  
[temp@ecgassociation.eu](mailto:temp@ecgassociation.eu)

## TEN-T project: Rail in Denmark to benefit from EU support

(Source: INEA, 7<sup>th</sup> April 2014) The European Union will co-finance with a combined total amount of over €50m from the TEN-T Programme two studies to prepare Danish rail infrastructure developments. The studies, which will pave the way for the works, contribute to the realisation of the "Railway axis Fehmarn belt" (TEN-T Priority Project 20). The first study, selected for just over €30m of funding under the 2012 TEN-T Multi-Annual Call, involves a new high speed railway section between Copenhagen and Ringsted. The existing line that runs via Roskilde is one of Denmark's most heavily used and strategically important routes, both for commuter traffic to/from Copenhagen as well as for freight traffic. In 2012 a new dual track line from Copenhagen to Ringsted via Køge was proposed, including a new station in the northern part of Køge (Køge Nord) and a maximum speed for passenger trains of 250 km/h. The study will specifically concentrate on the project management, detailed design for construction work and tender packages of this section. The second study, also supported by the TEN-T Multi-Annual Programme, receives €19.7m to help look at solutions to increase the capacity of the Ringsted-Rødby section that connects to the Fehmarn Belt. Specifically, this study will look at project management, detailed design for the construction works as well as its tendering and awarding. The studies and their results are expected to produce a significant impact on local planning and give a boost to the economy and the overall transport efficiency of the entire Baltic sea region.

## REST OF THE WORLD

### GEFCO to build up intra-Asia network for China auto trade

(Source: Automotive Logistics News, 15<sup>th</sup> April 2014) Logistics provider **GEFCO** plans aggressive growth for its Chinese and Asian business, including investing in its own fleet for vehicle distribution in China. The company also expects to increase the amount of automotive freight, including finished vehicles and materials, it moves between China, Russia as well as Southeast Asia, where it will open new subsidiaries this year and next. Growth in China for GEFCO during 2013 was around 35% compared to 2012, according to GEFCO China managing director Andrea Ambrogio. The logistics provider has aggressive plans for China in 2014. "Our budget is to increase by 50% across all business units," Ambrogio told *Automotive Logistics*. "We are pushing everywhere. For finished vehicle logistics, we are targeting a 60% growth. In freight forwarding, we are aiming for a 35% increase, while we think that we can double our warehousing business." Over the three to four years to follow, Ambrogio believes that the company will sustain growth rates as high as 20-25% per year in China. During a press conference outlining GEFCO's global financial results last month in Paris, GEFCO Group's head of finance said that annual revenue from the company's Chinese operations was currently around €100m. GEFCO reported global revenue just shy of €4bn in 2013. The company's operations in China include GEFCO China, GEFCO Hong Kong and two joint ventures that serve Dongfeng Peugeot-Citroën Automobile (DPCA) and Chang'an PSA (CAPSA). During 2013 the company opened new branch offices in Chengdu, where OEMs including Volvo have recently launched factories, and where DPCA will build a fourth plant together. Another office opened in the southern city of Shenzhen, home of a new CAPSA joint venture factory that builds premium DS vehicles, which together with branches in Hong Kong and Guangzhou are important hubs for freight forwarding. This year, GEFCO plans to open offices in Ningbo, south of Shanghai, as well as in Dalian, in the northeast. Along with the push into China's growing western regions, the logistics provider plans to open subsidiaries in Thailand, Vietnam and Indonesia, according to Christophe Poitrineau, President of GEFCO's Asian operations. Poitrineau's vision is to develop strong intra-Asia flows for vehicles, complete knockdown kits (CKDs) and other cargo between China, Southeast Asia





and eventually India. “I think that in the next few years Chinese carmakers will export more and more cars to Southeast Asia especially,” he said. “If we can build up a good network there for Chinese OEMs, we will have some good opportunities.” GEFCO’s chairman Luc Nadal recently told *Automotive Logistics* that the company was looking at possible acquisitions, including companies in Southeast Asia, China and India. GEFCO’s expansion plans overlap with strategies unveiled recently by DPCA, after Dongfeng took a 14% stake in the French OEM. Both companies have planned increased production and sales in China, as well as their intentions to increase exports, particularly to Southeast Asia. “We have in front of us a huge opportunity to extend our parameters to Dongfeng, PSA and other Chinese carmakers,” said Ambrogio. “While so far there has not been much focus on exports, DPCA has said that it would open a subsidiary and start to export to regions like Southeast Asia, as well as other Asian regions. This is exactly where we are or where we are growing our network.” The other area in which GEFCO is banking on growing its import and export business for China is with railway services between Russia, Central Asia and Europe. According to Ambrogio, it’s a project that has been designed at the specific request of the company’s 75% shareholder, RZD Russian Railways. While GEFCO intends to offer a regular block train service on the route, Poitrineau said that GEFCO has only run spot services so far. However, Ambrogio noted a growing interest from Chinese carmakers in moving vehicles and CKD kits to Russia and Kazakhstan. Ambrogio also revealed that GEFCO China would invest in its own fleet of vehicle hauliers in China. Last year, the company won a contract to handle vehicle imports for Volkswagen and Skoda through the ports of Shanghai and Tianjin, including onward delivery to dealers. While the company is currently using dedicated sub-contracted trucks in China, Ambrogio said GEFCO would invest in its own fleet to gain better control cost and quality. Investment could be directly in equipment or through dedicated subcontracts, although he declined to give specific targets for fleet numbers. In a second phase, the fleet could be extended for spare parts deliveries as well, he said. In China, poor enforcement of truck standards has led many carriers to use overloaded trucks that carry as many as 20-25 vehicles. Ambrogio maintained that GEFCO would only purchase or contract the legal standard lengths.

### **Brazil to benefit from car terminal expansion at Suape port**

(Source: *Automotive Logistics News*, 15<sup>th</sup> April 2014) Carmakers active in the Brazilian market are expected to benefit from the development of a 19-hectare car terminal at the Port of Suape, due for completion in November this year. The move promises to ease congestion for the processing of vehicles in Brazil, where insufficient port capacity is creating bottlenecks and constraining imports and exports. Brazil exported almost 476,000 cars last year, up 26.5% on 2012 and valued at a record \$5.5bn, which was 36% higher. Of this total, 348,500 vehicles, or the equivalent of \$4bn, passed through Brazilian ports. Traffic in the other direction has been dropping, however, because of a punitive 30% tax on imported vehicles. As reported in *Breakbulk* this week, Caio Ramos, Vice-President of the Suape Industrial Port Complex (SIPC), said the new terminal would become the “principal distribution terminal for the automobile industry in the northeast”. The port currently handles around 1,800 imported vehicles a month for VW and GM on a four-hectare terminal space operated by logistics and transport provider Tegma. SIPC has extended the space by five hectares already and will add another 10 by November, when a new tender to operate the facility will be issued. The development of the car terminal was part of a deal the state government of Pernambuco signed with Fiat-Chrysler when it agreed to build its \$2bn production facility at Goiana, 100km to the north. That facility is expected to be up and running by the beginning of next year, with an annual production capacity for 250,000 vehicles and 150,000 engines. Fiat-Chrysler is also building a supplier park for 14 of its suppliers in the plant area.

## **PRESS RELEASES**

### **European Parliament endorses Commission proposal on safer and greener lorries**

(Source: *European Commission*, 15<sup>th</sup> April 2014) The European Parliament has endorsed on 15<sup>th</sup> April the Commission’s proposal for new EU rules for safer and greener lorries. Vice-President Siim Kallas, in charge of transport, said: “I am pleased with this vote which supports the Commission’s goal to make road transport cleaner and safer, allowing innovative designs for the greener trucks of the future.”

The European Commission proposed in April 2013 new rules, revising the current legislation on weights and dimensions of certain road vehicles, to allow manufacturers to develop more aerodynamic lorries which will reduce fuel consumption by 7-10%, cut emissions of greenhouse gases, and also enhance the safety of vulnerable road users.



The proposal will allow cabs with a rounded shape and aerodynamic flaps at the back of the trailer. These measures will considerably improve the aerodynamics of vehicles, saving approximately €5,000 per year in fuel costs for a typical long-distance lorry covering 100,000 km. This represents a 7–10% cut in greenhouse gas emissions (or 7.8 tonnes of CO<sub>2</sub> for the same long-distance lorry covering 100,000 km). At the same time, the field of vision of the driver will be improved, helping to save the lives of 300 to 500 vulnerable road users such as pedestrians or cyclists every year.

The European Parliament position at first reading adopted on 15<sup>th</sup> April supports most key provisions in the Commission proposal. The Commission welcomes particularly the EP amendments that

- facilitate the use of a broader range of low carbon propulsion technologies,
- clarify the possibilities for aerodynamic cabs and rear devices and
- strengthen the enforcement provisions of its proposal.

On the other hand, the Commission cannot agree with certain points of the EP position. These include:

- an amendment that would limit the extension of aerodynamic rear devices to 500mm (which is already authorised today and which would deprive the society of the benefits of longer devices further reducing fuel consumption and emissions) and
- amendments that reject the broad definition of “intermodal transport” proposed by the Commission, which takes into account the evolution of container trade.

The EP decided not to amend the current rules on the cross border operation of longer vehicles and asks the Commission to report on the subject by 2016.

#### What's next?

With this vote, the European Parliament has adopted its first reading position on the Commission proposal. It is now up to the Council to adopt its own position. The Greek Presidency is aiming at a Council position on this text in June 2014. If the adoption of this text takes place in 2014/2015, the new trucks could be expected to be seen on the roads by 2018-2020.

**ECG Note:** Besides the crucial vote on the Weights and Dimensions dossier, this week's EP plenary session – the last one before the elections on 22-25 May – saw the vote on other issues of potential importance for ECG members: Vote on two proposals by the Commission regarding inland waterway transport ([http://europa.eu/rapid/press-release\\_IP-14-442\\_en.htm](http://europa.eu/rapid/press-release_IP-14-442_en.htm)); Vote on marine equipment for safer ships (more on this dossier in ECG News 14.07, [http://europa.eu/rapid/press-release\\_IP-14-441\\_en.htm](http://europa.eu/rapid/press-release_IP-14-441_en.htm)); Vote on clean fuels for transport ([http://europa.eu/rapid/press-release\\_IP-14-440\\_en.htm](http://europa.eu/rapid/press-release_IP-14-440_en.htm)); Vote on 112 eCall to be deployed by 2014 ([http://europa.eu/rapid/press-release\\_IP-14-438\\_en.htm](http://europa.eu/rapid/press-release_IP-14-438_en.htm))

### **Full Parliament votes for safer, cleaner lorries, but faces national roadblocks**

(Source: *Transport & Environment*, 15<sup>th</sup> April 2014) The full European Parliament almost unanimously (606 votes in favour and 54 against the draft law) voted to change rules for lorry cabins that could save hundreds of lives and reduce fuel consumption and emissions. The vote marks the beginning of the end for Europe's brick-shaped lorries, which are dangerous and inefficient.

The Parliament voted to give lorry manufacturers more design space for the front end of the cab, allowing a more streamlined nose. Some of the extra cab space has to be used to get rid of blind spots, include a crumple zone and to make sure pedestrians and cyclists are not knocked underneath the wheels in a collision. Lorry makers will have the possibility to improve designs straight away but Parliament wants these life-saving features to become mandatory for all new lorries by 2022. Lorries currently have a dreadful safety record: every year 15% of all fatal collisions in Europe – around 4,200 deaths – involve lorries (in 2011).

Jeannot Mersch, President of the European Federation of Road Traffic Victims, said: “With this vote the European Parliament has taken citizens' safety to heart. Thousands of lives are sadly lost and many more victims are severely injured in lorry crashes every year. Rounded, streamlined lorry cabs could help avoid hundreds of these deaths and injuries. The EU governments have a moral obligation to embrace this hugely beneficial decision. Weakening, delaying or blocking this decision would be unforgivable.”

A rounder lorry front along with rear flaps could also improve fuel economy by up to 7-10%, which at today's diesel prices would save hauliers approx. €3,000 per vehicle per year. For the first time, Parliament also called for the introduction of fuel efficiency standards for lorries.



Changes to lorry cabs would make Europe's roads safer for pedestrians and cyclists, yet lorry makers oppose these life-saving improvements. Some lorry makers are lobbying for new designs to be prohibited until 2025 to safeguard what they call 'competitive neutrality', a nice way of saying they want to prevent innovative competitors from being the first to make better lorries. Other manufacturers such as Scania welcome the extra cab space but reject key safety standards such as improved direct vision for drivers.

Member States, represented by national transport ministers, will now negotiate with the Parliament on implementation dates of safer lorries, and whether they should be mandatory or optional from 2022. William Todts, clean vehicles officer at Transport & Environment (T&E), said: "The representatives of Europe's citizens have openly voted for safer, cleaner lorries, a decision that will reduce road deaths and kick-start progress on lorry CO<sub>2</sub> emissions after 20 years of stagnation. It would be unacceptable for EU governments to roadblock life-saving lorry changes in backroom Council deals, as this would only lead to more avoidable road deaths."

On the controversial issue of 'megatrucks', MEPs rejected the Commission's proposal to allow the cross-border use of longer lorries. Instead, MEPs demand that the Commission properly assesses the impact of wider megatrucks use and report back to Parliament in 2016.

### **Parliament votes against plans to liberalise megatrucks**

(Source: CER, 15<sup>th</sup> April 2014) The European Parliament voted against the European Commission's attempt to liberalise the use of longer and heavier vehicles without any prior impact assessment. The Community of European Railway and Infrastructure Companies (CER) welcomes the result. On 15<sup>th</sup> April the Members of the European Parliament (MEPs) adopted by a large majority the Parliament Resolution drafted by Austrian Socialist MEP Jörg Leichtfried. The Resolution calls on the European Commission to assess the impact of longer and heavier vehicles on the environment, road safety and infrastructure adaptation costs, as well as on rail freight, before any attempt to further liberalise their use is made.

The vote once again highlights the opposition to longer and heavier vehicles and the necessity to promote the future development of freight traffic in connection with inter-modal solutions. At the same time, changes made to the current modal split at the expense of more sustainable transport modes must be avoided.

CER Executive Director Libor Lochman said: "The Parliament vote is good news from a transport and from an environmental viewpoint. The more you open the door to megatrucks, the more freight will shift away from sustainable transport modes. It is necessary to invest in rail freight, as the EU shows in the recently adopted Connecting Europe Facility (CEF) budget, to achieve the EU's overall targets in transport policy: reduction of greenhouse gas emissions and decreased dependency on oil."

CER has consistently underlined the consequences of introducing longer and heavier vehicles on rail freight, which could amount to over 35% of rail freight being shifted back to road on specific corridors. Allowing any wider use of megatrucks will inevitably lead to a domino effect and, in time, to their general use across Europe. This would undermine the Commission's own agenda for modal shift from road to rail and inland waterways, set out in the 2011 Transport White Paper. The European Parliament has recognised the important concerns raised by several stakeholders, and called upon the Commission to carry out a proper impact assessment by 2016, and in any case before any further changes to the weights and dimensions of trucks are proposed.

CER Executive Director Libor Lochman added that CER will continue to draw the Commission's attention to the impact of longer and heavier vehicles: "We welcome the Parliament's clear call for the Commission to publish a proper impact assessment on this subject before any decision is taken. Openly discussing the impact of longer and heavier vehicles is a constructive way forward. Unilateral decisions and reinterpretations of Directive 96/53, like the Commission's attempt in 2012, should not occur."

### **EU shipowners applaud European Parliament's change of heart on monitoring of CO<sub>2</sub> emissions**

(Source: European Community Shipowners' Association – ECSA, 16<sup>th</sup> April 2014) The plenary of the European Parliament (EP) adopted on 16<sup>th</sup> April its Report on the Commission proposal for a Monitoring, Reporting and Verification (MRV) Regulation of CO<sub>2</sub> emissions from ships calling at EU ports. Previously, the Environment, Public Health and Food Safety (ENVI) Committee of the EP had endorsed the decision of Greek Rapporteur MEP Theodoros Skylakakis to extend the scope of the proposal by including smaller ships of 400GT or above, as well as more types of emissions. On the day of the vote however, the EP shifted its



position by ultimately rejecting both the extension in terms of GT and additional emissions, thus aligning the scope of its position with the Commission's proposal of solely monitoring CO<sub>2</sub> emissions from ships of 5000GT or above.

"EU shipowners are certainly relieved that the Commission's proposal was finally preserved by the European Parliament," commented Patrick Verhoeven, ECSA Secretary General and added: "Not only is this decision sensible, it also allows the two co-legislators to see eye-to-eye on this particular issue, as the Council has indicated its clear preference for the Commission's initial proposal."

Once the Council adopts its own position on the Commission proposal, the negotiations between the Council and the new Parliament can commence, most probably in Autumn 2014. This will buy the International Maritime Organisation (IMO) some time to further develop a global data collection system for fuel consumption on ships, on which promising developments took place during the latest IMO Marine Environment Protection Committee (MEPC) earlier this month. The plenary vote, while maintaining the possibility of the establishment of a potential EU MRV system, also eases the way towards a global solution on CO<sub>2</sub> emissions from shipping.

### MEPs throw ship NO<sub>x</sub> monitoring overboard

(Source: *Transport & Environment*, 16<sup>th</sup> April 2014) On 16<sup>th</sup> April MEPs voted to reject a proposal to monitor nitrogen oxides (NO<sub>x</sub>) emissions from shipping, which is set to overtake all land-based sources by 2020. Transport & Environment says EU governments must not waste this unique opportunity to monitor two of the most harmful air pollutants, NO<sub>x</sub> and sulphur (SO<sub>x</sub>), as part of the Monitoring, Reporting and Verification (MRV) of shipping emissions proposal.

Air pollution from international shipping, of which SO<sub>x</sub> and NO<sub>x</sub> emissions are a big part, accounts for about 50,000 premature deaths per year in Europe. However, MEPs rejected the Environment Committee's amendment to add NO<sub>x</sub> to the MRV requirement to report CO<sub>2</sub>. The Environment Committee had already excluded sulphur reporting, a move which flies in the face of tough new SO<sub>x</sub> regulations that enter force in 2015. In addition, MEPs also rejected the chance to monitor ship efficiency, which is a key enabler to improve the sector's environmental performance.

Aoife O'Leary, T&E Policy Officer for shipping, said: "Inexplicably Liberal MEPs rejected their own policy recommendations to include NO<sub>x</sub> and joined others in seriously undermining emissions monitoring. Given that NO<sub>x</sub> from shipping in Europe is set to exceed all land-based sources by 2020, it is a serious setback to the health and environment of Europeans." The vote follows EU states succumbing to pressure from Russia and others at the International Maritime Organisation (IMO) to delay the start of NO<sub>x</sub> emissions control areas, which require an 80% cut in NO<sub>x</sub> from new ships sailing in specially designated zones.

Aoife O'Leary added: "Shipping emissions monitoring is a clever and cost-effective way to report all air pollutants, including SO<sub>x</sub> and NO<sub>x</sub>, at once. But the Parliament's decision is short sighted, and Member States must now ensure that Europe includes these emissions if its monitoring proposal is to be worthwhile."

### New UNECE test procedure to better reflect real-world driving

(Source: *ACEA*, 10<sup>th</sup> April 2014) ACEA welcomes the development of the new World Light [Vehicle] Test Procedure (WLTP) that includes a new test cycle and test procedures, under UNECE (United Nations Economic Commission for Europe) as a global technical regulation. The automotive industry is actively contributing to the ongoing development of the WLTP, which is designed to better represent real-world driving.

ACEA hopes that other major world regions participating in UNECE on WLTP, such as China, India, South Korea, Japan and the USA, will adopt the WLTP when ready. This will also help industry reduce testing and approval complexity and costs. Industry certainly welcomes the WLTP as it will provide more robust figures for comparing one vehicle against another in terms of their CO<sub>2</sub> emissions and fuel economy. However, ACEA underlines that the new WLTP needs to be completed properly without rushing to meet unrealistic deadlines - so that it is robust and can apply to all vehicle technologies in a manufacturer's portfolio.

Managing the change to the WLTP must also be addressed. This includes the labelling of vehicles (i.e. how to deal with old test cycle and WLTP CO<sub>2</sub> and fuel consumption test figures without confusing customers), how to apply the WLTP for the purpose of the legal monitoring against a future CO<sub>2</sub> fleet average figure, and how governments will ensure that any CO<sub>2</sub>-based taxation scheme fairly addresses vehicles between the periods



when the old test cycle is phased-out and WLTP is brought in. The automobile industry continues to participate in an active and positive manner to the development, finalisation and implementation of the WLTP.

### **UN Road Safety Resolution acknowledges IRU's contribution to saving lives**

(Source: IRU, 11<sup>th</sup> April 2014) In the framework of the UN Decade of Action for Road Safety, the United Nations General Assembly adopted a Resolution on "Improving Road Safety", expressing governments' concerns about the unacceptable number of road traffic fatalities and injuries that take a heavy toll on public health and development, with broad social and economic consequences. The UN Resolution acknowledges "a number of important international efforts on road safety, with specific mention to initiatives such as ... the International Road Transport Union's standards for vocational training of road transport professionals."

Head of IRU Academy, Patrick Philipp, commented, "Road safety is a top priority for the road transport industry as every accident is one too many. Professional training is the best way to effectively address the human factor, which is statistically the main cause of accidents involving commercial vehicles. This is why the IRU Academy provides, through its Accredited Training Institutes spread across over 50 countries, various training programmes that directly address road safety-related issues. The latest one to date is our Crash Prevention Programme that we are just about to launch."

The IRU Academy training portfolio supporting road safety includes Certificates of Professional Competence (CPC) for managers and drivers, the Transport of Dangerous Goods by Road (ADR), Safe Loading and Cargo Securing, Eco-driving Safely, Driving and Rest Time Rules and Crash Prevention coming soon, that help improve road safety by developing professional competence, skills and behaviours. "Being recognised by the UN as a key player in road safety education is a major leap forward for the IRU Academy, which will continue to work with global partners within its Advisory Committee, such as the World Bank, the International Transport Forum, the United Nations Economic Commission for Europe and the European Commission, to strive for a safe and sustainable road transport industry," Patrick Philipp concluded.

The IRU's initiative to fight distracted driving, launched last September together with the Government of Turkmenistan, was also taken on board as the UN Resolution "encourages Member States to consider enacting comprehensive legislation on key risk factors for road traffic injuries, including ... inappropriate use of cell phones, including texting while driving". IRU Under Secretary General and Head of the IRU Permanent Delegation to the UN, Igor Runov, stressed, "We are pleased that our initiative is so rapidly reflected in the UN road safety agenda, as it will help raise awareness on this major behavioural issue that seriously needs addressing."

*To read the United Nations Resolution on "Improving Global Road Safety":*

[http://www.who.int/roadsafety/news/2014/Final\\_draft\\_UN\\_General\\_Assembly\\_resolution\\_improving\\_global\\_road\\_safety.pdf?ua=1](http://www.who.int/roadsafety/news/2014/Final_draft_UN_General_Assembly_resolution_improving_global_road_safety.pdf?ua=1)