



## CONTENTS

### NEWS FROM BRUSSELS

Technical issues about Maritime Single Window 3

### AUTOMOTIVE INDUSTRY

Renault puts Russian auto project on hold 3  
Crimean car market facing collapse after supply cut 4

### EUROPE

EU report notes falling productivity in road freight 4  
France concerned over 'cabotage' abuses 5  
France could force foreign trucks to take motorways 6  
Oettinger challenges CSU on road toll plans 7  
Congestion charge per km mooted in Brussels 7

Facebook page tackles freight crime problem 8  
Glow in the dark road unveiled in the Netherlands 8

### REST OF THE WORLD

Daimler says new Beijing plant has potential capacity to build 350,000 Mercedes cars<sup>9</sup>  
Joint venture to make Jeep in China 9  
Asia-Europe markets to expand trade routes 10

### PRESS RELEASES

Suardiaz will allocate a dedicated vessel to consolidate its service from Barcelona to Mostaganem, Algeria 10  
Commission clarifies EU rules on maritime cabotage 10

**Register NOW**  
**ECG Spring Congress & General Assembly 2014**

22-23rd May  
Athens, Greece



Find out more details on the ECG website



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



**Registrations are now open for ECG Academy Course 9.**

**More information on the website.**



Course 9  
2014 / 2015

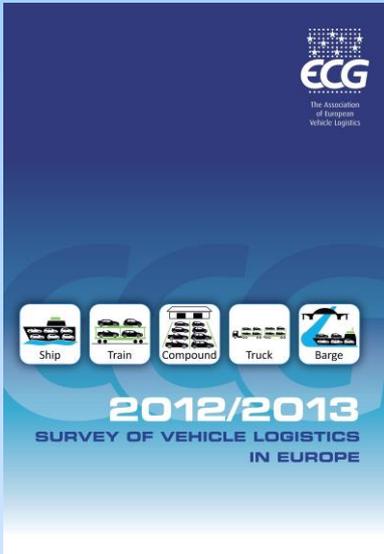
Certificate in Automobile Logistics  
Management





**NOW 50% OFF!**

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



**From €50 for members  
From €125 for non-members**

- Unique scientific publication, created by the sector to represent the reality of the industry in each single country across Europe, including Russia, Turkey and Ukraine.
- It combines global and European data and information on the automotive industry in general, and the finished vehicle logistics sector in particular.

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

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

## NEWS FROM BRUSSELS

### Technical issues about Maritime Single Window

(Source: Ship2Shore, 16<sup>th</sup> April 2014) Aiming to streamline and standardise the reporting formalities for ships arriving in or departing from ports of the Member States, with EU Directive 2010/65/EU the European Union has introduced the 'Single Window', a system that allows parties involved in trade and transport to submit, just once, standardised information using electronic data transmission with a single entry point to fulfil all ship, import, export, and transit-related regulatory requirements. It is a simple concept, which, however, presents many challenges from a technical point of view. Takis Katsoulakos, Director of Inlecom Systems, provides an overview of current reporting requirements and outlines the issues and challenges that must be overcome by 1<sup>st</sup> June 2015, when the Single Window will become mandatory for Member States. "The current reporting requirements are extremely onerous and due to elements of overlapping legislation there is often a need to submit similar information to different authorities in different formats," explains Katsoulakos. "Starting in 2009, the EU began to streamline and standardise ship reporting formalities by introducing a number of Directives, including the Vessel Traffic Monitoring & Information Systems (VTMIS), which made every European country responsible for introducing their own SafeSeaNet national application, and the creation of the European Maritime Transport Space Without Barriers. As part of this, Directive 2010/65/EU (on reporting formalities for ships) was introduced and it mandates the Member States to adopt the electronic Maritime Single Window by 1<sup>st</sup> June 2015." Inlecom has been part of a number of pilot projects, like the eMAR Project in which the maritime authorities of Latvia and Norway, as well as DNV and DANAOS are participating in developing prototypes to determine how the software, hardware and infrastructure required supporting the Maritime Single Window could be rolled out across Europe. The experience of countries such as Finland, which have long since developed their own single window systems for commercial reasons, has also been taken into account. A key issue during the roll-out of the Maritime Single Window – for Inlecom – is supporting the stakeholders through the transition period and ensuring that there are contingency measures to deal with 'not ready parties'. It would be unsatisfactory for shipowners to switch to all electronic reporting only to find that some ports are still asking for reporting using more traditional methods. The IT company has also been working with potential users of the Maritime Single Window – such as the shipowners – to avoid that companies that have already invested in their own reporting network have to implement a new system.

## AUTOMOTIVE INDUSTRY

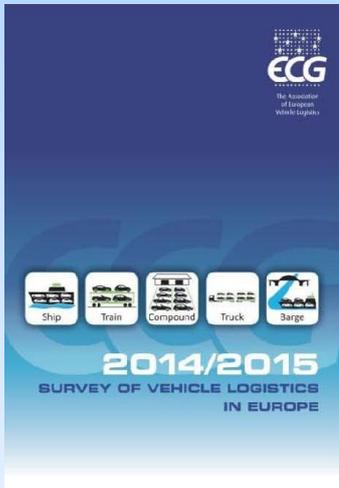
### Renault puts Russian auto project on hold

(Source: Automotive Purchasing, 23<sup>rd</sup> April 2014) A spokesman for Renault explained on 23<sup>rd</sup> April how, due to the weakening of the rouble, "Renault has frozen this project at this time and tries to find a solution to do the project profitably." Renault was studying whether it should make commercial vehicles in Russia and Zil offered one way of doing this, she said, but no investment had yet been made. The rouble has fallen sharply against the Euro, partly because of an underlying slowdown of the Russian economy and more recently because of the crisis over Ukraine. In August 2013, Igor Koulgan, the Managing Director of Zil subsidiary MosavtoZil mentioned talks with Renault and with Italian group Fiat to produce commercial vehicles on Zil assembly lines. But he said then that it was too soon to speak of any agreement, while hoping that a contract might be signed in September. The newspaper *Vedomosti*, citing industrial and government sources, reported then that the agreement would involve the production of Renault Master and Fiat Ducato vehicles from the first quarter of 2014. It



## 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!**

suggested that total capacity would reach 50,000 vehicles per year. The Renault spokesman also stated that nothing had been signed. The other big French carmaker, PSA Peugeot Citroën, said in March 2013 that it was negotiating with Zil on a production agreement. Zil, founded in 1916 made limousines for the Kremlin and the government during the time of the Soviet Union. It now produces mainly heavy trucks and vehicles for the construction industry.

### Crimean car market facing collapse following supply cut

(Source: *Automotive Logistics News*, 23<sup>rd</sup> April 2014) The car market in Crimea is facing collapse because of an economic blockade that has completely closed the supply of vehicles and service parts to the troubled area. Supply lines to dealers in Crimea, which already have depleted stocks, stopped on 22<sup>nd</sup> April and the situation is worsening the prospects for the local market, according to Ukrainian officials and market players. "At the moment, we face a very sharp negative situation in the local automotive market of Crimea," said Mikhail Smolyanov, deputy of the State Council of Crimea and president of the Avtodel dealer group. "The recent actions [around the peninsula] have provoked not only stagnation but also a full stop of the automotive business in Crimea and Sevastopol. The supply of the vehicles and spare parts from importers of Ukraine stopped while many automobile enterprises of Crimea and Sevastopol closed, workers were sent on leave without pay," he said. According to Smolyanov, Crimean dealer inventories are now at zero, and because of the lack of sufficient transport infrastructure Russia has failed to replace it. Supply of vehicles to the Crimean car market is further undermined because global automakers intend to prohibit the import of their cars there, according to Gennady Pristrom, CEO of international automobile holding Atlant-M Ukraine. "This is not just a rumour," he said. "This option is really currently being discussed by manufacturers. The probability that a ban on the supply of vehicles to Crimea will be introduced is about 90%." According to Pristrom, if all the proposed actions are implemented Crimea will become the largest "shadow" market in Europe. More immediately it means the closure of automotive related businesses and the unemployment of thousands of people. Aftermarket services in the region could also soon be withdrawn because major US, European and Japanese carmakers have already refused to provide spare parts supply, according to the information provided by the All-Ukrainian Association of Automobile Importers and Dealers. At the same time the future of Bogdan Auto in Simferopol remains unclear. Simferopol is one of Crimea's main cities and part of Bogdan's distribution network in Ukraine. At the end of March it was seized by armed men and the heads of Bogdan have been unable to negotiate for its release. So far the representatives of most carmakers in Ukraine have refrained from commenting on the situation, only stating that customers can order cars with 100% advance payment, but the purchaser will have to take the car in Kherson and Nikolayev, Ukraine's largest nearby cities. Crimea accounts for about 5% of the total Ukraine car market. During recent months, the volume of car sales on the peninsula amounted to 600-1,000 units per month; the average volume of the market was about 10,000 cars per year.

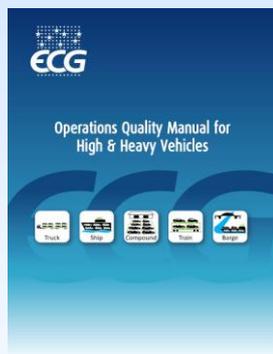
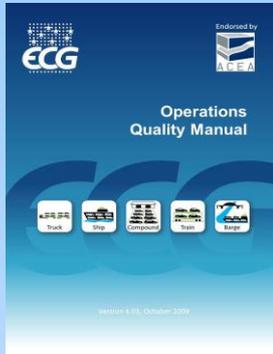
## EUROPE

### EU report describes falling productivity in road freight

(Source: *Transport Intelligence*, 24<sup>th</sup> April 2014) The European Commission's recent 'State of the Union Road Transport Market' report shines a light on the state of the road freight market. The report confirms that road freight is the most important mode of freight transport across Europe, accounting for 72% of movements measured in terms of tonnes/kilometres. Of this total road freight, 67% represents domestic traffic, with cabotage being just 1% of road freight. However, the EU report describes it as having grown by 80% between 2004 and 2012 - a growth due in part to the reduction of restrictions on the trade in 2004. It



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



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

For comments or inquiries please contact: [info@ecgassociation.eu](mailto:info@ecgassociation.eu)  
T: +32 2 706 82 80

is hardly news that the road freight sector is highly fragmented. The average trucking company employs four people, whilst 99% employ less than 50. Although the EU says that forwarders and integrators are playing a greater role in the sector, it does not quantify this. What is slightly more surprising is that road freight has such a weak record in terms of productivity. Labour productivity is lower than in most other parts of the economy, with domestic transport in particular seeing output per head 15% lower. Remarkably, labour productivity is actually falling, with the period 2001-10 seeing an average fall of 0.2% per annum. The utilisation of vehicles is also less than perfect with domestic transport having 25% of journeys performed by empty trucks. The situation for empty running is even worse for cabotage operations, possibly due to the regulations on the ease of doing business. The attractiveness of cabotage is evident in the light of variability of the cost base of road hauliers. For example the cost of driver accounts for around 50% of the overall cost of running a truck in Germany, Denmark or the Netherlands. In Poland the cost of the driver is 20% of total cost. Therefore the biggest markets for cabotage are France and Germany, whilst the largest source of trucks on cabotage work is from Poland. Potentially accessing lower cost labour from central Europe could offer significant reductions in the cost of road freight for shippers in Western Europe and possibly drive down wage rates for drivers in such economies. However, this has to be balanced against the general shortage of drivers, with the workforce ageing rapidly and an apparent reluctance of many to enter the occupation due to its poor working conditions. The EU report asserts that the biggest opportunity for improving the efficiency of the road freight sector is liberalising its regulatory environment. The obstacles to this are, however, substantial with nations such as France already lobbying against any extension of cabotage. What the report is less strong on is quantifying the effects of both third party logistics companies on this market and of technology. The latter in particular offers the potential to transform the sector especially in terms of driver productivity; yet at present it is hard to estimate.

### France concerned over 'cabotage' abuses

(Source: *EurActiv.com*, 23<sup>rd</sup> April 2014) Just days after the European Union passed new rules on posted workers to fight social abuses in the construction sector, France is back on the attack, this time asking for an update of cabotage rules in road freight. The European Commission pushes for greater liberalisation of short distance road freight, yet it is complicating the struggle against social dumping in road transport, Paris argues. French parliamentarians, European transport ministers, representatives of employer organisations, and trade unions met in Paris on 16<sup>th</sup> April for a conference on the main challenges facing the transport of people and goods. Organised by the French Secretary of State for Transport, Frédéric Cuvillier, the international conference was a chance for France to co-operate with other EU Member States in fighting social dumping. "We hope that abuses are fully taken into account so that progress can be made," stated the Secretary of State before his Danish, British, Polish and Romanian counterparts during his opening speech. France's demand on road freight comes days only after the European Union agreed updated rules for posted workers, after Paris successfully led a battle to denounce the abuses of European firms employing low-cost labour, mainly from Poland and Romania. At issue is the partial liberalisation of road transport in 2009, which allows European transporters to deliver goods in another EU country as part of the same journey within seven days of their initial trip - or cabotage. Through the liberalisation of this practice, the European Commission was hoping to reduce the amount of empty running (vehicles with no merchandise), the costs of transport, traffic and pollution. However, the misuse of cabotage and the range of wages, social laws and fiscal laws across the EU have resulted in competition between EU Member States. It has also led to a 'deadweight' effect where certain companies profit by creating supply chains in countries where the cost of labour is cheaper, such as Poland or Romania. The temptation of low cost labour has pushed certain French companies to develop "supply chains in Romania or Poland [...] by playing with



## ECG Academy

Course 9 will commence in  
October 2014



This practice oriented course takes place over **five modules**, 22 days of intensive training. The modules are held at different locations in Europe to give the participants insights into practical realities of the different elements that make up vehicle logistics. It is targeted at both experienced practitioners and new entrants to the supply chain management.

### Benefits:

- Acquiring a vast wealth of knowledge in an accelerated timeframe, but in as much depth as it is required
- Unique networking opportunities. Each course brings together over 20 individuals representing companies from across Europe
- The course culminates in the award of a Certificate in Automobile Logistics Management, which is an accredited qualification.

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

cabotage rules,” explained a report by French senator Éric Boquet. “These drivers spend a month in France and are remunerated under the conditions of their country of origin,” he wrote. Confronted with this liberalisation, damages have been substantial in certain Member States, notably France, where transport companies have been hit hard. French concerns are high, especially because the transport market provides a substantial amount of employment. According to the European Commission, the market represented approximately 3 million jobs in 2011, and is the main inland transport mode in the EU. According to Roberto Parrillo, Road Transport Section President of the European Transport Workers Federation (ETF), by increasing competition between European countries in spite of social differences, pressure on wages and social rights has increased. “In road transport, wages represent 45% of costs. The rest (vehicle maintenance, insurance and fuel) are closely tied,” he explained. “Companies accept markets that are below normal prices and then have to attack wages, which are the adjustable variable,” he continued. “Social conditions should be good, but economic activity must also be profitable,” emphasised Michael Nielsen, IRU’s General Delegate to the EU. He claims that without this, “we will have a shortage of drivers in 15 to 20 years”. A persistent problem for freight inspections is that the language used in the drivers’ official documents is often not understood by inspectors. “When we inspect a Polish or Slovakian driver in France, we sometimes prefer to let him go,” explained the French deputy Gilles Savary, pointing out that “the administration of road transport inspections” is “very unequal between countries.” The UK has found a solution for the problem. “Our inspectors have a simultaneous translation system on their mobile phones so that non-English speaking drivers do not escape inspection,” explained Robert Goodwill, British assistant Secretary of State for Transport. Although Western Europe and trade unions agree that European legislation is weak, Central and Eastern European countries do not share this view. The Czech Republic believes that there is no need to legislate any further. “We have the means to apply this legislation,” stated the Czech Vice-Minister of Transport, Kamil Rudolecký. A Commission report on the road transport market published on 14<sup>th</sup> April disagrees with France and emphasises the will of the European executive “to increase the liberalisation of transport markets”. Fighting empty running is still the order of the day in Brussels. To counter social dumping, the Commission calls on Member States to “intensify their efforts for a more efficient and homogeneous application of the law.” The disparity of wages between EU Member States is also important, but according to the Commission, they are “gradually decreasing”. The average wage of a Romanian haulier is now comparable to that of a Spanish haulier - €4 to €5 per hour.

**ECG Note:** For more information on the EC’s recent report, please see the relevant article in ECG News 14.15 (under the heading “News from Brussels”). To read the report of the French senator, Éric Boquet (in French), please click: [http://www.senat.fr/fileadmin/Fichiers/Images/images\\_une/PDF/Note\\_de\\_synthese\\_-\\_Dumping\\_social.pdf](http://www.senat.fr/fileadmin/Fichiers/Images/images_une/PDF/Note_de_synthese_-_Dumping_social.pdf)

### France could force foreign trucks to take motorways

(Source: *Lloyd’s LoadingList*, 23<sup>rd</sup> April 2014) France could force foreign trucks to take the country’s toll motorways – instead of using the corresponding A-road itineraries, when these exist – as an alternative to its HGV tax scheme which was postponed last autumn amid growing opposition. The proposals have been roundly criticised in Brussels, with a spokesperson for Siim Kallas, the European Commissioner for Transport, underlining that it was impossible to put in place “a discriminatory system” between French and foreign hauliers. Undeterred, new French Ecology and Sustainable Development Minister, Ségolène Royal, argues that, on the contrary, they would re-establish fair competition. “When a foreign truck enters France, having filled its tank in Belgium, crosses the whole of the country, using roads paid for by French taxpayers and subsequently fills up again in Spain, it is not paying any taxes on fuel or motorway tolls. In effect, French



Truck



Ship



Compound



Train



Barge

## 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

trucks are paying for the upkeep of the roads. One must make everyone pay, especially those who today don't contribute anything." The proceeds generated by a greater number of foreign trucks using toll motorways would be reserved for the funding of transport infrastructure, she added. Since 1<sup>st</sup> April, foreign hauliers are now charged to use UK roads through a HGV road user levy. This was introduced to counterbalance the costs incurred by UK truck drivers working in Europe in the form of tolls and levies when delivering goods abroad. Separately, at a European conference in Paris last week, French Transport minister, Frédéric Cuvillier, called for the creation of an EU Transport Agency, part of whose role would be to ensure better supervision of the regulatory framework for road haulage. The conference had discussed the harmonisation of labour legislation in the sector in the EU. "There can only be an internal market in the EU if there are controls to ensure its laws are being respected," Cuvillier said.

### Oettinger challenges CSU on road toll plans

(Source: *European Voice*, 24<sup>th</sup> April 2014) Günther Oettinger, the European Commissioner for Energy, this week picked a fight with the government in Berlin by publicly opposing plans to introduce a road toll for foreign motorists in Germany. He said the European Union should instead set up a single European toll. Alexander Dobrindt, Germany's Transport Minister, has announced the government is planning to introduce the toll from 1<sup>st</sup> January 2016. The plan was a key demand for the coalition agreement of Dobrindt's Christian Social Union (CSU), the Bavarian sister party to Oettinger's Christian Democratic Union (CDU). The European Commission says such a scheme would violate EU law, although it has not commented on the legality of the German scheme specifically because it has received no official notification. "The general principle remains: the same rules have to apply to residents and non-residents alike," a Commission spokesperson said. "This is a fundamental principle of EU law. All road users – residents or non-residents – who wish to use the charged infrastructure have to pay for the use under the same conditions." Oettinger told the *Welt am Sonntag* – a Sunday newspaper – that one system should be set up, with the income going directly to Member States rather than to the EU budget. He described the prospect of 28 different toll systems in the EU as "grotesque". Ségolène Royale, France's new Environment Minister, has also floated the idea of a road toll for foreigners. She said last week it could replace the unpopular 'eco-tax' on lorries over 3.5 tonnes, which was suspended last year after protests. Member States operate separate toll systems for cars, but there is a combined EU tolling system for lorries over 12 metric tonnes – the Eurovignette system introduced in 1999 – although it is used only in Sweden, Denmark, Belgium, Luxembourg and the Netherlands.

### Congestion charge per km mooted in Brussels

(Source: *Transport & Environment*, 22<sup>nd</sup> April 2014) A new study for the Brussels capital region in Belgium analyses the merits of a congestion charge with a fee per kilometre travelled. The study, which looks at satellite-based distance charging for cars, was ordered in 2010 as part of measures to reduce congestion and benefit society and the environment. It looked at different levels of charging under both systems and looked at political acceptability and the likely reduction in traffic. For the congestion charge, it concluded that €3 per day would be the optimum level (likely to cause an 11% reduction in traffic in Brussels), while a satellite-based system would best charge €0.07 per kilometre (likely to reduce traffic by 10%). Higher charges would in theory bring about a greater reduction, but they would stumble across the problem of political acceptability. T&E's Brussels-based member Brusselse Raad voor het Leefmilieu (Bral) has been closely following the emerging results, and it favours a congestion charge. It is not against a kilometre charge, but it feels a congestion charge would be easier and cheaper to introduce and would be more beneficial socially. A satellite-based kilometre charge would require an agreement between Brussels and the Flemish and French-speaking regions of Belgium, whereas the Belgian capital could (in



Truck



Ship



Compound



Train



Barge

## Events in Brussels

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

[http://www.uic.org/com/article/invtation-to-the-euraxles-final?page=thickbox\\_ene&keepThis=true&TB\\_iframe=true&width=800&height=600](http://www.uic.org/com/article/invtation-to-the-euraxles-final?page=thickbox_ene&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/moderes/rail/events/2014-05-21-seminar\\_en.htm](http://ec.europa.eu/transport/moderes/rail/events/2014-05-21-seminar_en.htm)

theory) introduce a congestion charge on its own. "A big factor is the workforce in Brussels," says Jeroen Verhoeven of Bral. "We have a high level of unemployment among unskilled workers, and a congestion charge would bring in money to boost public transport, thereby creating semi-skilled jobs, whereas a satellite-based system would create fewer jobs, they would be skilled jobs, and there would be much less revenue for public transport because the technology is expensive. With 40% of Brussels households having no access to a car, this is a powerful argument." Employer and business associations have given support for the kilometre charge, mainly because they see it avoiding competition between Brussels and the Flanders and Walloon regions. But support among Belgium's political parties for a kilometre charge melted away before recent elections. A handful of cities have congestion charges (notably London and Stockholm) while several countries have kilometre charges for lorries (notably Germany and Switzerland), but only Portugal has a kilometre charge for cars, and it is not satellite-based.

### Facebook page tackles freight crime problem

(Source: *Commercialmotor.com*, 21<sup>st</sup> April 2014) Stoke-on-Trent haulier Barry Proctor has set up a Facebook page allowing drivers to post details about freight crime perpetrated against them. The boss of Barry Proctor Services told *Commercialmotor.com* that the community page – Truckers Against Freight Crime – lets drivers report incidents involving stolen vehicles, trailers, loads, fuel theft, vandalism and curtain slashing. They can also share details such as the area or road the incident happened, as well as descriptions, registration numbers and relevant photos. Proctor explained that hauliers can also post recommendations regarding safe parking areas and secure truckstops. He said: "We set the page up two weeks ago and have not had a day without a report of a crime against a truck. In relation to truck crime, I did not realise the extent of the problem until we set up the Facebook page. We have lots of initiatives planned, including printed leaflets, mugs and vehicle stickers that we will distribute at truck shows and truckstops," he added. Truckers Against Freight Crime has more than 1,800 likes on Facebook. Proctor, who serves on the Road Haulage Association's Security Committee, believes the website can assist and complement the recently reformed Truckpol organisation. The dedicated road freight crime police division closed in 2012, but was revived last month by the National Business Crime Solution. Proctor added: "We are sending reports to Truckpol with information from our website and are keen to help as much as possible. Drivers are the eyes and ears of the road and can help beat this problem"

### Glow in the dark road unveiled in the Netherlands

(Source: *BBC*, 14<sup>th</sup> April 2014) Glow in the dark road markings have been unveiled on a 500m stretch of highway in the Netherlands. The paint contains a "photo-luminising" powder that charges up in the daytime and slowly releases a green glow at night, doing away with the need for streetlights. Once the paint has absorbed daylight it can glow for up to eight hours in the dark. Interactive artist Daan Roosegaarde teamed up with Dutch civil engineering firm Heijmans to work on the idea. Speaking to the *BBC* last year about his plans Mr Roosegaarde said: "The government is shutting down streetlights at night to save money, energy is becoming much more important than we could have imagined 50 years ago. This road is about safety and envisaging a more self-sustainable and more interactive world. I was completely amazed that we somehow spend billions on the design and R&D of cars but somehow the roads – which actually determine the way our landscape looks – are completely immune to that process," Mr Roosegaarde said. Heijmans was already working on projects involving energy-neutral streetlights when Mr Roosegaarde teamed up with the company. Heijmans says that the glow in the dark technology is also "a sustainable alternative to places where no conventional lighting is present". The technology is being tested with an official launch due later this month. It is the first time "glowing lines" technology has been piloted on the road and can be seen on the N329 in Oss, approximately 100km



## ECG Office



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



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



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



**Cliona Cunningham**  
External Relations Manager  
T: +32 2 706 8280  
[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)

south east of Amsterdam. The UK Highways Agency said it was watching the trial in the Netherlands with interest but said that previous studies had shown that “luminescent road paint would be unsuitable for use in this country”. It said it would take several things in to account when deciding whether to include luminescent road markings in its design standards. These would include how far in advance road markings could be seen, how skid resistant they were, how visible they were during the day and how they would perform in winter when there are fewer hours of daylight. Initially the team also had plans to develop weather symbols that appeared on the road once the temperature reached a certain level. A temperature-sensitive paint mixture would be used to create giant snow flake-shaped symbols on the tarmac to warn users that the road may be icy. The current stretch of glow in the dark road in Oss does not include this temperature sensitive technology. It is a pilot project at this stage and is expected to expand internationally later this year. Dutch media report that Heijmans is keen to use the paint on other roads but has not yet negotiated any contracts.

## REST OF THE WORLD

### Daimler says new Beijing plant has potential capacity to build 350,000 Mercedes cars

(Source: *Automotive News Europe*, 22<sup>nd</sup> April 2014) Daimler can expand production capacity at its Beijing plant to 350,000 vehicles a year if customer demand calls for it, said Rene Reif, the Head of Manufacturing at Beijing Benz Automotive. Daimler is expanding the plant before it starts making its long-wheelbase Mercedes C-class model, a new car tailored to China. The factory built 120,000 Mercedes-Benz cars in 2013. It currently makes mainly E- and C-class sedans and will soon add the GLA compact SUV. By the end of 2014, production capacity in Beijing will be about 140,000 cars, Reif noted on 21<sup>st</sup> April. The China push forms part of Daimler’s global expansion plan which involves producing the new C-class in the United States, China and South Africa, following the start of production of the model in Bremen, Germany, this year.

### Joint venture to make Jeep in China

(Source: *Automotive Logistics News*, 23<sup>rd</sup> April 2014) Fiat-Chrysler is extending its partnership with Guangzhou Automobile Group (GAC) to make Jeep models in China from 2015. Fiat Group Automobiles, Chrysler Group International and GAC reached an agreement last weekend to form a new alliance called GAC Fiat to make the brand. It will develop the current portfolio of Jeep utility vehicles currently imported to the Chinese market. Although details of the new models have yet to be announced, it is believed that at least one of them will be designed uniquely for Chinese consumers. Three new cars will be launched, with production beginning in late 2015 at a facility in Guangzhou, in southeast China. The venture has been government-approved and production plans due to be finalised over the coming months. The “announcement represents the next chapter in the proper utilisation and expansion on a global scale of the Jeep brand,” said Fiat-Chrysler Head, Sergio Marchionne. “Equally important is our continued development in the Chinese market with an established and respected partner such as Guangzhou Automobile Group.” Fiat-Chrysler already announced earlier this year that it would build a new Jeep model, the Renegade, at a Fiat plant in Melfi, Italy starting later this year, which will also be exported to North America. Jeep has risen in popularity in recent years, with global sales of over 731,000 units last year and an annual growth rate of 4%. Outside the US, China is the Jeep brand’s largest-selling country, with sales of 60,000 cars last year, all of them imported. The annual growth rate in China is 29%. Localising production of Jeep will obviously help Fiat-Chrysler to reduce prices and avoid China’s high customs and import taxes. But it could also help to address some other issues around vehicle supply and capacity that Fiat-Chrysler currently faces with long



lead times for exports of vehicles to China. Speaking at this year's Automotive Logistics China conference in Beijing, Bob DeCrick, Fiat-Chrysler's Vice President of supply chain management for Asia Pacific, said that long order-to-delivery times from those markets to China was the company's biggest challenge.

"We have a four-to-five month window and there is a lot of risk in that timing," he said, adding that another challenge was making sure port infrastructure kept pace with its import growth. "We are working with our service providers to make sure that the port facilities and throughput match our demands and that is an ongoing process." DeCrick added that he would like to see the introduction of paperless declaration of import volumes as part of the customs and clearance process into China, as well as a simplification of the customs and immigration quarantine (CIQ) procedure.

### Asia-Europe markets to expand trade routes

(Source: *Lloyd's Loading List*, 16<sup>th</sup> April 2014) The Asia-Europe market is set to benefit from an increase of services on one of the world's longest railway routes that links the largest global inland port in western Germany to one of the major industrial cities in China, being compared to a modern-day "Silk Road". The Port of Duisburg in Germany is linked with Chongqing in China by the Chongqing-Xinjiang-Europe international railway. China has proposed developing an economic route along the Silk Road which connects the two key markets of Asia and Europe, and a Maritime Silk Road via the Indian Ocean, to improve supply chains. The Silk Road revival comes from the ancient trade and cultural routes between China and Central and South Asia, Europe and the Middle East. Chongqing is the hub for production sites of IT companies such as Apple, Hewlett-Packard and Acer and car-parts factories, and is connected to Duisburg, the transport and logistics hub of Europe, by the 11,000km railway route. China is Germany's third-largest trade partner, proving the importance of the route in boosting economic growth for both. The service between Chongqing and Duisburg has already increased from one train per week to three, and the aim is to have a daily service. China's President Xi Jinping met a cargo train in Duisburg in late March which was carrying electronics from Chongqing. The rail route takes just 16 days despite the vast distance. President Xi Jinping said: "China and Germany, at the opposite ends of the belt, are two major economies that serve as the driving engines for economic growth respectively in Asia and Europe". Freight trains are faster than transporting cargo by sea, and cheaper than by air. The Chongqing-Duisburg route is 20 days faster than by sea, and climate conditions are less damaging for electronics shipped by train. At the moment trade is from China to Germany, with as many as 50 40-foot full containers arriving in Duisburg, and travelling back to China empty, but this economic belt could produce export opportunities for Germany. For example, car producers could transport quality German-made parts to the assembly plants in China. The trains are operated by Trans Eurasia Logistics, a joint venture between Deutsche Bahn and Russian Railways.

## PRESS RELEASES

### Suardiaz will allocate a dedicated vessel to consolidate its service from Barcelona to Mostaganem, Algeria

(Source: *Suardiaz*, 22<sup>nd</sup> April 2014) Suardiaz, a leading Spanish shipowner and Ro-Ro player in Southern Europe, is reinforcing its presence in the **Port of Barcelona** and the Algerian market, deploying a dedicated vessel in the Barcelona – Mostaganem line. The assigned vessel is the Tenerife Car, one of Suardiaz's most modern vessels. With a flexible deck configuration, it is able to accommodate a wide range of cargo combinations of vehicles (cars, SUV's and vans), H&H rolling cargo and project cargo. The new service will provide a weekly departure every Friday p.m. from Barcelona with discharge every Sunday a.m. at Mostaganem. This service will combine the existing car flows with additional Ro-Ro cargoes, especially trailer traffic towards Algeria. The first shipment under this new scheme is planned for Friday 9<sup>th</sup> May.

### Commission clarifies EU rules on maritime cabotage

(Source: *European Commission*, 22<sup>nd</sup> April 2014) The European Commission has given new guidance on the interpretation of the regulation to provide cabotage within a Member State, thus providing an internal market for the provision of maritime transport services. With the new guidance, competent authorities will have more legal certainty when awarding public service contracts and imposing public service obligations. Shipowners will also benefit from more legal clarity, allowing them to better organise their business in Europe.

European Commission Vice-President Siim Kallas, responsible for Mobility and Transport, said: "The internal market for maritime transport services is important to the performance of the European economy and for the



Truck



Ship



Compound



Train



Barge

quality of life and prosperity of maritime regions. Member States' authorities need clear rules on how to ensure adequate links to islands and peripheral regions that are particularly dependent on maritime transport. We have listened very carefully to where clarification was needed. These updated interpretative guidelines provide this clarity and will enhance legal certainty for all maritime cabotage actors in the EU."

The new guidance updates the Commission's previous guidance in order to align it to recent EU law and case-law of the Court of Justice. In future, there will be more flexibility in defining the duration of public service contracts. The new guidance is presented in the interest of transparency and legal certainty to help explain the EU rules to all actors that wish to make use of it.

Amongst other things the interpretative communication adopted on 22<sup>nd</sup> April provides updated guidance on:

- the scope of the freedom to provide services in the maritime cabotage sector;
- who enjoys that freedom and which services the Regulation covers;
- the award procedure for public service contracts;
- the duration of public service contracts;
- the manning rules on vessels providing maritime cabotage;
- the application of Regulation (EC) No 1370/2007 of the European Parliament and of the Council on public passenger transport services by rail and by road and repealing Council Regulations (EEC) No. 1191/69 and 1107/703 to maritime cabotage services;
- transitional arrangements for Croatia.

Member States and stakeholders were fully involved and consulted in the process of preparation of the report and the new interpretative guidelines. The Commission has also presented its fifth report on the freedom to provide services to maritime transport within Member States (maritime cabotage).

Almost all cabotage services in the EU have been liberalised from 1<sup>st</sup> January 1999. The Greek market, which was among the last to be partly protected, has been opened up to competition since 1<sup>st</sup> November 2002. Croatia is the only Member State that still can apply the temporary derogation from certain provisions of the Regulation, until 31<sup>st</sup> December 2014.

Regarding market developments, the Commission has reported that until 2007, the maritime cabotage market in the EU recorded a continuous increase in volumes of goods and numbers of passengers transported in several countries. Since 2008 it has experienced a considerable decline, due to the impact of the economic crisis. As in previous years, the greatest market for cargo traffic is that of the United Kingdom and Spain (each around 80 million tonnes a year), followed by that of Italy (around 60 million tonnes). Liquid bulk continues to lead in terms of cargo transported.

Finally, according to the available data the penetration of the national markets by vessels flying non-national flags has slightly increased in the cabotage of cargo in three Member States, while it remains limited in the cabotage of passengers.

*For more information, please read the Commission's Memo as well as its Communication and Report on:*  
[http://ec.europa.eu/transport/modes/maritime/news/cabotage\\_en.htm](http://ec.europa.eu/transport/modes/maritime/news/cabotage_en.htm).