ECG News

Truck Ship Compound Train Barge

ECG – The Association of European Vehicle Logistics

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Registrations are now open for ECG Academy Course 9.

More information on the website.

NEWS FROM BRUSSELS

EU-wide road toll is quick-fire solution

(Source: EurActiv.com, 28th April 2014) European Commissioner for Energy Günther Oettinger is still convinced of the benefits of a Europe-wide tolling system. But the devil is in the details: Oettinger's idea is nothing more than a "quick-fire solution". "Germany lies in the middle of Europe. We haven't had border controls for a long time now. 28 different tolling systems would be grotesque in that case," said the German Commissioner on 20th April. Instead of discussing a foreigner-only toll, Oettinger called for a uniform road charge within the European internal market, speaking to the newspaper *Welt am Sonntag*. Oettinger is one of many who are keeping the car toll issue in the headlines in Germany. Ever since the Bavarian Christian Social Union (CSU) tried to introduce a fee exclusively for foreign drivers, the toll has regularly been causing red faces among German politicians and problems between Berlin and Brussels. But because discrimination against foreign drivers on German highways violates EU law, implementing such a measure is out of question - not only according to the Commission. A uniform fee, on the other hand, would not differentiate between German and foreign drivers, and is exactly "in line with the Commission", confirmed a member of Commissioner for Transport, Siim Kallas' staff in *Bild*. Regional Prime Minister of Schleswig-Holstein Torsten Albig added to the discussion making national news earlier this week. The politician from the Social Democratic Party proposed a special fee which would apply to all drivers in Germany. Speaking to *Welt.de*, Albig flatly rejected the exclusive toll for foreigners, proposed by German transport minister Alexander Dobrindt. But what may seem like a simple proposal becomes a complicated undertaking upon closer examination, said transport expert Götz Reichert from the Centre for European Politics (CEP). Oettinger himself failed to mention what an EU-wide road charge could look like. Perhaps for good reason, as transport experts themselves are puzzled over how it could realistically be implemented. Reichert is also not sure what to think of Oettinger's suggestion. Economically, though, Oettinger's proposal could be useful, explained the CEP expert. Asking drivers to pay fees based on usage complies with the "polluter pays" principle. Whoever is traveling on roads and wears them down should be required to contribute to their upkeep. But the long list of difficulties begins with asymmetries among the EU 28: the development, use and condition of the roads, as well as financing needs, are very different among individual Member States. In many EU countries, a tolling or vignette system already exists which is adapted to local requirements. In some EU Member States, other sources of revenue exist to sustain the transport infrastructure, in Germany for example, the tax on petroleum, and the motor vehicle tax. For this reason, one must consider whether it is really useful to lump all the countries together under a harmonised EU tolling system, Reichert said. As a matter of fact, the Commission already answered this question itself two years ago, outlining nonbinding EU guidelines on car tolling. In 2012, Commissioner Kallas emphasised that, "non-discrimination is a fundamental right under EU law. [...] Road charging systems must be transparent and fair to all." In addition, fees must be "justified and proportionate," the Commission report said, also clearly prioritising distance-based tolling systems in contrast to vignettes. The former is fairer and more efficient, according to the Commission. But in 2012, the Commission stopped at formulating guidelines, Reichert indicated, because imposing a uniform and binding regulation for the Member States from Brussels contradicts the principle of subsidiarity. A Europe-wide car toll like the one Commissioner Oettinger is proposing, he said, does not fit the bill.

Ships' NO_x thrown overboard in emissions monitoring plan

(Source: Transport & Environment, 25th April 2014) MEPs have voted to exclude nitrogen oxides (NO_x) from the monitoring, reporting and verification (MRV) of shipping emissions in the EU during a plenary vote on 16th April, despite the fact

that NO_x from shipping in Europe is expected to exceed all land-based sources by 2020. The vote came shortly after a decision by the International Maritime Organisation (IMO) to delay stricter NO_x engine standards for new ships operating in any newly declared NO_x emissions control areas (NECAs). The European Parliament plenary vote accepted the Commission's proposal to monitor CO_2 from shipping but rejected the Environment (ENVI) Committee's advice to also include NO_x. Air pollution from international shipping, of which SO_x and NO_x emissions are a big part, accounts for about 50,000 premature deaths per year in Europe. But the ENVI Committee had already excluded sulphur reporting, a move which flies in the face of tough new low-sulphur fuel regulations that enter into force in 2015 for all ships sailing in Emission Control Areas (ECAs). In addition, MEPs rejected the chance to monitor ship efficiency – that is, cargo weight carried and distance sailed. Earlier last month, IMO members, heavily influenced by industry interests and with the support of some EU states, succumbed to pressure from Russia and others to delay the start date of new NECAs, which require an 80% cut in NO_x from new ships sailing in these specially designated zones. The original 2016 application date will still apply to the existing North American emissions control area but effective dates for future NECAs will be agreed when they are established. This will delay the overall effect of the NO_x regulations. Whether the move resolves Russia's blocking of an application for a Baltic NECA remains to be seen. T&E have called on EU governments to reverse the weakening of the MRV proposal by MEPs. 'Europe's failure to act on NO_x after the IMO's decision to delay NO_x regulations is another serious setback for efforts to reduce the health and environmental impact of shipping. Europe just can't turn a blind eye to harmful NO_x emissions, a truly invisible killer causing cancer and lung disease,' said T&E shipping programme manager Bill Hemmings. 'Monitoring NO_x, SO_x and CO_2 emissions all in one go is a clever and cost-effective way to measure the dreadful performance of ships sailing in our waters. 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,' Hemmings asserted. Meanwhile, Ince and Co, an international law firm, has said that a recent European Court of Justice ruling gives backing to the 2015 SO_x regulations – aimed at reducing the harmful sulphur content of marine fuel – after a challenge based on less stringent IMO standards. The court ruled on an appeal from the owner of a Panamanian flagged cruise ship which had been issued with an administrative penalty by the Italian authorities after the vessel was found to have bunker fuel with sulphur content in excess of 1.5%. Ince and Co said the ruling means that, when in EU ports, ships complying with IMO sulphur rules do not have a defence if EU port authorities decide to prosecute for not meeting EU regulations. Even if EU and IMO emissions regulations diverge further, the firm says it will be difficult to challenge EU sulphur regulations on the grounds that IMO regulations should take precedence.

AUTOMOTIVE INDUSTRY

Italy economy minister sees Marchionne's Fiat as success story

(Source: Automotive News Europe, 25th April 2014) The restructuring of the Fiat Chrysler group by its CEO Sergio Marchionne should be seen as a success story rather than a case of offshoring operations, Italian Economy Minister Pier Carlo Padoan told a newspaper. In 2003 Fiat was deeply in the red, posting a trading loss of almost €1bn. Marchionne, who took the helm the following year, engineered a turnaround, culminating in the takeover of US carmaker Chrysler. He has been criticized by some local politicians and unions in Italy for seeking to shift the group's centre of gravity away from its historic home base. The Turin-based carmaker, founded 115 years ago, has said it intends to register the

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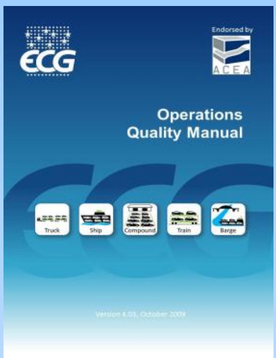

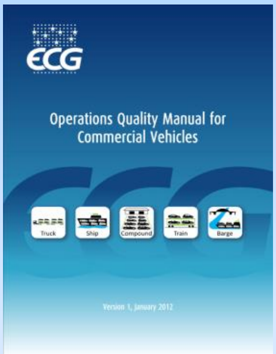

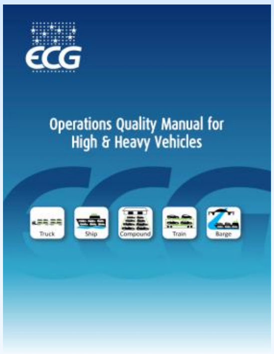

- Written by the Quality Working Group and the H&H Working Group composed of OEMs and LSPs.
- The manuals can be downloaded from: http://www.ecgassociation.eu/PublicationsReports/ECGOperationsQualityManuals.aspx

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holding group's headquarters in the Netherlands and seek a tax domicile in Britain. In an interview with Italian daily *Il Foglio*, Padoan said he had a positive opinion of what Marchionne had done at Fiat in recent years. "I think the Fiat story is not a question of offshoring but rather a magnificent case of industrial transformation," Padoan said. Moving its headquarters outside Italy has been a sensitive topic among unions and politicians eager to protect jobs in Fiat's home market but Padoan said the answer to preserving employment was to improve conditions for industry. "Our country should take steps so that staying in Italy becomes beneficial for the future of businessmen," Padoan said. Marchionne's attempts to change industrial relations with Fiat's workforce were also a positive move, the minister noted. "It's an example which I think should be followed." Marchionne is seeking to introduce a system that would give priority to labour contract negotiations at a company rather than at national level.

Alfa Romeo could become stand-alone company

(Source: Automotive News Europe, 28th April 2014) Fiat-Chrysler CEO Sergio Marchionne has decided to turn Alfa Romeo into a stand-alone company - like Maserati and Ferrari - as part of his latest plan to revive the struggling brand, people familiar with the matter told *Automotive News Europe*. Alfa currently is part of Fiat Group Automobiles S.p.A., alongside the core Fiat marque, upscale Lancia brand, Fiat Professional commercial vans and the Abarth performance subbrand. Sources said Marchionne will announce Alfa's new status when he unveils his new strategy for Fiat-Chrysler on 6th May. Alfa will become a stand-alone legal entity within Fiat-Chrysler with a publicly disclosed profit and loss statement. "Marchionne needs to make Alfa's P&L clearly visible to make this new re-launch attempt into a credible business proposition," one of the sources said. Turning Alfa Romeo into a global brand is one of the cornerstones of the CEO's plan to bring Fiat's money-losing European automotive operations back to profit by mid-decade. The stakes are high: a successful re-launch of languishing Alfa would solidify Marchionne's legacy as a top auto executive as well as secure the economic well-being of the world's seventh-largest automaker and its 226,000 employees worldwide. Fiat plans to develop a new line of rear-wheel-drive sedans and SUVs to bolster Alfa Romeo and take on premium carmakers such as BMW, *ANE* reported in December. The models will start to hit the market in 2016. High-end versions of the cars will be equipped with engines developed by Ferrari. Marchionne's new plan for Alfa – his fourth since he joined Fiat in June 2004 – has the same goal as the one he introduced for sister automaker Maserati: move the brand upscale to compete head-to-head with premium German automakers. Alfa, which has not made a profit during Marchionne's 10-year tenure at Fiat, will focus on developing premium vehicles to be exported worldwide from Italy's under-used Fiat factories. Alfa has continued to wither as re-launch plans continually missed targets. Alfa's growth would help fill unused capacity at Fiat's Italian factories, a primary source of the manufacturer's losses in Europe of €520m last year. Marchionne expects Alfa Romeo to anchor his strategy to build upscale cars in Italy for export worldwide, leading to a return to profit in Europe, including Africa and the Middle East. Six new models are planned for Alfa: a compact SUV and mid-sized sedan that will be assembled at Fiat's Cassino factory near Rome; a large sedan and a large SUV planned for Fiat's Mirafiori plant in Turin, sources told *ANE*. Alfa also plans a large coupe and a two seat roadster that will be produced in Italy. The top versions of these vehicles will have V-6 gasoline engines, which are variants of powertrains Ferrari developed for Maserati that were adapted by Alfa engineers. The engine will likely be produced at sites in Pratola Serra or Termoli in southern Italy, sources said. "Alfa Romeos have to be produced in Italy with an Italian powertrain," Marchionne said last month at the Geneva auto show, where the brand debuted the spider version of the 4C. "Some things belong to a place, and Alfa belongs to Italy." The spinoff into a stand-alone unit likely signals Marchionne's intention to make Alfa's future progress visible but, some critics say, could also be read as the first practical step toward selling it to the Volkswagen Group. Volkswagen Group

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Supervisory Board Chairman Ferdinand Piech has publicly stated that he is interested in purchasing Alfa. Marchionne has said several times that he does not plan to sell Alfa, and least of all to VW. Under the new plan sources say Alfa's headquarters may move from Turin to Modena, where Maserati is based. Marchionne said there were no relocation plans for Alfa when asked about the potential shift. The company will need to invest at least €5bn to fund the first part of a fully-fledged Alfa re-launch, Massimo Vecchio, a financial analyst at Mediobanca Securities in Milan told *ANE*. Last year, Alfa's global deliveries tumbled 56% to 74,000 cars, a level not seen since the late 1960s. Alfa Romeo CEO Harald Wester, who is also Fiat-Chrysler Chief Technical Officer, as well as CEO of Abarth and Maserati, would run Alfa as a stand-alone unit, just like he does with Maserati. Last year, with a 10.3% operating margin on revenues, Maserati was Fiat-Chrysler's second most profitable subsidiary after Ferrari, which reported a 15.6% operating margin. On a consolidated basis, Fiat-Chrysler had a 3.4% operating margin, company figures show. Profits from Ferrari and Maserati contributed €470m to Fiat's €2.97bn operating profit last year. Maserati's recent success is expected to be a blueprint for what Fiat plans for Alfa.

GEFCO wins Jaguar Land Rover reusable packaging contract

(Source: Automotive Supply Chain, 29th April 2014) **GEFCO** has won a new contract with JLR to provide a reusable packaging solution to support the company's part production process. The new deal will run for a number of years and spans UK and international markets. Under the terms of the contract GEFCO will manage the supply of large Magnum Optimum containers - advanced packaging units developed with GEFCO in conjunction with a leading packaging manufacturer. The development of the large containers will add to the existing pool of 6.4m container units managed by GEFCO's GefBoxSystem solution. The solution will enable a number of environmental and operational efficiencies to be achieved. The reusable packaging will reduce the amount of cardboard used within the Jaguar Land Rover supply chain. The increased stackability of the containers throughout the supply chain also allows GEFCO to reduce CO_2 emissions and make economic savings on the reverse logistics. The service provided by GEFCO also includes an International and UK based asset audit management team, who provide expertise and local support to all parts suppliers, as part of a comprehensive asset management service. The supply of reusable packaging is controlled by GEFCO's unique NetBox3 system, which ensures real time visibility of packaging stock within supplier and JLR production plants. Speaking about the contract, Philippe Doyer, GEFCO's Director for Warehousing and Reusable Packaging, said: "We are delighted to be afforded this exciting opportunity to build on our relationship with Jaguar Land Rover, and to achieve further growth and development of our GefBox solution, which is already used by 1,500 manufacturers across 22 international markets."

Acumen secures contracts with Jaguar Land Rover

(Source: Automotive Logistics News, 30th April 2014) UK logistics provider **Acumen Automotive Logistics** has secured a number of contracts with Jaguar Land Rover for the transport of vehicles from the carmaker's plants in the UK Midlands to dealers in the south of the UK, as well as for delivery to ports of export. The contracts will run for three years, during which time Acumen said it expected to treble its turnover based on the carmaker's current level of growth. In support of the contract, Acumen has invested in 20 new tractor and car carrying trailer units and refurbished its existing fleet of 24 trailers. "We have set out to be Jaguar Land Rover's carrier of choice," said Peter Raybould, Business Development Director of Acumen Automotive Logistics. "We have supported the company's growth strategy over the past three years and like to think that the awarded contracts are our reward for good service," he said. The carmaker first won the contract to deliver Land Rover models to the south of the UK from its Gaydon plant in 2010. On the inbound side, the company's Acumen Distribution subsidiary recently invested in a new warehouse management system (WMS)

ECG AGENDA

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

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

► **ECG Board meeting** on **22nd May** in Athens, Greece

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

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

► **ECG Board meeting** on **18th June** in London, UK

► **ECG UK & Ireland Regional Meeting** on **19th June**, in London, UK

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

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

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

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

used at its facility in Halewood, Liverpool to supply inbound parts to JLR's nearby plant. Jaguar Land Rover sales were up 8% in the first quarter of this year, with just under 124,800 vehicles sold. Jaguar models accounted for just over 24,000 models sold in the first three months, up 19%, while Land Rover sold 100,775, up 6%. This has been a strong start to the year for both brands thanks to continued global demand for our latest model offerings," said Andy Goss, Group Sales Operations Director. Sales in the China region have been particularly strong, up 36%, and led by Land Rover. More widely, Asia Pacific saw a sales rise of 13%, as did North America. Jaguar Land Rover generates 85% of its revenue from exports and in the last financial year total revenue amounted to £15.8bn.

EUROPE

WWL adds Novorossiysk to Asia-Europe service

(Source: Automotive Logistics News, 25th April 2014) **Wallenius Wilhelmsen Logistics** (WWL) has added the Russian port of Novorossiysk, on the Black Sea, to its service from Asia to Europe, the first deep-sea Ro-Ro carrier to provide access to the port according to the company. The service has feeder operators from two of WWL's Mediterranean ports on the Asia-Europe route: Derince in Turkey and the Greek port of Pireaus, for onward trans-shipment of cargo to Novorossiysk. WWL said it would be handling various types of rolling and tracked equipment on the service, as well as static and project cargo. Novorossiysk presents, due to its location, a direct entry into the Russian Black Sea region and is closer to markets in the south-western part of Russia than St Petersburg," said the company in a statement. "This makes Novorossiysk a good supplementary option, saving costs and transportation time for customers sending cargo to south-west Russia and other areas around the Caspian Sea." WWL will also provide inland transport services by truck and rail from the Russian port via a subcontracted local forwarder. "As we did not have any Russian entry port in the Black Sea region before and only shipped into that region via Ukraine or Georgia, Novorossiysk represents a direct access to the Russian Black Sea region," a spokesperson for the company confirmed to *Automotive Logistics*. Asked whether restrictions to access through ports in southern Ukraine had necessitated the service, the spokesperson said its decision to call at Novorossiysk was not related to the current political situation but mainly because the port was a convenient location for customers with cargo going to south-western Russia and other areas around the Caspian Sea; services for which it has received several requests in the past. "[Previously] the local settings did not fulfil our requirements and standards as we could not offer a stable service," said the spokesperson. "However, this has changed and WWL Russia has been working on solutions so that we are now glad to include Novorossiysk in our service offerings and become the first in the deep sea Ro-Ro business offering this additional port of entry with a consistent inland transportation." She added that Novorossiysk also offers the advantage of being an ice free port in winter and therefore can be served during that time of the year without facing weather-related delays. WWL has plans to include break bulk cargo shipments from Japan on the service.

DFDS consolidates UK-Denmark Ro-Ro freight and passenger transport

(Source: HandyShippingGuide, 28th April 2014) Passenger and freight ferry operator **DFDS** has announced that it is to end its Harwich, UK to Esbjerg, Denmark route on 29th September, due to the costs of the new sulphur emission rules. The majority of the route's current freight volume is expected to be transferred to the Esbjerg-Immingham freight route with passenger services between the two countries to end completely. The consolidation of the two routes is part of DFDS' strategy to adapt the route network to the introduction of new sulphur emission rules which come into effect on 1st January 2015. The company

Events in Brussels

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 **21st May**
http://ec.europa.eu/transport/modes/rail/events/2014-05-21-seminar_en.htm

says that the new rules will considerably increase its costs on the Esbjerg-Harwich route, and with DFDS seeing freight volumes between Denmark and southern England decline in recent years, the financial performance of the Esbjerg-Harwich route will no longer be sustainable. The loss of tax-free sales and increasing competition from low-cost airlines mean that passenger numbers have fallen from 300,000 to around 80,000. Transport of industrial cargo between the UK and Denmark has also declined. The total revenue of the Esbjerg-Harwich route was 190m Danish krones (£20m) in 2013, of which more than half was generated by passengers. As the majority of the route's freight volumes are expected to be transferred to Esbjerg-Immingham, the full-year revenue impact of the route consolidation is expected to be a decrease of around 125m krones (£13m). The move is not expected to have any material profit impact in 2014. DFDS says it has worked hard to cut costs on the route to make it more competitive but without achieving the level of savings necessary to preserve the route. Among other tactics, the route was changed into a combined freight and passenger service, the number of crew on board was reduced, slow steaming was introduced to save fuel, the number of departures was decreased and centralised sales tried to increase passenger numbers with aggressive marketing. DFDS CEO Niels Smedegaard commented: "Unfortunately we haven't been able to reduce costs enough to enable the route to bear the very high additional costs of around £2m (18m krones) a year. This is what the new environmental law and the requirement to use low-sulphur oil will cost based on current oil prices from 1st January 2015." He also underlined that "the route is of particular historical significance to DFDS so it's a very sad day for us all. Our regrets go to our many passengers who must now see the last passenger ferry route between the UK and Scandinavia close. It's also regrettable that up to 130 jobs on board and ashore will be affected by the closure, even though we are fortunate that we can offer jobs to everyone on board on other routes." DFDS has said that it will do everything to ensure its freight customers will still receive a good service on the freight route between Esbjerg and Immingham with two large, modern vessels offering a daily departure each way with a crossing time of 18 hours. Smedegaard added: "This route will also be hit by the substantial extra costs as a result of the new sulphur rules. We need to keep a tight focus on costs to prevent the transfer of freight to road transport that will otherwise become a consequence of the new sulphur rules. We will therefore step up negotiations with employees, partners and other stakeholders to find solutions to reduce costs and increase flexibility. That will help us ensure the route's development as an important transport route between the UK and Denmark, and also as an important employment base." All of the ship's crew will be offered new positions within DFDS. The Ro-Pax ship that is currently deployed on Esbjerg-Harwich, Sirena Seaways, will be utilised elsewhere in DFDS' route network or chartered out. From 1st January 2015, the new set of rules will limit sulphur emissions to 0.1% from the current limit of 1.0% in SECAs (Sulphur Emission Control Areas). These areas include the Baltic Sea, the North Sea and the Channel, which are DFDS' primary market areas.

Eurotunnel in new cross-Channel rail freight initiative

(Source: Lloyd'sLoadingList, 29th April 2014) Eurotunnel has announced a fresh initiative to support the development of rail freight traffic through the Channel Tunnel which increased by 10% last year and by 13% in the first quarter of 2014. The fixed link operator's ETICA programme (Eurotunnel Incentive for Capacity Additions), which was put in place in May 2013 to provide aid for a limited period at the start-up of new intermodal freight services, is to be extended to five new categories of traffic. These include new car transport, food and drinks transported in conventional full train loads and consumer goods. "In order to optimise the use of the Channel Tunnel for rail freight at night, charges for off-peak hours (from 23:00 to 07:00 on weekdays) will benefit from a reduction of 25% and the charges for access during maintenance periods will be reduced to two nights per week instead of the current three. A single charge will be applied for maintenance periods, irrespective of the number of trains," Eurotunnel said. The goal is to

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generate a doubling of the number of trains to 5,000 per year in 2018. Eurotunnel has also ensured the removal of the surcharge established by French rail network manager, Réseau Ferré de France, for security reasons at the entrance to the Tunnel at Fréthun. The changes will enter into service from June 2014 and Eurotunnel has also committed to freezing rail freight rates until the end of 2018. The European Commission's Vice-President Transport, Siim Kallas said he welcomed Eurotunnel's announcement "because it should pave the way for more freight to use the Channel Tunnel and at lower prices. It stands to unblock a major bottleneck in Europe's transport network."

To see the European Commission's reaction to Eurotunnel's decision, please scroll down to the 'Press releases' section of this ECG News issue.

European ports join forces to promote inland LNG bunkering

(Source: Port Technology, 28th April 2014) The European Ports of Rotterdam, Antwerp, Mannheim, Strasbourg and Switzerland signed an accord on 25th April to introduce LNG in the continent's inland shipping sector. The agreement will see the five ports work together on a number of initiatives to encourage the use of LNG-fuelled vessels within Europe's inland network, including studies, promotion, knowledge transfer, regulations and bunker infrastructure. In a statement, the Port of Rotterdam Authority said that the cooperation ties in with its own ambition of seeing the market for LNG develop to its full potential so that it can open an LNG hub in Rotterdam before the end of 2015. The port authority also reaffirmed its commitment to investing in infrastructure and projects to support LNG bunkering as well as its key role in the formation of the necessary national and international policy and legislation. The agreements are set up in the framework of the LNG Masterplan for Rhine-Main-Danube, a project in which all five ports are partners. The goal of the LNG Masterplan is to introduce LNG as a fuel for inland shipping along the Rhine-Main-Danube corridor. Through its TEN-T programme, the European Union has granted €40m in subsidies to aid the project. Earlier this month, *Lloyd's Register* released a report claiming that LNG could account for as much as 13% of the global bunker fuel market by 2020, increasing to 24% in 2025.

REST OF THE WORLD

Global freight data highlight continuous dependency on Asia-led growth

(Source: International Transport Forum, 28th April 2014) The latest update of global freight data collected by the International Transport Forum at the OECD through December 2013 reinforces Asia's role as the locomotive of growth:

- US and EU27 external trade, measured in tonnes of goods moved, remain stagnant;
- Dependency on Asia, especially China, for global growth intensifies;
- Brazil's external trade by air, considered as a lead indicator, declines to below pre-crisis levels;
- Inland freight remains weak in the EU area, the USA and the Russian Federation.

The overall picture for global freight remains uncertain. Total external trade by sea (in tonnes) remains below pre-crisis levels (June 2008) in the EU-27 and the United States (-2% and -7%). Also external trade by air, considered as a lead indicator, has stagnated below pre-crisis peak in both regions (-5% and -3%). In general, demand remains weak in developed economies. Imports by sea to the US have declined throughout 2013 and were 27% below their pre-crisis levels at the end of the year. Imports by sea to the EU remain at 10% below pre-crisis levels. Imports by air remain at June 2008 levels in both regions. Asia, especially China, remains the locomotive for growth. Exports to Asia by sea increased both in the EU-27 and the US and were 53% and 30% above their pre-crisis levels respectively. EU-27 and US exports by sea to China measured in tonnes of goods moved, were 83% and 142% above the July 2008 levels respectively. The dependency on China is also illustrated by data on New Zealand exports to China. Exports by sea have more than tripled since pre-crisis peak. Data for Brazil shows diverging trends between air and sea freight. Total external trade by sea, measured in tonnes, increased to 23% above pre-crisis levels. Imports continued to increase, driven partly by major infrastructure construction projects for the World Cup and Olympics. However, external trade by air has been declining since 2011 reaching 7% below the July 2008 levels in December 2013. Freight transported by road and rail in the EU stagnate at -14% and -8% below the pre-crisis peak respectively, reflecting continuous weak domestic demand. Rail freight volumes in the Russian Federation recovered earlier but show signs of slowing down, while rail freight in China maintains its growth momentum.

To download ITF's statistics brief on freight transport, please follow the link:
http://www.internationaltransportforum.org/statistics/statbriefs.html

PRESS RELEASES

Neptune Lines' second new building delivered from Hyundai Mipo Dockyard

(Source: Neptune Lines, 29th April 2014) **Neptune Lines** Shipping & Managing Enterprises S.A. took delivery of her latest new building, 'Neptune Thalassa', on 25th 2014, in Ulsan, Korea. 'Neptune Thalassa' is the second of an order for two new buildings, placed to Hyundai Mipo Dockyard (HMD) by Neptune Lines. The former new building 'Neptune Galene' was delivered in February.

M/V Neptune Thalassa, is a Pure Car and Truck Carrier (PCTC) vessel of 31,000 m^2 carrying capacity and can accommodate up to 3,500 cars. 'Neptune Thalassa', is a close sister of four previous PCTCs also built at HMD, but together with 'Neptune Galene' are further enhanced with high-end environmental technologies, which result in improved energy efficiency and a reduced environmental footprint. She is also equipped with advanced manoeuvrability characteristics that make her suitable for short sea shipping trade.

Neptune Lines is a leading car carrier operator in short sea transportation, serving more than 37 ports in 18 countries in the Mediterranean and Black Sea regions, carrying more than 800,000 units annually. Neptune Lines is a key player in the car carrier market. Being the only Greek liner company operating a fleet of car-carriers, Neptune provides reliable, flexible and trustworthy services to all major car makers in the world.

Russian business community to President Putin: reauthorise TIR!

(Source: IRU, 25th April 2014) The four largest Russian business associations addressed President Vladimir Putin with a very clear written request to take decisive actions so that the Federal Customs Service of the Russian Federation (FCS RF) immediately reauthorises TIR once and for all on the entire territory of Russia. This unprecedented letter was co-signed by the leaders of four organisations, which represent the entire business community in Russia: the Russian Chamber of Commerce, the Russian Union of Industrialists and Entrepreneurs, Business Russia, and OPORA Russia (Union of Small and Medium-sized Enterprises of Russia), and stresses:

"The cost of the surety – the most common form of financial guarantee used in conjunction with the additional services currently imposed by Russian Customs – significantly exceeds the price of a TIR Carnet by up to 64 fold (2,500 roubles for a TIR Carnet vs. 160,000 roubles for a guarantee over a lengthy route). In an already unstable economic situation, rising costs for the delivery of goods will be reflected in the final price of goods on the domestic market and will increase inflation."

This key intervention from the Russian business community follows the recent release of four independent economic studies confirming that direct economic losses for the Russian economy, resulting from the current illegal TIR restrictions imposed by the FCS RF, could easily exceed $2.2bn per year. Further to this letter, the Russian Presidential Administration requested that competent Russian Ministries co-ordinate an official position to respond to this clear request from the Russian business community. Vice President of Business Russia, Vitaly Survillo, said, "Foreign trade operators need predictability, but the current situation is unpredictable and much more expensive."

Earlier this week in front of the State Duma, Russian Prime Minister, Dmitry Medvedev, committed to instruct all competent Ministries to control the issue of illegal charges at Customs and to review the matter so that a suitable solution can be found in the nearest future. All stakeholders both inside and outside of Russia now hope that President Putin will ensure that the FCS RF fully respects the United Nations TIR Convention, by reauthorising as soon as possible the full use of the TIR System on the entire territory of Russia.

CO_2 emissions from cars and vans continue on downward trend

(Source: ACEA, 30th April 2014) According to the figures published by the European Environment Agency on 30th April, average passenger car fleet emissions were 127g CO_2/km in 2013 compared to 186g CO_2/km in 1995 - a 31.7% decrease over the period. This is the result of the long-term efforts of the automobile industry, which have been sustained both with and without legislation.

"Thanks to huge efforts by European automobile manufacturers and billions of Euros worth of investment in R&D, Europe's passenger cars and light commercial vehicles are the cleanest in the world," stated Erik Jonnaert, Secretary General of the European Automobile Manufacturers' Association (ACEA).

It is clear that CO_2 emissions from passenger cars and light commercial vehicles need to continue on their downward trend, and the industry is committed to this. However, because the most cost-efficient actions have already been taken, delivering on that aim requires ever greater technical investments to achieve lesser reductions.

Today, the automobile sector is on the right path to bringing down CO_2 emissions to the levels required by the regulations. "It should be noted that the legislation sets targets which become effective from one day to the next. Obviously, manufacturers have to start the process of reaching the targets well in advance. This means that, by the nature of the legislation, a certain degree of 'over-achievement' is necessary on route to meeting the targets," explained Mr Jonnaert.

Follow this page to download the EEA study on cars emissions:
http://www.eea.europa.eu/highlights/new-cars-meet-co2-target

CO_2 cuts claimed by carmakers only half as good as they sound, warns T&E

(Source: Transport & Environment, 30th April 2014) Carbon emissions of the average car sold in Europe fell 3.9% in 2013 to 127g/km, according to official figures published on 30th April by the European Environmental Agency (EEA). Sustainable transport group, Transport & Environment (T&E), recognizes the progress made by car manufacturers in reducing climate-changing emissions. However, flaws in the current fuel efficiency and emissions test mean the official figures do not match up on the road.

Recent research shows that average fuel-efficiency figures achieved by drivers on the road are around 25% higher than official figures claimed by carmakers. This means that whilst on average new cars in 2013 achieved 5 l/km in tests, on the road the car consumes 6.25 l/km costing a typical motorist an additional €350 in fuel a year.

The significant gap between real-world CO_2 emissions figures and test results occurs because carmakers manipulate test procedures, 'creatively' exploiting loopholes and flexibilities in the obsolete and outdated test to boost their green credentials. The industry supplies specially prepared test vehicles using a range of tricks to lower test results, such as: taping over cracks around the doors and grills; over-inflating tyres; adjusting the wheel alignment and brakes; using special super-lubricants; minimising the weight of the vehicle; testing at unrealistically high temperatures and on super-slick test-tracks. Tests conducted for T&E indicate that not using all these tricks increases CO_2 emissions in the test by on average about 25%, explaining the gap between test and reality.

Greg Archer, Clean Vehicles Manager at T&E, said: "Fuel efficiency standards for vehicles are Europe's single most effective policy to drive down CO_2 emissions, but are being undermined by an obsolete test. The test procedures are a Swiss cheese, full of loopholes that carmakers exploit to exaggerate improvements in fuel economy and emissions." Europe's current fuel-efficiency and emissions testing regime is not fit for purpose. It was developed more than 40 years ago and now bears little relation to real-world driving conditions and technologies. This is why around half of the 'improvements' in carbon emissions between 2007 and 2011 have not been delivered on the road.

The European Commission plans to introduce a new test cycle in 2017 - the World Light Duty Test Procedure (WLTP). This move was widely supported by MEPs last year. However, the new, closer-to-reality test faces fierce opposition from carmakers who want to delay its introduction until after 2021. “EU Member States must support the Commission in quickly introducing new tests to stop carmakers misleading their customers and cheating the regulations,” Greg Archer concluded.

The EU’s first obligatory rules on carbon emissions require car manufacturers to limit their average car to a maximum of 130 grams of CO_2 per kilometre by 2015, and 95g by 2021. Manipulation of tests has therefore contributed to average emissions achieving the target 2 years early. The intention is to switch to the new WLTP cycle using a conversion factor to adjust the 2021 target so that it requires no additional effort from car manufacturers, but still reflects the stringency of the original target.

European Commission welcomes Eurotunnel’s plan to reduce charges by up to 50%

(Source: European Commission, 28th April 2014) The European Commission welcomes the announcement by Eurotunnel on 28th April to commit to reduce the current level of track access charges imposed on rail freight operators using the Tunnel by up to 50% - this should allow rail freight in the Channel Tunnel to double in the next 5 years.

The Channel Tunnel is not being used to capacity, and a major reason for that are high track access charges. As a result, more freight is being carried on lorries, instead of by rail, and the high charges paid by freight operators can be passed onto their customers.

Vice-President of the European Commission Siim Kallas said: “I welcome Eurotunnel’s announcement because it should pave the way for more freight to use the Channel Tunnel and at lower prices. It stands to unblock a major bottleneck in Europe’s transport network. This is good news for Europe’s businesses that rely on effective and competitively priced transport services and good news for consumers they serve. It is also good news for the environment, as rail is the most energy efficient way of transporting goods.”

Currently only seven rail freight trains run through the tunnel each day on average, while there is 43% unused capacity. Rail freight companies complain that excessive track access charges and other mandatory charges make it uneconomic to use the Tunnel.

The commitment by Eurotunnel is a direct response to the legal investigation opened by the European Commission against France and the UK for failure to implement European rules on access to infrastructure in the Channel Tunnel, in June 2013.

Eurotunnel’s new freight charging scheme

Under Eurotunnel’s new freight charging scheme, a new entrant running trains in the time periods (intervals), most used by freight, could benefit from up to 50% reduction in freight charges compared to the current situation. The average charge reduction will vary, but is estimated to be between 30% and 45%.

The key measures include:

- Rail freight tolls for “off-peak period” periods (intervals) will be reduced by 25%, while the toll for the “weekend maintenance” interval will be reduced by 33.3 %.
- The most expensive maintenance period will be reduced from three to two nights per week.
- Charges will not be adapted to the inflation rate until 2018.
- The current incentive scheme, giving rebates to new entrants (ETICA) will be prolonged and will apply to more types of freight trains.
- The security fee imposed on freight operators (Frethun charge) will be eliminated (€600 per France – UK train).
- The new charge scheme will be applicable from June 2014, and remain in operation until 2023.

The European Commission investigation

In June 2013, the European Commission opened a legal investigation (infringement procedure) against France and the UK for failure to implement European rules regarding the Channel Tunnel. The proceedings cover four different areas: transparency of costs, setting of charges, independence of the Regulator – Intergovernmental

Commission (IGC) and the capacity allocation in the tunnel guaranteed by the Railway Usage Agreement (RUC).

iMobility Forum gathers in Brussels to further advance ITS research and deployment in Europe

(Source: iMobility Forum, 29th April 2014) In its continuous efforts to shape industrial standardisation initiatives and EU policy initiatives in the field of Intelligent Transport Systems and Services (ITS), the iMobility Forum Plenary Meeting gathered in Brussels on 29th April 2014. 90 ITS stakeholders discussed the status of the recommendations made by the iMobility Forum Working Groups in the field of safe, smart and clean road mobility. These recommendations shape future R&I to support the deployment of ITS in Europe, and feed the international co-operation between the EU, the US and Japan in which the Forum operates as the European interlocutor.

EU representatives Mr. Nino Zambara, from the European Commission's Communications Networks, Content and Technology Directorate General (DG CONNECT), and Mrs. Claire Depré, from the Commission's Mobility and Transport Directorate General (DG MOVE), respectively delivered the opening and closing speech. During the morning session, the iMobility Forum Working Group chairs presented the latest achievements of each of the Forum's Working Groups that focused on specific topics in the ITS field: ITS Priority systems of the Implementation Road Maps WG; ITS applications and priorities for Vulnerable road users; Roadmap and priorities for Automated road transport; Guidelines for Safe Apps design including update of the ESoP on Human Machine Interaction (HMI); recommendations for probe data sharing between private and public sectors and finally addressed horizontal aspects like identifying R&I priorities coming from the iMobility Forum.

The second part of the day introduced the HeERO I and II project (Harmonised eCall European Pilot) and status of eCall. Presentations also included the status of ITS standardisation, the upcoming ITS European and World Congresses in Helsinki and Detroit; as well as the P4ITS, VRA and iMobility Challenge Support action projects. In lively discussions the audience shared their views with the Plenary Meeting presenters and contributed to the success of the meeting.

ECG Note: *ECG is a member of the EC's iMobility Forum since 2011 and has participated in several of its activities. To see the documents of the Plenary Meeting, please use the website below:*
http://www.imobilitysupport.eu/imobility-forum/governance-structure/plenary/library/2014-7/4th-meeting-9/29-april-2014