ECG News

Truck Ship Compound Train Barge

ECG – The Association of European Vehicle Logistics

Issue 14.18, 5th – 9th May 2014

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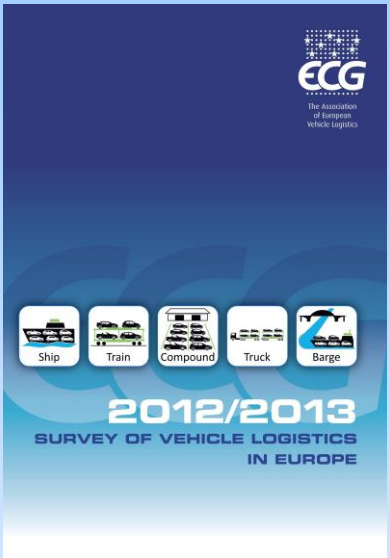

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NEWS FROM BRUSSELS

ECG Land Transport Working Group meeting this week

(Source: ECG, 8th May 2014) On 6th May ECG held a Land Transport Working Group meeting in Frankfurt where it was hosted by DB Schenker. The topics covered road and rail issues and 16 participants from ECG members companies attended. The meeting included presentations by the IRU Academy, who participated on line from Geneva, and also from Leonardo Dongiovanni who joined the meeting to represent Rail Forum Europe (RFE) and the Association of the European Rail Industry (UNIFE) and present their activities. ECG has been a member of RFE since earlier this year. As part of the Working Group's renewed activities, ECG presented the first draft of a briefing report on 'Finished Vehicle Logistics by Rail' that was very positively received and will be finalised over the coming weeks. The next Working Group meeting is planned to take place in September. If you are interested in participating please monitor the ECG calendar or contact Oleh Shchuryk in the Secretariat to register your interest.

Athens Declaration sets EU future maritime transport policy priorities

(Source: Greek Presidency of the EU, 7th May 2014) The "Mid-term Review of the EU's Maritime Transport Policy until 2018 and Outlook to 2020" constituted the theme of the Informal Maritime Ministerial Meeting of the EU Member States and EEA countries on 7th May. The meeting took place within the context of the Greek Presidency of the Council of the EU and it saw the adoption of the "Athens Declaration". The event, under the Chairmanship of the Greek Minister of Shipping Maritime Affairs and the Aegean, Mr. Miltiadis Varvitsiotis, was attended by the Vice-President of the European Commission and Commissioner for Transport, Mr. Siim Kallas, accompanied by staff members of the European Commission, and by the Ministers and High Officials of the EU Member States and EEA Countries, responsible for maritime transport issues. The event was honoured with the presence of the Secretary-General of the IMO, Mr. Koji Sekimizu, who participated and addressed the participants in a working lunch whose theme was "IMO Conventions: Effective Implementation". The Greek Minister placed emphasis on the particularly important work of the IMO and the significance of the effective implementation of the international maritime conventions at global level. He also highlighted Greece's dedication to the Organisation's objectives and the need for the compatibility of the EU legislation with the international IMO rules in order to achieve and effectively implement a uniform legal framework for international shipping. Minister Varvitsiotis characteristically stated that "the effective implementation of the internationally agreed and applied rules adopted by IMO, the competent UN Agency for shipping constitutes the key to the sustainability of the European and global shipping. In this framework, it is evident that any parallel adoption of legislative measures, in particular at regional level, should be avoided." During the proceedings of the Informal Maritime Ministerial Meeting, the Athens Declaration was unanimously adopted, which sets the policy priorities of the EU Member States and EEA Countries aiming at the support, growth and sustainability of European shipping. The Declaration shall constitute the basis for the adoption of relevant Conclusions by the EU Transport Council in June 2014. The most important issues which have emerged from the Athens Declaration and shall constitute the EU's shipping policy priorities in the years to come, are the following:

- The important role of shipping to Europe's economy and welfare,
- Secure the long-term competitiveness of the EU's maritime industry,
- Increase employment in the maritime sector,
- Free access to markets,
- Short sea shipping needs to play a stronger role in the EU. In this context, the Minister referred to the need to financially support the environmental performance of older short sea ships in order to comply

with requirements such as low sulphur consumption standards, scrubbers or LNG fuelling, wishing that this would be done in EU shipyards.

- Efficient EU-wide digital maritime services,
- EU's leading role in maritime technology & innovation,
- Integration of the concept of "insularity" in the shaping of EU policies. As the Minister stressed "the idea is to prevent territorial and social exclusion and isolation, in order to offer to smaller and remote islands equal growth opportunities"

Taking the floor, the Vice-President of the European Commission and Commissioner for Transport, Mr. Siim Kallas, thanked the Minister for Shipping, Maritime Affairs and the Aegean for this initiative of the Presidency and noted that the Declaration's objectives constitute the objectives of the EU as a whole and that in this effort the European Commission services will work constructively and in an absolute co-operative spirit with the EU Member States. The participating Ministers of the EU Member States and EEA Countries congratulated Mr. Varvitsiotis, as President of the Council, for the initiative of the Presidency, declaring their full support and recognizing the success of its efforts for the enhancement of the competitiveness of the European shipping as a key economic and growth pillar of the EU.

ECG Note: *The 'Athens Declaration', adopted under the Greek Presidency of the EU, coincides seamlessly with the upcoming ECG Spring Congress & General Assembly on 22nd and 23rd May in Athens, for which all ECG (full) members have received the Convening Notice this week. Maritime as well as Land Transport issues will be discussed with high-level representatives from the EU institutions and ECSA (see below), for more information please see: http://www.ecgassociation.eu/activities/ecgspringcongressgeneralassembly/scgaathens2014.aspx. To download the Athens Declaration, please use this link: http://gr2014.eu/news/press-releases/athens-declaration-sets-eu-future-maritime-transport-policy-priorities. For the reaction of ECSA, the European Community Shipowners' Association, please go to the 'Press releases' section of this ECG News issue.*

Court rejects law on sharing data of EU traffic offences

(Source: European Voice, 8th May 2014) The European Court of Justice (ECJ) this week struck out a 2010 law designed to make it easier to track down and punish European Union motorists who commit traffic offences in a Member State where they are not resident. The high court found that the directive was adopted on the wrong legal basis, relying on the EU's competence in the field of police co-operation. The law set up a procedure for the exchange of information about eight road traffic offences: speeding, non-use of a seat-belt, failing to stop at a traffic light, drug-influenced and drink-driving, failing to wear a helmet, use of a forbidden lane and illegally using a mobile phone. Through the legislation, Member States are given access to national data on vehicle registration to determine the person liable for the offence. Although the European Commission had proposed the directive using the EU's competence for transport policy, Member States changed the legal basis during negotiations to place it under the Schengen agreement's third pillar on the sharing of policing data. This gave Member States greater control over the law and allowed the UK, Ireland and Denmark to opt out. The European Commission challenged the change to the legal basis of the law shortly after it was adopted. The Court found that these measures do not concern 'prevention of crime' as defined under the police co-operation rules, but rather road safety, which is a transport issue. "The directive is a measure to improve transport safety and should therefore have been adopted on that basis," the court found. "The directive is not directly linked to the objectives of police co-operation, in so far as they cover, first, the framing of a common policy on asylum, immigration and external border control and, second, the prevention of crime, racism and xenophobia." However, the Court granted a one-year transition period, meaning the rules will remain in effect until

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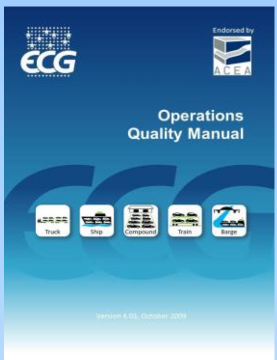

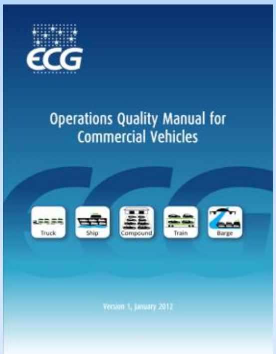

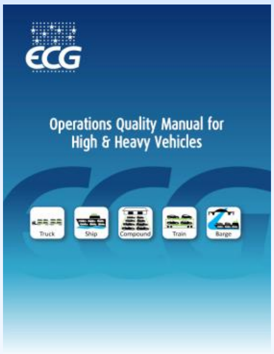

- Written by the Quality Working Group and the H&H Working Group composed of OEMs and LSPs.
- The manuals can be downloaded from: http://www.ecgassociation.eu/PublicationsReports/ECGOperationsQualityManuals.aspx

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May 2015. They have only been in force for a few months. A European Commission spokesperson said a new proposal will be put forward in the coming months that will change the legal basis to be under EU transport policy. The goal is to get the new proposal approved before the one-year reprieve runs out next May.

AUTOMOTIVE INDUSTRY

Antwerp port to buy former Opel plant

(Source: Automotive Logistics News, 30th April 2014) Antwerp Port Authority (APA) is purchasing GM's Opel plant, which is located close to the port area but which has been closed since the end of 2010 following the carmaker's restructuring of activity in Europe. APA said it plans to develop the entire 96-hectare site to attract manufacturing to the complex, which provides advantages for the development of industrial and logistics activities. It did not reveal for how much it was buying the site or how much it would be investing in its development. The site is located on the right bank of the Scheldt, having direct connections with hinterland road, rail and inland waterway networks. The authority said it would be focusing on integrated development. "The port's proximity to large centres of production and consumption, its high cargo-handling productivity and its excellent services make Antwerp the ideal location in the commercial and industrial heart of Europe," said the authority in a statement. It added that it would be issuing invitations for potential investors to submit proposals as soon as possible. APA said it was looking at the development of the port more widely and was involved in a number of strategic projects including the construction of the Deurganck dock lock, which it said, once completed, would be the largest in the world, further expansion of the port area on the left bank, development of the new Waasland and Schijns logistics parks, and participation in hinterland hubs. Car production originally began in Antwerp in 1925 when GM established its second plant outside the US there for CKD production of the Chevrolet. In the first year just more than 2,000 vehicles were assembled. That rose to more than 250,000 when the facility was at full capacity in the first decade of this century. In the first three months of this year Antwerp port recorded a rise in car handling of 2.5%, with throughput growing to just under 313,500 units. Container volume rose once more during the first quarter by 2.1%, to 26,004,571 tonnes. Later this year, GM will close another Opel factory in Bochum, Germany. It said last year that, to fulfil a contract to Neovia Logistics, it would maintain a logistics centre at the site until 2016.

Fiat commits to no Italian job cuts

(Source: Automotive Purchasing, 7th May 2014) Sergio Marchionne, the CEO of merging carmakers Fiat and Chrysler, has pledged there will be no job losses in Italy in the foreseeable future, despite the newly formed Fiat Chrysler Automobiles (FCA) having its legal headquarters in the Netherlands rather than Turin, while its tax base will be domiciled in the UK. Trade unions in Italy have expressed concerns about whether the merged group will remain committed to Fiat's homeland. But Marchionne insisted this will not have negative effects on the company's employment levels in Italy after presenting FCA's five-year plan. "We are committed to not sending anyone home, to not firing anyone," Marchionne said. He added that the company also intends to bring back all the workers it has temporarily laid off following a big drop in demand on the European car market in recent years. Marchionne also confirmed he will stay on as CEO until at least 2018, adding that he was confident the company would continue to prosper after that. As he commented: "There are great talents (in the company). I can assure you that my replacement won't be a problem. I'll stay until the end of the plan."

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Fiat will build Punto replacement in Polish plant

(Source: Automotive News Europe, 8th May 2014) Fiat will invest 2.36bn zlotys ($784m) to upgrade its Tychy factory in Poland to build the replacement for the Punto subcompact car, a report said. The five-door Punto replacement will be launched in 2016. It will be a longer and wider version of the Fiat 500 three-door minicar that is built in Tychy and could be named the 500 Plus, sources told *Automotive News Europe*. Fiat plans to build 180,000 units a year of the Punto replacement. Fiat badly needs a successor for the aging Punto, its competitor in Europe's largest segment by unit sales. Fiat sold 103,822 Puntos in Europe last year, down 22% from the year before, according to JATO Dynamics market researchers. The Ford Fiesta led the segment with 2013 sales of 292,640. The planned investment in Tychy will include upgrading production lines, as well as new technology purchases, according to a report in the Polish newspaper *Puls Biznesu*. Fiat will hire 420 new employees on top of the current 3,000 in Poland. Some 96% of the production will be exported including to North America, the newspaper reported. The Punto is currently built in Melfi, central Italy. Fiat is moving production to Poland to release capacity at Mefli for the Jeep Renagade, whose production starts next month and its sister model, the Fiat 500X, which goes into production in September. The Punto replacement will be based on a longer version of Fiat Chrysler's small architecture used by the 3840mm-long Lancia Ypsilon subcompact. It will slot between the 3545mm three-door 500 hatchback and the 4150mm 500L small minivan.

EUROPE

DFDS to invest €100m in scrubber technology

(Source: Automotive Logistics News, 30th April 2014) European short sea operator, **DFDS**, has confirmed its commitment to the adoption of abatement, or 'scrubber', technology ahead of next year's EU Sulphur Directive deadline and will invest €100m in retrofitting its vessels with the equipment. From January next year all ships sailing in the English Channel, North Sea and Baltic Sea will have to use bunker oil with a maximum 0.1% sulphur content – known as marine gas oil (MGO) – or use alternative methods to achieve the same effect. Scrubbers, which use sea water to wash sulphur dioxide (SO_2) out of the exhaust gases, are one of the main alternatives, along with the switch to liquefied natural gas (LNG). In a paper released this week, DFDS, an early adopter of the abatement technology, said it had been testing a large scrubber on its freight vessel Ficaria Seaways since 2009. It reported that the results were promising and often better than the use of MGO, which is considerably more expensive. Therefore the company was proceeding with the investment stated. The paper confirms points made by DFDS' Director of Environment and Sustainability, Poul Woodall, speaking at the Ro-Ro Shipping Conference in Gothenburg back in February this year that the company intends to have fitted scrubbers to 18 of its vessels at a total cost of around €100m by 2015. According to DFDS, the switch from heavy fuel oil (HFO), which is currently used, to MGO would cost the shipping industry an extra €3bn a year. Around 13m tons of HGO is consumed in the areas covered by the legislation according to DFDS. "By selecting scrubbers, DFDS will be able to continue using heavy fuel oil, while still meeting the environmental and legislative standards by cleaning the exhaust gases," the company stated. "This combination has a better overall environmental impact compared to using low-sulphur fuel because the central production of MGO requires more energy than the cleansing of the exhaust gases through scrubbers." However, DFDS admitted that the adoption of scrubber technology comes with its own substantial costs and pointed out that not all vessels can accommodate the technology. According to the company the cost of retrofitting a scrubber is between €4m-€7m per vessel. The cost accrued in lost service during the fitment can raise the cost to anywhere between €5.2m and €9.3m per vessel, as pointed out by Woodall in February.

ECG AGENDA

► **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

Added to this is the fact that fitting scrubbers adds around 70 tonnes of hardware (plus tank content), removing revenue-generating capacity, and in operation, result in a slight loss of energy which increases the consumption of bunker by 1-2%. DFDS said this meant there were still many things to be decided and its challenge was to adapt to the changing environment. "We have to work together in order to ensure the development of long-term solutions, including clear and appropriate rules for the use of scrubbers and rules that provide companies with a secure basis for deciding on investments," said DFDS' CEO, Niels Smedegaard.

GEFCO boosts logistics revenue at Russian Railways

(Source: Automotive Logistics News, 30th April 2014) Russian Railways (RZD) increased revenues by more than 14% last year (against 2012) to 1,763bn roubles ($49.5bn), with one of the key drivers of that increase coming from its logistics and transport subsidiary, **GEFCO**. State-run RZD owns 75% of GEFCO following its $1.04bn investment in the company in 2012. RZD is the sole owner of the rail track and key rail infrastructure in Russia and one of the three largest transport groups in the world. In its financial results for 2013 the company reports that revenue from GEFCO amounted to 169bn roubles for the year, which contributed to overall logistics revenue of 179bn roubles last year. That compares to the 8bn roubles of revenue generated by RZD's existing logistics activity in 2012 prior to the stake in GEFCO. At the same time, operating costs at RZD increased by almost 18% to 1,69bn roubles, again largely due to the consolidation of GEFCO into the company's business. Other factors were higher depreciation and amortisation expenses, and increases in tax payments following the reduction in privileges relating to rail infrastructure assets. The stake in GEFCO was also largely behind the increase in staff costs at RZD, which went from 646.6bn roubles in 2012 to almost 697bn roubles last year. GEFCO accounted for 22.6bn roubles in labour expenditure. Freight revenues increased by 1% compared to 2012 on the back of lower than average yield on rail freight transport. This was put down to a higher share of low-yield cargos in freight turnover and a higher share of empty runs. Net profit at the company, meanwhile, was down to 36.7bn roubles last year from 93.7bn in 2012, a significant drop that the company put down to an unfavourable economic climate and interest payments on existing debt. Along with GEFCO, the group's largest subsidiary after long-distance passenger traffic, RZD also has controlling shares in a number of other companies involved in automotive logistics, including rail provider RailTransAuto and container rail operator TransContainer. "On the back of unfavourable economic conditions and lower yield of freight transportation services, the Group's companies implemented a number of measures to reduce costs that supported operating income and margins in the target corridor," said RZD in a statement. It added that the total effect of the cost optimisation programme amounted to 100bn roubles compared to the initial budget for 2013.

Will more UK shippers and forwarders opt for rail freight?

(Source: Lloyd'sLoadingList, 8th May 2014) **DB Schenker Rail UK** estimates that Eurotunnel's recently announced move to significantly reduce the cost of shipping rail freight through the Channel Tunnel will mean a reduction in current fixed link access charges of around 20% for the majority of its rail freight services between the UK and Europe, which run during off- peak periods. The hope is that with its price-competitiveness enhanced, more UK shippers and forwarders and their counterparts on the Continent will opt for rail freight as a transport option. "This welcome announcement from Eurotunnel, together with the widened scope of ETICA (Eurotunnel Incentive for Capacity Additions), will encourage the development of new international rail transport services through the Channel Tunnel," said DB Schenker Rail UK's CEO, Geoff Spencer. The reduced access charges for the Channel Tunnel come into effect next month, with no increases until at least 2018. Eurotunnel is also extending its ETICA scheme, which makes provision for new rail services to benefit from a financial 'start up' package of between €150,000 to €750,000 depending on frequency. Five new categories of

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

Automotive News Europe Congress 2014 will be organised in Brussels, on **3-4 June**
http://www.autonews.com/section/ane-congress101

The European Transport Safety Council organises the Road Safety Performance Index (PIN) Conference in Brussels on **18th June**
http://etsc.eu/18-june-2014-road-safety-performance-index-pin-conference/

The European Union Road Federation holds the Symposium on future road infrastructure challenges, on **18th June** in Brussels
http://tinyurl.com/o5fcy45

traffic are to be added to the scheme including new car transport, food and drinks transported in conventional full train loads and consumer goods. Eurotunnel has also ensured the removal of the surcharge established by French rail network manager, RFF, for security at the entrance to the Tunnel at Fréthun. "These changes (by Eurotunnel) are positive news for the rail freight sector, its customers and the environment. Rail is the most environmentally-friendly form of freight transport, and increasing rail freight is an important step in reducing the overall carbon footprint of global freight transportation," Spencer added.

'Quiet Deliveries' demonstration scheme in UK

(Source: HandyShippingGuide, 2nd May 2014) The UK Department for Transport has released an online set of four new papers under its 'Quiet deliveries: good practice, principles and processes' guidelines giving advice to specific trade areas. One of these is targeted directly at freight interests with a view to shifting logistics operations, particularly in city areas, out of congested peak hours. The report acknowledges input from sources as varied as the Road Haulage Association (RHA) and the Noise Abatement Society. The three other titles, covering construction logistics, retailers and local authorities are also available electronically and all four recognise specifically the support of the Chartered Institute of Logistics and Transport (CILT) and the Local Government Technical Advisors Group (TAG) National Transport Committee. The Freight Transport Association (FTA) comes in for a special vote of thanks and the conclusions of the report echo the views of thousands of freight forwarding and road haulage outfits in and around London and similar urban areas. This latest DfT publication recognises that congestion and delays affect freight and retail business and also local communities, particularly residents, adding that 'Quiet Deliveries' schemes will provide a way to address these issues. Natalie Chapman, FTA Head of Policy for London commented on the news: "There are multiple benefits of shifting deliveries out of congested peak hours: improved journey times, productivity and fuel consumption; lower emissions and reduced risk of conflict between heavy goods vehicles and vulnerable road users. However, it is important that the process is properly managed to ensure that those living nearby are not unduly disturbed. These new guides will help all those involved to understand the process and the role that they can play in opening up the delivery window." She also underscored that "the [2011] Quiet Deliveries Demonstration Scheme was a ground breaking set of 'out of hours' deliveries trials which proved the concept that deliveries can be shifted to earlier in the morning, later in the evening and into the night whilst protecting the rights of local residents to a peaceful night's sleep."

To download the reports, especially the second one, on freight operators, please follow the link below: https://www.gov.uk/government/publications/quiet-deliveries-demonstration-scheme

Spain improves logistics links with Europe and Africa

(Source: Automotive Logistics News, 7th May 2014) The Spanish government has announced an €8m investment plan in its transport infrastructure to enhance transport and logistics links between Spain, southern Europe and northern Africa. "Spain aims to become the major logistics platform for southern Europe and northern Africa, serving the global East-West trade routes, as well as the emerging north-south," said Rafael Catalá, Spanish Secretary of State for infrastructure, transport and housing. According to the Ministry of Development, the plans should be complete by 2024. As the eighth largest producer of cars in the world, and offering the largest motorway network in Europe, the improved logistics project promises positive repercussions for the automotive logistics industry in the country. Catalá also commented on the plan: "So far, contracts worth €570m have already been tendered and others worth €388m have been awarded." In September last year, the Spanish Association of Car and Truck Manufacturers (Anfac) called for improvements in the provision of logistics

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services as a means of boosting the competitiveness of Spanish industry, believing that by doing so the automotive sector could save an estimated €500m a year.

REST OF THE WORLD

Political unrest delays Honda plans in Thailand

(Source: Automotive Logistics News, 7th May 2014) Honda is delaying the construction of its third car assembly plant in Thailand because of political unrest in the country. The decision will push back the carmaker's plans for distribution to the local and wider ASEAN markets from the $530m plant by at least six months. Thailand's third Honda plant had initially been seen as a positive response to demand for vehicles among the country's growing middle class. Construction of the plant was meant to have begun this spring, with an eventual annual capacity built in for 120,000 cars. This would have meant Thailand's overall output was raised to 420,000 by 2015, producing vehicles for export to Southeast Asia, Oceania and the Middle East, as well as domestic sales. Political uncertainty has also prevented some carmakers from launching new models in Thailand, with a drop in consumer spending taking its toll on the supply chain. Thailand has a goal to produce 3m cars by 2017, a figure which may be undermined despite its central position in the southeast ASEAN region. Anti-government protests, aimed at removing the amount of influence held in the country by former president Thaksin Shinawatra, have flared up since the latter part of 2013. In November last year, anti-government protesters were responsible for the temporary closure, without police intervention, of several government offices.

Nissan begins assembly in Nigeria under auto development plan

(Source: Automotive Logistics News, 7th May 2014) Nissan has become the first major carmaker to assemble passenger vehicles in Nigeria, following the start of production at the joint venture plant the Renault-Nissan Alliance has with West African conglomerate Stallion Group, in the capital Lagos. The first vehicle off the assembly line was a Nissan Patrol. The carmaker also plans to produce the Almera and NP300 from this month and will implement mass production in August. Nissan said it is aiming to double sales in Africa by 2016 to around 220,000 and is targeting significant growth there as part of its commitment to reach 8% profitability by the end of that year. The move to assemble cars locally in the country follows the introduction by the Nigerian government of a new automotive industry development plan in October last year. The plan is aimed at establishing a domestic automotive sector by offering companies incentives for local production. These include the granting of 'Pioneer Status', which affords tax breaks for qualifying industries, including automotive, and an annual capital allowance of 20% for that sector. "Demand for cars is growing quickly in African markets as demonstrated by the first model being produced a mere seven months after the announcement of the new automotive policy," said Takashi Hata, Nissan Senior Vice-President and Chairman for the Africa, Middle East and India. "By acting quickly to begin production in Nigeria we are securing for ourselves first-mover advantage." The automotive plan is part of the wider five-year Nigerian Industrial Revolution Plan designed to diversify the country's economy and increase the contribution manufacturing makes to the GDP to more than 10% by 2017. Another driver for local production is the fact that the automotive part of the strategy also includes the establishment of a 70% fee on all imported passenger vehicles. This is made up of a 35% levy and a 35% additional duty. It will be dropped to 55% in 2019. Finished commercial vehicles will only be subject to a 35% fee. Complete knockdown (CKD) kit imports for assembly in Nigeria will have no tariff against their import but semi knockdowns (SKDs) will be charged at 5% and 10% depending on whether the car body is fully painted and glazed.

A final measure appears to stipulate that manufacturers can import vehicles at a reduced 55% levy as long as they import volumes equal to twice their imported CKD/SKD kits, though the National Automotive Council (NAC) has not clarified the seeming discrepancy of this rule. The revenue generated from the levy on imports will be used for the development of supplier parks and an affordable vehicle-financing scheme, according to details of the plan published by the NAC. The government said that rather than curtailing the import of affordable vehicles – Nigeria imported 300,000 used vehicles in 2012 – the automotive development plan is designed to promote the domestic production of them. “We are grateful to the Nigerian government for implementing automotive legislation that is conducive to investment and that was instrumental in our decision to open an assembly plant in partnership with the Stallion Group, already our exclusive distributor in Nigeria,” said Nissan South Africa’s Managing Director Mike Whitfield, who also heads up Nissan’s Sub Sahara Africa region. The policy is already drawing other carmakers to the country. Toyota has plans to establish a facility there, as do India’s Tata and TVS Motor, which have held meetings with the NAC to that effect. Kia has also recently signed a deal with Dana Motors to set up a facility in the next two years.

PRESS RELEASES

GEFCO opens new centre in Czech Republic and works with Georg Fischer in Austria

*(Source: **GEFCO**, 5th May 2014)* GEFCO Czech Republic has opened a new logistics centre in the town of Jažlovice close to Prague. This new site will enable GEFCO to strengthen its presence both in Eastern Europe and in the Czech Republic itself, using its depots in Brno, Ostrava and Kolín. This new 12,500m² logistics platform has 24 bay doors and four main entrances and will act as a regional grouping centre enabling GEFCO to optimise its services. As Wilfried Catalanotti, Logistics Manager for GEFCO Czech Republic proudly points out, “The Jažlovice logistics centre can offer manufacturers a number of comprehensive logistics solutions: cross-docking, warehousing, order preparation and distribution. By concentrating our activities at one single logistics centre we’ll be able to improve the quality of the services we offer.” In addition to this, GEFCO is now providing its transport and logistics expertise to the automotive parts supplier, Georg Fischer in Austria. The company has come up with some tailor-made logistics solutions for its Herzogenburg site in Lower Austria. As part of its service, GEFCO provides transport for car components (crankshafts, camshafts, etc.) from the Herzogenburg production site. In order to ensure a first class service, the GEFCO teams use a dedicated IT interface which optimises transport flows.

European Shipowners welcome Athens Declaration

(Source: ECSA, 8th May 2014) On 8th May, EU Maritime Ministers met in Athens under the chairmanship of the Greek Minister of Shipping, Maritime Affairs and the Aegean, Mr Miltiadis Varvitsiotis, to discuss the mid-term review of the European Commission’s 2009 Maritime Strategy Communication. At the informal meeting, Ministers unanimously adopted a Declaration, which sets out the EU’s shipping policy priorities for the years to come. The Declaration constitutes the basis for the adoption of formal conclusions by the EU Transport, Telecommunications and Energy Council in June this year.

Key priorities emerging from the Athens Declaration include: the important role of shipping to Europe’s economy and welfare, securing the long-term competitiveness of the EU maritime industry, increased employment in the maritime sector, free access to markets, financial support for short sea shipping to comply with environmental requirements, efficient EU-wide digital maritime services, EU leadership in maritime technology and innovation and the territorial and social integration of smaller and remote islands.

“We applaud the initiative of the Greek Presidency and welcome the positive and forward-looking Declaration that Ministers adopted in Athens”, said ECSA Secretary General Patrick Verhoeven, “In particular, we support Ministers’ recognition to maintain a stable and innovation-friendly framework, ensuring competitiveness of EU fleets, providing legal certainty for investments and stimulating the establishment of maritime activities in EU Member States in a context of liberalised maritime services. We are furthermore delighted that Ministers explicitly recognise the vital role the EU state aid regime for maritime transport plays in achieving these goals.”

In response to the Declaration, ECSA issued a statement in which it highlights five areas that should continue to form the basis of EU shipping policy in the future. These areas, and the priorities contained therein, largely correspond to the priorities Ministers identified in Athens. They include: a global level playing field and competition with other maritime powers on an equal footing, improved environmental performance without losing competitive edge, promotion of maritime careers and improvement of the sector’s image, completion of the single market for shipping and ports and, last but not least, continued EU leadership in promoting free global trade and eradicating piracy.

The ECSA statement can be downloaded here: http://www.ecsa.eu/9-latest-news/144-european-shipowners-welcome-athens-declaration-on-maritime-transport-policy.

European Road Safety Day 2014: Safer and smarter roads needed in the EU

(Source: European Commission, 8th May 2014) On Europe Day, 9th May 2014, the European Commission and the Greek EU Presidency are hosting together the 6th European Road Safety Day in Athens. The topic to be discussed by experts, policy makers, industry and NGOs is: how to make EU roads safer and smarter.

Vice-President Siim Kallas, Commissioner for Transport, said: “The EU has an outstanding road safety record in global comparison. But as long as there are fatal accidents on our roads, we cannot afford to be complacent. In 2013 still some 26,000 people died on our roads – a humbling challenge. During the last couple of years we have focused a lot on the role of road users. This year, it is time to look at the roads and the infrastructure. There is great potential in making EU roads both safer and smarter.”

Safety efforts for European infrastructure have so far focused primarily on the motorways. That work has paid off. Today, only 7% of all road fatalities in the EU occur on motorways, in spite of the large traffic volumes and high speeds.

A question to be discussed at the European Road Safety Day is how to spread the benefits of the safer motorways also to the inter-urban road network where most fatal accidents occur today. The conference will also discuss what can be done to roll out more of the intelligent transport systems with great road safety potential, such as real-time warnings about dangerous road conditions and eCall.

One of the success stories of making EU motorways safer is the adoption of certain basic safety principles for the management of roads on the trans-European road transport network: safety inspections, mapping of the most dangerous road stretches and safety impact assessments before the building of new roads. The underlying principle is that no tax-payer money should be spent on building roads that are unsafe.

To focus on safe road infrastructure is also an important aspect of the “Safe System” approach that is widely applied in the EU. The Safe System admits that even the best road user can make mistakes. The road user is responsible for his or her road behaviour, but the infrastructure manager is responsible for making the roadsides safe. If a crash cannot be avoided, at least the road environment should be designed to minimise the damage.

Automobile industry re-affirms commitment to safety on eve of European Road Safety Day

(Source: ACEA, 8th May 2014) On the occasion of a meeting of Transport Ministers on the eve of European Road Safety Day in Athens on 8th May, the European Automobile Manufacturers’ Association (ACEA) reaffirmed its ongoing commitment to further improving road safety for all.

In 2013, around 25,000 people died on European roads, down from around 54,000 in 2001. ACEA Secretary General Erik Jonnaert: “Road transport fatalities have almost halved in the past decade. But more can be done if all stakeholders join forces.” Mr. Jonnaert presented ACEA’s vision on road safety, which involves taking an ‘integrated approach’. “90% of accidents are caused by drivers, so it is only by combining better vehicles with upgraded infrastructure and improved driver training that we can further lower accident rates.”

Innovative intelligent transport systems (ITS) are, for instance, key to improving safety on the roads. ACEA is calling for further support from relevant stakeholders, including infrastructure providers, to ensure that these systems can be further expanded. “By lowering risk exposure – for example by using cleverly-designed infrastructure that encourages sensible, attentive driving – accidents can be significantly reduced. It is the widely varying approaches to traffic management that explain the large variance in road safety outcomes between EU Member States,” added Mr Jonnaert.

The European automobile industry dedicates a significant portion of its €32bn R&D investment into safety technology development and deployment. The 6th European Road Safety Day is being marked by several conferences and meetings organised in Athens, under the umbrella of the Greek Presidency of the EU Council.

FTA warns – 'not the right time for relaxing cabotage rules'

(Source: FTA, 2nd May 2014) Commenting on the recent European Commission report on integrating the internal market for road transport, the UK's Freight Transport Association (FTA) has warned that it believes that this is not the right time for further relaxation of cabotage rules. Despite recent, welcome, action by government to abandon fuel duty increases, UK operators still have amongst the highest operating costs in Europe.

"Under these circumstances foreign registered vehicles enjoy a competitive advantage, yet evidence suggests their compliance rates are not as good as UK operators," commented FTA's Director of Policy, Karen Dee, who continued: "Whilst FTA is pleased that the EC report recognises that differences in costs bases remain across the EU, we do not believe that this is the right time for further liberalisation of the cabotage rules."

Referring to FTA commissioned research from NERA Economic Consulting, the association outlined finds which demonstrated that UK freight operators face higher costs than most other EU states – largely as a result of higher fuel duties which apply in the United Kingdom. Ms Dee added: "The recently introduced UK HGV Road User Levy clearly will go some way to helping the competitive situation. We strongly feel that there is still a long way to go to ensure that it becomes a level playing field for all."

The main findings of the EC report were:

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

E-Invoicing as an opportunity to improve efficiency in intra EU trade and transport

(Source: Escola Europea Short Sea Shipping*, 2nd May 2014)* The B2MOS Action (Business to Motorways of the Sea) is already giving some first intermediate results. In the framework of the Action, project partners analysed the use of electronic invoices in intra-EU trade and transport. Although national legislations appear to be keen to support paperless invoicing, the market penetration in Germany, Greece, Slovenia and Spain is weak in the transport and maritime sectors. With this in mind recommendations to increase the use of electronic invoices are now being prepared as part of the sub-Activity 1.2 of B2MOS. In particular it seems fundamental to increase communication activities with the aim of disseminating information about potential savings, including time savings, which can be derived from the use of electronic invoices for operators.

It is also necessary to explain and clarify the legal framework surrounding the matter and to report cases of best practice. National dissemination events are going to be organised by project partners in the coming months – the first one will take place in Portorož (Slovenia) on the 22nd of May, and it will gather the community of the Koper port. The Slovenian port Luka Koper is the leader of Activity 1.2: Interoperability analysis of the electronic commercial and transport invoice of B2MOS. The following partners are also taking an active role in this activity: Fundacion Valenciaport, Port Authority of Valencia, Boluda Lines, GRM, TIBA, PORTIC, Contenosa, IFS, Port Authority of Bilbao, Intereuropa, Dbh Logistics IT AG.

The B2MoS project, selected under the 2013 TEN-T Call, is establishing a European Network of integrated MoS transport chains, by taking full advantage of existing maritime links and facilities, and therewith connecting maritime, road, and rail resources optimally within the European Transport Network. At the same time the project aims to boost the ability of short sea shipping within the Mediterranean, and to concentrate the freight flows in European North-South and West-East maritime routes strengthening the cohesion of the EU and revitalising peripheral and ultra-peripheral regions.

B2MoS is co-financed by the Trans-European Transport Network (TEN-T) with the participation of DG-MOVE. The project is contributing to establishing a European maritime space without barriers by facilitating and simplifying compliance with regulations and by promoting intermodal sustainable transport solutions that reinforce the Motorways of the Sea (MoS) strategy and that take full advantage of existing port facilities and short sea capacities. This global project was already initiated by the MOS4MOS Action approved during the 2010 Call and selected as one of the successful TEN-T project implementations in 2012. It is set to run from July 2013 until December 2015.

The PRAISE Award 2014

(Source: ETSC – European Transport Safety Council, 5th May 2014) As part of the PRAISE project, ETSC presents annual awards in recognition of organisations that have made an outstanding commitment to improving work-related road safety.

Past winners have included Royal Dutch Shell, VolkerRail Ltd, Electricity Supply Board, KTL and British Telecom.

The competition is divided into three separate categories according to the size and type of the applicant organisations: SME (Small-Medium Enterprise), large company and public authority. The winners will be chosen by an independent panel of experts appointed by ETSC.

For further information, and to download an application form, please visit the ETSC website at http://etsc.eu/projects/praise/praise-award-2014/