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The Course will start on  
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## NEWS FROM BRUSSELS

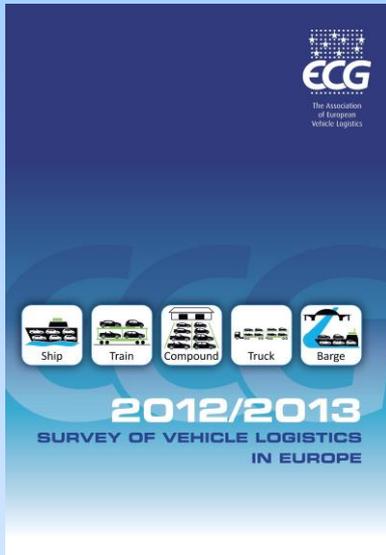
### ECG member Autotechnoimport to launch Carex platform to improve deliveries

(Source: Automotive Logistics News, 9<sup>th</sup> July 2014) Russian transport provider **Autotechnoimport** is in the final stages of testing an information sharing service for car carriers that is designed to reduce lead times and empty mileage as well as maximise loads, helping transport providers (LSPs) achieve better cost efficiency at a time when rates are low and capacity is tight. The online service, called Carex, also aims to provide better control of subcontractors. Speaking at the recent Automotive Logistics Russia conference held in Moscow, Artem Bakhrakh, Key Account Manager at Autotechnoimport, acknowledged that rates offered by OEMs for transport services were a headache for LSPs. "When we have cars in various cities without the ability for full loading, costs increase," he said. "People then try and find remaining cargo to forward and use up the space and fulfil the lead times. However, there is a problem because companies do not use the same means of communication and the means used are not the most efficient." According to Bakhrakh the data flow between LSPs has various forms, everything from phone calls, emails and the exchange of Office based documents. This hampers the overall efficiency of the communication. "We need to structure and unify the communication between these companies because we all work [together] and have similar processes," said Bakhrakh. "Imagine a unified communications platform that was simple for all to use and provided an exchange of information in the same format to control the transport." The Carex exchange, which is based on the principles of an online social network, is a tool that allows transporters to exchange information on residual loads in a unified format that also provides data to the customer about such requirements as proof of delivery and damage rates. Transport providers can post residual loads on the Carex platform giving subcontractors visibility of the available business. The advantage for the OEM customer is the fulfilment of contract obligations with delivery, even to the smaller dealers, met on time. "With Carex you can load spare stock and make it visible to the specific group or just one selected company," said Bakhrakh. "You can get a request from a subcontractor, confirm it and receive information on the truck and driver." The platform allows participating companies to group jobs according to region, price and quality preferences. Registered providers can then share information, accumulate delivery reports and control the process of those deliveries. It also allows users to give feedback on the quality of the co-operation and rate the services provided by subcontractors, something that is important on the Russian market at the moment, according to Autotechnoimport's Chairman and CEO, Kirill Petrunkin. He said that when the market recovered from the economic downturn between 2008 and 2010 a lot of new companies came onto the market. The major providers are now faced with significant capacity issues and are relying more heavily on subcontractors but the quality of some of those players is dubious. "We have another downturn now, but the problem on the market is the lack of professionalism," he said. "Carex allows companies to get the right proof of delivery from the company, ensuring compliance with the pickup times and quality standards." Importantly, the service does not publicise rate or payment details. The user only makes the loads visible for those partners that it is working with and access to the order is under the user's control. Carex is expected to be ready for full application by the autumn of this year.

**ECG Note:** ECG is working with Autotechnoimport, whose Chairman Kirill Petrunkin sits on the ECG Board, with a view to creating an English language version of Carex which could become available Europe-wide. ECG's Executive Director, Mike Sturgeon, said "This is a great opportunity. Carex is not simply another load exchange platform but a real example of innovative fresh thinking and potentially a great step forward for the industry."

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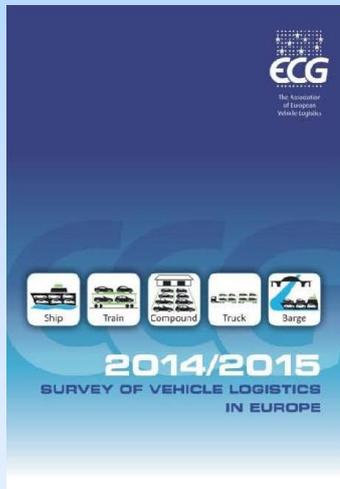
- Unique scientific publication, created by the sector to represent the reality of the industry in each single country across Europe, including Russia, Turkey and Ukraine.
- It combines global and European data and information on the automotive industry in general, and the finished vehicle logistics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

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

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

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



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

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## Green MEP Michael Cramer elected Chairman of EP Transport Committee

(Source: *The Greens – European Free Alliance & TRAN Newsletter*, 7<sup>th</sup> July 2014) The European Parliament's Committees voted to appoint their Chairs and Vice-Chairs at their first meeting on 7<sup>th</sup> July. Greens/EFA MEP Michael Cramer, from Germany, was elected Chair of the European Parliament's Transport and Tourism (TRAN) Committee. Commenting after his election as EP Committee Chair, Michael Cramer stated: "I would like to thank my colleagues for the trust they have put in me by supporting my candidacy for Chair of the TRAN Committee. My goal is to be a positive force in ensuring the Committee pushes for sustainable, safe and affordable transport across Europe and that our work is carried out in as transparent and fair a manner as possible. Strengthening the role of the European Parliament vis-à-vis the other EU institutions and EU governments will also be a priority over the coming term."

The posts of Vice-Chairmen of the TRAN Committee were attributed as follows:

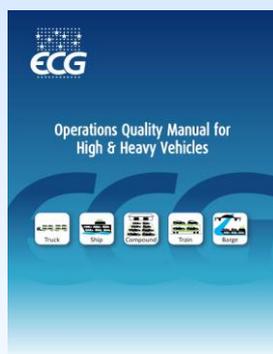
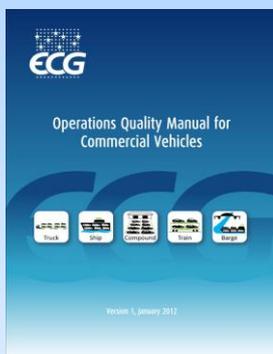
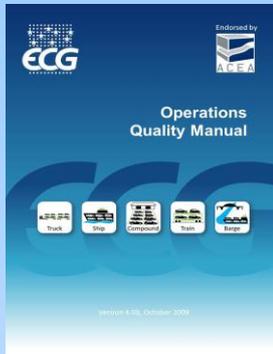
- Dominique RIQUET (ALDE – Liberals, FR)
- Dieter-Lebrecht KOCH (EPP – Christian-Democrats, DE)
- Tomasz Piotr POREBA (ECR – Conservatives, PL)
- István UJHELYI (S&D – Socialists, HU)

During the constituting negotiations following the European Parliament's elections, each political group also appointed its Co-ordinators. These MEPs will be tasked with following all legislative files for each Committee, and present their Groups' views during political debates. For the TRAN Committee the following MEP's have been appointed Group Co-ordinators:

- Wim van de Camp (NL) for the Christian-Democrats EPP
- Ismail Ertug (DE) for the Socialists S&D
- Gesine Meissner (DE) for the Liberals ALDE
- Karima Delli (FR) for the Greens
- Roberts Zile (Latvia) for the Conservatives ECR

**ECG Note:** ECG welcomes all newly elected MEPs to the important TRAN Committee, and in particular congratulates the new Chair- and Vice-Chairmen as well as the Group Co-ordinators for their appointments. As in the past, ECG will continue to endeavour building a constructive relationship with all TRAN MEPs. For the purpose of informing the ECG membership of the significance of these new developments within the European Parliament, please find some additional background information hereafter: MEP Michael Cramer ([www.michael-cramer.eu](http://www.michael-cramer.eu)), who was the sole candidate for the TRAN Committee Chair position after complex institutional negotiations, is said to be a cycling enthusiastic and a strong advocate of rail transport. This signals that during his tenure at the helm of the Committee, sustainable transport modes will continue to be given preferential treatment in all legislative proposals, while passenger transport policy could achieve even more prominence over freight and logistics. Interestingly, not only is the Chair of the Committee from Germany, two of the five Co-ordinators for the political groups are as well (Ismail Ertug from the Socialists and Gesine Meissner from the Liberals). The Co-ordinators are designated by the political groups to represent political affiliations in the thematic Committee structure of the European Parliament. The Co-ordinators appoint the Rapporteurs and Shadow Rapporteurs, i.e. lead MEPs for each legislative dossier that is treated by the Committee and thus they form a very influential group of deputies. For an overview of all members of the newly elected TRAN Committee, please see: <http://www.europarl.europa.eu/committees/en/tran/members.html#menuzone> (this list might be subject to change, as MEPs can still switch committees by becoming Substitutes). Several reactions by stakeholders to the new TRAN Committee chairmanship can be found below under the "Press Releases" heading of this ECG News issue.

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



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

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

## Commission proposes rules on working time of inland waterway workers

(Source: European Commission, 7<sup>th</sup> July 2014) The European Commission has presented a proposal setting specific rules on working time for the inland waterway transport sector. This proposal would implement the agreement reached by EU-level representatives of employers and employees in the sector. The agreement sets minimum rules on working time for passenger or cargo transport ships in inland navigation across the EU. These rules would apply to crew members and shipboard personnel and would complement the general working time Directive (2003/88/EC), which does not cover inland waterway workers. László Andor, EU Commissioner for Employment, Social Affairs and Inclusion commented: "Good working conditions and adequate rest periods adapted to working on inland waterways are essential for the health and safety of crews and shipboard personnel, and thereby for safety of transport. As over 75% of inland waterway transport takes place across more than one Member State it makes sense to agree rules at EU level, and representatives of employers and workers are best placed to draft them. As an own initiative of the European sectoral social partners, the agreement on working time in inland waterway transport is an excellent example of successful social dialogue. The European Commission respects the role of social partners and is committed to promote EU social dialogue." Once agreed by the Council, the proposed Directive would contribute to improving working conditions for 31,000 crew members and shipboard personnel and to fairer competitive conditions for the 9,645 enterprises active in this sector. Under the proposal:

- total working time could not exceed 48 hours per week, though this could be averaged over up to 12 months;
- total night working time could not exceed 42 hours per week;
- workers would be entitled to at least four weeks paid annual leave, and to paid annual health checks;
- workers would be entitled to at least 10 hours rest every day (with at least six hours uninterrupted) and to at least 84 hours rest in total every week.

## Commission takes steps to ensure fair competition between EU ports

(Source: European Commission, 9<sup>th</sup> July 2014) The European Commission has opened an in-depth investigation to verify whether exemptions from corporate tax granted under Dutch law to public companies, including port operators, are in line with EU state aid rules. The Commission has concerns that exempting certain companies merely because they are publicly owned may give them an advantage over their competitors. The opening of an in-depth investigation gives interested parties an opportunity to submit comments on the measures under assessment; it does not prejudice the outcome. In May 2013, following complaints, the Commission asked The Netherlands to abolish tax provisions exempting certain public companies from the obligation to pay corporate tax. The Commission has concerns that these provisions selectively favour public companies over their private competitors, in breach of EU state aid rules. Since then, the Dutch authorities have expressed their intention to subject public companies to corporate tax, but under their plans a number of exceptions would remain, notably for five Dutch seaports: Rotterdam, Amsterdam, Zeeland, Groningen and Moerdijk. Given that the Dutch authorities have not fully accepted the measures proposed by the Commission to ensure compliance with the state aid rules, the Commission has now opened an in-depth investigation. Cross-border competition plays an important role in the ports sector and the Commission is committed to ensuring a level playing field in this important economic sector. In 2013, the Commission therefore has, on its own initiative, sent a questionnaire to all Member States to obtain a better overview of the corporate tax systems applicable to ports. In its investigation, the Commission has become aware of possible corporate tax advantages for publicly and privately owned ports in

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several Member States. The Commission has found indications of sectorial tax exemptions for ports or of other sectorial advantages such as reduced tax rates. In certain Member States, ports are not subject to corporate tax but to an alternative tax regime that might be more favourable. In other Member States, ports do not actually pay any corporate taxes because they are loss-making. This raises questions about whether the public financing of those ports, for example the recurrent compensation of their losses, respects EU state aid rules. The Commission has informed France and Belgium of its concerns regarding the taxation of ports in these countries and has asked Germany to provide further information to ensure that there are no undue competitive advantages being granted to ports. The Commission sent letters on 9<sup>th</sup> July to Belgium and France as first steps to ensure that ports there do not benefit from unjustified corporate tax advantages. The letters, sent as part of the co-operation procedure applicable to existing aid, outline the Commission's concerns and give Belgium and France an opportunity to respond. In Germany, ports appear to be subject to corporate tax but the Commission has asked for further information regarding certain ports to ensure they do not receive undue competitive advantages. The Commission is also continuing its investigation into the functioning and taxation of ports in other Member States and will take the necessary steps to ensure fair competition between all ports in the EU.

## Commission clears joint venture between Faurecia and Magneti Marelli in automotive supply sector

(Source: European Commission, 4<sup>th</sup> July 2014) The European Commission has approved under the EU Merger Regulation the creation of a joint venture by Faurecia, S.A. of France and Magneti Marelli S.p.A of Italy. Faurecia manufactures and supplies automotive equipment, including seating, interior systems, such as instrument panels, acoustic modules, decorative parts in various materials and instrument panel beams, automotive exteriors, such as painted exterior body parts, front end modules and composite structural parts, and emissions control technologies. Magneti Marelli manufactures and supplies high-technology components and systems for the automotive sector, including lighting and powertrain products, electronic and suspension systems and shock absorbers. The joint venture will be active in the EEA in the development, manufacture and supply of certain advanced human-machine interface ("HMI") vehicle interior products, such as centre stacks and overhead consoles, mechanized HMI systems and nomadic devices hardware system integration. The Commission concluded that the proposed concentration would not raise competition concerns, given that there are limited overlaps between the parties' activities. The transaction was examined under the simplified merger review procedure. More information is available on the Commission's competition website, in the public case register under the case number M.7209.

## AUTOMOTIVE INDUSTRY

### Ukraine's largest carmaker warns of closure by third quarter

(Source: Automotive Logistics News, 9<sup>th</sup> July 2014) As the Ukrainian automotive industry continues to struggle in a state of uncertainty due to ongoing fighting in the east of the country, its largest carmaker, ZAZ, has warned that production could stop within three months. The situation is also being affected by a drop in volumes and a rise in uncertainty over the future of the car market following the signing of a Deep and Comprehensive Free Trade Area (DCFTA) as part of the Association Agreement with the European Union. "This applies to all models – if nothing changes, the production could be stopped in September," said Taniel Vasadze, CEO of UkrAvto, the holding company for ZAZ. That eventuality would have a widespread impact on the country's automotive industry as UkrAvto is the largest supplier of spare parts, providing for 400 enterprises across Ukraine;



## ECG AGENDA

- ▶ **ECG Eastern Regional Meeting in September (date & location TBC)**
- ▶ **ECG Land Transport Meeting, in Hannover, Germany in September (TBC)**
- ▶ **ECG Maritime & Ports Meeting, in Le Havre, France on 29-30<sup>th</sup> September**
- ▶ **ECG Board meeting on 16<sup>th</sup> September in Turin, Italy (TBC)**
- ▶ **ECG Conference on 16<sup>th</sup> & 17<sup>th</sup> October 2014 in Amsterdam, the Netherlands**
- ▶ **ECG UK & Ireland Regional Meeting on 12<sup>th</sup> November, in London, UK**
- ▶ **ECG Maritime & Ports Meeting, in Zeebrugge, Belgium on 20-21<sup>st</sup> November**
- ▶ **ECG Dinner Debate in the European Parliament, in Brussels, Belgium on 19<sup>th</sup> November (TBC)**

approximately 40% of those spare parts come from Eastern regions. "In anticipation of a difficult situation, we have created a certain reserve of components, but it is already on the wane," warned Vasadze. "We are looking now for replacements from Chinese and other suppliers, but it would affect the cost of production." Vasadze said the situation in the country was also difficult because of the drop in the number of cars in the market to between 130,000-150,000 cars – a decline of more than twice based on year-to-year comparison. He added that a substantial volume of ZAZ cars in the east of Ukraine had been stolen, a problem currently facing almost all carmakers operating in the market. There is also uncertainty over the future of the car market in Ukraine because of the signing of the DCFTA with the European Union. The agreement includes a stipulation that Ukraine will reduce the import duty on cars by 1% per year, meaning it would be fully cancelled by approximately 2019. At the same time, the DCFTA states that if imports from the EU exceed 45,000 cars per year, Ukraine may return the duty and set it at the level of 10%. According to official statistics, the figure of 45,000 is below the level of cars imported last year, but the introduction of a 10% duty could result in a price hike for the foreign cars, which would provoke protests. Ukraine has a strong automotive movement called "Automaidan", which has already forced the government to cancel an unpopular utilisation fee and special duties on foreign car imports to bring down the cost. "In such a situation, Ukraine's government probably will be careful with the introduction of the new duty, as such a step may face bad reactions from the population," said Oleg Boiko, an expert on Ukraine's car market. "At the same time, Ukrainian carmakers have repeatedly claimed that the complete abandoning of the import duties may ruin the domestic industry, so they will definitely struggle for the introduction of this duty." According to the CEO of the Ukrainian Association of Auto Importers and Dealers, Oleg Nazarenko, the introduction of a 10% duty on EU imports would apply to those with an engine capacity of more than 3.0 litres, but for vehicles from other countries belonging to the WTO it would stay at 5%." However, most experts on Ukraine's car market say that duties on car imports are widely unpopular and the government will strive to revise the point in the EU agreement.

### Commission adopts four decisions on regional investment aid for car manufacturers Porsche, BMW, AUDI and Ford

(Source: European Commission, 9<sup>th</sup> July 2014) The European Commission has adopted decisions on the compatibility with EU state aid rules of four distinct projects by Germany, Hungary and Spain to grant regional aid in favour of the car manufacturers Volkswagen, BMW and Ford, in order to attract major investment projects. The Commission has authorised a German aid measure worth €43.67m to Volkswagen/Porsche in Leipzig because it furthers regional development without unduly distorting competition in the Single Market, in line with EU guidelines. For BMW, also based in Leipzig, the Commission has found that only part of the planned aid was necessary to carry out the project and has therefore authorised €17m out of the €45m planned by Germany. The Commission has opened an in-depth investigation to assess the compatibility of aid by Hungary to Volkswagen/AUDI in Győr, because it has concerns that, in view of the strong market position of the beneficiary and the difficult market situation, the aid could harm competition. Finally, the Commission has closed a formal investigation into regional aid for Ford in Spain, after Spain reduced the aid from €24.4m to €11.2m, a level which does not require Commission approval. The applicable EU regional aid guidelines allow the granting of aid for investment projects if - on balance - their positive impact on regional development outweighs the distortion of competition brought about by the aid. In recent years, the Commission has assessed a series of projects in the automotive sector in order to verify that this balance test is met and that the aid is necessary and proportionate for implementing the investment.

*More details on the four projects can be found in the Commission's press release:*



## Events in Brussels

CEPS holds an event on the Priorities of the Italian Presidency of the Council of the EU, on 14<sup>th</sup> July

<http://www.ceps.eu/event/priorities-italian-presidency-council-eu>

European Voice organizes an international conference on 'Vehicle connectivity', on 18<sup>th</sup> September

[http://www.development-institute.com/en/sitededie/41/connected\\_vehicles/event?origine=5562](http://www.development-institute.com/en/sitededie/41/connected_vehicles/event?origine=5562)

CLECAT organizes the '2014 Freight Forwarders Forum, Envisioning the Future of Logistics: Challenges and Solutions Explored' on 6<sup>th</sup> November

<http://tinyurl.com/nc4bsv5>

[http://europa.eu/rapid/press-release\\_IP-14-792\\_en.htm](http://europa.eu/rapid/press-release_IP-14-792_en.htm)

## Nissan will build Infiniti crossover in UK

(Source: *Automotive News Europe*, 9<sup>th</sup> July 2014) The Infiniti QX30 compact SUV will be built for global markets at Nissan's factory in England, alongside the Infiniti Q30 hatchback. Production of the Q30 will begin in mid-2015 with QX30 output starting shortly after, Infiniti Chairman Andy Palmer said. Nissan is installing annual production capacity of 60,000 units for the two models at its factory in Sunderland, northeast England. "We plan to supply the Q30 and QX30 globally from Sunderland including to the United States and China," Palmer said. The Q30 will be a rival to the Audi A3 and BMW 1 series. Palmer also said Infiniti will show a QX30 concept to preview the production model's design, but he did not give a date for the unveiling. The Q30 and QX30 will share a platform and engines with the Mercedes A-class and GLA models. "We are using Mercedes' Modular Front Architecture (MFA), as well as their 2.0-liter gasoline and diesel engines," Palmer told *Automotive News Europe*. He noted that Infiniti had considered developing its own platform for its compact range, but opted to use Mercedes's MFA platform. "When you buy into premium, the platform needs to be stiffer, the suspension needs to be better, the NVH (noise-vibration-harshness) needs to be better, and that's where we came to the agreement that we would use the MFA platform," he said. Work started at the Sunderland plant last October on building new body shop and final assembly facilities for the Infiniti models.

## EUROPE

### Trident Alliance has been launched

(Source: *World Cargo News*, 7<sup>th</sup> July 2014) The Trident Alliance, a shipping industry initiative for robust enforcement of maritime sulphur regulations, was formally launched on 7<sup>th</sup> July. The Trident Alliance is a coalition of ship owners and operators who share a common interest in robust enforcement of maritime sulphur regulation and are willing to collaborate to help bring it about. The alliance will partner with other groups who share its interest to support this objective. The current membership list includes: American Roll-on Roll-off Carrier (ARC), EUKOR Car Carriers, **Höegh Autoliners**, J Lauritzen, Maersk, Rickmers-Linie, Stena, Torvald Klaveness, **UECC**, Unifeeder and **Wallenius Wilhelmsen Logistics**. The member company CEOs have each signed a Statement of Commitment, in which they commit to supporting robust and transparent enforcement of sulphur regulations as well as to comply with said regulations. Several companies are in the process of joining, and will be announced as their Statements of Commitment are filed. Membership will remain open to all shipping companies that wish to join. Roger Strevens, VP Environment of Wallenius Wilhelmsen Logistics, has been elected Chairman of The Trident Alliance. "Robust enforcement of sulphur regulation is needed for health and the environment and, from the perspective of maintaining a level playing field, it is a business imperative," said Strevens. "Already during its formation the Trident Alliance has raised awareness of the current shortcomings of enforcement and related consequences, particularly in the European ECA (Emission Control Area). Now our work starts in earnest." A key area of concern is that there isn't any way to bring enforcement about. In part this is because the reasons for good or poor enforcement will vary from country to country. As such the Trident Alliance will pursue a range of different solution strategies to bring about robust and transparent enforcement. This approach will be made possible by the different skills and resources of the different members in the alliance and the stakeholders it partners with. The main focus will be on communication to raise awareness of the issue, supported by member companies' transparency on compliance, as well as on initiatives to foster innovation in enforcement technology. In a separate initiative related to clean shipping, the environment and enforcement, the

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International Chamber of Shipping (ICS) has submitted a paper to the IMO that proposes a means of overcoming the “serious implementation problems associated with the Ballast Water Management (BWM) Convention.” The industry paper suggests solutions to these complex problems in the form of a draft IMO Marine Environment Protection Committee (MEPC) Resolution that could be adopted by IMO Member States before the BWM Convention enters into force. The MEPC meets next in London in October this year.

### Port of Livorno holds ESPO's 'Port of the month' title

(Source: ESPO, 1<sup>st</sup> July 2014) ESPO, the European Sea Ports Organisation has awarded the **Port of Livorno** the title of 'Port of the month' for July. ESPO elects each month a port and presents it in form of an interview on its website. Below are some excerpts of the interview with the Livorno Port Authority, covering the main points: “The port of Livorno wants to take opportunities offered by the integration within the TEN-T Core network, notably in the Scandinavian-Mediterranean Corridor. This integration requires an additional effort for the port community and obviously for the Port Authority itself to develop a strategic approach towards the hinterland and especially towards the relevant stakeholders for improving the physical connections along with logistic services. The Port Authority of Livorno and Regione Toscana, with the support of the Italian Government have therefore committed to ensure efficient interconnections with the hinterland by realizing short missing links near the port. (...) The port of Livorno is one of the most important Italian ports, ranking first in Italy in many trade flows such as Ro-Ro, new cars and paper pulp. Nonetheless, Livorno has to face several important issues to strengthen its strategic position along the main trade routes. In particular, as many other Mediterranean ports, Livorno has to cope with the ongoing trend of the shipping industry towards ultra large containerhips and increasing market concentration. (...) Moreover, Livorno has to deal with the issue of connections with its hinterland, especially with reference to the creation of intermodal linkages with the logistics platforms of Central and Eastern Europe. (...) The Italian Presidency should be much more involved in the port policy and should not leave all initiatives only to the Commission. Of course they should accelerate the work on port regulation in the Council. Maybe it is the moment for a general reflection on the whole shipping world, comprehensive of pure shipping world (what happens on the sea) and port policy (what happens on the land). It may be utopian, but keeping the question separate has not given great results, up till now. Shipowners make their policy and thinking that ports will always follow is no longer acceptable.”

If you want to read the full interview, follow this link:  
<http://tinyurl.com/q5hryw6>

### DB Schenker Rail expands services to Turkey

(Source: Automotive Supply Chain, 8<sup>th</sup> July 2014) **DB Schenker Rail** have expanded its transport services to Turkey, a strong growth market, and are now offering a new traffic connection between Cologne, Germany and Cerkezköy in Turkey. The train connection will start off with one round trip per week and is planned to increase to three per week by the end of the year if required. The trains, which are equipped with special double pocket wagons for the transport of semi-trailers, take five to six days per trip. DB Schenker Rail began offering rail services from Germany southbound towards Turkey with its Bosphorus Shuttle in September 2013. The new transport connection has been set up for the Turkish freight forwarder Ulusoy Logistics, which transferred its existing traffic from road to rail. Prior to the switch, the transport connection was operated via ferry and truck between Western Europe and Turkey. “Our new rail product is the first rail connection that is able to transport semi-trailers directly to their destination in Turkey, 40km outside of Istanbul. Up to now, this procedure was only possible with containers by rail,” commented Andreas Schulz, Head of the Intermodal Industry Sector at DB Schenker Rail. The transport services are provided



internally by DB Schenker Rail's national companies in Germany, Hungary, Romania and Bulgaria. In Austria, DB Schenker Rail has a partnership with Lokomotion and works together with the Turkish national rail company, TCDD, in Turkey. "With our national companies, we already have a strong DB Schenker Rail presence in south east Europe today. Looking at Turkey's position as a growth market, this is a clear advantage that we want to continue to develop in the future," said Hans-Georg Werner, Head of Region East in the DB Schenker Rail Management Board.

## Germany proposes road toll for foreigners

(Source: *European Voice & EurActiv*, 7<sup>th</sup> & 8<sup>th</sup> July 2014) Federal Transportation Minister Alexander Dobrindt outlined proposals on 7<sup>th</sup> July on a measure that charges foreign motorists on the German roads. He told reporters that his ministry calculated that the measure would bring in about €600m of extra revenue, which will be invested in German roads. "We see some 170 million trips by cars registered abroad on German roads each year. These are not involved in financing our infrastructure in any way," said Dobrindt. "We want to bridge that gap and we want all users of our streets to contribute to their maintenance." Though Germans would have to pay the toll initially, they would later be reimbursed. Foreign drivers would not. European Union law forbids Member States from discriminating against EU citizens from a different Member State. Like Dobrindt, Merkel fundamentally rejects the prospect of placing another burden on car drivers, some sources say. But the European Commission is demanding that foreign car drivers not be discriminated under the new system and thus it supports a universal toll on passenger cars. Dobrindt wants the charge, which needs to be approved by the German Bundestag and the European Union, to be in place on 1<sup>st</sup> January 2016. Introducing such a levy was a condition for forming a coalition imposed by Dobrindt's Christian Social Union (CSU), sister party to Angela Merkel's conservatives in the southern state of Bavaria, which sees a huge amount of transit traffic. Before last September's federal election Merkel said there would be no road toll during her tenure, although it was ultimately included in the government's coalition agreement as a way of financing Germany's neglected roads and bridges. In a statement reacting to the announcement, the European Commission said that "until all the details are known and discussed there can be no green or red light from Brussels. If undertaken in the wider context of introducing road charging to secure infrastructure financing, [the toll] should not be directly aimed at discriminating against foreign drivers. Everybody should pay a fair share for using and maintaining roads. The minister appears to try to take this into account, but we would need to see the details." Helen Kearns, spokeswoman of Commissioner for Transport Siim Kallas said that "non-discrimination is a basic principle of EU law. It applies to road charging as to everything else". Kallas had previously asked Germany to drop the plan, saying it unfairly discriminated against foreign drivers. Dobrindt's plan met with resistance from neighbouring states, driver groups and lawmakers from within Germany's ruling right-left coalition, complicating its chances of becoming law. Valerie Wilms from the Green Party said the planned toll only serves the purpose of cashing in on foreign car drivers. The passenger car toll would bring in €300m per year, she said, but the annual bureaucratic cost would also be around €300m. It would be more practical and more lucrative to expand the user-pays-principle, Wilms contended. Austrian Transport Minister Doris Bures has threatened to take legal action against Germany if the toll treats foreigners differently. "Austria will take every legal step to ensure to stop this discrimination of Austrian drivers... any country can levy a toll, the most important thing is that it does not discriminate against other states," she told Austrian broadcaster ORF. Under the proposals, a 10-day pass will cost €10, a pass for two months would cost €20. Annual passes would be priced according to a car's emissions and size. Dobrindt said foreign drivers would pay on average about €88 per year.

## Eurotunnel breaks new ground on "Terminal 2015" project to increase truck capacity

(Source: *Multimodal*, 8<sup>th</sup> July 2014) Eurotunnel, the leading operator of rolling motorways, carrying 1.5 million trucks each year, is preparing to make access for goods vehicles more fluid and for the forecast arrival of 2 million trucks per year in the next ten years. The forecasts are based on continuing growth in the expanding cross-Channel market, following on from 2013 (+5% for the truck market). The first phase of "Terminal 2015" will bring a buffer parking zone, enabling rapid transit and an easier access to the check in area, which will be increased from two lanes to five. Subsequently, the new layout will enable an increase in loading to 8 departures per hour compared to 6 today. Eurotunnel is preparing to increase capacity and further improve the management of traffic flows to ensure speed, ease and competitive advantage. Onsite capacity will increase with the addition of a 370 place secure parking area alongside the Coquelles terminal. Sanef, the infrastructure, mobility and services group will provide state of the art technology to the new Eurotunnel parking area, to respond to the needs of truck drivers who require secure parking, with services, as near to the Tunnel as possible. A similar project will shortly begin in Folkestone, Kent, with the creation of extra access lanes and a new, enhanced check in plaza. Jacques Gounon, Chairman and Chief Executive Officer of Groupe Eurotunnel SA, stated: "Eurotunnel, the leader across the Channel, is making these investments to provide new services and unbeatable frequency of departure for its ever increasing numbers of customers."



## EIB boosts development of sustainable sea transport between Norway and Denmark

(Source: EIB, 4<sup>th</sup> July 2014) The European Investment Bank (EIB) is providing a €124m loan to the shipping company Fjord Line for the expansion of its fleet. Two new liquid natural gas (LNG) cruise ferries are operating between Bergen, Stavanger, Langesund (Norway) and Hirtshals (Denmark). The ferries – MS “Stavangerfjord” and MS “Bergensfjord” – were delivered by the Norwegian shipbuilder Bergen Group in 2013 and earlier this year. Thanks to this investment backed by the bank of the European Union, each of the new vessels offers daily services for up to 1,500 passengers and 600 vehicles. They have been constructed to the highest international and European environmental standards and are equipped with LNG-fuelled engines. The application of clean technology will significantly reduce emissions harmful to the environment from ships. The reduction of CO<sub>2</sub> emissions can reach as high as 23% in comparison with the use of standard marine engines powered by heavy fuel oil. Mihai Tănăsescu, EIB Vice-President responsible for lending in Norway, said: “The EIB strongly supports the development of sustainable European transport. We therefore particularly welcome this agreement with Fjord Line, as the new vessels fuelled by LNG have improved the overall environmental performance of the company’s fleet. As they have also increased the capacity deployed on the routes between Norway and Denmark, this investment will contribute to the EU policy of promoting short sea shipping – a transport mode which is highly efficient not only in terms of environmental performance but also as regards energy efficiency.” Both cruise ferries have four LNG powered engines with 12 cylinders that produce 5,400 kW (7,300 hp) of power. Fjord Line’s choice of the most advanced engine technology available gives the new ships a propulsion system that is both the most profitable and environmentally friendly. In 2015, new and stricter standards for the sulphur content of ships’ fuel will enter into force in northern Europe. The LNG engines allow Fjord Line to meet these standards with a large margin. When moored, the ship uses auxiliary engines that run on diesel. However, these engines are fitted with powerful catalytic converters that reduce NO<sub>x</sub> emissions to about the level of the LNG engines.

## REST OF THE WORLD

### WWL opens office in Myanmar

(Source: Maritime Professional, 9<sup>th</sup> July 2014) **Wallenius Wilhelmsen Logistics (WWL)** has entered into a joint venture with Myanmar-based Carrier King Logistics that makes it the first independent company in the country to provide modern automobile distribution from port to consumer. With the rapid and ongoing democratisation of Myanmar, a new consumer market is emerging, including a growing demand for automobiles with more and more international manufacturers establishing dealerships in the country’s largest city, Yangon. “Myanmar traditionally had a very limited automobile market, and still today the majority of cars sold in the country are second-hand vehicles imported from Japan. They arrive at the ports and are then ‘jockey driven’ by individual drivers from the ports to wherever they are sold, or owners or dealers come to the port themselves to pick up the vehicles. As new cars are starting to enter the country, a professional and safe transport solution is clearly needed”, explains Trond Tonjum, Head of WWL South East Asia. “We really see the potential, and feel that, with the synergies we can create with our long-established activities in Thailand, this is an important market to be in,” continues Tonjum. “We are ready to serve the Myanmar market as it continues to develop. In the beginning, WWL will concentrate on vehicle transshipment and inland services from Yangon port into the city, but the future is encouraging and WWL will be ready to provide all the logistics services that the customers will need, for example a full service to all destinations, including ocean transport, customs clearance, vehicle inspection and processing before delivery into the country.” The new joint venture will provide new car-carrying trucks and trailers. Time has been invested on training and developing a team of professional drivers to handle the trucks and its cargo. General Manager of WWL Myanmar is Michael Gamban, a qualified manager with more than 12 years of experience and a deep knowledge of the Thai auto distribution market.

### VW to spend €2b on two new plants in China

(Source: Automotive Purchasing, 7<sup>th</sup> July 2014) Volkswagen has confirmed it will invest €2bn to construct two new vehicle plants in the world’s biggest auto market. The announcement was made on 7<sup>th</sup> July in China by German Chancellor Angela Merkel as she visited the VW site in the south-western city of Chengdu. The agreement between the VW and its Chinese auto manufacturer partner FAW for the new factories was signed in the presence of Mrs Merkel, Chinese Premier Li Keqiang and VW Chief Executive Officer Martin Winterkorn. VW plans to build the plants in the coastal cities of Qingdao and Tianjin, according to the Wolfsburg, Germany-based carmaker, which owns a dozen automotive brands and counts China as its largest market. It outsold GM there last year. China has become Volkswagen’s largest and most important market, where the group sold more than 1.5 million vehicles in the first five months of 2014, including sales by its two joint ventures FAW Volkswagen and Shanghai-Volkswagen, up 17.7% from the same period of the previous year. It was not clear what the total cost of



the new factories would be, or how the investment would be apportioned. Nor has the company specified what the plants' annual capacity would be or when they were expected to start production. The new plants fit into Volkswagen's plans to overtake Toyota Motor Corp as the world's largest automaker by 2018. Foreign automakers are adding factories in China to cater to growing demand in the world's second-largest economy, where the number of licensed drivers is estimated to swell to 1 billion in the next 10 to 15 years.

## PRESS RELEASES

### **BLG presents patented railway car carrier in Hamburg**

(Source: **BLG**, 14<sup>th</sup> May 2014) Carmakers were thrilled by the unveiling of a new railway car carrier at the BLG Car Terminal in Hamburg on 14<sup>th</sup> May. The carrier's very special advantage is that it is "Italy-qualified". In Italy, tunnel cross-sections are smaller than in most other European countries. Consequently, none of the conventional car carriers can be loaded, on two levels, with SUVs destined for Italian locations. Similar limitations apply in Spain, England, and France, too.

That is why BLG AutoRail, in co-operation with American rolling stock builder Greenbrier, developed a new type of railcar that sidesteps this problem. There is nothing comparable, anywhere in the world, and that is why BLG AutoRail has had the new development patented. "Italy-qualification" was achieved by using smaller wheel sets and by the capacity to lower both levels once they have been loaded. All the 1,275 railcars operated by BLG AutoRail are equipped with "whisper brakes". As a result, the noise emitted by trains while braking is well below the permissible maximum of 82 decibels. This means that BLG AutoRail uses Europe's most modern rolling stock fleet. In 2013, the company helped protect the environment by moving about 550,000 automobiles by rail.

At the presentation of this new railway car, Michael Blach, member of the BLG Executive Board, and AutoRail General Manager Gerald Binz had the opportunity to welcome representatives from twenty different carmakers as well as numerous invited guests and trade media journalists. All those visitors were excited about the performance of these new railcars after seeing the practical demonstration at the car terminal.

### **GEFCO opens warehouse in Turkey and obtains Approved Economic Operator status in the Benelux**

(Source: **GEFCO**, 4<sup>th</sup> July 2014) GEFCO Turkey has opened a new 10,000m<sup>2</sup> warehouse in the town of Cayirova, in the north of Turkey. This new establishment provides industrial clients with customised warehousing services, particularly in the two-wheeled vehicle sector, while also offering customs operations. The opening of this logistics platform forms part of GEFCO's Middle East expansion strategy.

"Our number one priority is to provide our customers with added value. In addition to our air, sea and land services we can offer our customers warehousing and customs services so that they can concentrate on the sales side of their business," states Zafer Özkök, Sales Manager at GEFCO Turkey.

GEFCO Benelux has been given the status of Approved Economic Operator (OEA) in the "Customs simplifications" category. This status certifies GEFCO's financial solvency as well as its reliability in terms of customs transactions and its adherence to customs and tax legislation. Nine sites within GEFCO Benelux have been awarded this certification, of which five are located in Belgium (Ghislenghien, Braine-L'Alleud, Zaventem, Zeebrugge and Antwerp), and four in the Netherlands (Zaandam, Schiphol Amsterdam and two sites in Oosterhout).

"This status is a major recognition of the fact that GEFCO is a trusted European operator. It will allow our customers to enjoy numerous advantages such as the priority treatment of goods by the authorities," explains Frederik Nartus, Managing Director of GEFCO Benelux.

### **CLECAT Manifesto: Recommendations for unlocking the Transport Single European Market**

(Source: **CLECAT**, 8<sup>th</sup> July 2014) With a new Transport Committee convening in the European Parliament in Brussels on 7<sup>th</sup> July for the first time under the new term, CLECAT, the European association of freight forwarders, logistics service providers and customs, calls upon the newly installed EU decision makers to deliver a sustainable, business-friendly policy framework on freight transport logistics. Such a policy should place the



emphasis on sustainability and business-friendliness, by supporting efficiency and reducing complexities and red tape.

Nicolette van der Jagt, Director General of CLECAT said, "A solid freight transport policy is needed to complete the internal market, do away with the barriers and promote best practices, in respect of subsidiarity and by giving priority to incentives over sanctions. In doing so the EU needs to take global challenges that significantly impact the economic growth and competitiveness of the EU into account. Industry, from its side will continue to invest in innovative solutions and initiatives to increase efficiencies, for example with regards to carbon footprint."

CLECAT is looking forward to have regular exchanges with the Member of the European Parliament and invites them to exchange with industry in support of business-led solutions.

To read the manifesto, please follow this link:

<http://www.clecat.org/news-events/news-press-releases/424-clecat-manifesto.html>

### **CER welcomes the newly assigned TRAN Committee and its Chairman**

(Source: CER, 7<sup>th</sup> July 2014) On 7<sup>th</sup> July, the European Parliament's Committee on Transport and Tourism (TRAN) held its first meeting after the European elections and elected its Chairman and Vice Chairmen. The Community of European Railway and Infrastructure Companies (CER) is looking forward to a fruitful dialogue with the members of the newly assigned TRAN Committee. The co-ordinators of the political groups have also been appointed by the national delegations within each group and will work, as a first step, on the redistribution of responsibilities in the ongoing legislative dossiers.

CER Executive Director Libor Lochman said: "A warm welcome to the members of the new TRAN Committee! And congratulations to MEP Michael Cramer as newly elected Committee Chairman! There are many issues currently on the agenda which we hope to have a dialogue on in order to reach constructive results."

He added: "Michael Cramer is a transport expert and his seniority in the TRAN committee is recognized by all. He has always been ready to defend rail's environmental performance. At the same time, he has always been a severe judge whenever rail did not deliver the services expected by the European citizens. As a railway man, I am looking forward to working with him: he will certainly be an eminent leader and I am confident that he will do a great job."

### **Inland ports welcome the new TRAN Committee and ask for MEPs' support on key sector issues**

(Source: EFIP, 8<sup>th</sup> July 2014) On 7<sup>th</sup> July the Transport and Tourism (TRAN) Committee of the European Parliament came together for its constituent meeting. The European Federation of Inland Ports (EFIP) welcomes MEPs to the new TRAN Committee and congratulates the Chair and Vice-Chairs on their election. EFIP hopes that deputies will offer their support for the key issues that concern inland ports:

As multi-modal hubs, inland ports bring together inland waterway transport, rail and road as well as the industries that settle in ports to benefit from the multitude of convenient transport options. Ports serve as key nodes of and gateways to the European transport network. In order to effectively play this role, ports depend on good infrastructure. EFIP therefore supports the EU's Trans-European Transport Network policy (TEN-T) and welcomes its strong focus on multi-modality. Inland ports are an active part of the new TEN-T corridors and a number of ports are developing projects in the framework of this policy.

Besides the development of infrastructure, safeguarding the navigability of Europe's waterways through good maintenance and regular dredging operations are absolutely key. The current unwillingness of a number of Member States to honour their commitments in this respect damages the efficiency and reliability of transport on the affected waterways. In this context it is important to anchor the transport function of the European waterways whilst finding a good balance with the other functions and users of the rivers and canals.

Inland ports help to bundle cargo flows and shift them onto the sustainable modes of transport on inland waterways and rail. This is both efficient and green. The European Commission's Transport White Paper sets the goal to shift long distance freight flows from road to rail and inland waterways with the aim of reducing CO<sub>2</sub> emissions from transport. EFIP hopes that the new TRAN Committee will remain committed to this target. In this context, combined transport, i.e. transport combining rail, inland waterway or maritime services with last mile road delivery, deserves support. Besides the co-funding for the development of multi-modal infrastructure and



sustainable freight services which is foreseen through the Connecting Europe Facility, the upcoming revision of the Combined Transport Directive will offer Parliament the possibility to further strengthen this form of transport.

Inland ports also offer efficient and innovative solutions for freight transport within cities. This can be an interesting alternative for cities suffering from congestion and can contribute to achieving the EU's target of CO<sub>2</sub>-free city logistics by 2030. Urban freight distribution by water requires reliable political support, including safeguarding strategic surfaces, which are often sought after for the development of residential areas, for logistic purposes. Integrating transport by water in urban mobility plans can be a useful tool in this respect.

It is important for inland waterway transport not to lose its leading position in terms of overall environmental performance. EFIP therefore supports policies aimed at reducing emissions from inland waterway transport. At the same time, the relatively bleak economic situation of the sector should be taken into account. Stricter emission standards therefore need to be accompanied by meaningful financial support measures, in particular for the retro-fitting of the existing fleet. One of the key opportunities of the future lies in harnessing information technology to render logistics more efficient. In this context, it would be useful to see to what extent River Information Services (RIS) can be developed into an instrument that makes relevant information available to transport logistics. Simplified administrative and customs procedures, such as a single transport document could further enhance the integration of inland waterway transport into the logistics chain. Investment decisions and political choices need to be founded on accurate, recent information. The current availability of statistics on the European inland port sector is very poor. An EU level monitoring system which offers comparable and objective data on inland ports would be helpful in guiding business and political decisions.

The Naiades II Communication, which was published in September 2013, mentions a variety of measures (some of which are addressed above) that the European Commission plans to see implemented in the coming years in order to strengthen inland waterway transport. EFIP welcomes the Commission's commitment to work on this issue and will support the European institutions in further defining and targeting the envisaged measures to make them operational for inland waterway transport. EFIP Director Kathrin Obst said: "I look forward to working with the new TRAN Committee and its Chairman Michael Cramer. I hope that the coming years will give us the opportunity to jointly tackle many of the issues that are of concern for inland ports so that the sector can fulfil its important role in making transport greener and more efficient."

### **Cutting red tape in shipping: a far cry from stated intentions**

(Source: ECSA, 8<sup>th</sup> July 2014) The European Commission recently released a report on the progress made towards simplifying administrative formalities for ships calling EU ports. In 2009, the European Commission had produced a maritime strategy paper that included a new concept, the so-called "European Maritime Transport Space without Barriers", which according to the Commission, would simplify and streamline administrative procedures for shipping.

On the basis of this new concept, the EU adopted in 2010 the Reporting Formalities Directive (2010/65/EU), which foresees that, by June 2015, ships calling ports in a certain Member State would have to send the data required by national authorities in electronic format and only once. This would dramatically reduce red tape and allow seafarers to spend less time on duplicative and redundant bureaucracy.

However, the problem lies with the fact that EU Member States only have the obligation to move from a paper environment to a Single Window (an electronic single entry point for all information), whereas the task of ensuring that the systems put in place are compatible and harmonised is entrusted to the Commission. The main conclusion of the report is that the implementation of the Directive is both behind schedule and, more importantly, off course. The multitude of actors involved in the process, the varying starting points and the lack of common definitions and co-ordination seriously jeopardise harmonisation of the National Single Windows.

"Unfortunately the discussions on the need for a common system throughout the EU have not produced encouraging results and we are now faced with a situation whereby shipowners might have to cope with a mosaic of new heterogeneous electronic reporting systems. In other words, they might have to invest in costly electronic equipment without any simplification or streamlining of the reporting procedures in exchange," said Patrick Verhoeven, ECSA Secretary-General. "This situation is incongruous and puzzling as the entire purpose of this initiative was to provide the industry with real simplification, which would reduce costs, rather than investing in new systems with no discernable or tangible return. Europe does not need a medley of National Single Windows. It needs a European Single Window, or, at the very least, uniformity and harmonisation."



One of the major stumbling blocks in the pursuit of administrative simplifications to shipowners is the stalemate of the Blue Belt, the purpose of which is to ease customs formalities for intra-EU shipping as well as for ships calling third-country ports. In its Blue Belt Communication published last year, the Commission identifies the need for an eManifest, an electronic document containing the bulk of the required information, which would be lodged in the National Single Windows. Unfortunately, discussions between the responsible Commission services have failed to reach a compromise, and the proposal for a harmonised eManifest seems to have been put on hold.

“We are puzzled to note that an essential tool to create an internal market for shipping by allowing us to compete on an equal footing with other modes of transport has found itself in the crossfire between Commission services, thus completely ignoring the policy objectives outlined in previous Commission Communications,” remarked Mr Verhoeven. “The progress made is a far cry from the Commission’s stated intentions. We hope that common sense will ultimately prevail and that the Commission will, as soon as possible, revive the discussions on an eManifest so that shipping can also benefit from the advantages of the EU’s internal market,” he concluded.

*The Commission progress report, released at the end of June can be found here:*

<http://www.ecsa.eu/images/Studies/Commission%20Progress%20Report%20on%20Reporting%20Formalities%20Directive.pdf>