ECG News
Truck Ship Compound Train Barge
ECG – The Association of European Vehicle Logistics
Issue 14.42, 27th –31st October 2014

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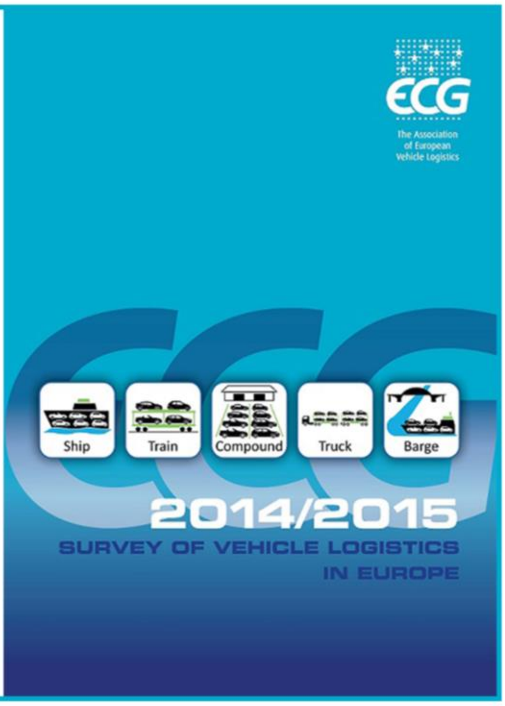


ECG's campaign on harmonising loaded truck lengths – You can help us!

As the readers of ECG News will know, Directive 96/53/EC on Weights and Dimensions of Heavy Goods Vehicles is currently being reviewed by the European institutions.

Today most trucks are restricted to 18.75m in length when crossing borders between EU Member States, even if for specialised vehicle transporters the limit of allowed loaded length within most EU countries is significantly higher. Therefore, for more than a decade ECG has been campaigning for an EU-wide harmonised loaded length of at least 20.75m.

Finally, in April 2014 the European Parliament (EP) adopted amendments that would allow vehicle transporters to cross all internal borders with up to 20.75m loaded length, which could end the current patchwork of national regulations. It would also mean that new EU legislation could clearly differentiate between loaded and unloaded length (for vehicle transporters only), which is not the case today.

Discussions will continue as of September 2014, since the Council of Transport Ministers still needs to agree to the EP's amendments before any proposed changes can become law.

If you are able to speak for your company and willing to help by supporting the ECG campaign towards your national transport ministry, please contact Tom Antonissen, EU Affairs Adviser at ECG to discuss.

NEWS FROM BRUSSELS

EU leaders adopt 'flexible' energy and climate targets for 2030

(Source: EurActiv & EUobserver 24th October 2014) EU leaders agreed a new climate and energy deal on the night of 24th October to reduce by 2030 greenhouse gas emissions by at least 40%, and increase energy efficiency and renewable energy sources by at least 27%. "About half" of the greenhouse gas reduction will be achieved via the current Emissions Trading System (ETS), which puts a price on polluting by auctioning emissions allowances. The other half is to be achieved by new measures in sectors not yet covered by the ETS, "like transport, agriculture and buildings". The reduction target for these sectors will be "national, yet tradable", Council president Herman Van Rompuy said, adding that the new system will be modelled on the cap-and-trade ETS regime. German Chancellor Angela Merkel stressed that while the 40% emissions reduction target is going to be broken down to individual Member States based on their GDP per capita, those countries that will have lower targets would have to do more in other areas. She added that "a lot could happen" between now and 2030 "so you can't say now what should be a binding target for each and every country down to the last digit, but the overall 40% target is binding [on the EU]." The second target is that at least 27% of the EU's energy consumption in 2030 should come from a renewable source. This target is also "binding on an EU level". The third target is to increase the EU's energy efficiency by "at least 27%". This goal is "indicative". The European Commission had proposed 30%, but after several Member States called for 25%, a compromise was made. The fourth target is that by 2030 the bloc should have "electricity interconnection worth 15%" of installed capacity. French President François Hollande said the deal would send a clear message to big polluters such as China and the United States ahead of UN talks in Paris next year to agree global legally binding greenhouse gas emissions. A special "flexibility clause" was added to the final text, making it possible for the European Council to return to the targets after the UN summit on climate change to be held in Paris in December 2015.

ECG Note*: To find the reaction of ACEA on the deal, please go to the 'Press releases' section of this ECG News issue.*

Commissioner Kallas on German road charging

(Source: European Commission, 27th October 2014) Statement from Vice-President Kallas in response to media inquiries on a study on the planned German road charging scheme's (*die Maut*) compatibility with EU law: "Let me say first of all that we strongly support the principle that road users should pay for the roads they drive on. I also strongly believe that infrastructure financing is a long term task that needs stable financial flows. Germany needs nearly €5bn a year just to stabilise the condition of its road infrastructure. Many of our Member States face similar problems of chronic underinvestment. Secondly, we strongly believe that all European drivers should be treated equally. That's in the Treaty; it's not negotiable. Whether you are German, Italian, Austrian or Dutch you should pay the same charge as any other user on the same German, French or Greek motorway. Thirdly, this is an issue in full responsibility of Germany to get it right, full subsidiarity. It is for Member States to decide whether and how they charge the drivers of passenger cars - in their towns and cities and on the open highway. It's not for the European Commission to micromanage German transport policy or German tax policy. The Commission's role is to ensure such an important Member State initiative is in line with EU law and policy. Commission experts and I have met several times over the last months with minister Dobrindt and his team. I appreciate the open dialogue between Germany and the Commission and I am very pleased to see the German side is serious about developing a concept that meets our concerns, in particular as regards non-discrimination. The ideas presented go in the right direction. We have

received the study of the university of Bonn [on compatibility with EU law]. Of course this is not a legal guarantee but it looks encouraging. Assessing the final *Maut* laws will be the task of my successor as transport commissioner as the term of the current Commission ends this week. I am sure the new Commission will accompany the process constructively, as did the current one. This bold and innovative initiative, by a country where the car plays such an important part in the economy, sends an important signal to the rest of Europe. I am very pleased to see that Germany will ensure sustainable infrastructure financing by reserving *Maut* income for transport use.

ECG Note: *Related to the above news item, the European Parliament's TRAN Committee is holding a public hearing on 4th November from 15:30 to 19:00 in Brussels on "European road toll systems for private vehicles". For the programme, including speakers from DG MOVE, IRU, T&E and FIA please see: www.europarl.europa.eu/committees/en/tran/events.html#menuzone (click on the PDF-icon next to "Programme").*

Commission appoints Catherine Trautmann as new European Co-ordinator for the North Sea–Baltic core network corridor

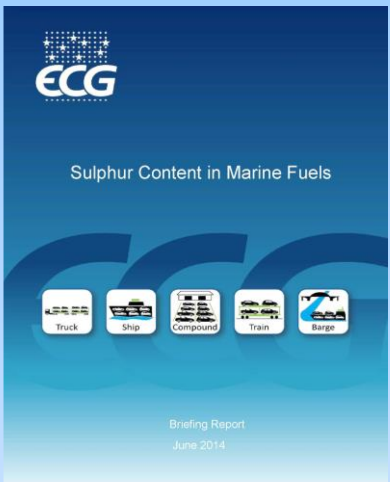
(Source: European Commission, 29th October 2014) Vice-President Siim Kallas, in one of the last acts of his mandate as the European Commissioner responsible for Transport, announced the appointment of a new European Co-ordinator for the North Sea Baltic Core Network transport corridor. Mrs Catherine Trautmann, former mayor of Strasbourg and long-serving MEP will replace Pavel Telička as the Co-ordinator for this 2,500km long multi-modal transport corridor linking Helsinki and Tallinn on the Baltic with the major North Sea ports of Rotterdam, Antwerp, Amsterdam and Hamburg by way of the Baltic States, Poland and Germany. Mrs Trautmann already has considerable experience within the European institutions as a former minister and MEP and has gathered broad experience in the transport field, regarding urban nodes – the urban tramway system for Strasbourg was developed during her time as mayor – high speed rail and Inland Waterways and ports. Mrs Trautmann was much involved in the financing and set-up of the TGV–Est high speed train link between Paris and Strasbourg.

AUTOMOTIVE INDUSTRY

Russia to cancel import duties on import of Fiat cars from Serbia

(Source: Automotive Logistics News, 29th October 2014) Russia looks likely to cancel the 30% duty it imposes on imported vehicles from Serbia as part of an updated free trade zone agreement (FTZA) designed to establish the large-scale import of Fiat cars. The measure to remove the duties was revealed following negotiations that took place during Russian president Vladimir Putin's visit to the Serbian capital Belgrade. "Given our good relations with Italy, and now Fiat, and our warm, close relationship and alliance with Serbia, I think we could agree on a certain quota of duty-free supply of these vehicles to the Russian market," said president Putin at a meeting with Serbia's Prime Minister, Alexander Vucic. Russian industry experts expect the duties to be cancelled within a complex programme aimed at increasing trade between the two countries. Russia and Serbia already have a FTZA, which was signed in 2000, but the list of goods that are supplied duty-free has so far not included cars. Fiat currently produces 200,000 vehicles at its Serbian plant in Kragujevac following a $1.3bn investment in the plant, which is a joint venture with the Serbian government, for production of the 500 and 500L. Fiat launched the production of Fiat 500L there in 2012, with 67% of its content locally sourced. The company now plans to make 100,000 cars in 2015. The removal of tariffs could influence Fiat to abandon its plans to export

Briefing paper on the sulphur content in marine fuels updated



With the Regulation on sulphur content in marine fuels coming into force on 1st January 2015, ECG has updated its Briefing paper to better inform our readers.

The new rules will affect companies that operate routes in the Sulphur Emission Control Areas (SECAs), i.e. the North Sea with the English Channel and the Baltic Sea. In these zones the sulphur content of the fuel can't surpass 0.1% which is a great technical and financial challenge for these operators.

The Briefing paper contains IMO and EU regulatory background and analysis of the latest developments, as well as a glossary of terms.

Download your copy from the ECG website!

http://www.ecgassociation.eu/publicationsreports/ecgpositionandbriefingpapers.aspx

up to 30,000 vehicles to the US in 2015 as export to Russia looks to mean a lower logistic spend, though the company already exports 500L vehicles to the US and made an initial delivery of 3,000 last year. "Within such an agreement Fiat's plant in Serbia could deliver to Russia between 50,000 to 100,000 cars annually," said the Chairman of the Serbian Chamber of Commerce, Milivoye Miletic. "This is great news for the producer and its workers, taking into account the fact that there were observed problems with sales of these cars." However, it will be hard to establish large-scale exports of the 500L because the brand is not very popular in Russia. "If Fiat starts exporting cars from Serbia, then it would be hard for them to carve out a niche, unless the price of the cars was sharply decreased," said Vladimir Bespalov, analyst at Russian bank, VTB Capital. The managing partner of analytical agency EURussia, Ivan Bonchev, also noted that, according to statistics, Fiat's share in the Russian market has always been low and its prospects, even with the agreement, look questionable. However, representatives of Fiat in Russia said that the cancellation of duties together with tax breaks for Fiat's products out of Serbia would allow it to set the competitive price for its cars, which could lead to an increase in market share.

Russia may extend car-buying subsidy scheme into 2015

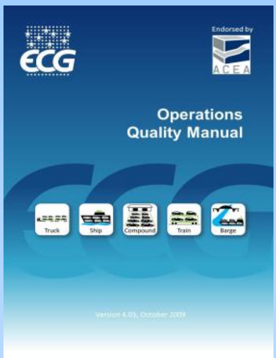
(Source: Automotive News Europe, 25th October 2014) Russia may extend incentives for new-vehicle purchases beyond 2014, the Industry and Trade Ministry said, in an effort to help the car industry weather an economic downturn. The Ministry said in a statement the scheme could be extended into 2015, citing Industry Minister Denis Manturov. It gave no details of possible additional funding of the program. The government earlier earmarked 10bn roubles ($244m) to fund the trade-in scheme that will run through to the end of the year. Under the existing scheme, buyers of new passenger cars are eligible for a discount of at least 40,000 roubles (€752) when scrapping or trading in their old vehicles. Russia's auto market is in free fall with new-car sales plunging by 20% last month following a 26% drop in August, according to the Association of European Businesses lobby group. The AEB said it expects full-year volume to be down 12% in 2014 to 2.45 million as the scheme helps slow down the rate of decline.

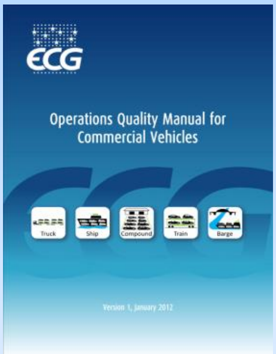
EUROPE

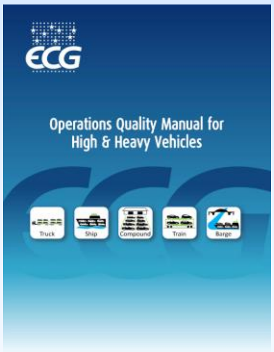
Rhenus announces partnership deals with Milsped and Transdanubia

(Source: Multimodal, Automotive Logistics News & Transport Intelligence, 23rd, 27th, 28th October 2014) **Rhenus Logistics**, part of Germany's Rhenus Group, has announced a partnership with **Milsped**, a Balkan logistics operator. The spokesperson for Rhenus told *Automotive Logistics* that "Rhenus has had a fantastic year so far and has expanded with a number of different partnerships and contracts, along with wider expansion globally, with Rhenus UK taking advantage of a number of new global routes." Milsped delivers customised logistics and value-added services across the Balkan region, and serves the automotive industry among other sectors. Based in Serbia, the company handles more than 32,000 shipments per year, and currently operates regular freight-forwarding services from its hub in Belgrade to locations in countries including Bosnia, Montenegro, Macedonia, and Albania. "We see Southeast Europe as one with rich potential," said Gary Dodsworth, operations director at Rhenus UK. "The Rhenus Group believes that strength in unity will help to develop this key emerging European economy. Plus, Rhenus Germany and Rhenus Spain will also officially work with Milsped from 1st November." "We're incredibly excited to add an organisation as highly regarded as Milsped to our blue chip and market-leading partner base. Milsped operates in a part of Europe that is rich with potential and it offers us the network, expertise and committed approach that we view as essential. Along with Rhenus UK, Rhenus operations in Germany and

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

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Spain are also launching partnerships with Milsped: testament to our belief that strength in unity will help to develop the fast growing logistics sector in Europe," Dodsworth added. This announcement follows last week's partnership deal with Austrian logistics company Transdanubia. The deal will see Rhenus expand its longstanding market presence in Austria by working with Transdanubia to provide an improved logistics service across central Europe.

OEM special treatment helped avoid the worst from German rail strike

(Source: Automotive Logistics News, 29th October 2014) **DB Schenker** has said that around 200 of its trains were affected by the recent rail strike in Germany, impacting freight services in automotive production regions. Carmakers, however, appeared to avoid major disruption, in parts thanks to preferential treatment by the railway. Services were hit when train drivers working for Deutsche Bahn who were affiliated with the GDL union went on strike on 17th October at 15.00. The action continued until 4.00 on 21st October. Freight services were the first to be affected. A spokesperson for DB Schenker, the transport and logistics division of Deutsche Bahn, said that the strike had caused significant disruption to rail freight traffic across Germany, including in Mannheim and Frankfurt in the southwest of the country, as well as in the southeast and north. "By reducing the number of services offered and restricting acceptance of special trains, DB Schenker Rail has been attempting to maintain scheduled operations as far as possible," said the spokesperson. "Time-sensitive [services] and trains which were important for supply chains were prioritised. For all measurements, we stood in close consultation with our customers." German carmakers BMW and Volkswagen said that the GDL strike did not have any direct impact on their production or outbound services. A spokesperson for BMW said that the carmaker was given preferential treatment for outbound rail movements and that rail transport for inbound material only plays a minor part in the overall process. Volkswagen said the strike "did not lead to any noteworthy interference" in its production. DB Schenker said that it did everything to reduce the backlog of trains following the strike and that the situation was back to normal by the middle of last week, approximately three days after the strike ended. The strike also had a big impact on passenger services during the autumn holiday weekend. The disruption led Deutsche Bahn to issue a statement that said the GDL union was "running amok" and that rather than being concerned with the interests of its drivers, the strike was the product of "a lust for power". The GDL said that it would protect the fundamental rights of its members and strive to negotiate collective agreements because it was instructed by its members to do so. It stated that there continued to be pressing problems related to working times for all of its members employed by Deutsche Bahn, not just the train drivers. The union also said that it would consider further action in the first week of November if Deutsche Bahn continued "to limit the fundamental rights of GDL members". Hot on the heels of the rail strike, Germany was also hit by a strike by airline pilots working for Lufthansa in a dispute over changes to the company's retirement and pension plans. The dispute which ran for two days caused the cancellation of 1,500 short and long-haul flights.

Shippers call for transparency on low-sulphur surcharges

(Source: Lloyd's Loading List, 24th October 2014) Shippers urgently need more information about the likely cost implications of low-sulphur fuel ahead of the implementation of Emission Control Areas (ECAs) from 1st January 2015 as they prepare to finalise freight budgets for next year, the Global Shippers' Forum (GSF) said, calling for transparency from freight carriers and an acceleration in the information process. From January new legal requirements will come into force in North Europe (including the Baltic Sea, North Sea and English Channel) and North America (200 nautical miles from American and Canadian shores) that will lower the maximum allowed content of sulphur in fuel burned in the ECA's to 0.1% sulphur from the current 1%. GSF Secretary General Chris Welsh said: "With one or two notable exceptions, few shipping lines have yet provided

ECG AGENDA

►ECG Land Transport Meeting, **in November (TBC)**

►ECG Quality Working Group Meeting, **in November (TBC)**

►ECG Academy Alumni Meeting **on 7th November**, in Munich, Germany

►ECG UK & Ireland Regional Meeting **on 12th November**, in London, UK

►ECG Board Meeting, **on 19th November**, in Brussels, Belgium

►ECG Maritime & Ports Meeting, **on 20-21st November**, in Zeebrugge, Belgium

►ECG Academy Module II, **on 25-29th November**, in Bremen, Germany

►ECG office closed, **between 25th December and 1st January**

►ECG Board Meeting, **on 27th January**, in Munich, Germany

information to their customers on their low sulphur fuel strategies and the extra cost to be passed on to shippers via increased rates or bunker surcharges. With shippers under pressure to finalise freight budgets for 2015 this information is urgently required by customers." The GSF said it recognised that implementation of the new low-sulphur fuel limits represents a challenge to the shipping industry. It noted that there are a range of options open to carriers: use of marine gas oil which meets the 0.1% sulphur content, use of alternative fuels such as LNG and methanol and the use of abatement technology such as scrubbers to dilute exhaust gas sulphur emissions to the 0.1% limit. Welsh added: "The fact that there are a range of options for managing the new low-sulphur limits means that the impact on costs will be very different from one shipping line to another. For example, fuel costs for new-built vessels capable of using alternative fuels will be substantially different to a carrier using abatement equipment or higher grade marine gas oil." GSF has stated that as the low-sulphur requirements are limited to specific geographical areas, and as there are various options for managing the new sulphur requirements, shippers will need greater transparency from carriers in order to substantiate extra freight charges and bunker surcharges levied by shipping lines to recover additional costs. The GSF has developed a series of questions for shippers to use in their negotiations with carriers based on the approach by individual carriers in meeting the 0.1% lower sulphur limit. For example, for those applying retrofit scrubber technologies, if additional freight charges or surcharges are levied how much of the cost (running costs and capital costs) are being passed on? And if capital costs are being applied upfront in the form of tariff increases or surcharges, at what point will the extra charges be withdrawn once capital cost have been recouped? Welsh concluded: "It is extremely important that individual carriers are open and transparent with their customers about the additional costs incurred resulting from the new sulphur limits, and they fully justify the additional freight charges and surcharges being levied. "Broad industry surcharge guidelines set by some carrier groups are wholly inappropriate to recover additional low sulphur fuel costs because of the significant differences in energy efficiency of vessels, management of fuel and the different options available to carriers in implementing the new low sulphur limits. "It's clear, however, that information on additional costs is needed now rather than later as shippers set their freight budgets for 2015." Container lines, freight ferry companies and road haulage operators all look set to pass on new 'low-sulphur' surcharges to their customers from next year, although their plans and the levels of surcharges have yet to be communicated to most shippers and freight forwarders. Several container lines have already outlined their plans to introduce ECA surcharges from next year, with planned container surcharges varying from $15 per TEU to more than $165 per TEU, depending on the route. Road haulage operators will also face charges from ferry operators, with some estimating it will raise average European freight ferry fees by around 15%. In a briefing document to customers, P&O Ferries said its fuel surcharge is expected to work out per freight unit on the Dover-Calais route at £13.50; Tilbury-Zeebrugge at £19.50; Hull-Zeebrugge and Hull-Rotterdam both £28; Teesport-Zeebrugge would be £30/unit containers; and Teesport-Rotterdam £35/unit trailers. Fuel typically represents roughly one-third of ferry companies' overall operating costs and switching to cleaner fuel could increase this bill by between 50 and 60%, observers estimate. The common view appears to be that the low-sulphur supplement will not be a blanket charge for all services but calculated on the basis of individual routes.

Spain's Renfe facing disciplinary action

(Source: Automotive Logistics News, 28th October 2014) Spain's National Commission on Financial Markets and Competition (CNMC) has begun disciplinary proceedings against the national railway company Renfe and six of its subsidiaries. The group is facing action following an alleged abuse of dominance in the transport of goods by rail, and an alleged pact with other companies to divide up the market for transporting finished vehicles. This follows an

Events in Brussels

CLECAT organises the '2014 Freight Forwarders Forum, Envisioning the Future of Logistics: Challenges and Solutions Explored' on **6th November**
http://tinyurl.com/nc4bsv5
ECG will attend

CLEPA holds the 'Driving the future of E-Mobility' event on **18th November**
http://www.clepa.eu/events/driving-the-future-of-e-mobility/

The 'Intelligent Mobility for Smart Cities' event is held on **18th November**
http://www.imobilitychallenge.eu/roadshow/view/id/15

The European Commission, UNIFE, and CER organise the European Rail Freight Days 2014 on **27-28th November**
http://tinyurl.com/lxrhdcx

CER organises the event 'Can rail help deliver a brighter future for Europe?' on **4th December**
http://tinyurl.com/lox9q37
ECG will attend

UIRR organises the 'Intermodal /Combined Transport in Europe' event on **4th December**
http://extranet.uirr.com/invitation

CER and UNIFE hold the European Railway Award 2015 on **21st January 2015**
http://www.europeanrailwayaward.eu/
ECG will attend.

ECSA organises the European Shipping Week between **2nd and 6th March 2015** in Brussels
https://www.europeanshippingweek.com/
ECG will attend.

investigation by the market regulator after receiving a complaint from the Association of Private Railway Companies (AEFP). The AEFP was formed in 2005 by Acciona Rail Services, Comsa Rail Transport, Continental Rail, Transfesa (in which Renfe holds an equity stake), Logitren Ferroviaria, Traccion Rail and Transitia Rail. Using information garnered during this investigation, the competition directorate of CNMC concluded that "there are reasonable grounds" to suppose that the state-owned railway company had been involved in practices prohibited under both Spanish and European competition laws. CNMC believes that Renfe has abused its dominant position by offering companies associated with the AEFP "discriminatory commercial terms relating to other clients in the provision of traction or rented freight wagons". In addition, Renfe is accused of maintaining a cartel with other companies working in the sector, namely Transfesa Rail, Pool Ibérico Ferroviario and Hispanauto y Semat, to share the transport of freight by rail, particularly in the automotive and automotive components sector. The aforementioned companies have also been included in the disciplinary proceedings opened by the CNMC. The regulator has detected infractions of articles 1 and 2 of the Defence of Competition Law, and also of two articles of legislation relating to the European Union. José María Marín Quemada, president of the CNMC, stressed that opening the disciplinary proceedings will not prejudice the results of the investigation, which will report back within the next 18 months. Open access freight operators were first allowed to enter the Spanish market in January 2005, although they have struggled to win market share, often citing Renfe's existing dominance as the main reason. Significantly, the CNMC has decided to open proceedings against Renfe's freight arm, Renfe Mercancías, despite the state holding trying to find a partner willing to buy into the business. France's SNCF and Germany's Deutsche Bahn have both been linked with a possible equity stake. In the first eight months of this year, Renfe Mercancías made a net loss of more than €42m, though that was a 21% improvement on the previous year.

Dutch shippers trial digital bill of lading signatures

(Source: Lloyd's Loading List, 30th October 2014) Dutch companies will soon become the first in the world to be able to use a reliable, standardised, digital bill of lading and sign for the receipt of goods via a mobile phone, the European Shippers' Council (ESC) has revealed. The ESC said EVO (Dutch Shippers' Council), TLN (Transport and Logistics Netherlands) and the NBB (Dutch Inland Shipping Bureau) had put the logistical infrastructure of the Netherlands one step ahead of other countries, "resulting in significant savings for numerous businesses". The ESC said it was "watching this development closely, hoping the rest of Europe can follow the example". In co-operation with EVO, TLN and NBB, supply chain facilitation organisation Beurtvaartadres is currently developing what it claims to be "the first reliable standardised digital bill of lading": TransFollow. This week, at the ICT & Logistiek trade fair in Utrecht, Beurtvaartadres will present the latest step in this process: mobile (NFC) signing for received goods based on international standards. A trial will begin in December with a selected number of logistics service providers, senders and recipients, the ESC said. Although it is already possible for consumers to pay for goods with a smartphone, TransFollow is now introducing mobile signing for goods, the organisation added. "The digitisation of freight data is important for many businesses, because in many cases a signed bill of lading is needed for invoicing and to comply with (tax-related) laws and regulations," the ESC said. "Currently, businesses have to wait for the paper version with all the signatures to be returned to them: with TransFollow this will happen in real time. Via the TransFollow platform, recipients also get an overview of the exact timing of all the goods to be received. Many suppliers of logistics software, tablet computers, and logistics service providers are therefore already involved in the new platform." TransFollow is expected to become available to businesses in the first half of 2015. In addition to speed and convenience, the ESC said there were significant financial savings to be made. "Currently, businesses in the logistics chain use millions of paper bills of lading,

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packing slips and checklists every year," it said. "With 450 million freight movements a year and cost savings that can amount to tens of thousands of euros per business, this represents €675 million of potential savings on logistics a year. After all, the cost of administrative processing of a paper bill of lading can quickly add up to €6.21 per bill of lading."

REST OF THE WORLD

Jaguar Land Rover expands to Brazil

(Source: Automotive Purchasing, 29th October 2014) Jaguar Land Rover announced that the Land Rover Discovery Sport will be built at its new factory in Brazil, making it the only British car maker to open a local manufacturing facility in the country. Jaguar Land Rover announced that the Land Rover Discovery Sport will be one of the first models to be built at its local manufacturing facility in Itatiaia, Brazil. Speaking on the development at the Sao Paulo Auto Show, Phil Popham, Group Marketing Director, said: "Brazil and the surrounding regions are very important to Jaguar Land Rover. With customers in Brazil showing an increasing appetite for highly capable premium products, we are proud to confirm that our new breakthrough Discovery Sport will be manufactured at our new Brazilian facility." With ambitious plans in the country, Jaguar Land Rover intends to invest R$750m ($388m) in the new factory by the end of 2020. Almost 400 jobs will be created initially and is expected to double by the end of the decade. With the capacity to build 24,000 vehicles annually for the Brazilian market, the new facility will go on to supplement to the car maker's UK production. The first vehicle is expected to be driving off the production line in 2016. Furthermore, the car maker intends to utilise Itatiaia's access to the local supply base and skilled workforce, with nearly 1,000 jobs expected to be created across the local supply chain.

PRESS RELEASES

Assistor becomes certified authorised economic operator

*(Source: **Assistor**, 30th October 2014)* Assistor AS has been granted with the status of authorised economic operator (AEO). During the application period, the Estonian Tax- and Customs Department investigated Assistor's structure, business, customs statistics and processes, accounting, safety and security.

Since the company fulfilled all the requirements, the AEO status was granted. It allows Assistor to benefit from simplifications provided for the customs rules and from facilitations with regards to the customs controls relating to security. There are only 20 AEO certified companies in Estonia, Assistor's certificate will be in effect from 06.11.2014.

With experience dating back to 1966, Assistor is a professional logistics partner in the automotive market. Nearly 30 automotive brands rely on our expertise. We work in co-operation with car manufacturers, distributors, dealers and large corporations. We have one compound in Estonia and five in Finland.

WWL put sulphur regulation enforcement in focus at Singapore Bunker Conference

(Source: Trident Alliance, 28th October 2014) On 16th October **Wallenius Wilhelmsen Logistics**' Kari Haugen, Bunker Manager, Global Tonnage & Trade, participated at the Singapore Bunker Conference, in a round table discussion to share how the company looks at the main challenges regarding the upcoming 2015 ECA (Emission Control Area) regulations. Kari Haugen emphasised the

company's strong commitment to ECA compliance. Compliance costs will be hugely increased as of next year, when all vessels trading in the European and North American ECA have to burn fuel with max 0.1% sulphur.

"However, the main worry as we see it is that the weak level of enforcement experienced today, combined with the huge increase in compliance costs, could tempt companies to cut corners on compliance. This will not only reduce the environmental benefits - the whole intention behind the regulations in the first place - but also put the serious and compliant shipping companies at a competitive disadvantage," Kari Haugen explains.

In order to maintain a level playing field, WWL takes an active role in the work of the Trident Alliance for a strong and transparent enforcement regime, with clear guidelines and universal assessment criteria. Kari Haugen also stressed the importance of authorities focusing their time and resources on deliberate noncompliance, versus minor compliance issues.

WWL is a founding member of the Trident Alliance – where members commit to supporting robust and transparent enforcement of sulphur regulations as well as to comply with them.

Rail Forum Europe addresses future challenges and funding for the European rail sector

(Source: RFE, 22nd October 2014) Rail transport has a great potential to be the backbone of the Single European Transport Area. However, a number of issues need to be solved at the technical and legislative level in order to fully unleash such potential. In particular, existing EU funding opportunities for rail should be efficiently used and alternative sources of financing should be explored as well. This was the main message from the first Rail Forum Europe (RFE) dinner debate of the newly elected European Parliament on the subject of "Rail investments: status quo and future perspectives", held in Strasbourg on 22nd October and sponsored by UNIFE [*the Association of the European Rail Industry, www.unife.org, which also hosts the RFE Secretariat*].

The new RFE President Michael Cramer [*Chairman of the EP's Transport Committee*] introduced the RFE concept to new MEPs: "We are here tonight because we believe in rail as a sustainable and efficient mode of transport for European citizens. At the same time, we are aware of a number of issues that the rail sector is currently facing. Rail Forum Europe plays an important role in bringing together all the stakeholders in the railway industry with politicians and keeping railway issues at the forefront of the political debate".

UNIFE Director General Philippe Citroën gave an overview of the global and European rail market today and the outlook for the next 5 years, based on the work of the recently published UNIFE World Rail Market Study. All in all, the market outlook for the rail supply industry remains positive for the upcoming years, as high order volumes are expected to continue from operators and infrastructure managers despite the fact that the economy has not completely recovered. Moreover, he put forward proposals to unleash the potential of rail transport. He added, "The rail industry is resilient to economic ups and downs. However, a quick adoption of the technical pillar of the Fourth Railway package, investment in innovation along the lines of the Shift^{2}Rail initiative, further deployment of ERTMS for true interoperability and better use of EU funds for rail are essential measures that must be taken to strengthen our sector for the benefit of European citizens."

Olivier Onidi, DG MOVE Director for European Mobility Network described the funding opportunities for rail under the Connecting Europe Facility (CEF) and the EU Structural and Investment funds. In particular, the new TEN-T policy marks a fundamental change from a patchwork to a network approach, with ambitious infrastructure standards and common deadlines of 2030 and 2050 for the completion of the network. "There is a wide range of funding opportunities for rail under the CEF and Structural Funds, in various areas of interest such as infrastructure, removal of bottlenecks, cross-border projects, ERTMS and rolling stock. It is up to Member States and rail stakeholders to make the best possible use of available funds," he said.

Presentations were followed by a lively debate focussing on the issue of possible alternative sources of financing for rail projects, such as public private partnerships (PPPs). Wim van de Camp, Member of the European Parliament's TRAN Committee reminded the Commission about the €300bn investment plan promised by the new Commission President Mr. Juncker and wondered whether this plan will have an impact on transport projects. Christine Revault d'Allonnes Bonnefoy, Member of RFE and of the European

Parliament's TRAN Committee called on the Commission to carefully assess the long-term economic relevance of PPPs.

Lucy Anderson, Member of RFE and of the European Parliament's TRAN Committee outlined specific aspects that need to be addressed in rail transport: "Interchanges and connections are as important as performing infrastructure and rolling stock in order to improve rail travel experience. Our main concern should be to properly spend public money to deliver for people" she stated. Inmaculada Rodríguez-Piñero, Member of the European Parliament's ITRE and INTA Committees, stressed the need to work in co-ordination, thus linking transport to industrial and economic policies. "In Spain, PPPs were the only solution to invest without affecting public debt. However, PPPs turned out to be very costly. We need to change current European economic rules in order to invest without affecting public accounting," she declared.

Michael Cramer thanked the participants and closed the dinner by highlighting the need to give priority to cross border sections with high European added value "The Berlin-Wroclaw rail section is an example of a gap that can be closed with relatively little money and significant benefit for rail users" he said.

***ECG Note**: ECG is an associate member of Rail Forum Europe.*
The UNIFE World Rail Market Study's abstract can be downloaded via the link below:
http://www.unife.org/page.asp?pid=66.

European Shipping Week receives patronage of the European Parliament

(Source: ECSA, 27th October 2014) The European Shipping Week has been granted the European Parliament's official patronage by its President, Mr Martin Schultz. Both the European Commission and the European Parliament have now actively expressed their support for the week-long event which will be held in Brussels during 2nd – 6th March 2015.

Commenting on European Shipping Week, Mr Schultz said: "The aim of the initiative, namely to bring together the leading members of the shipping industry of the EU and give them an opportunity to meet, debate and share experiences is welcomed by the European Parliament. Inviting the members of the EU policymaking bodies and presenting them the practical side of the shipping industry can only lead to a better mutual understanding and contribute to the promotion and competitiveness of European maritime transport."

Mr Schultz has been invited as a keynote speaker at the European Shipping Week's opening ceremony, which will take place on Tuesday 3rd March 2015 in the European Parliament. News of the European Parliament's patronage follows recent similar comments by the outgoing European Transport Commissioner and Vice-President of the European Commission Siim Kallas who voiced his strong support for the launch of European Shipping Week, claiming it will help to raise the profile of shipping in Brussels "and allow for a good interaction between its multiple players and decision makers".

In a letter to Patrick Verhoeven, Secretary General of the European Community Shipowners' Associations (ECSA), Commissioner Kallas said there was no doubt that Europe needed a high quality shipping sector "that can compete around the world". Maritime transport is a cornerstone of European industry, he said, playing an essential role in Europe's economy.

European Shipping Week will be held in Brussels during the week of 2nd March 2015 when shipping industry leaders from Europe and around the world will descend on Brussels to meet and network with top legislators from the European Commission, European Parliament and the Council of Ministers. The week-long series of high level events will bring together the major players in the shipping industry with the primary aim of promoting the strengths and significance of European and global shipping to these important regulatory bodies in Brussels.

European Shipping Week was the brainchild of ECSA and is run by a Steering Group made up of Europe's main shipping organisations as well as the European Commission and Shipping Innovation. The shipping organisations involved on the Steering Group include: ECSA; Cruise Lines International Association (CLIA) Europe; European Community Association of Ship Brokers and Agents (ECASBA); Interferry; the European Dredging Association; the World Shipping Council, as well as the European Tugowners' Association. Other European shipping associations may also be invited to support the initiative and hold relevant events during the week.

More information about the European Shipping Week is available at www.europeanshippingweek.com/.

Auto sector stresses importance of comprehensive, technology-neutral approach to transport emissions

(Source: ACEA, 24th October 2014) Following the agreement by the European Council on the 2030 Climate and Energy Policy package on 23rd October, the European Automobile Manufacturers' Association (ACEA), welcomes the fact that the framework calls for a comprehensive and technology-neutral approach to transport-related emissions. ACEA has long argued that a technologically-neutral approach is the most effective way of ensuring that practical carbon-reduction technologies make it to the road, and that all transport modes must contribute equally to achieving the EU's climate objectives.

In setting a target for a reduction in greenhouse gas emissions of at least 40% by 2030 based on 1990 levels, the EU has set itself ambitious goals. ACEA appreciates that policy makers have chosen to emphasise cost-effectiveness in achieving its overall target, and stresses the need to balance environmental sustainability with competitiveness. Ensuring that Europe remains economically successful is the best way of guaranteeing that investment in climate-improving technologies continues.

Speaking after the agreement, ACEA Secretary General Erik Jonnaert said, "Europe's cars, vans, trucks and buses currently have the highest environmental standards in the world. Our industry is committed to contributing its fair share towards lowering greenhouse gas emissions, namely through more fuel-efficient technology and continuing its investments into more alternative powertrains."

Car and van makers continue to meet CO_2 emission targets ahead of schedule

(Source: EEA, 29th October 2014) Almost all car and van manufacturers have met European carbon dioxide emission limits several years ahead of their deadlines, according to updated information from the European Environment Agency (EEA). A new EEA report, 'Monitoring CO_2 emissions from passenger cars and vans in 2013' presents final data for both vehicle types, updating preliminary data published earlier this year.

The average passenger car sold in 2013 emitted 126.7g of CO_2 per passenger kilometre, already below the legal threshold of 130g CO_2/km to be fully reached by 2015. Similarly, the average van sold must have emissions below 175g CO_2/km by 2017, but levels were already at 173.3 g CO_2/km last year, according to the updated data from manufacturers and Member States. There were 11.8 million new cars and 1.2 million new vans registered in the EU in 2013. While both fleets overall are making progress in reducing emission levels, the picture is more mixed when manufacturers are considered individually. Each manufacturer has an individual emissions target, based on the average mass of the vehicles they sell.

Manufacturers and CO_2 emissions: key findings

Updated data confirms findings from preliminary data published earlier this year, which showed that new cars in 2013 were on average 14% more efficient than those sold in 2010. Of the individual car manufacturers, Renault had the lowest average CO_2 emissions (110g CO_2/km) for new passenger vehicles registered in 2013. Renault, Toyota, Peugeot and Citroën continue to produce most of the lowest-emitting cars.

Of the 84 car manufacturers in Europe, 55 met their individual specific emissions targets in 2013. These manufacturers represent 99% of all registrations. Manufacturers can also choose to join 'pools' in order to meet a collective target. Once pools are taken into account, 72 manufacturers met their allocated targets. Manufacturers selling fewer than 1,000 vehicles may apply for an exemption from targets. While electric car numbers account for only a small proportion of total registrations, they are increasing rapidly. The number of purely electric cars in the EU has increased from around 700 in 2010 to around 25,000 in 2013. Plug-in hybrid numbers have also increased rapidly over recent years.

Vans sold in 2013 were around 4% more efficient than those sold in the previous year. The average emission levels vary by country, with new vans sold in Malta, Portugal and France emitting on average 20% less than vehicles sold in Slovakia, Germany and the Czech Republic. Of the larger van manufacturers, the Renault fleet had the lowest average emissions, followed by Dacia, Peugeot and Citroën. Almost all van manufacturers that registered more than 10,000 vehicles met their specific emissions targets for 2013.

Laboratory versus real world driving emissions

Under the current EU regulations on cars and vans, both the test and vehicle monitoring are based on the New European Driving Cycle test, helping ensure that CO_2 measurements of different vehicles are made on a comparable basis. However, over past years there has been a growing concern that this standardised test is not representative of 'real world' driving conditions.

The EEA report includes a comparison of the reported test cycle CO_2 emissions with estimated real world emissions. The assessment shows that real world driving conditions may lead to emissions around a fifth higher on average. The difference may be up to a third higher for larger cars, the report shows. A new test known as the Worldwide harmonized Light vehicles Test Procedure (WLTP) will be introduced in the future so that laboratory results may better represent actual vehicle performance on the road.

The EEA report can be downloaded from the link below:
http://www.eea.europa.eu/publications/monitoring-co2-emissions-from-passenger