ECG News

Truck Ship Compound Train Barge

ECG – The Association of European Vehicle Logistics

Issue 15.16, 20th –24th April 2015

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ECG & other industry events

►**ECG Board Meeting and Spring Congress & General Assembly**, **on 28-29th May**, in Cascais, Portugal

► **ECG Quality Working Group Meeting**, **on 9th June 2015**, in Brussels, Belgium

► **ECG UK & Ireland Regional Meeting**, **on 10th June 2015**, in Liverpool, UK

►**Automotive Supply Chain Congress**, **on 10-11th June 2015**, in Liverpool, UK

►**ECG Board Meeting**, **on 9th July**, in Naples, Italy

►**ECG Land Transport Working Group Meeting**, **on 14th July**, in Frankfurt, Germany

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

►**Automotive Supply Chain Global Awards**, **on 12th November 2015**, in London, the UK

►**ECG Russia Regional Meeting, (TBC)**

NEWS FROM BRUSSELS

Safer and greener lorries approved by the Council

(Source: Council of the EU, 20th April 2015) Lorry and bus manufacturers will be allowed to exceed current length and weight limits to use designs that will improve road safety and fuel efficiency. These changes to the 1996 weights and dimensions directive were adopted by the Council on 20th April 2015. A new lorry cab profile with a rounded nose will reduce drivers' blind spots and lessen wind resistance. The slightly longer front can also feature a crumple zone to absorb energy and diminish the impact of collision. All this can help save the lives of numerous pedestrians and cyclists. Length derogations will also allow retractable or foldable aerodynamic flaps to be attached to the rear of the vehicle. The rounded front and the rear flaps will both improve the vehicle's fuel performance. This will bring savings to hauliers and reduce harmful emissions. Vehicles with the new features will have to be type-approved before they can be put onto the market. The Commission will propose the necessary changes to the current type-approval rules. The provisions concerning the rear devices will start to apply as soon as the technical and operational requirements have been adopted. The cab redesign provisions will begin to apply three years after the relevant type-approval rules are in place. The use of clean fuels, such as electricity and hydrogen, will be encouraged by authorising a weight increase of up to one tonne for vehicles using such fuels. The maximum weight of buses will be increased by 1.5 tonnes. The new weight will accommodate the increase in the average weight of passengers and their luggage and of new equipment imposed by safety regulations. New rules on the length of vehicles transporting certain containers in the context of an intermodal operation will make it easier to combine road transport with other modes of transport which are less carbon intensive. Member States must take specific measures to check vehicles for overload. The vehicle-check provisions will apply six years after the entry into force of the directive. The current rule on extra-long vehicles does not change. This means that Member States may continue to allow the use of vehicles exceeding EU standards in their own territory as long as doing so does not significantly affect international competition. This concerns the transporting of large loads for instance by specialised forestry vehicles or through the use of long combination vehicles. In order to be adopted, the legal act had to be approved by both the Council and the European Parliament. This second reading agreement was based on the deal struck between the institutions in December 2014. The Parliament held its second reading vote on 10th March 2015. The directive will enter into force twenty days after its publication in the EU Official Journal. After publication, Member States will have two years to transpose it, i.e. adopt national provisions to comply with it. It will be reviewed three years after the transposition deadline.

White Paper on Transport presented at the TRAN Committee

(Source: TRAN Committee, 16th April 2015) MEP Wim van de Camp, the Rapporteur presented his thoughts on the implementation of the White Paper on Transport and the mid-term review planned by the Commission for later this year. A stock-taking exercise is necessary to obtain an overview of the state of play in the implementation of the 40 initiatives and 131 action points listed in its Annex.

The purpose of the mid-term review should be to maintain the level of ambition of the objectives set in 2011, and to increase and streamline the efforts to meet them. The Rapporteur proposes a set of actions needed to achieve the goals set out in the White Paper, including:

- promoting economic growth and maintaining the competitiveness of the European transport industry;

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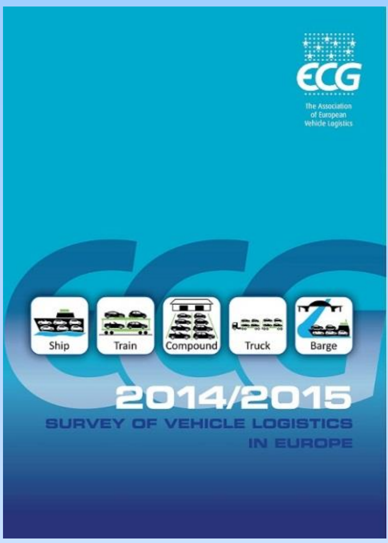

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- developing a modern transport infrastructure in Europe;
- putting innovation in the service of transport users;
- mitigating the environmental impact of transport including by decarbonising transport and reducing greenhouse gas emissions;
- shifting the balance between modes of transport and ensuring co-modality;
- putting people at the heart of transport policy by promoting safety and quality of transport services; and
- improving social conditions and preventing social dumping.

The draft report was well received by the Committee. Its presentation was followed by a long and lively debate, as the implementation of the White Paper lies at the heart ensuring the sustainability of the transport system.

ECG Note*: The review of the White Paper on Transport was the subject of ECG's Dinner Debate, kindly hosted by MEP Wim van de Camp. Press release, news coverage, photos and summary of the event are available on the ECG website.*

AUTOMOTIVE INDUSTRY

PSA ramp up production in Europe by 60,000 this summer

(Source: Automotive Purchasing, 21st April 2015) PSA Peugeot Citroën has announced that it will be increasing output in its European plants in order to capitalise on growth in Europe's markets. More than 60,000 additional vehicles will be made in Europe by the end of August 2015, 10% higher than initially planned for the period. Volumes will increase for all three of the Group's brands – Peugeot, Citroën and DS. For example, the number of Citroën C4 Cactus cars manufactured in Madrid – a model which exceeds its targets with orders totalling nearly 30,000 since January – will be increased by 9,000 units over the period. The Peugeot line-up will also be ramped up, with additional volumes planned in particular for the 208, 2008 and 308, including the 308 SW version. The number of DS 3 units manufactured in Poissy, France will also increase, as will volumes across the Group's range of utility vehicles, in a segment that PSA Peugeot Citroën continues to lead. As part of the plan to increase production, operations will be stepped up at the Group's engine and gearbox plants in France, as well as at its foundries and in its sales networks. Suppliers and the entire automotive industry will also be called on to participate in the uptrend. For the PSA Peugeot Citroën European plants concerned, the increase in production will lead to work schedule adjustments and, in certain cases, to the short-term deployment of additional teams and the hiring of temporary workers. PSA Peugeot Citroën's manufacturing base is able to respond to rapid changes in demand thanks to the flexibility provided for in agreements signed with employee representatives in France (New Social Contract of 2013) and in other European countries. These agreements make it possible to reconcile plant competitiveness imperatives and preserve employees' main interests. Denis Martin, Executive Vice President, Operational Director Europe, said: "Growth in the European market is very good news for the entire automotive industry, from plants to dealership networks to suppliers. It's having a real turbo effect on PSA's performance. The positive development we're seeing in the market today means we can step up execution of the Back in the Race plan, which was based on the assumption that the market would remain flat. With the support of our suppliers, and thanks to the flexibility provided for in the agreements signed with employee representatives, we are mobilising all our resources to meet demand from our customers."

France completes move to increase Renault stake

(Source: Automotive News Europe, 22nd April 2015) The French government has completed steps to increase its stake in Renault despite opposition from the company's alliance partner, Nissan, and Carlos Ghosn, who heads both

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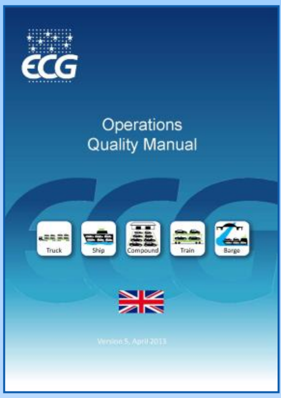

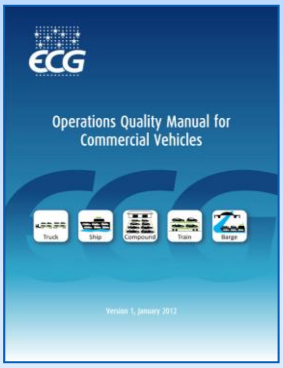

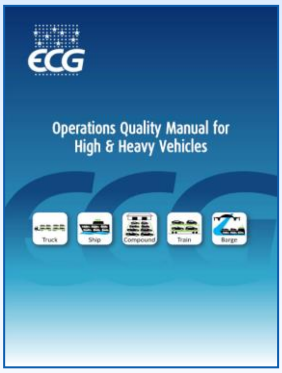

- Written by the Quality Working Group and the H&H Working Group composed of OEMs and LSPs.
- The manuals can be downloaded from: http://www.ecgassociation.eu/PublicationsReports/ECGOperationsQualityManuals.aspx

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automakers. The government has boosted its Renault stake to 19.74% from 15.01% in a move aimed at giving the state enough voting power to block Ghosn's plan for Renault to opt out of the so-called Florange law introduced under French President François Hollande that doubles the voting rights of shares held for more than two years in companies. Renault's proposed opt-out will be decided at the company's 30th April annual shareholder meeting. Ghosn and Nissan, which holds a 15% stake in Renault, oppose increased state influence in the French automaker. They want to keep the current one-share, one-vote capital structure. Ghosn on 16th April demanded that the state back away from its plans, but the government's near 20% holding is seen as likely to be enough to leave Renault's management short of the two-thirds vote it needs. This is based on the usual level of turnout at Renault annual meetings and on the fact that Nissan's 15% carries no voting rights. In a statement on 22nd April, the state investment holding APE repeated the government's position that it would be careful not to upset the shareholder "balance" within the group. "This operation marks both the government's determination to defend its interests as a shareholder by installing double voting rights in Renault governance and the strategic nature of its holding in this great industrial company," the APE said. The government has said it will reduce its stake after the annual meeting. Ghosn has said that Nissan's management would be discussing what to do about the issue this week. The Renault board last week issued a statement that said the alliance's "survival and success" required the restoration of the previous balance between France and Nissan.

EUROPE

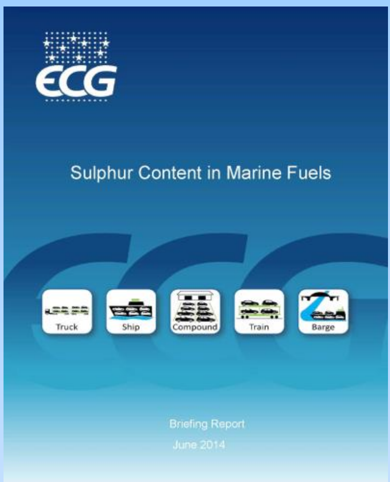
WWL launches second HERO vessel

(Source: Automotive Logistics News, 21st April 2015) **Wallenius Wilhelmsen Logistics** (WWL) has launched its second post-panamax vessel, which has capacity for 8,000 car equivalent units (CEUs). Called the Thalatta, the vessel is described by WWL as a High Efficiency Ro-Ro (HERO) vessel and joins the Thermopylae, which was launched in December last year. WWL is introducing eight such vessels into service over the next three years. As with the Thermopylae, the Thalatta measures almost 200 metres long, 36.5 metres wide and features five lift-able car decks, allowing for multiple configurations and a variety of customer cargo. The Thalatta will be employed on the Asia-Europe trade route for her maiden voyage. Loading started on 17th April in Kunsan, South Korea. The vessel is fitted with an exhaust gas cleaning system that reduces sulphur emissions to below 0.1% in compliance with SECA regulations and removes 70% of particulate matter, which also significantly reduces nitrogen oxide emissions. As with Thermopylae, the Thalatta was built at the Hyundai Samho Heavy Industries shipyard in Mokpo, South Korea.

GEFCO reports 'satisfactory results'; pushes on in Russia

(Source: Automotive Logistics News, 22nd April 2015) **GEFCO** has released financial results for 2014 that show a turnover of €4.1bn, a 1.5% rise on the previous year. According to the transport and logistics provider current operating profit stands at €105m, a 10.5% increase on 2013. GEFCO executives highlighted the strength of the results in spite of several weak economic factors. However, the revenue growth was well short of its target for €4.5bn this year. Last year, GEFCO announced a target of €8bn by 2020. "GEFCO achieved satisfactory results in the past year, considering the current challenging climate," said Luc Nadal, Chairman of the GEFCO management board. The company was owned by PSA until 2012, when the French carmaker sold 75% of its stake in the logistics provider to RZD Russian Railways. PSA remains the company's largest customer, as GEFCO maintains a global, dedicated contract for most of PSA's logistics operations. In 2012 GEFCO also signed a contract to be the dedicated

Briefing paper on the sulphur content in marine fuels updated



As the Regulation on sulphur content in marine fuels came into force on 1st January, 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.

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fourth party logistics provider (4PL) to General Motors in Europe, including Russia. Despite its pedigree and significant services across many aspects of automotive logistics, the company is clearly making efforts to diversify services beyond the sector as well as its two largest customers. Nadal pointed to 10% growth among its industrial logistics business outside of PSA and General Motors. According to the company, it had expanded its portfolio of market clients by 10.6%. Non-automotive clients made up 29% of revenue in 2013. That said, GEFCO reported that it had maintained its number one status in Europe for finished vehicle logistics, though no figures on the revenue generated from this sector were made available. Sales in the first quarter of 2015 have shown a stronger recovery in Europe, up 8.5% compared to last year. Last week PSA announced that it would temporarily increase output in France by 10%, a move that will directly benefit GEFCO. Things have been more difficult in Russia recently, however, following a downturn last year that has now turned into a severe crisis. GM, which has been GEFCO's biggest customer in the country, has already announced that it would pull most manufacturing out of the country and Peugeot Citroën's joint venture with Mitsubishi – PCMA Rus – has idled production between April and July. Those decisions followed PSA's move to cancel rail shipments of parts and CKDs from France and wider Europe to the Kaluga facility, which GEFCO handled. Despite these setbacks, GEFCO has continued to look at other opportunities in Russia together with its major shareholder. The company said it had sped developments in Russia and the Commonwealth of Independent States (CIS) by creating a dedicated geographic zone – the 1520 zone, which includes Russia, Ukraine, Kazakhstan and the Baltic states. To look after this zone the company has formed a cluster of 50 logistics experts based in Moscow. The company said that its diversification strategy had been particularly successful in the 1520 zone, with 350 new contracts signed in 2014. It has also established a door-to-door rail transport service between Asia and Europe connecting the Chinese rail network with Russia as well as countries including Belarus, Germany, Hungary, Kazakhstan and Uzbekistan. GEFCO has seen growing automotive interest for a Europe-Asia rail service. Since Russian Railways (RZD) took majority control of GEFCO in 2012, the companies have been targeting trade between Europe and China, including across the Trans-Siberian Railway, with GEFCO expected to use its global network of customers to drive traffic across RZD's infrastructure.

Baltic seaports hit by fall in vehicle and parts imports to Russia

(Source: Automotive Logistics News, 21st April 2015) Seaports with automotive terminals on the Baltic Sea have reported losses because of the sharp drop in car and components imports to Russia after last year's devaluation of the Russian rouble. Market analysts warn that any further decrease in supplies could result the potential closure of the automotive terminals at those ports. "Ust-Luga port does not exclude the possibility of a full cessation of vehicle imports to Russia," said Michael Talalenko, the General Director of Commercial Sea Port of Ust-Luga. "The decline in imports of cars by sea began in the middle of last year and, as of now, has reached about 60% [of previous volumes]." As a result Russian Baltic ports have seen a decrease in profits from their automotive terminals. In 2014, for instance, the decrease in the value of a cars imported via the Baltic ports was 13.5% or $2.2bn, compared to the overall value of imported vehicles into Russia, which stood at $13.9bn, according to the data of the Federal Customs Service of Russia. Large sections of the auto terminals remain empty according to representatives at the ports and those managing smaller facilities are considering a temporary halt on operations. The impact of production cutbacks has also been felt outside of Russia. The suspension of car production at the joint venture plant PCMA Rus in Kaluga, which makes Peugeot, Citroën and Mitsubishi vehicles, has hit the Estonian logistics sector and the country's largest cargo terminal – Muuga Harbour – at the port of Tallinn. Mitsubishi's plans to resume the regular cargo train traffic from Muuga port to its assembly plant in

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Kaluga, which was suspended at the end of 2014, are also likely to have been hit. The PCMA closure has also been bad for Estonian Railways' cargo division, EVR Cargo, which has been involved in the supply of components on containers to the Russian border.

REST OF THE WORLD

BMW breaks ground in Galveston

(Source: World Cargo News, 23rd April 2015) New Vehicle Distribution Centre at the Port of Galveston will be owned and operated by **WWL** Vehicle Services America. BMW has broken ground on a new facility that will expand its vehicle distribution network to south-eastern Texas to better serve the 45 BMW and MINI dealers within four states (Texas, Oklahoma, Louisiana and Arkansas) that make up a part of its Southern Region. "Rapid delivery to our customers and dealers is a key element to exceptional customer service," said Craig Westbrook, Aftersales VP of BMW North America. "Once fully operational, the new Port of Galveston Vehicle Distribution Center will enable us to receive, prepare and deliver vehicles to the Southern Region even more quickly than before." The facility will be owned and operated by WWL Vehicle Services Americas under BMW Group on-site management. "WWL Vehicle Services Americas is proud to build a state-of-the-art vehicle distribution centre to provide the highest quality processing and support the BMW Group's distribution in the Gulf region," said John Felitto, President & CEO of WWL Vehicle Services Americas. "This project helps the Port achieve its mission of being the economic engine for the City of Galveston and the local region. With this new vehicle processing centre we are confident that the activity level of the port will continue to increase, including the creation of new liveable wage jobs. We are pleased that our successful efforts to maintain existing world-class tenants and to attract additional ones continue," said Michael J. Mierzwa, Port Director, Port of Galveston. When fully operational in 2016, BMW Group plans to import and process approximately 32,500 vehicles annually through the terminal. It includes over 44,000 square feet of processing space in two buildings on approximately 20 acres of land.

China province fines Mercedes $56.5 million for price fixing

(Source: Automotive News Europe, 23rd April 2015) Authorities in China's eastern Jiangsu province fined Daimler's Mercedes-Benz 350m yuan ($56m) for a pricing monopoly there. The fine is the highest handed out so far to automakers probed by the government last year for antitrust violations. The regulator said the carmaker had pressured dealers to set minimum sales prices on some of its cars and spare parts, and given warnings to dealers who did not comply. The Jiangsu pricing bureau said the carmaker had violated anti-monopoly law, damaging fair market competition and harming consumer rights. "The investigation found Mercedes-Benz and its dealers in Jiangsu came to and carried out monopoly agreements to cap the lowest sales prices of E-class, S-class models and certain spare parts," the Jiangsu pricing regulator said in a statement on 23rd April. The regulator said it had also fined some Mercedes dealers 7.7m yuan. "Mercedes-Benz China accepts the decision and takes its responsibilities under the competition law very seriously," Daimler said in an e-mailed statement. "We have taken all appropriate steps to ensure to fully comply with the law." China has been clamping down on the auto sector, punishing foreign automakers for price fixing for the first time last year when it fined the Chinese venture of Volkswagen and a sales unit of Fiat Chrysler Automobiles' Chrysler division a combined $46m. China found a dozen Japanese auto-parts makers guilty of price fixing last year and doled out a total of 1.24bn yuan in fines, the biggest antitrust penalties in the country since relevant rules came into effect seven years ago. Government investigators raided Mercedes's office in Shanghai as part of an anti-monopoly probe last August.

Oman will use Italian expertise to help build auto industry

(Source: Automotive News Europe, 17th April 2015) The Oman government has bought into an Italian supplier as part of its goal to develop car production in the oil-rich Middle Eastern state. The state-owned Oman Investment Fund last month bought a 40% stake in Italian thermoplastic parts supplier Sigit SpA. The move is part of Oman's plan to begin production of auto parts in the country within two years and open a car plant around 2020, the fund's chief economist, Fabio Scacciavillani, told *Automotive News Europe*. He said Oman is investing billions in the strategy but declined to give detailed figures. "Oman has the financial strength to attract parts suppliers first and then automakers by offering them a combination of oil-derived products, low energy costs and access to the Greater Arab Free Trade Area," Scacciavillani said. Vehicle sales in the Gulf states increased by 8% to 1.8 million last year, according to market researchers at *focus2move*. The region's largest market is Saudi Arabia with 2014 vehicle sales of 864,488, up 12%. No. 2 was the United Arab Emirates with sales of 401,106, a rise of 11%. Oman was No. 3 with a flat volume of 218,185. Gulf countries have invested in automakers in recent years. Kuwait's sovereign wealth fund is Daimler's largest shareholder with a 6.8% stake. Qatar is Volkswagen's second-biggest shareholder with a 15.6% stake.

Marshall Islands urges cap on shipping emissions

(Source: Maritime Professional, 21st April 2015) The Republic of the Marshall Islands issued a press release calling for the International Maritime Organization (IMO) to set a new global target to reduce greenhouse gas emissions from the international shipping industry. The tiny South Pacific nation is the world's third biggest shipping registry, but is increasingly threatened by rising sea levels linked to climate change. Now Marshall Islands is using its shipping registry position to call on the IMO to set a new global target for reducing greenhouse gas emissions from international shipping, a growing sector currently left out of international climate negotiations. The Marshall Island's Minister of Foreign Affairs Tony de Brum said: "The goal of keeping global temperature rise under 1.5 to 2ºC requires action from all countries, and all sectors of the global economy." "International shipping must be part of the action. While the sector currently contributes only 2-3% of global emissions, its projected growth is a real cause for concern. Without urgent action, it is estimated that the sector could soon account for between 6 and 14% of global emissions – as much as the entire European Union emits today," he said. According to the release, de Brum intends to present a submission to the IMO's Marine Environment Protection Committee in London in May of 2015 requesting the IMO to set new emissions targets for shipping. The Marshall Islands government has set a domestic transport efficiency target amounting to a 20% cut in the use of fossil fuels by 2020 and is looking to reduce the impact of its international registry.

***ECG Note**: The European Parliament's Research Service has published a short briefing document on the current state of the shipping emissions regulations in the EU. The statement of the International Chamber of Shipping on shipping emissions can be found below, in the 'Press releases' section.*

PRESS RELEASES

Unlocking e-commerce potential is central to the development of the new EU Digital Single Market and Digital Economy

(Source: Alliance for European Logistics, 22nd April 2015) Unlocking e-commerce potential is central to the development of the new EU Digital Single Market and Digital Economy, stated the Alliance for European Logistics (AEL) during the 7th European Logistics Summit, held on 22nd April.

AEL believes the time has come to update the existing regulatory framework to fully exploit the potential of e-commerce and to stimulate investments and innovation across Europe.

In 2015, worldwide e-commerce revenue is expected to exceed $1 trillion and e-commerce sales are projected to exceed $1 trillion in China alone by 2018 (*source: eMarketer global retail market forecast*). If all Member States applied the same rules for e-commerce, more than half of companies would start or increase their online sales to other EU countries, with small and medium sized businesses as the main beneficiaries (*source: 2 Digital Single Market factsheet*). EU consumers could save €11.7bn each year if they could choose from a full range of EU goods and services when shopping online and the full realisation of the digital single market could generate € 340bn in additional growth.

Speaking at the Summit, the President of AEL, Mathieu Grosch, said "it is time to improve the efficiency of the supply chain and encourage e-commerce innovation in Europe through digitalisation". He added that, "as a sector, we need to continuously adapt to an increasingly interconnected economy. Regulators have an opportunity to bolster the European private sector's contribution to the global flow of goods."

Enabling e-commerce is just one of the opportunities. Transport infrastructure investments were also discussed as AEL urged European policy-makers to consider infrastructure projects in the President Juncker's flagship €315bn Investment Plan. The completion of the Internal Market for freight transport services should continue to be a priority for the EU if it is to ensure fair competition and the most efficient use of its transport infrastructure.

"Globality in transport modes and smart infrastructure investments should be prioritised over allocating funds per country, while obstacles in transport infrastructure and cabotage should be removed in a fair internal market," concluded M. Grosch.

EIM strongly welcomes the TRAN Committee vote on the European Fund for Strategic Investments

(Source: EIM, 15th April 2015) On 14th April, MEPs of the TRAN Committee displayed a clear political will to preserve the budget of the Connecting Europe Facility (CEF) and ensure the respect of the Tran-European Transport Network (TEN-T) map.

EIM welcomes the rejection of the proposed transfer of funds from the CEF envelope to the European Fund for Strategic Investments (EFSI) guarantee fund which would have put many TEN-T projects at risk. The financing of the EFSI guarantee fund will therefore be decided by the Parliament and Council in the framework of the annual budgetary procedure, giving priority to budgetary surplus and other EU budgetary resources. Multiannual programmes such as the CEF or Horizon 2020 will be used only as a last resort option and will be compensated to the largest possible extent. EIM also approves the amended eligibility criteria allowing EFSI funded operations to be in line with TEN-T and CEF provisions on the core and comprehensive networks as well as on horizontal priorities.

By safeguarding provisions on the objectives for transport infrastructures and the use of the CEF budget, the TRAN opinion provides a sound basis for the upcoming vote in the Economic and Monetary Affairs (ECON) and Budgets (BUDG) Committees. In this perspective, two outstanding areas of concern still need to be addressed. EIM stresses the need to clarify the provisions regarding the:

- governance of the Steering Board: EIM is concerned that entitling third parties to be members of the EFSI Steering Board could lead to undesirable interferences;
- investment guidelines: EIM warns against the risk of adopting these guidelines without the prior consultation of the Council and Parliament. EIM supports thorough controls by these two institutions.

EIM Executive Director Monika Heiming said: "It is essential that the CEF budget and the TEN-T objectives remain untouched. These are key elements for the development of rail infrastructure in the years to come. MEPs across the board (and not only from the Transport Committee) should stick to the CEF rules which were agreed in 2013 after tough negotiations."

More on the EFSI can be read in [ECG News 15.10]() *and* [ECG News 15.06]().

DVSA publishes new load securing guide for vehicle operators

(Source: DVSA, 27th March 2015) New guidance has been published by the Driver and Vehicle Standards Agency (DVSA) to help vehicle operators transport loads securely.

The guide, which has been developed with the transport industry, sets out important information like:

- who's responsible for load securing;
- the consequences of poor load securing;
- how DVSA enforces the rules on load securing

It gives practical advice about:

- loading on different types of vehicles;
- carrying different types of loads

The guide includes videos so operators can find out things like:

- what DVSA looks for when it stops a vehicle at the roadside;
- how different load securing systems can be used

Effective load security:

- stops goods from falling onto roads, which poses a danger to all road users;
- saves time and money by making sure that goods arrive at their destination undamaged

During 2013, DVSA issued over 2,000 prohibitions to vehicles which presented a road safety risk because of their load security.

Alastair Peoples, DVSA Chief Executive, said: “Everybody involved in the transport chain needs a good understanding of load securing. The guide shows examples of good practice that can be used, and the serious consequences of poor load securing.”

“DVSA will continue to take action against drivers and operators who transport unsecure loads. I encourage all operators to take time to read the guide and follow the practical advice. By transporting loads securely, you’ll help to make our roads safer, and save time and money by reducing the cost of damaged goods,” he said.

Andy Mair, Head of Engineering at the Freight Transport Association (FTA), said: “The FTA is pleased to have been given the opportunity to assist in the development of this DVSA load security guide which will help vehicle operators in the transport and supply chain industry in understanding some of the methods of securing loads, and to improve compliance with load securing standards.”

“The guidance is primarily aimed at general haulage operators, and contains some good practical advice for FTA members which provide them with important information regarding securing loads in curtain side vehicles used on pallet and general haulage type operations which is welcomed.”

Jack Semple, Director of Policy at the Road Haulage Association, said: “We are pleased to have been involved in the production of this guide, particularly in ensuring that the responsibility of the consignor, who is loading the vehicle, is given equal prominence to that of the operator and of the driver.”

The guidance can be consulted on the DVSA website.

ICS Chairman Warns of Chaos Caused by Regional Shipping Regulation

(Source: ICS, 20th April 2015) Addressing members of the Singapore Shipping Association on 20th April, the Chairman of the International Chamber of Shipping (ICS), Masamichi Morooka, warned about the dangers of regional maritime regulation being adopted by governments at variance to the global maritime Conventions adopted by IMO.

“Global rules for a global shipping industry is not just a slogan,” said Mr Morooka before criticising the approaches to the regulation of shipping being pursued by the United States and the European Union.

Mr Morooka began by highlighting the big problem caused by the different ballast water treatment regime that applies in the United States to that adopted by the IMO through the Ballast Water Management Convention.

“Whether we like it or not, the political reality is that the IMO Convention is probably going to enter into force, sooner rather than later, and we therefore have to make it work. But the conflicting IMO and US requirements, when combined with the lack of systems fully approved by the United States, could produce an impossible dilemma in which some ships might not be able to operate in US waters if the IMO Convention enters in force before US approved equipment is commercially available.”

He added: “The problem is that the United States have adopted a process for the approval of ballast treatment equipment that is different to that adopted by IMO. At the request of the shipping industry, led by ICS, IMO has agreed to make the IMO type-approval process more robust while also advising governments not to penalise shipowners that have installed first generation equipment in good faith. But the US will not be a party to the international Convention.”

Under the current US regulations, as applied by the US Coast Guard, shipowners that have installed IMO type-approved systems, at a cost of between $1-5m per ship, might have to replace the system completely after only five years. This is a particular concern for operators that have installed ultra-violet systems.

“This is an example of the very bad situation that can result when nations decide to adopt maritime rules unilaterally.”

Mr Morooka then turned his sights onto the European Union’s decision to pre-empt the current IMO negotiations on a global data collection on shipping’s CO_2 emissions by adopting a unilateral, regional Regulation on the Monitoring, Reporting and Verification of individual ship emissions – which will also apply to non-EU flag ships trading to Europe – in advance of IMO completing its work.

“Until now, with the industry’s support, the IMO negotiations have been progressing well,” said the ICS Chairman. “But there is a danger that the EU initiative will be seen by non-EU nations as an attempt to present them with a *fait accompli*.” This includes controversial elements, such as the publication of commercially sensitive individual ship efficiency data, an idea which had previously been rejected by the majority of IMO governments during a meeting of the Marine Environment Protection Committee in October 2014.”

Mr Morooka remarked: “As the IMO negotiations on additional measures to help reduce CO_2 continue, it will be vital for EU Member States to explain how the new EU Regulation can be implemented in a way which is fully compatible with whatever might be agreed by IMO for global application, in the interests of avoiding the unhelpful complication of a separate regional regime.”

Meet the world’s Top Road Transport Managers 2015

(Source: IRU, 17th April 2015) The IRU General Assembly awarded on 17th April the IRU “Top Road Transport Manager” to 65 managers from 15 countries, notably for the first time from two Latin American IRU Member Associations, for their best-in-class leadership and managerial achievements in promoting safe, secure, environmentally-friendly and efficient road transport.

The IRU created this prestigious award to honour top managers of road transport companies, including bus, coach, taxi and truck, for their excellence and professionalism in providing innovative solutions to enhance environmental protection, road safety and productivity. But it takes more than a person’s ability to improve a company’s growth to qualify as an award nominee.

Commenting on the skills necessary to win this award, IRU President, Janusz Lacny, said, “Top road transport managers constantly look for ways to improve the high quality and sustainability of transport services their company provides. They are people who embrace core values in social responsibility and professionalism and seek to develop the skills of the entire team to make our industry the best it can be.”

Indeed, managers must hold the appropriate CPC Manager Diploma and should actively promote vocational training for themselves and their staff, such as the training programmes of the IRU Academy’s Accredited Training Institutes, to ensure that the road transport industry and its employees are in tune with the latest legislative and operational developments impacting the sector.

The Top Road Transport Manager award confirms the wide professional experience and outstanding achievements of all nominees. It celebrates the success stories of exemplary managers who deserve international recognition for their high level of know-how and work to raise the profile and strengthen the efficiency of the road transport industry.

The winners of this year’s award come from: Argentina (3), Belarus (2), Czech Republic (1), Estonia (4), FYROM (11), Germany (2), Kazakhstan (7), Latvia (2), Mexico (8), Moldova (2), Morocco (5), Romania (6), Russia (6), Spain (3) and Ukraine (3). See full list in annex.