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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

Back-to-back ECG meetings at the Port of Koper attract over 80 members and guests

(Source: *ECG*, 28th April 2015) Following suggestions by the members of both relevant ECG Working Groups to organise their next meeting at the Port of Koper in Slovenia, the first-ever combination of a Maritime & Ports WG with an Eastern Regional Meeting on the same day proved to be an overwhelming success: over 80 ECG-members and guests joined either one or both meetings taking place on 23rd April, kindly hosted by **Luka Koper**.

Thanks to the crucial support of local members and main sponsors **AvtoTransporti Kastelec** and **BLG CarShipping Koper**, the participants were staying in the nearby seaside town of Portorož where the traditional pre-meeting dinner of the Maritime & Ports WG took place as well. The meeting itself started with an opening presentation by Capt. Gregor Belič, Car Terminal Director of Luka Koper, who repeated his appreciated performance at the start of the afternoon as well. His colleagues were also in charge of the guided port visits which took place during the lunch break, revealing the important finished vehicle logistics activities they facilitate.



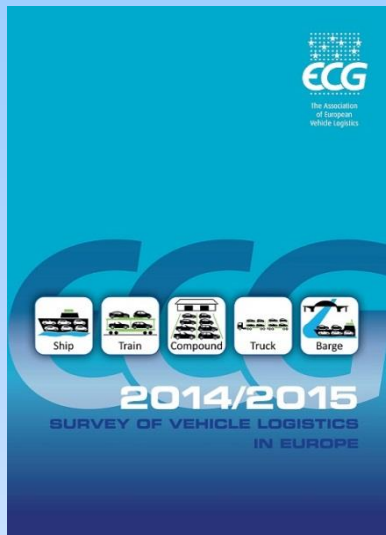
The Maritime & Ports WG meeting furthermore featured an insightful and animated presentation by Roger Strevens, Vice President, Global Head of Environment, **Wallenius Wilhelmsen Logistics** and Chairman of the Trident Alliance (www.tridentalliance.org) as well as an update on the many EU initiatives affecting the maritime sector. In particular, under the chairmanship of Marcos Duato of **Flota Suardiaz**, time was spent on discussing further developments with regards to the implementation of the Sulphur in Marine Fuels Directive and the SECAs in force since 1st January 2015, the recently closed EC Consultation on the Mid-Term Review of the EU Maritime Transport Strategy (to which ECG submitted a contribution, along with several individual members) and ECG's participation in the recently created DG MOVE Platform for Multimodality and Logistics in Inland Ports.



An important operational issue which had been added to the agenda was the recent privatisation of the port of Derince in Turkey by its new owners SAFI Group. Having taken over both the ownership and the management of this port, it seems they are using their monopolistic position to unilaterally implement massive cost increases and have done so in an obscure manner.

ECG member companies shipping in and out of Derince, as well as their OEM customers, have been heavily affected by this unwelcome practice and are left with no choice but to seek alternative routes in order to avoid these additional costs unless SAFI are persuaded to reconsider their tactics. As always ECG stands ready to defend its members' interest at a political level, and steps are

Now available! The new ECG Survey of Vehicle Logistics 2014-2015



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already being taken to create awareness of this creeping problem for the Turkish automotive industry towards relevant organisations and authorities.

The twice-yearly Eastern Regional Meeting meanwhile featured a strong networking element, and a record turnout of over 50 members and guests, with local members Kastelec and BLG giving an overview of their activities in the region followed by an interactive roundtable among all participants and guided by meeting Chairman Krzysztof Dakowicz of **Adampol**. The ECG Secretariat meanwhile provided a customary overview of its recent activities, both in general and with regards to EU developments affecting members' operations in road, rail and maritime transport. Regular guest Hauke Petersen of **Musco-Ferrostaal** (www.musco.eu) enlightened the participants with his insights and advice on how proper lighting of yards and terminals can reduce costs and save energy, while also sponsoring the informal dinner back in Portorož which signalled the end of a productive day!

1st Santander International Automotive Logistics Summit

(Source: **ECG**, 28th April 2015) The first Santander International Automotive Logistics Summit took place on 23-24th April at the Palacio de la Magdalena in the picturesque town of Santander, Spain. It brought together key representatives of both National and International Logistics Services Providers (LSPs), car manufacturers, port authorities and representatives of the Spanish state. The conference was organised under the auspices of **Bergé Automotive Logistics** and the Port Authorities of Santander, in collaboration with Spanish State Ports (Puertos del Estado) and ANFAC (Association of Spanish Automobile Manufacturers).



Per Christian Mørk from **Höegh Autoliners** at the conference

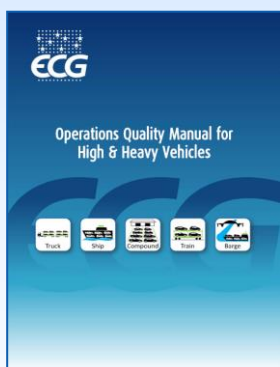
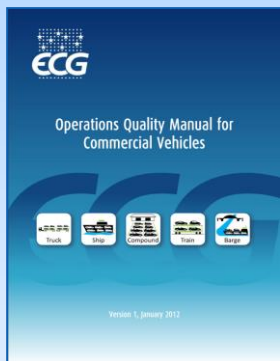
The conference started with several inauguration speeches delivered by Julio Gómez-Pomar, the Secretary of State for Infrastructure, Transport and Housing; Ignacio Diego, President of Cantabria; Inigo de la Serna, Mayor of Santander; José Llorca, the Chairman of the State Ports; Bernd Hullerum, CEO of Transfesa; Jose Luis Lopez Schümmer, President and Chief Executive Officer of Mercedes-Benz in Spain and President of ANFAC and Mario Armero ANFAC

Executive Vice President, amongst others. One of the main messages of the opening session was that the car industry will remain a sector of the future and FVL will continue to be a strategic factor for growth in the automotive industry and the Spanish market in general.

During the panel discussions a number of issues related to the transport sector were addressed, such as logistics strategies: a key factor in the competitiveness of the automotive industry in Spain; vision of the car manufacturers of the automotive industry in Spain; prospects and evolution of the maritime transport of vehicles; the current situation and future prospects of rail and road transport of FVL, etc.

ECG was represented by Oleh Shchuryk, Research & Projects Manager, who spoke on EU Legislation and Strategy on Land Transport. His well-received presentation covered several topics related to rail and road transport and focussed mainly on current EU legislations and strategies and their influence on the FVL sector. The issues of weights & dimensions, cabotage, combined transport, drivers' rest time, German minimum wage, the Hungarian EKAER legislation, the 4th rail package, rail noise and ECG's participation in the Smart Rail project were also addressed.

The version 5 of the ECG Operations Quality Manual for PCs and LCVs now is 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

This successful and well organised conference also included two social events, a boat visit to the Port of Santander which was followed by an official dinner in the magnificent royal Magdalena Palace.

European Commission set up the Sustainable Transport Forum

(Source: European Commission, 27th April 2015) Following the adoption of Directive 2014/94/EU on the deployment of alternative fuels infrastructure, the European Commission announces the creation of the Sustainable Transport Forum (STF). The STF should help the Commission to advance the application of the Clean Power for Transport strategy and facilitate the implementation of Directive 2014/94/EU. It shall assist the Commission in implementing the Union's activities and programmes aimed at fostering the deployment of alternative fuels infrastructure to contribute to the European Union energy and climate goals. The STF will bring together Member States and alternative fuels industry stakeholders. It will enable a structured dialogue, exchange of best practices and co-ordination, thus providing the opportunity to discuss practical issues that could be encountered during the implementation process of Directive 2014/94/EU. The STF will operate with the following structure: a plenary, a secretariat, and non-permanent technical sub-groups to further develop the actions outlined in the Commission Decision. The STF envisages in particular to:

1. provide advice and technical expertise to the Commission on the development and implementation of legislation, policies, projects and programmes in the field of alternative transport fuels and contribute towards an energy-efficient, decarbonised transport sector.
2. facilitate exchanges of information on initiatives, projects and partnerships dealing with alternative transport fuels;
3. deliver opinions, submit reports, or develop and propose innovative solutions to the Commission, either at the latter's request or on its own initiative, on any matter of relevance to the promotion of alternative transport fuels in the Union.

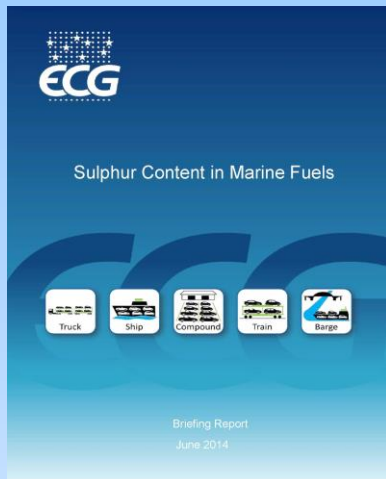
Background documents, including the Call for Applications and the Commission's Decision on setting up the STF, can be found on the [Commission's website](#).

AUTOMOTIVE INDUSTRY

Volvo will build new compacts in Belgium, CEO says

(Source: Automotive News Europe, 24th April 2015) Volvo will build a new family of compact cars based on a common platform at its Belgian factory, CEO Hakan Samuelsson said. The cars will be developed with parent Zhejiang Geely Holding Group, Samuelsson said, and will also likely be built in China, although no decision has been reached on which of its plants will get the work. "We have decided we will be using Ghent for Europe," Samuelsson said, referring to Volvo's factory in Ghent, Belgium. Volvo currently builds the Volvo S60, V40 and XC60 models there. Samuelsson said it was a "good guess" that the first Volvo vehicle to be built using the new platform, called the compact modular architecture (CMA), would be a new generation of the Volvo V40 hatchback, since it is the only compact that Volvo markets around the world now. Samuelsson said Volvo's sales of smaller cars had always been too small to be profitable and the automaker needed a partner that could share the costs of developing and manufacturing a competitive vehicle. The executive said the automaker has three production options in China with Geely: two existing plants in the south-western city of Chengdu and the northeast city of Daqing, or a new automobile assembly plant being built in Luqiao, a district of the eastern China city of Taizhou. Two sources close to Geely said Volvo and its Chinese parent were likely to make cars based on the CMA platform together at the Luqiao plant. Geely is expected to start producing an SUV based on CMA underpinnings at the Luqiao plant

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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<http://www.ecgassociation.eu/publications/reports/ecgpositionandbriefingpapers.aspx>

toward the end of 2016. Volvo is also interested in using a common platform and powertrain technologies with Geely to come up with a small SUV, Samuelsson said.

Automatic emergency call devices in all new car models from spring 2018

(Source: *European Parliament, 28th April 2015*) Emergency call devices which automatically alert rescue services to car crashes (eCall) will have to be fitted to all new models of cars and light vans by 31st March 2018 under rules voted by European Parliament. Road accidents took 25,700 lives in the EU in 2014 – a death toll that the new devices could cut by an estimated 10% a year. “Deploying the 112-based eCall in-vehicle emergency system across the EU will help to improve road safety in all 28 Member States. The European Parliament has repeatedly stressed that reducing deaths and the severity of injuries on the roads is its priority. eCall as a public service, free of charge for all citizens, irrespective of the type of vehicle or its purchase price, will contribute to this common goal,” said Czech Rapporteur Olga Sehnalová. The eCall in-vehicle system uses 112 emergency call technology to alert the emergency services to serious road accidents automatically. This enables them to decide immediately on the type and size of rescue operation needed, which in turn helps them to arrive faster, save lives, reduce the severity of injuries and cut the cost of traffic jams. MEPs strengthened the draft law's data protection clause to preclude tracking of eCall-equipped vehicle before the accident occurs. Under the new rules, the automatic call would give the emergency services only basic minimum data, such as the type of vehicle, the fuel used, the time of the accident, the exact location and the number of passengers. The rules say eCall data gathered by emergency centres or their service partners must not be transferred to third parties without explicit consent of the person concerned. Manufacturers will also have to ensure that the eCall technology design permits full and permanent deletion of data gathered. All new models of passenger cars and light commercial vehicles will have to be equipped with the eCall system as of 31st March 2018. MEPs also secured an obligation for the European Commission to assess, in the three years after spring 2018, whether eCall devices should be included in other vehicles, such as buses, coaches or trucks. These new rules set out obligations for car manufacturers. Separate rules, governing the infrastructure that EU Member States must put in place by 1st October 2017 to process eCalls, entered into force at the end of June 2014. Parliament's vote ends the EU legislative procedure. The regulation will enter into force on the twentieth day after its publication in the Official Journal of the European Union.

Please see ACEA's reaction in the 'Press releases' section of this ECG News.

EUROPE

GDL strike hits German rail freight services

(Source: *Automotive Logistics News, 29th April 2015*) Rail freight services in Germany have been disrupted again by strike action staged by the German Train Drivers Union, GDL. The action, which affected freight movements for 66 hours across four days last week from 21st April, hit services provided by Deutsche Bahn's subsidiary **DB Schenker**. The company said two thirds of its freight trains were running during the strike. The latest action follows a breakdown in negotiations between the union and Deutsche Bahn over pay and conditions. The union is demanding a 5% pay rise and a reduced working week to 38 hours. Negotiations have now been resumed. GDL represents about 20,000 of DB's nearly 200,000 workers. A spokesperson for DB Schenker said that it maintained permanent communication with its OEM customers and managed to keep the impact on services as low as possible. The company has already made up the



Events in Brussels

The European Parliament's Transport Committee holds a hearing on the Road haulage market on **5th May**

<http://www.europarl.europa.eu/committees/en/TRAN/home.html>

backlog of non-running trains and reported that normal operations have been restored. "Altogether, this [clearing of the backlog] is the result of the good crisis management, among other things by the European operations centre in Frankfurt," said the spokesperson. Carmakers in Germany have not reported any significant disruption as a consequence of the strike. A spokesperson for Volkswagen said the company had managed to maintain production during the action. BMW, as well as GM Europe's Opel division, also said there was no major impact on their production facilities and that they were able to reallocate inbound automotive shipments from rail to road. "If necessary, and to ensure the smooth running of the logistics sequence, we change from rail transportation to shipping trucks," confirmed a spokesperson for Adam Opel. "This always worked well in the past, as well in this case." BMW added that on the outbound side it was able to absorb the delays internally. GDL held two similar strikes in November last year that affected freight services provided by DB Schenker. The latest action is the seventh strike in the last 10 months. Last year DB Schenker established a crisis team at its European control centre in Frankfurt with the aim of ensuring that at least half of the scheduled rail freight was moved despite the widespread strike action.

REST OF THE WORLD

Car sector should be exempt from India and EU trade agreement says SIAM

(Source: *Automotive Logistics News*, 27th April 2015) The free trade agreement (FTA) currently being negotiated between India and the European Union is not in the best interests of India's motor manufacturing industry, according to the Society of Indian Automobile Manufacturers (SIAM). "FTAs with competing countries do not benefit the Indian automobile industry," said SIAM in a statement, adding that such FTAs went against the principle of a 'made-in-India' industry, which added value at a local level and secured employment. "Completely built units (CBUs) of vehicles and engines should be kept in India's negative list under the India-EU FTA," said SIAM. Negotiations for the EU-India deal first started in 2007, although any implementation has so far proved impossible because of major differences in key areas, such as the automotive business. A discussion document released by SIAM noted that "[t]he negative fallout [of the FTA] will seriously compromise the interests of our investment, manufacturing, value-added [business] and employment at no obvious gain in trade or economic expansion." Furthermore, the industry body underlined fears that the reduction of tariffs on vehicles under the proposed agreement would be a complete reversal of the policy of maintaining high tariffs to force investment in manufacturing, adding value and employment at local level. SIAM pointed out that the FTA would jeopardise the targets included in India's Automotive Mission Plan 2006-2016, since some manufacturers had already started to withhold investment because there is no clarity with respect to tariff reduction in the automotive sector. Furthermore, SIAM said that India would gain nothing from the pact but "lose significantly", since the import duty in the EU is approximately 10% while India's varies from 60% to 100% for finished vehicles. "Indian cars can already be exported at 10% duty to Europe. Obviously, India will not gain much by further reduction of EU duties for our cars, but if Indian duties are reduced by 50% or even more, it will be a substantial reduction in tariff. The gains will clearly be for the EU industry," stressed SIAM. Figures released by the industry body show that in 2013-14, the EU exported auto products worth \$1.6bn to India, a figure which includes \$170m of finished vehicles. In contrast, India exported \$1.2bn worth of vehicles to the EU.

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FCA opens Brazilian Jeep plant in Pernambuco state

(Source: *Automotive Logistics News*, 29th April 2015) Fiat Chrysler Automobiles (FCA) has this week opened its new \$2.4bn Jeep production facility in Goiana, in the state of Pernambuco in Brazil. The company said the plant was built on high standards of efficiency, quality and performance and was one of the most advanced in terms of production processes and logistics. Three billion Brazilian real (\$1.3bn) has been allocated for the 260,000m² assembly plant and 2bn real for the supplier park, with the remainder for product development and other investments. "This represents the single largest automotive sector investment in Brazil over the past decade and one of the most significant private sector investments in recent years," said the company in statement. The supplier park covers an area of 270,000 m² accommodating 16 suppliers that produce 17 component product lines at 12 different factories. The assembly plant has an installed production capacity of 250,000 vehicles per year and can produce up to three different models at the same time. It is currently producing the Jeep Renegade for export to markets across Latin America. Brazilian president, Dilma Rousseff, attended the opening ceremony along with the governor of Pernambuco, Paulo Câmara, and the Chairman and CEO of FCA, John Elkann and Sergio Marchionne. "In my decades of international experience, the revolution here in Pernambuco is the most profound I have ever seen," said Marchionne. "It began five years ago when we had the vision of creating one of the most competitive plants in the world in the middle of a stretch of sugar cane fields. Then, step by step, the people here made it a reality." The carmaker said it expects to employ more than 9,000 people at the site by the end of the year, including 3,300 at the Jeep plant, 4,900 employed by suppliers and around 850 in service activities.

PRESS RELEASES

ARS Altmann AG develops business in the United Kingdom

(Source: *ARS Altmann*, 30th April 2015) Bavarian based, leading European finished vehicle logistics service provider, **ARS Altmann AG**, has set plans to expand its territory of business activities by creating a subsidiary in the United Kingdom.

"Our future is investment. We invest in our assets, in our workforce, and in our business relationships. We are open and ready to support our customers with our logistics expertise, not only in the areas where ARS Altmann AG is traditionally strong, but also to develop new possibilities, to invent new solutions and to step into fields where we have not previously been. We are convinced that we have to keep on strengthening our capability for innovations in our industry and we see unique opportunities now to do that in the UK," stated Dr. Maximilian Altmann, Owner and Chief Executive Officer, ARS Altmann AG.

Howard Nash, currently Consultant to the finished vehicle logistics industry, is to be appointed as General Manager of the new subsidiary, which will focus on building-up and delivering the key strengths of the group – providing qualitative rail / road transport and multi-modal logistics services now in the UK as well. "I am really honoured to have this exceptional opportunity to build-up a completely new logistics organization in the United Kingdom. I am glad to offer my knowledge, experience and commitment to ARS Altmann AG, to take advantage of the continuous progress of the UK automotive market. We have already taken the first measures to create our bright future together." – added Howard Nash.

ARS Altmann AG – established in 1975, headquartered in Wolnzach, Bavaria, Germany – is one of the biggest finished vehicle logistics service provider companies in Europe, having more than 2,500 railway wagons, including almost



1,100 fully covered wagons, 20 logistics centres all over Europe and around 350 trucks for finished vehicle transportation. We are glad to offer you our services!

Ships' CO₂ emissions: MEPs approve new reporting rules

(Source: *European Parliament, 28th April 2015*) Draft EU rules requiring shipowners using EU ports to monitor and report CO₂ emissions each year received the support of the European Parliament on 28th April. The new rules, already informally agreed with the Council of Ministers, will apply from 2018 on to ships over 5,000 gross tons, regardless of the country in which they are registered, as a first step towards cutting their greenhouse gas emissions.

The text establishes an EU-wide system for monitoring, reporting and verification (MRV) of greenhouse gas emissions from shipping, in order to improve the information about ship efficiency and emissions and to encourage reducing emissions and fuel consumption. "Maritime transport does not come under any greenhouse-gas emissions reduction measures," said José Inácio Faria, the Portuguese Rapporteur of the file.

"What we are looking at today is a first step to reduce emissions. If nothing is done, shipping emissions will go up by about 50% by 2030", he said. "This legislation is applicable to all ships using European ports, and will be an opportunity to influence negotiations within the International Maritime Organisation (IMO). We need to make sure that co-operation with our international partners is kept to, and make sure these steps give rise to an ambitious international agreement", the MEP added.

The MRV requirements will apply to CO₂ emissions arising from voyages to, from and between EU ports. All ships over 5,000 gross tons will be covered, with the exception of:

- fishing vessels (catching and/or processing),
- warships,
- naval auxiliaries,
- wooden ships of a primitive build,
- ships not propelled by mechanical means, and
- government ships used for non-commercial purposes.

The plans also aim to minimise the administrative burden on companies and make the measurements as accurate as possible. Ship efficiency - measured in relation to the amount of cargo carried - will have to be reported for all categories of ships. However, detailed specific rules were introduced for each ship category.

Where an owner's report on ship emissions meets the requirements, an independent verifier should deliver a document certifying compliance. Ships will have to carry these documents on board and will be subject to inspection by EU Member States, who will also establish penalties for infringements. The text will be put to a vote in a forthcoming Council of Ministers meeting in order to come into force on 1st July 2015.

ECG Note: MEP José Inácio Faria will be one of the high-level keynote speakers at **ECG's Spring Congress in Lisbon** to be held on 29th May. For the full agenda of the event, please see the [ECG website](#). The International Chamber of Shipping's reaction to the adoption of the legislation can be read below and Transport & Environment's press release is [here](#).

Shipping industry disappointed but not surprised by EP vote on regional CO₂ measures

(Source: *ICS, 28th April 2015*) Following the vote in the European Parliament, adopting a regional EU Regulation on the Monitoring, Reporting and Verification of individual ship emissions of CO₂, the International Chamber of Shipping (ICS), BIMCO and Intercargo have issued the following statement:

Today's vote was expected, being based on the political agreement reached between the EU institutions at the end of last year.

However, the shipping industry is still disappointed by the Parliament's confirmation of the EU decision to pre-empt the current International Maritime Organisation (IMO) negotiations on a global data collection system on shipping's CO₂ 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. 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*. The EU Regulation includes controversial elements, such as the publication of commercially sensitive data on individual ships, 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.

At the IMO, negotiations on additional measures to help reduce CO₂ continue at the MEPC in two weeks' time. 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.

The shipping industry associations reiterate that the latest IMO Green House Gas Study, published in 2014, found that international shipping had reduced its total CO₂ emissions by more than 10% between 2007 and 2012, despite an increase in maritime trade.

ESC: exploit the full potential of short sea shipping

(Source: ESC, 30th April 2015) The European Commission and Member States should work together to put in place practical, meaningful and effective solutions for outcomes envisaged in the Athens Declaration and contribute fully to the economic and social development of the European Union, the European Shippers' Council argues.

On 7th May 2014, the Informal Maritime Ministerial meeting in Athens issued a statement recognising the importance of the shipping sector to the European economy and calling on the European Commission and Member States to "make all relevant efforts to reach a high-ambition agreement for shipping". The aims and objectives of what is now the Athens Declaration were very well received by the shipping and wider maritime community, being clear and unequivocal recognition of the value of the sector to the European economy.

By letter, and through their individual contributions to the Mid-Term Review, the ESC, CLECAT, ECASBA, ECSA, ESN, ESPO, Feport, Interferry and the WSC are calling on the European Commission and Member States to work together to put in place practical meaningful and effective solutions for outcomes envisaged in the Athens Declaration and contribute fully to the economic and social development of the European Union.

The joint statement of the associations can be downloaded from the [ESC's website](#).

Auto industry welcomes European Parliament decision on eCall

(Source: ACEA, 28th April 2015) The European Automobile Manufacturers' Association (ACEA) welcomes the decision in the European Parliament on eCall, a system designed to automatically alert emergency services in the event of a road traffic accident or collision.

European automobile manufacturers are committed to improving safety outcomes, and the rollout of eCall is just one of many developments designed to reduce road-related casualties.

"With eCall to be available on new vehicle types in April 2018, this decision brings Europe one step closer to making operational a system which we have been advocating since 2004," said Mr Erik Jonnaert, ACEA Secretary General.

"Vehicle manufacturers are committed to protecting their customers' privacy. However, at the end of the day, we cannot forget that the primary purpose of eCall is safety. The industry feels that the final text strikes a good balance between saving lives and protecting data," stated Jonnaert.

Parliament supports shift towards advanced biofuels

(Source: European Parliament, 28th April 2015) A draft law to cap crop-derived biofuel production and accelerate the shift to alternative sources was voted by Parliament on 28th April. It aims to cut greenhouse gas (GHG) emissions caused by the growing use of farm land for biofuel crops.

"We succeeded in getting a very technical, technological and ideological file to go ahead," said Nils Torvalds, a liberal MEP from Finland after Parliament endorsed the law (the draft had already been agreed informally by MEPs and ministers).



But Mr Torvalds also wondered aloud whether the law, as amended, was tough enough. “We had much higher goals. Both in terms of greenhouse gas emissions reductions, and technological progress. If Europe doesn’t move forward, it will be left behind. We also have the systemic problem of the blocking minority in Council, which sometimes develops into a dictatorship of the minority, with Member States who are afraid of the future”, he added.

Current legislation requires EU Member States to ensure that renewable energy accounts for at least 10% of energy consumption in transport by 2020. The new law says that:

- first-generation biofuels (from crops grown on agricultural land) should account for no more than 7% of energy consumption in transport by 2020,
- fuel suppliers must report to EU countries and the European Commission the estimated level of GHG emissions caused by “indirect land-use change” (ILUC),
- the Commission must report and publish data on ILUC-related emissions (Indirect Land Use Change), and
- the Commission must report back to the European Parliament and the Council of Ministers on the scope for including ILUC emission figures in the existing sustainability criteria.

EU Member States will have to set a national target, no later than 18 months after the EU directive enters into force, for the share of advanced biofuels, e.g. those sourced from certain types of waste and residues and new sources such as seaweed, in total transport consumption. Member States must enact the legislation by 2017.

Green NGO Transport & Environment’s reaction to the legislation can be [read here](#).

Make the human element the centre of the EU Maritime Transport Strategy policy review

(Source: European Transport Workers Federation, 23rd April 2015) In its answer to the public consultation on the Mid-Term Review of the EU Maritime Transport Strategy, the ETF Maritime Transport Section has put the inclusion of the human element at the core of its contribution. This consultation, launched by the European Commission at the beginning of this year, aims at collecting stakeholders’ views on the priority areas for the EU and its Member States when defining future actions and initiatives in the framework of the EU maritime policy.

The ETF contribution particularly focused on the need to improve the situation as regards the human element in shipping and the need to develop a progressive EU framework which ensures more and better jobs at sea for EU-domiciled seafarers. The ETF is of the opinion that improving the competitiveness of the EU shipping industry must translate into job creation and training opportunities for EU-domiciled seafarers. In its response the ETF has put forward a number of proposals, such as the need to revive an EU-wide manning directive that creates the conditions for a level playing field in intra-community trade and the need to review the State Aid Guidelines to strengthen the link between the granting of state aid and the employment of EU-domiciled seafarers.

Following the public consultation, a report will be made publicly available on the Commission’s website.

ETF’s contribution to the public consultation can be downloaded from the [association’s website](#).

European Commission’s infringement decisions on transport

(Source: European Commission, 29th April 2015) The European Commission has asked Finland to fully implement EU rules on the access to the international road haulage market (Regulation (EC) No 1072/2009). EU legislation is necessary to ensure a uniform application by Member States of the criteria used to authorise access to their national markets in the context of international transport operations by EU hauliers from other Member States.

This is important to favour the completion of an internal market in road transport with fair conditions of competition. EU rules allow hauliers with a Community licence to carry out up to three national carriage (cabotage) operations in another Member State (host) following an international carriage from another Member State or from a third country. No further restrictions are foreseen in EU law.

Finnish law imposes a further limitation of cabotage to ten operations in a three-month period. In the Commission’s view, this further restriction is not warranted. Additionally, under EU law each cabotage operation may involve several loading and unloading points. However, Finnish law considers that each unloading corresponds to one cabotage operation. In the Commission’s view, this further restriction is also not warranted. The request was sent to Finland, in the form of a reasoned opinion. Finland has two months of measures to reply



to the Commission. If Finland fails to react satisfactorily, the Commission may refer the matter to the EU's Court of Justice.

The European Commission has asked France to send details about how EU legislation on the sulphur content of marine fuels is being enacted in their domestic law, an obligation due to be fulfilled by 18th June 2014. Sulphur dioxide is one of the main factors behind the problem of acidification and can have adverse implications for human health.

The revised legislation on the sulphur content of marine fuels aims to reduce the emissions of this air pollutant by setting maximum sulphur content levels for heavy fuel oil and gas oil. It also incorporates new standards set by the International Maritime Organisation into EU law to ensure their proper and harmonised enforcement by all EU Member States. After missing the original deadline, France was sent a letter of formal notice on 22nd July 2014. The Commission is now sending a reasoned opinion, and if France fails to act within two months, the case may be referred to the EU Court of Justice