



CONTENTS

NEWS FROM BRUSSELS

Automakers not sold on revised EC emissions rules 2

AUTOMOTIVE INDUSTRY

Ford's Turkish unit halts output as labour dispute resumes 2

Renault offers concessions to workers in bid to end Turkish strike 3

EUROPE

Acumen purchase increases enclosed trailer fleet 3
Barcelona stays at the top as Spain's main automotive port 3

New law could worsen Germany's rail crisis 4
Russia sanctions damaging Germany's ports 5

REST OF THE WORLD

GM to invest €1.2bn in full-size truck plant 6
"K" Line signs contract to transport Hitachi rail cars to the UK 7

PRESS RELEASES

Neptune Lines announce the expansion of fleet 7
European ports identify their priorities for Europe's Transport Policy ahead 7
ESPO Ports Policy Debate shows willingness to land with Port Regulation 9
Joint call for actions against metal theft at European level 10
European Combined Transport closes 2014 business year 11
Give us a hand to improve road safety 11



Course 10
2015 / 2016

Certificate in Automobile Logistics
Management







ECG Academy

Course 10 starts in October.

See the new
brochure here -

Registrations
NOW OPEN!



C.A.R. Control Automotive Risk
Consulting Group



ECG & other industry events

- ▶ **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 Eastern Regional Meeting, on 17th September**, in Istanbul, Turkey
- ▶ **ECG Annual Conference, on 15-16th October**, Vienna, Austria
- ▶ **ECG Academy Alumni Meeting, on 6th November**, Venue TBC
- ▶ **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

Automakers not sold on revised EC emissions rules

(Source: *Ward's Auto*, 27th May 2015) European Parliament member Albert Dess, whose Bavarian constituency is home to BMW, Audi and Lamborghini, supports improved air quality but argues: "Car manufacturers should not be rushed into measures which form a disproportional burden for them." European automakers and influential supporters in the European Parliament are advising European Union politicians not to rush into imposing new vehicle-emissions standards. The European Commission, has proposed amendments to EU rules governing how Euro 5 and Euro 6 emissions limits are applied to cars and light- and heavy-duty trucks. The Commission argues the aim is to cut red tape for automakers. One amendment would raise the upper limit for vehicles falling under light-duty emissions rules from 2,840 to 5,000 kg, reducing the number of truck makes that fall on either side of the line, depending on the model. This could force manufacturers to use two different criteria to test for emissions for the same make of truck. More controversially, to facilitate market entry of natural-gas-powered vehicles, another amendment would adapt the total hydrocarbon-emissions limit to count methane as a carbon-dioxide equivalent. Both certification and consumer information, such as on-car labels in showrooms, would be based on total CO₂ and methane emissions combined. The proposals also would remove the ammonia limit for positive-ignition (gas-fired) heavy-duty vehicles. And it would introduce nitrogen-dioxide limits within the wider oxides-of-nitrogen range and modify cold-start emissions limits. Despite the EC's promotion of the reforms' potential benefits, Albert Dess, a centre-right German member of the European Parliament's Environment Committee is sceptical the proposals will help the EU automotive sector. Dess says in a report he welcomes measures within the proposal to improve air quality but "we should be aware that the industry is currently still struggling to overcome the recent economic crisis and that extra costs and red tape should be kept at a minimum." Dess, who is co-ordinating the Environment Committee's amendments to the legislation, wants the EU to increase the cut-off for commercial vehicles to 7,500 kg before they have to comply with heavy-duty-vehicle emissions rules.

To have more information on the legislative dossier on 'Reduction of pollutant emissions from road vehicles' please [click here](#).

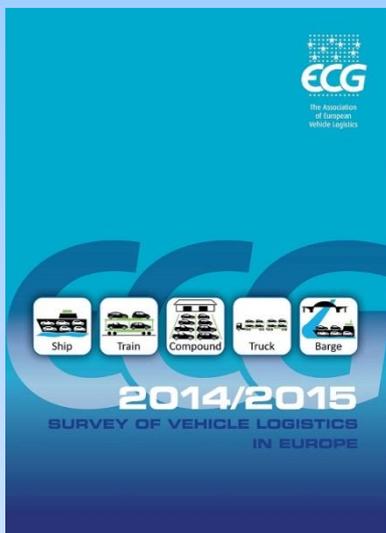
AUTOMOTIVE INDUSTRY

Ford's Turkish unit halts output as labour dispute resumes

(Source: *Automotive News Europe*, 26th May 2015) The Turkish unit of Ford Motor has suspended operations at one of its plants after a week-long labour dispute flared up again just days after the company resumed production at another Turkey plant. Ford Otosan said it had stopped production at the Inonu Plant as a precautionary measure after some of the workers who had been on strike did not leave the plant. "Manufacturing operations at our Inonu Plant have been temporarily suspended until further notice," Ford Otosan said in a statement on 25th May. Ford builds the Cargo heavy truck at the plant. Production at the joint ventures of Renault and Fiat in Turkey has also been disrupted by the dispute over working conditions and pay that started late last week at factories in the



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



- Combines global and European data and information on the automotive industry in general, and the finished vehicle logistics sector in particular
- The only publication for the European Vehicle Logistics sector, also covering Russia, Turkey and Ukraine



Find more
information and
order your copy at:

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

northwest city of Bursa. The dispute has spread to a number of parts suppliers in the area, where Turkey's auto industry is centred. Workers said the dispute was sparked after union Turk Metal last month negotiated a 60% wage hike for workers at a plant run by parts maker Bosch Fren, but failed to secure a similar deal elsewhere.

Renault offers concessions to workers in bid to end Turkish strike

(Source: *Automotive News Europe*, 25th May 2015) Oyak Renault, the Turkish arm of the French carmaker, has offered concessions including a cash lump sum to striking workers if they return to work. Production at the joint venture between Renault and the Turkish army pension fund has been halted for a week in a dispute with workers over pay and working conditions, which has also affected other producers in the northwest city of Bursa, including Tofas, a joint venture between Fiat and Koc Holding, and Ford Motor's local unit Ford Otosan. Production at Ford and Fiat's operations resumed on 22nd May, according to statements from the automakers. In a statement on 23rd May, Oyak Renault said workers would not face disciplinary action, and would receive a cash payment of 1000 Turkish lira (€350) if production resumed at midnight on 25th May. The results of financial improvement studies would be announced ahead of the Muslim holy month of Ramadan, due to start in mid-June, the company added. The strikes have shone a light on pay and conditions for Turkish workers at an awkward time for the ruling AK Party, which has for more than a decade presented itself as the party of the working class, with a parliamentary election due on 7th June. Speaking at an electoral rally on 23rd May in the coastal city of Izmir, the co-chair of the opposition HDP, Selahattin Demirtas, called for solidarity with the strikers.

EUROPE

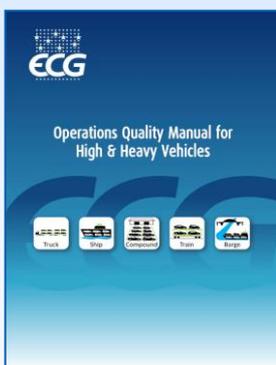
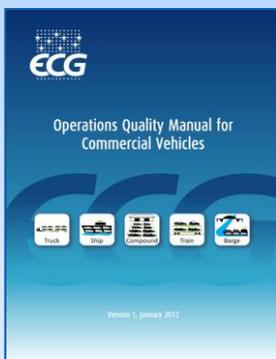
Acumen purchase increases enclosed trailer fleet

(Source: *Automotive Logistics News*, 26th May 2015) UK finished vehicle carrier **Acumen Automotive** has purchased a further four enclosed semi-trailers from equipment maker Rolfo as part of its plans to completely replace its existing fleet by December this year. The move follows last year's acquisition of specialist enclosed delivery operator Enable, which was previously owned by Stobart Group. The latest purchases bring the current fleet of enclosed semi-trailers to 15, with one further trailer on order. Acumen has chosen the Auriga Deluxe line of equipment from Rolfo because of their ability to move six 5-metre long cars at any one time. The trailers also provide bespoke low deck rigid vehicle and tail lifts for uploading a diverse range of cars, as well as climate control interiors for moving high value or state-of-the-art vehicles. The company is investing £200,000 (\$308,000) in each Rolfo trailer along with investments in refurbishing its existing fleet and replacing the tractor units. It said it will use the enclosed trailers to move "visually sensitive and specialist vehicles" throughout the UK and Europe for a number of carmakers. The company is also investing in its open vehicle transporters, with further six being brought into service this year.

Barcelona stays at the top as Spain's main automotive port

(Source: *Automotive Logistics News*, 27th May 2015) Latest figures provided by the Spanish Association of Car and Truck Manufacturers (ANFAC) for vehicle movements through the country's national ports shows that 86% of all finished vehicles built locally are exported. Of the 2.4m vehicles produced last year – which was the best for the past five years, with production up 11% – more than 2m were sold abroad and, of these, 86% (1,749,147 units) were despatched by sea. Just five ports account for 92% of the total: Barcelona, Vigo, Valencia, Santander and Pasaia/Pasajes. Those ports have built dedicated installations to

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>

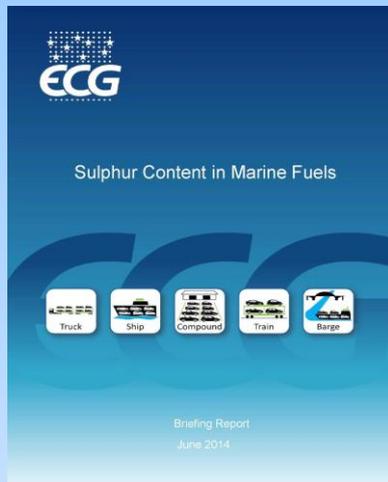
For comments or inquiries please contact: info@ecgassociation.eu

handle this type of traffic. In 2014, 2.66m finished vehicles moved through Spanish ports, up 4.6% on 2013, when 2.54m were handled. Of that total, 65.6% were exported and 27% (720,059 units) imported. The remaining 194,706 units, or 7.4%, were trans-shipped. Barcelona remains Spain's automotive hub port of choice, accounting for 753,276 units, with consignments despatched as far afield as Argentina, China, India and South Africa. It is also a major exporter of pieces and components, a business that is on the increase. In 2013, for example, 42,000 containers stuffed with automotive parts passed through the port, rising to 50,000 last year. However, in the first quarter of the present year, automotive containers had risen by 45% compared to the first quarter of 2014, amounting to 15,000 units. The majority of this growth at the port is because of a new rail service launched last summer, connecting box terminals with the inland port at Zaragoza (tmZ). Now, 100 containers a week are discharged at Barcelona inbound from South Korea to tmZ, where they are trans-shipped to road for delivery to the Opel plant at Figueruelas. Rail is used extensively by Barcelona port to move finished vehicles, even short distances. For example, the Autometro service, operated by FGC, links the Seat plant at Martorell with the port's car terminals three times daily, accounting for 100,000 finished vehicles annually. In addition, there are daily connections further afield to Pamplona and to both Valladolid and Palencia, while a weekly service is also provided to Ávila. Furthermore, there are regular inbound trains from Figueruelas, Madrid and Vigo, all conveying finished vehicles. In the first quarter of this year, a new rail connection began between Barcelona port and Markloshheim, in France, making use of the relatively new standard gauge connection between the two countries. This service carries vehicles built in northern Spain bound for either the Spanish or Algerian markets. Four trains arrive weekly, with trailing loads of 300 metres, returning with cars built in Figueruelas. Behind the port of Barcelona, in second place, are the ports of Valencia and Sagunto, both of which are administered by Valencia Port Authority. They handled a combined 492,279 vehicles in 2014. Vigo is the leading Spanish Atlantic port while Santander is in second place, followed by Pasaia/Pasajes. Spain, which has 13 automotive manufacturing plants, is now the world's ninth largest finished vehicles manufacturer, worth an estimated €16bn annually to Spain's balance of payments, whilst being responsible for around 93,000 direct jobs.

New law could worsen Germany's rail crisis

(Source: *Politico*, 26th May 2015) A new law passed on 22nd May by the German parliament would limit smaller unions' rights to collective bargaining and adds another volatile element to the mounting sense of disarray the nation's train service has been thrown into after a long series of strikes. The new measure, called the *Tarifeinheitgesetz* or Unitary Pay-Scale Law, outlines new rules for dealing with collective wage bargaining within a company and was approved by parliament after an acrimonious debate. And it adds a new wrinkle to the labour-management confrontation that has roiled Germany's rail sector. The most recent strike by German train engineers was called off earlier than planned on 21st May amid growing discontent that was threatening to turn the public against the union representing the engineers - an organization that has increasingly come to annoy politicians as well as many other unions. The union, known as GDL, said it will refrain from strikes until 17th June as it heads back to the negotiation table and tries to reach a deal for higher wages with Deutsche Bahn AG, Germany's largest rail company. It was the latest confrontation in a year-long battle between unions and Deutsche Bahn that interrupted passenger and cargo train service, caused possibly hundreds of millions of euros in lost economic productivity, and created a weary public tired of disruptions. Alexander Dobrindt, the German minister of transportation, criticized the GDL, raising the possibility of legally forcing the union to the negotiating table. The latest strike was the eighth time the GDL had walked off the job since negotiations over higher wages began in 2014. Many observers

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.

Download your copy from the ECG website!

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

[DX](#)

say a central reason for the ongoing battles with Deutsche Bahn revolves around rival unions jockeying for power as German Chancellor Angela Merkel's government seeks to put in place the new law, which could limit the ability of smaller unions to strike. GDL, which primarily represents engineers as well as some conductors and has roughly 34,000 members, isn't the only union for German train workers. There's also the EVG, a much larger union representing over 200,000 train workers, including about 5,000 engineers. Both unions have been negotiating with Deutsche Bahn over pay raises, and both have been trying to press their advantage independently of each other. EVG has said its Deutsche Bahn workers might strike next week if its own talks don't lead to pay raises too, which would be the tenth walk-out at Germany's largest train company since the beginning of last year. Under current law, multiple unions organized within the same company can negotiate terms for their members independently, leading to complex wage systems — some engineers get paid according to GDL wage agreements, others according to EVG's — which some experts say creates unnecessary costs and harms social cohesion. The new law could radically change that system and opposition parties claimed the government was curtailing the rights of organised labour in passing it, taking particular aim at the Social Democrats, the junior coalition member, for supporting the bill. Experts say the new law gives the union with the largest majority of members of a certain profession the sole right to negotiate collective wage agreements within the company. Smaller unions like the GDL could lose influence by limiting their ability to represent smaller groups like conductors. Because EVG has a larger absolute number of members that are conductors, they could be responsible for representing all of them in negotiations with companies like Deutsche Bahn in the future. While GDL would hold on to their right to negotiate on behalf of engineers — where they represent the majority — they'd lose the conductors. The latest gambit by the GDL was to force negotiations with Deutsche Bahn before the law came into effect. But the harsh reactions by larger unions and by politicians suggest the GDL might have overplayed its hand this time. "We have to limit the ability of a small union to blackmail an entire country," said Wolfgang Steiger, General Secretary of the Christian Democrats. Others say the new law is the main cause in the uptick in strikes. "The GDL is acting very rationally," said Beat Müller-Gemecke of the Green party. She said unions shouldn't be hindered from negotiation for collective wages regardless of size. "I don't think the law is constitutional and it's led to the escalation in wage conflicts we've seen recently." The most recent strikes forced Germany's main rail company to cancel about two-thirds of all long-distance trains on 20th May. Cargo trains stopped running on 19th May, which many economists say does the most damage to the economy and could damage Germany's overall economic output this year. The GDL quickly changed course, with GDL chef Claus Weselsky claiming in a face-saving statement that a written commitment from Deutsche Bahn for further negotiations was all he was after in the first place. Merkel's conservative Christian Democrats are calling for more rules that would curtail strikes in "critical services to the public," such as train service, in the future. The junior coalition partner, the Social Democrats, defended the law in the German Bundestag on 22nd May. "Wage unity strengthens the basis for unions to represent their interests," said Andreas Nahles, minister of labour and social affairs. One thing seems to be certain; the new law won't end labour unrest in Germany. It could take a ruling by Germany's highest court in Karlsruhe on the law's constitutionality to decide the future power of Germany's smaller unions.

Russia sanctions damaging Germany's ports

(Source: Sputnik News, 27th May 2015) The effects of the European Union's sanctions against Russia are still being felt across the EU's Member States, with many businesses in Germany's north "seriously affected" by the trade embargoes, Reinhard Meyer, finance minister for the northern German state of Schleswig Holstein has said. The concern about the ongoing impacts Russian sanctions were having on the EU comes amid comments from Reinhard Meyer,



Events in Brussels

The Minister of Regional Development and Transport of Saxony-Anhalt organises an event entitled "The European Fund for Strategic Investments and the Trans-European Network – Challenges and opportunities" (in German) on **2nd June**

<http://www.stk.sachsen-anhalt.de/service/sponsoring/fuer-aktivitaeten-der-vertretung-in-bruessel/>

The European Commission's DG MOVE holds the High-Level Conference 2015 on 'A Social Agenda for Transport' on **4th June**

http://ec.europa.eu/transport/media/events/2015-06-04-social-agenda-for-transport_en.htm

The European Road Safety Council organizes the Road Safety Performance Index (PIN) Conference on **18th June**

<http://tinyurl.com/pyfs45w>

Rail Forum Europe organizes a dinner event related to trade and international rail markets, on **14th July**

http://www.rail-forum.eu/wp-content/uploads/2015/05/150505_1_RFE_Press_Release.pdf

who announced that exports to Russia had dropped by 31% over the past year. The drop in trade between Schleswig Holstein and Russia has resulted in a number of local industries struggling to make ends meet, Meyer told the *Hamburger Abendblatt*. While there were concerns for job losses from affected industries, Meyer said that logistics companies were also in serious danger of collapsing due to a trade reduction between the EU and Russia. "Some logistics firms are threatened with going under because of the acute fall in transport contracts," he said. The sanctions have had a particularly strong impact on Schleswig Holstein, which relies significantly on the trade of its major harbour Kiel, which deals with more Baltic Sea traffic than any other Germany harbour, has seen a 6% drop in activity over the past year, while nearby Hamburg harbour has seen its trade drop below the levels of Rotterdam and Antwerp as a result of the sanctions. "Hamburg Harbour has an enormous importance for employment and economic growth in Schleswig Holstein, meaning that from there we can only expect moderate growth potential in the medium term," Meyer said. The sanctions employed against Russia last year have had an effect on many of the EU Member States, with some countries suffering a significant economic downturn as a result of the embargoes. The measures have attracted criticism from some who suggest the sanctions are self-defeatist in nature, as Europe's previously strong ties to Russia have left many local industries and national economies at risk of serious job losses and trade.

REST OF THE WORLD

GM to invest €1.2bn in full-size truck plant

(Source: *Automotive Purchasing*, 27th May 2015) General Motors is investing \$1.2bn in its full-size pickup truck plant for upgrades and technology that will improve the plant's competitiveness in assembling high-quality light- and heavy-duty models. Construction of the new pre-treat, electro-coat paint operation and sealing facility, expanded body shop, expanded and new material sequencing centres, and upgraded general assembly area is expected to begin in June and take several years to complete. Full-size truck production schedules will be unaffected by the construction. "This investment is more evidence that the customer is at the centre of every decision we make," said Cathy Clegg, GM North America Manufacturing Vice President. "Truck customers demand top quality. The upgrades at Fort Wayne Assembly will enable our team to continue delivering for them for years to come." The investment includes many technological and environmental upgrades: New pre-treatment facility featuring thin-film paint pre-treatment. E-coat paint customised to each vehicle style, resulting in superior coverage and curability. GM-patented radiant tube ovens for exceptional paint finish and lower energy use. "These new technologies and equipment will help fulfil the mission of the men and women of Fort Wayne Assembly and UAW Local 2209 to build the best full-size trucks available," said UAW Vice President Cindy Estrada. "The investment improves the plant's competitiveness so we can continue contributing to the community as well." Powered by a pro-growth business environment and a highly-skilled workforce, GM is leveraging Indiana's strengths to help it remain competitive across the globe. The company's announcement marks a significant promise to the Hoosier State and ensures GM's presence in Indiana and its support of Hoosier jobs long into the future, reaffirming that Indiana is a state that works for business. Fort Wayne Assembly began building light-duty trucks in 1986. Today, it is a three-shift operation with approximately 3,800 employees who build light- and heavy-duty regular and double cab full-size trucks. The investments in Fort Wayne are part of the \$5.4bn that GM said April 30 it would invest in US facilities over the next three years.

ECG Office



Mike Sturgeon
Executive Director
T: +32 2 706 8282
mike.sturgeon@ecgassociation.eu



Tom Antonissen
EU Affairs Adviser
T: +32 2 706 8283
tom.antonissen@ecgassociation.eu



Oleh Shchuryk
Research & Projects Manager
T: +32 2 706 8279
oleh.shchuryk@ecgassociation.eu



Cliona Cunningham
External Relations Manager
T: +32 2 706 8285
cliona.cunningham@ecgassociation.eu



Szilvi Kiss
Communications Officer
T: +32 2 706 8284
assistant@ecgassociation.eu



Beatriz Peon
Communications and Events Officer
T: +32 2 706 8280
info@ecgassociation.eu

“K” Line signs contract to transport Hitachi rail cars to the UK

(Source: *Transport Intelligence*, 21st May 2015) Kawasaki Kisen Kaisha (“K” Line), a Japanese shipping line, has signed a contract with VANTEC HTS FORWARDING, a freight forwarding business that is part of Hitachi Transport System Group, to transport Hitachi rail cars for the Intercity Express Programme from Japan. The programme has been set up to replace the UK’s high speed rail fleet and “K” Line will therefore provide transport for the rail cars to the UK from Hitachi’s Kasado plant in Japan. These rail cars will be loaded onto “K” Line vessels from the Port of Tokuyama-Kudamatsu, located near Hitachi’s Kasado plant, and will be discharged at the nearest port on the east coast of the UK to Newton Aycliffe, where Hitachi is constructing the train plant for these rail cars. A series of “K” Line’s 7,500-unit size Ro-Ro vessels are now under construction in Japan. Some of these vessels will be deployed on the Japan – Europe trade, and will serve this transportation project for several years from July 2015. A total of 10 vessels of this series of 7,500-unit size have been ordered. The first vessel will be rolled out in July 2015. These new vessels will give “K” Line increased car-carrying capacity of 20% as well as much more space for high & heavy cargo, including construction machinery. With these vessels “K” Line plans to continue to increase the handling of railway infrastructure as exports of such cargo from Japan are expected to increase.

PRESS RELEASES

Neptune Lines announce the expansion of fleet

(Source: *Neptune Lines*, 26th May 2015) **Neptune Lines Shipping and Managing Enterprises** announced on 26th May, the addition of Neptune Hellas and Neptune Horizon to its fleet, raising the number of owned ships to 15.

The vessels were built at the Hyundai Mipo Dockyard in 2009 and 2010 respectively. They are near-sister vessels to another 6 Neptune Pure Car and Truck Carrier (PCTC) vessels, constructed in the same yard in recent years.

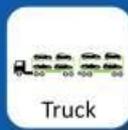
The Neptune fleet is steadily growing in both numbers and capacity, with the new vessels having a capacity of approximately 3,800 car units each. This has been selected as an optimum size for the key activity areas of the company, i.e. 20 countries all around the Mediterranean Sea, up to the Atlantic ports of Spain and Morocco in the West and Black Sea ports in the East.

Melina Travlos, President & CEO, made the following statement: “This move is a testimony to Neptune Lines continuous investment, year after year, on the provision of excellent services to our global automotive customers, as well as good and safe work conditions for our seamen and seawomen.

It marks once more the commitment to our history and values and to remaining on a path of perseverance and growth.”

European ports identify their priorities for Europe’s Transport Policy ahead

(Source: *ESPO*, 21st May 2015) Gathering in Athens for the 12th edition of its Annual Conference, ESPO, the European Sea Ports Organisation has presented its views on the Mid-Term review of the 2011 White Paper on transport. This position paper must feed the review process recently started in the Commission, which should result in an “adjustment” or “review” of the strategic document of 2011.



To understand ESPO's priorities, it is important to explain that European ports are real "multitaskers": they combine different functions ranging from gateway to the world, nodes in the transport chain, hotspots for Europe's industrial activity, safe and secure shelters, the link between Europe's peripheral regions and islands to the mainland, key players in the transport of passengers, nodes of energy, facilitators for different other sectors and sometimes an essential part of an emergency supply chain.

The Commission wants to know if the challenges identified in 2011 are still valid. The main challenges European ports have identified are: growing traffic volumes which are more and more clustered; ever-increasing ships size and the cost of subsequent adaptation of port and port-hinterland infrastructure; increasing market power of shipping lines as a result of alliances; national budget constraints limiting the possibilities of public funding for transport infrastructure; volatility in energy prices, the new energy landscape and the transition to alternative fuels; entry into force of the stricter sulphur limits in SECA countries; an increasing societal and environmental pressure; potential changes in shipping routes; the geo-political situation; further globalisation of business and society and the remaining barriers to the internal market for maritime transport.

Taking account of these challenges, ESPO believes that the main Vision of the 2011 White Paper, which recognizes the growth of mobility and transport, is more than ever valid and supports the ambitious target of reducing GHG emissions by 60%. But, for European ports the modal shift policy has not really delivered. Transport policy should aim at shifting towards an efficient, sustainable and smart mobility for all modes of transport.

For ESPO, three guiding principles are of outermost importance to pave the way to a competitive and resource-efficient transport system:

- Coherence and co-ordination between EU transport policy and other EU policies,
- Need for a long-term vision and
- Be sure that EU action is always assessed in a global context.

ESPO identifies a range of proposals and priorities, amongst others:

ESPO pleads for a ports policy that empowers Europe's ports to meet tomorrow's challenges. ESPO members can accept a legislative framework that respects the diversity of European ports and that recognizes the autonomy of a port authority to set its own charges and to define a minimum quality level for its service providers. Such a framework has to take into account the specific character and features of ports, when applying the freedom to organise and provide services. Finally, the European ports policy has to ensure financial transparency where ports receive public funding for their infrastructure and/or operations.

As regards state aid to ports, EU policy makers should provide a pragmatic, predictable and stable environment for port authorities. The EU should also take a consistent approach in the assessment of EU funding and national/regional funding of transport infrastructure.

The new TEN-T guidelines and Connecting Europe Facility are seen as the most important achievement of the White Paper so far. The TEN-T framework adopted in 2013 should remain the cornerstone of Europe's Transport Infrastructure policy for the coming decades and this ambitious transport infrastructure plan and its financial envelope should be further defended. ESPO is further seeking further clarification as regards the added value of being a comprehensive port in the TEN-T network.

For ESPO, it is time to lift the maritime frontiers of the European Union. Of all modes, the internal market for maritime transport is the least developed. The implementation of the Directive on the Reporting formalities is encountering different obstacles. To make progress, ESPO proposes to follow a concrete approach focusing on the standardization of the way similar data requirements are introduced, assessment of the added value and necessity of existing formalities, respect for well-functioning Port Community Systems, better cooperation between maritime and customs authorities of the member states and co-operation between DG TAXUD and the national customs authorities to develop a solution for giving EU status to goods transported by sea.

European ports can play a crucial role in moving towards a low-carbon transport system and economy. In that context, ESPO asks the European Commission to encourage investments in maritime ports that enhance the role of alternative fuels and energy. Moreover, European ports can play an important role in securing the



supply of energy for transport and power generation. ESPO therefore hopes that European policy makers are considering European seaports as important interlocutors when paving the way for a European Energy Union.

In view of further improving the environmental performance of ports, ESPO asks the Commission to support the sector-driven initiatives and projects which promote best-practices and result in high European standards in the field of environmental port management.

ESPO recognizes that environmental challenges in the EU might differ from region to region. This might lead to different approaches within the EU. European port authorities however believe that environmental policy initiatives should not distort competition between ports.

ESPO considers a cost-recovery system for externalities for all modes of transport to be effective if combined with other measures and initiatives enhancing the optimisation of Europe's transport system. ESPO however opposes the Commission's intention put forward in 2011 to internalise costs for local pollution and noise in ports. Internalising the external costs in ports would mean that ports would have to unfairly bear the external costs of industries in the ports, costs that are often already borne by the individual businesses through their sectorial legislation and tax regimes.

Finally, the European transport sector should seriously look into the untapped potential of further digitalisation. The expected growth in freight traffic volumes is of such an order of magnitude that creating additional transport and port infrastructure in itself will not be enough. A better use of the existing capacity is needed. ESPO is convinced that more efficient use of data and technology in traffic will enhance the efficiency of the European Port and Transport system. European ports can play a pivotal role in this process. For European policy makers this development should be seen as a top priority and where possible be encouraged and facilitated.

ESPO Ports Policy Debate shows willingness to land with Port Regulation

(Source: ESPO, 22nd May 2015) This morning, the port industry discussed the state of play of the port regulation with Parliament and Commission. One year after the European elections, work seems to move forward with the new Transport Committee. In the debate held at the ESPO conference on 22nd May, all speakers - Commission, Members of the European Parliament and ports - generally expressed the wish to find an agreement on the text of the port regulation.

As Rapporteur on the port regulation, Mr Knut Fleckenstein outlined the main elements of his draft report, published on 22nd May. He confirmed his position in favour of more autonomy for ports and stressed the importance of transparency in the public funding of ports. He also wants to ensure that a complaint mechanism exists for port users when necessary.

In addition, he highlighted the new elements in his report, in particular the deletion of the market access provisions and instead pleaded for flexible organisation models. He further emphasized the close connection between the port regulation and clear rules on state aid for ports. Therefore, no concrete date has been set for the vote of the report, since this will depend on the progress on the state aid discussions. Moreover, he asked to include ports into the general block exemption regulation and stated that introducing a simple threshold for investments would not be enough.

Fotis Karamitsos, Acting Deputy Director-General at DG MOVE, presented the importance of having the regulation and said in that respect: "Don't let the courts make the policy for you!" Mr Karamitsos further expressed his support for the Council approach but pleaded for restoring the autonomy on ports charging as proposed by the Commission. He also said that transparency is a pre-condition for more clarity on state aid.

Greek MEP Elissavet Vozemberg, Shadow Rapporteur for the port regulation, pleaded for a European framework for market access for port services and for financial transparency in ports. On the latter, she asked to exempt small ports. She also called for more autonomy for the ports.

Miltiadis Kyrkos, Greek member of the Transport Committee, stressed the need for a "contemporary" framework for ports and added that transparency in the use of public funding is paramount for fair competition.

"The debate of this morning has shown willingness to land with a port regulation. It is clear that all positions are not set yet and more work will be needed to come to a realistic compromise. ESPO will continue its



constructive dialogue with the Rapporteur and Shadow Rapporteurs. Moreover, we are happy to see that the autonomy principle is broadly supported by the Commission and Parliament”, said Isabelle Ryckbost, ESPO Secretary General.

Looking back at the whole conference, ESPO Chairman Santiago Garcia-Milà said: “With nearly 300 participants, I believe we can consider this conference as a successful event. The conference proved that energy should be high on the ports’ agenda. In that respect, we hope that the Commission will respond positively to our request to facilitate the energy-related investment in ports and that ports serve as important interlocutors when discussing energy policy.”

The European policy debate marked the end of the 2-days ESPO conference that took place in Athens and that was amazingly hosted by the port of Piraeus. All presentations are available on the ESPO website.

Joint call for actions against metal theft at European level

(Source: CER, 26th May 2015) Metal theft happens every day across Europe and results in the disruption of many services of general interest, such as public transport, railways, energy networks and telecommunications. Metal theft not only causes huge economic losses for businesses and society but can also create potential risks for the safety of companies’ staff and citizens, and has negative impacts on the quality of services and security of supply.

Furthermore, in many cases, metal theft is a form of organised cross-border crime, and as such represents a threat to the internal security and economies of EU Member States.

Different items are being stolen due to the monetary value of their constituent materials, most frequently ferrous and non-ferrous metals, and in most cases thieves seek to exchange their stolen metal for money. However, the impact of metal theft goes far beyond the actual value of the stolen material.

Metals and their alloys play an important part in all infrastructures of general interest due to their characteristics such as, inter alia, strength, conductivity and durability. They are widely used in rail signalling, telecommunication and electrical equipment, which are essential for the functioning and the efficiency of services of general interest.

In this sense, metal theft causes important damage and inefficiencies in the overall economy of the affected sectors, also due to interdependencies among them, and implies serious losses of material and the accompanying need to quickly replace them in order to restore the disrupted services.

Our organisations, representing public services strongly affected by metal theft (public transport, railways, energy networks) and the recycling industry, see metal theft as a phenomenon having a clear European cross-border dimension.

Thus, we are joining forces in order to urge the EU policy makers to tackle metal theft without further delay by addressing the following aspects:

- Legislative action
- Coordinated action and data collection
- Dissuasive action

To read the joint declaration, please download it from the [CER website](#).



European Combined Transport closes 2014 business year

(Source: UIRR, 26th May 2015) European Combined Transport (CT) and UIRR Operators realised mixed results in 2014: a 1.1% decline in consignments coupled with a substantial, 5% increase of tonne-kilometre performance without new members and a 12% tonne/km growth together with new members.

Rolling Motorways (Ro-La) closed the year with a 13% expansion, while longer distance unaccompanied CT - especially when including intercontinental relations (towards Asia) - also performed exceptionally well. The average distance covered by a CT consignment expanded in 2014 by 8% to 780km.

The year-closing UIRR General Assembly began on 21st May with a consultation between Mr Jocelyn Fajardo from the Transport Commissioner Violeta Bulc's Cabinet and the CEOs of UIRR Member companies. Mr. Fajardo not only explained the fundamentals of the Commission's transport policy vision, but also listened carefully to the questions and messages stated by the participating leaders of European Combined Transport.

- Most importantly, the consistent upholding and implementation of the user-pays and the polluter-pays principles were mentioned, as a critical component of levelling the regulatory playing field of the different modes of transport.
- The Commission's confidence in the passage of the Fourth Railway Package in its entirety by the end of this year was greeted.
- Protecting the originally planned CEF Transport funding for the TEN-T priority of bottleneck removal was agreed to be the most important aspect of transport infrastructure development policy from a rail freight perspective.
- Finally, UIRR CEOs unanimously called upon the Commission to conclude the REFIT Procedure of the CT Directive 92/106 with a positive recommendation: to recast this legislation in order to become the backbone of a harmonised European regulation for intermodal transport.

Give us a hand to improve road safety

(Source: IRU, 27th May 2015) As part of IRU's dedication to road safety and its work on the UN Decade of Action for Road Safety, the IRU has joined forces with Volvo to improve children's awareness towards road safety and instil life-saving habits early on. The "Give Us A Hand" initiative will teach children to STOP at pedestrian crossings, LOOK both ways, make eye contact with the driver and wait for the driver to WAVE back before crossing the road.

Head of Road Safety, Jacques Marmy said, "For professional drivers one accident is one accident too many. The IRU wants to take the lead in helping to reduce the more than 3,000 road fatalities around the world every day. We will be working with the global road transport industry to ensure that drivers are playing their part too."

The IRU and Volvo safety initiative aims to ensure child road safety by encouraging vehicle drivers, to be extra vigilant, especially in urban areas. The IRU invites not only commercial vehicle drivers, but all drivers to participate by waving back to children waiting to cross roads allowing them to cross safely.

Jacques Marmy concluded, "The initiative is a tremendous opportunity to promote children's safety and improve their traffic awareness, as well as the general public's knowledge and understanding of commercial vehicles. The IRU encourages all drivers to promote road safety and spread the practice Stop, Look, Wave."

For further information please download the campaign materials from the [IRU website](#).