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## ECG SC&GA Lisbon 2015



Roberto Volpato receives the Golden Pin from Costantino Baldissara



Wolfgang Göbel and Dr. Titus-Christian Klaiber at the ECG Academy graduation



João Aguiar Machado, Christian Paul and Costantino Baldissara at the Giovanni Paci Award Ceremony



João Aguiar Machado and Mike Sturgeon at the ECG Spring Congress

## NEWS FROM BRUSSELS

### ECG Spring Congress & General Assembly 2015

(Source: ECG, 6<sup>th</sup> June 2015) On 28-29th May 2015, ECG held its 20<sup>th</sup> Spring Congress & General Assembly in the seaside town of Cascais, near Lisbon. Over 100 representatives from member-companies and guests took part in the successful event held in the Grande Real Villa Italia Hotel.

The General Assembly on 28<sup>th</sup> May focussed not only on various statutory requirements but also on the activities of ECG Working Groups such as EU Affairs, Maritime & Ports, Land Transport, Quality, Eastern Region, UK & Ireland. The Carex program, developed by ECG member Autotechnoimport was also presented and the audience heard about the latest ECG Academy Course from Dr. Christian-Titus Klaiber, the Director of the ECG Academy. This was followed by a report from Executive Director Mike Sturgeon with a selection of results from the latest ECG Confidence & Cost Trend Quarterly Survey. The Board members reported on their activities of the last year and mentioned future projects, while members were queried on relevant issues via interactive questions after each presentation.

During the election of the Board, all 14 candidates from the previous Board were reconfirmed in their positions. Roberto Volpato, Board member for four years and Treasurer for the last two years, stepped down. His dedicated work and outstanding services to the Association were commemorated by the award of an ECG 'Golden Pin'.

The day ended with a formal dinner followed by the graduation ceremony of Course 9 of the ECG Academy. All 15 students graduated and were awarded the Certificate in Automobile Logistics Management by KPMG Education. Christian Paul of Daimler received the Giovanni Paci Award for best student which was presented by ECG President Costantino Baldissara and DG MOVE Director General João Aguiar Machado.

President Baldissara opened the Spring Congress on 29<sup>th</sup> May by highlighting the need for investment in the finished vehicle logistics (FVL) sector in order to keep pace with new demands. João Aguiar Machado, Director General of DG MOVE of the European Commission also delivered a strong message to the logistics sector: "The European economy depends on a successful, efficient and cost-competitive logistics supply chain. Thanks to the European logistics sector, our industries can be competitive and reach markets around the world. European companies are very strong in logistics and we need this to remain one of our best assets." He also spoke of the digitalisation of transport and logistics which can deliver optimisation of traffic and cargo management as well as administrative simplification, and invited both ECG and its members to contribute to the Commission's upcoming Digital Transport and Logistics Forum. On the subject of the German Minimum Wage law Director General Machado explained that an infringement procedure was launched on 19<sup>th</sup> May. Germany now has 2 months to reply to the Commission's concerns.

Further speakers included Mr Markku Mylly, Executive Director of the European Maritime Safety Agency, presenting on EMSA and Dr. Vitor Caldeirinha, President of the Port of Setúbal, the biggest finished vehicle handling port in Portugal.

Member of the European Parliament (MEP) José Inacio Faria, discussed the TRAN Committee's plans for the different transport modes in the coming year, such as the Road package, binding targets for CO<sub>2</sub> emissions, road charging and Eurovignette, etc. Currently, TRAN is working on the review of the White Paper on Transport and MEP Faria highlighted that the ongoing political focus on co-modality is important as it can lead to a decrease in transport noise, emissions and accidents.

Justin Cox, Head of European Production at LMC Automotive opened the second session of the Spring Congress with an in-depth outlook on the automotive market. He highlighted that although the automotive market is

## ECG & other industry events

- ▶ ECG Maritime & Ports Working Group Meeting, on 3<sup>rd</sup> July 2015, in Gent, Belgium
- ▶ ECG Board Meeting, on 9<sup>th</sup> July, in Naples, Italy
- ▶ ECG Land Transport Working Group Meeting, on 14<sup>th</sup> July, in Frankfurt, Germany
- ▶ ECG Board Meeting, on 8<sup>th</sup> September, in Munich, Germany
- ▶ ECG Eastern Regional Meeting, on 17<sup>th</sup> September, in Istanbul, Turkey
- ▶ ECG Annual Conference, on 15-16<sup>th</sup> October, Vienna, Austria
- ▶ ECG Academy Alumni Meeting, on 6<sup>th</sup> November, Venue TBC
- ▶ ECG UK & Ireland Regional Meeting, on 12<sup>th</sup> November, in London, UK
- ▶ Automotive Supply Chain Global Awards, on 12<sup>th</sup> November 2015, in London, UK

experiencing growth in 2015, actual growth rate is still slow (1.6-1.7% in 2015). Sales in Russia have decreased by a third and European-sourced imports have been affected by the Russian market situation, due to production localisation and scrappage schemes. In summary, he noted that non-Russian European production has been boosted by a positive domestic sales trend. In the medium term, the European market will become the key driver for production expansion as well as repatriation, model renewal and new export. In his closing words, ECG President Costantino Baldissara once again emphasised that although the overall tone is positive with consumer and business confidence returning in the finished vehicle logistics market, lack of capacity has become a significant issue and investment is needed to meet this increasing demand.

### ECG Quality Working Group meeting was held in Brussels

(Source: ECG, 9<sup>th</sup> June 2015) ECG held its second Quality Working Group meeting of 2015 this week, kindly sponsored by Musco-Ferrostaal who gave an interesting presentation on lighting during the meeting. Once again the event was well attended by a cross-section of the industry including LSPs, OEMs and inspection companies, all of whom actively contributed to the success of the day.



Hervé Moulin, Renault-Nissan presenting the results of the PDI sub-group

The points on the agenda revolved around ECG's Operations Quality Manual for Cars and LCVs as a result of which version 6 will soon be published and translated on the ECG website. The outcome of the activities of the sub-groups that were formed in January on car handling in PDI centres; the position of gear, handbrake and key during storage and the transportation of cars in containers were presented, accompanied by a detailed and animated debate.

The meeting saw a presentation from Tesla on electric vehicles and a new sub-group has been created to follow up on this topic. OEMs and shipping companies present in the room agreed to work together closely on this issue and to discuss what can be done, and in what form, under the aegis of ECG, in order to standardise the handling of alternative fuelled vehicles.

Another main issue addressed at the meeting was co-operation with AIAG. The American organisation will soon add an inspection standard to the M-22 Finished Vehicle Logistics Transport Damage Reporting document. All inspection companies present at the meeting – C.A.R. Consulting, Möller Survey Automotive, Sevatas and UniCar - expressed their interest to have the document finalised as soon as possible and to have a common European approach represented in it, as the document covers both American and European inspection standards. Therefore another sub-group was created in order to respond to this challenge.



All participants agreed to continue the work and to maintain the current impetus and enthusiasm; therefore the next meeting's date has already been set for early November. **Please mark 3<sup>rd</sup> November in your diaries!** Contact [Oleh Shchuryk](mailto:Oleh.Shchuryk@ecgassociation.eu) for further information.



## Events in Brussels

The European Logistics Platform (ELP) organises an event on Automatisisation in road freight transport on **17<sup>th</sup> June**

The European Commission organises a conference on Driving road decarbonisation forwards on **18<sup>th</sup> June**

<http://www.euconf.eu/driving-road-decarbonisation-forwards/en/registration/index.html>

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

<http://tinyurl.com/pyfs45w>

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

[http://www.rail-forum.eu/wp-content/uploads/2015/05/150505\\_1\\_RFE\\_Press\\_Release.pdf](http://www.rail-forum.eu/wp-content/uploads/2015/05/150505_1_RFE_Press_Release.pdf)

## AUTOMOTIVE INDUSTRY

### Russian car sales fell 38% in May as rouble gains eased pressure

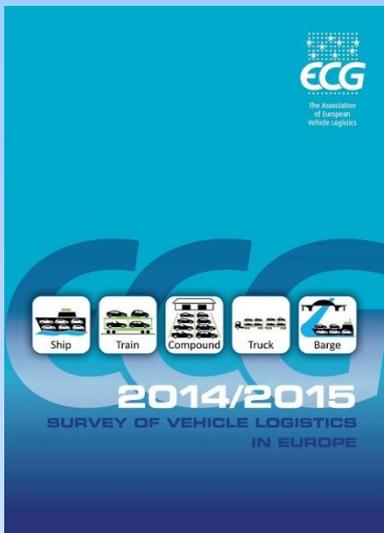
(Source: *Automotive News Europe*, 8<sup>th</sup> June 2015) Russian car sales slumped 38% in May. It's the country's fifth straight month of decline this year, but the dip was less severe than the 42% drop in April as government measures to assist the industry start to provide some help. Sales of new cars and light commercial vehicles dropped to 125,801 units last month from 201,487 a year ago, the Association of European Businesses in Russia said in a statement on 8<sup>th</sup> June. "This relative improvement is unlikely to bring about a fundamental turnaround for the market," Jörg Schreiber, Chairman of the business group's automobile manufacturers committee, said in the statement. Still, it "should help to slow down the pace of year-on-year sales decline in the coming weeks and months," he said. The group will update its 2015 forecast next month, Schreiber said. Sales may contract 24% this year after a 10% drop last year, according to its estimates. Five-month sales are also down 38% with 641,933 units sold through May. Russian consumer demand, which powered growth for more than a decade, withered as the rouble weakened last year and inflation jumped to a 13-year high in March. The government offered subsidized auto loans and allowed consumer leasing in the second quarter after a used-car rebate program started last year failed to ignite sales. The rouble lost about half of its value against the dollar last year, inflating the cost of cars, most of which are manufactured abroad or produced in Russia from imported parts. The rouble has gained more than 8% this year, the best performer of currencies tracked by *Bloomberg*. Russian state support may boost auto sales by at least 300,000 units this year, Industry Minister Denis Manturov said last month. Sales under the subsidized auto loan program reached 38,500 vehicles in the first month and a half after its introduction, he said. Russia has succeeded in getting inflation under control, central bank Governor Elvira Nabiullina told lawmakers in Moscow on 8<sup>th</sup> June. She said she sees price growth "easing considerably" while inflation risks remain. Consumer prices rose 15.8% in May from a year ago, compared with 16.9% in March, the fastest since 2002. After a 1.9% decline in the first three months, Russia's recession will deepen in the second and third quarters, with GDP set to shrink 4% in each, according to *Bloomberg* surveys. The weaker rouble and inflation are eating into consumers spending and sending real disposable income down 4% in April, according to the Federal Statistics Service.

### Russian distributors break contracts with PSA Peugeot-Citroën

(Source: *Automotive Logistics News*, 9<sup>th</sup> June 2015) On top of the sharp drop in vehicle sales in Russia this year, PSA Peugeot-Citroën has faced additional problems because 20% of its distributors have abandoned their contracts with the carmaker. According to the Russian Automobile Dealers Association (RADA), the French carmaker has already lost dealerships in Bryansk, Kursk, Orel Oblast, as well as several dealerships in Moscow area. Experts said the situation could further cut the volume of sales for PSA because it has lost market access to parts of Russia's European region. In response, representatives of PSA said they would be focusing on the optimisation of operations in the country and would soon resume assembly at the joint operation with Mitsubishi at Kaluga. Back in March this year the company announced that it was idling production there in April. "Many distributors ended their relationship with Peugeot-Citroën before the carmaker decided to reduce the prices of its products in Russia," said RADA's Vice-President, Andrei Petrenko, adding that amongst those distributors were BN-Motors, Antonina and Nezavisimost. "PSA has already lost its dealer network in the country. Optimistic estimates say that the overall losses will amount to only 20%, but this figure could be higher," said Petrenko. He said that most of those distributors were looking to work with brands in the same price segment, such as AvtoVaz. According to official statistics, the overall sales of Peugeot and Citroën



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during the first four months of 2015 fell by 79% to 1,820 units and by 77% to 1,912 units, respectively. The overall drop of the size of the Russian market during this period was 38% to 516,000 cars. However, representatives of PSA said that in general they see no problem with some distributors abandoning contracts. "The normal practice of the dealer network, not only in Russia but also in the world, involves the rotation of dealers at the level of 5-10% per year," said a spokesperson for the carmaker. "Today the level of rotation of our dealers in Russia does not exceed 10%." Peugeot-Citroën has also confirmed that it will resume operations with Mitsubishi at the Kaluga plant, which builds models from imported complete knockdown (CKD) kits. It is also partly revising its strategy to decrease operational expenditure. "In response to changing market conditions, the group has proposed new solutions to keep our business partners, such as the optimisation of space at the [remaining] dealerships, the introduction of a newly adapted commercial policy and a programme for the improvement of the efficiency of commercial activities of our dealerships," said Christophe Berzheran, CEO of PSA Russia. The carmaker has already cut production costs in Russia and offered flexible terms of co-operation to the distributors that are still working with it. Berzheran also said that the company plans in future to improve the localisation of parts feeding the Kaluga plant, which it hopes will further improve its position in Russia.

### Bolloré Bluecar assembled at Groupe Renault plant in Dieppe

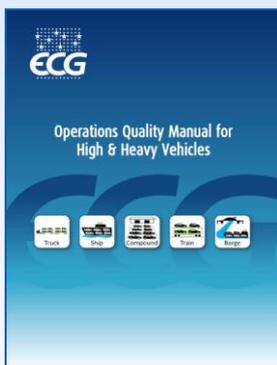
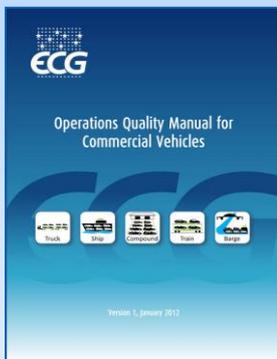
(Source: *Automotive Purchasing*, 8<sup>th</sup> June 2015) In June 2015, the Groupe Renault's Dieppe plant in northern France starts assembling the all-electric city car Bluecar, from bodies and parts brought in by Bolloré. Groupe Bolloré is phasing in assembly by Groupe Renault of its Bluecar model, previously only made in Italy. At Dieppe, the agreement is warmly welcomed for its positive impact on employment and as a sign of recognition of the plant's capabilities and know-how. The Dieppe plant, which dates to 1969, specialises in small production runs. It currently makes Clio RS 200 EDC and competition vehicles. A dedicated assembly shop has been set up within the plant to handle the work on Bluecar, and will eventually employ thirty people. This provides Bolloré with access to a modern production system tailored to its needs.

## EUROPE

### Pollution from ships kills thousands each year

(Source: *EurActiv*, 10<sup>th</sup> June 2015) The University of Rostock and the German environmental research centre Helmholtzzentrum Munich have established a firm link between shipping exhaust emissions and serious diseases, that cost European health services €58bn annually. Researchers say that shipping emissions cause lung cancer and heart disease, but the 60,000 deaths they cause each year could be significantly cut by exhaust filtration devices. Conventional ship engines that burn heavy fuel oil or diesel fuel emit high concentrations of harmful substances including heavy metals, hydrocarbons and sulphur, as well as carcinogenic particulate matter (PM). People in coastal areas are particularly at risk, researchers said. Up to half of PM-related air pollution in coastal areas, rivers and ports comes from ship emissions, according to the study. Lief Miller, the CEO of conservation NGO NABU, said, "The results are frightening and confirm our worst fears. Emissions from ships cause serious lung and heart diseases." Fine particle emissions have been linked to increased health risks for decades. Although substantial efforts have been made to reduce the sulphur and diesel soot emissions from cars and lorries, no comparable efforts have been made for the shipping sector. The NGO Transport & Environment said, "Marine fuel is 2,700 times dirtier than road diesel and €35bn of fuel tax is paid yearly in Europe for road transport, while shipping uses tax-free fuel." Given that shipping accounts for over one fifth of global fuel consumption, the fact that its

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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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emissions are not more strictly regulated is cause for concern. For the researchers, legislation enforcing particle filtration and PM limits in shipping is the “next logical target for improving air quality worldwide, particularly in coastal regions and harbour cities.” Dietmar Oeliger, NABU’s transport expert, said, “We really underline the recommendation of the scientists to urgently switch to low sulphur fuels together with effective emission abatement techniques.” The most effective method of cleaning up emissions from shipping is to combine PM filters with low-sulphur fuels, a measure that has long been in place on the roads. Other options include converting ships’ engines to run on gas or retrofitting them with exhaust gas cleaning systems known as “scrubbers”. The International Maritime Organisation (IMO) has capped the sulphur content of shipping fuel at 3.5%. By 2020, the IMO will limit sulphur content in ship’s fuel to 0.5% worldwide. In many of Europe’s coastal waters the limit is 1%, and as of January 2015, the limit in the Sulphur Emission Control Areas (SECAs) of the North and the Baltic Seas is just 0.1%. According to Transport & Environment, the health benefits from the implementation of the new stricter SECAs are projected to be worth up to €23bn. But these limits are not strictly enforced, and the options available for reducing sulphur and PM emissions remain too expensive for the majority of ship operators. As well as severe health risks to humans, sulphur causes acid rain and leads to a host of environmental problems including soil and water quality degradation and damage to biodiversity. “We need meaningful measures to incentivise the uptake of cleaner marine fuels as a stepping stone towards cleaning up the sector,” said Sotiris Raptis, clean shipping officer at Transport & Environment.

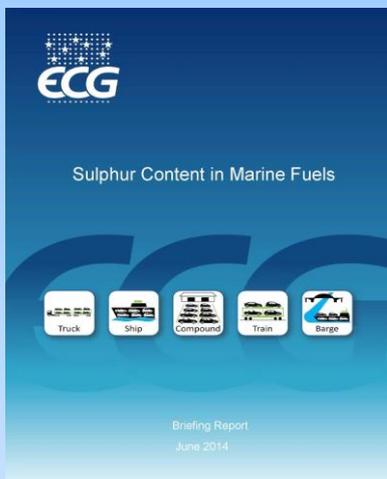
The study referred to in the article can be read via a link in the [EurActiv article](#).

## REST OF THE WORLD

### Kia starts roll out of import volumes in Mexico

(Source: *Automotive Logistics News*, 9<sup>th</sup> June 2015) In Mexico, the first Kia Motors’ Sportage SUV models, which are due to be made available for sale as of 1<sup>st</sup> July have begun to arrive at the Port of Veracruz. Small volume consignments have been shipped from Kia’s Zilina plant in Slovakia. They were delivered by **Hoëgh Autoliners’** Beijing and Michigan Highway vessels, consisting of 59 units and 250 units respectively. Veracruz is Mexico’s leading port for handling finished vehicles. In the first four months of this year throughput increased by 25.5% to 244,542 units. Volkswagen, Nissan, Ford, Chrysler and General Motors already have a major presence at the port. Beyond the port, the Sportage vehicles will be delivered to ten cities across Mexico, where they will be marketed by 22 Kia dealers. The manufacturer has also taken delivery of the first 269 Sorento models assembled at Georgia in the US. However, these have been transported to Mexico overland. At the same time, Kia Motors is also importing Forte units built in South Korea, which are due to be made available for sale at the same time as the Sportage and Sorento models. However, these are being imported via the Port of Lázaro Cárdenas, which the manufacturer first began using in January this year. The first batch of 872 units of this model were recently handled at the Terminal de Usos Múltiples II by Amports de México, having been transported by the Arca Emerald. As of the first quarter of 2016, the Forte will be built in Mexico at the Pesquería plant in Nuevo León. This year, Kia Motors expects to have 2,450 units of all three models available for sale. By the end of the year, the Optima model will also be made available in Mexico.

## Briefing paper on the sulphur content in marine fuels updated



As the Regulation on sulphur content in marine fuels came into force on 1<sup>st</sup> 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/publication/reports/ecgpositionandbriefingpapers.aspx>

## PRESS RELEASES

### First New Horizon vessel named Höegh Target

(Source: *Höegh Autoliners*, 4<sup>th</sup> June 2015) On 3<sup>rd</sup> June the first vessel in Höegh Autoliners' New Horizon class was successfully named Höegh Target, at a naming ceremony at Xiamen Shipbuilding Industries in China.

Höegh Target is the first in a series of six Post Panamax vessels under the New Horizon design that Höegh Autoliners will take delivery of in the next 18 months. With its deck space of 71,400m<sup>2</sup> and carrying capacity of 8,500 car equivalent units, the vessel is the world's largest Pure Car and Truck Carrier (PCTC).

Mrs Mette Folden, wife of Ingar Skiaker, CEO Höegh Autoliners, successfully named the vessel "Höegh Target" through the traditional ceremony.

"The Naming of Höegh Target is a milestone in the Company's history. This is the first Post Panamax PCTC that we take delivery of and the New Horizon design truly represents state of the art engineering. The design has been developed in close co-operation with Deltamarine OY over many years, and we are now excited to put the first vessel in play." says Steinar Løvdal, Head of Capacity Management in Höegh Autoliners.

Höegh Target is together with its sister vessels designed to minimise its impact on the environment. Energy efficiency principles have been followed throughout the ship design process and the latest technology in the market has been implemented. Attention has also been paid on optimising the hull form in order to combine high cargo capacity and low fuel consumption. Extensive model testing has been carried out to achieve outstanding performance. In addition to calm water performance, special focus has been paid on added resistance in heavy seas and wind resistance.

"In Höegh Autoliners, we have a deeply held belief in the necessity of taking responsibility for the environment in which we operate. It is with great pride that we today name a vessel that is estimated to emit 50% less CO<sub>2</sub> per car transported than a standard car carrier." says Steinar.

The vessel also has a higher door opening than Höegh Autoliners' current vessels, enabling cargo up to 6.5 metres high and 12 metres wide to be loaded. Extra ramp strength allows for cargo weighing up to 375 tonnes to be loaded over the stern ramp and 22 tonnes over the side ramp.

Höegh Target will begin her Maiden Voyage from East Asia to Europe in early July, and will thereafter sail from Europe back to East Asia via Africa and Oceania.

Höegh Target and its sister vessels are given DNV-GL's class notification "CLEAN" for its cleaner design.

### Vehicle fuel efficiency standards can help EU countries halve their climate obligations from transport

(Source: *Transport & Environment*, 10<sup>th</sup> June 2015) Europe can only meet the climate targets that Heads of State agreed on for sectors outside the Emissions Trading System (ETS) if it sets fuel efficiency standards for new cars, vans and lorries by 2025 or earlier, a new study by Transport & Environment (T&E) reveals. In a middle-of-the-road scenario where transport would cut CO<sub>2</sub> emissions by 30% by 2030, the study found that CO<sub>2</sub> standards for all vehicles (cars, vans and

## ECG Office



**Mike Sturgeon**  
Executive Director  
T: +32 2 706 8282  
[mike.sturgeon@ecgassociation.eu](mailto:mike.sturgeon@ecgassociation.eu)



**Tom Antonissen**  
EU Affairs Adviser  
T: +32 2 706 8283  
[tom.antonissen@ecgassociation.eu](mailto:tom.antonissen@ecgassociation.eu)



**Oleh Shchuryk**  
Research & Projects Manager  
T: +32 2 706 8279  
[oleh.shchuryk@ecgassociation.eu](mailto:oleh.shchuryk@ecgassociation.eu)



**Cliona Cunningham**  
External Relations Manager  
T: +32 2 706 8285  
[cliona.cunningham@ecgassociation.eu](mailto:cliona.cunningham@ecgassociation.eu)



**Szilvi Kiss**  
Communications Officer  
T: +32 2 706 8284  
[assistant@ecgassociation.eu](mailto:assistant@ecgassociation.eu)



**Sercan Iscan**  
Communications and Events Officer  
T: +32 2 706 8280  
[info@ecgassociation.eu](mailto:info@ecgassociation.eu)

lorries) in 2025 and 2030 would deliver a whopping 42% of the emissions reduction required from transport.

In the run-up to the most important Commission conference of the year on how to decarbonise road transport on 18<sup>th</sup> June, T&E argues that this level of CO<sub>2</sub> cuts will enable road transport to make a proportionate contribution to Europe's climate and energy security goals. Moreover, it will avoid the burden being shifted to the two other big non-ETS sectors, buildings and agriculture.

William Todts, transport policy manager at T&E, said: "Our research shows one simple fact: without fuel efficiency standards for cars, vans and lorries, EU countries will struggle to meet their 2030 climate obligations. But if the EU sets 2025 standards for cars, vans and trucks, the climate targets could be reached in a way that is good for both the economy and the environment."

According to a position paper seen by T&E, ACEA, the association representing the interests of car, van and lorry makers in Europe, is lobbying the Commission to delay any new fuel efficiency standards for cars and vans until after 2030, while it stays quiet about setting CO<sub>2</sub> limits for lorries.

The T&E study ran the ACEA scenario (no new CO<sub>2</sub> limits for cars, vans and lorries until after 2030) and found that it would leave a very large gap to be filled with national measures such as fuel taxation, road tolls, forced modal shift or a radical overhaul of spatial planning.

"ACEA has been singing the same tune for years. For them it's always up to others to solve the problem. The reality is that transport is now Europe's biggest climate problem. Burying the single most effective instrument we have to tackle vehicle emissions until after 2030 would be foolish and would put national governments in a very difficult position," concluded William Todts.

Europe is committed to reducing CO<sub>2</sub> emissions by 80-95% by 2050 to keep global warming below 2°C. Transport emits a third of the EU's total CO<sub>2</sub> emissions and is responsible for half of Europe's energy imports bill.

To read the T&E paper, please [click here](#).



## **Adoption of ECMT Quality Charter: a giant leap towards better transport and trade**

(Source: IRU, 8<sup>th</sup> June 2015) ECMT (European Conference of Transport Ministers) has unanimously endorsed the ECMT Quality Charter, supported by the European Commission and the IRU, to set the highest possible standards for international road transport in Europe. The Charter focuses on social, legal, technical, environmental and practical applications and will become effective on 1<sup>st</sup> January 2016. The ECMT Transport Ministers have also recognised the IRU Academy training standards as key benchmark – a major step towards better transport and trade in Europe.

Senior Transport Specialist at the World Bank and IRU Academy Advisory Committee Chairwoman, Virginia Tanase, commented, "I'm convinced of the positive impact of the ECMT Quality Charter's implementation, which will help establish a better level playing field leading to improved transport quality, reduced CO<sub>2</sub> emissions and increased road safety. Recognition of IRU Academy professional training standards should strongly contribute to providing road transport industry professionals with the knowledge and skills to perform their duties safely and efficiently. In order to attain the objectives of the Charter, public and private stakeholders have to put in place measures that assist transport operators in complying with those standards, notably in developing countries. Ideally, such standards should be replicated wherever needed, even beyond ECMT countries."

Indeed, the Charter recognises IRU Academy training standards as key benchmarks that meet ECMT Quality Charter requirements on professional qualification, notably its certificates and diplomas for drivers and managers. Since its creation, the IRU Academy has continuously raised the bar in high quality training to effectively ensure professionalism, performance, safety and sustainability across the board.

## **EU Transport ministers agree on proposal for inland waterway vessels**

(Source: Latvian Presidency of the EU, 11<sup>th</sup> June 2015) The Council on 11<sup>th</sup> June 2015 agreed a general approach on proposed technical requirements for inland waterway vessels. In the future, such technical standards will be developed in the European Committee for drawing up Standards in Inland Navigation (CESNI). The standards drawn up by CESNI will automatically apply in their up-to-date version.

The reform will simplify and speed up procedures, in particular to adapt standards to technical progress. This should ensure a high level of safety, and encourage innovation and investment in new technologies. The new framework will provide legal certainty and be easier to use by Member States' national administrations. The standards themselves are not changed by the proposal under discussion.

Compared to land-based modes of transport, inland waterway transport is energy-efficient, safe and silent, and almost congestion-free. The draft directive is one of the measures aimed at making a better use of Europe's rivers and canals, and in particular getting more freight onto them (NAIADES II package).

There are currently two different inland navigation certificates operating in the EU: the EU certificate and the Rhine certificate. The system of two certificates will continue but it will be much easier to maintain the equivalence between them. The new committee CESNI was set up under the auspices of the Central Commission for Navigation on the Rhine (CCNR) on 3<sup>rd</sup> June. It will be open to experts from all EU Member States. At the same time it will be able to draw on the expertise that the CCNR has built up over the years in developing and updating technical requirements.

The draft directive will only apply to member states in which inland navigation is used to a significant extent. The following member states are not required to implement it: Cyprus, Denmark, Estonia, Finland, Greece, Ireland, Latvia, Malta, Portugal, Slovenia and Spain.

The draft act, which revises the existing directive from 2006, needs to be approved both by the Council and the European Parliament. The Parliament adopted its first-reading opinion in April 2014.

## **EU decision makers recognise key role of sectoral social dialogue for maritime transport**

(Source: ECSA, 10<sup>th</sup> June 2015) On 4<sup>th</sup> June, the Commission services DG MOVE and DG EMPL organized a joint High-Level Conference on "a social agenda for transport".



The conference gathered EU decision-makers, experts and social partners to have an intensive discussion on important social issues related to transport policy making, to underline the need of social dialogue in the various transport modes and to exchange information on best practice examples.

The conference was opened by Transport Commissioner Violeta Bulc. Commissioner Bulc underlined the importance of transport for the European society and economy and drew attention to a number of concrete questions and challenges for transport in the coming years, such as making transport a more attractive sector for youngsters and women, coping with the ageing population in transport, adapting the sector to technological innovation and the increased use of digital technologies, etc.

The Conference was broken down into three dedicated workshops, of which one workshop aimed at addressing the question how to strengthen the involvement of social partners in the EU transport policy.

For shipping, this question was answered by the Vice Chair of the Sectoral Social Dialogue Committee for Maritime Transport, Mr. Georges Kolstidopoulos. Mr. Kolstidopoulos spoke on behalf of the ETF and ECSA and presented the work performed by the social partners for maritime transport over the past twenty years. He highlighted how this work had contributed to developing a transport policy in general and to improving the living and working conditions for seafarers in particular. In this respect, Mr. Kolstidopoulos referred to the two social partners' agreements, notably on working time for seafarers and on the ILO Maritime Labour Convention, to the two joint projects on eliminating bullying and harassment for the workplace and to mapping career opportunities for seafarers willing to leave their job at sea for a job onshore. Furthermore, reference was made to the efforts of the social partners in reaching an agreement on the Commission's proposed directive on seafarers amending a number of social-related Directives. This agreement was fully embraced by the Council and the European Parliament and is about to be formally adopted by both institutions soonest.

From the floor, acting Deputing Director General Fotis Karamitsos referred to the Sectoral Social Dialogue for Maritime Transport as an example of best practice in terms of social dialogue in the transport industry.

In her concluding remarks, Commissioner of Employment and Social Affairs Marianne Thyssen recognized the particular importance of European social dialogue in the transport sectors, underlined the contribution of social dialogue to the improvement of working conditions in the transport sector in the past and explicitly referred to the Commission's proposal for a Directive on the inclusion of seafarers in several labour law Directives as an example of a success story.

"The EU social partners in the maritime sector played a very important role in the discussions between the co-legislators. It looks like the proposal will be adopted in the very near future now that the dialogues between the EU institutions have been successful," said Commissioner Thyssen.