



ECG urges a transition period for the application of the new VDI Guideline for the loading of car transporters

The new VDI Guideline 2700, already published, should have allowed for a transition period to permit vehicle logistics transportation companies to certify their trucks ahead of implementation. ECG - The Association of European Vehicle Logistics urges its members to report issues they encounter during police inspections or at loading places.

Brussels, Tuesday 24 September 2024

Vehicle transporters going through or being loaded or unloaded in Germany are subject to new guidelines regarding the lashing of loaded vehicles on trucks. If the driver cannot show that his truck is fully compliant, there could be fines or a truck could be banned from loading at a plant. Many thousands of trucks need certification and, according to the trailer manufacturers, less than half of the trucks have received their certification so far, with various bottlenecks causing delays.

“During the webinar it has become very evident that time for our members to comply with the new VDI guideline is insufficient. We urge both the police authorities and

OEMs to consider this. A guideline that has proven itself over 15 years cannot suddenly be deemed incorrect overnight and a danger to road traffic”, says Frank Schnelle, Executive Director designate, ECG.

“Therefore, a transition period for all parties involved is necessary to prevent that half of the European car transporter fleet are being excluded from the German market.”

ECG arranged an open webinar on Tuesday, 24 September 2024, with over 200 participants, to discuss the regulation and to facilitate questions to VDI (Verein Deutscher Ingenieure), the certification company TÜV Süd, and the specialized trailer manufacturers Kässbohrer, Lohr, RIMO and Rolfo.

“We wanted to allow our members to get a common understanding and listen to the different stakeholders to get a better picture of what is happening. The core target for ECG is that our members cannot get ready in time with the certification and training of the drivers. As reported by the trailer manufacturers, it can still take some months to get everything in order”, says Frank Schnelle.

According to VDI’s statutes their guidelines are subject to periodic review. In order to meet arbitrary internal deadlines, the new VDI Guideline 2700 had to be officially published by September 2024, following the publication of the Green Paper last year.

The VDI Guideline is not legally binding. However, since the German Road Law reflects the latest technology and knowledge about lashing on vehicle transporters, the VDI guideline can be interpreted as the latest industry know-how. VDI observed that only a court can make this determination.

ECG kindly asks its members to report any issues they encounter during police inspections or at any loading / unloading places.

Note to editors:

ECG is the established European platform for the outbound automotive logistics sector, bringing together logistics service providers, manufacturer logistics managers, and suppliers to the sector. ECG aims to facilitate non-commercial collaboration between member companies and assist them in sharing best practices in many operational areas, especially harmonizing operational standards.

For more information, please contact:

Frank Schnelle

Executive Director designate

ECG-The Association of European Vehicle Logistics

T: +32 2 706 82 80

info@ecgassociation.eu

www.ecgassociation.eu

About ECG

ECG, the Association of European Vehicle Logistics, has been the voice of the Finished Vehicle Logistics industry in Europe since 1997. ECG represents the interests of more than 200 member companies and partners, from family owned SMEs to multi-nationals, and is the major champion of the European vehicle logistics sector. ECG represents all transport models at EU level- road, rail, maritime and fluvial. ECG members provide transport, distribution, storage, preparation, and post-production services to manufacturers, importers, car rental companies, and vehicle leasing operators in the 27 Member States of the European Union as well as Norway, Switzerland, Turkey, the United Kingdom, and beyond. They own or operate more than 470 car-carrying ships, 14,000 purpose-built railway wagons, 23 river barges, and 26,000 road transporters. As a major employer, the finished vehicle logistics sector plays an important role in contributing to the economic success of the European Union. Today, ECG members have an aggregate turnover of €21.3 bn and their economic impact on companies associated with the sector is estimated at €56bn. **More than 210,000 Europeans are employed directly by our members.**

