



Issue 3/2013 TABLE OF CONTENT

- News from members:**
 - ✓ HHLA Hamburg
 - ✓ TFG Transfracht
 - ✓ Klaipeda State Seaport

- Policy at EU level**
 - ✓ EUROVIGNETTE
 - ✓ RailForum Europe
 - ✓ MEPs on rail fair competition

- EU Projects**
 - ✓ SCUTUM
 - ✓ SMART-CM

- EIA Events & Activities**
 - ✓ EUROSTAT Task-force on intermodal statistics
 - ✓ Meeting with Vice-President of the European Commission, Siim Kallas

Facts and figures

The team of EIA is in its final spurt on the way to the next edition of the Intermodal Yearbook 2011 needed by decision makers who search overviews of freight statistics, infrastructures, market initiatives and intermodal policies.

It will be an extremely rich manual of facts and figures for the intermodal profession. Everybody agrees about the importance of facts and figures, about a reliable set of statistical data. Important decisions depend on this dry and sober collection of numbers, which are not easily accessible and understandable by non-specialists or newcomers in intermodal transport.

For the intermodal profession a lot of data have been collected, but a fundamental aspect is missing: integration of transport and other statistics (e.g. trade: O/D, transport chains, value of goods) while we have no sufficiently clear cut definition to state where in the network the transshipments from one to the other mode is taking place.

EUROSTAT has invited EIA to participate in a working group to fill this gap. Basis of this work will be a study of the German Federal Statistical Office (Statistisches Bundesamt Deutschland). The knowledge of these data will allow drawing essential conclusions: the market will be able to recognize the potential for improving existing traffic flows and to find new solutions; the political decision makers will bring their infrastructure master plan and financial outlook in line with market realities based on impact assessments

But we have to be careful, one could even say humble. All the statistics of the world did not prevent humanity to take wrong ways. The financial sector, certainly perfectly equipped with broad and deep statistical material and most sophisticated instruments to deal with it, could not avoid the outburst of the crisis of 2008/9, which is still threatening our stability, and the threat against the EURO. And even more: the menace to the ecological balance of the world has not been taken serious in spite of the realization of expressive scientific data.

More important than our statistics is our moral and ecological consciousness which should be our compass when deciding about fundamental conditions of our future life. In September this year the Pope has addressed the German parliamentarians in the Bundestag in a remarkable allocution. He appealed to them to take their decision in respect of our Earth and nature.

This conviction is the basis of the EIA: its mission in favour of intermodal transport aims at a sustainable transport system. In order to avoid that "green" becomes dilapidated as a marketing label, an association like the EIA has to persist in its crucial role.

Klaus Ebeling

Honorary Secretary General



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Klaus Ebeling
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News from members

Surge in traffic between Port of Hamburg and Poland

In the first half of 2011, seaborne container traffic between Hamburg and Poland experienced a particular surge by 38 per cent, to 114,000 TEU. In this context, imports and exports from/to Poland are very well balanced at 56,000 TEU and 58,000 TEU, respectively. With a volume of 2.6 million tons of seaborne cargo in the year 2010, Hamburg is one of the most significant North Range ports for Poland.

The gratifying trend in container traffic in the first half of 2011 was the subject of a conference in Warsaw organized jointly by the Port of Hamburg Marketing Representative Office in Warsaw, emerpress (a specialist publishing house for logistics and transport), and ECB (European Business Centrum), an organizer of specialist congresses, at the end of August.

The conference was opened by Secretary of State Tadeusz Jarmuziewicz, Michael Kern, Director of the German-Polish Chamber of Commerce, Jacek Piechota, President of the Polish-Ukrainian Chamber of Commerce and his Ukrainian deputy Oleg Dubish. Against the backdrop of the introduction of an electronic toll in Poland, at this event the potential and prospects of hinter-land transport of Germany, Poland and Ukraine were discussed.

At the conference the Hamburg-based companies Polzug Intermodal, GERLACH and Porath Customs Agents presented the requirements relating to customs law associated with the introduction of the electronic toll. On 1 September the customs agency Porath Customs opened a branch office in Gdynia, reacting to the increasing level of demand for professional customs management in Poland.

As the easternmost port of the North Range, Hamburg offers ideal connections via Kiel Canal into the Baltic Sea and, with more than 150 weekly feeder departures, 15 to 20 to Poland, the port has the densest feeder network in the region. The shipping company Green Feeder is scheduled to launch a new link between Hamburg, Finland and Poland starting in September with calling at the ports of Gdynia and Gdansk and in Finland, Helsinki and Kotka. Other feeder services providers are CMA CGM, APL, OOCL, Unifeeder, Team Lines and Delta Shipping. Import cargo from Poland includes coal, meat (refrigerated cargo), furniture, other foodstuffs and chemical products and feedstocks. On the export side, animal feed, other finished productions, other food-stuffs, clothing and textiles as well as chemical products and feedstocks predominate.

News from TFG Transfracht

Being the market leader in seaport hinterland transport, TFG Transfracht connects the German seaports Hamburg and Bremerhaven with the hinterland terminals in Germany, Austria and Switzerland on a daily basis. With more than 11,000 connections per year and over 20 terminals, TFG's AlbatrosExpress railway system is the most close-knit system in European seaport hinterland transport.

With a well-balanced mix of hub and shuttle trains, connections between the main commercial centres and the German seaports results are more frequent and more reliable. Furthermore, a combination of daytime and overnight connections allows for more departures on the main routes.

When it comes to "green logistics", TFG Transfracht, as a logistics service company, is setting a good example. TFG counts on rail connections and cuts its carbon footprint by 80 % against road transport, thus making a sustainable contribution to environmental protection. As of now TFG is offering its customers transports completely free of CO₂, by using the component 'Eco Plus' – electricity from regenerative energy sources. And even when transporting freight on the 'final mile' by lorry, TFG supports climate protection by regulating the use of low-polluting, noise-reducing, energy-saving vehicles.

TFG Transfracht, a subsidiary of DB Mobility Logistics AG and Hamburger Hafen und Logistik AG, was founded in 1969 and has been an active operator in combined transport via road and rail ever since.



News from members

The end of this summer was rich in “crop” of high contractual price contract agreements for Klaipėda Port

Two recent contract agreements helped to enhance the qualitative parameters of Klaipėda Port. The first one is related to the improvement of the Port Entrance Channel, and the second one to capital dredging and widening of the Port entrance channel. Navigation conditions in Klaipėda Port will be enhanced preserving the same project depths. During these capital dredging works, the entrance channel will be widened at seven points.

The planned amount of excavated soil (subject to the announced open tender) is 461 076 cubic metres. The company Rohde Nielsen A/S will execute these channel improvement works for approximately 6 million EUR including VAT.

Once the entrance channel is widened another stage will follow – the capital dredging and widening of the entrance channel. This project is vitally important to Port Authority since it will enlarge the Port, both width up to 150 metres (currently it is 120 metres) and in depth (from the current 13-13.50 meters to 14.5 meters). Hence, the safety of big vessels calling and manoeuvring in the Port will be enhanced in line with the increased competitiveness of the Port itself and its capacity in respect of neighbouring ports. Such new Port Entrance Channel parameters will create favourable conditions to accept longer and wider postpanamax vessels, the length of which reach up to 300-310 metres and the beam – 40 metres. It is anticipated to implement the project in 2011-2012 using EU support funds.

Throughout a period of 12 months and for the contractual price approximates 40 million EUR the aforementioned works will be executed by Van Oord Dredging and Marine Contractors BV. The aggregate amount to be dredged is 4.5 million m³.

Within a period of 30 months, the company Josef Mobius Bau-Aktiengesellschaft will construct the quay for small and pleasure boats and perform the capital dredging of Port waters territory. The contractual price is approximately 11 million EUR including VAT. The goal of the construction of the quay accommodating 400 berthing places is to assure safe and convenient berthing and navigation of yachts, cutters and other types of small boats as it is significant and relevant to every port.

The new quay will be constructed in an extremely convenient location: in the southern part of the port, beyond the existing navigation channel. Thus, the small boats sailing to the Curonian Lagoon will avoid crossing the intensive navigation channel and the ferry turning basin. It is expected that the quay occupying the area of 11 hectares will attract the boat owners and managers not only from Lithuania. Small and pleasure boats (up to 8 metres) berthing at this quay will be granted exemption from Port dues. This significant contribution of this object to society is the establishment of a yachting school in this place.

As a result, reconstruction of quays and capital dredging of Port waters create conditions to increase the capacities of stevedoring companies operating in the Port. Due to the increased amount of cargos, the development of access roads becomes unavoidable. Multimodal cargo (Ro-Ro and containerised cargoes) terminals are concentrated in the Southern part of the Port. Constant growth of cargo flows results into increasing amount of transport modes getting to terminals in the Southern part of the Port. Existing roads do not conform to such high intensity of heavy transport; heavy transport modes damage the road pavement and cause transport jams, the probability of road accidents, air pollution and noise are growing.

JSC “Hidrostatyba” acting under the joint activity agreement with JSC “Žemaitijos keliai” and JSC “Lemminkäinen Lietuva” will perform construction works of the object “Reconstruction of Kairių Street from the Crossroad of Different Levels) up to Klaipėda Channel. Reconstruction of Kairių Street Road Bridge over Klaipėda Channel. Reconstruction of Kairių Street from Klaipėda Channel to the Railway Crossing”. The contractual price is around 9.5 million EUR including VAT. The contract shall be valid for the period of 30 months from the day it has been concluded.



EUROVIGNETTE revision finally passed by Council

After having followed and reported all the steps in the process from the beginning to the final parliamentary debate and vote, the EIA is pleased to announce that the “Eurovignette” Directive was adopted by the Council of the EU on the 12th of September 2011. This Directive will, in our opinion, stimulate “green transport” as well as encourage the transport industry to switch to “intermodality”.

The Directive in question aims at reducing pollution from road freight transport and make traffic flows smoother, by levying tolls that factor in, air pollution due to traffic and road congestion. In practice, this means that Member States may apply an “external cost charge” on lorries (besides the complementary infrastructure charge). Furthermore, the Directive gives the Member States the possibility to change the infrastructure charge to take into account road congestion (with a maximum variation rate of 175% during peak periods during the day – up to 5 hours).

The real innovation from the former 1999 Eurovignette Directive lies in the fact that, while the former could only apply tolls on the trans-European road network, it may now be extended to cover all motorways. Vehicles complying with the most stringent emission standards will be exempted from the air pollution charge for four years after those standards have become applicable; that means that vehicles of the EURO VI emission class will be exempted until 31 December 2017. In addition, EURO V vehicles will be exempted until the date of application of the EURO VI standards, that is, until 31 December 2013. Less polluting vehicles than EURO VI, namely hybrid and electrical heavy goods vehicles, are also exempted.

However, it must be underlined that this revised Directive is the result of a difficult compromise: on the one hand, peripheral countries were afraid that the new green tolls would jeopardize their competitiveness and on the other hand, main freight transit countries have strongly supported the proposal.

All in all, the Commission managed to insert mandatory earmarking of the new charging revenue (that is however limited to “mountainous regions” and from “a simultaneous application of such a mark-up and an external cost charge to the most polluting vehicles”). Besides, Member States are “encouraged” to earmark revenue generated by the infrastructure and external cost charges for projects in the transport sector, in particular in support of the trans-European transport network. Furthermore, Member States are not forced to reinvest the tax revenues in greening road transport.

Aware of the potential impacts this Directive may have, EIA welcomes this evolution and believes that this revision is a step forward in the development of intermodality, as it increases financial incentives towards a “greener” future.



Policy at EU level

Rail Forum Europe calls for a single European market for railway rolling stock

MEPs and rail stakeholders gathered on 5 July in Strasbourg to debate on the authorization of railway vehicles in the EU and agreed that the objective of a single European market for railway rolling stock needs to be achieved as quickly as possible. Marcel Verslype, Executive Director of the European Railway Agency (ERA), and Janis Vitins, Marketing and Product Planning Director of Bombardier's locomotive business, were invited to share their expertise and propose solutions.

Janis Vitins presented the remaining barriers to interoperability: the complexity of national processes still in force creates considerable cost inefficiencies and delays in delivery. He called for policy action so as to enforce cross-acceptance of national rules, ultimately eliminate them to the benefit of European rules, better coordinate the action of National Safety Authorities and reinforce the role of ERA.

Marcel Verslype underlined that "a key hurdle to a single European vehicle market is the inconsistent or incomplete implementation of the interoperability and safety directives by the Member States". On a positive note, he explained that "authorization costs should decrease dramatically in the next few years, as a fully harmonized EU regulatory system should be enforced by 2020 and infrastructure should be fully compliant by 2050 the latest".

Michael Cramer, Member of the European Parliament's Transport Committee and Rail Forum Europe's Vice-President, said "the current inadequate implementation of EU interoperability and safety regulation in the Member States is a breach of European law". Several stakeholders called for a more independent European Railway Agency and for the reinforcement of its powers. Marcel Verslype did not wish to take position but did not close the door to an extension of the powers of the Agency. He assured that "the priority now is implementation of EU regulation".

Brian Simpson, Chairman of the EP's Transport Committee and Rail Forum Europe President, added that "to ensure interoperability, it is essential to invest in rail infrastructure so as to make it compliant with interoperability rules. We must fight for this despite the financial constraints in the Member States." Klaus Ebeling had the opportunity to bring to the forum the support of EIA.

MEPs discuss measures to ensure fair competition on an open rail market

Strong and independent national regulatory bodies, transparent financing and non-discriminatory access to rail-related services are the pillars of fair competition on an open rail market, MEPs stated unanimously in the Transport Committee. They remain divided about the separation of rail operator and rail infrastructure companies.

Rapporteur Debora Serracchiani (S&D) presented a series of draft compromise amendments on core issues of the recast of the 2003 railway package. She advocates the setting up of a European network of independent national regulators, each nominated by their respective parliament. "To optimise cooperation, they should meet on a regular basis, on initiative of the European Commission". For the sake of sound and transparent financing, infrastructure managers should establish a business plan; deficits should not be admitted more than two years on a row. Non-discriminatory access to tracks and to rail-related services could include the obligation to respond to demands within a predetermined delay or to offer alternative solutions at equal conditions.

MEPs are still divided on the question of independence of infrastructure managers and whether it will be necessary to cut through remaining bonds between infrastructure managers and rail operators. "We do not want to end up replacing historic state monopolies by private monopolies, i.e. two huge companies, one for freight, the other for passenger transport", MEP Grosch (EPP) said. "Small companies need to survive and big companies behave in a fair way."

As Council had recently agreed upon a general approach, time pressure to reach an agreement in Parliament keeps increasing. Commissioner Kallas' vision of a "Single European Railway Area" is centre stage of the "White Paper", recalled Director General Matthias Ruete (European Commission). "We therefore need to move forward quickly", he said "and this is only the first step."



EU projects

EGNOS, a European success story

EGNOS, the European satellite-based augmentation system, is in service and offers satellite positioning over Europe. EGNOS added value, compared to GPS, relies on its ability to provide enhanced accuracy and confidence on the position.

Several European projects over the last three years have proved EGNOS-ready technologies and demonstrated EGNOS benefits for the road market. In the tracking & tracing of dangerous goods transport by road, EGNOS provided benefits are higher safety and efficiency of operations.

The European project SCUTUM succeeded in a wide adoption of EGNOS in Europe. Eni, a leading Italian oil company, has adopted the EGNOS/SCUTUM solution to monitor around 300 tankers transporting hazardous material throughout Europe, and to benefit from EGNOS proven enhanced accuracy and position guarantee. SCUTUM also specified the technical standard for the implementation of EGNOS commercial services through a CEN Workshop.

Italy's and France's Ministries of Transport, partners in the project, validated the SCUTUM proposed standard, as part of a shared vision for EGNOS adoption. SCUTUM achievements are in line with the European Directive for the deployment of Intelligent Transport Systems (ITS Directive).

The SCUTUM project is coming to the end. On the occasion of the **EasyWay Annual Forum in Rome**, the project holds its **final workshop on the 9th of November 2011**.

Divided in two parts, the event gives the opportunity to get to know real and outstanding examples of EGNOS business cases for the road market. In the first part, keynote speakers present the results of the SCUTUM project and other European experiences. In the second part, during a round table, major stakeholders share their best practices and views on opportunities for EGNOS in the road transport sector.

EIA has been involved from the beginning in the Secretariat of the project and has followed all the steps that have led to what we sincerely consider a more than satisfying result, being proud of the words of full appreciation received by Edgar Thielmann, in charge of the Galileo department dealing with GNSS application and ITS at DG TREN (European Commission).

Further information on the SCUTUM project, the agenda of the workshop and the registration form can be found on the SCUTUM website www.scutumgnss.eu.

For the EasyWay Annual Forum visit <http://www.easyway-its.eu/1/>



SCUTUM

EU projects

SMART-CM success on show in Thessaloniki

After almost three years of work, the SMART-CM platform has succeeded in providing the “Single Window” approach it set out to do, offering security and efficiency to the global door-to-door intermodal container transport chain management.

A CSD based supply chain management solution has been set-up and validated in real conditions. Through demonstrations, the SMART-CM solutions have been validated and evaluated in order to assess their added value to the industry of global trade and freight transport. They took place on two global corridors: EU—Asia-Pacific and EU—Middle East. During these demonstration phases, the project cooperated with the Ningbo, Chinese customs, and also the Singaporean and the Thai customs in order to test the “Green Lane” concept using the SMART-CM platform.

The main objective is to implement the “Green Lane” concept to as many transport chains as possible. The stuffing of the containers is performed in the presence of customs officials. Third countries (i.e. outside the project partners’ countries) customs’ participation in the evaluation phase has produced some of the most valuable proposals as regards future requirements and needs. At the same time, the SMART-CM project is also consolidating its business model, which summarizes the business potential of individual components of the SMART-CM platform and the synergies that can be created among the individual components’ owners towards the market.

In this respect, we would like to announce and invite you to participate to the next “ECITL - European Conference on ICT for Transport and Logistics” that is taking place in Thessaloniki, Greece, on the 13th and 14th of October 2011 and is hosted by CERTH/HIT (as coordinating partner of the SMART-CM project). During the Conference the SMART-CM as well as INTEGRITY, and other projects in this field will perform a major demonstration of the interoperability of the various “platforms”, developed for container management and e-freight. The SMART-CM project in particular, in collaboration with the Port Authority of Thessaloniki and COSCO will provide a full demo of its functionalities, and the full evaluation results of our project will be presented.



EIA events and activities

EIA at the “Eurostat Task Force on Intermodal Transport Statistics”

EIA participated in the “Eurostat Task Force on Intermodal Transport Statistics” held on the 27th and 28th of September in Luxembourg. The meeting was the second step in the development of precise statistics for transport, which should take into consideration intermodal/combined transport and supply chains

Intermodal Transport is facing increased attention. However, available statistics do not allow having a complete overview of the transport chain of goods, from their place of initial loading, their possible transshipments and place of final destination. Therefore, the task force was assigned to “brainstorm” possible indicators and methodologies needed both by the transport industry and EU policy-makers. Issues such as *performance indicators* and criteria for the compilation of a *Pan-European Combined Transport terminals reference list* and Corridors were discussed, as well as to what extent it would be feasible to integrate these data. The EIA sent a message on behalf of its members and partner organizations to the task force, while also integrating a large part of received statistics and infrastructure overviews that are to be used in the upcoming publication “*2011 Yearbook: strategies, statistics, terminals and players*”. Also, the EIA provided Eurostat alternative methodological solutions for intermodal terminal indicators.

By the end of 2011, Eurostat will present its findings to the European Commission who will, hopefully, extend the powers of the task force in order for it to be able to continue its vital work of data gathering, standardization, and quality improvement. Should the task force continue, EIA will be able to give its input as well as provide European policy-making with increased legitimacy and improved transparency. EIA was represented at the meeting by Mircea Cuziac.



EIA events and activities

EIA received by the Vice- President of the European Commission, Siim Kallas

An EIA delegation was received by the Vice-President of the European Commission and Commissioner for Transport, Mr Siim KALLAS. The intermodal group, chaired by Acting Secretary General Peter Wolters, consisted of a selection of players in the port-hinterland range: a sea port terminal operator; an intermodal operator; a logistics service provider and a shipper as user of intermodal transport services. The Commissioner was accompanied by two members of his cabinet among which the cabinet chef.

A broad range of topics linking business requirements with policy measures were dealt with during intense discussions, all of them handled by Commissioner KALLAS with a remarkable pragmatism, while it was clear the cabinet was open for and in need of mode-overlapping intermodal solutions.

A central issue was the need for consistency of legislation, among which harmonisation of legal requirements on weights, dimensions and load securing while crossing borders of member states. Transport business and therefore trade is suffering if rapid and flawless performance of the entire supply chain is disrupted. The cabinet pledged the delegation to organise a survey highlighting inconsistencies in legislations first, where after relevant measures would be seriously considered.

All participants raised concerns in relation to the infrastructure already being fully exploited while asking for measures to preserve capacity in supporting maritime port-hinterland and continental distribution as part of competitive global supply chains, including a coherent terminal master plan between member states. The EIA made a concrete proposal which instrument the EC could use aiming at coordinating port-hinterland and terminal investments between member states, which the Commissioner embraced to investigate.

Regarding the Marco Polo programme for start-up operations and the risk of market distortion, the delegation was pleased to learn the Commissioners' cabinet is open for adjusting the entire programme and evaluation procedures in due time, responding to certain market practices not in line with the original 'spirit' to shift cargo from road to alternative modes in a transparent way. One of the delegation members proposed a creative solution to invest the MP funds differently by lowering the cost of (e.g. railway) networks.

The introduction on a wider scale of the European 45' pallet wide container as "green" co-modal solution avoiding road congestion while decreasing gasoil consumption and therefore the CO₂ emissions was proposed by a delegation member. The Commissioner reacted by elaborating on possible actions related to the present Directive 96/53 on weight and dimension of commercial vehicles.

Interoperability and ICT resembling measures required to streamline digital freight processes was raised from the side of the Commissioners' cabinet. The EIA replied that indeed, supply chain management and logistics is a global issue which requires global, mode- and system neutral interoperable platform solutions.

As concrete example, EIA referred to the logistics industry driven [Smart-CM](#) (Smart Container Chain Management) initiative, endorsed by EU and Chinese customs, which recently succeeded in providing a 'Single Window' approach in line with the European AEO and Green Lane concept. DG MOVE was proposed to stimulate any kind of innovative projects in this e-freight direction in close contact with other DG's such as Research & Innovation, TAXUD, Enterprise and Environment.



Vice-President of the European Commission, Siim Kallas, with Peter Wolters, EIA Acting Secretary General



The EIA delegation received by the Commissioner and his cabinet

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