



**CENTRUL NATIONAL DE PROMOVARE A TRANSPORTULUI INTERMODAL,  
ROMANIAN INTERMODAL ASSOCIATION**

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**CIPROC Extend Newsletter  
10th of April 2008**

***EBU : Freight logistics in Europe to stimulate waterborne transport together  
against CO2***

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The European Barge Union EBU dedicated its annual seminar on 3 March 2008 to Freight Logistics in Europe and - more specifically - how waterborne transport will be stimulated within this scope. At the seminar a huge number of high ranked speakers and representatives of the European Commission, the River Commissions, Ports and the transport industry as well as stakeholders participated.

The actual discussion regarding energy efficiency and adaptation to climate change in Europe asks for additional steps towards a sustainable transport system. Inland navigation as the most environmentally friendly mode of transport is committed to support decision makers in their efforts to reach sustainable solutions. EBU is committed to move forward on emission low concepts and takes initiatives in that field.

The European Commission has recently released its first progress report on the implementation of NAIADES. Meanwhile, the European Commission has also come up with its communication on Freight Logistics, to which the NAIADES action program is closely related. The synergies between the two action programs must seriously be taken into account when it comes to further realization of the concrete measures. With the NAIADES communication the European Commission introduced an ambitious action program to promote and to stimulate inland waterway transport. It is considered positive that the European Commission in its communication on freight logistics acknowledged that transport is the backbone of trade and economy.

By making efficient use of energy, inland waterway transport reduces the emission of pollutants into the atmosphere. Energy efficiency goes hand in hand with environmental protection. The future scarcity of energy and the development of sustainable mobility ask for environmentally friendly solutions. According to recent publications the share of inland navigation in the total energy consumption is 0,5 %. Inland navigation is an environmentally sound mode of transport. EBU and its members are committed to protecting the environment and tightening standards for the operation and construction of vessels.

Fuel Directive, (COM 2007/0018)

Regarding the Commission's proposal on lowering the sulphur content in fuel EBU welcomes the proposed time frame of December 31st 2009 in which the fuel directive is scheduled to come into effect. Contrary to the Commission proposal EBU advocates a lowering of the sulphur content from 1000 to 10 ppm in one single step Europe wide.

Inland navigation as part of the transport chain has a positive impact on the environmental performance of transport. The low CO2 emission of inland vessels compared to other modes of transport together with the recent measures to further improve the environmental performance in terms of emissions and lowering the sulphur content in fuel contribute considerably to mitigation.

Modal shift towards inland shipping therefore does not only contribute to an improvement of the environmental performance of the transport chain but to developing a sustainable transport system in general.

3 March 2008

The full text of the opening speech by EBU's president and the programme, as well as the list of the participants at the seminar can be downloaded from [www.ebu-uenf.org](http://www.ebu-uenf.org)

The European Barge Union EBU was founded on 14 December 2001 with seat in Brussels and in Rotterdam.

*EBU represents the interest of inland navigation on a pan European level and deals with all questions, arising out of the future development of the inland navigation industry and inland waterway transport.*

*To realise this aim EBU is active in the field of*

- the development of the European transport policy*
- the improvement of the economic position of inland navigation*
- the structured cooperation with national and international institutions*
- the exchange of information and experience between the parties involved*
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**EU Commission: Commission proposes a Transport Community with the Western Balkans and takes further steps in strengthening cooperation with neighbouring countries in the transport sector**

The European Commission adopted on the 3<sup>rd</sup> of March a package of measures aimed at improving transport connections between the European Union and its neighbours. It proposed a mandate in view to negotiate a Transport Community Treaty with the Western Balkans and reported on the good progress in the exploratory talks that followed the adoption of the "Guidelines on transport in Europe and neighbouring regions".

"Transport connections are key to connecting people and companies. This must be an integral part of our policies with regard to our neighbours. I am particularly pleased that following our exploratory talks with the Western Balkan countries, we can now propose to establish a transport community, which will help to interconnect infrastructures and align rules for safety, environment and services. Such transport Community is a concrete way of fostering regional cooperation, stability and peace in the true spirit of Jean Monnet", said Vice-President in charge of transport, Jacques Barrot.

The package of measures adopted today now proposes negotiating directives for a treaty establishing a Transport Community with the Western Balkans. The objective of the treaty is to establish an integrated market for infrastructure and land, inland waterways and maritime transport and to align the relevant legislation in the Western Balkan region with Community legislation.

The establishment of the Transport Community would accelerate the integration of the transport systems within the region as well as with those of the EU. It would also speed up the alignment of the relevant legislation and allow transport users and citizens to benefit from the accession process more rapidly. The Transport Community would also provide operators and investors in the transport sector with legal certainty, thereby stimulating and speeding up the necessary investments and economic development.

At the same time, the Commission reports on the progress made on its Communication<sup>[1]</sup> on Guidelines for transport in Europe and neighbouring regions. These guidelines outlined the first steps of a comprehensive policy for closer integration of the EU transport system with neighbouring countries. The policy focused on five main transport axes used for international trade and on the relevant standards and legislation affecting the use of these routes by all transport modes.

The final objective is to develop common rules for the transport sector as a whole and thus create an effective transport market involving the EU and its neighbours. The Communication also announced the launch of exploratory talks with neighbouring countries to assess their interest in strengthening the existing coordination framework.

The first round of the exploratory talks has now been held with all the neighbouring countries in the North, South, North East and South East, as well as around the Mediterranean Sea. The



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talks are progressing well and have already been successfully concluded in the Western Balkan region.

The Commission will make concrete proposals to implement the policy in the other neighbouring regions in autumn 2008, following the outcome of the second phase of the exploratory talks.

Source: European Commission

### **X-Rail: Joint statement on Euro-Asian transport links**

On 19 February a joint statement was signed in Geneva, as regards to the future development of Euro-Asian transport links. The statement was signed by the Ministers of Transport or their representatives from Afghanistan, Armenia, Azerbaijan, Belarus, Bulgaria, China, Georgia, Greece, Iran, Kazakhstan, Kyrgyz Republic, Moldova, Mongolia, Romania, Russia, Tajikistan, Turkey, Turkmenistan, Ukraine, and Uzbekistan. The signing took place within the 70th Session of the UNECE Inland Transport Committee, Euro-Asian Transport Links ministerial Meeting.

The Ministers resolve to endorse the respective priority Euro-Asian inland transport routes identified by the project and work toward their implementation through actions such as:

Developing or enhancing all activities at national level to promote financing opportunities to ensure sustainable and longterm financing for the implementation of priority projects while integrating them into national medium-term investment programmes;

Sharing experiences with other participating Member States and, where appropriate, other involved international organizations and international financial institutions;

Removal of non-physical barriers along the Euro-Asian transport routes crossing our countries;

Fostering and sustaining collaboration with other participating Member States, international organizations and International Financial Institutions as well as other stakeholders from the public and private sector to facilitate implementation of the UNECE-UNESCAP Euro-Asian transport links project, and ensure full utilization of experiences gained so far in carrying out the project;

Supporting the continuation of the project in a new Phase II (2008-2011);

Supporting the establishment of an adequate mechanism to ensure continued monitoring of the follow-up of the project, without any financial obligation for the signatories; and

Encouraging other relevant governmental and non-governmental international organizations, associations and other institutions in our countries to implement relevant activities on developing Euro-Asian transport links within their competencies and responsibilities.

Source: European Commission

**Press Release**

4 March 2008

**“Chancellor Angela Merkel to address the International  
Transport Forum on Climate Change and Transport”**

**The International Transport Forum, 28-30 May in Leipzig  
Transport and Energy: The Challenge of Climate Change**

“The International Transport Forum offers a unique opportunity for the transport sector to say how it will deal with global warming”, said Jack Short, Secretary General of the International Transport Forum in Paris on Tuesday, while introducing the programme of the Forum 2008. “The Forum will bring together Ministers, politicians, key industry actors, top researchers as well as high level representatives of NGOs and civil society from around the world to discuss, debate, and provide a set of messages on how the sector can best reduce its impacts on global warming”. The Forum will chart the strategies and measures that must be put in place, nationally and internationally, if the sector is to contribute to reducing global emissions by around 50% over the next 50 years. Ministers of Transport, Industry leaders and experts from more than 50 countries will make the Forum the “transport summit of the year”.

German Federal Chancellor, Angela Merkel will deliver a keynote address at the Forum 2008. “The participation of the Chancellor underlines the important role foreseen for the International Transport Forum as a high level strategic platform, and also the enormous challenge for the transport sector that global warming poses” said Short. Among the speakers, along with many others, are eminent industry leaders, such as Thomas Enders, CEO, Airbus; Thierry Morin, CEO, Valeo; leading academics like Professor Julia King, author of the recent report “*The King Review on low carbon cars*”; and key figures of international agencies such as Angel Gurría, OECD Secretary General and Nobuo Tanaka, IEA Executive Director.

Day 1 of the Forum will feature discussions and debates including industry, senior research figures and key stakeholders, who will then distil key messages for policy makers and



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politicians. Day 2 will include keynotes and high ranking panels on energy security and the roles of technology and policy to reduce emissions in the transport sector. Ministers will discuss institutional and political issues at a specific Ministerial session. Day 3 will disclose the final key messages and conclusions of the Forum.

In addition to the debates and discussions, there will be an exhibition open to companies, public authorities, researchers and associations. The exhibition will display policies and solutions for energy efficient technologies, as well as good practice in energy efficiency and CO<sub>2</sub> mitigation.

The International Transport Forum will also award three prizes for innovative, comprehensive and result-oriented strategies designed to improve the sustainability of the transport sector. The three prize categories will be awarded to a local or regional public authority, a company with an innovative mobility management plan and a young researcher.

The Saxon city of Leipzig will be the host city of the International Transport Forum “Transport and Energy: the Challenge of Climate Change” from 28 to 30 May 2008.

See [www.internationaltransportforum.org/forum2008.html](http://www.internationaltransportforum.org/forum2008.html) to consult the programme of the forthcoming Forum, obtain registration information and regular updates.

*The International Transport Forum, part of the OECD family, is a global platform and meeting place at the highest level for transport, logistics and mobility with more than 50 member countries worldwide. Key figures from government and politics, business and industry, research and civil society will meet at the annual conference in Leipzig, the “Transport Summit of the Year”.*

For more information, please contact Michael Zirpel, Communications Director, [michael.zirpel@oecd.org](mailto:michael.zirpel@oecd.org).



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**MARCO POLO II- 2008 Call for proposals**

**2008 Call for proposals**

You are a company in the freight transport business?

The 2008 call for proposals is your next chance to apply for Marco Polo funding. Some € 59 million will be made available, supporting between 35% and 50% of the eligible project costs.

**Who can apply? Which projects are funded?**

Only commercial undertakings (but possibly owned by public administrations) **from the EU, Norway, Iceland and Liechtenstein** can apply.

Usually, the project must involve at least 2 partner organisations from 2 eligible countries. One-applicant projects are an exception.

Pure infrastructure projects, research and development projects, or studies are not eligible.

**Funding areas 2008**

**Modal shift actions**, which focus on shifting as much freight as economically meaningful under current market conditions from road to short sea shipping, rail and inland waterways. They may be proposing start-up of new services or significantly enhance existing services

**Catalyst actions** change the way non-road freight transport is conducted in the Community. Under this type of action, structural market barriers in European freight transport are overcome through a highly innovative concept: causing a real break-through

**Motorways of the sea actions** achieving a door-to-door service, which shift freight from long road distances to a combination of short sea shipping and other modes of transport. Actions of this kind are innovative at a European level in terms of logistics, equipment, products and services rendered

**Traffic avoidance actions** integrate transport into production logistics: reducing freight transport demand by road with a direct impact on emissions. Actions of this type shall be innovative and shall not adversely affect production output and production workforce

**Common learning actions** enhance knowledge in the freight logistics sector and foster advanced methods and procedures of co-operation in the freight market. Under this type of action, improvement of co-operation and sharing of know-how is encouraged

More details on [http://ec.europa.eu/transport/marcopolo/index\\_en.htm](http://ec.europa.eu/transport/marcopolo/index_en.htm)

## New initiative on the Danube



A new line service set up by Danube Line Operator GmbH (DLO) and Mainschiffahrts-Genossenschaft (MSG), with a specifically designed new vessel operating between Passau in Germany and Orsova in Romania should improve the attraction of the Danube for freight transport. Despite early disappointing results of study demonstrating quantities on the Danube were not sufficiently high enough to justify a continuous liner service, the question was raised whether it would be possible to carry both hull loads and containers on top. Earlier attempts were unsuccessful because of off-loading difficulties - containers had to be lifted before the hull-load could be accessed.

Source: Inland Navigation Europe-Water Webletter

## Changes in DG TREN and FISH

Changes in the Directorate-General for Transport and Energy (DG TREN) and the Directorate-General for Fisheries and Maritime Affairs (DG FISH) have been made recently.

### 1. Changes in DG TREN

On 1 April 2008 changes in DG TREN have been officially announced. Main change is the closure of the security directorate and the re-allocation of security staff to other directorates in DG TREN, including the maritime directorate. For ports this means that the present ports policy and maritime security units merged. Mr. Dimitrios Theologitis, former head of unit for port security, is succeeding Mr. Jean Trestour as head of unit for the combined "maritime transport and ports policy, maritime security" unit. Mr. Jean Trestour became as from today head of unit for 'inland waterways, Marco Polo and Motorways of the Sea'. This unit does not fall under Directorate G, headed by Mr. Fotis Karamitsos, but belongs to Directorate B in charge of transport logistics, TEN-T and co-modality, which is headed by Mr. Steele. This means that the director responsibilities of Mr. Fotis Karamitsos are limited to maritime transport, Galileo and intelligent transport. Road transport found also a place in another directorate within DG TREN. Mr. José Garcia-Fernandez and Mr. Giovanni Mendola will stay at their posts in the ports unit.

### 2. Changes in DG FISH

Changes took also place in the Directorate-General for Fisheries and Maritime Affairs (known as DG FISH). This has been renamed as Directorate-General for Maritime Affairs and



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Fisheries and will now be known as DG MARE. The main changes involve the setting up of three geographic directorates that will be responsible for managing both the Common Fisheries Policy and the new EU integrated maritime policy in Europe's three main maritime regions. The three geographical directorates will be in charge of

- Arctic, Atlantic and outermost regions
- Mediterranean and Black Sea
- North Sea, Baltic Sea and landlocked countries. Mr. John Richardson, formerly heading the maritime task force, was appointed as the director of this directorate.

These will be complemented by a horizontal Directorate ensuring coordination and policy development. An international Directorate will retain responsibility for external policy for both fisheries and maritime affairs and for market-related issues. The last of the six Directorates making up DG MARE will be in charge of legal issues, resources, communication and relations with other institutions and stakeholders. The other two directorates (External Policy, and Resources and Legal Affairs) remain largely unchanged.

### **Commission launches debate on future evolution of Customs**

The Commission has adopted a Communication in order to develop a long term strategy for the evolution of the Customs Union. It proposes to set out a strategic framework in order to meet objectives beyond 2013. That includes particularly the following aspects:

- Increasing competitiveness of European business by modernising customs working methods;
- facilitating legitimate trade by improving customs control systems and reducing administrative burden;
- enhancing protection of the society against safety and security risks by developing effective risk management methods and ensuring protection of financial interests of the Community;
- enhancing co-operation between customs authorities as well as with other governmental agencies and with the business community.

The Commission invited the Council to approve the strategic framework and give political support to the Commission in developing a multi-annual strategic plan and an implementation plan which would ensure that all actors (Commission, Member States and traders) are able to make their own resource planning and would be ready in time in the future steps towards more efficient EU Customs.





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The EU Customs Union celebrates its 40th anniversary on 1 July 2008. It is the Customs authorities' mission to ensure the balance between protecting society and facilitating trade at the external border as well as within the EU. In order to allow Customs to continue to play their role in a challenging environment, a reform has been launched at the beginning of the century. The modernised Community Customs Code adopted in 2005 empowers EU customs authorities to implement advanced security requirements, while creating an environment that does not disrupt legitimate trade.

These important legal and technological steps are expected to be fully implemented by 2013.

**Commission invites tenders for the implementation of TENT-T guidelines and multiple framework services contracts**

DG-TREN has called for tenders regarding the implementation of TEN-T guidelines for the period 2006-2007. The Commission, with the assistance of Member States, is required to follow the implementation of the guidelines. Collection and analysis of data related to this implementation will help to provide in-depth knowledge of the technical status and implementation of TEN-T. The tenders must be sent no later than 21 April 2008.

The Commission is also launching an invitation to tender for multiple framework services contracts for the provision to the Commission of services of legal, economic and technical assistance in the field of energy and transport policy. The framework contract with contractors with reopened competition is divided into 3 lots: Legal assistance activities, Economic assistance activities and Technical assistance activities. Tenders must be sent no later than 15 May 2008.

For more information on both calls please click :

[http://ec.europa.eu/dgs/energy\\_transport/tenders/index\\_en.htm](http://ec.europa.eu/dgs/energy_transport/tenders/index_en.htm)

**English-people.com : Shanghai port gains 23%**

Shanghai International Port (Group) Co, operator of the world's second-busiest container harbor, said profit rose 23 percent last year as China's rising trade boosted demand for sea cargo transport.

Net income climbed to 3.64 billion yuan, or 0.17 yuan a share, from 2.97 billion yuan, or 0.14 yuan, a year earlier, the company said in a Shanghai Stock Exchange statement yesterday. Sales climbed 27 percent to 16.3 billion yuan.



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Shanghai, aiming to surpass Singapore as the world's busiest container port this year, boosted traffic 20 percent in 2007. Growth in cargo volumes and profit at Chinese harbors may slow this year as demand weakens in the US and China attempts to cool its economy.

"It will be a difficult year for all port operators," Ji Min, an analyst at China Merchants Securities Co in Shenzhen, said before the earnings release. "The export slowdown will hurt port operators, especially the container handlers, significantly."

Shanghai moved 26.2 million twenty foot-equivalent containers last year. Its cargo volume rose 4.2 percent to 560 million tons.

Cargo boxes accounted for about half of Shanghai Port's sales last year, according to the statement.

Singapore handled 27.9 million boxes last year, a gain of 13 percent. PSA International Pte, the largest operator at the citystate's port, and the world's second biggest container terminal company, boosted profit 59 percent last year on rising global trade and the sale of units.

Hutchison Port Holdings Ltd, the biggest container terminal operator, raised earnings before interest and taxes 13 percent last year, parent Hutchison Whampoa Ltd said on March 27.

Traffic in Shanghai, which overtook Hong Kong last year as the world's second largest container port, may increase to more than 30 million cargo boxes this year, Shanghai Port President Chen Xuyuan said earlier.

China's ports may post smaller profit growth this year as slowing US consumer spending damps demand for Chinese-made goods, according to the National Development and Reform Commission.

The country's ports will see a "turning point" this year, with investment and profit growth slowing in the years ahead, Wang Ming, a deputy director of transport at China's top planning agency, said.

Source: China Daily/Agencies

### **Austrian-Romanian project for the Danube Transport**

The Prime Minister of Romanian and the Austrian chancellor Mr. Alfred Gusenbauer have decided to send a common letter to the President of the European Commission, Mr. Jose Duran Barroso, intending to announce a common Austrian-Romanian project for the improvement of the navigability condition on the Danube.

The Romanian Prime Minister, Mr. Tariceanu has suggested the setting up of a working group to manage an integrated project for the Danube in which to be attracted also other EU Member States, such as: Bulgaria, Hungary and Slovakia, plus Serbia.

Source: The Romanian Business Transportation Journal



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**The Pontic road ring could pass through Moldavia and Dobrodgea**

The initiative to build a 7,000km motorway along the Black Sea was supported by 8 States from the Pontic basin and Balcans and could be materialized by a new road way in the South - East of Romania. According to the representatives of the Ministry of Transports, at present, the feasibility of such study is under study, but the construction of the high way is not yet for certain decided.

Source: The Romanian Business Transportation Journal

**Over 90 cruise ships and 30,000 tourists will arrive this year in the Port of Constantza**

Over 90 cruise ships with more than 30,000 tourists will arrive this year at the Passenger Terminal in the Port of Constantza.

Until now, 62 cruise ships under Swiss, Bahamas, Finland, Greece, Turkey, Italy, Germany, Holland and Malta flags have announced their arrival in the Port of Constantza. Constantza will accommodate this year, one of the most important passenger ships at this moment. Amongst them "Rotterdam" having 237.91 meters and a capacity of 1,000 passengers, and "Costa Victoria", 252.91 meters specialized in luxury services in the Mediterranean Sea. Will return also, ships from companies that already used our port as destination as Grand Circle ("River Adagio", "River Aria", "River Rhapsody", "River Explorer", "River Concerto", "River Discovery"), Costa Crociere ("Costa Victoria"), Thomson Cruises ("The Calypso", "The Emerald"), Oceania Cruises ("Nautica"), etc. The first announced ship will arrive at 19th March at the Passenger Terminal.

As a premiere, starting with April, a new cruise line will operate twice a week between Constantza and Odessa.

Source: [www.portofconstantza.com](http://www.portofconstantza.com)

**European Parliament approves plan to reduce paper work for freight carriers**

On 15 January 2008, the European Parliament voted at its plenary meeting in favour of the Commisison's proposal to remove unnecessary burdens for transport companies. This simplification applies to more than 300.000 freight carriers across Europe, a majority of which are small and medium sized enterprises (SMEs). It is part of the Fast Track Actions within the



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Action Programme on cutting administrative burdens on businesses in the EU by 25% in 2012, proposed in the context of the EU's policy on better regulation and reducing red tape. The amendments adopted in the Parliament ensure that obsolete reporting requirements are removed and duplication is avoided so that the freight transport sector can become more efficient. The EU Member States are expected to adopt this proposal shortly. More information is available [here](#). In the context of the Commission's policy to reduce administrative burdens, the High Level Expert Group on Administrative Burdens held its first meeting on 17 January 2008. The Group has the task to advise the Commission on the implementation of the Action Plan on Reducing Administrative Burdens imposed by legislation in the Union. The group consist of 15 experts and is chaired by Edmund Stoiber. ESPO especially looks forward to the realisation of the Commission's plan for a Maritime Transport Space without Barriers which should reduce administrative procedures and ensure simplification for maritime transport.

Source: [www.espo.be](http://www.espo.be)

### **US proposes additional pre-arrival information on cargo**

U.S. Customs and Border Protection published on 2 January 2008 a Notice of Proposed Rulemaking requiring importers and carriers to electronically submit additional information on cargo before it is brought into the United States by vessel. The Security Filing, also known as "10+2," forms a step in the Department of Homeland Security's strategy to better assess and identify high-risk shipments to prevent terrorist weapons and materials from entering the United States. The proposed regulation will require carriers to submit "10+2" additional pieces of information in order to enhance the security of the maritime environment. The additional information includes: (1) a vessel stow plan used to transmit information about the physical location of cargo loaded aboard a vessel bound for the U.S; and (2) container status messages, which report container movements and changes in status (e.g., empty or full). In addition, the NPRM also requires importers to submit an "Importer Security Filing" containing the following 10 data elements: Manufacturer (or supplier) name and address Seller (or owner) name and address Buyer (or owner) name and address Ship-to name and address Container stuffing location Consolidator (stuffer) name and address Importer of record number/foreign trade zone applicant identification number Consignee number(s) Country of origin, and Commodity Harmonized Tariff Schedule number.

Source: [www.espo.be](http://www.espo.be)





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### **Commission publishes draft guidelines for maritime transport**

The European Commission has launched a public consultation on draft guidelines on the application of EU competition rules to the maritime transport sector. The consultation is an interim step in the preparation of the final guidelines, due to be finalised in 2008. The draft guidelines follow the repeal of the block exemption for liner shipping conferences and the extension of the scope of the competition implementing rules to cabotage and tramp shipping services (Regulation 1/2003) decided by the Competitiveness Council on 25 September 2006. The Council decided to put an end to the exemption from the Treaty's ban on restrictive business practices (Article 81) which benefited price fixing liner shipping conferences on routes to and from the EU and to apply the same procedural rules to cabotage and tramp shipping services. This marks the start of a new competitive regime in the maritime sector. To ensure that the new regime fosters competitive markets, the Commission committed itself to provide guidance on how it proposes to apply the EU competition rules to the liner and tramp shipping sector. With regard to liner shipping, the draft guidelines state that exchanges of volume, capacity and price data among liner shipping carriers can increase market transparency and contribute to improving the way liner shipping services are provided. However, the exchange of commercially sensitive data may breach competition law. The draft guidelines provide more guidance to the industry as to when information exchanges are considered compatible with EU competition rules. Following the extension of Regulation 1/2003 to include tramp services, ship-owners and Member States asked the Commission for guidance on agreements between tramp shipping operators, so-called pool agreements. A tramp pool brings together a number of similar vessels under different ownership and operated under a single administration. The draft guidelines consider that, given the variation in pools' characteristics in the diverse tramp shipping markets, no general statement can be made whether pools are in conformity with the EU competition rules. Each pool must be analysed separately. The guidelines provide guidance how such analysis should be carried out. Interested parties are invited to send in their views no later than 8 weeks after the publication in the Official Journal, which was on 14 September, to the European Commission.

Source: [www.espo.be](http://www.espo.be)



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### UP: Next Generation Ultra-Low-Emission Rail Yard Locomotive Being Tested in Chicago

First of Four Environmentally Friendly Locomotives to be on the Job in California this Spring is Put Through Its Paces at Union Pacific's Northlake Rail Yard

The rail industry's latest version of the Union Pacific-sponsored environmentally friendly yard switching locomotive is being tested in Chicago before going to work in Roseville, Calif. This ultra-low-emitting yard locomotive will be used to push rail cars over a rail yard incline, where gravity then moves the rail cars into tracks assigned to the rail car's next destination. The latest models have six traction motors compared to four on the 159 Genset switchers UP currently owns. The additional traction motors provide increased power to push rail cars over the rail yard incline.

#### \* Fast Facts

Additional Green Technology at Union Pacific

- \* Hybrid Green Goat Switcher
- \* Oxicat
- \* Evolution Series
- \* Diesel Particulate Filter
- \* Genset

Creating a Green Locomotive

- \* A Union Pacific Employee's Vision Transforms the Way Locomotives are Powered

UP and the Environment

- \* Additional Information

Omaha, Neb., March 28, 2008 - Union Pacific Railroad today unveiled the first of four of the latest version of ultra-low-emitting environmentally friendly diesel locomotives that will be used in a rail yard to push rail cars over an incline, or "hump," where gravity then takes the cars into destination-specific tracks. This new locomotive was developed by Union Pacific and is part of the railroad's ongoing efforts to continue reducing air emissions in cooperation with federal, state and local environmental agencies.

The new 2,000-horsepower locomotives are called Generator-Set or "Genset" switchers and are powered by three 667-horsepower ultra-low-emission U. S. Environmental Protection Agency (EPA) off-road Tier 3-certified diesel engines. The projected reduction in emissions of nitrous oxides is 80 percent and particulate matter by 90 percent, while using up to 30 percent less fuel compared to current older switching locomotives. The fuel savings also translates into an up to 30 percent green house gas reduction.

"We continue to voluntarily research and develop new technologies to reduce locomotive emissions and this latest version of the Union Pacific-sponsored Genset locomotive is another end product of that hard work," said Bob Grimaila, Union Pacific's vice president-environment and safety. "Union Pacific is committed to preserving our environment by reducing emissions to help improve air quality and conserve fuel."

The four new versions of the Genset switcher locomotives will be used at Union Pacific's J. R. Davis Rail Yard in Roseville, Calif. The latest Genset switchers are equipped with six traction motors instead of four traction motors. The two additional traction motors gives the new version of the Genset switcher increased "pushing" power over the four traction motor Genset, something that will be useful while the new locomotives are working to push rail cars over hump at J. R. Davis Rail Yard.

Union Pacific began studies and tests of the prototype Genset switcher locomotive in 2002 and now has a total of 159 of the ultra-low emission locomotives working in California and Texas. Several other United States railroads have recently followed



## CENTRUL NATIONAL DE PROMOVARE A TRANSPORTULUI INTERMODAL, ROMANIAN INTERMODAL ASSOCIATION

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U.P.'s lead and are using similar Genset switching locomotives, while railroads in Canada, Mexico and South America are interested in the technology.

### Generator Set or Genset Switcher Locomotive

In the early 1930s, electricity began replacing steam as the "power" used to move locomotives. Diesel became the fuel of choice to power the on-board engine that turned electric power generators producing electricity to drive motors attached to axles and wheels.

Since locomotives do not require maximum horsepower (1,200- to 2,100-horsepower for switch or yard locomotives and 4,000-to-6,000-horsepower for long-haul road locomotives) all the time, Union Pacific's Mike Iden, general director of car and locomotive engineering, looked into the development of a switching locomotive that would use multiple smaller diesel engines, running in combinations of 1, 2 or 3 engines, to produce the required horsepower levels. Modern off-road diesel engines are capable of providing the lower power required by typical switching locomotives while reducing fuel consumption and, most importantly, exhaust emissions.

Iden's idea was to package the diesel engine, electrical generator and the cooling system radiator in one compact, easily replaced module called a Generator Set or "Genset."

Mass-produced locomotives with multiple diesel engines had previously been manufactured in the United States, but never using the design concept of multiple, modular, easily replaceable Gensets. The only exception was an experimental high-speed passenger locomotive built with modular diesel-generator sets in 1941; it was never sold nor were any other such locomotives built.

### Union Pacific's "Green" Fleet

About 55 percent of Union Pacific's more than 8,500-unit locomotive fleet is certified under existing EPA Tier 0, Tier 1 or Tier 2 regulations governing air emissions. That gives Union Pacific the most environmentally friendly locomotive fleet in the nation.

Union Pacific has tested, and continues to evaluate, one other type of environmentally friendly low-horsepower rail yard locomotive called the "Green Goat." It uses state-of-the-art diesel-battery hybrid-technology designed to cut air emissions by 80 percent and reduce diesel fuel use by 16 percent compared to conventional diesel-powered locomotives used in switching service. The hybrid switcher is powered with large banks of batteries. When energy stored in the batteries is depleted to a pre-set level, a small, low-emission diesel engine automatically starts to power a generator that recharges the batteries.

Union Pacific is also testing two types of "after-market" technologies to determine if they reduce emissions in older locomotives. They are:

\* An experimental "oxidation catalyst" filtering canister, or "Oxicat," which was installed inside the diesel engine's exhaust manifold on a high-horsepower long-haul locomotive in January 2007. This locomotive began a field test in the Los Angeles area, which will end sometime in 2008. This is the North American rail industry's first long-haul diesel electric locomotive modified with after-market experimental technology aimed at reducing exhaust emissions. The special catalytic material chemically reduces the amount of unburned hydrocarbons, carbon monoxide and particulate matter generated by the diesel engine, much like a catalytic converter on today's cars and trucks.

\* A Diesel Particulate Filter (DPF) which was attached to a low-horsepower yard locomotive that is operating in Union Pacific's Oakland rail yard. This field test, which began in December 2006, is also the North America rail industry's first experimental after-market exhaust system filter to determine if it will reduce diesel engine emissions in older locomotives used in rail yards.

### Fuel Savings through Fuel Masters

Since 2004, Union Pacific has achieved a more than five percent improvement in fuel efficiency through the Fuel Masters program. This innovative program rewards locomotive engineers for efficiently operating trains. In 2007, Union Pacific saved more than 20 million gallons of diesel fuel. The company has more fuel savings improvement opportunities ahead as the Fuel Masters program and other initiatives are refined and expanded across the railroad.