

Frígoríscope



News from Transfrigoroute International – Issue 12 – July 2012

Editorial

Dear Readers,

In the beginning of June TI held another round of meetings of the Executive Committee, the CCT Management Committee and the FCI Board. Among several points on the agendas, two topics stood out in all discussions: the European modular truck system (EMS) and the TI Annual General Meeting.

The on-going debate around weights and dimensions of trucks at EU level was a key topic given the recent move by Transport Commissioner Kallas in favour of giga-liners (see *Article on page 4*). For that reason, the FCI engaged with an external speaker from a well-respected environmental transport NGO on this issue while the CCT Management Committee emphasised the relevance of weights and dimensions for the activities of Working Group 1 on Road Transport (see *Article on page 2*).

The other important topic TI focused on is the preparation for the AGM in Lyon. Transfrigoroute France is currently preparing an interactive programme for the Friday session, which will also provide the opportunity for all national associations to present themselves (see *Article on page 3*).

Aside from the internal news, the EU political mills have been grinding without stopping: further to the latest debate on EMS at institutional level, the Council and the Parliament have progressed in forming their positions on the revision of the tachograph regulation. In addition, a recent report gave impetus to the question of further liberalising the cabotage market across Member States. Last but not least, the discussions on the energy tax reform proposal indicate that Member States are unwilling to give up their national powers in this regard (see *Articles on pages 4-6*).

Finally, I would like to conclude by informing you all sadly that Mr Mario Mannino, a long standing TI member, has passed away on 25th of May 2012. I would like to invite you all to read the memorial article on page 7 to honour Mr Mannino and his great contributions to the road transport sector.

With best wishes,

Russell Patten
Secretary General of TI

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Weights and dimensions of vehicles discussed at every TI meeting of the June round

On 13 June, TI organised a meeting of the FCI Board, the CCT Management Committee and the Executive Committee. The current situation regarding modular trucks (EMS), the upcoming reform of the weights and dimensions Regulation, and TI's position on the issue was discussed in each meeting and will continue to be a priority for our organisation.

The Executive Committee prepared the AGM

The Executive Committee (EC) welcomed the progress made in organising the Lyon AGM and its very promising programme. The AGM will take place on 25- 26 October, with the Thursday devoted to international transport issues and the Friday on urban distribution (see dedicated article).

The President and Vice-Presidents also decided to issue a call to the national groups to organise the 2013 AGM and very much hopes that a country from Central & Eastern Europe takes up the challenge.

Following the resignation of one of its members, the EC will also issue a call for a new candidate that should be elected later this year in Lyon. Interested candidates can already contact the Secretariat.

Meeting of the FCI Board

The FCI met to discuss several important topics, while pursuing its engagement programme with EU stakeholders to ensure TI gets known and is recognised at EU level. The attendance has been excellent, reflecting the interest for these meetings and the success of the February 2012 FCI meeting.

Regarding internal matters, the FCI enjoyed a very interesting and constructive exchange of views on the conclusions of the financial reform task force, and on other solutions which go beyond traditional perspectives. The discussions showed how important this topic is and that the debate is far from being over. Furthermore, the FCI explored options on whether TI could – in the medium to long-term – propose some training courses to the driver.

The highlight of this FCI meeting was a lunch session with two guest speakers, where debates were held under Chatham House rules:

- Joaquim Ordeg Vila, Technical expert in the Food, Alert System and Training Unit of the European Commission who spoke about hygiene and traceability; and

- Jos Dings, Director of Transport & Environment, an NGO that is much respected in Brussels on transport issues and currently lobbies heavily in favour of “smart trucks” and against EMS combinations.

The discussions provoked much interest and led to a broad exchange of views for all participants. Following these debates, it was decided to organise a site visit for EU decision-makers that would showcase the benefits of EMS and other solutions.

Heavy workloads for the CCT working groups

During the CCT Management Committee meeting that took place during the morning of 13th June, discussions were launched on a possible cooperation with the IIR on the development of the cold chain in Africa. This follows an IIR/FAO conference attended by Mr Stumpf in Cameroon, who will follow-up on this issue.

The CCT WG1 is currently reassessing its priorities and needs to identify clear outputs and benefits of future meetings. The view of the CCT Management Committee is that the working programme of this group is essential and results from demands that were made by operating members. There are many dossiers, like the weights and dimensions of vehicles, where TI should be proactive and work out concrete positions on technical solutions.

The WG2's chair has been trusted to Joe Grealy for an interim period until the next CCT MC elections, given the absence of Mr Bonnal. The WG2 has a very ambitious working programme lined-up for next year and will need strong support from its members.

The WG3 is working on developing two tools that will assess the performance of refrigerated vehicles, but still faces issues when it comes to accessing good data from manufacturers. The WG3 is also considering cooperating with UTAC on a noise emissions standard project as long as it can perceive a clear EU benefit in this project.

The CCT WG2 will meet on 9 July in Düsseldorf, and the CCT Management Committee on 24 September will take place in Hannover.

AGM drawing near – many new features!

This year, the AGM is taking place on 25 - 26 October in Lyon. The format will be somewhat different, allowing the organising country to introduce some new innovations to the programme, notably around the Friday programme that focuses on urban deliveries.

A new approach for the two days' meeting in Lyon

The Thursday will be devoted to statutory meetings, such as the FCI Board and CCT Management meetings, the joint FCI and CCT meeting, as well as the Delegates Assembly. This will leave some time for the Friday, a day dedicated to the topic of the AGM: "Urban deliveries". On this second day, there will be many interesting presentations on the evolution of towns, how to enhance urban deliveries, as well as roundtables aiming to address technical and organisational solutions for urban deliveries.

Given this topic, all members are encouraged to invite some representatives, elected politicians, or officials from their hometowns who are dealing with this topic. This will bring about a very informed debate and exchange of views, beneficial to all hauliers and participants present.

Present your national association at the AGM

Transfrigoroute France came up with an exciting challenge for all national associations. Each of the 14 national associations will be given a bulletin board to share information about themselves, best practices, and promote their actions & their members. It is now up to member associations to fill these with life and ensure they do not have an empty board.

Sponsoring opportunities

Finally, we would like to thank all companies which have already decided to sponsor the Lyon AGM. We encourage more companies to take the opportunity to present themselves at the most important convention of the refrigerated road transport sector.

The sponsors of the AGM so far are:



EU quarrels over changes in weights and dimensions legislation

Transport Commissioner Kallas decided in mid-June to allow modular trucks (EMS) to cross borders which is a re-interpretation of the EU Directive 96/53/EC on weights and dimensions. However, the European Parliament is upset by Mr Kallas's move as it feels that the Commission has over-stepped its competence by ignoring the Parliament's opinion.

European Commission's unilateral endorsement causes agitation in the European Parliament

On 13 June, Transport Commissioner Kallas addressed a letter to the Member States and the Chair of the European Parliament's Committee on Transport (TRAN) in which he explains that lorries weighing up to 60 tonnes and up to 25 metres in length would be allowed to cross EU borders as long as international competition is not affected and movement stays within the two countries which allow for modular trucks (e.g. Sweden and Finland).

However, the Commission took this decision without involving the European Parliament in the decision-making process – much to the frustration of MEPs in the TRAN Committee. As a result they announced their intention to challenge the unilateral move by the European Commission.

No final word on re-interpretation set in stone

Despite the change in the legal interpretation by the Commission is politically significant, at the end of the day only the European Court of Justice can make formal and legally binding interpretations of EU legislation. In parallel, the Commission has started to revise Directive 96/53/EC. If the Commission makes a proposal to update this legislation, which it is due by the end of this year, then it will be up to the Members States in the Council and the European Parliament to adopt this legislation. EMS will be part of those discussions, and 3 scenarios are possible in the long term:

- A European circulation scheme for gigaliners will be set up (this is quite unlikely);
- The status quo will be maintained on EMS or;
- The European Parliament will introduce an amendment that would very specifically forbid the cross-border circulation of EMS combinations.

Compromise on tachograph revision will be difficult to achieve

The Council and the European Parliament's current position demonstrate that negotiations on a compromise on the tachograph revision will be difficult once the institutions resume work after the summer. While the Council is aligned with the Parliament against the merging of driving licence with driver card, MEPs are calling for an earlier equipping of current lorries and retrofitting of older vehicles which is not supported by the other two institutions.

Changing alliances on different topics

On 3 July the European Parliament adopted its first reading position on the review of new digital tachographs. In its report, the European Parliament pushes for a retrofit of all lorries above 2.8 tonnes with the 'new generation' tachographs at an earlier point than the Council and the European Commission. The IRU does not consider this requirement either justified or technically feasible, but has not succeeded in convincing MEPs to change their mind.

According to the Parliamentary report, all new lorries must be equipped with the new tachograph by 2017. The Parliament's proposal is nearly two years earlier than the Council suggested. Older lorries equipped with old devices should be "retro-equipped" with the new tachographs by 2020 at the latest.

However, the Parliament is aligned with the Council on rejecting the idea of merging the driving licence

with the driver card, which records data regarding drivers' activities. In the Commission's view, merging the two cards would help limit the number of fraud cases. However, the Council agreed at the end of June on its position and opposes this idea, as the majority of Member States believe that the advantages of the merger were not enough to outweigh the costs it would bring about.

Next Steps

The European Parliament and the Council both want to wait for the results of an impact study which will be carried out two years before the entry into force of the new rules. After the summer recess informal triologue negotiations between the three EU institutions will take place in order to find a common agreement between the divergent positions.

Frigriscope - EU regulatory update

EU High Level Group supports opening of cabotage market

On 20 June, an EU High-Level Group composed of eight 'wise men' presented a report to Transport Commissioner Siim Kallas which recommends a gradual opening of domestic road transport markets to cabotage. Cabotage refers to the domestic transport of goods in a Member State by a haulier registered in another country. The report will feed into the Commission's decision on whether or not to reform the EU road haulage market.

A progressive liberalisation of the EU road transport market

Currently the EU has only partially opened the road haulage market with Regulation 1072/2009 which allows for three consecutive cabotage operations in one international journey within a period of seven days. The cabotage can be carried out on the way back to their country of origin.

The EU high-level group on cabotage is made up of eight European academics, the so-called "wise men", and independent of, though mandated by, the European Commission.

In their report the 'wise men' criticise that the implementation of road transport rules differs greatly between Member States which leads to distortions of the EU

internal market. Therefore the 'wise men' consider the liberalisation of cabotage as a means to achieve a single internal market in road transport.

Concrete policy recommendations

The High-Level Group proposes permitting four days' cabotage with no restrictions on the number of movements. Longer periods would be allowed if hauliers pre-registered with the Member State in which they aim to operate business. The transporters would be subject to the national law on pay and working conditions.

Drivers of vehicles compliant with the Euro V emissions standard would have an annual limit of fifty days' cabotage in each country. For more polluting lorries, this annual limit would be thirty days. The advisory group also encourages innovations that would reduce hauliers' environmental impact (better aerodynamics and online platforms to match supply and demand).

The European Parliament favours liberalisation while certain Member States oppose it

However, cabotage liberalisation is a sensitive issue. While the European Parliament supports the opening up of the market, France and Germany in particular have traditionally been strongly opposed, fearing com-

petition from new Member States. In a response to concerns around social dumping, the High-Level Group included recommendations on the obligation of labour rights.

Next steps

The Commission will draft its own report by the end of 2013, taking into account the recommendations of the 'wise men'. The Commission report will draw conclusions on whether a full opening of domestic markets and a revision of EU legislation is necessary.



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Cabotage liberalisation considered as a means to improve the integration of the EU road transport market in the report by the EU High Level Group.

Member States disagree largely on Commission's energy taxation proposal

On 22 June, the EU finance ministers gathered to discuss the reform of the energy products taxation. At the meeting it became clear that the Council disagrees on large parts of the energy tax proposal. Due to the opposition by several Member States, it remains uncertain whether a proposal will be adopted after all.

Council of Ministers rejects proportionality but agrees on minimum tax rates

EU finance ministers agreed that the new directive should set minimum tax rates on calorific content and carbon dioxide emissions as proposed by the Commission in its draft legislation. However, Member States are eager to maintain their leeway over the details of the tax.

The Council rejected the suggested proportionality principle between taxes on different products. Member States would have been obliged through this new requirement to respect the differences between divergent minimum tax rates laid down in the directive for each type of fuel. Furthermore, the requirement would have led to a significant price increase of diesel compared with petrol.

After the meeting Taxation Commissioner Algirdas Semeta said the Commission would now have to slash its ambitions back. He reasserted that abandoning the idea of fuel taxation according to its carbon emissions would deprive the Directive of its added value.

Remaining concerns among Member States prevent any agreement

However, several Member States are skeptical about the new fuel taxation proposal. The UK opposes the proposal as a matter of principle, saying the EU should not have its word over domestic taxation issues.

Luxembourg is one of the States most strongly opposed to the Commission proposals. The country has the lowest diesel tax of Western Europe and successfully attracts long-distance operations generating major tax revenues.

Poland also opposes the new system as fuel prices would rise sharply under the new system (90% of electricity in Poland comes from coal-fired power station). Finally, Germany fears its industry would be negatively affected by a fuel price increase and wants the introduction of a carbon tax to be voluntary.

Member States also expressed concerns about derogations which will be offered to certain sectors such as the agricultural industry.

Next steps

Despite the apparent unity of the Council, no agreement could be achieved as taxation issues require unanimity. Discussions will therefore continue under the Cypriot Presidency. No clear timeline was decided on the way forward of discussion on the new directive and it remains uncertain whether it will be eventually adopted at all.



Reform of EU energy taxation proposal remains uncertain as Member States remain critical about changes to legislation.

Frigoriscopes - In memoriam

Signore Mario Mannino, Founder of Assotir

Though he was born in the late thirties in Cesarò (Sicily), everyone saw him as a “romagnolo” as he lived in Cesena from 1962 to 25 May 2012, when at the end of a long illness he bid farewell to his three daughters for the last time. In Cesena – the centre of Italian refrigerated transport – Mario led his career as a road haulage operator and union representative

Grumpy when needed but capable of great fits of generosity, his friends and colleagues in trade associations appreciated Mario Mannino as one of the most unselfish and positive advocates of the need to “get unionised” not “in road transportation”, but “for and with the road haulage operators”.

The first time that Mario climbed into a lorry was back in 1963, with a journey from Moretta to Trapani, for the famous LOCATELLI cheese company. It was a matter of literally crossing the whole of Italy, descending from the mountains to sea level only to climb up and descend again once more, from the Alps to the western tip of Sicily.

This was at a time with no motorways and rudimentary lorries, and the driver had to know how to adapt to the most extreme cold and heat, if necessary, doing the maintenance and the cooking too.

In 1965 he registered his own company in Forli, transporting goods for the well-known shipping company GONDRAND.

Discovering the importance of cooperation in defence of the interests of road hauliers, he set up TRANSFRIGORROUTE ITALIA with his colleague and friend Luciano Marani and the Chairman Dr. Romboli.

In the 1970s Mr Mannino also became increasingly involved in Transfrigoroute International, actively taking part in AGMs and in the FrigoClub. He was also a key organiser of the 1993 TI AGM in Riccione.

In addition to this international activity Mannino added membership of the FIAP, the Italian Association of Road Hauliers – of which he became national Vice-Chairman in 1992 and Chairman in 1996, a post he held until 2002.

But Mannino was also one of the most committed and prominent figures in the economic organisation of the S.M.E. road hauliers and played a part with his com-

pany, Mannino Mario Autotransporti, in the formation, in 1982, of the Consortium TIR FRIGOR which, in 1995 became TIR FRIGOR S.p.A., a company of which he was appointed Vice Chairman.

Faced with the crisis that hit the negotiating unit of the Italian road haulage operators – with the split of FIAP into two sections, one of which was referred to as the Mannino section – he understood that it was necessary to set up a new individual association and, in December 2005, he founded ASSOTIR with 6 other road haulage operators, for which he was appointed Chairman of the Interim National Board.

As a member of the Board of Transfrigoroute Italia, at that time managed by Alberto RIBONI, he encouraged, with the support of Luciano MARANI, the merger in 2006 of the two organisations, one specialising and one general, that gave rise to TRANSFRIGORROUTE ITALIA ASSOTIR.

He was Chairman of this new organisation until 10 January 2009, when, having resigned for personal reasons, he was elected by acclamation Honorary Chairman.

Numerous are the Ministerial Committees that Mario Mannino has been a part of in his long career, from the Ministerial Committee on International Transport to the Ministerial Committee for the ATP, to the Provincial Committee for the Register of Haulage Contractors in Forli province. Besides, for more than ten years Mannino was a member of the Central Committee for the order of hauliers, a real Senate of road haulage.

Transfrigoroute owes a lot to his great personality and therefore will always keep his honoring memory alive.

Giuseppe Bulla
President Transfrigoroute Italia Assotir
Vice-President of the Frigoclub International
July 2012

Calendar of events

Calendar of 2012/2013 events

Event	Organiser	Venue
2012		
20-27 September: 64th IAA Commercial Vehicles exhibition	IAA	Hannover, DE
24 September: CCT MC meeting	TI	IAA exhibition, Hannover, DE
24-26 September: 4th Cool Logistics Global Conference	Cool Logistics	Antwerp, BE
Quartal 4/2012: European Commission is expected to publish proposal on F-Gas review	EU	Brussels, BE
October: UNECE CERTE Meeting	UNECE	Geneva, CH
15-16 October: Fall 2012 Cold Chain Conference	ECSLA	Madrid, ES
25-26 October: TI Annual General Meeting	Tr. France	Lyon, FR
9 November: IRU General Assembly	IRU	Geneva, CH
2013		
25-27 February: 16th ECSLA Cold Chain Logistics Conference & Trade Show	ECSLA	Bruges, BE

SAVE THE DATE!
TI AGM 2012
25 - 26 October 2012 | Lyon, France



The Cité Internationale area where the TI AGM 2012 will take place on 25 and 26 October.
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Transfrigoroute International is a federation, founded in 1955, whose aim is to promote the development of the transport of temperature-controlled foodstuffs and goods, in solid and in liquid form.



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