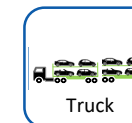
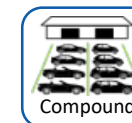
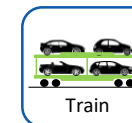




The Association of European Vehicle Logistics

Annual Dinner Debate 2018

**“Our Multimodal industry and the Mobility Package
– What do we need?”**

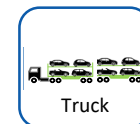
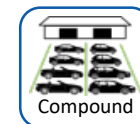
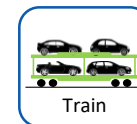




The Association of European Vehicle Logistics

MEP Wim van de Camp

**EPP Co-ordinator, Transport
Committee (TRAN)**



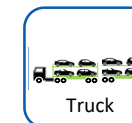
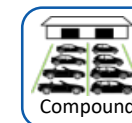
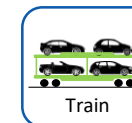


The Association of European Vehicle Logistics

Wolfgang Göbel

ECG President

**MOSOLF Group, Member of the Board &
Chief Sales Officer**



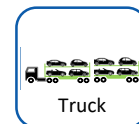
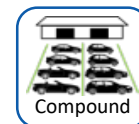
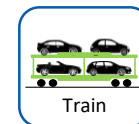
Since 1997...



A Common Platform for the Finished Vehicle
Logistics Industry in Europe

through

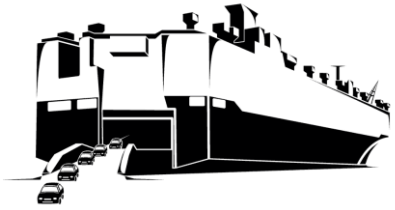
Information & Awareness
Education
Networking & Integration
Lobbying & Representation
Standardisation



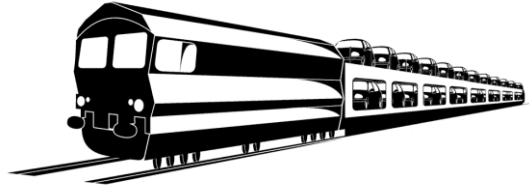
ECG's Members – from 28 countries across Europe



Members' assets



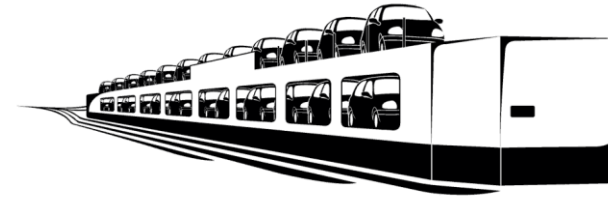
508 Car carrying ships



15,976 Railway wagons



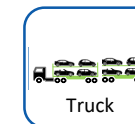
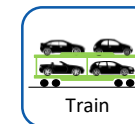
22,134 Trucks



25 River barges

- **116,000** people directly employed, **294,200** indirectly
- **90m m²** of Compounds
- **€25.5bn** Members' aggregated turnover
- **€64.4bn** indirect turnover generated by the sector
- **80-85%** of the finished vehicles sector in Europe

(Source: ECG Survey of Vehicle Logistics in Europe 2016/17)



ECG Roadmap 2018

THE ASSOCIATION OF EUROPEAN
VEHICLE LOGISTICS



A car's intermodal journey might look like this

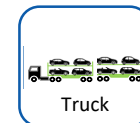
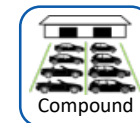
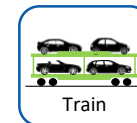


Key issues for ECG

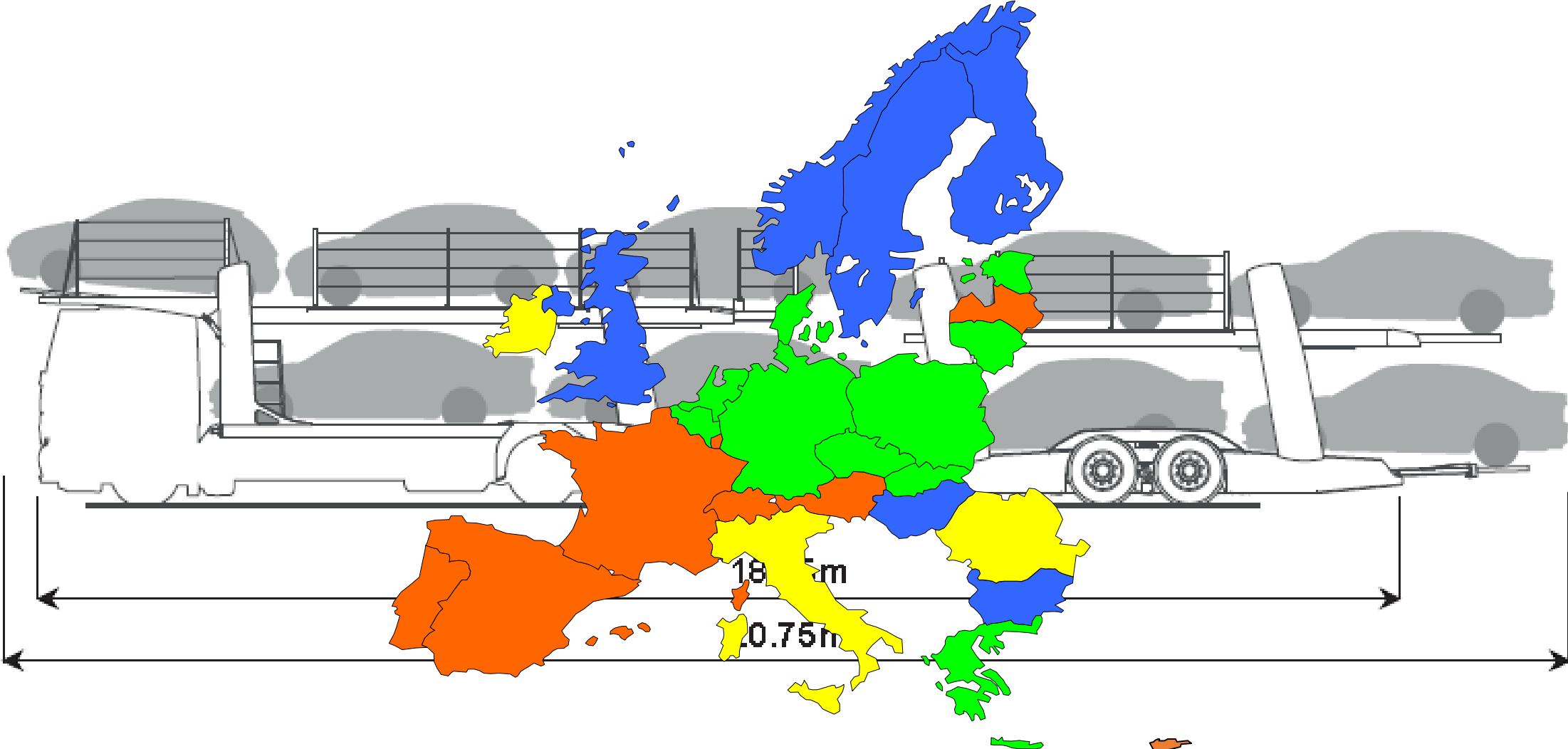


Standardisation

- Different national rules affecting efficiency
- Need for clarity and simplicity at European level



ECG Campaign for 20.75m loaded length

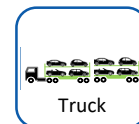
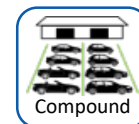
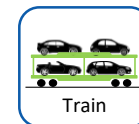


This is not a Single Market!

ECG Campaign for 20.75m loaded length



- Next review of Directive 2015/719 on Weights & Dimensions foreseen by 2020
- ECG supported by EP Resolution (9/9/15) re. implementation of the 2011 White Paper on Transport:
 - The Commission to take into account certain market segments '**such as specialised car transporters used within the sector of finished vehicle logistics**'
- Meanwhile ECG members lobbying at national level (France, Spain, Austria...)



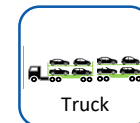
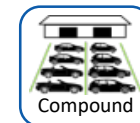
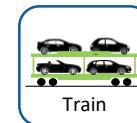
Key issues for ECG



Information & Awareness

- Different national rules affecting efficiency
- Need for clarity and simplicity at European level

**Most important by far:
finding drivers for tomorrow!**

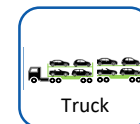
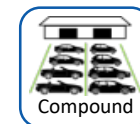
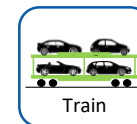


Driver shortage



Germany

- 45,000 drivers needed today
- Every year the gap increases by 35-40,000!
- Average age of the drivers is 47 years
- In 10-15 years approximately 40% of the drivers will retire



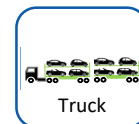
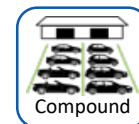
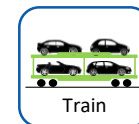


Driver shortage

United Kingdom

- 45-52,000 drivers needed today
- Average age of the drivers is 55 years
- 32,000 drivers will retire in the next 2 years

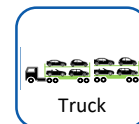
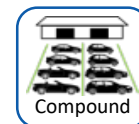
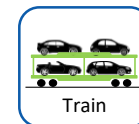
→ The European road haulage industry is massively impacted by driver shortage



Why does the Mobility Package matter?



- 70% of our members are in road transport
- Many involved in other modes too
- Finished Vehicle Logistics is **multi/intermodal**
- The last mile is always delivered by road
- Many aspects of the legislation will affect us



What aspects of the Mobility Package do we support?



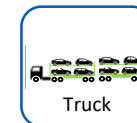
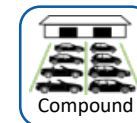
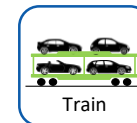
- “To improve enforcement through clarification, simplification and refined control provisions”



- Simplifying cabotage rules – limited drops are not enforceable

→ **We need change**

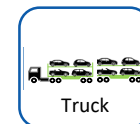
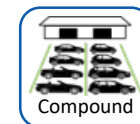
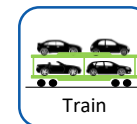
- We need e-CMR recognized across EU – at last Brussels is supporting it



What aspects of the Mobility Package do we question?



- Simplify the administrative burden re. different national minimum wages for international transport – **should international drivers be considered “posted workers”?**
- Flexibility of the weekly rest periods over a three week period – **how to enforce a “return home” obligation?**

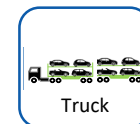
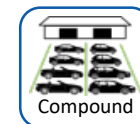
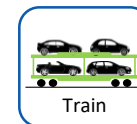


What aspects of the Mobility Package affect the drivers most?



- Explicit obligation for operators to ensure adequate and paid accommodation outside the driver's cabin – for 45 hours rest, **also for 24 hours?**
- Persistent lack of safe and secure parking places across the EU – **where should our drivers sleep?**

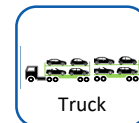
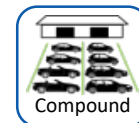
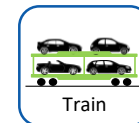
Will all this help our sector attract new drivers ... and keep the current ones?



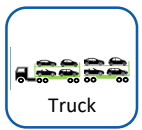
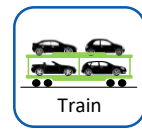


Some potential ECG initiatives

- Agreements to share safe parking on compounds between members
- Investment in hotels for drivers
- Image campaign to attract drivers to our sector



4 colleagues here today

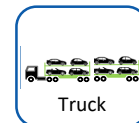
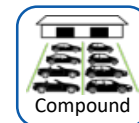
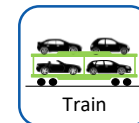




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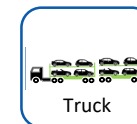
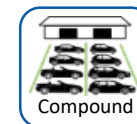
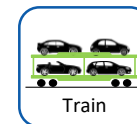




The Association of European Vehicle Logistics

The drivers' view

Meet our truck drivers
Moderated by Jan Bergrath



Adam Jaroszuk - Adampol



Stephan Scholz – MOSOLF Group



Paul van de Vlag – Koopman Group



Kamil Wilczewski - Adampol

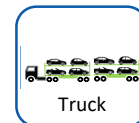
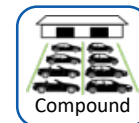
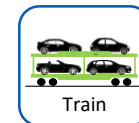




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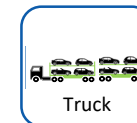
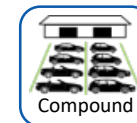
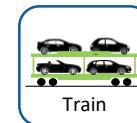




The Association of European Vehicle Logistics

Jocelyn Fajardo

**Deputy Head of the Cabinet of Transport
Commissioner Bulc, European Commission**

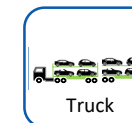
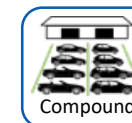
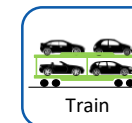




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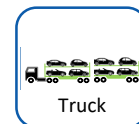
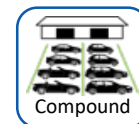
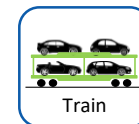
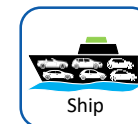




The Association of European Vehicle Logistics

Closing remarks

MEP Wim van de Camp





The Association of European Vehicle Logistics

Thank you for your attention!

