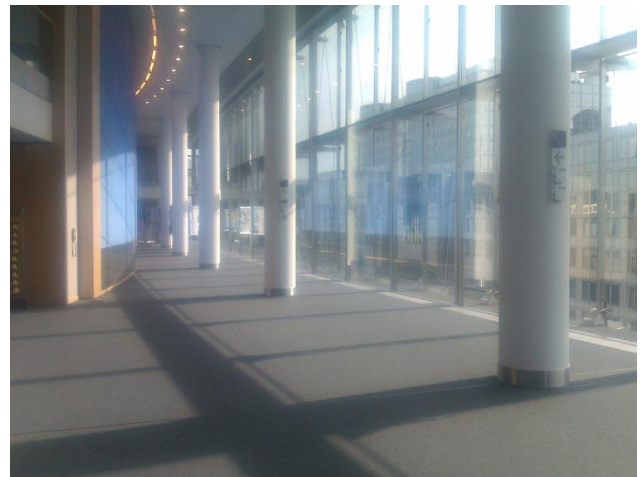




## CEF and TEN-T: Industrial Perspectives from a Freight Transport Point of View

F&L Breakfast Meeting with Brian Simpson, Chair of the Transport Committee, and Key MEPs, June 19<sup>th</sup> 2012



**“It is good to have you all here” said Brian Simpson, Chair of the Transport and Tourism Committee at the European**



**Parliament, Brussels** as he welcomed F&L members and MEPs to a breakfast meeting in the European Parliament on Tuesday 19<sup>th</sup> June.

Attended by “K” Line, Armand Toubol (ATB Conseils, NEWOPERA), Euroports Belgium, Ewals Intermodal, Ge-eX Logistics, GEFCO, Gysev Raaberbahn, John G. Russell Transport, Jos Marinus (formerly Danone member for F&L, now ELA), Kombiverkehr, LKW-Walter, Mars, Procter & Gamble Europe, Royal Wagenborg, SABIC Petrochemicals, Stora Enso, Unit45 and legal members Biggart Baillie and Zunarelli, the meeting addressed several topics.

“F&L is not a lobby group, but we represent industrial experience from shipping, service and transport across all the modes. This can be a very useful sounding board for you” suggested Neil Amner (Biggart Baillie).

Mr Simpson agreed. **“You put the jigsaw together”**, he said, adding that it was **“unusual to see the modes joined up”**.

From F&L’s side, the opportunity to meet and talk with MEPs Phil Bennion, Philippe De Backer, Inés Ayala Sender, Ramon Tremosa i Balcells and transport policy expert Dr Alexander Vogt was greatly

appreciated.

Answering the question of whether Marco Polo/other subsidies would be continued in the current recession posed by Gerard de Groot (Ge-eX Logistics), Mr Simpson said that he **supported the extension of Marco Polo but that there is some uncertainty of the scope** he can get approved.

“Marco Polo stands alone as a success story and Parliament will fight for it”, he said.



Discussion on the need for **dedicated freight corridors** concluded that these were essential but that there are some hurdles to overcome.

Jan Koolen, Unit45, expressed some frustration with the lack of clarity on the use of 45ft containers. Mr Simpson stated that European Transport Commissioner Siim Kallas **supported the use of 45ft pallet wide, chamfered containers, but that there was still some question as to whether this approval is enough**. Mr Koolen agreed to provide some data separately to Ms. Sender as to whether Chinese manufacture of containers put European jobs at risk.

**“Port reform is in the pipeline”** declared Mr Simpson in answer to

Marc Pirenne (Euroports) who said that ports are the gateway for all logistics worldwide and some **harmonisation of dock labour** across the EU was essential. “Competition between ports is the aim” added Mr Simpson, “not competition within”.

**“Logistics is international”** said Frank Arendt (Procter & Gamble and President of F&L). “So why do we see different laws in different countries and different applications of the same law? We need to harmonise, simplify and streamline”.

Mr Simpson agreed that “uniform application of laws is necessary” but explained that **while the legislation is aligned the timeline for implementation can stretch over 5 years**. “This is a cross that we have to bear” he said, adding that it was very frustrating.

**Participants asked for support to keep competition on the railways**, as over the past years the national railways have bought up many formerly independent rail companies. “This is re-monopolisation of the railways” said Helmut Eder (LKW-Walter). Mr Simpson replied that the **“4<sup>th</sup> rail package” is being prepared and may help**.

Raising the question of limiting the sulphur emissions for ships (Baltic Sea 2015 limit 0.1% and Mediterranean 2020 0.5%), Antti Vehviläinen (Stora Enso) and Michel



Wintraeken (SABIC) emphasized the massive costs for shippers. Mr Simpson urged members to [talk to IMO about the timeline](#) as the legislation was put forward by the member states via IMO and not the European Parliament.

[Rail must have access to infrastructure for freight](#)” said Mr Toubol. Brian Simpson did indicate some sympathy for this and said that [“rail systems must be as interoperable as trucks”](#).

Following the breakfast meeting, F&L members were pleased to accept Mr Simpson’s invitation to spend some time listening to the proceedings of the Transport and Tourism Committee meeting.

Held in an oval room with space for several hundred and 26 simultaneous translation booths, members were interested to see first-hand the voting procedure for several topics.

Mr Simpson chaired the meeting with ease and with plenty of reference to the MEPs in the room. “We are where we are” he said at one point, adding that “sometimes compromises need to be made”.

“We thank Mr. Simpson very much for meeting with us and suggest that F&L participates in future meetings of this kind on an annual or bi-annual basis”, said F&L Secretary General Gavin Roser. “We look forward very much to continuing our dialogue with Mr Simpson when he attends our London meeting (8-9<sup>th</sup> November) as a key speaker”.

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