ECG News

Truck Ship Compound Train Barge

ECG – The Association of European Vehicle Logistics

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NEWS FROM BRUSSELS

Two recent speeches by EC Vice-President Siim Kallas

(Source: ECG, 25th October 2012) On 16th October at the European Transport Forum (www.europeantransportforum.eu) and on 17th October at the European Logistics Summit (www.logistics-summit.eu) - *both events attended by ECG* - European Commission Vice-President Siim Kallas, gave two speeches in which he underlined the essential role of transport in the EU economy, defining the transport sector as the main driving force behind growth. During both events, he addressed the need to have an integrated policy approach to transport at the EU level in order to have smooth and seamless transport links. He pointed out that the transport sector still had legal, administrative and technical obstacles to overcome to market entry, taking as examples domestic rail markets, road transport and port services. He reaffirmed that the ultimate goal of the EC was to complete the Trans-European Transport Network (TEN-T) by eliminating remaining barriers between transport means and national systems. At the European Transport Forum, Siim Kallas said that more infrastructure investment was needed, pointing out that by 2020, €500bn will be required to complete the TEN-T which should be financed by traditional public funding but also through a greater involvement of the private sector. He said that the EU could generate some of the funding required via the Connecting Europe Facility (CEF), noting that €31.7bn had been proposed for transport in that framework. VP Kallas mentioned the use of projects bonds to attract more private sector involvement. The aim of these bonds would be to attract long-term private financing for individual infrastructure projects in the form of investment capital from pension funds, insurance companies and asset managers. Reminding the audience that Member States are currently negotiating the European Union budget (including the CEF) for the next seven-year financial period (2014-2020), he called for a broad support of this financing instrument by EU governments as well as by the European transport industry as a whole. At the European Logistics summit, Siim Kallas reminded the audience that the EC established in June a High Level Group on Logistics (HLG, *the CEO of ECG-member DFDS is one of its members*) to discuss with the relevant industries specific challenges for the sector and possible solutions. He said that the aim was to use the HLG ideas to start a public testing and consultation process, in order to officially present in 2014 a “Logistics 2020” strategy. He reminded the audience of the targets set by the EC for shifting a good deal of freight volumes off roads onto cleaner alternatives such as rail and waterborne. He furthermore mentioned the 9 international rail freight corridors which are now being developed and should form in a near future the backbone of Europe’s long-distance land freight transport system. Siim Kallas also addressed the challenges faced by urban logistics, saying that it was another domain which offers room for improvement in terms of efficiency and reduction of the carbon footprint by using electric vehicles, intelligent transport management and urban planning. While saying that it was imperative to consolidate freight volumes to obtain a greater efficiency, he admitted that it was more difficult to consolidate them on short distances. Therefore, he proposed the help of the EU at that level to set up the right infrastructure: transhipment platforms, consolidation centres, and other intelligent transport systems (ITS). VP Kallas also said that the Commission was currently working on legal proposals to make sure that the ports sector as well as the rail sector work as efficiently as possible and to remove distortions of competition. To address the underused potential of short sea shipping he said that the EC was willing to reduce permanently to a minimum administrative controls of all vessels that move between EU ports and carry goods within the EU maritime internal market. In this respect, he also said the EC was looking into allowing changes in customs checks for vessels whose EU route is confirmed by SafeSeaNet and whose cargo origin and destination can be verified electronically. Speaking about the increasing role played by IT in the

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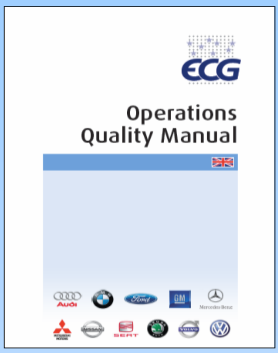

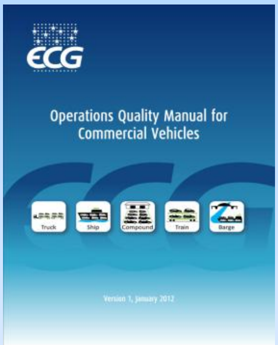

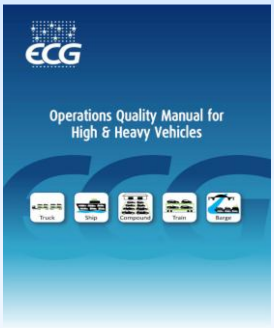

- Written by the Quality Working Group and the H&H Working Group composed of OEMs and LSPs.
- The manuals can be downloaded from: http://www.ecgassociation.eu/PublicationsReports/ECGOperationsQualityManuals.aspx

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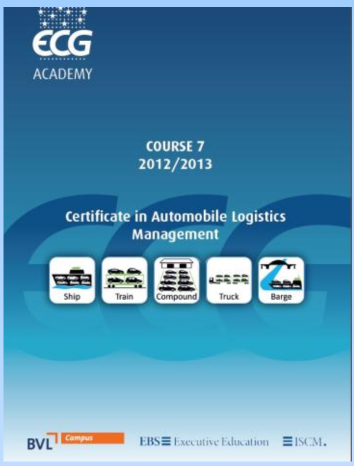
transport sector and referring to the pan-European project e-freight, VP Kallas shared with the audience his wish that all means of transport in the future should be interlinked by electronic information flows “which should allow speedy business and administrative formalities and continuous customer information services.” The European Logistics Summit also featured the announcement of the creation of a “Logistics Platform” in the European Parliament (EP) by MEP Brian Simpson, Chair of the EP's Transport Committee (*which ECG will monitor closely with the aim of ensuring its members’ involvement*).

France 'regrets' EU refusal to monitor South Korean car imports

(Source: Euractiv.com, 23rd October 2012) The French government said it "regrets" the European Commission's decision to turn down a request by France to monitor South Korea car imports, after a bilateral trade deal entered into force in July 2011. France had in August called on the Commission to require South Korea to give advance notice of planned car exports to the European Union. Since a free trade agreement (FTA) entered force in July 2011 a surge of auto shipments to the EU from South Korea has taken place. Korean car imports into the EU rose by 41% in the year to the end of June 2012. During the same period, the increase in France was 24%, Eurostat data show. In July, France's biggest carmaker, PSA Peugeot Citroën, announced plans to close a plant near Paris and cut 8,000 jobs. French carmakers are in general losing market share and struggling due to rising competition from, among other producers, Korea's Hyundai and Kia. The surveillance France sought would have meant authorities could have demanded a document to accompany products scheduled for export to the EU. On Monday 22nd October, the Commission sent a letter to France explaining that the French request was based on a provision requiring them to show that imports were concentrated in one or several EU member states and this condition had not been met. "While it is true that the car sector in the EU, and in particular in France, is going through a difficult period, this cannot be attributed to the entry into force of the EU-Korea FTA," EU Trade spokesman John Clancy said. The EU-South Korea FTA is seen by the EU as a model for future trade deals. It includes a safeguard clause allowing Brussels to re-impose duties if producers in sensitive industries are hit by a particularly strong surge in imports. The Commission added that the level of EU car imports from Korea was 37% below their level before the financial crisis and so their rise could be seen as a recovery effect. The French government said it regretted the decision made by the Commission. "The Government will maintain a regular dialogue with the Commission on the development of trade with Korea in the automotive industry, particularly in the context of monitoring the sector covered by the agreement," the Minister for Foreign Trade Nicole Bricq and the Minister for Industry Arnaud Montebourg said in a joint statement. "The government wishes to reaffirm its support for the French automotive industry and reiterates its determination to defend its interests in the European decision-making bodies," the ministers added. Meanwhile, Montebourg is behind a new media campaign to promote the "Made in France" brand. The move by the minister has come as France prepares reforms aimed at restoring lost competitiveness on world markets. President François Hollande's Socialist government is under pressure from employers to cut labour charges in order to make French products less expensive. EU Trade Commissioner Karel De Gucht said the French minister's protectionist push made no sense as France probably has the most industrial firms among the world's top 500 companies. "France can't redistribute the global trade cards alone," he said in an interview with French newspaper Le Figaro on Tuesday 23rd October. "These firms probably do better overseas than they do in France. So I ask: How do you re-industrialise France with a 35-hour week and without resolving the high wage costs? I don't think Mr. Montebourg has much interest in the long-term," De Gucht added.

ECG Academy

Course 8 will commence in October 2013.



This practice oriented course takes place over **five modules**, 19 days of intensive training. The modules are held at different locations in Europe to give the participants insights into practical realities of the different elements that make up vehicle logistics.
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AUTOMOTIVE INDUSTRY

Ford to shut Genk factory, move production to Spain

(Source: Automotive News Europe, 24th October 2012) Ford Motor Company said on Wednesday 24th October it will end production at its car plant in Genk, Belgium, by the end of 2014, pending the outcome of a consultation process with employee representatives. If the plan is confirmed, production of the next generation Mondeo mid-sized car, and S-Max and Galaxy minivans would move from Genk to Ford's factory in Valencia, Spain, the company said. "The proposed restructuring of our European manufacturing operations is a fundamental part of our plan to strengthen Ford's business in Europe and to return to profitable growth," Ford of Europe CEO Stephen Odell said in a statement. Ford would free up capacity at Valencia by moving production of the C-Max and Grand C-Max minivans to Saarlouis, Germany. Ford is seeking to end losses in Europe that the company has forecast will climb to more than $1bn this year, with the sovereign-debt crisis set to lead to the biggest annual drop in car sales in the region in 19 years. Ford's sales in the EU have fallen by 12.6% in the first nine months in a total market down 7.6% according to industry association ACEA. In July, Ford said action was needed to "decrease our production to match real demand." Ford reported a second-quarter pre-tax loss of $404m in Europe, compared with a profit of $176m a year earlier. The plant's shutdown will probably save Ford $300m a year, Adam Jonas, a New York-based analyst at Morgan Stanley, said. Savings from closing the Genk factory may take three years to be fully realised, he said. "Ford can't be the only one that does this," Jonas said. "If the rest of the industry doesn't do a Ford, doesn't do a Genk, then Ford subsidised everybody else and paid the price, and you'd still have an industry that really didn't shrink." Utilisation may only be about 50% for the Mondeo production line at Genk and 60% for the other models, according to an estimate by Michael Robinet, managing director for IHS Automotive. Genk was considered vulnerable by analysts because the models it produces are near the end of their life cycles. Unions had said last month they were more optimistic about Genk's future after Ford set a date to start production of the new Mondeo there in October next year. Several hundred Ford workers gathered outside the gates of the plant, as local managers met staff representatives on Wednesday morning. "It's incredible," said one of the workers, Peter Aerts. "Just last month I got an invitation to celebrate 25 years working here." Ford employs 3,485 workers at its assembly plant in Valencia, where it builds the five-seat C-Max and seven-seat Grand C-Max. The automaker will start producing the Kuga model there next month and has been expanding facilities to be able to start assembling the Transit Connect light commercial van starting next year. Valencia's regional government said no tax incentives had been offered in the deal. "Production is quite a bit cheaper in Spain," said Sascha Gommel, a Frankfurt-based analyst at Commerzbank. Ford's closure plan is the latest in a wave of efforts to eliminate excess production with the European auto market in the midst of a five-year slump. PSA Peugeot Citroën plans to shut down a factory at Aulnay, near Paris. General Motors is considering ending work at a factory in Bochum, Germany, after closing a plant in Antwerp, Belgium, in 2010. Fiat shut a factory in Sicily last year. LMC Automotive estimates that unused capacity in the region will rise to as much as 10.6m vehicles next year from 10.3m in 2012.

Ford will close two production sites in UK

(Source: Automotive News Europe, 25th October 2012) Ford Motor Company said it will close two facilities in the UK as it seeks to return its European operations to profitability amid the region's slumping market. The company will close its Transit van assembly plant in Southampton, southern England, and stamping and tooling operations in Dagenham, near London, next year, Ford said on Thursday 25th October in a statement. The automaker warned its European operations will lose more than $1.5bn for 2012. The previous forecast was for losses of at least $1

ECG AGENDA

►**ECG closed 1st & 2nd November** – Public holidays

►**UK & Ireland Regional Meeting** on **13th November**, in Birmingham, UK

►**ECG Board Meeting** on **27th & 28th November**, in Barcelona, Spain

►**ECG Academy Module II** on **4th - 8th December** (TBC) in Bremen, Germany

►**ECG closed** on **24th December – 1st January 2013** inclusive

►**ECG closed** on **1st April 2013**

►**ECG closed** on **1st – 9th & 20th May 2013**

►**ECG Spring Congress & General Assembly** on **23rd & 24th May 2013** in Dublin, Ireland

►**ECG Conference** on **10th & 11th October 2013** in Berlin, Germany

bn. Ford said it aims to return to profit in Europe by 2015, helped by growing aggressively in expanding markets such as Russia and Turkey. The UK closures will precede the 2014 shutdown of Ford's car plant in Genk, Belgium, which the automaker announced on Wednesday 24th October. Ford said it will reduce production capacity in Europe by 18%, or 355,000 vehicles, as part of a wide-ranging restructuring program. The related gross annual savings would be between \$450m and \$500m, the company said. "The European market holds potential for profitable growth if we accelerate product development and move decisively to address our costs and overcapacity," said Ford of Europe CEO Stephen Odell in a statement. Ford said despite the loss in Europe, total company pre-tax profit, excluding special items, was better in the third quarter than in the second and that over the long term, driven by a more efficient manufacturing footprint, higher industry volume and market share, growth in emerging markets and a richer product mix. Ford's UK operations will remain a centre of excellence for powertrain development and production, including a new low CO_2, 2.0 liter diesel engine that will power future Ford vehicles starting 2016. The automaker said it will also invest more in its engine plant in Bridgend, Wales. Production of the Transit currently carried out at Southampton will move to Ford Otosan in Kocaeli, Turkey. Ford Otosan has capacity to manufacture 320,000 Transits, following an expansion of capacity this year, while it is only likely to make 250,000 of the vans by year-end, Brian Johnson, a Chicago-based analyst at Barclay said. Southampton built fewer than 30,000 Transits last year, while "about 200,000 is the industry standard for an efficient plant," he said. The Southampton factory has built about 6m Transit vans in 45 years but in 2009 the workforce was cut to around 500 from roughly 1,000 when the plant moved to a one-shift operation. The restructuring will cut 6,200 jobs, about 13% of Ford's European workforce, including 4,300 jobs in Genk and 1,400 jobs in the UK. Analysts said the speed of the announcements showed Ford was tackling the problem of overcapacity in Europe head-on, while other companies appeared to dither. "With GM Europe you always wonder what's going on - it looks like they are still bogged down in deciding what to do," UBS analyst Philippe Houchois said. Christoph Stuermer, an analyst at IHS Automotive, said Ford would need to go further to consolidate its core products. "In my expectation, one other passenger-car factory will have to close," he said.

PSA wins government rescue as crisis deepens

(Source: Automotive News Europe, 24th October 2012) The French government stepped in to rescue PSA Peugeot Citroën by guaranteeing as much as €7bn in new bonds in exchange for greater influence over the company's strategy. The state and workers will each receive a seat on the board of directors, and an outside committee will be set up with veto power over any "significant" changes in PSA's operations, the French Finance Ministry said on Wednesday 24th October. PSA will also halt dividend payments and scrap stock options for its top executives. PSA won €7bn in French government guarantees to shore up its ailing finance arm, Banque PSA Finance. The company said it is close to an agreement with creditor banks on €11.5bn of refinancing. The refinancing deal will be "finalised in coming days" and comply with European Union rules, Chief Financial Officer Jean-Baptiste de Chatillon said. "It's not state aid, it's state support," de Chatillon said, adding that PSA would pay for the state guarantee. "It's priced at market values." The German state of Lower Saxony, a major Volkswagen shareholder, has said it would oppose the PSA rescue plan as a possible breach of EU rules. In addition to the board appointments, French Prime Minister Jean-Marc Ayrault said PSA was expected to trim its planned job cuts in return for the aid. PSA is scrapping 8,000 jobs and closing its Citroën C3 production plant at Aulnay, near Paris, to stem losses approaching €200m a month. PSA turned to the French government after a Moody's credit rating downgrade earlier this month threatened to relegate the lending division to junk status, hobbling the company's car-loans business. PSA said third-quarter revenue fell 3.9% to €12.93bn, compared with a year earlier. Revenue for the

Events in Brussels

"Unbundling in the railway sector: does one size fit all?" Event by CER on 5th November 2012
(www.cer.be)
ECG will attend

"Inland Waterways – All Hands on Board!" by Pomorskie Regional EU Office on 7th November 2012
ECG will attend

TEN-T Days by EC DG MOVE, on 27th- 28td -29th November 2012
(http://ec.europa.eu/transport/media/events/2012-11-save-the-date_en.htm)
ECG will attend

European Transport Business Summit – "Connect to Compete" by EC DG MOVE, on 27th November 2012
(http://ec.europa.eu/transport/media/events/2012-11-27-business-summit_en.htm)
ECG will attend

"Beyond just fossil fuels: future sustainable energy options for road transport." Event by Forum for the Automobile and Society on 27th November 2012
(http://www.autoandsociety.eu)
ECG will attend

Conference on Fair and Efficient Road Pricing by EC DG MOVE on 5th December 2012
(http://ec.europa.eu/transport/modes/road/events/2012-12-05-road-pricing_en.htm)
ECG will attend

Transport Policy Event by ACEA, on 6th December 2012
(www.acea.be)
ECG will attend

automotive division declined by 8.5% to €8.52bn because of contractions in the European and Latin American markets and the suspension of CKD's to Iran, the company said. Global vehicle sales were down 6.3% to 625,267. New vehicle inventory fell by 20,000 units to 471,000 at the end of September. The company said net debt at the end of 2012 will rise to about €3bn, up from its July target of €2.5bn, as the European auto market heads for its biggest drop in 19 years and an asset sell-off fails to keep pace with losses. "The competitive environment is getting tougher, with increased pricing pressure and ongoing deterioration in the markets of southern Europe," PSA said. Morgan Stanley analysts Vikash Patel said the results were disappointing and the automaker's inventory needed to come down. Credit Suisse analyst David Arnold said: "Banque PSA is now government-backed." PSA cut its full-year European outlook to predict a 9% market decline, worse than the 8% contraction forecast last month.

EUROPE

Acumen opens Halewood facility for JLR

(Source: Automotive Logistics News, 24th October 2012) UK-based Acumen Distribution has opened a new warehouse in Halewood near Liverpool for the handing of bulk inbound components for breakdown, selection and just-in-time delivery to Jaguar Land Rover's nearby plant. Acumen's major new investment also includes the purchase of five forklift trucks and delivery vehicles. The new warehouse will be operated by a combined team of 13, which includes the appointment of 10 new members of staff. "The new warehouse is part of our operational focus on providing the automotive manufacturing industry with a fast, first-rate service combined with a strong operational knowledge of the automotive industry," said Chris Doughty, Acumen's Managing Director. "This new warehouse will enable us to meet our high growth targets and reinforces Acumen Logistics Group's position as a leading logistics service provider".

FTA launches Logistics Carbon Reduction Scheme Awards

(Source: Multimodal.org.uk, 15th October 2012) The inaugural Logistics Carbon Reduction Scheme (LCRS) Awards, developed to celebrate the efforts of green leaders in the freight industry, have been launched by UK Freight Transport Association. The awards will recognise the efforts of individual LCRS members to reduce their carbon emissions from freight activity. The categories are:

- Carbon reduction through fuel efficiency (sponsored by Bridgestone Tyres)
- Carbon reduction through innovative fleet management
- Carbon reduction through use of low carbon transport modes
- Carbon reduction through use of alternative low carbon fuels and technologies

The LCRS Awards will be presented at FTA's Annual Logistics Carbon Reduction Conference to be held in May 2013. Rachael Dillon, FTA's Climate Change Policy Manager said: "Over the last three years, the LCRS has been industry's leading voluntary initiative for operators to record, report and reduce carbon emissions. We now want to go further and give LCRS members the opportunity to be recognised as leaders in fuel efficiency and carbon reduction through these inaugural awards." John Folliss, North Region Commercial Sales & Marketing Director, Bridgestone Tyres added: "Bridgestone is very proud of its association with LCRS. Working closely with industry to find ways to measure and reduce the carbon emissions of the logistics sector is key to the success of this scheme, and the commitment shown by members has been very encouraging. We are now looking forward to recognising and rewarding the best performers in the industry and would encourage all operators in the freight sector to sign up to the LCRS and enter the awards." Any company which is an LCRS member with a green freight initiative worthy of an award is invited to enter. LCRS members may enter one or more of the award categories.

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Ports of Rotterdam and Gothenburg in LNG alliance

(Source: Transportintelligence.com, 19th October 2012) The Port of Rotterdam and the Port of Gothenburg have announced a new alliance in an effort to speed up the establishment of Liquefied Natural Gas (LNG) as a maritime fuel. Both ports are located within the Sulphur Emissions Control Area (SECA) in northern Europe, where stricter rules governing sulphur in maritime fuel are due to be introduced in 2015. The aim is to have infrastructure for LNG bunkering available once the sulphur regulations come into effect. "We see LNG as an important opportunity for the maritime industry to comply with the sulphur directive in 2015. The use of LNG as a fuel fits in our policy to become the most sustainable port. We consider the Port of Gothenburg as a strong partner in the Scandinavian market for this issue", said Ronald Paul, COO, Rotterdam Port Authority. Magnus Kårestedt, Port of Gothenburg Chief Executive, added "We are extremely pleased that the largest port in Europe has joined forces with us in this important issue. Working together, we will have a very strong offering to the market." LNG is a gas that has been cooled down to liquid form, taking up just 1/600th of the volume in its gaseous state. An LNG terminal in Gothenburg will be of importance not only for the West Coast, but also for industry in other parts of the country where Swedish basic industry is in the process of replacing oil and coal. LNG offers substantial environmental benefits. Sulphur and particle emissions would be reduced to almost zero, nitrogen oxide emissions by 85-90% and net greenhouse gases by 15-20%.

Portuguese strike hits VW and Mitsubishi Fuso Truck

(Source: Automotive Logistics News, 24th October 2012) Rolling strike action currently taking place at Portuguese ports has forced both Volkswagen and Mitsubishi Fuso Truck Europe to look at shifting consignments to Spanish ports in order to get round stoppages caused by backlogs to export volumes. The strike, called by pilots, stevedores and port administration workers, is set to continue until November 7th, and a spokesperson for Volkswagen's Autoeuropa plant in Palmela said that the company was already looking at adjustments to its logistics set up. Plans are reported to involve the use of foreign ports, including Vigo and Santander in Spain. António Oliveira, VW Logistics Traffic and Transport Manager in Portugal said that the strikes have hit the continuous flow of vehicles from the plant reducing output to one working shift with no weekend or bank holiday shifts. "We already have more than 5,000 vehicles delayed due to this strike," said Oliveira. The delay is currently about one to two weeks depending on the destination of the vehicles." Oliveira confirmed that it was looking for alternatives including the Vigo and Santander ports though no final decision had been made and depended on the length of the strike. The German carmaker needs stable port links because its factory at Palmela exports around 80% of its output via the port of Setúbal. The VW Eos, Scirocco, Sharan and the Seat Alhambra are all produced in Palmela. Similarly, Tramagal-based Mitsubishi Fuso Truck is looking at alternatives for the dispatch of its Fuso Canter model, which is exported to markets in Europe. The company first began to experience problems in September as strikes at the ports made it difficult to import components to produce trucks. "The delay in the receipt of components forced us to reschedule production and we had to negotiate with our various markets new shipping dates for the vehicles to be exported by sea," said a company spokesperson.

French operators' fury at SNCF strikers

(Source: LloydsLoadingList.com, 25th October 2012) Intermodal freight operators are up in arms at the disruption caused by the SNCF workers' strike that began during the night of Wednesday 25th October, demanding: "It is time to free the French rail sector from the grip of trade unionism." Road-rail group, Groupement National des Transports Combinés (GNTC) claimed that "in practical terms, the rail network was still under the control of SNCF staff, despite it being the responsibility of state agency RFF. GNTC said: "It is totally unacceptable that a strike at SNCF stops the trains of private rail freight operators." The strike, called

principally in protest at a wage offer, is due to run until 8am on Friday 26th October. Anticipating strong support for the strike, the French state railway's rail freight division, Fret SNCF, has advised its customers to postpone any shipments planned during the period. Last November, France's private rail freight operators were calling for a minimum service to be assured during strikes at SNCF, such as that introduced for passenger traffic in 2007. But almost a year on, their demands have still not been met. Operators gain access to France's rail network by obtaining train slots from RFF. However, RFF outsources the running of the network on the ground to a sub-contractor, an SNCF subsidiary, SNCF Infrastructures. Its workers, like those in any other division of the SNCF Group, are urged to join strikes called by unions, and their participation can lead to disruption in the functioning of signal boxes, with a knock-on effect on traffic on certain lines. Deutsche Bahn's French subsidiary, Euro Cargo Rail, estimated that prolonged strike action at SNCF in 2010 cost it several million Euros in lost revenue. Private operators also claim that at the end of industrial action, SNCF workers give priority to the trains of their parent company as operations return to normal.

EV charging plugs in Europe: towards one unique solution for Type 2

(Source: Cars21.com, 24th October 2012) So far, the EV charging standardisation process has been tough as policy and standards came after first commercially available products. In Europe, several solutions emerged because of the requirement to comply with different national regulations. However, it seems that one company just revealed what could be "THE" solution for Type 2 charging in Europe. There are three different charging systems standardised for the connection of electric vehicles around the world. Type 1, from Japan, is only designed for single-phase operation and offers limited options for three-phase European main grids. Therefore, type 1 will be used only for a short time in Europe. The European market can only use types 2 and 3. They are completely different in their design. Type 2 has a single plug geometry for all charging capacities from single to three phases. Type 3 is available in three different geometries, depending on charging capacity and number of phases. Type 2 has no additional protection mechanism, while type 3 has a shutter system. Type 2 is also used as basic system for the Combined Charging System (AC + DC), which is actually under preparation in the IEC standard. The EV Plug Alliance, driven by France and Italy, has been developing a plug complying with national regulations requiring the IP XXD shutter to be included. On the other side, Mennekes, driven by Germany, has been developing a charging system without shutters, chosen by many European countries. Most European countries have already chosen type 2. A number of other countries have already endorsed type 2, even though they still have not yet developed any kind of infrastructure for electric mobility. Other countries which have not yet started any activities towards electric mobility are still waiting for the vote of the European Committee before making a decision. In response to the practice in the countries requiring shutters, Mennekes has developed an add-on for type 2. This has resulted in a modular system that permits equipment type 2 sockets with a shutter. In countries that do not impose this requirement, the shutter can simply be omitted. This makes the type 2 sockets a solution for the whole of Europe that satisfies the demands for both increased robustness and improved protection against physical contact. The Mennekes solution provides options in the contact protection either the standard IP XXB contact protection or the enhanced IP XXD contact protection. Type 2 charging sockets with and without shutters are compatible without restrictions and can be used with the same charging cables.

REST OF THE WORLD

DB Schenker Logistics establishes logistics academy in China

(Source: Transportintelligence.com, 22nd October 2012) DB Schenker has opened its own academy to train employees in China. The company stated there is a growing need for qualified employees in the country, due to increased competition from other market participants. In addition, staff turnover is relatively high in the Chinese market. "Establishing our own academy is one of our solutions to this problem," said Thomas Lieb, Chairman of the Management Board and CEO of Schenker AG. "The academy is first and foremost an internal training and development programme. It will help develop professional and personal skills with specific targets in mind." DB Schenker employs 5,000 people across 60 cities in China. The new academy's programme is based on third-party and internal expertise. It will be offered at different locations in China and is geared primarily toward operational management in contract logistics. Modules range from logistics concepts and continuous quality improvement to logistics controlling, project management and conflict resolution. Instructors will include employees of two Chinese universities. Over the course of a year, the training group will complete six three-day training blocks roughly every six weeks in addition to their usual work. Participants will alternate between interactive training with external and internal instructors, individualised tasks whose aim is to implement content in everyday business, role plays and discussions. Preparations for further expansion of the academy's activities are under way.

Geodis STVA secures two-year contract at Tanger Med port

(Source: Automotive Logistics News, 24th October 2012) Geodis STVA Tanger Med (GSTM), the subsidiary of French logistics providers STVA and Geodis based in Morocco, has been awarded a two-year contract to manage the handling of the multi-user terminal at the port of Tanger Med, following a tender issued by the Tanger Med Port Authority (TMPA). This award constitutes a major development for GSTM, which is already responsible for the management of the terminal dedicated to the Renault activities in Morocco. The new multi-user terminal is located directly adjacent to the Renault terminal. The multi-user terminal, recently developed by TMPA, measures 6 hectares and is designed to receive all kind of makes and rolling stock according to STVA. It can also be operated via three berths at the same time and can accommodate the most recent ro-ro carriers. The terminal has storage capacity for 3,000 vehicles in storage and is fully equipped with PDI facilities and a dedicated loading/unloading area for trailers.

Brazilian port Suape posts record imports

(Source: Automotive Logistics News, 24th October 2012) The north-western Brazilian port of Suape has taken delivery of a record consignment of vehicles from General Motors and Volkswagen. In total, around 2,200 vehicles were off-loaded at Berth 4 – a much higher figure than the fortnightly average of 1,000 vehicles imported from both Argentina and Mexico. Finished vehicle traffic at the port is increasing at such a rate that the port's management committee is to issue a tender for a second specialist terminal to handle volumes. Port President, Frederico Amâncio, suggested that this will be ready in January 2013. It is expected that Tegma will be contracted by the government to operate the new facility. The existing terminal can handle 1,200 vehicles, broadly similar to the capacity being planned for the second terminal, which will also cover an area of approximately 4 hectares. In general, vehicles are held at the port for up to seven days before being shipped onward and replaced by new consignments every fortnight. In 2010, GM opened a specialist centre in Suape specifically to import the new Agile model from Argentina and the Captiva from Mexico. For its part, Volkswagen only commenced operations in July this year, importing the CrossFox, Amarok and SpaceFox models from Argentina, with the Jetta and Jetta Variant models beginning to arrive from Mexico as of September this year. Amâncio said that the arrival of Volkswagen using the same shipping line as General Motors was a good example of the sort of synergies from which carmakers can benefit. At the nearby port of Recife, meanwhile, the Chinese manufacturer Shineray recently off-loaded 370 finished vehicles imported from China; the third batch of vehicles brought into Brazil via what is now the manufacturer's regional distribution hub, in which around $5.5m has been invested. The latest consignment included two new models – the double cab mini-truck and the mini-container truck. Shineray is now planning monthly deliveries of new vehicles and has expanded its storage area at the port, where inbound vehicles are prepared for sale in the Brazilian market, from 4000m^2 to 7000m^2. The company also said it expects to have a pre-delivery inspection facility open there by the end of November.

PRESS RELEASES

Crisis in auto industry today, maintaining the lead in skills and innovation tomorrow

(Source: ACEA, 10th October 2012) On Wednesday 10th October in Brussels, the CEOs of four of Europe's automobile manufacturers, European Commissioners and MEPs came together to discuss 'Innovation for Europe, Skills for the Future' with 40 young Europeans. This debate was held in the framework of Our Future Mobility Now (OFMN), a youth project launched by the European Automobile Manufacturers' Association (ACEA) last year in order to look into the future of transport and mobility through the eyes of young people.

Speaking to reporters just before the debate, Sergio Marchionne, ACEA President and CEO of Fiat SpA, outlined the impact of the economic crisis on the European auto industry: "With sales on a downward trend for the past five years running, most automobile manufacturers are losing money in Europe at the moment. And the outlook is far from rosy, as we now expect new car registrations to decrease by between 8-10% compared to 2011. It is a question of survival for many manufacturers who are struggling to sustain the same level of capacity as in pre-crisis times."

As demand is cyclical it is nonetheless vital that the auto industry preserves its current workforce and guarantees that it has the people who will drive innovation in the future. "We believe very strongly that 'skills' and 'innovation' offer two pathways to help Europe out of the current crisis, and to enable the European automobile industry to remain 'one step ahead' on the global stage," Mr. Marchionne explained. "Within ACEA we want to have a dialogue on these issues directly with young people. They are the very ones who will be developing and applying the necessary skills, and they will be the driving force of innovation in the future. They are also the ones bearing the brunt of the economic crisis and it is important that they are not left out of the picture."

Mr Marchionne was joined at the press briefing by Harrie Schippers, CEO of DAF Trucks and ACEA Commercial Vehicles Board Chairman; Alfredo Altavilla, CEO of IVECO SpA; Didier Leroy, CEO of Toyota Motor Europe; and Ivan Hodac, ACEA Secretary General.

ACEA also welcomed the fact that the European Commission has recognised the importance of both skills and innovation in its Communication on Industrial Policy which it launched on 10th October. Indeed, two of the priority areas in this Communication are: ensuring that skills meet industry's needs; and securing investments in technologies and clean vehicles. ACEA stresses that if these priorities are to be realised, it is essential that the EU maintains the proposed €80bn budget for 'Horizon 2020' - which is the framework programme for research and innovation for 2014 to 2020.

For this occasion, ACEA/OFMN commissioned a study by Think Young on skills mismatch entitled 'Youth Attitudes to the Job Market', which it released on 10th October as well.

Taking part in the debate with the young people and CEOs were European Commissioners Connie Hedegaard (Climate Action), Janez Potočnik (Environment) and László Andor (Employment, Social Affairs and Inclusion), as well as MEPs Jorgo Chatzimarkakis, Libor Rouček and Pablo Zalba Bidegain.

Background

Our Future Mobility Now brings together the mobile generation of the future and Europe's leading vehicle manufacturers to explore how vehicles and transport will evolve and influence the 21st Century. It is organised and run by the European Automobile Manufacturers' Association (ACEA). More information can be found at http://www.futuremobilitynow.com.
The skills mismatch study by Think Young, 'Youth Attitudes to the Job Market', is available at http://www.futuremobilitynow.com/thinkyoungstudy.

Inland waterways and nature protection: new guidelines

(Source: European Commission, 18th October 2012) The Commission is issuing new guidelines on inland navigation and nature protection to assist this important sector in applying EU environmental legislation. The guidelines – "Inland waterway transport and Natura 2000 – sustainable inland waterway development and management in the context of the EU Birds and Habitats Directives" – explain how best to ensure that activities related to inland navigation are compatible with EU environmental policy in general and nature legislation in particular. The document also emphasises the significance of the inland navigation for securing long-term sustainability of the EU transport network and highlights the achievements of this sector in integrating nature protection into its activities to date.

"Inland waterway transport plays an important role in the transportation of goods across many parts of Europe," said Vice-President and Commissioner for Transport Siim Kallas. "This transport sector is considered to be safe, energy efficient and more environmentally friendly than other transport modes. But as it is one of many users of our rivers, it needs to be developed in an ecologically sustainable way." Janez Potočnik, Commissioner for Environment, hoped that the document will be "a useful tool to increase understanding between investors, planners, decision-makers and nature conservation promoters, enabling them to design sustainable navigation projects that meet the objectives of inland waterway transport while still respecting the ecological values of rivers."

Background

Natura 2000 is a vast Europe-wide network where human activities coexist with nature protection. It now covers almost 18% of the EU's land surface and more than 145 000 km² of its seas. Activities such as farming, transport, infrastructure development, tourism, forestry and leisure pursuits can be carried out inside the network as long as they are sustainable and in compliance with the legislation on protecting the natural environment.

In an average year, around 140bn ton-kilometres of transport work is performed on inland waterways, transporting around 500m tons of cargo. The inland waterway network in the EU includes about 37.000km inland waterways in 20 Member States; 12 Member States are directly interconnected through inland waterways. Although this represents only a modest percentage of the overall EU transport network and activity, it remains a formidable volume of freight transported over a network with a huge spare capacity capable to alleviate the busiest parts of the EU road and rail network.

Realising the potential of inland waterway transport is a vital part of the EU's transport policy mix.

To access the guidance document on inland waterway transport and Natura 2000, please click here:
http://ec.europa.eu/environment/nature/natura2000/management/docs/IWT_BHD_Guidelines.pdf
For more information about recent policy developments in the inland waterway transport sector please click on the following link:
http://ec.europa.eu/transport/inland/promotion/doc/2012_0168_final_swd.pdf