ECG News

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ECG – The Association of European Vehicle Logistics

Issue 12.26, 02nd –06th July 2012

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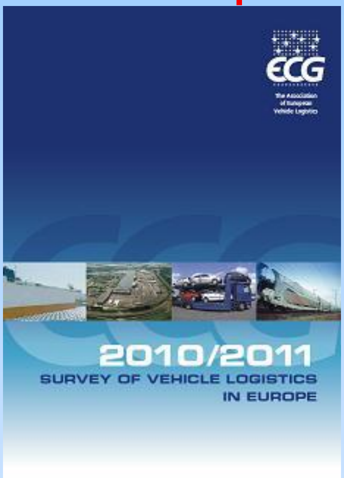

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Next edition due out in October 2012

NEWS FROM BRUSSELS

ECG in Russia!

(Source: ECG, 28th June 2012) On 29th June, ECG held a Board meeting in Saint Petersburg in the Russian Federation. The previous evening saw a meeting with major Russian LSPs to promote and discuss ECG's activities followed by a dinner hosted by ECG member Autotechnoimport.

Pictured: Autotechnoimport, Rolf, RTL, Vulf, CAT-WWL, AGAT.

ECG Board Members, together with representatives of the Russian finished vehicles logistics industry, engaged in an open dialogue sharing the challenges the industry currently faces. ECG hopes to increase its membership in Russia in order to better represent the sector in this important and rapidly growing market.

Bunker prices now available!

(Source: ECG, 06th July 2012) ECG has the pleasure to announce that, starting this week, bunker prices (Rotterdam) will also be available on its website: (http://www.ecgassociation.eu/PublicationsReports/FuelPrices.aspx) Analogously to what we do for the diesel prices, they are presented in an excel table updated each Friday, containing historical data for the past year. We use as source the Marine Bunker Exchange website (http://www.mabux.com/) thanks to UECC's co-operation. The excel sheet contains also monthly and yearly trends updated at the beginning of each month. ECG members can access them using their login while non-members can subscribe to ECG fuel prices service for just €100 per year.

EC looks ahead with new High Level Group on Logistics

(Source: European Commission, 29th June 2012) European Commission Vice-President Siim Kallas responsible for transport met with top-level representatives of the European transport and logistics sector. The occasion was the launch meeting of the High Level Group on Logistics (HLGL), set up to provide strategic advice on the future transport policy measures with impact on logistics. Vice President Kallas said: "Logistics is a crucial business for the EU, providing 11m jobs in the EU and representing 4.9% of our economy in terms of added value. It is an inseparable part of the European transport policy and major contributor to business success. It is therefore paramount that we discuss the challenges ahead together with the stakeholders in order to fully unlock the potential of the European logistics and freight transport sector". The importance of the sector for the EU economy has been recognised by the Commission in the White Paper on Transport. Data shows that the logistics sector is an important contributor to the EU economy. Six countries out of the global top-10 logistic performers are from the EU in 2012. Thus the European Commission has a vital role to play in creating appropriate framework conditions for this sector. With the goal of identifying synergies between the Commission and the industry, and to build a sound business environment for this sector, the High Level group met in Brussels

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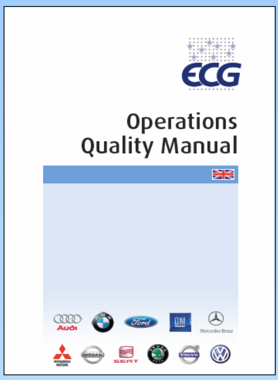

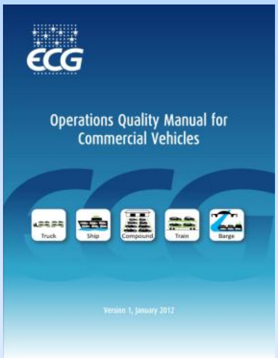

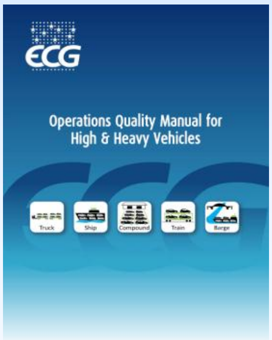

- Written by the Quality Working Group and the H&H Working Group composed of OEMs and LSPs
- The manuals can be downloaded from: http://www.ecgassociation.eu/PublicationsReports/ECGOperationsQualityManual.aspx

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on 29th June. It comprises top-level representatives of logistics service providers, customers of logistics companies, transport operators, ports/terminal operators, academics, IT companies and social partners. The discussion focused on the main bottlenecks that hinder freight logistics and transport. The members of the Group also discussed possible solutions that are expected to bring the desired improvements. The creation of the group was very welcome by its participants who consider it a means to engage in a constructive dialogue with the Commission on the challenges for logistics. For the Commission it is a unique platform to consider actions targeted to enhance further the logistics sectors' competitiveness and performance while at the same time contributing to the achievement of the European transport policy objectives. **Members of the High Level Group on Logistics:** Mr Alan Mckinnon, Professor and Head of Logistics, the Kühne Logistics UNIVERSITY of HAMBURG; Mr Lauri Ojala, Professor, Turku School of Economics, UNIVERSITY of TURKU; Mr Robert-Jan Zimmerman, CEO, MERCURIUS Shipping Group; Ms Kerstin Geiger, Global Head Industry Solutions, SAP; Mr Frank Appel, CEO, DEUTSCHE POST DHL; Ms Marie-Christine Lombard, CEO, TNT Express; Mr Laurent Freixe, Executive Vice-President, NESTLE; Mr Clemence Cheng, Managing Director, HUTCHISON Port Holdings Central Europe Division; Mr Rafael Aznar Garrigues, Chairman of the Port Authority of Valencia; Ms Myriam Chaffart, Political Secretary Inland Waterways and Logistics, European Transport Workers' Federation (ETF); Mr Rodolphe Saadé, Executive Officer, CMA CGM; **Mr Niels Smedegaard, CEO, DFDS**; Mr Christian Kern, CEO, ÖBB Group AG; Ms Hjoerdis Stahl, Executive Vice-President, LUXAIR Cargo.

Road transport: new tachograph to tackle unfair competition

(Source: European Parliament, 03rd July 2012) More efficient recording devices in trucks and adequate equipment for inspectors will help ensure stricter compliance with rules on driving and rest times for lorry drivers. The legislative resolution adopted by Parliament by a large majority on Tuesday, 3rd July will make roads safer for everyone. The regulation tabled by the Commission in July 2011 sets new technical standards for digital tachographs, which have been mandatory for heavy goods vehicles of more than 3.5 tonnes since May 2006. It lays down detailed rules for their use, type approval, installation and inspection with a view to combating tampering which is too widespread, according to an assessment carried out for the Commission. Parliament proposes in the resolution drawn up by Romanian Member of the European parliament (MEP) Silvia-Adriana Ticau to extend the applications linked to global navigation satellite systems (GNSS) to include recording the beginning and end of a trip. Linked to receivers, the tachograph could even record the weight of a vehicle. In the long term, these more user-friendly tachographs will be able to combine multiple functions. "The transport committee proposes that every truck, new or old, must be fitted with smart tachographs by 2020", said Mrs Ticau before the vote. The public authorities should also train and equip inspectors to analyse the tachograph data rapidly using the same method "because it is essential that the rules are, at last, applied in the same way everywhere in the EU", said the rapporteur. Wireless data transmission will, for example, enable the authorities to check (but not sanction) vehicles remotely, without having to stop them, and to concentrate more on vehicles with suspicious data which would then be checked thoroughly. Trucks used within in a 100-km radius by drivers whose main activity is not driving heavy-goods vehicles should be exempt from using tachographs, says Parliament, keen to avoid unnecessary administrative costs for handicraft businesses. According to Parliament, the new tachograph should become mandatory for all trucks weighing over 2.8 tonnes.

Fiat clashes with German carmakers on EU CO_2 law

(Source: Reuters, 02nd July 2012) Proposals to toughen EU standards on car emissions have put the giants of the German auto industry on collision course with makers of lighter vehicles, including Italy's Fiat. The plan from the European

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Commission, the EU's executive arm, is to enforce a 2020 goal to lower carbon dioxide emissions to an average of 95 grammes per kilometre (g/km). It had been expected to be officially published at the start of July, but a Commission spokesman said there was no fixed date yet. Divisions have gaped wide over how the proposed new binding standard, which compares with a 2015 mandatory target of 130 g/km, should be enforced across the European fleet. Sergio Marchionne, president of the car industry association ACEA and CEO of Fiat, said ACEA had been unable to find a unified position. As Fiat boss, however, he said he supported the Commission proposal and understood the Germans had a different plan, which he hoped would not succeed. "We have to not shift the burden to smaller carmakers," he said. "This time we are not moving." "We can keep on arguing," he told reporters in Italy late on Sunday, 1st July. EU and industry sources say German manufacturers BMW, Volkswagen and Daimler have been lobbying for a calculation that would mean they had to make a smaller contribution, while makers of lighter cars, such as Renault, Peugeot and Fiat would have to do more. Germany's Association of the Automotive Industry VDA was not immediately available for comment. An ACEA spokeswoman said the body was waiting for the Commission proposal to be published before commenting. The argument, known as the "slope of the curve" debate, has been contentious in the past. In 2008, it took EU summit talks between German Chancellor Angela Merkel and then French President Nicolas Sarkozy to forge an earlier deal to limit car emissions. The Commission's assessment of the proposed legislation, seen by Reuters, said the aim was to be "as neutral as possible from the point of competition, socially equitable and sustainable". To achieve this, the proposal put forward a 60% slope, using 2009 baseline data, to determine how the carbon dioxide reduction is distributed so that the extra retail cost would be spread relatively equally across different manufacturers. EU sources say the German car industry has been lobbying for a steeper slope, based on adjusted calculations. A curve of 100% would mean BMW, for instance, would face costs of around minus 3% compared with the average, while Fiat, for instance would see a more than 3% increase, the impact assessment shows. The Commission and the German industry have been basing their calculations on the weight of cars, which the impact assessment says has been retained as a parameter for now to provide regulatory consistency. Many say there are arguments for changing it in the future because using mass gives an advantage to makers of heavier cars. They tend to be driven for longer distances than lighter cars, meaning the mass parameter might not be the most effective way to limit emissions. The European Aluminium Association, which has an interest in lighter cars made from aluminium said the "light-weighting potential has been untapped" and the Commission should be using a footprint measure, referring to the surface between the four wheels, rather than a car's weight. "A seven-seat car should be allowed to emit more than a two-seat car," Bernard Gilmont, building and transport director at the European Aluminium Association, said. "The way that the regulation is going by keeping the mass-utility parameter is not stimulating the most straightforward way to achieve the target, which is reducing vehicle emissions."

Vice President Kallas welcomes European Parliament final agreement on new rules to open competition in the rail market

(Source: European Commission, 03rd July 2012) New EU rules to allow more competition on the rail market look set to come into force by the end of this year, following a final vote of approval in the European Parliament today. The new rules (Rail Recast Directive) tackle 3 major problems on the market: (1) strengthening the power of national regulators; (2) improving the framework for investment in rail (3) ensuring fair access to rail infrastructure and rail related services. They are a direct response to many complaints from operators in recent years. "These new rules will very significantly change the way competition works on the rail market. This is a very substantial step forwards. At last we can close loopholes in the current laws that can allow discrimination against newcomers and block operators

ECG AGENDA

►**UK & Ireland Regional Meeting** on **18th July**, in London, UK

►**The ECG Survey Group** on **30th August**, in Brussels

►**Eastern Regional Meeting 27th September**, in Vilnius, Lithuania

►**ECG Conference** on **11th - 12th October** in Prague, Czech Republic

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

from providing new and innovative services. The high level of ambition of the European Parliament, is particularly encouraging as we look to the next package of measures to develop services on the rail market that the Commission will propose by the end of the year." As a result of the negotiating process, the final compromise text also includes certain new and important provisions, which go further in terms of improving the functioning on the rail market. These include:

1) In relation to regulatory oversight,
Additional provisions to ensure the independence of rail regulators: Their staff can only be recruited by public authorities with no control over regulated undertakings and fired only on disciplinary matters and not for decisions they take. New cooling on and cooling off periods to control staff movements between for the regulator and regulated undertakings. Establishment of a formal network for rail regulators to ensure co-ordination and exchange of best practices as well as rendez vous clause to review such arrangement by the end 2014, so that further measures can be taken in this area if necessary. Reinforced means for rail regulators: their human and material resources will have to be proportionate to the importance of the sector. They will have the possibility to ask the Commission to control national measures.

2) In relation to infrastructure financing and charging,
Reinforced obligations for Member States to ensure the balance of infrastructure managers' account over a maximum period of 5 years and to provide them public funding under multiannual contracts. New mandatory system of modulation of infrastructure charges to provide incentives to equip trains with the interoperable European signalling system (ECTS) and common EU rules to modulate charges on the basis of the noise performance of trains.

3) In relation to market access conditions:
Extension of the independence requirements to the operators of essential service facilities to storage sidings and refuelling facilities. New provisions on financial transparency: accounts must permit the process of allowing the verification of separation of financial flows between infrastructure managers and railway undertakings. A rendez-vous clause on unbundling: The European Commission is requested to issue new proposals by end 2012, in order to develop further a framework to facilitate non-discriminatory access building on existing separation requirements.
To access in detail the main elements of the Rail Recast Directive please access the MEMO/12/520:
http://europa.eu/rapid/pressReleasesAction.do?reference=MEMO/12/520&format=HTML&aged=0&language=EN&guiLanguage=en

AUTOMOTIVE INDUSTRY

Extent of GEFCO's relationship with General Motors unclear

(Source: Transport Intelligence, 04th July, 2012) GEFCO will become a supplier of General Motors Europe's logistics operations according to a statement from the two parent companies on Tuesday, 3rd July. PSA Peugeot-Citroen and General Motors have signed an agreement to extend their existing partnership through the "creation of a long-term and broad-scale global strategic alliance". In addition to sharing engineering resources, the two companies also agreed that "GM intends to establish a strategic, commercial co-operation with GEFCO, an integrated logistics services company and subsidiary of PSA Peugeot Citroën, whereby GEFCO would provide logistics services to GM in Europe and Russia." At this stage, it is unclear exactly what this means. The relationship is likely to revolve around transport and transport planning, rather than areas such as warehousing. Sources, who have spoken to GM, suggest that the relationship will be more akin

Events in Brussels

- FP7 Transport Info Day, 18th July 2012 in Brussels (http://ec.europa.eu/research/index.cfm?pg=conferences&eventcode=4EAFBA5E-BDBD-62E1-177C8E4914FCEB3A)
  ECG will attend

- “What reform for the European railway legislation?” by EESC, on 06th September, Brussels (http://selectsurvey-gen.eesc.europa.eu/TakeSurvey.aspx?SurveyID=RailwayReform2012)
  ECG will attend

- "TIGER’ strategic perspectives in the light of the future European freight mobility policies" on 27th September in Bibliothèque Solway, in Brussels (http://www.tigerproject.eu)
  ECG will attend

- European Electric Vehicle Congress, 19th- 22nd November, in Brussels (http://www.eevc.eu/)

to a '4PL' structure, whilst GM Europe will continue to do business with other logistics service providers. In some areas, collaboration between the two may make some sense as GEFCO has useful capabilities in both intermodal and road freight across Europe. Even a limited merging of volumes might deliver better asset utilisation, however it should be noted that much of GM Europe's production capacity is in Germany, where GEFCO is comparatively weaker. GM and GEFCO have already started to increase the level of business they do together, with GEFCO taking over a number of contracts for finished vehicle logistics in the UK for example; although these appear to pre-date the collaborative agreement. It is not the first time that GM has attempted to collaborate with other vehicle manufacturers in Europe in logistics planning. Previously, it sought to merge its operations with FIAT as part of the wider VECTOR SCM initiative. The programme petered-out after FIAT and GM terminated their wider engineering relationship. Bearing in-mind that Reuters is reporting that the Peugeot family, which has a major stake in PSA Peugeot-Citroen, is unhappy with the relationship with GM, there is a danger that this alliance may follow a similar path. None-the-less the promised business could be very valuable to PSA Peugeot-Citroen as it seeks to sell a major proportion of GEFCO's equity to outside investors. The promise of major new contracts may suggest an increase in revenue and therefore possibly of capital value of GEFCO. However, it is unclear how GEFCO and GM would agree on a price for any services. In the long-term, it also re-asserts the centrality of the European automotive sector for GEFCO after a period in which it has been trying to diversify into new geographies and sectors.

ECG Note: for a more in-depth analysis please see the Automotive Logistics News article: http://bit.ly/LBqrrT

Volkswagen agrees to buy rest of Porsche for $5.6bn

(Source: BBC, 05th July 2012) Volkswagen says it has agreed a deal to buy the remaining 50.1% stake in Porsche it doesn't already own by the start of next month. VW will pay €4.46bn plus one VW common share to acquire the stake. The two firms had agreed in 2009 to merge by the end of 2011, but have since faced legal obstacles. The deal is likely to reduce costs and boost VW's earnings as it seeks to become the world's biggest carmaker. "The accelerated integration will allow us to start implementing a joint strategy for Porsche's automotive business more quickly and to realize key joint projects more rapidly," said Hans Dieter Poetsch, chief financial officer of Volkswagen. Both firms had been seeking to accelerate the merger. However, one of the stumbling blocks for the deal was the likelihood of a big tax bill for both the firms. Volkswagen had acquired a 49.9% stake in Porsche in 2009. According to various reports, if it bought the remaining stake before 2014, the two companies may have had to pay more than €1bn in taxes, making the move less attractive. Analysts said that by structuring the deal as one which involved the payment of one VW common share to Porsche, the firms may be able to avoid that bill. They said that such a move means that the deal may see it being classified as a restructuring of the company rather than a takeover. "It's a great deal for Volkswagen, both financially and in operative terms," said David Arnold, an analyst with Credit Suisse. Meanwhile, Volkswagen said in a statement that "the accelerated integration model that has now been agreed can be implemented on economically feasible terms". Once completed, the deal will bring an end to one of the most dramatic takeovers in the car manufacturing industry. Porsche had been trying to takeover Volkswagen for many years. Its attempt failed in 2009 as it fell short of acquiring the required 75% stake. The global financial crisis and the slump in the global automotive sector made it difficult for the carmaker to raise enough money to buy the required stake. But nonetheless, Porsche accumulated large amounts of debt in the process and was sued by investors who accused it of misleading them. In a turnaround of events, the firms agreed a deal in 2009 under which Volkswagen agreed to takeover Porsche.

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Fiat may close second Italian factory, Marchionne says

(Source: Automotive News Europe, 04th July, 2012) Fiat CEO Sergio Marchionne said he may close a second Italian factory as European auto deliveries sink for a fifth straight year. Fiat will shut another plant after closing one in Sicily last year unless it can come up with an economically viable plan to use excess capacity to build cars for North America, Marchionne told reporters on Tuesday, 3rd July in Turin. Marchionne said he expects European car sales to remain around the current level for the next two to three years. Fiat's first-quarter operating losses in the region almost doubled to €207m. "If that is the demand in Europe, there is at least one extra car plant in Italy," Marchionne said. "If we manage to utilize the capacity to export to the U.S., this issue will disappear." Fiat stopped production at its Termini Imerese plant in Sicily in November. The 41-year-old factory near Palermo built the Lancia Ypsilon three-door minicar, which was replaced by a new five-door Ypsilon built in Fiat's Tychy plant in Poland. Fiat's competitors are also considering way to reduce excess capacity. General Motors Co.'s Opel unit may close a factory in Bochum, Germany. PSA/Peugeot-Citroen's French factories in Aulnay and Rennes are at risk of being shut, according to union officials at the automaker. The drop in European car sales accelerated in May to 8.4%, the eighth consecutive monthly decline, according to industry association ACEA. Fiat, PSA/Peugeot-Citroen and Renault have posted the steepest slumps in the region this year, plummeting 15% or more in the first five months.

EUROPE

GEFCO secures ITM company award

(Source: Automotive Logistics News 04th – 10th July 2012) The Institute of Transport Management in the UK has awarded GEFCO's UK division with its Transport Company of the Year 2012 award. "It is increasingly rare to find a company that is wholly committed not only to growing its business across the board, but also to innovation, customer satisfaction, environmental and social responsibility and staff development," said the ITM in an official statement. Tristan Balayn, managing director of GEFCO UK said: "We are delighted that GEFCO UK has been awarded this prestigious accolade. We are very proud of the levels of service and commitment we offer all our customers, underpinned by our core company values. Over the last year, we have seen our business expand into new sectors and grow into new markets, while at the same time consolidating and building on our core automotive strength," he continued. "To be named ITM's Transport Company of the Year is testament not only to the high levels of satisfaction felt by our customers, but also is a recognition of the dedication and hard work of each one of our employees, without whom we would not have received this award." GEFCO has four automotive centres in the UK, located at Sheerness, Corby, Sandtoft and Portbury. Each site offers dedicated new and used vehicle storage and distribution facilities, along with fully comprehensive technical facilities for new and used car preparation.

CALA visits ro-ro facilities at Le Havré

(Source: Automotive Logistics News, 04th– 10th July 2012) Fourteen members from the China Automotive Logistics Association (CALA) were part of a delegation that visited the port of Le Havre's ro-ro facilities last week to assess the merits of potential vehicle and parts distribution into Europe. CALA is a division of the Chinese Federation of Logistics and Purchasing. The delegation, which included representatives from Foton Logistics, Dongfeng and FAW International Logistics amongst others, were guests of HAROPA, the economic interest group that represents Le Havre port, the port of Rouen (100km inland from Le Havre) and Ports de Paris, a state institution established to develop waterway traffic and port activity across a network of 70 ports along the waterways of the Ile-de-France. The visit included a tour of the terminals operated

by **Groupe CAT**, **GEFCO** and **Walon**, as well as the Port 2000 container complex. The visit follows a visit by HAROPA delegates to Shanghai in June, led by Hervé Cornède, commercial and marketing director at the port of Le Havre, to promote the HAROPA's cross-industry logistics offering. The full list of companies represented in the visit to Le Havre is as follows: Foton Logistics; Borui Auto Service; Dongfeng; Heilongjinag Runyang logistics; Tianjin Yuanshun logistics; Anhui Jac Logistics; FAW International logistics; Hubei and TPS Beijing.

Give longer trailer permits to smaller businesses

(Source: Lloyd's List, 03 July 2012) The future allocations of permits to trial extra-long truck trailers on UK roads should be granted to small and medium size businesses, says a leading UK road transport representative. Jack Semple, Policy Director at the Road Haulage Association (RHA) told that the government should take a 'bottom up' rather than a 'top down' approach in deciding which companies are allowed to trial 14.6 metre and 15.65 metre trailers. The current maximum length is 13.6 metres. In December 2011 the UK government issued 900 14.6 metre permits and 900 15.65 metre permits to a range of operators but due to manufacturing and business appraisal processes the trailers have only recently begun to appear on British roads. According to the RHA, demand has been overwhelmingly in favour of the longer length. Knights of Old and Asda both unveiled their 15.65 metre trailers last week. "There are several hundred on the road or in-build," said Semple. "They've had an understandably slow start because it's only fairly recently that operators have had clear sight of what the manufacturers are offering and how that can be applied to business. "The overwhelming demand is for the longer length and if there is a new issue or redistribution of permits we are very keen that they should go to SMEs so that we can get as many firms as possible involved in the trial." The longer trailers have attracted some controversy, not least from within the rank and file of the RHA's own membership, a majority of which opposed the 10-year trial. Freight on Rail Manager Philippa Edmunds says the road transport industry should concentrate on filling the current 13.6 metre standard trailers. "When the RHA surveyed its own membership, two thirds were opposed to this trial," she said. "We don't think these trailers will present the same safety or environmental issues as the 25-metre trailers on trial in Europe [*ECG Note: 25.25m trials in the EU refer to the full length of a truck & trailer combination*], but they are, nonetheless, 7ft longer and that's quite a lot. They have a bigger tail swing, an increased blind spot and we don't think the safety research has been adequate. "As it stands, 50% of lorries are not constrained by length or weight so there is clearly scope for getting more efficiency out of the existing fleet." Jack Semple agreed that a majority of RHA members had opposed the trial when surveyed last year but he told Lloyd's Loading List.com that all members opposed to the trial who subsequently won permits had now changed their minds. "When people applied for permits, very few had worked out what to do with them but now they are gathering a head of steam," he added. "We have no way of knowing if these trailer lengths will become the new standard or whether the industry will want to stick with 13.6 metres, but what is clear is that there will be more and more demand for longer trailers and there will be pressure on Transport Secretary Mike Penning to increase the permit allocation."

French gov't car help to target R&D, not incentives

(Source: Automotive News Europe, 4th July, 2012) French government efforts to help the country's auto industry will focus on promoting research and development rather than new state-sponsored incentives to buy cars, Labor Minister Michel Sapin said. "It's not just about boosting car purchases," Sapin told France's BFM TV on Wednesday, 04th July. "Nobody can say they have the solution ... a magic wand," he said. Car-scrappage schemes were deployed in France and other countries in 2009 and 2010 to ease the impact of an international economic downturn. Sapin said the problem with purchase incentive schemes was that sales tended to slump after they were withdrawn. Prime Minister Jean-Marc Ayrault told the French parliament on Tuesday, 3rd July, an emergency plan to help the auto industry would be ready later this month. France's car industry is threatened by big job losses and plant closures as domestic automakers PSA/Peugeot-Citroen and Renault face falling sales at home and in other European markets hit by the euro zone crisis. France has Europe's second biggest national car industry after Germany's. Trade union officials have warned that as many as 8,000 to 10,000 jobs could be axed in France under a shake-up at PSA. The French government has asked PSA to clarify its plans quickly. PSA's situation has deteriorated since last year, when net debt increased to 3.4bn as the company continued to suffer for its exposure to European markets badly hit by the region's debt crisis. On 2nd July, France's CCFA auto manufacturing association said French light-vehicle sales fell 0.9% to 248,697 last month, after dropping 17% in May.

Trailer Type Approval just four months away

(Source: SMMT, 27th June 2012) From 29th October this year, every trailer that is built in a single stage will need to comply with complex new Type Approval rules warns industry body the Society of Motor

Manufacturers and Traders (SMMT). This milestone is the latest in the programme of Europe-wide changes to Type Approval Regulations. From the end of October, every trailer manufactured will need European Community Whole Vehicle or National Small Series Type Approval. Without one of these approvals, trailers will not be permitted to use the road. Alternatively, the trailer can be subjected to an Individual Vehicle Approval (IVA) inspection. To help trailer manufactures, bodybuilders, converters and vehicle manufactures to achieve the required Type Approval quickly and easily, SMMT has developed its SENTA Guide. This online tool provides guidance to companies seeking Type Approval and uses a simple step-by-step system to produce Type Approval documentation. The service is free to SMMT members and charges a one-off fee to non-members.

For more information on Type Approval and SMMT's SENTA please visit: www.smmt.co.uk/SENTA.

Ongoing news for Italian ro-ro and ro-pax links

(Source: Ship 2 Shore, 27th June – 02nd July, 2012) A new ro-ro link, among Sicily, Malta and Libya, was officially launched last week by Maltese Mediterranean Maritime Services, controlled by the Zammit family group, specialising in automotive sector (in partnerships with Honda, Chevrolet and Isuzu) but already acquainted with the shipping world having established with Turkish Fergum Ferries a connection between Mersin and Tripoli. According to Leghorn-based Mediterranean Sea Agency, representing Zammit companies in Italy, “the ship will operate at ITSA Terminal Augusta and on dedicated quays in Tripoli and Misrata, so as to avoid road congestion at Libyan ports”. Meanwhile Milan-based shipagent CSA confirmed the launching of a new Italy-Spain link operated by ASA Lines, deploying ro-pax Scandola, owned by French CMN – Compagnie Méridionale de Navigation that replaced it with newbuilding Piana. The Scandola (built in 1992, able to board 750 passengers, 250 of which in cabins and boasting 1,850 linear metres garage) will leave Vado Ligure (Forship terminal) on Tuesday and Friday and will depart from Tarragona on Wednesday and Sunday. This is the second recent connection from Vado Ligure to Spain after **Grimaldi** Naples announced a new ro-ro link between Savona terminal Auto, Valencia and Barcelona.

Statistical pocketbook 2012 published

(Source: DG MOVE, 29th June 2012) Transport represents a crucial sector of the economy. The Statistical Pocketbook provides an overview of the most recent and most pertinent annual transport related statistics in Europe. It covers the European Union and its 27 Member States and, as far as possible, the current EU candidate countries and the EFTA countries. The content of the pocketbook is based on a range of sources including Eurostat, international organisations, national statistics and, where no data was available, on Directorate-General for Mobility and Transport (DG MOVE) own estimates. DG MOVE estimates have mainly been produced to get an idea of the EU total. At the level of individual countries, they are merely indicative and should by no means be (mis-) interpreted as "official" data. The publication consists of 3 parts: 1. A general part with general economic and other relevant data. 2. A transport part covering both passenger and freight transport as well as other transport-related data. 3. An energy and environmental part with data on the impact which the transport sector has on energy consumption and on the environment.
To access the Statistical pocketbook in full, please visit:
http://ec.europa.eu/transport/publications/statistics/pocketbook-2012_en.htm

REST OF THE WORLD

ACEA and European Commission jostle over Korea FTA

(Source: Automotive Logistics News, 04th – 10th July 2012) On the first anniversary of the free trade agreement (FTA) between the European Union and South Korea, the European Commission has outlined the advantages that lower tariffs have brought for EU companies, as well as the increase in EU car exports. However, the European Automobile Manufacturer's Association (ACEA) has highlighted what it perceives as an imbalance in trade brought about by the continued existence of non-tariff barriers. The EU-Korea FTA was officially a year old on July 1st and the EC stated last week that lowered import tariffs for European products at the Korean border are estimated to have saved European businesses €350m in duties over nine months (full year figures will not be available until the autumn). The EC stated that over those nine months, EU exports to South Korea are €6.7bn higher, or 35% larger when compared with the same period in 2007 (EU exports to other countries also grew but with a 25% increase). "The successful implementation of the EU-South Korea FTA shows that EU trade policy is on the right track," said EU trade commissioner Karel De Gucht. For products that were only partially liberalised on 1 July 2011, which include vehicles and agricultural products, and accounts for 44% of EU exports to South Korea, there was an increase of €3bn or a 36%

increase. More specifically, for car exports from the EU, the increase was more than 70% according to the EC, which translates as €670m in new car sales in Korea. According to ACEA, however, figures show what it describes as an "asymmetrical trade flow" with "massive increases for Korean exports of passenger cars yet only relatively modest gains for the EU industry". ACEA published figures showing that from the 1st July 2011 to the 31st May 2012 South Korea exported 400,000 domestically manufactured passenger vehicles to the EU, a 40% increase from the same period one year earlier. By contrast, South Korea imported just 73,000 European-made passenger vehicles, an increase of 13%. The industry body said those figures were confirmed by the Korean International Trade Association and "paints a very different picture to that presented by the European Commission." It also showed that since the introduction of the FTA Korean import duties have dropped from 8% to around 6% while EU import duties have dropped from 10% to 8%. "It is still too early to say if there is a direct relationship between the entry into force of the FTA and the increase in trade flows," admitted ACEA's secretary general, Ivan Hodac. "What is clear, however, is that European exports are being hampered by the continuing existence of automotive non-tariff barriers." In response, John Clancy, EU Trade spokesperson at the EC, said that it was too early to assess the true impact of the FTA. "In essence you must be honest and to be honest you must admit that rushing to judgement and pointing blame after nine months – the best figures you can have [right now] – on a deal that only fully impacts after 5-10 years, is at best doubtful." Clancy's words echoed that of the original statement issued by the Commission, where it pointed out that as most of the regulatory changes from the FTA had yet to be implemented, the trade benefits of the agreement can only be assessed with certainty after five to ten years. By 1 July 2016, it maintained that 98.7% of import duties of EU and South Korea in trade value for both industrial and agricultural goods will be eliminated. Clancy agreed that additional efforts need to be made on non-tariff barriers (NTBs) but said it was difficult to assess the effects of the FTA so early after its signature, adding that "difficult becomes misleading" if the reference period is the last few months before FTA. "Just to give an example of misleading short term figures," said Clancy, "if we were only to compare the last few months before and after, as ACEA did, we [would] see that the growth rate of Korean car sales has flattened after the FTA, as if the FTA had slowed down Korean exports compared to pre-FTA. We know that's not true. But what is true is that there is no post-FTA surge." Clancy pointed to "the bigger picture" and outlined three contributing facts. The first was that Korean car sales are below crisis level. The second was that there were 9m cars in Europe and 400,000 imports is a "drop in the ocean". And the third point was that there was an extremely small increase in overall EU imports with Korean imports replacing other foreign brands, whose sales are declining. "In short, it is easy to point blame," said Clancy, "but perhaps, as for all European industries, [each] should focus on being the most competitive and provide the best quality and value for consumers." ACEA's Hodac said the Commission needed to work on resolving the automotive non-tariff barrier issue and ensure that no new ones were introduced. "We will continue to actively monitor the situation and remain vigilant to further developments," he said.

MHI completes first hybrid car carrier

(Source: Automotive Logistics News, 04th -10th July2012) Mitsui OSK Lines (MOL) has announced the completion of the world's first newly-built hybrid car carrier, Emerald Ace, at the Mitsubishi Heavy Industries (MHI) shipyard in Kobe, Japan. The Emerald Ace is designed to generate zero emissions while at berth and is equipped with a hybrid electric power supply system that combines a 160kW solar generation system, jointly developed by the MOL, MHI and the Energy Company of Panasonic Group, with lithium-ion batteries that can store some 2.2MWh of electricity. Conventional power generation systems use diesel-powered generators to supply on board electricity while berthed. On the Emerald Ace, electricity is generated by the solar power generation system while the vessel is under way and stored in the lithium-ion batteries. The diesel-powered generator is completely shut down when the ship is in berth, and the batteries provide all the electricity it needs, resulting in zero emissions at the pier. The vessel's hybrid system represents a significant step forward in realizing ISHIN-I, the concept for the next-generation car carrier that MOL announced in September 2009. In other news, MHI recently won the Ship of the Year 2011 award from the Japan Society of Naval Architects and Ocean Engineers for the MV Tonsberg, operated by **Wallenius Wilhelmsen Logistics** and the first of four vessels ordered by the Norwegian forwarder from MHI. It is the sixth time that MHI has won the award. The vessel is equipped with ballast water treatment and waste-heat recovery systems, as well as an electronically controlled engine, which WWL said makes it one of the most fuel-efficient, environmentally sustainable ships on the market.

PRESS RELEASES

GEFCO Turkey celebrates its 10th anniversary

(Source: GEFCO, 29th June 2012) On 12th June, GEFCO's Turkish subsidiary invited its clients and the press to a cocktail party at Baltalimani Portaxe, near Istanbul, to celebrate its tenth anniversary. Yves Fargues, Chairman and CEO of the Group, Christian Zbylut, GEFCO's director for the development of the Central Asia, Central and Eastern Europe, Asia, and Middle East regions, and Fulvio Villa, Managing Director of GEFCO Turkey, were present at the press conference that kicked off the festivities. The press conference covered the various stages in the subsidiary's development, from its creation in 2002 to today and detailed GEFCO's broad range of innovative solutions designed for the manufacturing sector.

At the press conference, Mr. Yves Fargues went over the strategic initiatives that the Group has taken in order to further its international development, stressing the importance of GEFCO Turkey's position in the Middle East and noting that the subsidiary will continue to serve as a strategic base from which to penetrate new markets in Central Asia. The press conference also provided a forum for the announcement that GEFCO Turkey is planning to open new depots in the Middle East and to launch new services, including a door-to-door solution for shipping to the Middle East using the port of Mersin.

Life-saving emergency eCall system should be mandatory

(Source: European Parliament, 03rd July 2012) All new cars must be fitted by 2015 with eCall devices to alert the rescue services to road crashes automatically, using the 112 public emergency call system, say MEPs in a resolution adopted on 3rd July. This system would enable rescue services to arrive faster, saving lives and reducing injuries, adds the non-binding resolution.

"The European Parliament has given its clear support for all motorists in Europe to benefit from an emergency call system free of charge. Since the voluntary approach has failed, we urge the Commission to propose legislative measures as soon as possible to ensure the eCall system will be mandatory in all EU countries by 2015", said co-rapporteurs Olga Sehnalova (S&D, CZ) and Dieter-Lebrecht Koch (EPP, DE).

The resolution regrets delays in the voluntary deployment of eCall to date and the small proportion of cars fitted with it (only 0.4%). It urges the European Commission to table legislation to make the eCall system mandatory by 2015. MEPs also call on the Commission to consider extending this system to other vehicles, such as motorcycles, buses, coaches and trucks in the near future.

Golden hour

The in-vehicle eCall system uses 112 emergency call technology to alert the emergency services automatically to the location of serious road accidents. This should save lives and reduce the severity of injuries by enabling qualified and equipped paramedics to get to the scene within the first "golden hour" of the accident, says the resolution. The eCall system could save up to 2,500 lives a year and reduce injury severity by 10 to 15%, it adds.

Free of charge

MEPs believe that the public eCall service should be mandatory and available free of charge to all drivers in Europe, irrespective of the make of their vehicles.

Technology is ready

MEPs point out that the necessary technology is available and that common EU-wide standards have been agreed. They therefore call on the Commission to table legislation requiring EU member states to upgrade their emergency response service infrastructure so that it can handle eCalls by 2015.

Data protection

The resolution stresses that the eCall service must not be used to monitor a person's movements or determine his or her location unless that person has been involved in an accident. The main purpose of the system is to improve incident management, the text adds.

ABB, KredEx and Estonia's Ministry of Economic Affairs deploy first of 200 web-managed DC fast chargers in Estonia

(Source: ABB, 18th June 2012) ABB, the leading power and automation technology group, KredEx and the Ministry of Economic Affairs of Estonia, announced today the first public installation of a Terra 51 DC fast charging station for electric vehicles (EV) in Estonia. The fast charger is located at the Innovation Center in Tallinn and is the first of 200 chargers that will be installed at multiple locations throughout the country

comprising the world's first nationwide network of DC fast chargers. The location of an additional 168 confirmed and contracted locations of DC fast chargers for highway and inner city use were also announced, including 27 fast charging points in Tallinn, 10 in Tartu, 4 in Pärnu and 2 in Narva. The project including the installation of the remaining 31 fast chargers is scheduled to be completed by the fall of 2012.

Creating the world's first complete EV charging infrastructure of this magnitude is significant as it supports the proliferation of electric vehicles and most importantly, demonstrates the viability of driving an electric vehicle by providing drivers convenient access to state-of-the-art charging infrastructure clearly reducing "range anxiety", a common concern associated with EV ownership.

"The advanced fast charging infrastructure is the key component in the fully developed eco-system for electric vehicles. Together with ABB, we are committed to providing the best combination of hardware, software and services available to Estonian electric vehicle pioneers" explained the head of the electro mobility program for Estonia, Mr. Jarmo Tuisk. "This is the mission of the nationwide rollout of fast chargers. "

To stimulate the adoption of EVs the Estonian government has bought 507 Mitsubishi IMiEV electric vehicles for its own fleet and offers substantial incentives on the purchase price of an EV for consumers.

ABB will also provide network operating support services (NOC) and the backbone IT architecture which provides each web-connected charger with a full range of connectivity features, including remote assistance, management and servicing and smart software upgradeability. ABB will also create a regional competence center to transfer the knowledge and expertise necessary to install and service the chargers between ABB and local engineers. ABB won the original tender together with its partners G4S and NOW! Innovations, which will provide first-line customer support and payment solutions.

"Not only is this the world's first nationwide infrastructure, it is also the first to be professionally supported with connectivity solutions such as remote assistance, remote management and an advance suite of payment solutions," said Hans Streng, Senior Vice President and General Manager of ABB's Product Group EV Charging Infrastructure. "Connected infrastructure will prove to be critical for professional deployment of large scale projects and ABB has the complete portfolio of expertise to accomplish a project of this magnitude."

A list outlining the locations of all DC fast charging points can be found at: http://bit.ly/zqoIXk