ECG News

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ECG – The Association of European Vehicle Logistics

Issue 12.47, 26th – 30th November 2012

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NEWS FROM BRUSSELS

More efforts needed to meet the 60% emission reduction target in transport

(Source: European Parliament, 28th November 2012) Member States are showing modest progress in reducing greenhouse gas (GHG) emissions, but by far not enough to reach the desired targets, says the TERM (Transport Emission Report Mechanism) report, which has been presented to Members of the European Parliament (MEPs) of the Transport and Tourism Committee. The target stipulated by the EU White Paper on transport and the TERM is to cut the sector's GHG emissions by 60% by 2050 compared to 1990, to reduce the impact of transport on the climate and the environment. "Transport, especially road freight, is causing problems on human health over the limit, it is a major problem, therefore we need to pay attention to emissions and focus on better air quality", said Jacqueline McGlade, Executive Director of the European Environment Agency (EEA). Some of the recent data have shown reductions in emissions from transport and improvements in efficiency, according to the TERM report, mainly due to the economic recession. Overall, transport emissions have increased since 1990 by 26%. MEPs raised concerns about maritime emissions as most ships use very pollutant fuel. Creating zero emission ships as well as reducing speed limits could be solutions to reduce emissions, they suggested. "The EU is generally going into the right direction, but there are still targets towards which it hasn't moved at all, such as the alternative fuel", said Jacqueline McGlade. Actions to reduce emissions (GHG, air pollutants) and noise from vehicles through shifting to alternative modes or to cleaner fuels and improved vehicle technology should be complemented by better management of transport demand, outlines the report. It also highlights the need for a whole range of alternative fuels on the market, as well as for proper labelling, to enable consumers to compare alternatively fuelled vehicles with conventional vehicles. To increase uptake of alternative fuels, appropriate support is required both on national and EU level. Transport demand also needs to be optimised by means of a modal shift, moving transport to less environmentally harmful modes, says the report. It also emphasises the improvement of the efficiency of all modes of transport. Making vehicles greener is not just cost-effective, but it has a positive side effect of improving air quality and reducing noise levels. The 60 % reduction target is expected not only to contribute to the common climate objective, but also to enhance environmental performance in other areas, such as improved resource efficiency.

Greens urge Brussels to slam brakes on ‘super credits’ for low-emission cars

(Source: Euractiv.com, 28th November 2012) The EU’s proposal to grant “super credits” to carmakers for low-emission vehicles threatens to add at least 10g/km of CO_2 to the EU’s 2020 target, say Green groups and other transport stakeholders. The EU is aiming to reduce greenhouse emissions from cars from 130 to 95g/km between 2015 and 2020. Under the current regulation for measuring super credit eligibility, each car emitting less than 50g/km of CO_2 would be counted as 3.5 passenger vehicles in 2012 and 2013, 2.5 in 2014, 1.5 in 2015 and then 1 from 2016 onwards in contributing to manufacturers’ CO_2 targets for their entire fleet. The law, which is being amended to implement the 2020 target, would change the super credit-to-car ratio to 1.3 for 2020-2023. But Greens say it is essentially a loophole that does not provide industry with incentives to lower average fleet emissions, as carmakers can continue to build gas-guzzlers in exchange for producing a few low-emissions vehicles. Speaking at a European Parliament workshop on the EU’s CARS 2020 strategy, Greg Archer, a clean vehicles campaigner at Transport & Environment, told EU and industry officials: “With super credits we won’t have a 95g target other than on

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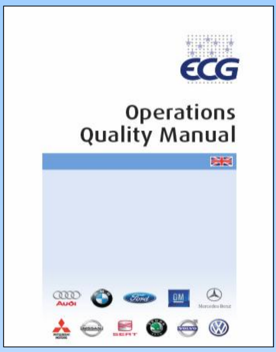

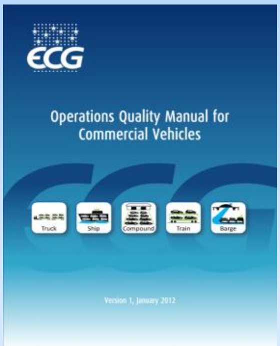

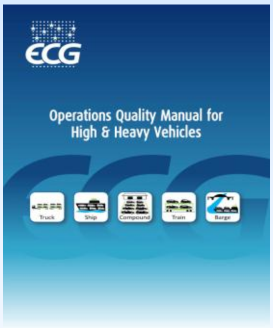

- Written by the Quality Working Group and the H&H Working Group composed of OEMs and LSPs.
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paper". Archer said the scheme in practice could ratchet up emissions levels to 105 or 115g/km in 2020. He called for lawmakers to set stronger targets for the post 2020 period. The German Association of the Automotive Industry (VDA) recently released a proposal calling for 2.5 credits for each low-emitting car for the period 2016-2023, a substantial increase on Commission figures. Academics and representatives from Greenpeace and the European Consumer Organisation BEUC voiced concerns the proposed regulation could weaken the emissions reduction target. Franziska Achterberg, a Greenpeace EU transport advisor, said she thought there was strong evidence for the 10g figure given by Archer. She said the 10g was based on battery-electric and plug-in hybrid vehicles achieving a 5% share of the European car market, which she insisted was within most projections for 2020. "The minimal level that anybody assumes is 2% and the maximum level 20% or even 23%," she said. But Ivan Hodac, the Secretary-General of the European Automobile Manufacturers' Association (ACEA), said super credits would encourage industry to invest in "expensive" sustainable technologies. "We need incentives or [electric cars] won't get onto the market, because they are not affordable," he told officials. He said super credits would attract more investment than the government offering subsidies for consumers to purchase low-carbon vehicles. He said this would provide "an EU signal to manufacturers until such time that they become value for money." But for Ferdinand Dudenhöffer, Professor at Duisburg-Essen University and the Centre for Automotive Research, industry should focus more on using current, inexpensive technology to lower the average emissions of its fleet rather than pouring huge amounts of money into advanced systems. He said engine innovations meant that even current compact cars were on track to meet the 130g/km target well before 2015. "You don't need to invent anything new. The average car has too much power. If you reduce this, it has a knock-on effect on emissions" he said.

EU ministers struggle to agree over trade talks with Japan

(Source: Euractiv.com, 28th November 2012) Britain tries to convince France and Italy to agree to negotiations with Japan to create a free-trade area with the European Union despite concerns that a deal would hurt the continent's weaker carmakers. European free-trade advocates, including Britain, the Netherlands and Sweden, want EU trade ministers, meeting on 29th November in Brussels, to formally ask the European Commission to start talks with Japan. Paris and Rome, however, are determined to defend their carmakers against strengthened competition from Japan after a free-trade deal with South Korea was followed by rising car imports when it came into force in July 2011. A deal between Europe and Japan would bring together two trading partners responsible for a third of global economic output, but because a deal would take several years to finalise, those pushing for an accord worry Japan could lose interest. Japan, the world's third-largest economy, is currently more focused on parliamentary elections due on 16th December, as well as on a Pacific free-trade area that Tokyo sees as a priority. "There is a window of opportunity that could easily close," said a British diplomat involved in discussions. The plan is part of the EU's ambition to sign free-trade deals on behalf of its 27 member states with major economies, including Canada and the United States, with the hope that trade will help revive stagnant demand in the European Union. Japan is the EU's third-largest trading partner after the United States and China, accounting for €150bn a year in trade of goods and services. Japan already has low import tariffs, with no duty on Scotch whisky or French cognac for instance. But Europeans say Japanese laws make it hard for them to do business there, with special regulations on everything from music to imported cars. Britain, a purchaser of high-speed trains from Japan's Hitachi, is keen to keep Japanese competition in a European market dominated by France's Alstom and Germany's Siemens. Overall, an accord could increase EU economic output by up to 1.9%, or by €320bn, by 2020, according to an internal EU document prepared for the talks. Japan could see a 0.7% boost. Reluctance in France and Italy, and to a lesser degree Germany, stems from

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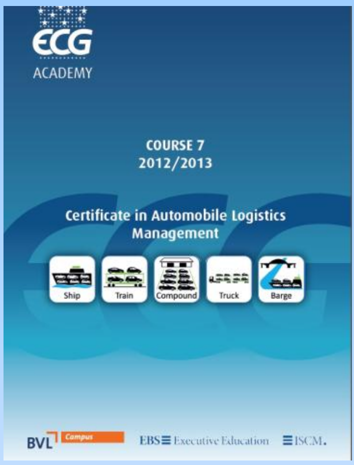

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doubts over whether Tokyo is prepared to significantly open its auto, agriculture and services markets to foreign competitors. France and Italy say they could go ahead with negotiations but suggest that trade in cars be subject to checks to avoid a surge in imports. On the surface, the EU car market has more barriers than Japan's, with a 10% tariff on imported Japanese cars. But EU carmakers say they face numerous "non-tariff barriers" that hinder exports to Japan. The country has a category of "light" cars, which benefits from tax breaks. Most small European cars, such as the Fiat 500, do not meet the category's demanding criteria on size and power, however, making it hard for them to compete with Japanese vehicles. "It is troubling that the European Commission, in the midst of a serious economic crisis, would propose launching negotiations with Japan before the Japanese remove important non-tariff barriers against the European auto industry," Ford Motor said in an e-mailed statement. Partly because of such worries, Europeans have insisted that negotiations can be called off after a year if they feel Japan is not doing enough to open up its markets.

AUTOMOTIVE INDUSTRY

Ford cuts shift at Romania plant and offers buyouts to workers

(Source: Automotive News Europe, 26th November 2012) Ford Motor Company is cutting a shift at the Romanian factory that builds the B-Max model just weeks after launching the small minivan. The automaker will also offer buyouts to some hourly workers at the plant in Craiova under what is called a "limited voluntary separation programme." The plant, 260km west of Bucharest, has about 3,600 employees with most workers having more than four years of service. The company is still in discussions with unions, a Ford spokesman said on Friday. The Craiova plant will operate on a single shift as Ford struggles to overcome sluggish sales in Europe. Ford launched sales of the B-Max last month. The model is based on the same platform as the Fiesta subcompact and replaces the Europe-only Fusion minivan. Auto sales in Europe have tumbled this year as economic weakness saps consumer confidence. Ford expects to lose at least $3bn in Europe over the next two years. In the first 10 months, Ford sales in the EU and EFTA countries fell 12.4% to 786,989, in a total market down 7.3% to 10.3m, according to data from the industry organisation ACEA. The automaker's market share in the region dropped from 8% to 7.6%. Ford said about 500 employees working at the assembly plant will be transferred to the Craiova engine plant. Engine production will rise to two shifts, up from a single shift now, to support demand for Ford's 1.0l turbo-charged engine and the upcoming launch of a new 1.5l engine, Ford said. Ford bought the Craiova factory, a former Daewoo manufacturing plant in 2008, paying €57m to purchase the Romanian government's 72.4% stake in the factory. In 2009, the automaker began production of the Transit Connect commercial van at the facility. Ford originally planned to build about 60,000 vehicles at the factory this year and increase output to 105,000 vehicles in 2013.

Mini to begin production at former Mitsubishi plant in second half of 2014

(Source: Automotive News Europe, 28th November 2012) Production of new Mini models at a former Mitsubishi plant in the Netherlands will begin in the second half of 2014, a senior company executive said. Harald Krueger, BMW's Board Member in charge of Mini, Rolls-Royce, motorcycles and after-sales, said that the company will decide in the coming months which models it will source from the former NedCar plant in Born, Netherlands. The VDL Group, a Dutch industrial company focused on development, production and sales of finished or semi-finished products, buses and coaches, will take over the former Mitsubishi plant next month and supply Mini under a contract manufacturing deal. "It is the same type of agreement we have with Magna Steyr in Graz, Austria, which will continue

ECG AGENDA

►**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

producing the Countryman and Paceman models for us," Krueger said on the sidelines of the Los Angeles auto show. Mini's main production centre is in Oxford, England, where capacity has been increased to 250,000 units a year. Krueger declined to elaborate on the installed capacity for Mini at the former NedCar plant, which will be renamed VDL NedCar starting in January 2013, but gave a midterm hint to the British brand's potential. "We aim at selling 2m units of BMW, Mini and Rolls-Royce models by 2016 and Mini currently accounts for about one of every six cars sold by the BMW Group," Krueger said. That translates into about 333,000 Mini sales in 2016, up from a record of 285,000 units sold last year. Through October, Mini has increased worldwide sales by 7% to 247,698 units, and Krueger is convinced this year could set another record: "In a volatile global market it is important to have balanced sales. Southern Europe is suffering now, but we increased Mini sales by 30% in China and 16% in the U.S. so far this year, so I am confident we could continue on our growth path."

Europe uncertainty forces VW to shorten time period for investment plan

(Source: Automotive News Europe, 23rd November 2012) Volkswagen Group will spend €50.2bn in its automotive division over the next three years, shortening its investment calendar from the usual five years as market uncertainty in Europe makes long-term planning more difficult. The carmaker's Supervisory Board approved the funding for plants, vehicles and R&D through 2015, the Wolfsburg-based company said in a statement. VW's Chinese joint ventures, which are not consolidated, will invest another €9.8bn during that time period. "There are a number of uncertainties globally," said Juergen Pieper, a Frankfurt-based Bankhaus Metzler analyst. "They may want a certain degree of flexibility, more than in the past, because there is room for quite dramatic changes in the market conditions." VW, which has added Porsche sports cars and Ducati motorcycles to build a stable of 12 brands, has offset its 0.6% 10-month decline in European deliveries with 20% growth in China. The European auto market is headed for a 17-year low in 2012, according to the auto industry group ACEA, which estimates 30% of the region's production capacity is unused. While usually laying out 5-year plans, the crisis that hit the European car market in 2009 also prompted VW to plan a 3-year investment timetable as forecasting became more difficult. After introducing a new version of its best-selling Golf hatchback in September, VW is planning a further 40 models based on the same framework at brands such as Seat and Skoda in order to cut costs. The shared architecture, known internally as MQB, should cut production costs by 20%, manufacturing time by 30% and one-time expenses by 20%, VW said in August. VW plans to invest €24.7bn in new models for its brands, which also include premium automaker Audi, the only VW Group brand whose sales have grown in Europe this year, Spanish subsidiary Seat and Czech Republic-based Skoda. "Despite the challenging economic environment, we are investing more than ever before to reach our long-term goals," VW Group CEO Martin Winterkorn said in the statement on Friday 23rd November. VW in China is building plants in Ningbo and Yizheng with its joint venture partner SAIC Motor Corporation, adding to factories already operating in Nanjing and Shanghai. It also has production facilities run jointly with China's FAW Group Corporation in Changchun and Chengdu, while building another in Foshan and an assembly plant in Xinjiang. China is VW's biggest market. Volkswagen's global sales ranked behind General Motors and Toyota in the first nine months. The German automaker aims to overtake the two companies by 2018.

Events in Brussels

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

"Achieving the goals of the White Paper on Transport: how civil society can help with delivery?" by the European Economic and Social Committee on 7th December 2012 (http://www.eesc.europa.eu/?i=portal.en.events-and-activities-achieving-the-goals)
ECG will attend

"4th Railway Package: effects on small and peripheral Member States" by The Community of European Railway (CER) on 21st January 2013
ECG will attend

Not in Brussels but of interest:

"Barge to Business" conference on 12th & 13th December in Rotterdam (http://bargetobusiness.eu/conference)

EUROPE

Note of success on China-Germany rail freight trial

(Source: LloydsLoadingList, 27th November 2012) **DB Schenker** has successfully tested the use of a "common consignment note" for rail freight shipments between China and Europe. The operator said once the procedure was introduced on regular services, it would then be possible to promise shorter journey times thanks to less time spent at border crossings. Trains can reach Duisburg from Chongqing, in China's hinterland – around 11,000km through China, Kazakhstan, Russia, Belarus and Poland – in just 18 days. DB Schenker said: "It has been possible to demonstrate how a common consignment note is designed to work, since the complete information required for the transit and receiver countries en route must also be included on the new common consignment note when it is issued in China. "As a result, the examinations and supplementary data, currently required for the European sections of the route, in addition to the transcription of the consignment notes, will be eliminated in the future. "This means that time spent at border crossings can be significantly reduced, with a corresponding reduction in provision and transit times. This will benefit the entire sector and enhance rail's competitiveness. "The simplification of freight documents similar to the situation in air and ocean freight is one of the most important measures now being introduced to further reduce the journey time significantly between China and Europe. Until now, two separate consignment notes have been required for rail shipments of this kind. The simplification also opens up the possibility of using an electronic consignment note in the future." The trial was jointly organised by DB Schenker and rail operator YuXinOu (Chongqing) Logistics Company.

Problems with subcontractors and complexities of the global supply chain

(Source: Automotive Supply Chain, 23rd November 2012) The key point raised at the Daimler European Carrier Day 2012 in Rastatt was the employment of substandard subcontractors, responsible for damage to vehicles in transit. Dr. Georg Hohlweg, responsible for outbound logistics performance, presented slides of damage inflicted and pointed out that up to 40% of the problems caused in distribution are the result of poor practise by subcontractors. Since downsizing post-2007 in a recessive economy, many logistics companies have yet to increase labour or fleet and subsequent increases in production at Daimler in Europe has forced companies to hire subcontractors. Examples of harm inflicted by subcontractors included damaged tyres occasioned by incorrectly-loaded vehicles and the use of older trucks. Dr. Holger Scherr, head of Global Transport Logistics for cars, trucks, vans and buses at Daimler, thanked everyone present for their service in a difficult year, but added that "The performance of carriers' subcontractors is unsatisfactory." Dr. Scherr encouraged carriers to use Mercedes-Benz transporters to enforce the Daimler brand promise and ensure the highest quality of transportation. The second day saw Egon Christ, head of Global Vehicle Transport for Daimler highlight the importance of innovation for European carriers as the BRIC markets open to enterprising logistics companies. As well as urging investment in innovation, he went on to recommend that those present find partners abroad and 'have several pillars of finance', particularly in Pune, India where Daimler are opening a new distribution location, to 'mitigate the risks' of a complicated market. The representative from Fehrenkötter Transport und Logistik GmbH later suggested, during a panel discussion, that "People will be more hesitant the smaller the company. But if we look at it together, they might be more willing." Christ responded by saying "We won't come along. We manage these markets and we put up the distribution centres. We have to be impartial and neutral. You are all equally invited to find your solutions." However, the introduction of ten entirely new models to the brand range in the next five years sounded promising and Dr. Scherr added, "We will add many fascinating new vehicles to our product range in the coming years. By pulling together, we can

ECG Office

Mike Sturgeon
Executive Director
T: +32 2 706 8282
Mike.sturgeon@ecgassociation.eu

Tom Antonissen
EU Affairs Manager
T: +32 2 706 8283
tom.antonissen@ecgassociation.eu

Gabriela Caraman
Research & Projects Manager
T: +32 2 706 8279
gabriela.caraman@ecgassociation.eu

Natalia Savvina
Office Administrator
T : +32 2 706 8280
info@ecgassociation.eu

William Dénous
EU Affairs Assistant
T: +32 2 706 8284
assistant@ecgassociation.eu

overcome our challenges and continue to deliver vehicles to our customers undamaged and on time." Future developments for Daimler over the coming year also include the new multi-modal hub 'north to south' of the company's Bremen plant, and four new production locations in Europe, including one for commercial vehicles in Russia. Daimler presented the awards at their Mercedes-Benz plant in Rastatt, Germany, which serves as the centre of competence for Mercedes-Benz compact cars. **Vega International Car Transport & Logistic**'s employee training concepts and establishment of a customer magazine earned them the special Most Innovative Award. Vega, based in Salzburg, Austria, was praised for its in-depth training film about axle shipments and challenges related to the transport of vehicles from the Mercedes-Benz plant in Wörth. Braase Spedition & Logistik of Fockbek, Germany, took the Commercial Vehicle Award, impressing Daimler with its reliability and punctuality. Winner of the Award last year, the company has demonstrated a consistently high quality of transport. For performing regular loading checks in plants and vehicles with environmental capability, Akkermann Transport GmbH of Moormerland, Germany, was acknowledged as being the most reliable partner for passenger car transports. The company, who regularly uses Mercedes-Benz transporters, has recently formed the OPA, Ostfriesich-Papenburger-Ausbildungsverbund, training network for professional drivers with Colorful Spedition GmbH from Papenburg and forwarders Jakob Weets eK from Emden. During the course of the two days Daimler speakers repeatedly emphasised the need for compliance from businesses and urged individuals to report violations or irregularities. Daimler insisted that in an attempt to make a clean business, it makes economic sense to submit to a due diligence process and check the background and database of a company, in line with local data protection laws.

Foreign truck charge gets closer

(Source: Commercialmotor.com, 22nd November 2012) The charging of foreign registered trucks to use the UK's roads has taken another step closer. The Heavy Goods Vehicles (HGVs) Road User Levy Bill has successfully completed its second reading in the House of Commons, bringing road charging for all operators a step closer. The bill, which remains on course to see the introduction of a levy for both domestic and foreign registered vehicles in the UK by April 2014, was unopposed and is now at committee stage. The maximum daily charge under the levy will be €11, with UK operators receiving a VED offset to make the charge as close to cost-neutral as possible. Committee stage is where detailed examination of the bill takes place. It usually starts within a couple of weeks of a bill's second reading and is followed by the report stage and then a third reading before the process repeats in the House of Lords.

Trial results in Sweden and the Netherlands kill prejudices on EVs

(Source: Cars21.com, 22nd November 2012) Two one-year electric vehicle (EV) trial results were presented at the European Electric Vehicle Congress (EEVC) 2012, held on 19th - 22nd November 2012 in Brussels. All aspects of EVs were taken into account during these trials, which occurred in Sweden and the Netherlands. Results show that after an EV is integrated in people's daily use, most preconceptions are proven wrong. The Dutch government decided to gain experience of electric driving through field tests with the Dutch government's Public Works department, Rijkswaterstaat (RWS), the aim being twofold: the highways authority RWS wants to learn more about future mobility and by 2015 RWS wants to have a quarter of its vehicle fleet consisting of electric vehicles. This study has revealed that the second objective is indeed feasible. To gain insight into the costs, environmental impact, use, deployment, maintenance and other aspects, 24 EVs and 2 PHEVs (plug-in hybrids vehicles) were monitored over a period of one year and the users were asked to provide feedback on their experience of electric driving. Results are the following:

- Electricity consumption: an electric vehicle driving 15,000km annually will tend to consume on average 4327kWh per year. By comparison, an average Dutch household consumes 3480kWh per year. Putting this consumption in relation to the total consumption of 121,815,000MWh in the Netherlands: 400 electric cars (RWS target) equal 1,731MWh, or 0.0014% of total Dutch consumption while 200,000 electric cars (estimated number of EV's on Dutch roads in 2020) means 865,400MWh, or 0.7% of total Dutch consumption
- Impact on other users: the user surveys reveal that electric cars are seen as much quieter. There were no instances of accidents during the test that can be attributed to the absence of car noise.
- Emission savings: in total 233,000km were covered in the field test, with the following emissions effectively avoided: 333g particulate matter; 5.6 kg NOx; 15.1t CO_2 net (taking in account the CO_2 chain emissions related to electricity generation). The scaled-up effects are, for 200,000 electric cars at 15,000km per year: 3,214kg particulate matter; 71,928kg NOx; 196kt CO_2.
- User behaviour: the users in the test drove, on average, short journeys and used energy well below the maximum battery capacity, mainly due to range anxiety. Users' perception of EVs has changed during the trial: for instance, the question "would you recommend electric driving to colleagues for work travel?" was marked at just 4.8 out of 10 at the beginning, but 7.7 on average at the end of the trial.
- Total cost of ownership: the i-MiEV, iOn and Leaf used in the test have a higher purchase price and initially higher depreciation, but the lower costs of use mean that the cumulative costs rise less quickly than for a conventional Renault Clio. These assumptions mean a redemption time for Rijkswaterstaat of about 7 years after purchase for the i-MiEV and iOn and about 11 years for the Leaf. As the Rijkswaterstaat took the decision to purchase the electric cars for a 4-year period of use, the extra annual costs stand at around €870 for an i-MiEV against a Clio, or €0.06/km. For the Leaf, the extra costs are around €1,650 per year or €0.11/km on the basis of 15,000km per year. Other trial results were presented by the Royal Institute of Technology of Stockholm (KTH), where 50 electric vehicles had been tested during one year. 30 organisations were involved in this trial, both public and private. The trial started in August 2011 and ended in July 2012. It was recorded that 85% of journeys were less than 40km in the first 7 months of the trial, but the trend changed in the last 5 months, as this number went down 75%. This trend can be explained by the fact that people, once they are more familiar with their EVs, know how to maximise the driving range without the fear of having an empty battery. 87,3% of users in this test reported to be satisfied with the 230V, 10A predominant type of charging mode. 61,4% of them said that their driving behaviour has changed as they drove EVs more relaxed and carefully, especially at low speeds when the propulsion is very quiet. At the end of the trial, approximately 2/3rd of the respondents requested more EVs at their workplace.

REST OF THE WORLD

Auto Marine Transport to build PCTCs with Samjin

(Source: Automotive Logistics News, 28th November 2012) Ro-ro and breakbulk operator Siem Car Carriers has helped establish a new ship tonnage provider Auto Marine Transport to build energy-efficient pure car and truck carriers (PCTCs) to meet demand over the next decade. The new company has now signed an initial agreement with Samjin Shipbuilding Industries Korea to build eight PCTCs capable of carrying 6,700 car equivalent units. "We are very pleased to have played a part in helping to establish Auto Marine Transport as the tonnage provider to access the energy-efficient PCTC market," said Simon Stevens, Chairman of Siem Car Carriers. "It is the intention to work closely and exclusively with Auto Marine Transport and Samjin to develop and build PCTCs beyond the initial series of eight vessels. Stevens went on to state that the energy-efficient design of the vessels will result in significant savings to future charterers and that Siem would need access to such vessels to build its own ro-ro and car-carrying operations over the next 10 years.

Renault, Dongfeng plan to build cars together in China, report says

(Source: Automotive News Europe, 26th November 2012) Renault plans to launch a joint venture to build cars in China with Dongfeng Motor Group, the country's second-largest automaker, a Chinese newspaper reported. The automakers plan to invest a combined 6.5bn Yuan ($1bn) in a plant in the central province of Hubei with an initial capacity of 200,000 cars a year. Renault is one of the few foreign automakers that does not build cars in China. In 2011, the company's China sales increased by 65% to 24,275 cars. Chen Guozhang, Chief Executive of Renault Greater China, was quoted by the newspaper as saying the joint venture would operate a plant formerly used by Renault when it had a local partner in the mid-1990s. Chen was also quoted as saying the automaker would not need to seek a new production license from the government, as it would able use the one from the previous venture. A Dongfeng spokesman said he had no information on the project, while a Renault spokeswoman in China declined to comment. Dongfeng also has car ventures with Nissan, Honda and PSA Peugeot Citroën. All foreign carmakers producing vehicles in China must operate through a joint venture with a local firm. Renault briefly produced cars in

China in a tie-up with a little-known state-owned maker of special purpose vehicles. Like other automakers facing a slump in sales in Europe, Renault is trying to tap into fast-growing emerging markets, where demand remains strong, especially for cheaper models.

GM's Chinese joint venture to build $1bn plant in Chongqing

(Source: Automotive News, 28th November 2012) General Motors Company and its Chinese joint venture partners said on Wednesday 28th November they plan to build a $1bn auto assembly plant in the city of Chongqing as part of its push to remain the leader in the world's largest auto market. GM, SAIC Motor Corporation and Wuling Motors Holdings Limited said they will begin construction of the plant early next year pending relevant Chinese government approvals. The 6.6bn Yuan ($1.06bn) first phase is scheduled to open in 2015. The plant will have an annual production capacity of 400,000 vehicles and engines, although the partners did not disclose what vehicles will be built there. The new plant is part of SAIC-GM-Wuling's push to reach its production target of 2m vehicles per year by the end of 2015.

Honda to boost exports from North America

(Source: Automotive Logistics News, 28th November 2012) Honda Motor has said it intends to boost vehicle exports from the US and could raise volumes from the current level of between 6-7% to as much as 20% from the wider North American region. By the end of this year it will have exported a total of 1m vehicle exports from the US since it started production 30 years ago and is planning mass production launches of global brands in the country in the coming years. The company exports to more than 50 right hand-drive markets in South America, Europe, Africa and the Middle East. This year the company will export about 100,000 vehicles from the US with its current stated goal to reach 200,000 annually over the next several years. “Since our new Mexican plant will be serving all of North and South America, that figure of 20% is a possibility if you count exports from each of the three North American countries where we produce: the US, Canada and Mexico,” said a spokesperson for American Honda. As part of the plans the company is relocating engineering responsibilities for its top selling Civic compact sedan to the US. The Japanese carmaker’s CEO Takanobu Ito said the export goals were part of a broader shift in production strategy away from Japan to curtail the effects of the Japanese Yen. In an interview with the Wall Street Journal this week Ito said that “the old structure of relying on Japan as chief export platform was unnatural”. The comments build on reports that Honda is planning to halve the number of vehicles it exports from Japan over the next decade in an effort to tackle damaging currency fluctuations that have hit the company with the rise of the Yen. The free trade agreement between the US and South Korea has also provided an added incentive. Honda currently exports just under 40% of its Japanese output but has already stated it plans to reduce this to between 10-20%. The company is also increasing its export of major auto parts from the US by almost 70% this year in support of Honda plants in South America, Europe and Asia. This, it said, will be a substantial increase in business for North American suppliers, something that will increase in the coming years. At the beginning of November the carmaker celebrated its 30th year of production in the US. With the latest $200m investment at the Anna Engine Plant and Honda Transmission Manufacturing, Honda's US capital investment exceeds $12.5bn. The company has steadily grown its US manufacturing, R&D and sales operations, and now has a workforce of 26,000 across nine manufacturing plants and 15 R&D facilities, including four assembly plants with an annual capacity of 1.08m Honda and Acura vehicles. In the last two years, it has invested more than $2bn in manufacturing in North America and is investing $800m for a new automobile plant in Guanajuato, Mexico, planned to have an annual capacity of 200,000 units for the production of subcompact vehicles beginning with Honda Fit production in 2014.

PRESS RELEASES

Escola Europea de Short Sea Shipping organises Motorways of the Sea Training Course for Peruvian students

(Source: Escola Europea de Short Sea Shipping, 29th November 2012) Between the 17th and the 20th November 2012, the Escola Europea de Short Sea Shipping organised a Motorways of the Sea Training course-workshop from students of La Salle – ESAN.

45 students attended the course-workshop, composed of visits to the ports of Barcelona and Civitavecchia, classes and workshops in intermodal and maritime logistics, environmental policies of the European Union as well as introductory classes in intermodal transport and the commitment of the **Port of Barcelona** to Short Sea Shipping. The course took place on the **Grimaldi** Lines Short Sea Shipping vessel “Cruise Barcelona”, therewith helping provide a hands-on experience to the students.

This course closed the maritime courses of the Escola of 2012. In December, a second edition of the LIFE Rail Portugal course – the final course of the Escola for the year, will take place in Portugal.

Turkish Minister of Transport: Road transport is vital for developing trade

(Source: IRU – International Road Transport Union, 28th November 2012) The International Conference on Prospects of Trade and International Road Transport Development in the Black Sea, Central Asian and Middle East regions, brought together some 200 officials from Ministries in charge of Transport, Enforcement, Customs and Trade, as well as representatives from regional, national and international organisations, such as the United Nations Development Programme (UNDP), the United Nations Economic Commission for Europe (UNECE), the Islamic Development Bank (IDB), the Economic Co-operation Organisation (ECO), and the Black Sea Economic Co-operation (BSEC) organisation, all of which addressed how to effectively promote and further facilitate trade and international road transport.

Opening the conference, the Minister of Transport, Maritime Affairs and Communications of Turkey, H.E. Binali Yildirim, stressed, "Road transport is vital for developing trade in the Black Sea, Central Asia and Middle East regions. It should therefore be further facilitated through collective and co-ordinated actions of all concerned countries and in partnership with the private sector".

At a parallel meeting, BSEC Ministers of Transport explored and co-ordinated the appropriate measures to develop trade itineraries along the BSEC and ECO regions and LAS countries, with a view to revitalising the ancient Silk Road through a co-ordinated and concerted approach. The subsequent Ministerial Declaration notably called for the effective development of the Black Sea Ring Highway through the implementation of the IRU's Model Highway Initiative (MHI), and welcomed regional efforts and projects that facilitate road transport of goods in the region.

IRU Secretary-General, Martin Marmy, highlighted that, "40% of total transport time is lost at borders and more than 35% of transport costs result from 'unofficial payments' at borders. In light of the strategic geographical location of the Arab world, BSEC and ECO regions, the top priority is to expand and effectively implement key UN multilateral facilitation and security instruments, such as the ADR, Harmonisation and TIR Conventions, as well as MHI, the BSEC Permit and International Vehicle Weight Certificate."

Conference participants adopted a Declaration calling upon governments to facilitate trade by international road transport through the effective implementation of the key UN multilateral facilitation and security instruments. They also called for the implementation of initiatives such as the IRU's MHI, TIR-EPD and TIR-EPD Green Lanes, the BSEC Permit and International Vehicle Weight Certificate under Annex 8 of the Harmonisation Convention, in order to eliminate barriers, discriminatory measures and difficulties hindering the road transport industry from driving progress, prosperity and ultimately peace.

The conference was jointly organised by the IRU and the Union of Chambers of Commerce and Commodity Exchanges of Turkey (TOBB), under the patronage of the Minister of Transport, Maritime Affairs and Communications of Turkey, H.E. Binali Yildirim.

To see the conference presentations, speeches and declaration please click on the following link:
http://www.iru.org/en_izmir2012

New portal on Trans-European Network with dynamic maps

(Source: European Commission, 28th November 2012) The European Commission launched on 28th November 2012 a public portal allowing citizens and businesses to access up-to-date information on the advancement of the Trans-European Transport Network (TEN-T) through satellite-based dynamic maps, facts, figures and various audio-visual and interactive elements. In practice, it will allow users to see the live development of the TEN-T network in the region of their interest.

Vice-President Kallas, the Commissioner responsible for Transport welcomed the new portal: "The Trans-European Transport networks are the key infrastructure links to ensure our goods can flow and people can travel smoothly through Europe. This new tool allows everyone to see how he can benefit from the connections financed with the help of the EU budget."

A unique tool

The TENtec Information System supports a fact-based policy-making of the Commission's proposals on the TEN-T Guidelines and the Connecting Europe Facility (CEF). Both proposals will provide an optimised European transport infrastructure for the free movement of people and goods in the future and improve the competitiveness of the EU. The TEN-T Guidelines define the TEN-T network, existing and planned until 2030/2050, whereas the proposed Connecting Europe Facility determines the financial instruments and the European Commission's budget available in the coming financial cycle 2014-2020 to implement the network. The Public Portal provides direct access to further information on these subjects.

The Public Portal uses up-to-date geographic, technical and financial data as a basis for its summaries to inform citizens and businesses of key developments on the TEN-T network.

This public outreach is a useful instrument providing a more timely and comprehensive overview on the TEN-T and aims to raise citizens' awareness of its benefits and objectives, i.e. a clean, safe and efficient travel throughout Europe. Zooming in, for instance, on a TEN-T section in a given region or even local area was a feature requested by many stakeholders which is now available and accessible to all. It is open to all persons from the EU and beyond. Moreover, TENtec enables the Commission to automatically compile information and create timely reports.

For more information please see the following webpage:
http://ec.europa.eu/transport/infrastructure/tentec/tentec-portal/site/index_en.htm

Apply now for the 2013 Young Researcher of the Year Award

(Source: International Transport Forum - OECD, 26th November 2012) A prize of €5,000 and an invitation to the Annual Summit of Transport Ministers in Leipzig, Germany on 22nd and 24th May 2013 awaits the winner of the 2013 Young Researcher of the Year Award for the best paper analysing interlinkages between financial needs and specific projects in the transport sector.

The Young Researcher of the Year Award aims to encourage and reward creative reflection and analysis by young academics under 35 years of age who are investigating the major contribution of transport to the well-being of our societies and their proper functioning.

The Award is being offered by the International Transport Forum at the OECD, an intergovernmental organisation that acts as a think tank for the transport sector and organises an annual meeting of transport ministers from its 54 member countries and beyond. The theme of the 2013 Summit is “Funding Transport”.

Submitted papers will be examined by an international panel of experts from the transport and transport economics research sectors under the aegis of the International Transport Forum. The winner will be honoured at an official award ceremony, attended by ministers of transport, on 23rd May 2013 in Leipzig. Additional merit awards may also be presented.

The deadline for submissions is Friday, 15th February 2013.

For more information, including the application form, please visit the International Transport Forum website: www.internationaltransportforum.org/2013