ECG News

ECG – The Association of European Vehicle Logistics

Issue 13.06, 04th – 08th February 2013

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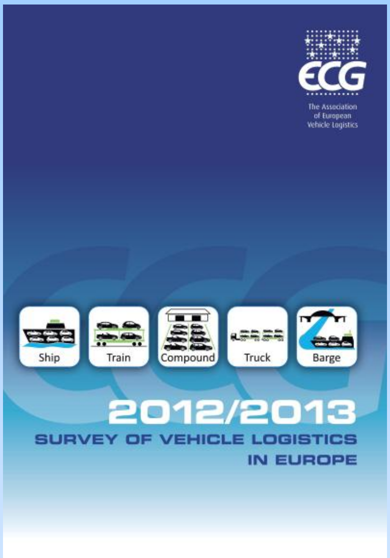

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NEWS FROM BRUSSELS

ECG discusses Ports Policy Review with Commission

(Source: ECG, 07th February 2013) On 1st February, ECG met D. Theologitis, Head of Unit Ports & Inland Navigation of the European Commission's Directorate General for Transport & Mobility (DG MOVE). The meeting focused on the aim of the Ports Policy Review, i.e. the creation of a European common maritime space without barriers. To achieve it, several tools are made available: co-funding from the Trans-European Transport Network (TEN-T) budget; reducing the administrative burden by creating a common info sharing database; and keeping a clear line between the services, accounting and management. According to the EU Treaties, Ports have the freedom to provide services, however if they open them to private providers, a transparent and equal market access must be guaranteed. Hence, the creation of a Ports Users Committee (only on TEN-T routes) that would play the role of a non-executive board, giving its opinion on dues asked for services and exclusive rights, and drawing up an administrative simplification plan. Concessions will be under scrutiny and potential abuse of dominant position will be monitored by the Ports Users Committee. The European Commission (EC) is in favour of the financial autonomy (i.e. not the privatisation) of the Ports. On the price private service providers would need to pay to ports, it suggests following principles rather than imposed formulas. The prices set by the Ports will not be public, yet they will be accessible to the National Competition Authorities and EC investigation in case of complaints. Last but not least, the labour topic falls mostly under the exemptions. Should the draft work programme compiled by the International Dock Worker's Council – committing to a gradual liberalisation – fail to be presented in April this year, the EC reserves the right to lift exclusions on the freedom to provide services in 5 years. Currently the draft includes only: health & safety; training & qualifications; freedom of employment, self-handling and restrictive practices, yet a positive gradual scenario is very much expected within these 5 years.

ECG Note: *The ECG Maritime & Ports Commission will further discuss this topic next week at their meeting in the Port of Barcelona.*

WHO air pollution review prompts new EU policy promises

(Source: Euractiv.com, 01st February 2013) A new World Health Organisation (WHO) scientific report, the "Review of Evidence on Health Aspects of Air Pollution", is causing a stir among EU policy circles in Brussels. Published on Thursday 31st January, the report found that long-term exposure to fine dust particles, known as PM2.5, can trigger atherosclerosis, adverse birth outcomes and childhood respiratory diseases. The United Nations' health body urges the European Union to revamp its laws on particulate pollution to bring them in line with WHO's far more stringent standards. Europe's limit for fine particulate matter pollution from vehicle exhaust and power plant emissions, known as PM2.5, is more than twice that of the WHO. PM2.5 are tiny metals and toxic exhaust formed by smelting, vehicle exhaust, power plants and refuse burning. Their tiny diameter, smaller than 2.5 micrometres, means they penetrate deep into the lung, causing damage to human health. The study was requested by the European Commission, which is expected to release a new strategy on air pollution by September. The Commission has declared 2013 the "Year of Air". Janez Potočnik, the EU's Environment Commissioner, said "EU air policy must be based on the latest science" and promised a review of European legislation on air pollution this year. "The links found between air pollution and human health reinforce the case for scaling up our policy: it will be a key input to the 2013 Air Quality Policy Review," Potočnik said in a statement. The WHO report recommends modifications to EU law, as the current limit value for PM2.5 in the EU's Ambient Air Quality Directive is twice as high as the 2005 WHO Air Quality Guidelines (AQGs). A new AQG is also recommended for nitrogen dioxide (NO_2),

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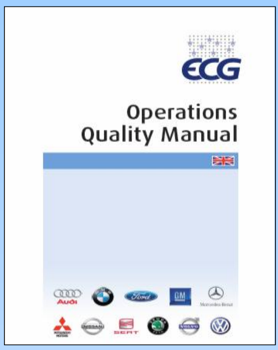

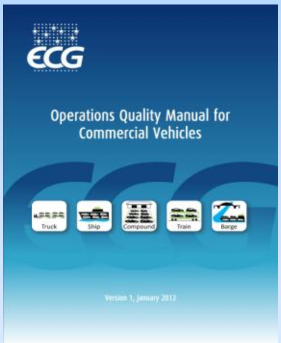

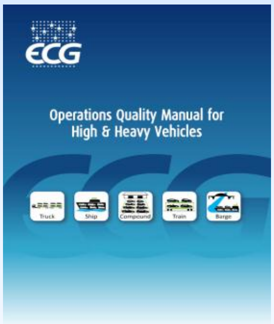

- Written by the Quality Working Group and the H&H Working Group composed of OEMs and LSPs.
- The manuals can be downloaded from: http://www.ecgassociation.eu/PublicationsReports/ECGOperationsQualityManuals.aspx

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a toxic gas produced by the combustion process in heating, power generation and especially vehicle engines. The review recommends the development of AQGs for long-term average ozone (O_3) concentrations as well. Connie Hedegaard, the EU's Climate Action Commissioner, acknowledged on Thursday 31st January at a parliamentary conference on airport pollution that "it's not an easy thing in these challenging economic times" to press for new anti-pollution legislation, but urged civic groups to pressure politicians for tougher rules. She noted that pollution is a global challenge. Last week, Chinese politicians promised stronger pollution laws as the capital Beijing was enveloped in smog, the same time that traffic-clogged Brussels was under an unusual wintertime alert due to bad air quality. The WHO findings underscore what was already known about air pollution levels in the EU. In September 2012, a report by the European Environment Agency (EEA) showed that many city-dwellers breathe unhealthy levels of fine particulates and 97% are exposed to ozone levels that exceed the international standards. Few urban areas escape irritating pollutants such as particulate matter, ozone and nitrogen, the EEA reported. Transport, energy and agriculture are the big culprits. The Commission estimates that as many as 460,000 Europeans die prematurely each year because of poor air quality, with some health groups saying the toll is even higher. The EEA contends that shifting to electric vehicles (EVs) and other anti-pollution measures could cut the death toll to 230,000 by 2020. The EEA report showed that while some pollutants remain stubbornly high, there has been headway in cutting emissions. Levels of sulphur dioxide (SO_2), one of the most pernicious pollutants for human and ecological health, have plummeted 82% since 1990 thanks to more stringent smokestack scrubbing requirements. Carbon monoxide (CO) fell 62%; non-methane volatile organic compounds (NMVOCs), -56%; nitrogen oxides (NOx), -47%; and ammonia (NH_3), -28%. Despite today's high levels, emissions of fine particulate matter have fallen by 15% since 2000.

Fourth Railway Package: good in parts

(Source: LloydsLoadingList.com, 01st February 2013) The UK Rail Freight Group (RFG) has broadly welcomed the Fourth Railway Package, issued by the European Commission on Wednesday 30th January. But it believed the framework still contained loopholes in which "anti-competitive behaviour could persist." The document contains important changes to the legal framework for railway businesses across Europe, and supports the aims of increased competitiveness and efficiency. The proposals include positive measures to define the essential functions of infrastructure managers, such as path allocation, traffic management, maintenance, and planning. There is also an enhanced role for the European Railway Agency (ERA), aiming to simplify technical and administrative barriers to cross-border interoperability. However, the RFG said it was "deeply disappointed that the Commission has been forced to step back from proposals to ensure full and complete separation of infrastructure management and train operation in all Member States." A statement said: "The holding company model which would still be permitted creates conditions where anti-competitive behaviour can persist, to the detriment of those trying to offer rail freight services on an open access basis. Maggie Simpson, RFG Executive Director added: "The measures will have important benefits for UK companies seeking to grow their business across Europe. It is now up to the Council and European Parliament to demonstrate its independence of national interests and insist on full separation of track and train. Without this, rail freight will struggle to prosper, and to fulfil its role at the heart of European logistics."

MEPs give cautious welcome to Commission's rail proposals

(Source: TheParliament.com, 31st January 2013) Members of the European Parliament (MEPs) have reacted positively to the Commission's long-awaited package of legislative proposals for the future of Europe's rail network. It comes after the executive released its plans on Wednesday 30th January, saying the aim was to "enhance the quality and efficiency of rail services." The Commission

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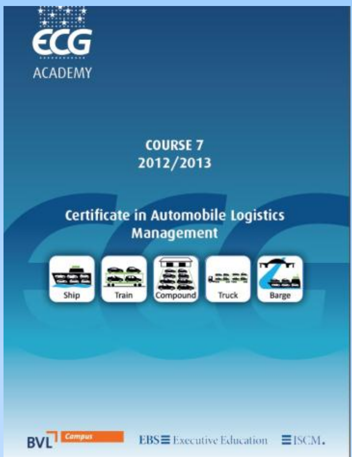

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hopes to achieve this by removing the remaining obstacles that it says currently "hamper the performance" of Europe's railway sector. Its recommendations will improve competitiveness and growth, says the Commission. The package includes proposals on EU-wide certification and safety procedures, stricter rules for the separation of infrastructure and operations as well as access to domestic passenger markets. The Commission also proposes measures to strengthen the governance of infrastructure managers and to improve rules for cross-border interoperability and safety. This includes allowing "cross acceptance" and a single authorisation process of placing vehicles into service all around the rail network. Reaction from MEPs to the announcement was swift, with European Conservatives and Reformists (ECR) MEP Roberts Zile welcoming it "as another step forward towards a better functioning and liberalised European railway market." However, "several important points" concerning parts of the EU rail market with different track gauges "still have not been properly addressed," he said. Zile, who is ECR Group Co-ordinator in the Transport Committee, added, "The forthcoming opening of domestic rail passenger markets, as well as initiatives aimed at removing existing technical, administrative, institutional and legal barriers will bring us one step forward towards a single European railway area. However, special market conditions and technical particularities of those parts of the European rail network with different gauge sizes have not been properly taken into account in the new proposals." Zile believes the way is now clear for Parliament to ratify the proposals, saying: "It was a complicated issue already last year when the European Parliament worked with the Council on the recast of the First Railway Package. But I believe that now the Commission and our colleagues in the EU Parliament are better aware of these issues and it will be possible to find appropriate solutions." Further reaction came from Michael Cramer, transport spokesperson of the Greens/EFA group in the EU Parliament. He said: "At the heart of the proposal are stronger requirements for the separation of railway infrastructure and operations. We support the objective of financial separation because it is essential for preventing companies from using public funds as they please. We encourage the Commission to make use of the possibility to prevent companies that do not respect these requirements from entering foreign passenger markets in the future. Of course, Member States remain responsible for ensuring a necessary degree of co-ordination when it comes to the development of the entire sector, investments, ticketing and information to passengers."

Ports urge European leaders not to cut in Transport Infrastructure Budget

(Source: ESPO – European Sea Ports Organisation, 05th February 2013) On 7th and 8th February 2013, European Heads of State and Government are coming together in another attempt to make a deal on the Multi-Annual Financial Framework (MFF), the overall European budget for the years 2014-2020 and the budgets to be allocated to the different policies. European sea and inland ports urge European leaders not to touch the envelope of €31.7bn foreseen for Europe's transport infrastructure investments under the Connecting Europe Facility (CEF). Already last spring, the European Federation of Inland Ports (EFIP) and ESPO took the lead in a campaign set up by 28 European transport organisations to secure the TEN-T budget. Both organisations also encouraged their members to sign the declaration that was initiated by Commission Vice-President Siim Kallas at the end of 2012. EFIP Director Isabelle Ryckbost points out: "The proposed TEN-T budget is aimed at financing a concrete transport infrastructure plan that will benefit all transport modes, Member States and regions. The €31.7bn will not only serve transport as such. By optimising transport links and transport nodes, all other policies, not in the least Europe's cohesion and agriculture policy will benefit. In that sense, the TEN-T budget has a real spillover effect and can be considered as one of the best ways of spending European money. It would be a shame if European leaders were to cut this budget and plan." ESPO Secretary General Patrick Verhoeven confirms: "We

ECG AGENDA

►**ECG Maritime and Ports Commission** on **14th February 2013** in Barcelona, Spain

► **ECG Annual Dinner Debate** on **19th March 2013** in the European Parliament in Brussels, Belgium

► **ECG Board Meeting** on **20th March 2013** in Brussels, Belgium

►**ECG office closed** on **1st April 2013**

►**ECG office 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

hope European leaders will realise that a 3% share of the overall budget is a bare minimum for a sector that directly employs 10m people and counts for about 5% of GDP. This is certainly the case for ports. Ports are real job creators and engines for regional development. Moreover, as the main gateways to the world, sea ports are essential to ensuring Europe's economic growth."

ECG Note: *ECG co-signed the 'CEF Declaration' of Commissioner Kallas as well as the open letter "32 billion euro for transport – The best move towards economic growth" which can be found here:*
http://www.ecgassociation.eu/Portals/0/Documentation/EU%20Affairs/32%20bn%20transport%20industry.pdf

EU Parliament weakens draft limits on vehicle noise

(Source: European Voice, 07th February 2013) Members of the European Parliament (MEPs) voted on Wednesday 6th February to adopt a more lenient position on noise limits for cars than the Parliament's Environment Committee had urged in December 2012. The position is also weaker than the European Commission's proposal. Amendments from the centre-right European People's Party aim to create an additional category for heavier passenger cars, which would lead to a higher overall noise threshold. Other amendments seek to ease limits for lorries. Similar amendments were rejected in the Environment Committee by one vote. Satu Hassi, a Finnish Green MEP, said the consequence of the amendments would be legislation offering "no meaningful improvement in EU rules on vehicle noise" compared to existing legislation, which was adopted 20 years ago. "Centre-right MEPs have shamelessly backed the demands of noisy carmakers," she said. She called the outcome "a victory for the noisy car industry, with the din of its intense lobby still echoing around Parliament." The concessions were originally suggested by Miroslav Ouzký, a centre-right Czech MEP, ahead of the Environment Committee vote. Ouzký became the centre of controversy when a campaign group revealed that an adviser for the carmaker Porsche was listed in the "author" field of his submission to MEPs. Porsche would benefit from the more generous provisions in the amendment for high-performance cars. "The harmful impact of traffic noise has been scientifically proved but the legislative proposal is entirely focused on the noise generated by the vehicle engine," Ouzký said after the vote. Under the proposal, the noise limit for standard cars would be reduced from 74 decibels (db) to 68db. More powerful vehicles would be allowed a margin of 2 to 6 extra decibels. MEPs voted to maintain the limit for the most powerful lorries – over 12t – at 81db.

AUTOMOTIVE INDUSTRY

PSA and Renault push on with restructuring moves

(Source: Automotive News Europe, 05th February 2013) PSA Peugeot Citroën won staff agreement on Tuesday 5th February for an early wind-down of its doomed Aulnay plant near Paris, as rival French carmaker Renault pressed unions to sign a new national labour deal. The moves by both French automakers, designed to address a crisis of overcapacity and falling sales, have divided unions and sparked protests and stoppages at sites around the country. PSA has announced 8,000 job cuts and the planned closure of the Aulnay plant which builds the Citroën C3 subcompact. The company presented plans to begin moving half of the factory's 3,000 workforce to another plant near the capital within days or weeks, more than a year ahead of schedule. The company said the early transfers were requested by several unions following reported incidents of intimidation and violence against workers defying the left-wing CGT's strike call. "We are ready to carry the transfers out as quickly as possible for everyone's benefit," PSA spokesman Jean-Baptiste Thomas said. "Aulnay workers are under

Events in Brussels

Information Session on Project Bonds by European Union Road Federation (ERF) in the European Parliament on 19th February 2013.
ECG will attend

European Railway Award by the Community of European Railway and Infrastructure Companies (CER) and the Association of the European Rail Industry (UNIFE) on 26th February 2013.
(http://www.europeanrailwayaward.eu/)
ECG will attend

Hearing on Social Conditions in Road Transport by Nordic Logistics Association (NLA) in the European Parliament on 27th February 2013.
ECG will attend

“Long and Heavy Trains: The Way to EU Rail Freight Competitiveness” by FERRMED in the European Parliament on 6th March 2013.
(http://www.ferrmed.com/?q=en/conferences/eu-parliament-march-2013)
ECG will attend

10th Annual Road User Charging Conference 2013 “Equitable, efficient and economic routes to better infrastructures” on 5th & 6th March 2013. A 20% discount is offered to ECG members, please contact the Secretariat.
(http://roaduserchargingconference.co.uk/)
ECG will speak

a lot of pressure," Thomas added. "It's hard to put up with the kind of threats and assaults they are suffering on a daily basis." PSA, badly hit by Europe's auto sales slump, is struggling to cut costs and lift sales in an effort to return to profit in 2015. Renault is also wrestling with domestic overcapacity as sales of its French-built models plunge in a stricken European market. The plans for an early departure of Aulnay workers were backed by the centre-left CFTC, CGC and SIA unions and may be adopted on Friday 15th February. That would clear the way for Aulnay to shrink to one factory shift from two, as 1,500 workers begin moving to the Poissy plant, West of Paris, which also builds the C3 model. "Our request is prompted by the situation at Aulnay," CFTC official Franck Don said. "People are afraid and we have to do something before anything more serious happens," he added. The transfer of workers will not lead to inventory shortages, PSA said. Aulnay production is already at a near-standstill because of the protests and a high absentee rate among non-striking workers. Despite the likely progress towards closing Aulnay, PSA's broader restructuring faces possible delays resulting from a successful court challenge by the CGT. The union has also vowed to contest Renault's proposed labour deal if the carmaker cuts corners on working-time changes that may require cancellation of existing accords with 15 months' notice. Besides 8,200 job cuts over three years, Renault is seeking a pay freeze, more working hours and flexibility measures including the right to move workers between sites, which the CGT has ruled out supporting. "I don't see how any union could sign an agreement with such damaging social consequences that also increases inefficiencies," CGT spokesman Fabien Gache said. "When there are fewer and fewer of us it gets harder to maintain quality," he added. The French government, Renault's biggest shareholder with a 15% stake, expects the carmaker to reach a deal on the new labour agreement, an official source said. Ministers had initially sided with auto workers and urged PSA to scale back its restructuring plan announced last July, but have since dropped their demands. Industry Minister Arnaud Montebourg, one of the plan's most vocal early critics, said it was "inevitable" that Aulnay would close. "In any case we haven't found any other solution. We can't see any other way around this," he said on French radio RTL.

Eurozone car markets likely to stabilise by mid-2013, VDA says

(Source: Automotive News Europe, 05th February 2013) The German automakers association (VDA) expects Eurozone car markets to stabilise in the middle of 2013. VDA President Matthias Wissmann said buoyant volumes in the first few months of 2012 partly explained last month's steep declines in major European markets compared with January 2012. "We can expect that the passenger market in the Eurozone will experience a noticeable stabilisation mid-year," he said in a statement on Monday 04th February. New-car registrations in Germany dropped nearly 9% in January 2013, showing that Europe's biggest economy is not immune from the region's difficult economic climate, Wissman said. "2013 will be a challenging year," he added. Germany's January sales decline was less than in France, Spain and Italy. In France, registrations fell 15% to their lowest January level in 15 years. Sales in Italy were down 17.6%, while Spain's volume dropped 9.6%. The German importers association (VDIK), forecasts a full-year volume of more than 3m vehicles for 2013 in Germany. Registrations fell 2.9% to 3.17m in Germany last year. VDA said vehicle production in Germany declined 11% in January to 394,300 units.

Fiat mulls low-cost brand, Marchionne says

(Source: Automotive News Europe, 04th February 2013) Fiat is considering launching a low-cost brand to rival Renault's Dacia, CEO Sergio Marchionne said. If approved, cars for the brand would be built outside of Europe to reduce manufacturing costs. "We are wondering if there is space for a low-cost brand such as Dacia in the Fiat world," Marchionne said on Sunday 3rd February in an interview in Turin. Fiat has plenty of spare capacity at its Italian plants but Marchionne said the automaker could not make a profit building a car in its home

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market that would sell in Europe for €7,450. He said Fiat is currently analysing its manufacturing capacity outside of Europe to see if a low-cost brand is viable. Fiat has looked at a low-cost brand over the past five years but not gone ahead with such a project because executives were worried that the business plan was not profitable. Among names considered for the brand were “Innocenti”, an Italian brand Fiat bought in 1990. The brand launched the Innocenti Mini in 1974, styled by Bertone and based on the underpinnings of the original Morris Mini. Other options included names with a combination of letters or numbers linked to the idea of a back-to-basics product, such as ABC or 123. The low-cost brand project is now back on the table as Marchionne wants to move the Fiat brand more upscale, concentrating on two families of near-premium models based on the iconic 500 and Panda minicars. "We need to see if there is a space left below after the Fiat brand moves up," Marchionne said. Other automakers are launching or considering budget brands to meet growth in the segment in emerging markets such as China and India, and growing demand for "crisis cars" in austerity-hit Europe. Nissan will sell its revived Datsun brand in Russia, India and Indonesia starting in 2014. Volkswagen CEO Martin Winterkorn said at the last Detroit auto show that a decision on a budget car for emerging markets would be taken in 2013. VW is looking at a price range of between €5,000 and €10,000 and may build the car in China, sources said. Despite its low retail price, Dacia is a “cash cow” for Renault. Morgan Stanley estimates that Dacia has an operating margin of 9%, which is more common for premium automakers.

Fiat set to build Maserati, Alfa Romeo SUVs in Turin

(Source: Automotive News Europe, 04th February 2013) Fiat will build Maserati's new Levante SUV at its flagship Mirafiori plant in Turin, union sources said. The automaker may also build an SUV for Alfa Romeo in the same factory according to these sources. Fiat CEO Sergio Marchionne said on Sunday 3rd February that Fiat will build Maserati and Alfa Romeo models at Mirafiori, safeguarding the under-used factory's future, but he did not say which vehicles would be built there. Fiat is expected to make a public announcement on what it will build at Mirafiori by this summer. The Levante is set to debut in 2014 as Maserati's first SUV. The Porsche Cayenne rival will share underpinnings with the Jeep Grand Cherokee. Alfa's first SUV is slated to hit showrooms in 2015. Its launch is part of Marchionne's latest efforts to transform Alfa into a global luxury brand to challenge Audi. Fiat plans to use its idled Italian factories to produce Jeep, Maserati and Alfa Romeo models for export, as it relies increasingly on overseas sales to offset flagging demand in recession-hit Italy. "I've made a commitment. We are not closing Mirafiori," Marchionne said on Sunday 3rd February in a public interview in Turin. "We will make luxury cars for both Maserati and Alfa Romeo," he added. Mirafiori has recently only been running for a few days per month. Fiat in December 2012 said it is investing about €1.2bn to re-launch Maserati. Previous attempts to expand the Maserati and Alfa Romeo brands have fallen flat, but Marchionne said that Chrysler's 2,300-strong US dealer network will make the difference. Marchionne brushed off the idea that Fiat was not capable of competing in the luxury segment, given its track record at Ferrari. He said the Enzo replacement will be unveiled at the Geneva auto show in March 2013. In terms of smaller cars, Fiat plans to extend its Panda range with a crossover-styled version, Marchionne said. "There will probably be a Panda X," he said.

Nissan will build VW Golf rival in Spain

(Source: Automotive News Europe, 04th February 2013) Nissan said it will build a compact car at its plant in Barcelona, Spain, dashing the hopes of French unions that the model would be made in one of alliance partner Renault's factories in France. Nissan will invest €130m in the Barcelona factory to create capacity to build 80,000 units of the car a year, with production starting in 2014, the company said in a statement on Monday 04th February. The investment will create 1,000 direct jobs and 3,000 indirect jobs. The car will rival models such as the Volkswagen Golf and Ford Focus and marks the automaker's return to the

European mainstream compact segment that the company quit when it stopped selling the Almera in the region in 2006. The model will be the first car to be produced in the Barcelona factory, which builds the Pathfinder SUV, Navara pickup and NV200 commercial van. Nissan said it is also investing €14m in Barcelona to create 24,000 units of additional annual capacity for the pickup and €6m to produce transmissions for the Leaf electric car and eNV200 electric van. Nissan is returning to the European compact segment to help the company achieve its aim of supplanting Toyota as the region's N°1 Asian brand by unit sales. The compact would bring more fleet customers to the brand. The automaker's current compact model, the Qashqai, is a hit with private buyers. The automaker has not released any information about the new compact but company executives say it will not be called "Almera". Nissan originally planned to build the compact at its factory in Sunderland, England, but the automaker now plans to produce a premium compact for Infiniti at the plant instead. Production of the Infiniti will start in 2015. Renault's management has told unions that Nissan's plan to build the car in Barcelona does not end hopes that the Japanese automaker may allocate some production to Renault's French factories if a new wage deal is made, according to a report published in the French newspaper *Les Echos*. Nissan's investment in Barcelona is the latest sign of returning confidence in Spain's competitiveness. In January 2013, Renault said it would build its new Captur subcompact SUV/crossover at its Valladolid factory. Volkswagen also said in January that it will invest €785m in its Pamplona plant over the next five years, mostly for the next-generation Polo subcompact. The Spanish government has said recent investment by automakers was a sign that labour market reform, which gave firms more power to hire and fire workers and greater wage-negotiation flexibility, has made doing business in Spain more attractive. Nissan exports 80% of the cars made in Barcelona. "In coming years, the Barcelona plant will work at full capacity, with annual production of over 200,000 units. Taking into account the current crisis, this is not just an achievement for Nissan but for industry in Spain," said Frank Torres, Head of Nissan Spain. The Barcelona investment comes after Nissan reached a deal with unions on wage cuts, ending months of tense negotiations that nearly caused the company to cancel expansion plans in Spain.

First Chevrolet Aveo off the line in Russia

(Source: Automotive Logistics News, 06th February 2013) Following an agreement signed between General Motors and Russian vehicle maker GAZ at the beginning of 2011, the companies have officially rolled their first Chevrolet Aveo off the line this week at the GAZ assembly plant in Nizhny Novgorod. Assembly is being carried out from complete knockdown (CKD) kits shipped from GM Korea by Maersk to the Ust-Luga Container Terminal near St Petersburg. Transport of the containerised kits from there is being handled by Ruscon, the Russian logistics and intermodal operator subsidiary of Global Container Service, which is providing a block train service. GM and GAZ have invested $29m in preparing the Nizhny Novgorod facility for production of the Aveo. Planned annual output is 30,000 vehicles for the Russian market, with a hatchback version being added at the end of March 2013. In 2012, Chevrolet was the most popular foreign car brand in Russia for the sixth year in a row and saw sales of almost 25,000 vehicles. "The start of production of the Aveo at the GAZ plant will enable us to meet the strong domestic demand for compact city cars from the Chevrolet brand," said Jim Bovenzi, President of GM Russia. "Our industrial partnership with General Motors is enabling GAZ to use effectively the investment made in the car production facility, improve the technologies of the GAZ plant and provide additional training for our employees," said Bo Andersson, CEO of GAZ Group. "Under this joint project GAZ has become the first plant in Russia to carry out full-cycle production of the Aveo. I would like to thank our partners for their trust and assure them that GAZ will manufacture Chevrolet Aveo in full conformance with the standards of General Motors." The GAZ plant has also began building Skoda and Volkswagen models on behalf of the Volkswagen Group, and will begin production of the Mercedes-Benz Sprinter van later this year. Annual contract production across the brands is expected to surpass 100,000 units in 2013 and 130,000 by 2015.

Mercedes CLA expands supplier base in Hungary

(Source: Automotive Logistics News, 06th February 2013) Daimler has started production of the Mercedes-Benz CLA coupé model at its €800m Kecskemét facility in Hungary following its debut at the recent Detroit auto show. It is the first model to be exclusively made there and joins the B-Class, production of which began in March 2012 when the plant opened, but which is also assembled at the Ratstatt plant in Germany. The move has increased the number of suppliers and supporting logistics activity to the plant. It is also part of Daimler's aggressive new model launch programme, which will see ten new models by 2015, as the company aims to retake the top premium brand sales spot from BMW and Audi by 2020 – a plan which the company anticipates will create significant inbound and outbound logistics demand and require further changes to its distribution networks. Daimler would not reveal its production targets or capacity for the CLA at Kecskemét but said that the new generation of Mercedes-Benz compact cars and the corresponding growth of the product portfolio to five new models from two had created the need for additional production capacities and hence a second production plant. Daimler has earlier revealed that the production capacity at the Hungary plant reached 100,000 annual units in 2012. As well as B-Class production at Kecskemét and Rastatt, A-Class production started in the latter plant in July 2012 and a production of a compact

SUV will begin there at the end of 2013. Daimler has also reached an agreement for contract manufacturer Valmet to build 25,000 units of the A-Class per year starting in 2013. The company said it would announce details regarding a fifth model at Rastatt at a future date, creating a significant compact car production network between the three locations. “The decision in favour of Hungary was the result of a long and thorough selection process,” said a spokesman for Mercedes-Benz Car Operations. “Daimler chose this location because – overall – the high qualitative and quantitative requirements for a successful establishment of a Mercedes-Benz production site are met.” According to the company, these requirements include the availability and condition of land, road and rail infrastructure, the availability of resources, a supplier footprint, as well as the availability and qualification of human resources. Daimler has now increased to 25 the number of production material suppliers in Hungary since the start of CLA production, up from 17 since the beginning of B-Class production started there. At a ceremony marking the start of CLA production, Mercedes-Benz’s Plant Manager, Frank Klein, said that the team at Kecskemét were eager to get the CLA to customers “as perfectly as the B-Class was built.” The plant produced 40,000 of that model in 2012. The addition of the CLA model means 500 new jobs at the Hungary plant, bringing the total workforce to 3,000. At the production ceremony, Head of Mercedes-Benz Cars and Chairman of Daimler’s Board of Management, Dr Dieter Zetsche explained that the CLA was based on the Concept Style Coupé, introduced in 2012 that he said had generated a lot of interest for series production.

EUROPE

Grimaldi's ro-ro activities soften the decrease in throughput of the Port of Ravenna

(Source: Ship2Shore, 04th February 2013) The total throughput of the Italian Port of Ravenna decreased by 8.1% in 2012 to 23.3m tons, but Q4 saw an encouraging recovery, noted Galliano Di Marco, Chairman of Ravenna Port Authority. In particular, throughput was positively affected by Naples-based **Grimaldi Group**'s new trade carrying to Terminal Container Ravenna (TCR) vehicles produced in Serbia by Fiat, after a new “motorways of the seas” trade to the T&C Terminal.

GEFCO supports John Deere in Ukraine

(Source: Automotive Logistics News, 06th February 2013) Agricultural machinery manufacturer John Deere has chosen **GEFCO** for the express movement of spare parts to its service centres in Ukraine. The logistics provider will be handling the transport of replacement parts and accessories from international locations to the country, as well as storage of the parts in its dedicated bonded warehouse in the capital Kiev. GEFCO will also handle customs on cross-border shipments and the delivery of the John Deere parts to distribution locations in Ukraine. “Delivery of spare parts for machines requiring repairs usually takes about a week, as we need to order them from Western Europe,” said GEFCO Ukraine’s Sales and Marketing Manager, Lyudmila Mukhina. “But during the harvest or sowing period, every second counts. By having local stock in place managed by John Deere and GEFCO, we will be able to reduce delivery time to the end user by up to three days,” she added.

DB Schenker invests €23.5m in new Czech logistics centre

(Source: Transportintelligence.com, 06th February 2013) **DB Schenker Logistics** has begun construction of a new logistics centre in Rudná u Prahy, Czech Republic. DB Schenker will invest €23.5m in the project which will have a total area of 90,800m^2. The logistics centre will consist of an 8,000m^2 hall, featuring 92 loading platforms, including six jumbo platforms, and a 4,700m^2 office building. "The new centre will contribute to our further growth in the Czech Republic," said Tomáš Holomoucký, Managing Director, Schenker spol s r.o. "Our new premises will contribute to faster transit times, due to excellent traffic links. And we will offer the full range of logistics services, including handling of air and ocean containers," he added. In addition, DB Schenker announced it will apply for the TAPA certification. Customers will also benefit from a bonded warehouse and a warehouse dedicated to hazardous and flammable substances (ADR).

Linkspan delivered for Grimsby ro-ro terminal

(Source: Automotive Logistics News, 06th February 2013) The latest stage in the development of Associated British Ports’ new £26m Grimsby River Terminal has recently been completed with the delivery of a specially designed 70-metre-long linkspan bridge. The linkspan arrived at the Port of Grimsby ready for installation by heavy-lifting experts Mammoet on the crane barge Mammoet Amsterdam. The 80x30 metre pontoon, which is currently under construction on the River Tyne, will be delivered in April 2013. The project also consists of a 250-metre-long approach span jetty and a 195-metre-long pier jetty. The linkspan bridge will connect the pontoon and the approach jetty. “It’s great to see this exciting phase in the development of the Port of Grimsby take shape with the addition of this new linkspan,” said John Fitzgerald, ABP Port Director for Grimsby & Immingham. “The new terminal is on

course to secure Grimsby's position as the UK's leading car import facility." The first vessels are expected to berth at the new terminal in the first half of 2013. Car carriers are currently berthing in Grimsby's Alexandra Dock, which is accessed through the port's original Royal Lock that limits ship size capacity to a maximum of 800 cars per vessel. When complete, the new terminal will offer lock-free access for two vessels carrying up to 3,000 cars each, significantly increasing the port's capacity. Gareth McLaverty, Project Manager for Graham Construction, the main contractor in charge of the terminal build, said: "The installation of this landmark structure marks a significant milestone in the delivery of the project. We now look forward to completing the new River Terminal and changing the landscape and port facilities on the Humber Estuary."

New fuels for the maritime sector in Spain thanks to EU supported project

(Source: TEN-T EA, 01st February 2013) The European Union will support with over €1m from the TEN-T Programme a series of studies to assess the use of Liquefied Natural Gas (LNG) as a shipping fuel in the Port of Gijón in Spain. The project, which was selected for funding under the 2011 TEN-T Annual Call, involves conducting studies to evaluate the feasibility and plan the necessary infrastructure adaptations for the use of LNG as a shipping fuel in the Port of Gijón. LNG is rapidly emerging as a more environmentally friendly fuel for the maritime sector and its uptake is encouraged by the European Union. In particular the project will conduct: A study of standards, regulations and legal issues; Technical design studies: vessel interaction with the LNG supply infrastructure while at berth; Impact studies related to the introduction of LNG in the port; User requirements; Recommendations for the progressive introduction of LNG as a shipping fuel; Implementation plan, including a business plan and an environmental study. The project is set to be completed by May 2014.

EU supports studies to pave the way for intermodal platforms in France

(Source: TEN-T EA, 07th February 2013) The European Union will co-finance with over €3.2m from the TEN-T Programme studies which will pave the way for the construction of a series of intermodal platforms boosting the "Inland Waterway Seine-Scheldt" link – TEN-T Priority Project 30. Once realised, the intermodal hubs will contribute to the modal shift from road to inland waterways and railways. The "Seine-Métropole Port" project, which was selected for funding under the 2011 TEN-T Annual Call and will receive support from the EU of just over €1m, will conduct the preparatory analysis to establish an intermodal road/rail/water platform right at the meeting points of the Oise and Seine rivers. Presently, the Paris region only obtains 6% of its supplies via inland waterways and 5% via rail. Logistics facilities are concentrated in the East and North around the saturated motorway routes. The Seine-Métropole Port project will contribute to the modal re-balancing of the Paris region's logistics facilities and geographical re-balancing towards the West. A second project, also funded under the 2011 TEN-T Annual Call and receiving €2.2m in EU support, will similarly study the feasibility of establishing four intermodal platforms along the Rotterdam (Netherlands) to Le Havre (France) inland waterway network. The platforms will be located on the Seine-North Europe canal and will contribute to modal shift as well as boosting employment in the region. The projects are set to be completed by the end of 2014.

Improvements to Italian rail infrastructure supported by the EU

(Source: Ten-T EA, 01st February 2013) The European Union will provide support of over €7m from the TEN-T Programme for two key rail infrastructure works in the towns of Genoa and Bologna in Northern Italy. The first project contributes to the realisation of the "railway axis Lyon/Genova-Basel-Duisburg-Rotterdam/Antwerpen" – TEN-T Priority Project 24 – whilst the second one contributes to alleviating congestion at the Bologna railway node, on the "railway axis Berlin-Verona/Milano-Bologna-Napoli-Messina-Palermo" – TEN-T Priority Project 1. They will ultimately lead to the improvement of rail traffic flows and multimodality in the region. The first project, which was selected for funding under the 2011 TEN-T Annual Call and will receive €5m in support, involves significant rail infrastructure works in the Genoa railway node – starting point of TEN-T Priority Project 24. The local and regional rail traffic flows will be separated from the long-distance ones for both freight as well as passenger convoys in order to streamline traffic on this very busy rail section and increase capacity. Multimodality will also be fostered by the improvement of the freight service connections with the city's port, one of Italy's busiest. The second project, which was also selected for funding under the 2011 TEN-T Annual Call and will benefit from EU support to the tune of over €2m, supports the construction of a 4.2km-long high speed and high capacity rail section in the town of Bologna. Several underpasses will be upgraded as part of the project, and tracks, electricity, signalling and other equipment will be deployed. The projects are set to be concluded by December 2014 and September 2014 respectively.

Belgian sea lock to be partly financed by the EU

(Source: TEN-T EA, 30th January 2013) The construction of a sea lock in the Port of Antwerp in Belgium will be partly funded via the TEN-T Programme. The project will receive €5m in contribution to ensure that one of the bottlenecks currently restricting capacity at the port is removed. The aim of the project, which was selected for funding under the 2011 TEN-T Annual Call, is to build a sea lock in the Port of Antwerp, one of Northern Europe's busiest ports. The new lock will create a new connection between the tidal Deurganckdock and the non-tidal docks of Waaslandhaven. The dimensions of the new lock will be the same as those of the Berendrecht lock, located on the right bank of the Scheldt River, which is currently the biggest sea lock in the world. The lock will be 68 metres wide and 500 metres long, with a depth of 17.8 metres. It will be equipped with four rolling gates, and four moveable bridges will be constructed to deviate road and rail traffic over the lock. An operating centre for all parts of the lock complex and several technical buildings will also be constructed as part of the project. Thanks to this lock, the capacity of the port to handle additional vessels and better manage their distribution will be improved. The new infrastructure will reduce delays for entering and leaving the Waaslandhaven, increase operational reliability, allow larger ships to enter, optimise the use of the available port infrastructure and increase safety by creating a second entrance/exit to the Waaslandhaven, yielding benefits to the entire European shipping sector. EU support will last until December 2014, and the new lock basin is expected to enter into service by March 2016.

REST OF THE WORLD

MacGregor delivers ro-ro equipment

(Source: Automotive Logistics News, 06th February 2013) Cargotec’s marine engineering division MacGregor has signed a contract to deliver electrically-driven ro-ro equipment for two new car carriers under construction at the Onishi Shipyard, in Japan, owned by Shin-Kurushima. Each ship will be supplied with a stern ramp, a side ramp, six internal ramps, a ramp cover and hoistable car decks. The first vessels with all-electrically-driven internal and external ro-ro outfits went into service in 2011, including Nissan's eco-friendly coastal car carrier, Nichioh Maru, which was also delivered by Shin-Kurushima. "MacGregor electric drives are not new to the shipping industry," said Magnus Sjöberg, Sales Director for MacGregor RoRo. "They represent proven, mainstream technology with a solid history of operational reliability and performance. One of their major advantages is the elimination of hydraulic oil leaks that cause pollution and cargo damage. An additional advantage is that they are easy to monitor and service," continued Sjöberg. "These new vessels will be fitted with a touch-screen monitoring system for the electric drives, which has improved the commissioning process of each of the drive units because of its user-friendly interface and flexibility," he added. The monitoring system will provide a continual data stream and equipment status updates. It has been optimised for future developments and is ready for external integration into other ship management safety systems.

PRESS RELEASES

GEFCO opens its South African subsidiary

(Source: GEFCO, 05th February 2013) The GEFCO Group, a European leader in automotive logistics and a world leader in industrial logistics, opened its South African subsidiary in 2012. Having operated out of Johannesburg since 2009 via a Sales Representation Office, the GEFCO Group now has its very own logistics service in this corner of the world.

A new logistics territory to conquer

South Africa is one of the more powerful economies on the African continent and has a strong potential for growth, with a significant perspective for the development of both its automotive industry and other industrial sectors.

The South African subsidiary is primarily responsible for handling overseas import and export flows on behalf of its industrial customers. Its operations include services such as door-to-door carriage, all the necessary customs formalities, storage management, quality control and distribution.

This new subsidiary, which is managed by François Van Wyck and has its Head Office in Johannesburg, the economic capital of the Republic of South Africa, employs 17 members of staff and plans to expand its workforce to 30 people in 2013. GEFCO South Africa currently has three depots located in the cities of Johannesburg, Cape Town and Durban.

Focus on overseas

Despite its extensive Atlantic façade and its equally great Indian Ocean coastline, logistics experts have so far invested relatively little in South Africa, which sits at the maritime crossroads of many routes to and from Europe and the United States, as well as Asia, and China in particular. South Africa also shares borders with a number of countries, meaning that it offers good road and rail links to the rest of the African continent.

December 2012 saw GEFCO launch a new weekly LCL solution, a container-groupage maritime transportation service, for goods travelling from its European hubs and destined for the South African ports of Cape Town, Durban and Port Elizabeth. This door-to-door service also takes care of all the necessary customs formalities and targets a wide range of industrial customers.

GEFCO has been strengthening its commercial relations in the region since 2007 by organising a triangular logistics flow of automotive parts between Portugal, Botswana and South Africa. Since 2009, GEFCO has been importing, managing the storage of and distributing Peugeot spare parts both in South Africa and some of its surrounding countries, namely Swaziland, Namibia and Botswana. This traffic accounts for some 750-1,000kg of spare parts transported by air and 4 to 6 containers per month by sea.

Due to its commercial interest in the region, GEFCO launched and helped to develop overseas activities as well as the transportation of overland goods such as the transportation of new cars and even an urgent groupage service run by the GEFCO Special division.

GEFCO supports its industrial customers in their internationalisation efforts

Having established a presence in South Africa for over 10 years, operating via a series of partner companies, GEFCO notably supported PSA Peugeot Citroën in establishing its presence in the country by importing vehicles and exporting spare parts.

2013 will see GEFCO take responsibility for overseeing transport and logistics operations for both Peugeot and Citroën, including the receipt, storage and distribution of around 12,000 vehicles for dealers located in the country.

GEFCO is also set to export 30 sea containers of parts per month in 2013 to supply Ford in Argentina.

Industrial diversification is a cornerstone of the South African subsidiary's strategy, and the expertise GEFCO has acquired in the field of automotive logistics is easily transferred to other sectors as varied as capital goods, aeronautics and electronics.