ECG News

ECG – The Association of European Vehicle Logistics

Issue 13.29, 22nd – 26th July 2013

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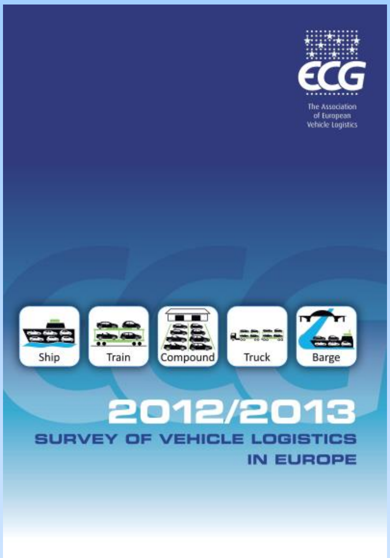

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NEWS FROM BRUSSELS

Brussels gives green light to Italian "Ecobonus" for year 2010 only: RAM ready to start payments

(Source: Ship2Shore, 22nd July 2013) After the enquiry the European Commission (EC) started in August 2012 into Italian "Ecobonus" – a scheme aimed at inducing road hauliers to shift cargo shipments from road to sea – in order to ascertain that it is not an undue state aid, the same EC has apparently accepted the provisional solution proposed by the then Minister of Infrastructures and Transports, Corrado Passera. Actually, to date, the EC has only informed both road hauliers associations – Anita and CNA-Fita. The DG Competition of the European Commission has taken a "positive decision" on the Italian request to extend the measure to year 2010 – suspended by the government, alongside the one for year 2011, pending the results of the enquiry. "This decision has been taken, with some restrictions, because of Italy's economic downturn and its fallouts on transport businesses" explained Anita. Neither the EC nor Anita gave more details about these "restrictions". However, Passera had explained in 2012 that the government had requested the extension for year 2010 only in exchange of the road hauliers' associations' commitment "to use the maritime trades instead of the corresponding road routes." Tommaso Affinita, Chairman of RAM SpA, the company that manages the Ecobonus system on behalf of the Ministry, said: "RAM is ready to handle the 237 requests received within a few days, allowing the Ministry to quickly pay the relevant amounts." Moreover, commenting on the recent European Court of Auditors (ECA)'s report [*See ECG News 13.28*], he pointed out that he was in tune with their assessment and hoped for a comprehensive re-evaluation of EU tools supporting logistics, especially the ones aiming at a modal shift. "From 2007 to 2009, Ecobonus allowed the Ministry, with the help of RAM, to grant €169m against 1,430,290 trips. In 2010 we registered 570,000 trips, which is 29% more than in 2009, proving that this system was working well," Affinita said. ECA's suggestions confirm the effectiveness of the Italian scheme and hint that it could be usefully extended to the whole EU. For this reason, RAM – together with the Italian ship owners' association Confitarma and other European partners – had submitted, under the recent Ten-T call, the Magellano Project for a feasibility study on a "very green" incentive to be implemented in the EU countries in a flexible way, but with the common target of further strengthening the Motorways of the Sea on all European seas. "Unfortunately, and in sharp contrast with ECA's advice, our project didn't qualify, but Ram will re-submit it at the next call," stressed Mr Affinita, who firmly believes the Italian scheme is fully consistent with EU regulations: "The Ecobonus system doesn't distort the maritime transport market at all as it acts at the demand level, so road hauliers are perfectly free to choose the sea carrier they prefer," he concluded.

Aviation tax breaks cost EU states €39bn a year

(Source: Euractiv.com, 25th July 2013) Fuel and VAT tax exemptions on international flights could provide countries of the European Union with an extra €39bn a year, a sum approaching Spain's swingeing budget cut in 2013, according to a new study by the consultancy CE Delft. The report – which was commissioned by the green campaigning group Transport and Environment (T&E) – blamed outdated EU laws which privileged aviation over less polluting forms of transport. "International airlines are like flying tax havens inexplicably exempted from paying the basic EU taxes every EU citizen and company is obliged to," said T&E's Aviation Policy Officer Aoife O'Leary. "Cash-strapped EU governments should seize the opportunity, collect this low-hanging fruit and generate revenues badly needed to cover their budget deficits," she added. According to the study, €32bn a year is lost due to the airlines' exemption from paying fuel taxes, while another €7.1bn goes missing because of VAT exemptions on international flight tickets. The issue of tax breaks for airlines is

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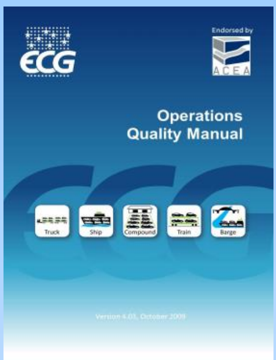

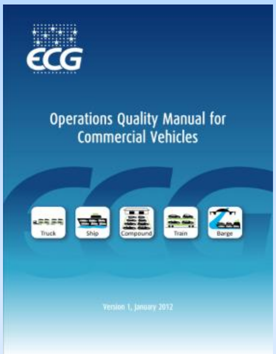

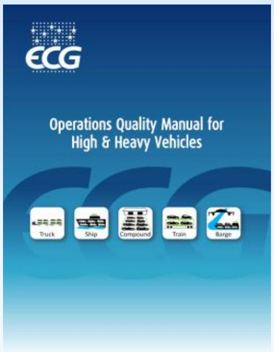

- Written by the Quality Working Group and the H&H Working Group composed of OEMs and LSPs.
- The manuals can be downloaded from: http://www.ecgassociation.eu/PublicationsReports/ECGOperationsQualityManuals.aspx

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moving up the political agenda, partly because petrol pump price increases are hitting consumers hard. But the aviation industry is also facing intense pressure ahead of the International Civil Aviation Organisation (ICAO)'s tri-annual meeting in Montréal in September 2013. There, an attempt will be made to agree a market-based measure that could resolve the increasingly bitter dispute over the EU's efforts to make airlines pay a price for their carbon emissions under the Emissions Trading System (ETS).

Shipping CO_2 proposal is 'business as usual' in reality

(Source: Transport & Environment News, 16th July 2013) The European Commission has published its long-awaited response to the failure by the International Maritime Organisation (IMO) to tackle shipping's contribution to global warming – and it has disappointed environmental groups. The proposal, published last June, is to require the largest ocean-going vessels, which are responsible for 90% of all shipping emissions, to monitor, report and verify their emissions of carbon dioxide (CO_2), but no reference is made to other harmful emissions such as nitrogen or sulphur oxides, and no incentives or requirements to reduce emissions are included. Responsibility for international action to address the climate impact of shipping was delegated to the IMO under the 1997 Kyoto Protocol, yet in 16 years little progress has been made. The EU regularly threatened to take unilateral action if no meaningful progress through the IMO was achieved, and in 2011 it began preparations to adopt an EU measure. However, the Commission decided last year to step back from its original intention of introducing a market-based measure such as emissions trading or a levy, and the proposal released last June is only limited to a requirement to monitor and report ship emissions. Transport Commissioner Siim Kallas described the proposal as "a significant contribution to IMO efforts to cut fuel use and increase the fuel efficiency of ships with a range of instruments," but environmental groups say what the proposal specifically lacks is any requirement for measures to cut fuel use. The Commission estimates that shipping is responsible for 3% of global greenhouse gas (GHG) emissions, 4% in Europe, and these will double by 2020 if no action is taken to curb them. Commissioner Kallas says its proposed European monitoring system would reduce CO_2 emissions by up to 2%, yet T&E found no sound scientific evidence to back these claims. T&E Shipping Officer Antoine Kedzierski said: "Taking a generous view, we can say the Commission is taking its first steps towards controlling emissions from ships. But they are very timid steps. Disappointingly, the Commission has downgraded its proposal from a market-based measure that would have incentivised ship owners to improve fuel efficiency, and its predicted 2% emissions reduction seems based on overly optimistic scenarios. Even if one accepts that this proposal is only about monitoring and verifying emissions, there are several different approaches that ship owners can use to report on CO_2, and some are more efficient and effective than others. The proposal doesn't do anything to incentivise those which are better, so owners will in all likelihood use the cheapest, most basic way, which in reality is 'business as usual'." Another area in which environmental NGOs are critical of the Commission's proposal is over its failure to include other harmful emissions from shipping, notably two climate-forcing gases, nitrogen oxides (NOx) and sulphur oxides (SOx). Research has suggested that air pollution from international shipping, of which NOx and SOx emissions are a big part, accounts for about 50,000 premature deaths per year in Europe, annually costing the bloc €58bn. "The growth of these harmful emissions is out of control, and no measures are in place to limit them. The Commission has missed the chance to kill two birds with one stone by including NOx and SOx monitoring requirements in this proposal as a first step to limiting these emissions. This is where Members of the European Parliament (MEPs) need to make the proposal more robust when they debate it," Kedzierski added. T&E has been working on this issue together with Seas at Risk, another environmental NGO. Their representative, John Maggs, said: "Monitoring, reporting and verifying is all very well, but we urgently need emissions reduction.

ECG Academy

Course 8 commences on Tuesday 8th October 2013 in Berlin, Germany.

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'Business as usual' should simply be out of the question."

Members of the European Parliament deal a blow to crop-based biofuels

(Source: Euractiv.com, 12th July 2013) The efforts of the European Union to limit the use of crop-based biofuels, increasingly seen as doing the planet more harm than good, won parliamentary backing on Thursday 11th July in what a top biodiesel company called "a very bad blow". The vote in the European Parliament's Environment Committee will be followed by a plenary vote, expected in September this year. It will also require endorsement by EU Member States, which are deeply divided on the issue. Environmental campaigners said Thursday's vote marked progress towards more sustainable biofuels. But biofuel producers and their suppliers are furious at the policy U-turn. They said the proposed limit of 5.5% of total transport fuel use was far too low and would lead to plant closures and job losses. Jean-Philippe Puig, Chief Executive of Sofiproteol, which owns the EU's largest biodiesel producer Diester Industrie, said the vote "was a very bad blow". Earlier this month, Sofiproteol said it would close two units of Diester Industrie because of overcapacity. In 2008, an EU target was introduced to get 10% of transport fuel from renewable sources by 2020, most of which would come from so-called first generation biofuels made from sugar, cereals and oilseeds. Since then, a series of studies has underlined the potential environmental damage caused by some biofuels, particularly biodiesel, which accounts for more than two-thirds of the estimated €13bn EU biofuel sector. Most recently, a study by the Joint Research Centre (JRC) – the European Commission's in-house research body – confirmed earlier EU studies that biodiesel made from crops such as rapeseed does more harm to the climate than conventional diesel. Other biofuels are less problematic, the research finds. Fuels made from cereals and sugar crops have much lower carbon emissions than those from vegetable oils such as rapeseed oil, palm oil from Malaysia or soybean oil from the Americas. The reason some first-generation biofuels are considered a problem is that they increase demand for crops, displacing food production into new areas, forcing forest clearance and the draining of peat land. They can also add to food price inflation. The displacement of land is known as "indirect land-use change" (ILUC) and can result in enough carbon emissions to cancel out any theoretical savings from biofuels. The Commission proposal includes ILUC factors to estimate the indirect emissions of biofuels made from cereals, sugars and oilseeds, but they carry no legal weight. Environment Committee proposal makes them binding from 2020 for industry and in the case of governments with immediate effect. "This vote will pave the way for truly sustainable transport fuels, which actually reduce emissions, as of 2020," said Nuša Urbančič, Manager at campaign group Transport and Environment (T&E). Committee members also voted for extra incentives to promote advanced or second-generation biofuels. Made from waste or agricultural residues rather than food crops, these are seen as the most sustainable type of biofuel, but are still at an early stage of commercialisation.

AUTOMOTIVE INDUSTRY

Hyundai mulls further production boost in Turkey

(Source: Automotive News Europe, 23rd July 2013) Hyundai may increase production capacity to 300,000 at its plant in Izmit, Turkey. The carmaker is currently boosting the plant's annual capacity to 200,000 units from 125,000 to accommodate production of the new i10 mini-car, which will be built for Europe in Izmit instead of India starting in September 2013. Izmit's production chief, Uygur Kosal, said the capacity may be expanded to 300,000. "First we reach the planned capacity, and then we may go higher," he said. The factory also builds the i20 sub-compact. Consultancy LMC Automotive said that Hyundai may need

ECG AGENDA

► **ECG office closed** on **15th & 16th August 2013**

► **Webinar to present the ECG Quarterly Survey results** on **6th September 2013**

► **ECG Board Meeting** on **17th September 2013** in Brussels, Belgium

► **ECG Eastern Regional Meeting** on **26th September 2013** in Budapest, Hungary

► **ECG Academy Alumni Meeting** on **27th September 2013** in Frankfurt, Germany

► **ECG Academy Course 8** commences on **8th October 2013** in Berlin, Germany

► **ECG / ACEA Meeting** on **10th October 2013** in Berlin, Germany

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

► **ECG Board Meeting** on **13th November 2013** in Frankfurt, Germany

► **ECG Spring Congress & General Assembly** on **22nd & 23rd May 2014** in Athens, Greece

the production boost for the i10. "We believe that the new i10 will sell in much higher volumes than its predecessor. This means that either it will have to continue importing a proportion of i10s from India, or consider expanding Turkish capacity further," LMC Analyst Carol Thomas said. Hyundai sold 26,036 i10 in Europe in the first half of 2013, according to market researchers JATO Dynamics. The i10 will debut at the Frankfurt auto show in September and will go on sale in Europe at the end of the year. As with the current car, the new i10 will be sold in five-door, gasoline version only. Toward the end of 2014, Izmit will also build all variants of the i20. Currently, right-hand-drive versions for the UK and Ireland are built in Chennai, India.

Spain will extend car scrappage scheme

(Source: Automotive News Europe, 19th July 2013) The Spanish government said it would extend a scrappage scheme that subsidises purchases of new cars. The subsidies have tempered the fall in sales in the recession-hit country. Deputy Prime Minister Soraya Saenz de Santamaria said the government would soon pass a decree to add €70m to the scheme after an initial €150m ran out. Under the scheme, people who scrap their old car and buy a new one get a rebate of €2,000, half from the government and half from the carmaker. Spanish car manufacturers' association Anfac welcomed the move which, it said, would boost the Spanish economy. The scheme has helped sales to individuals but failed to offset the decline in sales to companies. Spanish car sales, which have been on a downward trend for the last four years, fell 1% year-on-year in June. That compares to a 6% decline in overall European car sales last month.

Italy pledges action to keep Fiat plants, report says

(Source: Automotive News Europe, 25th July 2013) Italy's Industry Minister, Flavio Zanonato, has set up a working group “that will make every effort to keep Fiat's five Italian car factories from closing,” he said. "I have created a working group for the automotive sector and I strongly hope Fiat will join," Zanonato told Rome daily *Il Messaggero*. "Fiat is an asset for this country. We need to attack and resolve problems surrounding logistics and other bureaucracy," he added. Fiat is Italy's largest employer and loses money in Europe, a market on which it is heavily dependent. Italy is mired in its longest recession since the end of World War II. Italy's automotive research group, Centro Studi Promotor, said that it expected Italian car sales for this year would be around 1.26m vehicles – a level not seen since the 1970s and a 50% decline compared with 2007.

PSA sets break-even goal for French plants by 2016

(Source: Automotive News Europe, 19th July 2013) PSA Peugeot Citroën is seeking to end losses at its French assembly plants by 2016 through competitiveness talks with unions, the carmaker's personnel chief said. "The idea is to return to break-even in all of our factories," Human Resources Director Philippe Dorge said. He added that PSA was seeking to increase average plant capacity utilisation to 100% in 2016 – representing full production in two shifts working 235 days a year. The utilisation rate in 2012 was 75%, according to the company.

Mazda won't build in Europe despite sales rise

(Source: Automotive News Europe, 19th July 2013) Mazda sees no need to build cars in Europe despite rising sales in the region. Mazda believes cost efficiencies are gained from a large factory and this can outweigh the benefits of local production, said Mazda Europe CEO Jeff Guyton. "Our intention is to have manufacturing scale. That gives you scale economy and quality through repeatability," he said. Helped by models such as the CX-5 crossover and new Mazda 6, the company's vehicle sales increased by 5.4% to 74,419 in the first half of 2013 in the EU and EFTA countries. Market share rose to 1.2% from 1%, according to European car industry association ACEA. Mazda currently imports

Events in Brussels

EU Mobility Week, by the European Commission on 16th - 22nd September 2013
http://www.mobilityweek.eu/

Stakeholder Hearing on an EU co-ordinated approach to R&I in the rail sector by the European Commission DG MOVE on 12th September 2013
http://ec.europa.eu/transport/media/events/2013-09-12-hearing-rail_en.htm
ECG will attend

European Transport Forum, by the Volvo Group on 15th October 2013
http://europeantransportforum.eu
ECG will attend

TEN-T Days, by the European Commission on 16th-18th October, Tallinn, Estonia
http://tentea.ec.europa.eu/en/news__events/events/ten-t_days_2013.htm

Clean Power for Transport Conference, by the European Commission DG MOVE on 21st October 2013
http://ec.europa.eu/transport/themes/urban/events/2013-10-21-cpt-conference_en.htm
ECG will attend

European Logistics Summit, by the Alliance for European Logistics on 27th November 2013
http://www.logistics-summit.eu/
ECG will attend

4th Intelligent Transport Systems Conference by the European Commission DG MOVE on 2nd December 2013
http://ec.europa.eu/transport/themes/its/events/2013_12_02_its_conference_en.htm
ECG will attend

all its vehicles sold in Europe from Japan. Guyton said the company is unlikely to ever sell enough cars in Europe to justify building a factory in the region. The automaker would need to sell about 200,000 units of a single model to justify a local factory. "In our best year we sold 320,000 cars in our whole range," Guyton said. "Maybe if I double our record someday, it would begin to make sense to actually build here, but at the moment it doesn't," he said. Mazda will launch its new Mazda 3 compact hatchback and sedan in Europe at the end of 2013.

Bentley SUV due in 2016

(Source: just-auto.com, 23rd July 2013) Volkswagen Group's Bentley Motors has confirmed it will develop a Sport Utility Vehicle (SUV), the company's fourth model line. It will be made in Crewe, UK, and will go on sale in 2016. It will create over 1,000 jobs in the UK. Over the next three years, the brand will spend about £800m at its headquarters in Crewe and for the development of new models. Volkswagen Chairman Martin Winterkorn said: “The Volkswagen Group believes in the UK as a competitive location for industrial production.” Bentley Chairman and CEO, Wolfgang Schreiber, added: “This is excellent news for Bentley and for the UK. This new fourth model line will leverage the success of the global SUV market.” The automaker said the SUV would be a thoroughbred true to the brand hallmarks of luxury, performance, quality and craftsmanship. "It will be the most luxurious and most powerful SUV in the market. The response from customers to a Bentley SUV has been extremely positive in the last 16 months," the automaker said.

French court lifts sales block on Mercedes cars

(Source: Automotive News Europe, 25th July 2013) A French court has ordered the government to allow sales of Mercedes-Benz models to resume, an official at the Versailles Administrative Tribunal said on Thursday 25th July. The decision suspends a freeze of registrations imposed by France in a dispute with the German automaker over its use of the air-conditioning refrigerant R134a. The refrigerant has been banned by the European Union from use in new models since the beginning of 2013. Daimler's refusal to stop using the refrigerant prompted France to halt registrations of Mercedes A-class, B-class and SL cars assembled after Wednesday 12th June. Together, these models represent more than half of the brand's sales in the country. "The previous decision to no longer allow Mercedes registrations is temporarily suspended," the official said. France's Environment Ministry must now decide within 10 days whether to pursue the freeze on several Mercedes models, according to the summary ruling. The dispute centres on a German decision to allow Daimler to continue using R134a, a global warming agent more than 1,000 times more potent than carbon dioxide, because of safety concerns about the replacement chemical, R1234yf, made by Honeywell and Dupont. If maintained, the freeze could affect about 2% of global Mercedes sales or 29,000 cars annually.

Levent Yuksel leaves Toyota for logistics role at Jaguar Land Rover

(Source: Automotive Logistics News, 22nd July 2013) Levent Yuksel, who has previously held senior roles in logistics and production control at Toyota in Turkey, Japan and Europe, is now Group Plant Manager at Jaguar Land Rover (JLR). Yuksel has responsibility for integrating the inbound supply chain from a logistics perspective between JLR plants, as well as supporting the logistics for launch activities. The carmaker has three factories in England, at Solihull and Castle Bromwich in the Midlands, and at Halewood near Liverpool. It is currently building an engine factory in Wolverhampton, 50km away from Solihull. Yuksel is now based near Birmingham in the UK Midlands, and reports directly to David Dyke, Global Material Planning and Logistics Director. "I believe that Jaguar Land Rover is an inspired brand with a strong character and I am excited about getting involved," Yuksel said. Yuksel was most recently Finance and Administration

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Director at Toyota Motor Manufacturing Turkey (TMMT), a post he held only since the beginning of this year. Prior to this role he spent two years as the Director of Production Parts Logistics and the Vehicle Logistics Group at Toyota Motor Europe (TME), with responsibility for TME's central inbound and outbound logistics functions across its European production. He was the first Toyota logistics executive in Europe to have responsibility for both parts logistics and finished vehicle logistics. Yuksel had previously worked for 20 years at TMMT in his native Turkey, as a production engineer and in production control; he also worked for two years in production control in Japan at Toyota, as part of a global executive programme. During an interview last year, Yuksel put emphasis on improving TME's multimodal flows and better integrating logistics in the supply chain, including packaging design and in-plant logistics. Yuksel will be working on integrating the supply chain and model launch activities at a time of significant growth for JLR. The premium carmaker, which is owned by India's Tata Motors, has plans for more than 40 product-related actions in the next few years, including model launches and refreshes. JLR is also building a new factory in China with its joint-venture partner, Chery, and expects to increase the amount of global parts it moves in and out of the UK and Europe. Yuksel's role will no doubt include working closely with DHL Supply Chain – which manages most of Jaguar Land Rover's inbound European supply chain – in an extensive lead logistics provider contract that covers inbound consolidation and in-plant logistics. JLR is currently facing potential disruption to its production after union workers for DHL and its sub-contracted logistics providers voted to strike across the OEM's UK plants. The union has demanded wages similar to those of JLR workers.

EUROPE

DFDS expands Baltic and Russian logistics network through acquisition

(Source: Multimodal.org.uk, 15th July 2013) To expand and develop **DFDS**' logistics services between Sweden and the Baltics, Russia and surrounding countries, DFDS has acquired 100% of the share capital of the Swedish logistics company Karlshamn Express AB. In addition, DFDS has acquired the remaining 50% of the share capital of the associated company Karlshamn Express Baltic SIA. In 2012, Karlshamn Express had total revenues of SEK225m and the company employs around 100 people. The main activity of the company is transport of full and part loads between Sweden and the Baltics, Russia and surrounding countries. In addition, domestic transport and warehousing services are provided. The Karlshamn Express transport and logistics services are provided using different transport modes, including road, rail and shipping, and the company is a major customer on DFDS' route between Karlshamn in Sweden and Klaipeda in Lithuania. Karlshamn Express' head office and warehousing facilities are located in Karlshamn. The company also has offices in Liepaja, Ventspils, Klaipeda and Kaliningrad. The acquisition of Karlshamn Express supports DFDS' network strategy by adding own logistics operations to support the Baltic route network and by expanding the range of logistics solutions to customers. In addition, the acquisition increases DFDS' presence in a region with a relatively high level of economic growth. The transaction is subject to approval by the Russian competition authorities. The parties have agreed not to disclose the transaction price.

Naples-Tangier will kick-off in September with Fret Cetam

(Source: Ship2Shore, 22nd July 2013) Starting from the first week of September 2013, Louis Dreyfus Armateurs, through its subsidiary LD Lines, will extend the service that currently connects France with Tunis, Naples and Cadiz, adding a call to the new Tangier Med. The link, intended for Ro-Ro unaccompanied cargo, will be operated by Fret Cetam, the joint venture between **Höegh Autoliners** and

Louis Dreyfus Armateurs also in charge of transporting Airbus components under a twenty-year contract, and will respond to the need to extend to third parties the routes on which the aircraft parts travel. The vessels currently deployed are the *Ville de Bordeaux* and the *Bore Sea*. The new service, called "Milk Run", will follow the rotation: Tangier Med - Cadiz - Saint Nazaire (Montoir) - Pauillac - Tangier Med - Tunis - Naples - Tangier Med - Cadiz. Departures from Naples will take place every Friday morning while arrivals in Tangier Med are scheduled on Monday morning. The Milk Run service will be connected to another Louis Dreyfus service, on the Motorways of the Sea route Gijon - Saint Nazaire (Montoir). In the French port, freight coming from Spain – a market LD recently said it wants to develop – will be loaded, in transhipment, to their final destination in Tangier Med, Tunis and Naples – and *vice versa*.

Finished vehicle operations begin at Grimsby River Terminal

(Source: Automotive Logistics News, 23rd July 2013) Associated British Ports (ABP) has started Ro-Ro and vehicle handling operations at the newly completed Grimsby River Terminal in the UK with a delivery this week of Volkswagen Group vehicles. The terminal is one of the largest projects in the Port of Grimsby's history. The first vessel, "K" Line's pure-car-and-truck carrier (PCTC) *MV Ems Highway*, called on Monday 22nd July with a consignment of more than 800 cars that included a mix of Volkswagen, Audi and Skoda models for distribution across the UK. The vehicles were loaded at Emden on "K" Line's European-dedicated service – KESS. ABP has been working on the £26m ($40m) terminal, Grimsby's largest project in 160 years, with logistics service provider GBA, the Grimsby-based automotive logistics group that manages the car terminals at the port. It has taken 18 months to construct and several years to plan, according to ABP. "It has been a long journey to deliver this project," said John Fitzgerald, ABP's Port Director for Grimsby and Immingham. "This new terminal represents major investment for the Port of Grimsby and demonstrates ABP's commitment to the future of the port and its role in the European automotive supply chain. We are delighted the first vessel to discharge carried Volkswagen Group vehicles, given the first specialist automotive vessel to arrive in Grimsby in 1975 also carried VWs," added Fitzgerald. Volkswagen Group was one of the first carmakers to sign an "anchor tenant" agreement with ABP when the terminal was announced in 2011. The German carmaker's Head of Group Vehicle Planning and Logistics, Matthew Bowden, recognised the benefit the terminal would bring to Volkswagen's business. "This completion of the new river berth is the start of a new era for both ABP and VW Group UK in Grimsby," said Bowden. "This new facility will allow larger vessels to dock and therefore enable the Volkswagen Group to bring in more vehicles per ship. This is particularly useful during the production build up for the two registration peaks each year in March and September," he added. Bowden went on to say that the investment by ABP was a key factor in the carmaker reaffirming its long-term commitment to Grimsby, which remained Volkswagen's primary import hub. The dedicated two berth Ro-Ro terminal is able to accommodate vessels carrying in excess of 3,000 vehicles, significantly increasing the port's capacity and making it more attractive to carriers. Previously, vehicles were berthed at the Alexandra Dock, which was accessed by Grimsby's original 19th century Royal Lock. The lock cannot accommodate larger PCTC vessels and is limited to ship sizes carrying a maximum of 800 vehicles. Grimsby is part of the port complex that includes Immingham and Killingholme. It is Europe's fourth busiest port. It moved 788,000 vehicles last year, including those for Volkswagen, Toyota, Peugeot Citroën and Suzuki. Grimsby accounts for handling around 500,000 vehicles per year. An official opening ceremony is planned for 20th September this year.

Fewer vehicles to face increased VED fee in the UK after HGV Road User charge review

(Source: Commercialmotor.com, 18th July 2013) In the United Kingdom, the number of Large Goods Vehicles (LGVs) that will have to pay higher rates of Vehicle Excise Duty (VED) following the introduction of the Heavy Goods Vehicle (HGV) Road User levy is to fall as a result of a review by the Department for Transport (DfT). UK Roads Minister Stephen Hammond said Thursday 18th July that the DfT had spotted an error in the data determining the VED bands of some rigids post 1st April 2014. He said that following the review, it is now possible for the Treasury to amend the VED rates to reduce the number of vehicles paying over £300 more under the new rules. Hammond reiterated that there would be no change to figures quoted in the Parliament – during the debates over the levy in 2012 – which stated 94% of vehicles would pay no more VED than they currently do, while a further 4% pay no more than an additional £50 in VED per year.

REST OF THE WORLD

Mexico plans huge infrastructure overhaul

(Source: Automotive Supply Chain, 22nd July 2013) Mexican President Enrique Peña Nieto and his administration plan to invest MXN $4bn (£210m) in improving roads, railways, ports, airports over the next five years. With eight

freight-rail specific plans, the Transport and Communications Infrastructure Investment Programme should encourage greater use of freight trains through cheaper and faster rail transportation. The Secretary of the Ministry of Communications and Transport, Gerardo Ruiz Esparza, called freight trains "key factors" in developing an effective logistics strategy and named four bypasses that will be built in urban areas to speed up the movement of freight trains. The Mexican government also hopes to modernise and build 5,410km of road over 15 highways, as well as upgrading 13,000km of rural roads and secondary roads in Mexico City, making it easier to access the capital from the cities of Pachuca and Cuernavaca. Seven ports and seven airports are also expected to receive funding and resources in an attempt "to consolidate Mexico as a true emerging economic power in the 21st century," said President Nieto.

Amports to develop vehicle terminal at Port of Tampa

(Source: Automotive Logistics News, 24th July 2013) The Tampa Port Authority has announced the development of a new vehicle terminal at the Port of Tampa, Florida, in conjunction with Amports, one of the US' largest auto-processors. The terminal is expected to attract imported vehicles moving by short-sea shipping from Mexico, as well as US-built exports to the Caribbean and Latin America. Work on the terminal will begin immediately, with operations expected to begin by the start of 2014, according to Raul Alfonso, the Port Authority's Chief Commercial Officer. He said the Tampa terminal will have an initial capacity to service up to 100,000 cars annually, with the potential to increase this number according to the market. Representatives from Amports and the Port Authority cited the "strategic position" of the new terminal in terms of its central location in Florida and local motorway access, as well as for faster shipping routes to Mexico and beyond. "Mexico's fast growing automotive-manufacturing sector, and Florida's growing population and tourism, presents a great opportunity for the Port of Tampa to become a major gateway to this market," Alfonso said. "The ability to use short-sea services via our port should generate considerable demand from most OEMs as an efficient alternative to their supply chains into Florida."

To read the rest of this article please see:
http://www.automotivelogisticsmagazine.com/news/tampa-port-authority-announces-partnership-to-expand-auto-shipments

PRESS RELEASES

iMobility Support project - Launch of new website

(Source: iMobilitySupport.eu, 23rd July 2013) The iMobility Support project is pleased to announce the launch of its new website www.imobilitysupport.eu

The EU-funded iMobility Support project promotes the use of Information and Communications Technology (ICT) in Europe for smart, safe and clean mobility.

The new website provides a huge amount of documentation as well as information related to the activities of the project and the iMobility Forum, and also includes much of the data previously provided via the eSafety Support and iCar Support websites.

If you are interested in Intelligent Transport Systems (ITS) and the deployment of ITS in Europe, the website will be a valuable resource, and if you wish to join our activities, you can apply to join online!

About iMobility Support
iMobility Support supports the deployment of intelligent mobility in Europe by organising iMobility Forum activities including, but not limited to, stakeholder networking, deployment support, awareness raising and dissemination of results.

This support action is structured on three support pillars:

In the first pillar, iMobility Support actively supports the constituencies and activities of the iMobility Forum. It acts as the Secretariat of the iMobility Forum and is the key contact point for the Forum members. It monitors the 23 recommendations and also organises the "concertation" workshops for European projects on ICT for mobility.

In its second pillar, iMobility Support focuses on the main ITS deployment issues: it monitors the deployment of iMobility priority systems; it encourages the usage of Pre-Commercial Procurement (PCP) for ITS; it supports ITS standardisation; it identifies certification needs; supports the deployment of the eCall system; and supports international collaboration where needed.

In its third pillar, iMobility Support actively promotes the iMobility Forum and project activities; it maintains an easily recognisable brand with editorial tools; it consolidates and disseminates the Forum results in different forms; it organises the iMobility Awards; and it contributes to selected ITS events.

Project timeline: 1st January 2013 – 30th December 2015
Project budget: €1,449,000
Project website: www.imobilitysupport.eu

iMobility Forum
The iMobility Forum is a joint platform open for all road stakeholders interested in ICT-based systems and services, chaired by the European Commission and ERTICO-ITS EUROPE, ACEA and ASECAP. It is the official successor to the eSafety Forum. Its field of work includes ICT systems for resource-efficient and clean mobility in addition to the original focus on ICT-based safety technologies.

iCar Support Action: http://www.icarsupport.eu

eSafety Support: http://www.esafetysupport.org/en/welcome.htm

ECG Note: *ECG is an active member of the European Commission's iMobility Forum, and has been invited to participate on a regular basis in its Working Group for Clean and Efficient Mobility.*