ECG News

ECG – The Association of European Vehicle Logistics

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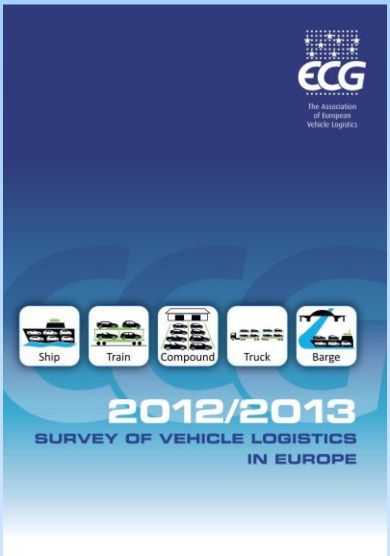

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NEWS FROM BRUSSELS

ECG UK & Ireland Regional Meeting in Birmingham

(Source: ECG, 31st October 2013) The final meeting of ECG's UK & Ireland members in 2013 took place in Birmingham on 29th October. A packed meeting, which was sponsored by the trailer manufacturer SDC Trailers, set a record for attendance by our members. As ever, many current issues were debated in an informative session chaired by Ray MacDowall of ECM (Vehicle Delivery Service) and ECG Board Member. The next meeting will be scheduled for early February 2014, keep an eye on the ECG calendar for details.

EU Presidency proposes new weakening of car emissions rules

(Source: Euractiv.com, 30th October 2013) Lithuania, holder of the European Union Presidency, has made a new proposal to weaken rules on how much carbon new cars can emit from 2020, in line with demands from Germany and its luxury car manufacturers, EU diplomats said. The proposal is stoking anger in Brussels, where Germany's negotiating tactics are regarded as heavy-handed. The latest compromise would allow a phase-in of a limit of 95 grams of CO_2 emissions per kilometre (g/km) until 2022 and increase the number of "super-credits", a mechanism that gives companies more flexibility. Super-credits allow manufacturers that make very low emission vehicles, such as electric vehicles, to claim extra credit for them, so that they can continue to produce more polluting vehicles as well. A spokeswoman for Lithuania said the EU Presidency was holding consultations on a possible compromise, which Environment Ministers had said should allow "limited additional flexibility". A closed-door meeting was expected on Wednesday 30th October, followed by talks with the European Parliament next week. One diplomat predicted that an eventual deal could involve a 2-year phase-in that would benefit all car manufacturers across Europe, without the extra super-credits. As irritation has mounted against Germany following months of intense lobbying, nations such as Italy and France will be reluctant to hand the competitive advantage of super-credits to Germany, diplomats said. German automakers have big plans for electric cars, such as BMW's i3 and fuel cell vehicles, while BMW and Daimler also continue to turn out a luxury fleet of high-performance, high-profit, fuel-intensive cars. "I understand the need for Germany to protect its industry, but basically this is just the interests of 2 German companies, and the consequences are quite extreme," one diplomat said. Chancellor Angela Merkel has taken up the cause of the big German carmakers, declaring she was protecting German jobs, and persuaded other EU states to agree to tear up an agreement on 2020 emissions targets that was reached in June this year. Once a political deal has been struck after months of EU negotiations, it is unheard of for Member States to agree to start all over again. States such as Denmark, Britain and Sweden said any new deal had to be agreed quickly and must maintain "environmental integrity". EU diplomats and campaign groups said the latest proposal would be negative for the environment and for consumers who want to burn less fuel. Researchers at British-based consultancy Cambridge Econometrics found that the European Union would save €70bn per year on oil imports if the 95g/km target were implemented across its fleet. Campaign group Transport and Environment (T&E) said the new proposal, including all the super-credits, could effectively result in a 4-year delay of the 2020 target. It called on EU Member States and the European Parliament to reject it. So far Europe has a 2015 CO_2 limit of 130g/km as an average across the EU fleet, a goal many car manufacturers are already meeting.

SWIFTLY Green for greening transport

(Source: TEN-T EA, 16th October 2013) The European Union will support with almost €1.5m from its TEN-T programme a key study aimed at reducing the environmental impact of transport along the TEN-T core network corridor

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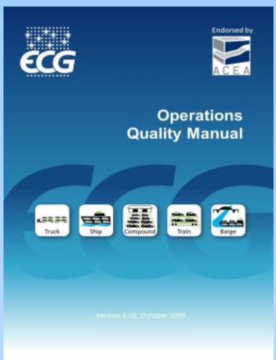

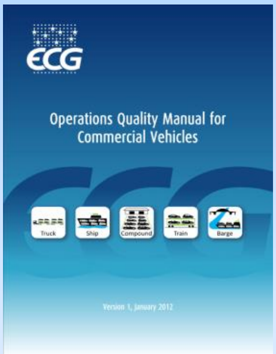

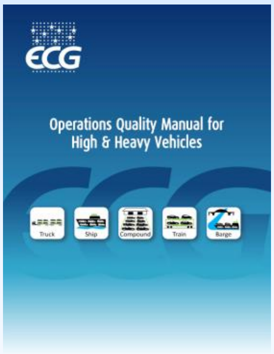

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stretching from Sweden to Italy. It will investigate best practices and innovative solutions to move towards a more sustainable transport along the TEN-T network. The "SWIFTLY Green" project, which was selected for funding under the 2012 TEN-T Annual Call, consists of a study analysing ways to improve the environmental performance of transport on a specific TEN-T corridor and developing a toolbox for green issues in the context of TEN-T planning. It will consist of guidelines, tools and recommendations for greening transport and will be based on best practices and results from a thorough mapping and analysis of previous and on-going projects. Although, as part of this project, findings will be applied to the Scandinavia to Mediterranean corridor, it is envisaged that, in the future, the resulting Green Corridor Development Plan could be used for the planning and implementation of all the TEN-T core network corridors. Furthermore, it is also envisaged that the toolbox will stimulate the transport and logistics sector and industry to implement efficient and sustainable transport solutions. The project is set to be completed by the end of 2015.

EU to co-fund pilot action on methanol for maritime transport

(Source: TEN-T EA, 16th October 2013) The European Union will support with €11.2m from the TEN-T programme a study followed by real-life trials to look at the use of methanol as a possible maritime fuel of the future. The initiative also contributes to the realisation of the "Motorways of the Sea" concept. The study, selected for funding under the 2012 TEN-T Multi-Annual Programme, will investigate how methanol could become a cost-effective and environmentally-friendly solution for the maritime sector. This latter aspect is especially important as the industry must comply with the ambitious International Maritime Organisation (IMO) and EU sulphur emission reduction targets. Germany, Sweden and Finland will be taking part in the project, which involves the installation and testing of methanol on an existing passenger vessel operating on the short sea route between Gothenburg, Sweden and Kiel, Germany. In addition to retrofitting the vessel, the test phase will also create the appropriate port infrastructure for the supply of methanol for bunkering. A bunker vessel and a storage tank will be built in both ports. The study is set to be completed by December 2015.

AUTOMOTIVE INDUSTRY

PSA plant closing leaves Europe with 18 factories too many

(Source: Automotive News Europe, 25th October 2013) A Citroën C3 subcompact has rolled off PSA Peugeot Citroën's assembly line in Aulnay on Friday 25th October. It was the last car to be produced at the factory that once employed 3,300 workers on the outskirts of Paris. Since PSA announced plans to close the 40-year-old plant more than a year ago, output has slowed dramatically due to strikes. Still, said Tanja Sussest, leader of the biggest union at the plant, production of the last car is an important moment that she and many other workers wanted to witness. "This will turn a page on Aulnay's history," said Sussest. Being present on the final day "allow people to mourn and realise this has come to an end," she added. More mourning is expected in a near future as European automakers reduce manufacturing capacity in a bid to shore up profits. Auto plants typically must operate at 80% of capacity to be profitable, according to CM-CIC Securities. Factories in Europe, including Russia, can make almost 26m cars a year, roughly 7m more than they are currently producing – and customers will buy – researcher IHS Automotive estimates. Matching capacity with demand would entail closing 18 European plants the size of Aulnay. As carmakers start closing factories, they are meeting intense opposition. Ford said a year ago it would shut 3 European plants and cut 5,700 jobs. General Motors' Opel unit said in December 2012 it would close its Bochum plant in Germany, which employs 3,100. Fiat shut its Termini Imerese factory in Sicily in 2011. In

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each case, unions have pressured local politicians to slow or stop the shutdowns. At a Ford plant in Belgium, a manager was briefly held hostage by workers before being released. Unions in Bochum have delayed GM's plans. And in Sicily, Fiat's workers are still on the payroll even though production has stopped. "For political and union reasons, there have been so many backlashes in many countries," said Ian Fetcher, Analyst at IHS Automotive. PSA is shutting Aulnay as part of a plan to eliminate about 11,200 jobs in the country by 2015. French President Francois Hollande said the closing – the first at a French auto plant in 20 years – was "unacceptable" but later a report commissioned by his Industry Ministry called it "inevitable". Strikes and legal actions limited production from January through May this year, when unions said they reached a deal with management. The disruption contributed to PSA's first-half market share in Europe falling to 12.2% from 12.9% a year earlier, the company said last July. PSA has offered severance packages and promised to find new jobs for all the Aulnay workers. The company says about 2,700 of Aulnay's 3,000 permanent employees have found new positions or are close to doing so, either with PSA or another employer. The unions say almost 1,100 Aulnay workers are still looking for jobs. Given the difficulties of closing plants, automakers are working with unions to keep them open at lower cost. Renault, PSA's French competitor, reached an agreement with unions in March to cut its work force by 17% in France and freeze wages in exchange for not closing any plants in the country for 3 years. It also pledged to increase auto production in its home country by 34% to 710,000 vehicles by 2016. PSA reached a similar deal on Thursday 24th October with a majority of its unions, which agreed to freeze salaries in 2014 and reduce overtime pay in exchange for investment guarantees and new models. The manufacturer has agreed not to shut additional French plants in the next 3 years and add a new model at each of 5 locations.

Ford will pause B-Max output again on weak Europe demand

(Source: Automotive News Europe, 29th October 2013) Ford's Romanian unit will halt production of the B-Max minivan for 13 days in November, its third straight month of stoppages at the plant in response to weak European demand. Ford began production of the B-Max in Craiova in 2012. It now produces roughly 370 cars a day as well as 1,000 engines for several models. "We will stop car production for 13 days and engine production for 8 days in November," said Ford Romania Spokeswoman Ana-Maria Timis on Tuesday 29th October. "The 8-day stoppage in engine production is caused by low demand for vehicles and overlaps with the period of suspension of car production," she added. In September and October, Ford had stopped only car output. Ford Romania employs about 4,000 people, almost all of whom will be affected by the production halt. They will receive 80% of their wages during the stoppage. Ford boosted its full-year global profit forecast last week as the European picture brightened and stronger overseas demand led to better-than-expected quarterly results. The carmaker sold 55,034 B-Max models in the first 9 months in Europe, making it the company's N°4-selling model in the region after the Fiesta, Focus and C-Max, according to data from JATO Dynamics. Ford recently closed 2 ancillary plants in England and plans to shut its car assembly factory in Genk, Belgium, at the end of 2014.

Tofas announces new production line

(Source: Automotive Logistics News, 30th October 2013) Turkish carmaker Tofas has announced plans to start manufacturing a new passenger compact car at its plant in Bursa in the second half of 2015, according to a statement. Tofas, which is based in Istanbul, is reported to be investing $520m to more than double production to 580,000 vehicles by 2023, from 256,428 in 2012. According to Tofas, talks with Fiat are in the "final phase". Tofas said it plans to export a third of production by 2023. Fiat holds a 38% stake in Tofas, alongside Turkish conglomerate Koc Holding, which owns an equal share in the company. The remaining 24% is owned by individual investors. The compact car is set to go on

ECG AGENDA

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

► **ECG Maritime & Ports Working Group** on **7th November 2013** in the Port of Marseille Fos, France

► **ECG office closed** on **11th November 2013**

► **ECG Board Meeting** on **28th November 2013** in Munich, Germany

► **ECG Russia Regional Meeting** on **5th December 2013** in Moscow, Russia

► **ECG UK & Ireland Regional Meeting** on **12th February 2013** (TBC)

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

sale after 2015. It will replace the Fiat Linea model, which has been built at Bursa, northwest Turkey, since 2007. Tofas also produces the Fiat Albea, Doblo and Fiorino, the Citroën Nemo, Peugeot Bipper and Opel/Vauxhall Combo at the plant. It ranks third in the Turkish passenger car market. The first Fiat Linea was designed and produced at the Bursa facility, which is still the model's primary production plant for the European market. In 2012, Tofas exported more than 154,000 vehicles from Turkey.

Spain offers fourth car incentives programme to boost sales

(Source: Automotive News Europe, 27th October 2013) Spain's government offered the fourth car incentives program in a year, extending a programme to boost sales as the economy tries to emerge from a 2-year recession. The government approved the €70m programme, Spanish Deputy Prime Minister Soraya Saenz de Santamaria told reporters in Madrid on Friday 25th October. The €1,000 subsidy, which must be matched by a discount from the dealership, is available for new cars priced at €25,000 or less. Buyers must trade in a 7 to 10-year-old vehicle in exchange for a more fuel-efficient model. The previous 3 plans, all of which exhausted their funding, contributed to the purchase of 300,000 vehicles, Saenz de Santamaria said. The latest incentives will last 6 months or until the money runs out. Car sales in Spain surged 29% in September this year, the steepest gain among Europe's 5 biggest automotive markets, because of the earlier state-backed discounts. The delivery increase contributed to the region's strongest monthly car sales growth in more than 2 years. Car manufacturers are counting on Spain, the only European country currently offering a so-called "cash-for-clunkers" programme, to help boost anaemic demand across the region, where registrations are at a 2-decade low and set to decline in 2013 for the sixth straight year. Spanish authorities are trying to support the car industry both to spur consumption and to sustain manufacturing in an economy ravaged by the collapse of a debt-fuelled building boom. Wage cuts resulting from the 2012 overhaul of labour rules have encouraged automakers such as Ford to increase production in Spain, where vehicle output rose 19% from a year earlier in September. Paris-based PSA Peugeot Citroën and Detroit-based General Motors said on Tuesday 1st October that the US company's plant in Zaragoza, Spain, will build a new version of a jointly developed minivan starting in late 2016. An increase in car manufacturing helped Spain's economy emerge from a 2-year recession in the third quarter of the year. Exports are leading the recovery as the deepest government austerity measures on record hold back domestic demand and companies struggle to lure customers amid an unemployment rate of 26%.

EUROPE

Carport files for bankruptcy

(Source: Automotive Logistics News, 29th October 2013) Carport, the specialist new vehicles terminal at the Spanish Mediterranean Port of Sagunto, which is run by logistics provider **Bergé** Infrastructuras y Servicios Logísticos and administered by the Valencia Port Authority, is reported to have filed for bankruptcy, with liabilities of €37m. The original concession for the terminal was awarded to Bergé in 2007. The concession covered an area of 270,000m^2, giving the facility capacity to hold 15,000 vehicles. Some €54m were invested in the project. However, the financial crisis in Europe in the last few years has seen sales cut and exports to Europe reduced. So, while the terminal could handle 300,000 vehicles annually, in the last 2 years figures have been half that. As a result, in the last financial year, the company reported a loss of €2.3m. The lack of a direct rail connection to the terminal has also prevented development, something that has exacerbated the overall problem. Despite having earlier been awarded a contract by Ford to ship new vehicles between its factory in Turkey

Events in Brussels

Logistics Conference 2013: "Logistics in 2030 – Challenges and way forward" by the European Commission DG MOVE on 7th-8th November 2013
http://eulogisticsconference2013.com/
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

Transport Policy Event: "The Truck of the Future: Innovative, fuel-efficient, safe" by ACEA – The European Automobile Manufacturers' Association on 5th December 2013
http://truckofthefuture.eu/
ECG will attend

and distributors in North America, this has proved insufficient to keep the business running. Subsequently, Ford decided to shift manufacture of vans to its Almussafes plant in Spain and use the Port of Valencia to export them, thereby reducing overall business at Carport.

Grimaldi ready to exert a buying option in Korea

(Source: Ship2Shore, 28th October 2013) Managing Director of the Neapolitan shipping company Grimaldi Lines, Manuel Grimadi, announced at the Euromed Convention that the **Grimaldi Group** is ready to order more new ships from Hyundai Mipo shipyard. "Thanks to a favourable euro/dollar exchange rate we'll shortly exert a buying option for the construction of a sixth Ro-Ro unit to complete last year's 5 units order, and a previous order covering 5 Con-Ro ships under construction in China for Atlantic Container Line." Technical specifications – 40,000GT, 28,690DWT – and price – €70m – remain unchanged.

Growing protests see French "Ecotaxe" postponed

(Source: LloydsLoadingList.com, 29th October 2013) The French government announced on Tuesday 30th October the postponement of a tax on heavy goods vehicles (HGVs) scheduled to be introduced on 1st January 2014, amid growing protests especially in the Brittany region which was the scene of violent clashes between farmers and riot police last weekend. French Prime Minister, Jean-Marc Ayrault, said the scheme was not being abandoned but time was required to make adjustments to it. The postponement of the tax for an indefinite period will be a blow to France's public finances as it would have generated annual revenue of €1.2bn, of which around €240m would have been paid to the company administering the scheme. The announcement came as France's main road haulage federations reiterated their call for the postponement of the "Ecotaxe" claiming the date was "unrealistic" because there is not enough time to complete the registration of vehicles. "Everything might be in place for the tax to be levied from the start of next year but we don't believe our members will be ready within this timeframe," a spokesman for the biggest of the federations, the FNTR, said. The tax was initially planned to take effect at the beginning of this month but was put back due to technical problems. Levied at an average rate of €0.12-13 per km, the tax will apply to commercial vehicles of more than 3.5t, plying over 12,000km of French highways, excluding toll motorways. It will be applicable to an estimated 800,000 HGVs, including 200,000 foreign trucks. Food and farming industry bodies underlined that it will result in higher transport costs with a knock-on effect on retail prices.

What does France's "Ecotaxe" mean for hauliers?

(Source: Multimodal.org.uk, 25th October 2013) Marie Boyer, Managing Director of France Line, takes a look at what the "Ecotaxe" means for hauliers, and if anything could be done to mitigate it. The French "Ecotaxe" is a national road tax conceived by the French government to reduce the environmental impact of road freight transport by encouraging the use of different modes of transport. The charge would affect both French and international hauliers alike. Any hauliers using the French national network of roads are supposed to register their trailers with the organisation Ecomouv', which was set up to collect the tax on behalf of the French government and fit a box into each of their registered trailers to record the number of chargeable kilometres used. However, teething problems quickly emerged. "We are told by our French hauliers that some have yet to receive their on-board units which calibrate mileage and taxable road use, because of the sheer volumes of hauliers who need approving. Others are experiencing delays on installation of these on-board units for the same reason," says Marie Boyer. "The implications for hauliers are steep. Not only do they have to buy the on-board units, and pay for their installation for each trailer, but they won't be able to absorb this mandatory tax and will want to pass any additional costs to their customers, either through a price increase or through a surcharge. However, until it is implemented, there is still uncertainty regarding what these actual charges

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will be. We know it will be a per-kilometre charge for heavy goods vehicles (HGVs) over 3.5t using the 10,500km of French highways and around 5,000km of secondary routes that are likely to receive significant displaced traffic. The specific fee can only be calculated by the on-board unit at the time of travel, as it monitors how far has been travelled on each taxable road using the rates per kilometre relevant to each road or region of France. The bill is issued after the journey, and we predict that it will cause real cash flow issues for the already beleaguered small haulier market. We have even heard of hauliers failing the registration requirements because of insufficient funds in the bank. […] It's just not right that these changes are being brought in hastily, nor that hauliers are being asked to be tax collectors," she concluded.

UK study on alternative fuels for transport granted EU support

(Source: TEN-T EA, 16th October 2013) The European Union will support with over €5.7m from the TEN-T programme a study to test the potential use of Bio-Liquefied Natural Gas (Bio-LNG) as a fuel for heavy goods vehicles (HGVs). It contributes to the realisation of the "Railway/road axis Ireland/United Kingdom/continental Europe" and will also comprise a live trial to test the findings. The study, which was selected for funding under the 2012 TEN-T Multi-Annual Call, supports the decarbonisation of road freight transport in Europe via the rapid deployment of Bio-LNG as an alternative fuel for the HGV fleet, where emissions per vehicle are greatest. Bio-LNG is rapidly emerging as a more environmentally-friendly fuel for the transport sector and its uptake is encouraged by the EU. The study will test the use of Bio-LNG in a full-live trial with HGV fleet operators in the UK, with detailed monitoring of fuel and traffic throughput. 5 open access Bio-LNG refuelling stations will be deployed and tested in Thurrock, Avonmouth, Livingston, Wakefield and Daventry International Rail Freight Terminal (DIRFT). Testing will also be extended to continental Europe via 2 mobile refuelling stations, building local demand for open access refuelling on top of the initial demand from UK based operators. The final report will condense the pilot's results as well as present the 3 main topics of the study: progress on standards; business model; and roadmap for deployment of Bio-LNG across the TEN-T network. The study is set to be completed by the end of 2015.

REST OF THE WORLD

Chinese expansion for Volkswagen

(Source: Automotive Supply Chain, 25th October 2013) Thursday 24th October saw Volkswagen Board Members inaugurate Shanghai-Volkswagen's sixteenth factory and fifth vehicle plant in China, in Ningbo. Prof Dr Martin Winterkorn, Chairman of Volkswagen Aktiengesellschaft, Prof Dr Jochem Heizmann, Member of Volkswagen Aktiengesellschaft Board of Management as well as President and CEO of Volkswagen Group China, and Hu Maoyuan, Chairman of SAIC Motor Corporation Limited were present at the opening of the plant, which is designed for an annual production capacity of 300,000 vehicles. "This new, state-of-the-art factory is further proof of the Volkswagen Group's comprehensive commitment in China. Here in Ningbo and together with our partners, our pioneering spirit is once again driving economic and technical progress in the Chinese automotive industry," said Winterkorn. "We are working hard to offer our customers in China the best vehicles and most efficient technologies engineered and made in China. For our group brands, the Ningbo plant also gives new momentum to tapping the full potential of the huge market south and west of Shanghai," Winterkorn added. The Ningbo plant is located roughly 150km south of Anting, in the greater Shanghai area, and contains its own press, body and paint shops and final assembly unit. Production gets underway with the new Skoda Superb and Skoda models based on the "modular transverse toolkit" to follow. "The construction period of less than 2 years underscores the good co-operation with our Chinese

partners. With the new plant in Ningbo, we can now bring new and innovative products based on the modular transverse toolkit to our Chinese customers even faster. Not only that; Ningbo is one of the Volkswagen Group's most environmentally compatible plants," said Heizmann. Ningbo – a seaport city in the northeast of Zhejiang province – is suffering from severe environmental problems, because of the Ningbo Chemical Economic Development Zone built on its eastern coast. VW has focused on reducing energy consumption and emissions at the plant, with steam from the condensers being used to heat water, cutting water consumption in the paint shop by 90% compared with conventional processes, as well as reducing annual CO_2 emissions by 15,000t. The joint venture Shanghai-Volkswagen currently operates vehicle plants in Anting, Nanjing and Yizheng in the province of Jiangsu, and production at the plant in Urumqi, Xinjiang region, commenced a few weeks ago. A further plant in Changsha, south central China, is scheduled for completion in 2015.

Fiat's China JV to build second plant to produce SUVs and EVs, report says

(Source: Automotive News Europe, 29th October 2013) Fiat Group's China unit, GAC Fiat Automobiles, a 50-50 joint venture between Guangzhou Automobile Group and Fiat, plans to build an assembly plant in the south China city of Guangzhou, according to *Nanfang Daily*, a local newspaper. The plant will build 160,000 vehicles per year, according to the newspaper. It is still unclear when the plant will be built. GAC Fiat still awaits approval by Guangzhou's environment protection agency, according to the report. With investment of more than $772m, the plant will build 2 Fiat-badged Sport Utility Vehicles (SUVs) – a compact model and a mid-sized vehicle. The plant will also produce vehicles for GAC Fiat's joint-venture brand as well as electric vehicles (EVs), reported the newspaper. As required by Chinese regulations, foreign carmakers seeking to expand production in China must develop vehicles that carry their China-based joint ventures' own brands. They must also develop EVs to be sold in China. GAC Fiat, established in 2010, builds the Fiat Viaggio compact sedan in the central China city of Changsha. In the first 9 months of 2013, sales of the Viaggio plus imported Fiat models totalled 31,789 units, according to Guangzhou Auto.

Toyota cuts output in Australia

(Source: Automotive Logistics News, 23rd October 2013) Toyota's division in Australia has said it will reduce production at its Altona plant near Melbourne because of a drop in export orders. Exports account for 70% of total production output from the plant, which makes the Camry, Camry Hybrid and Aurion models, mainly for the Middle East markets. This year those exports dropped by 5,000 vehicles. The plant will now reduce daily production volumes from 470 to 431 to account for the drop to match demand. The company said such fluctuation was a reality when building vehicles to order. "This year we had actually forecast an increase in production of around 109,000 vehicles," said a spokesperson for Toyota Australia. "This number has now been revised to around 104,000 vehicles. Last year we built around 101,000 vehicles," the spokesperson added. The carmaker will not be making any changes to its outbound logistics planning or contracts. However, Toyota said it would be "making up to 100 voluntary redundancies" at the plant, which currently employs 2,500, and that there would be no compulsory job losses. Those 100 staff would leave by the end of November this year, said the company. "As a manufacturer we are subject to fluctuating orders from our domestic and export markets, so we need to have the flexibility to respond to changes in conditions," said President and CEO of Toyota Australia, Max Yasuda. "We will now be working closely with all of our employees to ensure they understand why we have made this decision and support them during this difficult period," Yasuda added. Earlier this year both Ford and GM announced they were ending production in Australia. Ford, which will end production in 2016, blamed manufacturing costs and market fragmentation, while GM said the business was not financially viable. Toyota said that its domestic production remained a focus and that it had no plans to pull production out of the country. "Our domestic sales are on track this year and it is our vision to continue building cars in Australia," said the Toyota spokesperson.

PRESS RELEASES

Escola named Short Sea Ambassador by the Shortsea Promotion Centre of Flanders

(Source: Escola Europea de Short Sea Shipping, 28th October 2013) On Tuesday 15th October, during the 2013 Transport and Logistics Exhibition in Antwerp, the Shortsea Promotion Centre of Flanders presented 2 awards to highlight the importance of short sea shipping as a durable link in the co-modal transport chain. One award was granted to a company and another to an ambassador.

This year – the fifth year running – the award for Short Sea Ambassador was granted to the Escola Europea de Short Sea Shipping (2E3S). Joke Lievens, Head of the Ports and Logistics Unit within the Flemish Ministry for Mobility and Public Works, in representation of the Flemish government, delivered the award to Eduard Rodés, Director of 2E3S. The award for the company was given to Corneel Geerts Transport and Tri-Vizor who bundle cargo flows to and from Spain using the Transfennica service Zeebrugge-Bilbao. In 2008 the Shortsea Promotion Centre of Flanders delivered the award to the company Prayon, whilst Mr Alfons Guinier became Short Sea Ambassador. In 2010-2011 these 2 awards were respectively presented to ACB Agencies and to the European Commission represented by Dimitrios Theologitis.

The Escola Europea de Short Sea Shipping is a European training centre specialised in logistics and intermodal transport. It aims to promote the development of a sustainable model of freight transport in Europe by educating people who decide on and participate in the configuration of logistics chains. The first courses were held in 2004 and were promoted by the **Port de Barcelona** with the collaboration of **Grimaldi Lines** and the **Porti di Roma e del Lazio**. In 2006 the Escola was formally founded by the Ports of Barcelona, Rome and Genoa, as well as the shipping lines Grimaldi Lines and Grandi Navi Veloci.

After 8 years of existence, more than 130 courses and 6,000 students, the Escola has successfully paved the way for the existence of competitive services and efficient logistics chains, using ports as central points of intermodal exchanges. With the help of the European Shortsea Network, 2E3S continues to promote the use of co-modal alternatives to freight transport in Europe, therewith contributing to the growth of the European Motorways of the Sea. Through this Short Sea Ambassador award, the Shortsea Promotion Centre of Flanders recognised the invaluable contribution the Escola has made – and will continue to make – to the European logistics sector.