ECG News

Truck Ship Compound Train Barge

ECG – The Association of European Vehicle Logistics

Issue 13.46, 18th – 22nd November 2013

CONTENTS

Dates for your diary

Don’t miss out on your ECG meetings.

Coming up are:

- **5th December:** First Russia Regional Meeting to be held in Moscow
- **6th December:** Webinar presentation of Q3 quarterly survey results
- **11th December:** Land Transport Working Group Webinar

If you want to participate in any of these meetings please let the ECG Secretariat know!

NEWS FROM BRUSSELS

ECG says goodbye to William Dénous

(Source: ***ECG****, 22nd November 2013)* Having spent rather more than his allotted year with ECG we are very sorry to be saying au revoir today to William who is returning to his native France. In his short time with us William has become an invaluable member of the team and, amongst other things, has been responsible for producing ECG News each week and developing the new ECG website. He has been a key member of the team in every respect and we wish him all the very best for the future. Now we are very pleased to welcome Szilvi Kiss who has joined us this week to take over from William. Szilvi is a native of Hungary but has already been in Brussels several years and will undoubtedly soon be fully up to speed in ECG. She inherits the same contact details (phone and email) from William if you need to contact her.

EP TRAN Committee discusses CO_2 emissions from maritime transport

(Source: EP TRAN Newsletter, 14th November 2013) Green MEP Michael Cramer, the German Rapporteur on the dossier, expressed his disappointment regarding the level of ambition of the Commission's proposal at the latest European Parliament (EP) Transport (TRAN) Committee meeting. He stressed that it did not reflect the firm commitment of the EU institutions to extend the Union's greenhouse gas (GHG) emissions allowance trading scheme to the shipping industry by 2013 if no international agreement had been adopted by 2011. He therefore believed that the Commission should have proposed specific measures to address climate change and improve air quality. The Rapporteur pointed out that a 75% reduction of CO_2 emissions could be achieved today with existing technologies and operational measures. Reducing the speed of a vessel by 10% would cut these emissions by 19%. Against this background, the Rapporteur proposed combining the monitoring, reporting and verification (MRV) scheme with the introduction of emission-related charges within EU waters. He was also in favour of extending the scope of the MRV scheme to pollutants such as NOx, SO_2, particulate matters, black carbon and methane. Members generally supported the Rapporteur's views. They were in favour of broadening the scope of the proposal to other air pollutants and would support the adoption of measures to improve the energy efficiency of vessels and shorten the implementation period. Members also advocated a careful approach given the global dimension of shipping and the potential modal shift towards road transport. Some Members agreed that Europe should be a front runner while others thought measures should only be adopted within the framework of the International Maritime Organisation (IMO).

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

(Source: TEN-T EA, 14th November 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 will be monitored by the Trans-

European Transport Network Executive Agency (TEN-T EA) and is set to be completed by December 2015.

Road, rail, freight forwarding and logistics interests unite and sign open letter

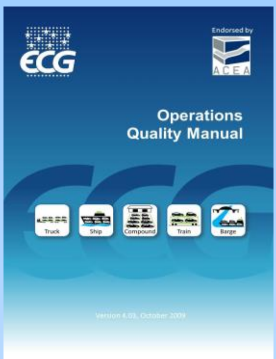
(Source: HandyShippingGuide.com, 18th November 2013) A heady mix of heavyweight names including freight forwarding and logistics representatives have written to the Members of the Transport and Tourism (TRAN) Committee of the European Parliament (EP) explaining, in no uncertain terms, their opinions on the Committee's deliberations on the 4th Railway Package, which is to be put in front of the European Parliament and Council [of Ministers] with six legislative reports being voted on later this month on 26th November. The list of signatories to the open letter includes several private European rail interests, the Rail Freight Group (RFG) and even the International Road Transport Union (IRU), which might appear at first sight to be an unlikely bedfellow to the others. This document however is a way that many in the industry, from freight forwarding associations such as CLECAT, through to the Alliance for European Logistics (AEL), infrastructure groups such as COMSA EMTE to train, bus and coach operators, feel they can express concern about the way things are developing. The letter is a clear message to the politicians explaining that without proper rules and strict management to avoid vested state interests, rail freight and passenger traffic will founder on a lack of investment as potential stakeholders pull back, observing that certain governments are willing to subsidise national groups, or turn a blind eye to dubious accounting techniques, to the detriment of the open market. In some ways the letter is a thinly veiled attack on the behaviour of the German – and presumably French – governments who have been accused of illegally supporting transport operations based in their territories, either directly, or by inaction when accusations of wrongdoing arise.

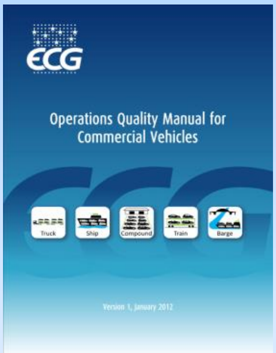
If you wish to read the letter in full, please follow this link:
http://tinyurl.com/mgvd4kq

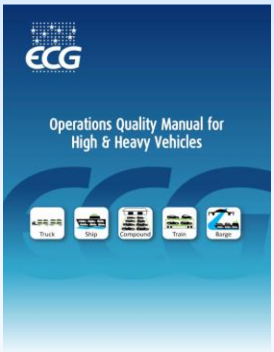
Race against time for deal on car emissions limits

(Source: European Voice, 21st November 2013) Thomas Ulmer, the centre-right German Member of the European Parliament (MEP) in charge of negotiations on new limits for car emissions, must decide in the coming days whether to cancel talks with Member States scheduled for Tuesday 26th November. On 20th November, during a meeting in Strasbourg, Socialist, Liberal and Green MEPs rejected a compromise proposal that Ulmer had crafted in order to appease Germany. Germany is blocking ratification of a deal that had been reached in June between MEPs and the Irish government, which at the time held the Presidency of the Council of Ministers. Germany wants a four-year phase-in to the limit of 95 grams of CO_2 per kilometre scheduled to come into effect in 2020. Germany had earlier been pushing for an expansion of the "super-credit" scheme, which eases the target by allowing electric vehicles to count more towards the average emissions of a fleet. On 5th November, MEP negotiators rejected a compromise put forward by Lithuania, which now holds the rotating Presidency, for a three-year phase-in and expansion of the super-credits scheme. Ulmer drafted a possible counter-offer, which he presented on 20th November to colleagues in other political groups. This envisages no phase-in, but would give carmakers the choice of either being exempt from penalties for 7.5g of CO_2 from 2020-23, or receiving 7.5g of super-credits. The offer is supported by the centre-right European People's Party (EPP) and European Conservatives and Reformists (ECR) groups. But the other groups believe this would equate to a two-year phase-in. They will not accept anything more than a 2.5g exemption from penalties, and only until 2022. Ulmer faces a decision over whether to concede to the other groups' demands. If no common position can be reached, negotiations with Lithuania on 26th November will be cancelled. The Parliament

The ECG Operations Quality Manuals for PCs and LCVs, CVs and H&H are available on-line!







- 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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will then have to adopt the original Environment (ENVI) Committee position at the next plenary session in December, sending the discussions into second reading. This could delay the legislation for years, because of the end of the current Parliament term next April. Environmentalists and consumer groups are putting pressure on the Liberals (ALDE) and Socialists (S&D) to stand firm against the Ulmer proposal. “Any amendments to the current text would need to be compensated by strengthening the text elsewhere, such as requiring that a 2025 target must be defined when the proposal is reviewed in 2015,” said Johannes Kleis of BEUC, the European consumer organisation.

AUTOMOTIVE INDUSTRY

PSA mulls production cuts at two French factories

(Source: Automotive News Europe, 21st November 2013) PSA Peugeot Citroën may close an assembly line at its Mulhouse plant in eastern France unless production picks up to more profitable levels. The automaker will also review production at its Poissy plant near Paris. “We've said there is a production threshold of 250,000 vehicles below which it's not viable to maintain two lines,” a PSA spokesman said. Mulhouse has two production lines and built 224,000 vehicles last year. The factory currently can assemble as many as 452,000 cars annually. PSA is struggling with excess capacity left by Europe's crippling auto sales slump and has already closed its plant in Aulnay, near Paris. The automaker has been preparing the ground for further politically sensitive cutbacks. CEO Philippe Varin said in September this year that production line shutdowns were under consideration – while avoiding site closures – and told unions that Mulhouse and Poissy could be affected. PSA builds the Peugeot 2008 subcompact crossover and Citroen C4 and DS4 compact models at Mulhouse. The Citroen C3 and DS3 and Peugeot 208 subcompacts are built at Poissy. Recovering European markets mean the Poissy plant is now less likely to lose an assembly line, the spokesman said after French newspaper *Le Figaro* reported that one line would be closed or mothballed at each plant. The company has forecast annual production of 190,000 to 230,000 vehicles at Mulhouse in the coming years, well below its own threshold for keeping two lines open, but a healthier 240,000 to 270,000 at Poissy. PSA targets a 100% plant utilisation rate across Europe by 2016.

Opel and labour leaders reach outline severance deal for Bochum

(Source: Automotive News Europe, 18th November 2013) General Motors' Opel division said Monday 18th November it agreed with labour leaders on the outline of a severance deal for workers at the troubled Bochum plant, which is due to stop making cars at the end of 2014. Opel said it will keep 700 jobs in Bochum, located in a depressed coal-mining region, by expanding its logistics warehouse. Furthermore, at least 200 out of more than 3,000 staff in Bochum will be offered an opportunity to transfer to other Opel factories. The plant closure is part of a company strategy to achieve profitability in 2016 after more than a decade of losses for GM in Europe. In March, employees at the 50-year-old factory voted against a restructuring deal that would have maintained production in Bochum up until 2016 and retained 1,200 staff.

EUROPE

Daimler awards best logistics partners

(Source: Automotive Logistics, 20th November 2013) Daimler’s annual carrier award ceremony was held at the Mercedes-Benz plant in Kecskemét, Hungary

ECG Academy

Course 9 will commence in October 2014

This practice oriented course takes place over **five modules**, 22 days of intensive training. The modules are held at different locations in Europe to give the participants insights into practical realities of the different elements that make up vehicle logistics. It is targeted at both experienced practitioners and new entrants to the supply chain management.

Benefits:

- Acquiring a vast wealth of knowledge in an accelerated timeframe, but in as much depth as it is required
- Unique networking opportunities. Each course brings together over 20 individuals representing companies from across Europe
- The course culminates in the award of Certified Automobile Logistics Management, which is an accredited qualification

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ECG AGENDA

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

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

► **Webinar presentation of ECG Q3 Quarterly Survey results** on **6th December 2013**

► **ECG Land Transport Working Group Webinar** on **11th December 2013**

► **ECG UK & Ireland Regional Meeting** on **12th February 2013** in Birmingham, UK

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

last week, as part of the company's annual European Carrier Day event, with a host of logistics suppliers competing for the top three prizes. The awards were handed over by Heiko Gaiser, Head of Global Transport Logistics, and Egon Christ, Head of Global Transport Logistics for Complete Vehicles. Akkermann Transporte took the award for best passenger car logistics; the second year in a row the German-based company has won an award for passenger car transport services. Akkermann was singled out for praise for its high level of customer service and the training of its staff. **Galliker**, the family-run Swiss logistics provider, was named best carrier-company for its trucking operations. As well as best overall performance in the category and an equally strong improvement over the previous year, Daimler stated that particularly impressive factors were the company's good innovation profile plus its excellent environmental acceptability. Last year, the company had highly complex tasks to solve in terms of transport of commercial vehicles. Meanwhile, UK-based provider, **ECM** (**Vehicle Delivery Service**), emerged as the most efficient company in all categories and was awarded best overall supplier. Every year since 1999, over 100 vehicle transport companies meet for the Carrier Day event and awards, which also serves as a platform for general discussion about the industry and challenges faced over the coming months. To arrive at their final decision, LSPs are monitored throughout the year with relation to their logistics operations including transport damage, transport times, the quality of vehicle shipping and the condition of the equipment used. "As we announced last year, our model initiative is in full swing and it also comes with special challenges for our logistics specialists. With the European Carrier Award we are not only honouring the best – we are delighted that the overall performance of our transport service providers is improving continuously," said Dr Gaiser. He went on to say that there remained issues on which Daimler needed to work with its transport providers. "Where stock reduction is concerned, for example, vehicle distribution is hugely important," he said. "Concepts which reduce capital tied up in the supply chain are more in demand than ever before. And when creating such concepts we count on an active contribution from the transport service providers. But I am sure that we will also work well together on matters such as these."

BMW opts for Eco Plus from DB Schenker Rail

(Source: Automotive Logistics, 20th Novmber 2013) **DB Schenker Rail** has begun transporting vehicle components in Germany for BMW using its Eco Plus service between Frankfurt am Main to the carmaker's plants in Regensburg and Landshut. The service, which DB Schenker promotes as being CO_2 free because it purchases the electricity used from renewable sources, will run five times a week. The company said it could enable BMW to reduce its carbon emissions by over 2,000 metric tonnes each year compared to regular rail transport. "The trend toward environmentally friendly activities is increasingly important, and preventing carbon emissions is playing an ever greater role," said Axel Marschall, Member of the Management Board of DB Schenker Rail responsible for Sales. "Another important customer has opted for our green transport solution, which avoids emissions altogether instead of compensating for them using certificates." Audi also uses the Eco Plus service for the movement of vehicles from its Ingolstadt plant in Germany to the Port of Emden on the north coast of the country. It was the first company in Germany to do so when it adopted the service in 2010. The carbon-free transport offering is available on routes in Germany, but DB Schenker Rail plans to expand it to international routes. Customers already have the option of compensating for carbon emissions generated on legs outside of Germany, by combining Eco Plus with the Eco Neutral product option. DB said it uses 10% of the additional revenues from Eco Plus to finance the construction of new power plants for generating and storing renewable energy. The entire group has set out to reduce CO_2 emissions by 20% of 2006 values by 2020.

Events in Brussels

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

Venice hunting for lines to fill the forthcoming Fusina Ro-Ro terminal

(Source: Ship2Shore, 18th November 2013) Venice Port representatives will be attending the forthcoming 2013 Logitrans exhibition in Istanbul to seize new business opportunities in the short sea shipping segment. For the time being, the major shipping company engaged in the maritime trade of containers and rolling cargoes from Marghera, Italy, to Turkey is Med Cross Lines. However the lagoon port intends to strengthen Ro-Ro business using its €250m worth new Fusina terminal due to be launched next spring and exclusively committed to intramed trade. Venice Port Authority has been encouraging the development of the port for quite a long time, also refurbishing the Marghera 8,000m^2 duty free zone. The new terminal, frowned upon by neighbouring Trieste Port, was co-funded by Venice Ro-Port Mos consortium. The consortium was entrusted with a 40-year concession. The new structure, provided with two docks able to accommodate 4 ships simultaneously, a logistic hub, two rail lines with a 18,000m^2 loading area and over 600-metre long straight line tracks, is covering an overall 250,000m^2 area and will be able to host Shengen and extra-Shengen trade. Med Cross Lines is one of the first shipping companies relocating to the new terminal. Med Cross Lines which originally invested €2m in intra-Mediterranean trade and which is strengthening its services through an articulated shipping transport network mainly focusing on East-West and North-South corridors does not intend to leave the Turkish market. "As from this month, besides the consolidated Adriatic-Libya link, we have also added a new service from Western Mediterranean – Sagunto and Tarragona in Spain, Marseille in France and Leghorn in Italy – to Northern Africa – Djen Djen in Algeria and Misurata in Libya – and Turkey. These two lines meet in the Piraeus with possible cargo transhipments," Loris Trevisan, Managing Director and founder of Med Cross Lines said. The service will be competing with other Italian shipping companies like **Grimaldi Lines**, Tarros, Messina and Grandi Navi Veloci; for the time being, Med Cross Lines has recorded 18,000-linear metre rolling cargoes and 3,500 handled TEUs in 2013, and the company intends to deploy shortly 4 ships in the two intra-Mediterranean services so as to double transported volumes in 2014.

EU-funded R&D project boosts port security

(Source: LloydsLoadingList.com, 15th November 2013) A new Port Security Management System (PSMS) was introduced for the first time by Henk van Unnik of Tosepo at Transport Security Expo, which took place at London Olympia Central on 13th and 14th November 2014. PSMS is an interactive real-time dynamic web-based dashboard that will help maritime and logistics professionals assess and improve overall port security. PSMS has been developed as part of SUPPORT (Security UPgrade for PORTs) which is co-ordinated by BMT Group and part-funded by the European Commission's FP7 Security Research Programme. Henk van Unnik said: "The PSMS is unique. It is the first tool of its kind which incorporates an up-to-date, self-assessment guide to enable maritime security practitioners to successfully upgrade their corporate security." The PSMS delivers information skills and methodologies that enable security professionals to maintain, evaluate and upgrade their security measures and create security awareness. PSMS comprises five modules including a maturity module designed to enable security professionals to review and upgrade security plans to address terrorist threats; a corporate security module which addresses crime risks such as loss events, related to corporate processes and procedures; an e-learning education and examination module based on best practices of ISPS related to maritime security educations including drills and exercises; a sharing and decision support module which enables security professionals to supervise facilities via the internet and to collaborate on a local, national or global scale, and an Authorised Economic Operator (AEO) security self-assessment module which provides a system to reach compliancy and submit AEO application. The dashboard has been tested in various European cities including Brussels, Dublin, Gothenburg, Lisbon and Rotterdam, with more than 25 security, port security and

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IT experts from seven countries providing feedback and counsel. Their responses were very positive, with particular interest and value being placed on the multi-faceted nature of the system. Most of the testers especially liked the fact that a Port Facility Security Officer (PFSO) can access the system remotely from any location thanks to the web-based platform. The PSMS will be available through SaaS (Software as a Service) with an annual subscription fee and by licence with an appropriate licence fee. It will be available for sale from early 2014.

European canal project back on track

(Source: LloydsLoadingList.com, 20th November 2013) A multi-billion-euro transport infrastructure project to link the inland waterways network of the Greater Paris region, with that of the Benelux countries and beyond, appears to be back on track. The future of the Seine Nord Europe Canal was called into question last year when potential private investors in the French state-backed project withdrew support. But at a meeting last month, Siim Kallas, European Commission (EC) Vice-President and EU Transport Ministers signed a joint declaration affirming that there was provision for the Community to finance up to 40% of the Canal within the framework of the 2014-2020 budget, compared to only just over 6% under initial plans. It follows an announcement by the Commission that the EU's transport infrastructure budget over this period will be more than triple that of the previous seven years (2007-2013), totalling €26bn. Commission officials say the project has a high added-value rating being cross-border in scope and offering the sustainable solution of taking freight traffic off the roads and on to barges. Construction, which focuses on building a 106km, 54-metre wide canal to link the Seine and Scheldt rivers, could get underway in 2015 and take six years or more to complete. Another project, the Lyon-Turin rail tunnel, which is expected to accelerate the transfer of freight traffic through the Alps from trucks to trains, would also qualify to obtain up to 40% of its financing from the EU, the Commission has confirmed.

Studies and works to make Spain's rail network interoperable helped by EU

(Source: TEN-T EA, 19th November 2013) The European Union will co-finance with a combined total amount of over €72m from the TEN-T Programme two projects to plan and implement rail track changeover to improve the interoperability of an important stretch of Mediterranean rail corridor in Spain. The projects, once finalised, will contribute to the realisation of the "High-speed rail interoperability in the Iberian Peninsula." The first project, selected for just over €4.8m of funding under the 2012 TEN-T Multi-Annual Call, concerns first phase studies. Spanish railways use the broader Iberian gauge – the distance between railway tracks – which means that Spanish convoys cannot directly connect to France and the rest of Europe where the standard European UIC gauge is used. Converting the Spanish railway network to the more widely used gauge is hence of the utmost importance. These will address the final design for the implementation of UIC gauge on the rail section between the Castellbisbal Hub – located northwest of Barcelona – and Murcia. The section will ultimately have 340km of double track and 230km of single track. The outcome of the studies will serve as the basis for the actual works to start. The second project, also supported by the TEN-T Multi-Annual Programme to the tune of €68.1m, consists of works to implement UIC gauge on a portion of the rail network. The concerned section is located between Castellbisbal and Nud de Vilaseca, near Tarragona. The works cover the necessary adaptations on the installations and line elements for the operation of 750-metre long trains in mixed Iberian and UIC gauge. They will be carried out along 90km of double track and 7km of single track, allowing the access to the Port of Tarragona in UIC gauge. The project will contribute to fostering interoperability and intermodality in the Spanish rail network, ultimately making rail transport more economically viable for commercial operators. Both initiatives will be monitored by the Trans-European Transport Network Executive Agency (TEN-T EA) and are set to be completed by 2014 and 2015 respectively.

REST OF THE WORLD

First finished vehicles shipment arrives in Rosario

(Source: Automotive Logistics News, 19th November 2013) The Argentinian Port of Rosario has taken delivery of its first ever consignment of finished vehicles. The initial consignment consisted of 2,200 GM vehicles including Chevrolet Captiva, Cruze and Spark models in what was essentially a pilot operation to see whether the terminal would be able to cope with this type of traffic. That was put to the test, given the operation was delayed by a day following difficulties in providing the necessary tug support by Terminal Puerto Rosario (TPR), which blamed the initial failure on bureaucratic trade unions. The situation almost resulted in the vessel being diverted to Argentina's main finished vehicles handling facility at the Port of Zárate. However, a spokesperson for GM was optimistic about future activity. “Following this operation, the port will surely go ahead with the investment necessary to have the infrastructure that this type of operation requires; infrastructure that wasn't available in the pilot,” he said. The spokesperson went on to explain that finding a logistics alternative to the Port of Zárate, where things are currently “complicated”, was necessary. He noted that the terminal is operating at full capacity, and customs delays are driving up costs because vehicles have to wait longer in the compound. Earlier this year an import licence problem at Zárate caused congestion at the port, one of a number of issues that has affected vehicle processing at the port, which is responsible for 90% of finished vehicle imports and exports. In the 1990s, GM decided to set up operations in the Rosario metropolitan area specifically because there was a multi-purpose port capable of undertaking import and export handling operations in its own backyard. However, given the lack of institutional solvency, investment and questions regarding operational capacity, any potential use of TPR had been ruled out up until now. Nevertheless, in recent times, new ownership, including the Chilean company Ultramar, has taken control of TPR, leading to a rethink in how the terminal is operated. The Governor of Santa Fe province, Antonio Bonfatti, acted as a facilitator in promoting the agreement with the carmaker. Rosario could offer lower logistics costs to GM, but it has to make major investments in creating the necessary holding compound for finished vehicles, and the associated services these require.

Indonesia increases vehicle and CKD exports

(Source: Automotive Logistics News, 20th November 2013) According to figures recently released by the Indonesian Automotive Industry Association (Gaikindo), the number of vehicle exports in September this year grew by 78% to more than 17,000 compared to the 9,600 units shipped in August. September also saw a significant rise in complete knock-down (CKD) units: a 93% rise to 11,639 units, compared to 6,034 units in August. CKD exports have never previously beaten the 10,000 unit level. However, the association's Chairman, Jongkie Sugiarto, stressed that this did not necessarily mean that export numbers would continue to grow. For the first nine months, finished vehicle exports amounted to 124,560 units and CKD exports to just more than 79,050. Inbound vehicle units in the first three quarters totalled 96,190 units, while 11,545,000 component pieces were exported. Of the total output of 908,280 vehicles manufactured in the first nine months, Toyota Astra Motor accounted for more than 35%, equivalent to 319,187 units. Toyota Motors Manufacturing Indonesia (TMMI) was responsible for 78,000 complete built units (CBU) from January to September, an increase of 5.8%. According to TMMI Vice-President, Johnny Darmawan, Toyota had initially committed to export 30% of its total Indonesian production, although this is currently now in the region of 40%.

PRESS RELEASES

The Grimaldi Group receives the 2013 Logistics Supplier Award from Fiat-Chrysler

*(Source: **Grimaldi Group**, 20th November 2013)* On 13th November the Grimaldi Group received from Fiat-Chrysler the Qualitas Award 2013 in the Supply Chain/Logistics Supplier category, in the framework of the Supplier Qualitas Convention.

The award ceremony took place at the “Gianni Agnelli” Auditorium at Turin's Fiat-Chrysler Headquarters with the presence of the top management of Fiat-Chrysler and over 1,200 employees and suppliers from Europe, the Middle East and Africa (EMEA), 17 of which were awarded in their respective category as they offered an outstanding quality of service to Fiat-Chrysler.

The award in the Supply Chain/Logistics supplier category was presented by Luc Billiet, EMEA Head of Supply Chain Management Fiat-Chrysler, to Costantino Baldissara, Director of Commercial, Logistics and Operations of the Grimaldi Group with the following explanation: "The Grimaldi Group is being recognised as a supplier that delivers outstanding logistical performances by consistently working with Fiat-Chrysler in a proactive manner and with no quality issues in the last three years."

"We are extremely honoured to receive this prestigious award which recognises our full commitment in meeting the high quality standards set by Fiat-Chrysler," declared Emanuele Grimaldi, CEO of the Group, together with his brother Gianluca.

With over 60 years of experience in shipping, the Grimaldi Group is specialised in the operation of roll-on/roll-off vessels, car carriers and ferries. It is a consolidated provider of integrated logistics services based on maritime transport to the biggest vehicle manufacturers. Particularly, the Neapolitan group offers logistics services for the transport of vehicles between North Europe, the Mediterranean Sea, West Africa, North and South America.

The Grimaldi Group has been a logistics partner of Fiat-Chrysler for the last 45 years, transporting vehicles in Europe, Africa, the Near East, North and South America.

Groupe CAT triumphs in the Automotive Supply Chain Global Awards

*(Source: **Groupe CAT**, 15th November 2013)* Groupe CAT has been awarded with the accolade as the Best Vehicle Processing Centre at the industry-recognised Automotive Supply Chain Awards Ceremony held on 12th November.

The Automotive Supply Chain Magazine, known for its insightful press articles and dialogues with key industry players, began these awards in order to recognise and pay tribute to the contribution companies and individuals make to the changing and challenging environment that is the automotive industry.

From vehicle manufacturers and logistics service providers, to suppliers and analysts, the awards are nominated and voted to highlight the achievements of their peers as star performers in each of their respective business sectors. In the category for Vehicle Processing Centre, Groupe CAT faced fierce competition from **Paragon Automotive**, GBA Group and International Automotive Development.

Key to Groupe CAT's entry success was the meritorious strength of its customer relationships and business agility. For any OEM needing real-time management, labour flexibility and operating transparency, Groupe CAT's comprehensive solution minimises their risk, flexes to meet their demands and lowers their overall costs. Through the application of a "one team, one culture" spirit throughout the Groupe CAT business, real commitment and true partnership with customers is achieved.

In collecting the award, Groupe CAT's UK Managing Director, Stuart Warren said: "This year's awards received some very high quality entries, but I am of course delighted that the Judges selected Groupe CAT to receive the Award for Best Vehicle Processing Centre. It is a great testament to the support and belief our customers have in us as technical services specialists. As one of the leading providers, our customer commitment throughout our supply chain operations means, of course, that we demand "first class" in everything we do, so I also believe it is only right that this award is also for our staff, both in the UK and Europe. Our people really are the rock of our company so I feel it is right that an accolade such as this marks the dedication and commitment they give to Groupe CAT each day."

Since 2010, Groupe CAT has developed its Vehicle Processing and Handling business in the UK with several new customers. Building on key foundations, Groupe CAT has developed and expanded its business by continuing to deliver excellent performance and operational agility for its customers. This unique combination of providing the best of both worlds – that of turnkey processing backed by the lean operations of a semi-industrialised environment – to manufacturers and end-users thrust Groupe CAT forward as the industry benchmark and star performer of 2013.

Accompanying Groupe CAT at The Berkeley were customer representatives who had each supported Groupe CAT's entry: BMW, Jaguar Land Rover, Renault UK and SsangYong Motors. The different services provided to each of these customers further demonstrate Groupe CAT's flexibility and skill diversity.

Connecting Europe: MEPs approve new infrastructure funds

(Source: European Parliament, 19th November 2013) Members of the European Parliament (MEPs) endorsed a deal with Member States on the EU's new Connecting Europe Facility (CEF), which aims to speed up funding to complete key trans-European transport, energy and telecoms links, in a vote on 19th November. In a separate vote they also approved guidelines for developing the Trans-European Transport Network (TEN-T). The CEF will have a total budget of about €29.3bn for 2014-2020, with some €23.2bn earmarked for the transport sector to improve cross-border connections, remove bottlenecks and bridge gaps; €5.12bn for energy, to modernise and expand energy infrastructure and increase security of supply; and €1bn for telecoms, to stimulate the development of broadband networks and digital services. "The CEF will improve the mobility of citizens, goods and services across the EU by dealing with missing links and bottlenecks in the networks", said Rapporteur Dominique Riquet, one of three MEPs responsible for steering the draft rules through Parliament and negotiations with Council. "The funding instrument will help to develop sustainable railways and "Motorways of the Seas" as well as improving interoperability – at a time when infrastructure is deteriorating", said co-Rapporteur Ines Ayala Sender, stressing that governments must now take up to the challenge. "This new funding instrument is potentially a real revolution," said the Rapporteur on energy and telecom network funding Adina Ioana Valean. "EU money will be used in the most efficient way through financial instruments, which can multiply many times the funds initially made available," she added. In a separate vote MEPs approved guidelines setting out common principles and priorities for completing the TEN-T network by linking up major cities and ports to form an efficient "road-rail-air-water" trans-European transport network. "TEN-T will improve economic, social and geographic cohesion in the EU and create jobs," said co-Rapporteur for the TEN-T Regulation Georgios Koumoutsakos. "TEN-T and Connecting Europe provide a genuinely European approach to transport finance and development, instead of the current patchwork of national approaches, develop key transport arteries in Europe and give better access to European citizens to infrastructure in the future," said co-Rapporteur Ismail Ertug.

Europe's transport infrastructure plan and budget is final: ESPO ready to play role in implementation

(Source: ESPO, 19th November 2013) On 19th November, the European Parliament gave its final agreement on the European budget envelope for 2014-2020, the Trans-European Network policy and the corresponding financial Regulation – the Connecting Europe Facility (CEF). The European Sea Ports Organisation (ESPO) welcomes this final Parliament vote. This decision defines the EU's infrastructure policy for the coming decades and establishes a budget of €23.17bn [€26.3bn in current prices] earmarked for priority transport projects for the financial period 2014-2020. This means that the budget for financing transport infrastructure will be tripled compared to the last period (2007-2014). 328 sea ports feature on the new TEN-T maps and 94 ports are part of the core network.

ESPO's Secretary General Isabelle Ryckbost said: "This vote is an important step towards establishing a real transport 'network'. We fought hard to defend this budget and to have our ports well represented in the network and network corridors. We now look forward to see a fair share of these funds used to improve Europe's port infrastructure and to better integrate these core nodes in Europe's transport network. There is a plan, there is a budget. Let us now start looking at the implementation. The core network corridors structures will be powerful instruments. I do hope ports will have their say in the set up and functioning of these corridor structures. Moreover, as ESPO, we must also focus on the Motorways of the Sea priority. If well used, it can be an important instrument to increase intra-EU maritime transport and strengthen the co-operation between European ports."

Council approves tachograph Regulation

(Source: Council of the European Union, 15th November 2013) On 15th November, the Council adopted its position at first reading concerning a new regulation on the tachograph used in road transport. This paves the way for final adoption, which requires endorsement by the European Parliament at second reading – expected to take place in the coming months. The new legislation, which replaces the 1985 tachograph Regulation, is aimed at making fraud more difficult and reducing the administrative burden.

The current manual recording of the vehicle's location will be replaced by automated recording through satellite positioning. Remote communication from such a smart tachograph will provide basic information on compliance and allow for early detection of possible manipulation or misuse. Officers will therefore be able to target roadside checks better and avoid unnecessary checks.

Regulatory changes include stricter requirements for workshops responsible for installing and calibrating tachographs and a wider exemption from the obligation to use tachographs, which should help reduce the administrative burden, in particular for small and medium sized businesses.

The Regulation includes the following new rules:
- The smart tachograph, or in other words the application of the new satellite-linked technology, will become mandatory 36 months after the technical specifications for the new tachograph have been established, probably in 2017 or 2018. This applies to newly registered vehicles. Other vehicles involved in international transport must be retrofitted with the smart tachograph at the latest 15 years after the above date of application.
- Besides the starting and ending place of the daily working period, location points will be recorded every three hours of accumulated driving time. In addition, the tachograph must be equipped with, or have the capacity to connect to, an interface facilitating its integration into Intelligent Transport Systems (ITS), subject to certain conditions.
- Member States have to ensure that control officers have sufficient equipment – as listed in the Regulation – to carry out their monitoring tasks, but there will be no obligation to provide them with remote early detection equipment during the first 15 years following the introduction of the smart tachograph. After that period, Member States will provide such equipment as is appropriate, depending on their national enforcement strategies.
- Non-professional drivers who use their vehicles for carrying materials or equipment needed for their work will be exempted from the use of tachographs within a radius of 100km from the base of their undertaking, provided the vehicle's weight does not exceed 7.5t. Currently, Member States have already the option of granting such an exemption, at national level, for transport operations within a radius of 50km.
- Data protection, as well as training of control officers, will be reinforced.
- The Commission will closely monitor the issuing of temporary driver cards to drivers from third countries, in order to make sure that there is no negative impact on the labour market.
- The Commission should consider whether the control of driving and resting times could be improved in the future by including weight sensors in the smart tachograph.

The regulatory measures will be applicable before the introduction of the smart tachograph, namely two years after the publication of the Regulation in the Union's Official Journal, while the rules on the approval and control of workshops and the use of driver cards will be applicable one year earlier.

B2MOS to kick-off in Valencia

(Source: B2MOS, 15th November 2013) On 12th November the official kick-off meeting of the Business to Motorways of the Sea (B2MoS) project took place in Valencia, Spain. The one-day conference explained and clarified the project's objectives and the activities that will be carried out from July 2013 to December 2015. The Valenciaport Foundation and the Port Authority of Valencia hosted this event.

Representatives from major public and private companies in the six participating countries – Spain, Italy, Slovenia, Greece, Germany and the United Kingdom – took the stage to clarify the aims of the project and to encourage open discussions among conference attendees. The kick-off meeting was opened by Juan Antonio Delgado, Deputy Managing Director and Strategic Planning and Transformation Director of the Port Authority of Valencia. Keynote Speakers also included Professor Luis Valente de Oliveira, the European Co-ordinator of Motorways of the Sea.

Alongside the presentations of the various activities of the project, the kick-off meeting also hosted panel discussions on two central issues of B2MoS: the Electronic Sea Waybill and the E-Manifest and the Expansion of the Electronic T2L. Prestigious members of the European transport sector, such as representatives from the European Port Community Systems Association, the Italian Ministry of Transport and Infrastructures, RINA Services, the Port Authority of Valencia, Belastingdienst/Douane, DBH, Hapag Lloyd, and Boluda Lines, among others, contributed to these discussion panels. The discussions were also open to debate by the general public attending the event.

The B2MOS project aims to boost the ability of short sea shipping to compete on more door-to-door corridors and facilitate the development of TEN-T Motorways of the Sea network connecting Europe, bridging the gaps between TEN-T corridors and revitalising peripheral regions. It is co-financed by the Trans-European Transport Network programme. The project is contributing to establishing a European maritime space without barriers by facilitating and simplifying compliance with regulations, and by promoting intermodal sustainable transport solutions that reinforce the Motorways of the Sea strategy and that take full advantage of existing port facilities and short sea capacities.

The B2MoS Action is an innovative study which takes the form of pilot actions principally aimed at preparing and adapting business communities and port authorities' systems to the requirements of Directive 2010/65/EU, providing interoperable electronic documents and messages – i.e. electronic sea waybill – intending to boost the efficiency of door-to-door MoS supply chains, facilitating intra-Community trade and increasing European territorial cohesion.

This global project was already initiated by the MOS4MOS Action approved during the 2010 Call, selected as one of the successful TEN-T project implementations in 2012, and published in the "10 (More) of TEN" publication by the TEN-T Executive Agency. The new B2MOS Action extends the work started during MOS4MOS further than just the Mediterranean region and explores interactions with ports of neighbouring third countries for a smooth access to the MoS.