



CONTENTS

NEWS FROM BRUSSELS

- Automotive Supply Chain Global Awards 2014 2
- ECG on social media 3
- Commission sends Statement of Objections to suspected participants in trucks cartel 3

AUTOMOTIVE INDUSTRY

- Foundation stone laid in Poland plant for VW Crafter from the end of 2016 3
- Devaluation of rouble brings losses to importers in Russia 4
- SEAT stops sales in Russia 4
- PSA plans to cut 3,450 French jobs in 2015 5
- Ford to cut 20% of staff at B-Max plant in Romania 5

EUROPE

- Finished vehicle exports set to boom in Spain 6
- Poland boosts position as EU's leading international haulier 6

Low-cost road haulage 'a threat to domestic EU markets' 7

REST OF THE WORLD

China reveals measures to make logistics sector globally competitive 7

PRESS RELEASES

- Groupe CAT leads the field for two consecutive years at the Automotive Supply Chain Global Awards 8
- Frits Mehrrens Consultancy expands activities 9
- Manufacturers and operators in joint call to EU on Weights and Dimensions proposals 9
- Joint Statement by Commissioner Violeta Bulc and German Minister of Transport Alexander Dobrindt 10
- Commissioner for Transport Violeta Bulc makes road safety a priority in EU transport policy 10
- Shippers and Freight Forwarders debate Intelligent Logistics by iCargo 11

The Sulphur Briefing paper has recently been updated.

Don't forget to download your copy from the ECG website!

5 weeks to go till the new sulphur requirements enter into force!



Sulphur Content in Marine Fuels



Briefing Report
June 2014



C.A.R. Control Automotive Risk
Consulting Group

Automotive Supply Chain Global Awards

ECG winners!



Lukasz Szutenberg - Adampol



Brit European



ECM



GEFCO



Groupe CAT

NEWS FROM BRUSSELS

Automotive Supply Chain Global Awards 2014

(Source: Automotive Supply Chain, 18th November 2014) The Automotive Supply Chain Global Awards 2014 took place on the evening of 12th November, highlighting outstanding achievements in the automotive industry's logistics and supply chain. Held at London's prestigious Claridges hotel, close to 200 senior automotive executives from around the world gathered to celebrate success stories in the sector. In what was truly a night to remember, the Automotive Supply Chain Global Awards 2014 provided a platform for members of the automotive industry to come together and celebrate their milestones over the past year, whilst recognising and honouring achievements in the sector.

The prize for Outstanding Achievement was awarded this year to **Ray MacDowall**. 'Ray has devoted his working life to the creation and growth of **ECM** which has become the largest privately-owned road transport company in the UK. Founded upon the principle of Best or Nothing, the ECM brand has become synonymous with Best Practice and remains an internationally acclaimed benchmark for quality. Known for his personal qualities as a gentleman of the industry, he has also served as a Board Member of ECG for many years. (Earlier in the day Ray chaired the latest UK & Ireland Regional Meeting.) The success of ECM is a fitting tribute to a remarkable man,' the judges commented on the decision.



At this year's Automotive Supply Chain Awards many ECG members have been rewarded for their outstanding performance:

Rail Company: **GEFCO**, for the "vitaly important efficiency and optimisation of services to customers through its existing relationships, partnerships and investment in infrastructure."

Environmental Awareness: **Brit European**, for the design and implementation of a new technology which has had a direct, and significant, impact on their carbon reduction.

Logistics Quality: **ECM**, because the company "demonstrated, with clear evidence, that they have been committed to improving quality standards not only internally within their business but also externally through proactive engagement with their clients, competitors and industry bodies across the automotive supply chain."

Vehicle Processing Centre: **Groupe CAT**, who has won this award for the second consecutive year. 'Groupe CAT's 2014 entry highlighted their positive relationship and processing excellence at its Southampton and Thorne Centres for Renault-Nissan-Alliance and BMW UK, demonstrating agility and flexibility to support the operational diversification manufacturers need for their business streams and client profile.'

The Leaders Awards – Silver: Lukasz Szutenberg (**Adampol**) who is an 'inspiring young man with a clear and undoubted passion for transport and logistics. His dedication and determination as well as excellent planning and great ideas may change the face of logistics not only in his home country but across Europe. He has already created an alternative logistic solution for Mazda which is in use today.'



ECG's campaign on harmonising loaded truck lengths – You can help us!

As the readers of ECG News will know, Directive 96/53/EC on Weights and Dimensions of Heavy Goods Vehicles is currently being reviewed by the European institutions.

Today most trucks are restricted to 18.75m in length when crossing borders between EU Member States, even if for specialised vehicle transporters the limit of allowed loaded length within most EU countries is significantly higher. Therefore, for more than a decade ECG has been campaigning for an EU-wide harmonised loaded length of at least 20.75m.

Finally, in April 2014 the European Parliament (EP) adopted amendments that would allow vehicle transporters to cross all internal borders with up to 20.75m loaded length, which could end the current patchwork of national regulations. It would also mean that new EU legislation could clearly differentiate between loaded and unloaded length (for vehicle transporters only), which is not the case today.

Discussions will continue as of September 2014, since the Council of Transport Ministers still needs to agree to the EP's amendments before any proposed changes can become law.

If you are able to speak for your company and willing to help by supporting the ECG campaign towards your national transport ministry, please contact [Tom Antonissen](#), EU Affairs Adviser at ECG to discuss.

ECG on social media

(Source: ECG, 20th November 2014) Complementing ECG News, our well-known weekly round-up of news and events, ECG now also provides our readers and members with a more frequent update via social media platforms. Follow us on [Twitter](#) and [LinkedIn](#) for more industry updates and news on our activities and feel free to join the discussion!



Commission sends Statement of Objections to suspected participants in trucks cartel

(Source: European Commission, 20th November 2014) The European Commission has informed a number of heavy and medium duty truck producers that it suspects them of having participated in a cartel in breach of EU antitrust rules. The sending of a statement of objections does not prejudice the outcome of the investigation. The Commission has concerns that certain heavy and medium duty truck producers may have agreed or co-ordinated their pricing behaviour in the European Economic Area (EEA). Such behaviour, if established, would breach the Treaty on the Functioning of the European Union and the Agreement on the EEA, which both prohibit cartels and restrictive business practices.

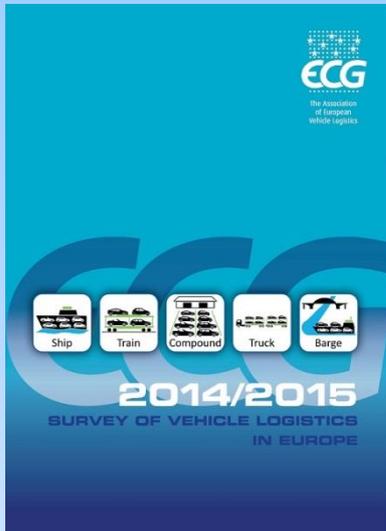
A Statement of Objections is a formal step in Commission investigations into suspected violations of EU antitrust rules. The Commission informs the parties concerned in writing of the objections raised against them. The addressees can examine the documents in the Commission's investigation file, reply in writing and request an oral hearing to present their comments on the case before representatives of the Commission and national competition authorities. If, after the parties have exercised their right of defence, the Commission concludes that there is sufficient evidence of an infringement, it can issue a decision prohibiting the conduct and impose a fine of up to 10% of a company's annual worldwide turnover. More information is available on the [Commission's competition website](#), in the public case register under the case number 39824.

AUTOMOTIVE INDUSTRY

Foundation stone laid in Poland plant for VW Crafter from the end of 2016

(Source: Automotive Purchasing, 14th November 2014) Volkswagen has laid the foundation stone for the new plant in Poland near Poznań for van production. The new plant will feature a modern body shop, paint shop, vehicle assembly hall and supplier park on an area of over 220 hectares, creating up to 3,000 jobs. 'As a result of this investment, the work force of the Volkswagen Group in Poland will grow to over 16,000 employees in the next few years. This will increase the importance of Poland as an international automobile location,' said Dr Leif Östling during the foundation stone ceremony. The new plant will be built in Września, 30 miles east of Poznań. At present, the first construction work is under way to level and pave the site. The first vehicles will leave the assembly line in 2016. Today, we produce around 170,000 vehicles with almost 7,000 workers, not only for Poland but for the whole of Europe and beyond,' said Dr Eckhard Scholz. 'This makes Volkswagen Poznań the second pillar for the brand – after the main assembly plant in Hannover. In future, this pillar will provide more support and therefore the foundation stone is laid today in the literal sense of the word. By a new plant and by a new vehicle,' continued Scholz. The first Volkswagen Crafter vehicles will be delivered starting the second half of 2016. The new plant is planning to achieve an annual production capacity of up to 100,000 vehicles. Volkswagen's investment will also help automotive suppliers create new jobs. At present, 40% of parts supplied to the Volkswagen plant in Poznań are from Polish companies. Jens Ocksen, Chairman of the Board of Management of Volkswagen Poznań, stressed the advantages which will result from locating the new plant in

Now available! The new ECG Survey of Vehicle Logistics 2014-2015



- Combines global and European data and information on the automotive industry in general, and the finished vehicle logistics sector in particular
- The only publication for the European Vehicle Logistics sector, also covering Russia, Turkey and Ukraine



Find more information and order your copy at:

<http://www.ecgassociation.eu/publicationsreports/ecgbiennialsurvey.aspx>

the vicinity of the existing plant in Poznań. This applies to production, logistics, and supplier companies, as well as to the recruitment of new skilled workers: 'Września offers us the best economic, infrastructural and labour market conditions. Building the plant in Bielężyce, near Września, is a key element in implementing the strategic and global aims of the Volkswagen Commercial Vehicles brand,' said Oksen. Janusz Piechociński, Deputy Prime Minister and Minister for Economic Affairs, said: 'Locating the Volkswagen project in Poland is proof that Poland remains an attractive location for investment. The foundation stone ceremony is also the start, I hope, of long-term prospects for local companies which can provide high-quality services.' After the Volkswagen plant in Poznań-Antoninek, the new plant in Września will be the second production location of Volkswagen Commercial Vehicles in Poland.

Devaluation of rouble brings losses to importers in Russia

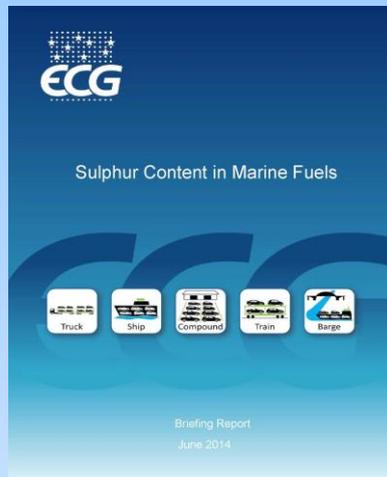
(Source: *Automotive Logistics News*, 17th November 2014) The continued drop in the exchange value of the Russian rouble against the euro has hit revenue figures at most of the carmakers in the country. The rouble has fallen 40% against the euro this year, with a 20% drop over the autumn. Market experts agree that the current situation will force car manufacturers in Russia to either raise prices or suffer serious losses. The greatest effect of the rouble devaluation will be felt in February-March 2015, when all stocks of cars imported over recent months will have been sold. "Importers will face losses anyway," said Denis Malkov, the head of the Russian automotive dealer Automir. "The increase in prices will cut demand, but if producers leave the price at the current level, the actual profit from the sale of each car will drop by almost half compared to the beginning of the year." Automotive companies operating in Russia admit that the current situation is difficult, especially given the general fall in sales this year. However, most of them have already decided which approach they will take to deal with the current situation. Representatives of Ford Sollers said the company was trying to minimise the impact of the devalued rouble on the consumer, but during 2014 it was forced to increase the price of its vehicles by an average of 5%. However, Toyota said there was nothing to panic about currently. "We are reconsidering prices two times a year, and will do it at the end of 2014," said a spokesperson. "The new prices on cars will depend on demand and general market situation." Experts also said that the current situation will benefit carmakers that have localised capacities in Russia, though according to Kia this hasn't kept it immune from the impact of the devaluation. "Most Kia cars are made in Russia, and part of the cost we have is in roubles, but that, unfortunately, does not compensate all losses that have appeared due to the devaluation of the rouble," said Artem Husarov, the Managing Director of Kia Motors Rus. "We are closely monitoring the situation with the rouble and do not exclude the possibility of future price increases," he said. "At the expense of production in Russia, we can keep prices down, but in the current situation, the negative effect of the devaluation of the rouble is too serious." That point was backed up by Andrei Rozhkov, an analyst at investment finance company Metropol, who said that no carmaker will be able to avoid an increase in prices on the Russian market because of the seriousness of the rouble's devaluation. "The rise of the exchange rate with the euro should increase the cost of cars for the Russian market," he said. "This trend will also affect those foreign brands that have localised capacities in the country, as the level of localisation of most cars doesn't exceed 40% on average."

SEAT stops sales in Russia

(Source: *Automotive Supply Chain*, 18th November 2014) Further highlighting the plight of the automotive industry in the country, Volkswagen Group has announced that they will stop selling the SEAT brand in Russia. In an announcement made on 18th November, Volkswagen has said that it's Spanish division, SEAT, will cease to sell cars in Russia starting early 2015. The German carmaker cited the economic downturn and the weakening rouble as the main



Briefing paper on the sulphur content in marine fuels updated



With the Regulation on sulphur content in marine fuels coming into force on 1st January 2015, ECG has updated its Briefing paper to better inform our readers.

The new rules will affect companies that operate routes in the Sulphur Emission Control Areas (SECAs), i.e. the North Sea with the English Channel and the Baltic Sea. In these zones the sulphur content of the fuel can't surpass 0.1% which is a great technical and financial challenge for these operators.

The Briefing paper contains IMO and EU regulatory background and analysis of the latest developments, as well as a glossary of terms.

Download your copy from the ECG website!

<http://www.ecgassociation.eu/publicationsreports/ecgpositionandbriefingpapers.aspx>

reasons influencing this decision. Confirming the news was a spokesman for Volkswagen Group Rus, who said: "The SEAT brand is stopping sales of new cars in Russia from 1st January 2015, due to the contraction of sectors in which it is represented, the general economic situation in Russia and currency rate fluctuations." Following the sanctions imposed by the European Union, Russia's economy has been on a downward trend, and the worst affected is the country's automotive industry, which was further hit by the fall in oil prices. The figures coming from Russia have been very disheartening for the automotive industry, with car sales down by 10% year-on-year in October, and a 13% decline in the first 10 months of this year. As the value of the rouble further reduces, consumers are wary of making any large purchases, a notion that has hit the country's automotive industry quite hard. In the last month alone, SEAT sales have halved, coming down to a mere 78 units, as reported by the Association of European Businesses lobby group. Furthermore, the 10-month sales have taken a 57% plunge to 1,324 units. This, in contrast to the 2013 figures, where SEAT sales in Russia were a record 3,375 cars, while its total sales last year stood at 355,000, is absolutely terrible news for SEAT. This is further bad news from the Volkswagen Group on the Russian front. Already, the German carmaker has halted production in Russia twice this year.

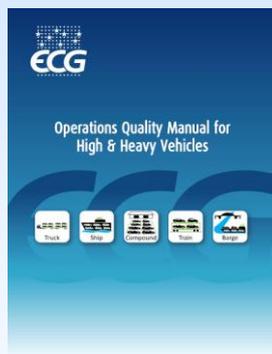
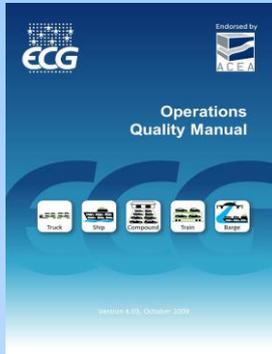
PSA plans to cut 3,450 French jobs in 2015

(Source: *Automotive News Europe*, 19th November 2014) PSA Peugeot-Citroën is preparing to cut another 3,450 French jobs next year as the troubled carmaker pursues a recovery plan under new CEO Carlos Tavares, two sources with knowledge of the matter told *Reuters*. The cuts would be achieved through a combination of early retirements, voluntary buyouts and internal transfers. The plan will be presented to unions next week, the sources said. Some 1,500 of the affected workers will receive early retirement, with a further 550 offered buyouts and 1,400 transferred to new positions, according to the sources. PSA confirmed that a works council meeting on 24th November will address staffing plans under a labour deal struck with unions last year. A company spokesman declined further comment. The Paris-based automaker emerged from a prolonged European auto-market slump in need of a €3bn bailout, which saw the French state and China's Dongfeng each take 14% stakes earlier this year. Under the terms of its labour accord, PSA has committed to balance job cuts with new temporary training contracts for young workers. The company has said it plans to create 2,000 of the apprenticeships in 2015. The 3,450 job eliminations amount to 6% of the 60,000-strong domestic workforce to be affected by the cuts. PSA recently told workers that 29% of its domestic jobs were vulnerable to further cutbacks, while hard-to-fill vacancies could account for about half that number, according to CFDT union official Xavier Lelasseux. "Ultimately that leaves about 9,000 people that I'm worried about," Lelasseux said.

Ford to cut 20% of staff at B-Max plant in Romania

(Source: *Automotive News Europe*, 19th November 2014) Ford Motor will lay off about 680 people at its Romanian division next year, or some 20% of the staff, as it adjusts to a weak European market. Ford took over struggling Romanian carmaker Automobile Craiova in 2008 and started producing its B-Max minivan there two years ago. However, the B-Max went on sale as customers increasingly began to buy small crossovers instead of minivans. Low demand has led to regular production stoppages each month for more than a year. The layoffs are intended "to best utilise the remaining workforce at Craiova and to meet current and expected future production requirements," Ford Romania said in a statement on 18th November.

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>

For comments or inquiries please contact: info@ecgassociation.eu
T: +32 2 706 82 80

EUROPE

Finished vehicle exports set to boom in Spain

(Source: *Automotive Logistics News*, 17th November 2014) According to the Spanish government the country's ports will handle a total of 2.5 million finished vehicles in 2014, up 7% over 2013. The minister for public works, Ana Pastor Julián, said that next year ports would handle 2.7 million units, equivalent to an increase of 8%. In the first seven months of 2014, automotive exports from Spain increased by 6.8%, accounting for 15.2% of all Spanish exports, and making it the country's biggest export sector overall. Automotive imports also increased, up 23.3%. In terms of export markets, those to the European Union and the Eurozone in particular were up 4.5% and 4.8% respectively, with those to Germany (7%), Portugal (8.7%) and Benelux (12.7%) showing the strongest growth. Significantly, exports beyond the EU, which account for 36.4% of the total, were down 3% year-on-year, due to a slowdown in several emerging markets. Spain has also been negatively affected by the appreciation of the Euro in the first few months of the year, making many exports more expensive. However, there were exceptions. Exports to South Korea (105.4%), Taiwan (74.9%), Japan (19.6%) and the US (14.7%) showed strong growth. In terms of Spanish regions, automotive plants in and around Valencia accounted for 10.6% of total exports, up 8.8%; Catalonia, with growth of 2.6%, now represents 25.2% of the total market; Castilla y León exports grew by 10.6% and accounted for 5.5%; and exports from Navarra were up 11.4% and now account for 3.4% of all exports.

Poland boosts position as EU's leading international haulier

(Source: *Lloyd's Loading List*, 14th November 2014) Poland has consolidated its position as Europe's leading international road haulage nation according to annual figures just published by France's road freight data agency, the *Comité National Routier* (CNR). It's trucking firms clocked up 147,274 million tonne km (mtk) of international traffic movements in 2013, an increase of 10.5% on the previous year. Second behind Poland was Spain, followed by Germany, although international traffic carried by hauliers in these countries declined by 0.4% (Spain) and 6.6% (Germany). Polish hauliers alone now carry close to one-quarter of international road freight in the EU and increased their cabotage activity by almost 40% in 2013, the CNR figures show. They now have a 27% share of the EU cabotage market, freight movements between two or more markets that do not include the haulier's home country. Global international traffic across the 28 EU Member States in 2013 was up 6.1% on the previous 12 months. The 13 Member States, which joined in or after 2004, posted average traffic growth of nearly 10% compared to only 2.2% for the 15 older Member States. Six of the top 10 places for international haulage are occupied by new EU Member States, with the outstanding performers being Lithuania (+13.3%) and Romania (+26.7%). The Czech Republic, Hungary and Slovakia also posted solid growth. The Netherlands (+10.7%) and Portugal (+23.1%) were the remaining countries in the top 10, which reads: Poland, Spain, Germany, Netherlands, Czech Republic, Portugal, Hungary, Slovakia, Lithuania, Romania. Notably, hauliers from the UK, France and Italy – three of the EU's largest four economies – do not appear in the top 10. UK hauliers, ranked 18th, increased their international traffic by 1% in 2013, but international business only represents 5% of UK hauliers' business, while almost 60% of Polish hauliers' total business is on international routes.

To read the report (in French), please follow the link below:

<http://www.cnr.fr/fr/Publications-CNR/Le-classement-des-pavillons-europeens-en-2013>



ECG AGENDA

- ▶ **ECG Academy Module II, on 25-29th November**, in Bremen, Germany
- ▶ **ECG Land Transport Meeting, on 2nd December**, in Frankfurt
- ▶ **ECG office closed, between 25th December and 1st January**
- ▶ **ECG Quality Working Group Meeting, in January (TBC)**, in Brussels
- ▶ **ECG Board Meeting, on 27th January**, in Munich, Germany
- ▶ **ECG UK & Ireland Regional Meeting, on 18th February**, in Birmingham, UK
- ▶ **ECG Maritime & Ports Meeting, on 22nd April**, in Koper, Slovenia
- ▶ **ECG Eastern Regional Meeting, on 23rd April**, in Koper, Slovenia

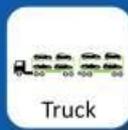
Low-cost road haulage ‘a threat to domestic EU markets’

(Source: *Lloyd's Loading List*, 20th November 2014) The growth in the market share of 'low-cost' road hauliers in eastern and central Europe at the expense of their western European counterparts can only be checked if the competitive advantage they enjoy from vastly lower labour costs is addressed by the EU, warns France's leading road haulage trade body, the *Fédération Nationale des Transports Routiers* (FNTR). While some western European markets, such as the UK and Germany, are experiencing shortages of hauliers, the stagnating French economy has meant there is no such driver shortage in France, and companies there fear the continuing encroachment of hauliers from other EU countries into French territory. Earlier this week, an annual study by France's road freight data agency, the *Comité National Routier* (CNR) revealed that Poland has consolidated its position as the EU's leading state for international road haulage. It added that Poland could claim top spot for domestic traffic too by 2017, toppling the current occupant, Germany. The study bears out the fact that the arrival of central and eastern European states into the EU has led to an "explosion" in the activity of low-cost road hauliers from these states," FNTR Executive Officer and spokesman, Nicolas Paulissen, told *Lloyd's Loading List.com*. "For French hauliers, it clearly demonstrates that we have lost the battle as far as international traffic is concerned. We now fear for our long-distance domestic routes." He said the big shippers are increasingly looking for logistics service providers with pan-European reach when issuing tenders for business. "If you are not active in the market for international traffic, you risk losing out on the domestic front too. Many French hauliers could be relegated to the role of simple, domestic sub-contractor," he added. Short of some form of harmonisation in labour legislation and business costs in the EU's road haulage sector or 'protectionist-type' measures at national level, it is inevitable that eastern and central European hauliers will continue to thrive beyond their frontiers, Paulissen argues. "There will be those who say the relatively low road haulage rates in the EU, is a good thing as it make European shippers more competitive in relation to their counterparts in other parts of the world. But it is not a view our members subscribe to, especially when they see their business costs rising."

REST OF THE WORLD

China reveals measures to make logistics sector globally competitive

(Source: *Automotive Logistics News*, 18th November 2014) China's State Council has released guidelines to promote the development of the commerce and logistics sectors to boost consumption and speed up job creation. According to state-run news agency, Xinhua, commercial loans and other policy support will be provided to relevant companies with the intention of building them into globally competitive retailers and logistics providers. The announcement follows one made last month by China's government to have a new logistics system in place by 2020. The government said that by then it forecast industry growth in the logistics sector would be 8% and account for 7.5% of GDP. Efforts would be made to strengthen logistics infrastructure networks, including an integrated transport system, a comprehensive transport corridor, and transport hubs supporting greater multimodal options. These developments are also in line with government policy of encouraging China's economy, including the automotive and logistics sector, to shift away from pure scale and investment growth, and to move towards higher value services and products. Logistics investment is much needed as China grows to overtake the US as the world's biggest economy, but there remain restrictions in its provision of logistics. "Our country is a large country but not powerful in logistics," said He Leming, president of the Chinese Federation of Logistics and Purchasing (CFLP). "High logistics costs, low efficiency [and] severely intersected management systems are obstacles to the



Events in Brussels

The European Commission, UNIFE, and CER organise the European Rail Freight Days 2014 on **27-28th November**

<http://www.cer.be/events/upcoming-events/european-rail-freight-days/2014/11/27/>

ECG will attend.

The European Shippers' Council holds the 'Sulphur regulation and its impact on shippers' workshop on **2nd December**

<http://www.europeanshippers.eu/news/sulphur-workshop-2-december-2014-brussels/>

CER organises the event 'Can rail help deliver a brighter future for Europe?' on **4th December**

<http://tinyurl.com/lox9q37>

ECG will attend

UIRR organizes the 'Intermodal /Combined Transport in Europe' event on **4th December**

<http://extranet.uirr.com/invitation>

CER and UNIFE hold the European Railway Award 2015 on **21st January 2015**

<http://www.europeanrailwayaward.eu/>

ECG will attend.

ECSA organizes the European Shipping Week between **2nd and 6th March 2015** in Brussels

<https://www.europeanshippingweek.com/>

ECG will attend.

development of the logistics industry which have not yet been broken down. The infrastructure is lacking and cannot meet the requirements of modern logistics development. The environment of development needs to be optimised, and the market order is not yet standardised. These are the key issues restricting the development of the logistics industry." Last week, during a conference of the Chinese Automotive Logistics Association, a branch of CFLP, executives and ministers from companies including Anji Automotive, FAW Logistics, Changhan Minsheng and Changjiu Logistics, all pointed to the importance of "upgrading" the country's automotive logistics services to focus more on higher quality, value-added services, multimodal logistics and making better use of mobile and internet technology. Cai Jin, Vice-President of CFLP, echoed the government's official line on economic development. He said that slower, more stable growth in GDP and automotive sales would put more focus on innovation in logistics. "China's economy and automotive industry are no longer based on 'scale', as this is no longer sustainable," he said. "We have entered the transformation period, and that requires innovation, which is what we need to grow now, including in logistics." From January to September this year, consumption contributed to 48.5% of China's economic growth, outdoing investment, which accounted for 41.5%. However, the State Council acknowledged that there remained bottlenecks which needed to be unblocked, though no timetable for the improvements was announced. In the latest announcement the State Council said that efforts will be made by the authorities to improve the business environment for logistics companies, including reducing administrative approval procedures and tax burdens. The authorities will also publish a blacklist of companies that fail to keep their promises in a bid to establish a credit evaluation mechanism, noted the document. The government is also expected to get tougher on enforcing road safety rules in China. Such enforcement could have a notable impact for the finished vehicle logistics industry, as many logistics providers openly violate the official size and weight restrictions for trucks. It is estimated that tens of thousands of carriers in China are currently in violation of standards.

PRESS RELEASES

Groupe CAT leads the field for two consecutive years at the Automotive Supply Chain Global Awards

(Source: **Groupe CAT**, 18th November 2014) For the second year running, Groupe CAT has been awarded the accolade of Best Vehicle Processing Centre at the industry-recognised Automotive Supply Chain Global Awards Ceremony, held in London on 12th November.

Three-Six-Zero, the media company behind the successful Automotive Supply Chain and Automotive Purchasing magazines, launched the Global Awards three years ago to recognise the contribution companies and individuals make to the changing and challenging face of 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 the "best of the best" in each category through an independent panel of judges. The winners are companies or individuals deemed to have made an outstanding contribution to the automotive supply chain industry.

In such a prestigious global event, Groupe CAT was honoured to be shortlisted as finalists in three award categories: Vehicle Processing Centre, IT Innovation and Logistics Quality. Following fierce competition in all three awards, Groupe CAT returned victorious as the consecutive winner for Vehicle Processing Centre in 2013 and 2014.

ECG Office



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



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



Oleh Shchuryk
Research & Projects Manager
T: +32 2 706 8279
oleh.shchuryk@ecgassociation.eu



Cliona Cunningham
External Relations Manager
T: +32 2 706 8280
cliona.cunningham@ecgassociation.eu



Szilvi Kiss
Communications Officer
T: +32 2 706 8284
assistant@ecgassociation.eu



Beatriz Peon
Communications and Events Officer
T: +32 2 706 8285
temp@ecgassociation.eu

The 2014 entry highlighted Groupe CAT's positive relationship and processing excellence at its Southampton and Thorne Centres for Renault-Nissan-Alliance and BMW (UK), demonstrating CAT's agility and flexibility to support the operational diversification manufacturers need for their business streams and client profile.

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 for a consecutive second year 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. This has been a real customer and supplier partnership that has been driven from the ground floor. I am confident that our entry success was down to the strength of the team's flexibility and agility which they give each day to our customers and their clients. Our continual and consistent achievements of performance targets on quality, on service and on cost, mean we demand "first class" in everything we do. I would not be here accepting an Award if I did not have a skilled team of people at Groupe CAT, so this is a tribute to them and the dedication and commitment they give each day."

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

Frits Mehtens Consultancy expands activities

(Source: Frits Mehtens Consultancy, 19th November 2014) Due to continuously increasing demand, Frits Mehtens Consultancy has expanded and reinforced its activities by hiring office space in Breda, the Netherlands and by employing Frank van Mossevelde M. Sc., a young graduate with a Master in Organisation Studies. Mr. van Mossevelde, who is experienced in search and recruitment, has joined the company specifically for the support of the recruitment activities.

"I used to work from home; this will enable me to expand this activity in a structural way," according to Frits Mehtens. "In the meantime the portfolio of candidates has grown very diverse and large. It is supported by the required software and both my new colleague and I have confidence in the success of this activity. We look forward to serving our clients as well as to offer interesting positions to candidates looking for new challenges."

Frits Mehtens: "Naturally this recent expansion of my company requires my full attention but also gives me the possibility to increase my activities in Business Development for (suppliers to) the logistics industry".

For further info: Frits Mehtens: +31639229411, info@fritsmehrtens.com

Manufacturers and operators in joint call to EU on Weights and Dimensions proposals

(Source: ACEA & IRU, 19th November 2014) In the framework of continuing discussions between the European Parliament and the Council to find an agreement on the European Commission proposal to modify Directive 96/53/EC on Weights and Dimensions, the European Automobile Manufacturers' Association (ACEA) and the International Road Transport Union (IRU) called on decision-makers to use improved overall fuel-efficiency – rather than solely aerodynamic performance – as a precondition for allowing increased vehicle length.

This framework has been developed following the obligation in the European Commission proposal that any increase in vehicle length, including of the vehicle



cab, would have to include aerodynamic, safety and comfort improvements. The current form of these various obligations could be very difficult to reconcile.

IRU General Delegate to the EU, Michael Nielsen, said, "The final agreement on weights and dimensions must allow road freight transport operators to further reduce fuel consumption, improve efficiency, comfort and safety with as few restrictions as possible. I urge European decision-makers to reach an agreement that, ensures the benefits we all wish to see are realised."

ACEA Secretary General Erik Jonnaert said, "There are many more effective ways of reducing fuel consumption and CO₂ emissions than entirely redesigning the cabin. The industry is committed to continuing to improve truck safety. However, for this, safety technologies that prevent accidents happening in the first place are the best way forward. A whole vehicle approach represents the best possible solution."

Road transport will continue to play a key role in a resource-efficient and sustainable transport system. Therefore, enabling innovation and progress in road transport is essential to achieving the objectives of the 2011 EU Transport Policy White Paper.

Joint Statement by Commissioner Violeta Bulc and German Minister of Transport Alexander Dobrindt

(Source: European Commission, 20th November 2014) EU Commissioner for Mobility and Transport, Violeta Bulc and the German Federal Minister of Transport and Digital Infrastructure, Alexander Dobrindt met in Brussels on 20th November, and made the following joint statement:

"Today's meeting was of particular importance, as it marks our first encounter. We used this opportunity to discuss a number of issues of common interest and to share our thoughts about future initiatives.

Of course one important topic was the German Pkw-Maut plans, and Minister Dobrindt made clear that the German authorities have been working hard to meet our concerns and push their plans in the right direction. The Commission will remain in close contact with the German authorities and is ready to continue to advise them on questions related to EU law.

Generally speaking, we are in favour of the principle that users pay for the roads they drive on. We agree that there must be no discrimination on grounds of nationality; all drivers, German and foreign, must be treated equally, which is a fundamental principle of the EU-Treaty.

Finally, we would like say we had constructive talks and we are looking forward to the many meetings we will have in the future."

Commissioner for Transport Violeta Bulc makes road safety a priority in EU transport policy

(Source: European Commission, 16th November 2014) On the occasion of the World Day of Remembrance for Road Traffic Victims, Violeta Bulc, the EU's Transport Commissioner made the following statement:

"Road safety has been one of the great European success stories and our roads are much safer today than they were some twenty years ago. But our work cannot stop here! More than 26,000 people still die on our roads every year, and many more suffer horrific road traffic injuries.

Behind these statistics are grieving parents, children, siblings, colleagues and friends. This is an unacceptable price to pay for mobility. Today my thoughts go out to every person who has lost someone dear to them, and to all those who have been physically or mentally affected by a road accident.

The World Day of Remembrance gives us a painful but necessary reminder that working towards improving road safety is a never ending process. It is clear that we have come a long way, but more needs to be done.

That is why I would like to take this opportunity to personally pledge to make road safety one of my top priorities as the European Transport Commissioner. I hope that I can count on you to work actively together



with the European Commission, to help make our roads safer in Europe. Together we can save thousands of lives.”

Shippers and Freight Forwarders debate Intelligent Logistics by iCargo

(Source: CLECAT, 18th November 2014) A workshop addressing ‘Intelligent Logistics through Partnering in the Supply Chain’ was organised by the European freight forwarders association, CLECAT, and the European Shippers Council (ESC) at Intermodal Europe 2014 last week in Rotterdam.

Introducing the round table, Nicolette van der Jagt, Director General of CLECAT said: ‘Logistics is faced with the challenge to meet more stringent sustainability goals. Shippers and transport service providers both aim to reduce the carbon footprint of their logistic operations. To do so, they both aim for optimal usage of logistics resources and physical infrastructure. An adaptive decision making process for the selection of a specific transport modality, transport provider and timeslot enables shippers to achieve this. iCargo seeks to provide these functionalities and to manage complex supply chains through intelligent IT systems and data management.’

Paolo Paganelli, CEO of Bluegreen Strategy introduced the iCargo ecosystems and its concepts. Explaining the project he noted that ‘the goal of iCargo is to create a total system for the logistics industry that can be used to control the entire chain. We are working on a virtual platform where logistics players such as a service provider or any party who has interests in supply chain management can exchange and share information about this supply chain.’

How this works in practice was demonstrated by Andre Nijhuis, Head of IT Business Development Europe of DHL Supply Chain Europe, introducing the ‘Mix Move Match’ concept developed and piloted as part of the iCargo Program. This concept supports the creation of an intermodal and multi-actor transport network, connecting global manufacturing sites to distribution in European cities, resulting in substantial benefits in terms of energy savings, emissions reduction and market growth for new services.

Stig Wiklund from StoraEnso spoke about the benefits of iCargo for shippers. ‘What shippers need is visibility and reliability. The pilot in which we are involved shows that the iCargo pilot project has helped to provide insight into the logistics chain.’

Frank Knoors, MD, Logit One NV addressed the potential impact of big data on operational efficiency, customer experience and business models. Transparency across the full supply chain allows logistics service providers to make increasing use of real-time & historic data and predictive analysis. This will allow planning to be more dynamic, synchromodal and collaborative. He also noted that other trends which will have a significant impact on the logistics industry include greater market segmentation, rather than the current one-size-fits-all approach, and the customer being increasingly in the driving seat. This means that the customer will go from simply purchasing logistics services, to being involved in the planning, and being part of a marketplace where customers request tailored options from providers. An opportunity is therefore created for logistics service providers to work together in communities to provide services which others cannot.

In the following discussion led by Joost Sitskoorn from ESC, the challenges that users and operators face through partnerships within the supply chain were addressed, as well as lessons learned of Intelligent Cargo.