ECG News

ECG – The Association of European Vehicle Logistics

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CONTENTS

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NEWS FROM BRUSSELS

Truck manufacturers highlight safety commitment, call for more flexible approach to fuel-efficiency

(Source: ACEA, 3rd February 2014) In the run-up to next week's vote by the Transport (TRAN) Committee of the European Parliament on the revised Directive on Weights and Dimensions, the European Automobile Manufacturers' Association (ACEA) re-iterates the industry's commitment to building safety technologies into commercial vehicles. The most significant safety advances, it stresses, will continue to come from a technological approach to safety - which is covered by different legislation - rather than from re-designed cabs as is proposed in this revised directive. Thanks to recent advances in vehicle safety systems, modern trucks are involved in only 6% of all road accidents. In addition, between 2001 and 2011, the number of fatalities in accidents involving heavy goods vehicles in the EU has declined by 42%. "This is largely thanks to joint efforts between the industry and EU policy makers under the regulatory framework that deals with vehicle safety, the General Safety Regulation," said Erik Jonnaert, ACEA Secretary General. "The industry is committed to going forward with safety improvements under this Regulation." Regarding improvements to forward, side and rear vision for instance, the use of new technologies such as cameras and proximity detectors will provide a quicker, more flexible and more efficient way to improve the safety of pedestrians and cyclists than re-designed cabs. The primary objective of the Weights and Dimensions proposal is to improve fuel-efficiency. To this end, the industry calls on policy makers to introduce flexibility on the length of trucks, rather than allowing longer cab fronts for aerodynamic purposes only. "This would enable manufacturers to incorporate into vehicle design innovations which can really improve fuel-efficiency and drive down emissions, but which require extra space," explained Mr Jonnaert. A number of such fuel-efficiency innovations requiring extra space already exist, such as alternative powertrains, more efficient cooling solutions and fuel tanks for alternative fuels. Others are in the pipeline, like waste heat recovery. These innovations have a far greater impact on fuel-efficiency than the proposed length extension, which is exclusively limited to the re-design of the cab for aerodynamic improvements. "This flexible approach would be far more ambitious, helping us put the most fuel-efficient trucks on the road," said Mr Jonnaert.

ECG Note: *As widely communicated to its membership during the past years, ECG is intensely involved in discussions with Members of the European Parliament (MEPs) and other stakeholders regarding the current review of Directive 96/53 on Weights and Dimensions. It is the finished vehicle logistics sector's deepest wish that the vote in the EP TRAN Committee on 11th February will support ECG's proposals to achieve an EU-wide harmonisation of the loaded length of vehicle transporters to 20,75m minimum, in order to end the current patchwork of differing allowed front- and rear-overhangs at national level. This will only be a first step in the legislative process – as a vote in the plenary session of the European Parliament, as well as approval from the Council of Transport Ministers are needed before any new law would come into place – and ECG will continue to keep its members closely informed and involved in its crucial campaign. For the general public, the ECG position paper remains available for download at:* *www.ecgassociation.eu/Portals/0/Documentation/EU%20Affairs/ECG%20Position%20Paper%20Loaded%20Truck%20Lengths%20December%202013.pdf*

ENVI Committee calls for monitoring, reporting and verification of both NOx and CO_2

(Source: Transport & Environment, 30th January 2014) The European Parliament's Environment (ENVI) Committee voted overwhelmingly on 30th

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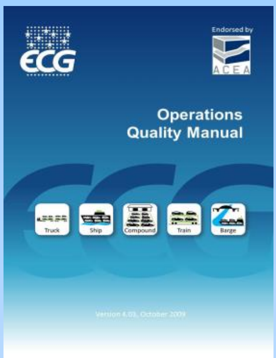

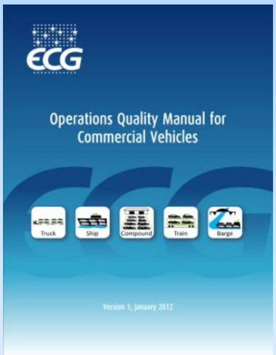

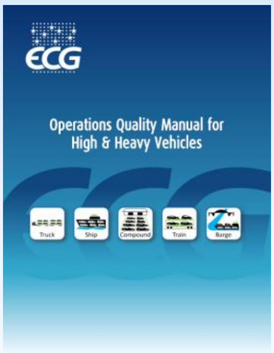

- Written by the Quality Working Group and the H&H Working Group composed of OEMs and LSPs.
- The manuals can be downloaded from: http://www.ecgassociation.eu/PublicationsReports/ECGOperationsQualityManuals.aspx

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January to support and strengthen some elements of the Commission's proposal for monitoring, reporting and verification (MRV) of shipping emissions. Transport & Environment (T&E) welcomes the inclusion of the air pollutant NOx in the monitoring measure in the adopted draft Report. However, MEPs rejected the chance to use ship efficiency as an accurate measure of emissions, which is the key to improving the sector's environmental performance. Air pollution from international shipping, of which sulphur (SOx) and nitrogen oxide (NOx) emissions are a big part, accounts for about 50,000 premature deaths per year in Europe. The growth of these emissions from shipping, which contribute to acid deposition, formation of deadly fine particles, and ozone smog, means levels are now on the verge of exceeding all land-based sources combined. The Environment Committee voted to add NOx to the requirement to report CO_2 but not SOx. This makes little sense, as tough new SOx regulations in 2015 will require accurate reporting if compliance is to be effectively enforced. Aoife O'Leary, T&E policy officer for shipping, said "The Parliament's lead committee have seized the important opportunity to include harmful NOx emissions in its monitoring law. It's clever and cost-effective to monitor all air pollutants, including SOx and NOx, at once. Member States must further strengthen the proposal to ensure that rising levels of harmful pollutants can be more effectively controlled." At a time when the shipping community, led by the International Maritime Organisation (IMO) is debating an efficiency standard for ships, the ENVI Committee short-sightedly voted against monitoring ship efficiency. Using a ship's cargo weight carried and distance sailed, ship-owners could accurately calculate their efficiency and emissions. Such a measure would also be consistent with issues now being discussed at the international level, in the IMO.

ECG Note: *The ENVI Committee's draft report on monitoring, reporting and verification (MRV) of shipping emissions is set to be voted during the April European Parliament plenary session. In order to see the reaction of the European Community Shipowners' Association (ECSA) – which ECG supports – please go to the 'Press releases' section at the end of ECG News.*

Cargo Carriers and Rail Freight Group Urge European Parliament to Adopt 4th Railway Package

(Source: Handy Shipping Guide, 4th February 2014) Representatives of the cargo rail carrying companies were present in Strasbourg this week for the plenary session of the European Parliament and, prior to the meeting, a joint letter signed by 18 passenger and freight operators, customers and associations, has been sent to every member of the Parliament, urging them to accept without change the 4th Railway Package as approved by the Transport and Tourism (TRAN) Committee on 17th December, when it comes to the first reading vote in plenary. The letter was signed by companies and associations from across Europe and the full text is as follows: '*As the representatives of companies and associations in the passenger and freight rail sector and their customers, we endorse the EP TRAN Committee's over-arching commitment to progressing the Fourth Railway Package (4th RP) in a timely and consistent fashion. We are united in our wish for the 4th RP to be taken forward - as amended and approved with large majorities in the TRAN Committee meeting on 17th December 2013.*

Fair competition above the tracks, including the involvement of private sector operators, is essential if there is to be innovation and growth. There are many issues in the package, including the extent of separation between infrastructure manager and railway undertakings and Chinese walls between them to ensure no unfair financial flows; the requirements for competition in passenger services; the greater responsibilities of the European Rail Agency and the need for greater co-ordination and co-operation between infrastructure managers.

All these issues are interrelated and do need to remain in one package if the maximum benefit is to be derived from them; new entrants must be enabled and encouraged if they are to bring benefits to the sector. Better integration between the national networks to facilitate cross border traffic is also essential.

ECG Academy

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Thus, we all want to see the rail sector develop. This requires investment and, given the pressure on state funding, it is important to encourage private sector investment to enable the railways to grow, to provide a better service, meet the needs of the customer and keep costs and charges to the taxpayer and customer as low as possible. The 4^{th} RP will go a long way towards creating a single market in the rail sector. Rail must be able to live up to the many expectations of decision-makers, other transport modes and customers, and must be able to fulfil an important role in a resource-efficient, sustainable EU transport network.
It has been claimed that this 4^{th} RP limits the right to strike, of railway workers to move from one company to another in a holding company. There is nothing in the package about this at all, only a restriction on senior management movement. The package was debated in much detail in TRAN and many compromises were agreed, and the package was approved as a whole, including the important Governance part, an essential element without which the package will have little effect.
We do urge you to proceed with the 4^{th} RP as a whole and with the text as approved at the TRAN meeting. Not all change is bad and much of it will actually improve services, makes them more competitive and reduces costs to the taxpayer and customer!'

SHIFT^{2}RAIL Reaches 100 Promoting Organisations

(Source: UNIFE, 4^{th} February 2014) UNIFE – the European Rail Industry Association UNIFE, on behalf of the promoting organisations of SHIFT^{2}RAIL, is pleased to announce that more than 100 organisations (rail manufacturers, railway undertakings, infrastructure managers, research institutes and universities and SMEs) have committed to bringing their expertise to the SHIFT^{2}RAIL initiative during its preparatory phase. This is a major milestone since 2011 when the European rail sector began preparing this ambitious, multiannual, large-scale, market oriented and industrially-driven Research and Innovation programme with the goal of making rail transport more attractive to millions of European passengers and freight users and boosting the competitiveness of the most sustainable transport mode. These 100 organisations operate throughout the European Union with a presence in nearly every EU Member State. On this European-wide scale, SHIFT^{2}RAIL will encompass research, innovation and demonstration activities in all aspects of the rail system, amounting to €920m, co-financed by the EU and the private sector under the Horizon2020 budget across the 7 year lifespan of the initiative. SHIFT^{2}RAIL will not only maintain and improve the competitiveness of EU industry against growing competition from abroad, but it will overcome some of the present deficiencies of the EU rail market, namely: fragmentation of production, low collaboration and partnership among the rail industry, different operating procedures among Railway Undertakings (RUs), low standardisation and low efficiency. The promoting companies, in support of the European Commission's proposal for a Council Regulation to establish the SHIFT^{2}RAIL Joint Undertaking, are awaiting an opinion from the European Parliament and hope to see adoption by the Council before the end of the Greek Presidency in June. If this process goes as expected, the Joint Undertaking will be formed and R&D activities could begin as early as 2015. The promoting companies, potential Greek stakeholders, the Greek Presidency, and high-level representatives from the European Institutions will hold a conference on SHIFT^{2}RAIL in Athens, Greece on 19^{th} February.

AUTOMOTIVE INDUSTRY

BMW will end Mini production at Magna Steyr

(Source: Automotive News Europe, 30^{th} January 2014) BMW Group will end production of Mini cars at Austrian contract manufacturer Magna Steyr in 2016, a report said. Magna Steyr currently builds the Mini Countryman and Mini Paceman. Production of the two models will move to Mini's factory in Oxford,

ECG AGENDA

► **ECG Board Meeting** on **11th February 2014**, Venue to be confirmed

► **ECG UK & Ireland Regional Meeting** on **12th February 2014** in Birmingham, UK

► **ECG Board Meeting** on **9th April 2014**, Munich, Germany

► **ECG Land Transport Working Group Meeting** on **6th May 2014**, in Frankfurt, Germany

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

► **ECG Conference** on **16th & 17th October 2014** in Amsterdam, the Netherlands

England, and the former Mitsubishi NedCar factory in the Netherlands, where Dutch group VDL is due to start Mini production this year, the *Kleine Zeitung* reported on 30th January. Magna Steyr parent, Magna International, said in a statement on 30th January that it will continue its collaboration with BMW through a new vehicle manufacturing contract. "The new production programme would start following the end of production of the current Mini models Mini Countryman and Mini Paceman being assembled by Magna Steyr in Graz," it said in the statement. The statement did not give details of which BMW Group models Magna Steyr will build under the new contract. The *Kleine Zeitung* said Magna Steyr will not be assigned particular BMW Group cars but will reserve capacity for various models depending on demand. The paper said the contract manufacturer would likely build high-volume models, which could include the BMW 5 series and the 3 series. The agreement is likely to cover annual output of more than 100,000 vehicles over six to seven years.

Nissan will boost Micra production at French Renault plant

(Source: Automotive News Europe, 4th February 2014) Nissan plans to increase planned production of its Micra hatchback at a Renault factory in France. The Japanese automaker said last year that it will transfer production of European versions of the subcompact from India to alliance partner Renault's plant in Flins, northwest France, in 2016. Nissan said at the time it planned annual production of 82,000 units of the Micra at Flins. Nissan will add annual production of 40,000 to 50,000 units on top of the 82,000, *Les Echos* reported on 3rd February. A Nissan spokesman declined to comment on the report. A Renault spokeswoman said the plan was "under discussion" and Nissan executive committee members will consider whether to approve the extra production later this month. Renault aims to raise capacity utilisation at its French car factories to 85% by 2016 from 60% to 65% currently. The Flins factory currently builds the Clio and Zoe subcompacts. The Micra shares a platform with the Clio. Nissan transferred Micra production from its plant in Sunderland, England, to Chennai, India, in 2010 to free up capacity for the Juke subcompact crossover. The Chennai factory will continue to produce the current version for the Micra and will also manufacture the next generation beginning in 2016.

Opel reaches job guarantee deal with three German factories

(Source: Automotive News Europe, 3rd February 2014) General Motors' Opel unit said it had signed a collective labour agreement with employees at its German factories in Rüsselsheim, Kaiserslautern and Eisenach, in an accord that includes a job protection guarantee until 2018. The deal is a sign of smoother relations between management and the Opel workforce, which have in the past clashed over how to return the money-losing European unit to profitability by 2015. "For the company and its employees this is an important step toward securing our future," Ulrich Schumacher, Opel's Head of Personnel said in a statement. About 7,150 employees work at the three factories. As part of the deal, which was signed on 30th January, Opel's management pledged to give the Rüsselsheim factory an additional model to build; to continue making the Corsa and Adam models in Eisenach; and to continue building components in Kaiserslautern. Opel's factory in Bochum is set to stop producing cars at the end of 2014. Last week, GM's new CEO, Mary Barra, urged Opel's workers to accelerate the European brand's turnaround and said GM was committed to supporting its money losing European unit. Fixing Europe, where Opel CEOs have come and gone in rapid succession and where GM has lost some $18bn over the last 12 years is at the top of Barra's to-do list. GM has described 2014 as a "transition year" in Europe, where Opel will introduce a redesigned Corsa subcompact late in the year. A redesigned Astra compact is expected to follow in early 2015, along with new families of gasoline and diesel engines, helping to drive GM's European operations back to breakeven.

Events in Brussels

Rail Forum Europe organises the event “GALILEO and ERTMS: integrating two leading European innovations to boost EU competitiveness” on **11th February**, European Parliament

The European Commission (DG ENTR) hosts a public hearing on the implementation of the CARS 2020 Action Plan on **14th February**.
http://tinyurl.com/pvtvcft

The European Commission holds the conference ‘GNSS applications action plan: Actions for road transport, multimodal logistics and dangerous goods’ on **20th February**
http://tinyurl.com/n9pt7kr

The 11th Annual conference on Road User Charging will be held in Brussels on **5-6th March**
http://roaduserchargingconference.co.uk/
ECG will speak at the event.

The European Commission organises the Transport Business Summit 2014 on **27th March**.

Spain new-car sales rise 8% in January on government subsidies

(Source: Automotive News Europe, 3rd February 2014) New-car sales rose 8% in Spain in January as government subsidies continued to boost sales, car manufacturers’ association Anfac said on 3rd January. The rise was the 5th consecutive month of growth in the market. A total of 53,436 cars were sold in January, boosted by the government subsidy programme, known as PIVE, which has been extended four times. Under the scheme, car owners who scrap their old car and buy a new one get a subsidy of €2,000, half from the government and half from the carmaker. In January, Spain expanded the programme by further €175m, making a total of €465m that the government has invested in the project. The subsidies indirectly boost public coffers as cars in Spain are subject to a registration tax as well as value-added tax.

EUROPE

Commission clears creation of German car distribution joint venture by Mitsubishi and Frey

(Source: European Commission, 3rd February 2014) The European Commission has approved under the EU Merger Regulation the acquisition of joint control over MMDA Automobile GmbH by Mitsubishi Motors Europe B.V. and the Emil Frey Group. Frey, via its subsidiaries, mainly sells new and used motor vehicles of different brands in Switzerland, Germany, France, the Czech Republic, Hungary, Poland and Croatia. Mitsubishi Motors Europe B.V. is a wholly owned subsidiary of the Mitsubishi Motors Corporation active in the manufacture, supply and distribution of motor vehicles and spare parts of the ‘Mitsubishi' brand at wholesale level. The joint venture will be active in the import and wholesale distribution of Mitsubishi-branded motor vehicles and spare parts in Germany. The Commission concluded that the proposed acquisition would not raise competition concerns, in particular because there are only highly limited overlaps between the parties’ activities. The operation was examined under the normal merger review procedure. More information is available on the Commission’s competition website in the public case register under the case number M.7130.

Regional European Electronic Toll Services receive EU co-funding

(Source: INEA, 4th February 2014) The European Union is set to co-finance with over €2.2m from the TEN-T Programme a series of studies aiming to help realise European Electronic Toll Services (EETS) on a cross-border regional scale. The studies, selected for funding under the 2012 TEN-T Multi-Annual Programme, specifically cover the electronically tolled primary road network of seven Member States (Austria, Denmark, France, Germany, Italy, Poland and Spain) plus Switzerland (receiving no EU support). It aims to deploy EETS on the ground, taking into account the perspective of full European coverage. Two main phases are foreseen: Analysis of contractual, procedural and technical topics, in order to develop recommendations and solutions that can facilitate the introduction of EETS; Deployment of an open information platform that covers all the participating countries and a pilot demonstration of EETS compliant services covering a selection of the supporting countries.

For more information, please consult the project's page at: http://inea.ec.europa.eu/en/ten-t/ten-t_projects/ten-t_projects_by_country/multi_country/2012-eu-50009-s.htm

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REST OF THE WORLD

WWL to benefit from post-Panamax new builds

(Source: Automotive Logistics, 3rd February 2014) Wallenius Lines has bought two post-Panamax Ro-Ro vessels that will be built at the Tianjin Xingnang in China and be operated by **Wallenius Wilhelmsen Logistics** (WWL) for vehicle shipments. The vessels, which will each be able to transport 8,000 cars, were ordered in June last year and will be delivered in the second and fourth quarters of 2016. Each will be 200m long and will be approximately 4m wider than the current post-Panamax ships currently available to carriers. Wallenius Lines is a 50% owner of WWL. The company's other 50% owner, Wilh.Wilhelmsen ASA, has ordered four Post-Panamax vessels from Hyundai Samho Heavy Industries in the past. "These post-Panamax vessels are designed to meet customer demands for capacity as well quality and efficiency in both handling and operation," said Wallenius Lines's COO, Fridtjof Naess. "We continue on our quest to continuously reduce our environmental impact, and this generation of vessels will feature optimised hull design and a number of energy saving solutions to ensure efficient operation." Anders Boman, president of Wallenius Lines, also commented: "We continue to believe in deep sea transportation of cars and high and heavy equipment. These new buildings feature a combination of large capacity and low fuel consumption. The optimised hull design and a number of energy saving features will ensure efficient operation and low environmental impact." This is thought to be the first in a series of projects intended to expand the shipbuilder's expertise with regards to more sophisticated ship types.

WWL in final bidding for Melbourne port development

(Source: Automotive Logistics, 4th February 2014) **Wallenius Wilhelmsen Logistics** is in the last stages of a bid to lease at the largest vehicle terminal in Australia. The logistics provider is one of two remaining bidders left in the race for the lease of the Webb Dock West automotive terminal at the port of Melbourne. It follows a bid submitted by WWL in May last year to develop the terminal. The port of Melbourne announced in 2012 that it was investing AUS$400m ($411m) to expand its vehicle terminal at the Webb Dock West to handle annual capacity for 600,000 vehicles and add on-site, pre-delivery inspection (PDI) facilities. The final decision is not expected until March or April of this year. Operations at the new terminal will then commence from the second half of 2015. The automotive terminal is part of a bigger A$1.6bn ($1.42bn) expansion of Australia's largest port. The other group involved in the bidding process is Australian Amalgamated Terminals: a joint venture between subsidiaries of Asciano and Qube. The successful bidder will oversee the arrival of ships, providing temporary storage for vehicles and giving access to the terminal by stevedores and other operators. The battle for the lease comes as WWL faces a $33m fine for price fixing in Japan, following an investigation into the shipping of cars between Asia and Europe. It is understood that the Australian Competition and Consumer Commission has yet to reveal whether it will allow WWL to take on the lease. However, it is reported to be comfortable with the company's bidding to redevelop the automotive terminal and operating it for the next 26 years. Should WWL prove successful, it would stand as one of the largest shipping companies holding managerial and operational sway at Australia's largest vehicle gateway, which is estimated to be worth $400m. Mark Guscott, WWL's commercial head, said the company was awaiting a decision by the port on the tender. He emphasised the fact that the shipping line held a global platform and also operated terminals in other parts of the world, including the US and Korea. Guscott said: "We can't comment at the moment based on the confidentiality of the bid but we are excited to be involved. Port of Melbourne is adjudicating on the ability of the bidders."

Ford looks at Tuxpan port for Mexican vehicle shipments

(Source: Automotive Logistics, 4th February 2014) Ford is reported to be looking at the Mexican port of Tuxpan, on the East Coast north of Veracruz, through which to move shipments of finished vehicles. First, however, it needs to overcome certain limits on the local infrastructure. Speaking at a breakfast meeting of the Mexican branch of the Council of Supply Chain Management Professionals (CSCMP), Ford’s logistics director in Mexico, Rafael López, said that volumes could be moved to Tuxpan from Veracruz, which the company currently uses, because of Tuxpan’s proximity to the Federal District and its motorway link to Mexico City. However, he said the move would not be taken until work on Terminal Riberas de Pantepec (TRP) had been completed, and he also highlighted the lack of rail connection. López said it was desirable to make a transport equation, because road implied costs, as well as transport modes and different uses than rail, all of which had to be taken into consideration. Despite this, experts think it would be difficult for a rail link to compete with the new motorway, which is 270km long and has a journey time of 2.5 hours (compared to the 4.2 hours it takes to reach the Mexican capital from Veracruz, implying a 30% reduction in transport costs). The port authority believes the new road will grow its overall business by 30%-40%. However, the TRP, on which construction started on 8th April 2013, will not be a dedicated finished vehicles handling facility. The 5.6ha terminal will primarily handle around 900,000 containers annually through its two berths, although it will border 70ha of land already owned by SSA México. Import-export vehicles will be restricted to a 4,000-square-metre compound behind the container stacking area. The terminal expects to start operations in January 2015.

Jaguar Land Rover pushes back China production to 2015

(Source: Automotive News Europe, 5th February 2014) Jaguar Land Rover output at the company’s Chinese venture with Chery Automobile Co. will begin next year, later than initially expected, because of delays in getting machinery and equipment, Ralf Speth, CEO of JLR, said on 5th January. “[This year] was in principle when we expected to begin production but it was never meant to be big production,” Speth said. “We may do some test building in 2014 to get the workers trained and ready; 2015 is when the production for sale will begin.” The plant is key to JLR’s earnings growth in China, its largest single market, because local manufacturing allows companies to avoid the country’s 25% import tariff. Last year the sale of Jaguar and Land Rover models in China rose with 30% to 95,237 units. The Chinese joint venture, which received its business license in November 2012, plans to invest 10.9bn yuan ($1.8bn) to build a factory in the eastern city of Changshu as well as an R&D centre and an engine plant. Profit at JLR increased 50% to £811m ($1.3bn) in the fiscal first half ended with 30th September, driving most of Indian parent Tata Motors Ltd.’s earnings.

PRESS RELEASES

ICO has signed a contract with Nissan

(Source: ICO, 28th January 2014) **International Car Operators** Zeebrugge has signed a contract with the Japanese car manufacturer Nissan, which means an additional handling of more than 95,000 new cars per year for Zeebrugge.

“The new contract is part of the partnership between Renault and Nissan, known as ALE. In that context, Nissan will import Nissan cars from the port of Newcastle to Zeebrugge for distribution to France and Benelux. The traffic, which up to now went through the French port of Le Havre, will start as of 1st February 2014. The cars will be transported with ships from carrier **EML** (European Marine Logistics) - a 50/50 merger of Japanese MOL (Mitsui OSK Lines) and Norwegian **Hoegh Auto Liners**. Like for Mazda, this Nissan traffic will also come with additional activities such as storage and small PDI services,” explains Marc Adriansens, Managing Director of ICO.

“The new Nissan traffic will be concentrated on the Northern Inlet Dock in the inner port of Zeebrugge. At this location, ICO has recently put in use an ultra-modern, state-of-the-art PDI Centre. This PDI center is already being used for imported Dacia’s from Tangier (Morocco) and Renault cars from Spain. The new Nissan traffic (including the tendered import of Dacia’s) is annually accounting for some 95.000 cars. For Nissan, it is also the carrier EML which will be responsible for the import ex Newcastle,” says Marc Adriansens.

ICO is a wholly owned subsidiary of the Japanese company Nippon Yusen Kaisha (NYK). In addition to the head office and the terminal in Zeebrugge, ICO is also active in Antwerp, Mundra (India) and Giaoa Tauro (Italy). ICO is employing between 900 and 950 people in Antwerp and Zeebrugge together, depending on the intensity of the activities. This number includes dockworkers, PDI staff and employees.

GEFCO continues its expansion in the Central Europe, Balkans and Middle East region

(Source: GEFCO, 4th February 2014) The Central Europe, Balkans and Middle East zone is one of the priority markets within which **GEFCO** is working to strengthen its presence.

Pierre-Jean Lorrain, who was previously Managing Director of GEFCO Italy, is to become head of the Central Europe, Balkans and Middle East zone for the GEFCO Group. “This dynamic group of countries which is going through a process of economic change is set to develop considerably. GEFCO is adapting its organisation to meet the opportunities that will be provided by these sources of growth. It gives me great pride to be part of the ambitious plans that the Group has for this strategic region, especially the encouragement of closer collaboration between sales and operations”, states Pierre-Jean Lorrain.

Located at the crossroads between Western Europe, the Baltic States and Russia, this zone offers tremendous growth opportunities thanks to its thriving manufacturing sector, not just in the automotive industry - the cornerstone of GEFCO’s expertise - but also in the aviation, energy, consumer goods and industrial sectors. GEFCO has profited from the opportunities presented by this dynamic region with the recent opening of its subsidiaries in Bulgaria (2011), the United Arab Emirates (2013) and Croatia (2013), adding to the zone’s pre-existing subsidiaries in Austria, the Czech Republic, Germany, Hungary, Poland, Romania, Slovakia, Slovenia and Turkey.

The newly-opened subsidiary in Croatia will serve to strengthen and improve logistics flows with many neighbouring countries: Italy, Slovenia, Hungary, Serbia, Bosnia-Herzegovina and Montenegro. In the United Arab Emirates, the opening of a branch in Dubai will provide GEFCO with an ideal platform for speeding up its business development in the Middle East, Africa and Asia. The fact that the different subsidiaries are constantly working together in what is a very tight inter-country network will make logistics flows a lot easier throughout Europe and will enable GEFCO to maximise the region’s vast logistics potential

One of GEFCO’s strategic priorities is the strengthening of its businesses within the zone, but also with the many neighbouring countries which are its principal economic partners. The flows to and from Russia, as well as trade with countries in the Commonwealth of Independent States (CIS), are also expected to grow more quickly, benefitting from the considerable opportunities offered as a result of GEFCO joining the RZD Group. Co-operation with Western European countries such as France and Italy will also be essential. GEFCO will thus be acting as a facilitator of flows between the two trade zones by virtue of its unique integrated network. To ensure its growth in the zone, GEFCO is also looking to recruit candidates for many different roles within the business (management, operations and support functions).

Shipowners look to IMO for next steps on CO_2 file

(Source: European Community Shipowners’ Association, ECSA, 31st January 2014) Members of the European Parliament’s Environment, Public Health and Food Safety (ENVI) Committee agreed on 30th January on a compromise position on the monitoring, reporting and verification (MRV) of CO_2 emissions from maritime transport, which lays the foundation for a global measure to reduce CO_2 emissions from international shipping.

Shipping being a truly global industry, regional legislation often runs the risk of reducing the competitiveness of the European maritime transport sector in this fast-moving and volatile globalised environment. The need for measures adopted and enforced at international level is therefore essential for the preservation of the EU’s competitive edge.

The compromise position adopted by the European Parliament essentially enlarges the scope of the initial Commission proposal for an EU law on the matter. According to the European Parliament, the MRV system should not only monitor CO_2 but also NOx emissions. What is more, the European Parliament also supports the inclusion of smaller ships in the system by lowering the threshold of 5000 GT (gross tonnage) to 400 GT. However, by doing so, the EU might actually undermine its own efforts to pave the way for an agreement at the International Maritime Organisation (IMO).

“We realize that the position taken by the European Parliament is a basis for negotiation with the Council of Ministers” said Patrick Verhoeven, ECSA Secretary General. “We are however concerned about several of the contents, namely the inclusion of other emissions and the lowered threshold to 400GT, which might prove to be an obstacle for a speedy agreement at IMO level.”

"EU Member States have however given a clear political signal that any solution to curb global CO_2 emissions must result from an international agreement at IMO level," added Mr Verhoeven, referring to a joint submission to the next IMO Marine Environment Protection Committee, made by the EU Member States and the European Commission, which proposes the key elements for a system to collect data on CO_2 emissions and energy efficiency of ships.

IRU and UN Global Compact join forces to fight corruption and secure global supply chains

(Source: IRU, 4th February 2014) The International Road Transport Union (IRU) and UN Global Compact officially launched the Global Anti-Corruption Initiative on 4th February to combine efforts in fighting extortion and corruption along major road transport corridors and secure the sustainable development of global supply chains to the benefit of economies worldwide.

Currently, transport operators suffer from lengthy non-harmonised administrative procedures and overregulation, which create an environment conducive to corruption or other illicit activities on roads. Recent IRU figures show that drivers spend up to 57% of time en-route queuing at borders in some regions, with up to 1/3 of freight costs going towards illicit payments across Eurasia.

The Initiative will collect information on cases of corruption along major international trade routes on five continents. An online questionnaire completed by road transport companies and truck drivers will help identify the areas of business and administrative activities, as well as geographic locations, that are most vulnerable to extortion and bribery. Results will be compiled into a final report providing specific recommendations to combat such corruption.

UN Global Compact Executive Director, Georg Kell, said, "We welcome the opportunity to collaborate with the IRU to fight corruption through this initiative. This can go a long way to eliminating extortion, which remains a major barrier to sustainable development throughout the supply chain."

The report will be presented to the Global Compact 10th Principle Advisory Group in December 2014 on the International Anti-Corruption Day. It will also be presented to governments of participating states and leading global international groups, including G8, G20 and Davos Forum, to draw attention to the negative impact of corruption on road transport and stop this economic impediment.

Igor Runov, IRU Under Secretary General heading the IRU Permanent Delegation to the UN, concluded, "The road transport industry is committed to working together with the UN Global Compact and governments to address corruption. The practical results of this initiative will benefit international road transport operators and economies all around the world."

Please follow the below link to find out more:
http://www.iru.org/en_gaci