ECG News

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ECG – The Association of European Vehicle Logistics

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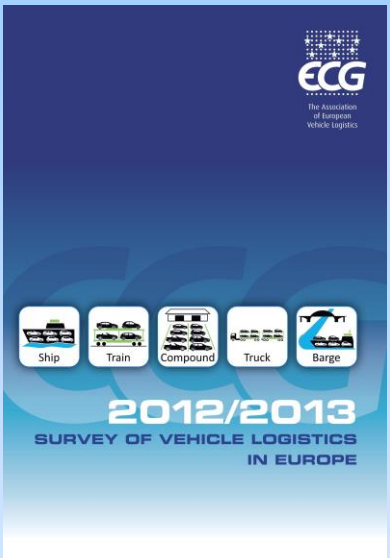

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NEWS FROM BRUSSELS

Carlos Ghosn elected ACEA President

(Source: ACEA, 12th May 2014) The Board of Directors of the European Automobile Manufacturers' Association (ACEA) has elected Carlos Ghosn, Chairman and CEO of Renault, as its new President. Mr Ghosn takes over from Philippe Varin, former Chairman of the Board of Management of PSA Peugeot Citroën. This change is effective immediately. ACEA Secretary General Erik Jonnaert said: "Mr Ghosn will lead ACEA through an important period of political transition in Europe. Under his presidency, ACEA will continue to focus on its key policy recommendations, which are to drive innovation, to foster growth through international trade and to call for a supportive regulatory framework. On behalf of ACEA's Board, we wish to thank Mr Varin for his strong leadership of the association over the past months."

France and Sweden push to delay new lorry designs

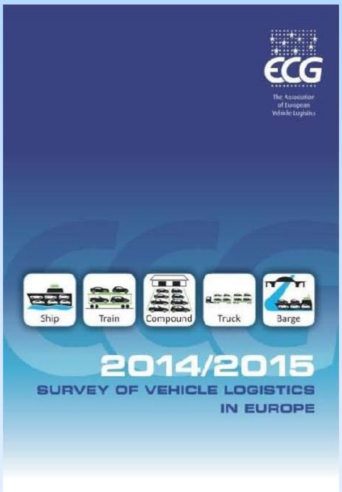
(Source: European Voice, 15th May 2014) France and Sweden are seeking to water down legislation designed to make lorries in the European Union safer and greener, according to documents seen by *European Voice*. The French delegation will push Member States to delay the new designs by ten years during a meeting of Member State representatives on 16th May. Council sources say other Member States are receptive to the French idea. The European Parliament voted to back the European Commission's proposal last month. The proposal would require lorry manufacturers to use the new lorry designs from 2022. It would allow manufacturers to deviate from current type approval rules and start using the new designs as soon as the directive is transposed by Member States, which would take place between 2015 and 2017. The new design would make the front of lorry cabs rounder – lessening wind resistance and decreasing the risk of death to passengers and cyclists who are hit. The new design would also make it easier for lorry drivers to see cyclists. But a proposal circulated to other Member States by France and Sweden would eliminate the transition period in which manufacturers can opt to use the new design. Under this alternative proposal, there would only be one hard deadline for mandatory use of the new designs in 2025. Manufacturers would not be allowed to use the new designs before then. The move is a result of pressure from Swedish vehicle manufacturer Volvo, which owns French manufacturer Renault, according to an industry source. Volvo has new trucks coming up for type approval shortly and is concerned that it would face a competitive disadvantage against other manufacturers who start using the new designs early. Volvo did not return calls for comment. Member States are expected to agree a first reading position in the next two weeks. They will then have to negotiate with the new European Parliament after MEPs take their seats in July. Austrian Rapporteur for the dossier, MEP Jörg Leichtfried, is staying in the Parliament and will lead negotiations on behalf of the European Parliament.

'LNG Blue Corridors' project underway

(Source: Lloyd'sLoadingList, 14th May 2014) The Natural and bio Gas Vehicle Association (NGVA) is one of the key partners in the 'LNG Blue Corridors,' a European Commission-backed project which "aims to improve knowledge and awareness of Liquefied Natural Gas (LNG) as an alternative fuel for medium and long distance road transport." The Commission is contributing with almost €8m to the project which is attracting total funding of over €14m. It focuses on the roll-out and demonstration of four LNG Blue Corridors connecting 11 European countries by road. This will include building 14 LNG or L-CNG (liquefied-compressed natural gas) stations and developing a fleet of about 100 LNG Heavy Duty Vehicles which will operate along the corridors. By March 2014, five out of the 14 locations for new refuelling stations had been specified and at the end of last month NGVA Europe member, Eni, was set to inaugurate the first station in

Advertising opportunity in the ECG Survey of Vehicle Logistics in Europe 2014-2015

ECG has started working on the latest edition of its **Biennial Survey** on vehicle logistics for 2014-15! It is the most important publication of ECG, covering every two years and representing the reality of the industry in each country across Europe, including Russia, Ukraine and Turkey.



The Biennial Survey will be officially launched at the ECG Conference in Amsterdam, on **16-17th October**. It has a genuine two year shelf-life and reaches a very wide audience across the whole vehicle logistics sector.

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Piacenza, in Italy, covering the project's Mediterranean Corridor. Eni's facility provides both LNG and CNG. Last month, the European Parliament gave its final approval to new rules to ensure the build-up of infrastructure for alternative fuels across Europe and the development of common technological specifications, including CNG and LNG refuelling points. The next stage in the roll-out is for additional stations to be opened in Belgium (Kallo, near Antwerp) and Örebro, in Sweden. There are also plans to open stations in Lisbon and Malaga, in Spain too with the location of the remaining ones to be confirmed soon. The LNG Blue Corridors project has co-funded the first two LNG Heavy Duty Vehicles, the property of association member Transportes Monfort, based in Castellón, in Spain. Operators interested in participating in the project will receive up to €14,000 per eligible truck. Vehicles must have been purchased or leased after 1st May 2013 to qualify.

For more information on Eni's Piacenza LNG station, please read the 'Europe' section of this ECG News.

AUTOMOTIVE INDUSTRY

European carmakers oppose EU-Japan trade deal

(Source: Automotive News Europe, 9th May 2014) European carmakers object to a looming trade deal between the EU and Japan, saying the accord would make it easier for Japanese automakers to sell cars in Europe without providing the same opportunity to European exporters. An unbalanced free trade agreement with Japan has the potential to worsen the problem of plant overcapacity in Europe at a time when vehicle manufacturers in the region are starting to see a recovery after six years of falling sales. That could mean job losses, automakers say. "With the tenuous state of the European economy, we should all be troubled with an agreement that as written would ease the way for Japan to leverage its excess manufacturing capacity to significantly increase exports to Europe without providing the same opportunity for European exports," Ford of Europe said in a statement. "Such a scenario could mean significant job losses in the worst possible time." A 2011 trade deal between the EU and South Korea cut import duties for Hyundai, its sister brand, Kia, and Chevrolet exports from the country by 10%, giving the manufacturers a boost during a brutal price war that has pushed PSA Peugeot-Citroën near the brink of collapse. The numbers tell the story: In 2010, 294,013 cars were imported to the EU from South Korea, rising to 402,062 in 2012, while imports from all other countries fell that year and total imports dropped 11%. About 2m of the 13.7m cars sold in 2012 in the EU were imports. South Korea is now the EU's largest car importer, according to figures from European automakers association ACEA. "If we're now talking about opening up import duties for Japan, put a helmet on," Fiat Chrysler CEO Sergio Marchionne said at the Geneva auto show in March. The EU's free trade policy is often at odds with actions taken by Member States at a national level to protect jobs. Cutting tariffs for carmakers in South Korea has contributed to market share loss for some of Europe's volume automakers. To be fair, Europe was already suffering from too much manufacturing capacity long before the financial crisis began in 2008, so it would be incorrect to point a finger solely at trade agreements as the culprit. The EU has failed to come up with a policy that balances the benefits of free trade with the negative effect of the deals on some local manufacturers. Such deals place automakers in Europe at a disadvantage, some vehicle manufactures say, compared with US counterparts that are now thriving in the wake of a well-executed "auto bailout" by US President Barack Obama. EU countries are expected to decide on 23rd May whether to move forward with the EU-Japan trade talks, since Japan has made progress in recognizing EU conditions. The EU is still demanding that Tokyo end preferential

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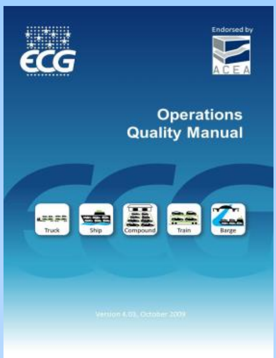

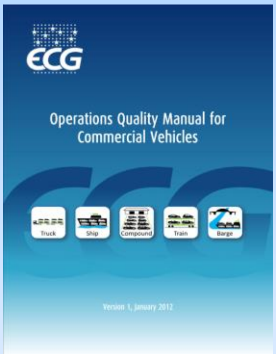

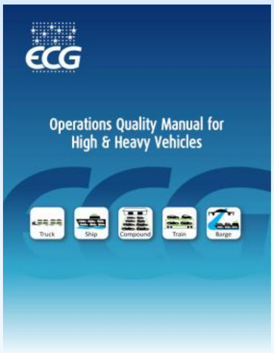

- Written by the Quality Working Group and the H&H Working Group composed of OEMs and LSPs.
- The manuals can be downloaded from: http://www.ecgassociation.eu/PublicationsReports/ECGOperationsQualityManuals.aspx

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tax treatment for domestically produced small-engine cars. Carmakers will no doubt be watching that issue closely.
ACEA has two requests:
1) That Japan adopts international safety and environmental standards used by the EU, instead of sticking to its own, cutting the cost and time for approvals;
2) That Japan ends the preferential tax treatment for domestically produced small engine cars.
This preferential tax treatment means that Europe's smaller cars are excluded from 40% of Japan's passenger car market, ACEA said in a statement. "The elimination of non-tariff barriers will be essential to achieve the ultimate objective that a vehicle manufactured and type approved in the EU will be accepted in Japan without further testing or modification," ACEA said. Deep divisions between European automakers have affected ACEA's position as a lobbying group in the past. With both Toyota and Hyundai among its members, ACEA represents all the automakers building cars in Europe.

Renault-Nissan's Russian resilience has limits

(Source: Automotive News Europe, 14th May 2014) Renault is looking closely at Western sanctions on Russia even though its car making alliance with Nissan appears better positioned than others to ride out the crisis over Ukraine. The European Union and the United States already have imposed economic sanctions on Russia, including some against the Deputy Chairman of AvtoVAZ, the country largest carmaker in which Renault-Nissan has a controlling majority. The political turbulence has dented economic confidence and car sales in Russia have fallen this year, but Renault says it is confident in its long-term prospects. Nevertheless, Western countries have warned of tougher sanctions and Renault and other carmakers are looking to see what effect these could have. "We are still studying the sanctions regime and exactly what it means for Renault," said the company lawyer, who asked not to be named. The Russian domestic car market could plunge as much as 20% this year in the event of a full-blown crisis over Ukraine, according to LMC Automotive, a far bigger contraction than the 2-4% previously forecast. Other foreign automakers and their Russian partners have also been evaluating the sanctions threat to their business. "There is a lot of scenario-planning right now, and the risk profile has taken a step change," said one auto analyst at a Moscow firm, who asked not to be named. While the sanctions so far are largely symbolic, he said, "they do raise the pressure - and with Rostec involved it has some serious implications for Renault-Nissan," due to the fact that Rostec has a stake in AvtoVAZ. Renault has downplayed the effects of sanctions. "We're cautious on the short term in Russia in terms of the economy," Renault-Nissan CEO Carlos Ghosn said while presenting Nissan's earnings this week, "but there is absolutely no concern for mid- and long-term growth prospects." Russia's darkening economic outlook has already long postponed the country's expected overtaking of Germany as the region's biggest car market, which some had predicted this year. Light vehicle registrations fell 4% in the first four months after the market decline gathered pace in April, according to data from the Association of European Businesses. Combined Renault-Nissan-AvtoVAZ sales have fallen 5% so far this year, eroding the alliance's market share to 30.5 percent, far behind Ghosn's long-held goal of 40%.

FCA confirms London HQ

(Source: Automotive Purchasing, 9th May 2014) Fiat Chrysler Automobiles (FCA) Chief Executive Officer Sergio Marchionne has clarified that the newly formed entity's headquarters will be moved from Turin to London. The merged auto group's domicile is seen as a highly sensitive political matter, as the ruling group of Italy's Fiat SpA has had its base in its home country for 115 years. "Headquarters will be in London," Marchionne told journalists during a press conference at Chrysler's headquarters. "It's clear that group executive functions, the Board, my office, some of my functions, need to operate out of London, but that doesn't mean that I'm giving up my operational responsibilities of the US. We

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will be multi-faceted … we will do stuff everywhere." Earlier this year, in January, when Marchionne sealed a $4.35bn deal that lent it full control of the US unit Chrysler Group LLC, the automaker announced that it would have the new group's registration in the Netherlands, the tax domicile in the UK, while the primary share listing would be in New York and a secondary in Milan. According to Reuters, unions and politicians in Italy have been concerned about any potential job cuts as a result of the move of headquarters, yet Marchionne has repeatedly insisted the merger would have no impact on jobs in Italy or elsewhere. Marchionne also said investors overreacted when they sold Fiat Chrysler shares after the carmaker's presentation of an ambitious five-year plan. The stock fell almost 12% (7th May) as analysts questioned whether the FCA boss would manage to boost sales, raise profit and reduce debt, while investing €48bn in a global expansion led by the Jeep, Alfa Romeo and Maserati brands - and without divestments or a share issue.

EBRD mulls €140m loan to Ford Otosan

(Source: Automotive Purchasing, 8th May 2014) The European Bank for Reconstruction and Development (EBRD) has confirmed that it is considering providing a €140m long-term loan to Turkish motor vehicle maker Ford Otosan to finance new product developments, manufacturing modernisation and production capacity expansion, according to an EBRD statement on 8th May. Ford Otosan needs the funds to finance the development of new Ford Ecotorq engines, modernisation of manufacturing processes, modernisation of the existing Cargo model, development of a new Cargo model truck and the increase of truck production capacity at its Inonu plant in north-western Turkey. The proposed loan is a senior unsecured loan of which €70m will be for the account of EBRD and €70m will be for the account of commercial bank lenders. The financing has passed board approval and is pending signing. The collaboration between Ford Otosan, local academic institutions and local suppliers will create a multi-layered skills transfer and demonstrate the essential steps for the creation of an innovation ecosystem necessary to move the industry into higher value added activities, the EBRD noted.

EUROPE

ICO Terminals begins specialised high and heavy cargo operation

(Source: Automotive Supply Chain, 12th May 2014) Japanese shipping company NYK Line and its terminal subsidiary **International Car Operators (ICO)** have loaded two extremely heavy tunnel boring machines and a vertical boring system at Ro-Ro terminals in Antwerp and Zeebrügge. The special cargo is being transported by NYK's Pure Car Truck Carriers (PCTCs) Procyon Leader and Orion Leader, where they are destined for China and Qatar. The machines were manufactured by German tunnelling systems specialist, Herrenknecht AG and Herrenknecht Vertical and in total, have a weight of nearly 2,500 tonnes, a volume of 9250m^3 and are up to 4.5 metres high. In order to load the cargo safely, a total of 87 roller trailers were used. The vessel's main deck height of 6.3 metres means it is ideally suited for carrying this type of civil engineering machinery. For all the partners involved in the project, the spectacular loading operation was just the start of a more than eventful year. Over the coming twelve months, a total of almost 20 tunnel boring machines are to be shipped by NYK from the ICO terminals in Antwerp. The principal recipient is Qatar, which is already making preparations for the infrastructure needed to host the Football World Cup in 2022. With its worldwide Ro-Ro network, NYK Line has been specialising in project cargos for a number of years, along with the shipment of vehicles and all kinds of construction machinery.

ECG AGENDA

► **ECG Board meeting** on **22nd May** in Athens, Greece

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

► **ECG Maritime & Ports Working Group meeting** on **11th and 12th June**, in Le Havre Port, France

► **ECG Board meeting** on **18th June** in London, UK

►**ECG UK & Ireland Regional Meeting** on **19th June**, in London, UK

►**ECG Eastern Regional Meeting in September (date & location TBC)**

► **ECG Board meeting** on **16th September** in Frankfurt, Germany (TBC)

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

►**ECG UK & Ireland Regional Meeting in November (date TBC)**, in Birmingham, UK

BLG reports a tough 2013 but increases vehicle handling

(Source: Automotive Logistics, 12th May 2014) **BLG Logistics** has reported an increase in the handling of finished vehicles thanks to Asian and US exports but its operating results have been hit by poor economic conditions in Europe and a drop in high and heavy, and offshore logistics. The German company handled 7.5m vehicles in 2013, around 100,000 more than the previous year. Of those, 2.18m vehicles processed through the port of Bremerhaven – 30,000 more than in 2012. The company said that the figures primarily resulted from exports to Asia and the US, which accounted for around 80% of activity. Imports through Bremerhaven have been in part lowered because a number of Asian carmakers have set up manufacturing facilities in Eastern Europe and vehicles are no longer moved through the port, though BLG said that this shift has benefited its car transport business and its Kelheim car terminal. At the annual results press conference, held in Bremen last week, CEO Frank Dreeke said that the difficult economic climate had led to heightened competition and considerable pricing pressure. This, coupled with the declining developments in the high and heavy and offshore logistics areas, saw the BLG's operating result drop to €37m, down from €48.6 the previous year. The company has reduced its pre-tax earnings to €20.2m. However, Dreeke added that the company was able to record a growth in sales. "Despite the generally unsatisfactory economic developments, we were able to record growth in sales, with almost €1.2bn for 2013. This corresponds to an increase of 3.1%," said Dreeke. He expects the economic recovery to take some time. "We are doing all possible to ensure our business is profitable, and to consistently implement the new efficiency-boosting and restructuring programmes. Overall, BLG expects a slight increase in sales this year, and an operating result similar to that of 2013." According to the company, its contract logistics business showed positive results with growth across all business fields, and new contracts that included distribution logistics for Bosch Thermotechnik in Butzbach near Frankfurt, and car parts logistics in Brotterode, Wackersdorf and Tuscaloosa in the US. BLG has now established a number of logistics training courses in the US, including at Tuscaloosa county. Following the successful introduction of a course at Brookward high school last year, programmes have now been set up at two more schools: Paul W Bryant and Bessemer. The courses are put together by BLG and the German logistics organisation BVL. Eight students finished the first one-semester class at Brookwood and have all now started full-time jobs with BLG.

Acquisition of two car carriers with long term charters to Höegh Autoliners

(Source: Automotive Supply Chain, 13th May 2014) Ocean Yield ASA has agreed to acquire two Pure Car Truck Carriers (PCTC) of 4,900 car capacity with long-term bareboat charters to **Höegh Autoliners**. The vessels, which were built in 2010, will be delivered to Ocean Yield within Q2 2014 and will from delivery be chartered to Höegh for a period of 8 years. The total investment is approximately $90m. Höegh will have certain options to acquire the vessels during the bareboat charter period, with the first option after five years. The transaction is subject to agreement on final documentation. Höegh Autoliners is a global leader in deep sea Ro-Ro transportation services. The company operates about 60 PCTCs in global trade systems, making around 3,500 port calls and carrying about 2m car equivalent units per year. Oslo headquartered Höegh Autoliners is managing a global network of around 20 offices, owner's representatives and agents. The company has approximately 400 employees ashore and 900 seafarers. Ocean Yield ASA's Chief Executive Officer Lars Solbakken said in a comment: "We are pleased to announce our third transaction with Höegh Autoliners, which is considered to be a leading company in the market for deep sea car transportation. Including the transaction announced on 13th May, our EBITDA charter backlog has now passed $2bn."

Events in Belgium

The European Commission organises the ‘Stakeholder seminar in the framework of the study on the modulation of infrastructure charges to give incentives to equip trains with ETCS’ on **21st May**
http://ec.europa.eu/transport/modes/rail/events/2014-05-21-seminar_en.htm

Automotive News Europe Congress 2014 will be organised in Brussels, on **3-4 June**
http://www.autonews.com/section/ane-congress101

7th SHORTSEA-EURO
ANTWERP 10-11 JUNE 2014

The 7th Shortsea Euro conference will be organised in Antwerp, on **10-11th June**
http://www.navigateevents.com/events/7th-shortsea-euro.html
ECG will attend. A 20% discount is offered by the organisers to ECG members. Please contact the ECG Secretariat for the exact registration details.

The European Transport Safety Council organizes the Road Safety Performance Index (PIN) Conference in Brussels on **18th June**
http://etsc.eu/18-june-2014-road-safety-performance-index-pin-conference/

The uropean Union Road Federation organizes the symposium on future road infrastructure challenges, on **18th June**
http://tinyurl.com/o5fcy45

3M celebrates its work with Tesla

(Source: ERTICO Network, 8th May 2014) **3M**, maker of Post-it notes, Scotch tape and a boatload of everything else, also happens to have a piece of a car company creating a lot of buzz. Maplewood-based 3M celebrated its burgeoning partnership with electric carmaker Tesla Motors on 22nd April as it hosted an event to showcase an assortment of energy-saving technologies that drew honours from the US Environmental Protection Agency, including LED light bulbs and window films. But the sparkling-white 2014 Tesla Model S sedan clearly took centre stage as 3M makes more than a dozen products for the upscale, all-electric car, everything from lining adhesives and fasteners to a new kind of non-lead wheel weight that keeps tires balanced. “We feel it’s been a game-changer in the tire industry, and Tesla has embraced that. They are one of the first of three car manufacturers to embrace it,” said Tracy Termini, 3M’s Account Manager for Tesla. 3M, which also celebrated Earth Day on 22nd April, has worked with Tesla since at least 2008, but its relationship has blossomed over the years and culminated in the Tesla Model S. In many cases, 3M products replaced traditional steel nuts and bolts that are common in steel cars. Because the Tesla is made of aluminium, 3M created a host of lightweight adhesives, Thinsulate sound proofing materials and fabric fasteners that could work with Tesla’s body without adding pounds. That helped Tesla promise customers up to 285 miles (~458km) of driving on one battery charge, provided temperatures were above freezing, said Gayle Schueller, 3M Vice-President of global sustainability. Tesla is just one example of 3M’s sustainability efforts, Schueller said, noting that 3M cut 2m tonnes of waste, from its global plants and operations between 2000 and 2012. The reduction, which is part of 3M’s Pollution Prevention Pays programme, includes greenhouse gases, water and raw materials, Schueller said. 3M has worked to share its waste-saving practices with partners like Tesla, she said. To demonstrate how the non-lead wheel-weight technology works, 3M’s Fred Koerschner, rolled a large tire rim into a conference room for a visitor to see. “This is the rim for the Tesla,” said Koerschner, who heads global marketing operations for 3M’s automotive division. “Usually whenever you get new tires on your car, they have to rebalance the wheels and use clip-on lead weights. That requires storage costs … and if they come loose, that lead is in the environment.” But he said 3M worked with its customers to develop a lead-free metal-alloy tape that is attached with a high-performance adhesive. The company puts it inside the wheel well so it’s less likely to come off. The company introduced the tape five years ago for the aftermarket auto shops but today it is slowly “added to” the factories of carmakers, said Koerschner. Besides Tesla, General Motors and BMW are now also among 3M’s customers.

ECG Note*: 3M will sponsor ECG’s Spring Congress & General Assembly which will be held on 22-23 May in Athens. For 75 years, 3M has developed technologies to create products that make roads safer. The company has been manufacturing reflective sheeting products for traffic signs since 1939. The latest additions to 3M roadway safety and AVI solutions are next-generation ANPR (Automatic Number Plate Recognition) integrated camera and software systems, and passive RFID (Radio-frequency Identification) technology solutions. These include ANPR and RFID solutions for applications such as Journey Time Measurement Systems (JTMS), average speed, tolling, vehicle logistics/ parking/ access control, and low emission zone enforcement. The company will have a stand at the ECG Spring Congress & General Assembly displaying an RFID reader, antenna and an ANPR camera, as well as examples of reflective sheeting.*

More info on the ECG Spring Congress & General Assembly can be found here:
http://www.ecgassociation.eu/activities/ecgspringcongressgeneralassembly/scgaathens2014.aspx

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HGV Road User Levy raises £7.6m in five weeks

(Source: Commercialmotor.com, 9th May 2014) The Department for Transport (DfT) has raised £7.6m from levy fees alone, since the introduction of the HGV Road User Levy on 1st April. After revealing the sum via a Tweet a spokesman for the DfT said that the sum, generated over the first five weeks of the levy, was derived purely from foreign-registered operators paying the charge and not from fines for failure to comply. This amount is, at face value, much higher on a monthly basis than the DfT's previous prediction that the levy would generate around £20m annually. However, it may represent a peak payment month as foreign-registered vehcile operators have the option to pay a yearly levy fee, which would likely result in a drop in levy revenue in the coming months. Last month the DfT said that over 200 fines had been issued to operators that had not paid the HGV Road User Levy in its first two weeks. Furthermore some 92,000 levies have been purchased during that period and nearly 78,000 trucks have been registered by operators in 56 different countries.

Rail and road planning must be joined up in the UK

(Source: Public Sector Executive, 7th May 2014) Passenger and freight traffic must be better co-ordinated across the UK's road and rail infrastructure to deliver future prosperity, the UK House of Commons' Transport Committee has stated. Launching two reports – one examining the proposed planning policy framework for nationally significant road and rail infrastructure projects and the other examining the strategic road network in England – the MPs added that effective regulation and long-term funding plans are essential for investment in the country's transport network. Louise Ellman MP, Chair of the Transport Committee, said: "The DfT (Department for Transport) must plan for new road and rail investment by looking at future passenger and freight demand by route or region, not by looking at road or rail in isolation from each other, as is done at the moment." She added that "there must also be a more transparent system for road planning as part of a wider national transport strategy. As part of this, the DfT's National Transport Model (NTM) should be subjected to proper scrutiny. The Department has already conceded that it does not work well for forecasting London traffic and needs to be reviewed." In their report examining the National Policy Statement on National Networks, the Transport Committee recommended that the DfT needs to specify more types of transport scheme – such as enhancements to promote regional economic development; better east-west connectivity on the railways; better road and rail connections to ports and airports and to parts of the country currently not well served by existing infrastructure. It should also provide clearer guidance about when the benefits arising from any scheme would justify such impacts; address criticisms of the DfT's road and rail demand forecasts more explicitly; and include an estimate of the impact on UK carbon emissions of meeting projected demand for growth in road traffic by building more road infrastructure. The Transport Committee has suggested that the DfT must develop a transparent system of road planning as part of a wider national transport strategy. The DfT should commission integrated passenger and freight plans for strategic transport routes, rather looking at one mode of transport in isolation. In response to the reports, a Department for Transport spokeswoman said the government was tripling the amount of investment in roads to over £3bn a year and will spend £28bn up to 2021. "Alongside our National Policy Statement which supports a balanced package of developments across the road and rail networks – including investment in sustainable transport – our plans will ensure road users get a network that is fit for the 21st century." However, Ellman stated that if the Committee's recommendations are overlooked then the UK won't develop the kind of transport infrastructure that it needs over the longer term.

To access the two reports referred to in the article, please follow the links:
http://www.publications.parliament.uk/pa/cm201314/cmselect/cmtran/1135/1135.pdf
http://www.publications.parliament.uk/pa/cm201314/cmselect/cmtran/850/850.pdf

Italy: Eni paves the way to LNG

(Source: Ship2Shore, 12th May 2014) Eni launched the Piacenza LNG station, the first Italian liquid methane station committed to heavy transport vehicles that will be followed by further installations envisaged by Eni on major Italian road-transport corridors within the next four years. Eni's plan aims at promoting low-impact fuels providing innovative and highly technological solutions. LNG is a natural gas converted into a liquid form by chilling it to -161°C and in order to deliver it to specific gas stations, particular cryogenic tanks depart from suitable coast depots which in turn are supplied by methane tankers. Currently several port terminals are suited to load cryogenic tank-tainers, for example in Belgium and Spain, European leaders in the LNG market. Methane plants can be established even when no pipelines are available thanks to purposely suited LNG storing stations. Moreover, Eni takes part in the 'LNG Blue Corridors', a European plan targeting construction of LNG stations providing low impact fuels along four major north-south European trade corridors. The new Piacenza installation entails a high quality standard to continue Eni's engagement in LNG development. Its inauguration was attended by an officer from the European Commission's Directorate General for Transport, Antonio Tricas-Aizpun. Angelo Fanelli, CEO of Eni Refining and Marketing, said that their 4 years plan encompasses twenty LNG stations in Italy.

REST OF THE WORLD

BMW may build Minis in Mexico

(Source: Automotive News Europe, 15th May 2014) BMW Group may build Minis alongside BMW 3-series and 1-series cars at a new plant in Mexico, the German daily *Handelsblatt* reported. CEO Norbert Reithofer has said that BMW will need an additional factory in North America to meet rising demand but so far the company has not said whether it favours Mexico or the United States for the plant. The automaker also has not said which vehicles it would build at a new factory. *Handelsblatt* said BMW executives favour Mexico for the factory and the company is considering building Minis and its smallest BMW brand vehicles there because these are lower margin vehicles and building them locally would boost profits. A decision on the plant will be made by the BMW supervisory board in the second half of the year, the paper said in a report published 14th May, citing company sources. A BMW spokesman declined to comment, telling *Automotive News Europe* that the report was "mere speculation". BMW is keen to boost output in North America to save costs associated with importing smaller, lower-margin models under a strong Euro. The company is raising annual capacity at its plant in Spartanburg, South Carolina, by 50% to 450,000 vehicles as it adds a large SUV called the X7. A plant in Mexico would raise North America production capacity to 600,000 vehicles, the news source said. BMW currently builds Minis in Oxford, England, but the plant has reached its capacity of about 260,000 units per year. The company is adding additional Mini production in the Netherlands.

Nissan adds Indian PDC and plans Datsun dealerships

(Source: Automotive Logistics News, 14th May 2014) Nissan has opened a parts distribution centre (PDC) outside Chennai in an effort to expand its service network in India to meet demand in line with the growth of vehicle sales in the country. Situated in the SKCL Industrial Part in Sriperumbudur Taluk, it brings the number of PDCs Nissan operates in the country to three. Nissan Motor India will manage the centre with the support of logistics providers Indospace, Nippon Express and Yusen Logistics. Earlier this year Nissan Motor India took over distribution of its parts and finished vehicles from Hover Automotive India, its former distributor. In other news the carmaker has said it will be establishing a network of dealerships in India this year exclusively for its Datsun compact brand. It currently sells the Datsun Go model at Nissan dealerships in the country and has sold more than 5,000 since it was introduced onto the market there in March this year. Production of the brand began in February at the Renault Nissan Alliance plant in Oragadam, near Chennai. In April, the company sold more than 2,600 units of the Go in India, accounting for nearly half of Nissan's total sales of 5,300 units there, including Nissan brands Micra, Sunny and the SUV Terrano. Sales for that month were four times what they were in April last year when it sold 1,200 cars. Nissan has also recently introduced the Datsun Go+ on the Indonesian market. The vehicle will be made at its new 60,000m^2 plant in Purwakarta, West Java.

PRESS RELEASES

New ECG Permanent Sponsor Musco – Ferrostaal GmbH

*(Source: **Musco Ferrostaal**, 16th May 2014)* It is with pleasure to introduce to you the new sponsor of ECG, Musco Ferrostaal GmbH. Musco Ferrostaal GmbH is a joint venture between Musco Lighting LLC from Iowa, USA, and Ferrostaal Industrial Projects GmbH from Essen, Germany. Over the past 40 years Musco has been

very successful in the USA, Canada, Gulf Region, UK, Japan and Korea. Musco Lighting is manufacturer of systems for large area lighting applications such as sports stadiums, racing circuits and hockey pitches, as well as for rail yards, airports, shipping ports and other logistics facilities.

Musco Lighting have already equipped many container- and car terminals with large area lighting systems achieving excellent results by utilising advanced sky glow and spill and glare control technology. By eliminating energy wasting issues such as spill and glare one saves a lot of energy and avoid environmental related problems in the surroundings of the facility.

This counts for conventional metal halide fixtures, as well as our LED fixtures. References are among others Union Pacific Railways, APMT, DP World, Yankee Stadium, Wimbledon, etc.

It is the objective of the joint venture Musco Ferrostaal GmbH to sell the Musco Large Area Lighting in Europe. In light of this, Musco Ferrostaal considers ECG a very important network and, as a consequence, it is logical to join this network by a sponsorship.

Musco Ferrostaal is happy having been able to convince the former President of ECG, Mr Frits Mehrtens, to support the effort of developing the market for Large Area Lighting in Continental Europe.

Should you plan to invest in new lighting systems or believe that retrofitting your existing lighting may bring cost savings you may contact Mr Hauke Petersen on +492018185103, mobile +4916097824263 or Frits Mehrtens +492018181161, mobile +31639229411. Alternatively you can send an e-mail to hauke.petersen@musco.com or frits.mehrtens.ext@ferrostaal.com.

IRU kicks off Road Safety Week with new Crash Prevention training

(Source: IRU, 12th May 2014) Kicking off the 2014 UN Road Safety Week, the International Road Transport Union (IRU) Academy launched on 12th May its new Crash Prevention Programme specifically designed to raise risk awareness and encourage road safety best practices among commercial drivers.

The programme aims to reduce the number and severity of accidents by addressing general road safety issues through highly interactive training that focuses on the consequences of unsafe driving behaviours.

The training notably uses the latest software to demonstrate more than 50 driving simulations of critical events. Other training materials include on-board camera videos of real-life crashes, a compelling mini-documentary about a driver’s personal experience in a fatal crash, quick reference guides, driving tips, and thought-provoking quizzes to challenge driver misconceptions about road safety.

Commenting on the new programme, Head of the IRU Academy, Patrick Philipp, said, “Human error is the main cause of 9 out of 10 heavy vehicle crashes. That’s why we are tackling this issue directly at the source of the problem – the human factor.”

Indeed, according to the European Truck Accident Causation (ETAC) study, 85% of all road accidents are mainly caused by human error. As road safety is a top priority for the industry, the IRU Academy developed this programme to minimise the human suffering and heavy economic impact due to accidents, which could be avoided through proper training.

“Our Crash Prevention Programme speaks to both new and experienced drivers using simple language to raise risk awareness and encourage self-observation. Even the best drivers can fall into bad habits over time. We want to give them the necessary training to put the odds in their favour so that everyone makes it home safely at the end of the day”, concluded Mr Philipp.

More on the IRU Academy cash prevention training:
http://www.iru.org/en_academy_crashprevention

IRU and UIC join forces to raise awareness of transport professionals on level crossing safety

(Source: IRU, 14th May 2014) In the framework of the Anniversary of the UN Decade of Action for Road Safety 2011-2020, the International Road Transport Union (IRU) and the International Union of Railways (UIC) joined forces to initiate a Level Crossing Safety Checklist to raise awareness of transport professionals on the issue and reduce related casualties.

UIC General Director, Jean-Pierre Loubinoux, stressed, “We have been working for years on this risky interface but strengthening collaboration with road organisations such as the IRU is the key to improving safety at level crossings at the highest level possible.”

Level crossings are a common and necessary interface between road and rail infrastructures. However, despite level crossing removals, in recent years, on average one person per day has been killed and close to one seriously injured at level crossings in the EU, where collisions at level crossings represent 25% of all railway accidents, leading to 29% of all fatalities on the European railways.

In addition to these casualties, collisions can also have a significant economic impact on society. Damages to road and rail vehicles can prove costly and cause huge traffic disruptions to both rail and road.

Commenting on the UIC/IRU collaboration, President of the IRU Commission for Road Safety, Rob Aarse, said, “For true road transport professionals, every road accident is one too many. We welcome this opportunity to work together with the UIC in tackling the issue of level crossing safety so that we can raise awareness among drivers of potential dangers and ultimately save lives.”

Beyond raising driver awareness, this co-operation will also help the two organisations enhance knowledge and safety in the design and use of level crossings.

Rail freight delivering £1.5bn a year benefit to Britain

(Source: Rail Delivery Group, 14th May 2014) British businesses are saving £1bn a year – or £2.7m a day – by using rail to transport goods, according to a new report published on 14th May by the Rail Delivery Group. A further £500m a year of economic, environmental and social benefits come from rail freight reducing the number of lorries on roads. Last year, more than 7.6m road journeys were saved by transporting goods by rail, the equivalent of around 7,000 HGVs driving from London to Edinburgh every day, says the report based on analysis carried out by accountants at KPMG.

Since freight was opened up to private competition and investment in the mid-nineties, billions of pounds have been invested in the sector, including on more efficient, longer trains which each carry an average of 50% more cargo than 10 years ago. Over the next five years, rail freight operators plan to invest hundreds of millions of pounds to carry more goods, faster, more efficiently and with even greater reliability.

Investment has helped rail freight in Britain grow by 70% in the past 20 years and increase its share of the market for transporting goods, in contrast to some still largely European state-run railways. The sector is now vital to Britain’s economic competitiveness. It transports over £30bn worth of goods a year from supermarket groceries and premium whiskies to over half the fuel delivered to power stations to generate electricity.

Rail freight also helps ensure British manufacturing can compete globally by sending products on the first leg of their global journey, connecting factories with container ports. Peter Maybury, Chairman of Freightliner and the RDG freight group, said: “High levels of private sector investment and innovation matched by significant infrastructure improvement are now helping rail freight to bring £1.5bn a year of benefits to Britain’s businesses and the wider economy. Rail freight helps keep shop shelves stocked and the power on while taking thousands of lorries off the roads, reducing harmful emissions and keeping Britain competitive in the global economy. Rail freight has been transformed over the past two decades and is set to keep growing. By continuing to drive efficiency and improve performance, operators could help more than double the size of the sector over the next three decades and increase the economic benefits of rail freight to over £4bn a year.”

To download the ‘Keeping the lights on & the traffic moving – report on the value of rail freight’, please follow the below link:
http://www.raildeliverygroup.com/what-we-do/our-reports-presentation-speeches/