ECG News

Truck Ship Compound Train Barge

ECG – The Association of European Vehicle Logistics

Issue 14.29, 28th July – 1st August 2014

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NEWS FROM BRUSSELS

EU supports key TEN-T infrastructure projects with over €320m

(Source: European Commission, 30th July 2014) From the last Calls of the Trans-European Transport Network (TEN-T) Programme the European Commission selected a total of 106 projects that will benefit from over €320m in EU support for improving transport infrastructure across Europe. The 52 projects selected from the 2013 Multi-Annual Call and the 54 from the 2013 Annual Call will use the EU's financial support to bring forward the completion of the TEN-T network as well as studying innovative ways of reducing the transport sector's carbon footprint. European Commission Vice-President Siim Kallas, responsible for transport, noted: "I am very happy to see that over one hundred new projects will take off thanks to EU financial support under the 2013 TEN-T Calls. These key projects with European added value will contribute to delivering a complete transport network supporting seamless mobility of goods and people throughout the European Union." The 2013 Multi-Annual Programme Call provides €230m of funding to 52 projects financing the highest priorities of the TEN-T network, focusing on five modal areas:

- Air Traffic Management (ATM) - 6 projects selected, €9.39m in funding;
- European Rail Traffic Management System (ERTMS) - 10 projects selected, €37.63m in funding;
- Intelligent Transport Systems (ITS) - 6 projects selected, €52.81m in funding;
- Motorways of the Sea (MoS) - 15 projects selected, €78.10m in funding;
- Priority Projects (PPs) - 15 projects selected, €52.07m in funding.

The 2013 Annual Programme Call gives financing for a similar number of projects covering the different modes of transport, but also focusing on the decarbonisation of transport. This Call grants €90.7m in total funding in two main priority areas:

- Priority 1 - Studies on the acceleration/facilitation of the implementation of TEN-T projects - 27 projects selected, €27.03m in funding;
- Priority 2 - Measures to promote innovation and new technologies for transport infrastructure and facilities contributing to decarbonisation or the reduction of the external costs in general - 27 projects selected, €63.66m in funding.

The projects will be monitored by the Innovation and Networks Executive Agency (INEA, http://inea.ec.europa.eu/), working together with the project beneficiaries across the Member States and under the auspices of the Directorate-General for Mobility and Transport (DG MOVE) of the European Commission. These last TEN-T selection decisions pave the way for the first Calls for Proposals which will be issued under the transport part of the Connecting Europe Facility (CEF) in September 2014.

Manufacturing sector to reach 20% of GDP by 2020

(Source: Italian Presidency of the Council of the EU, 22nd July 2014) The Italian Presidency is preparing a document with guidelines for the Industrial Compact implementation, the strategy for revitalising European industry, through which the manufacturing sector should reach 20% of GDP by 2020. This was stated by the Italian Economic Development Minister, Federica Guidi, at the end of the first day of the Informal meeting of the Competitiveness Council, which focused on the future of the European Union industry and took place on 21st July in Milan. Ms Guidi noted that the Ministry for Economic Development is setting up a task force, in co-operation with other Ministries, for the development of a document which will be completed by the end of this year. European Industry and Research Ministers will meet again on 25th-26th September and on 4th-5th December at the Competitiveness Councils.

ECG Note*: The Commission published a Communication for a European Industrial Renaissance in January 2014 which is currently in a preparatory phase*

in the European Parliament. In this document, the Commission called for re-industrialisation efforts in order to raise the contribution of the industry to the EU GDP to as much as 20% by 2020. The Commission published its 'EU industrial structure report 2013' in February 2014 which highlights that most sectors have still not regained their pre-crisis output level and that significant differences exist between sectors and Member States.
To read the Commission's Communication and report, please follow the below sites: http://ec.europa.eu/enterprise/policies/industrial-competitiveness/industrial-policy/communication-2014/index_en.htm and http://ec.europa.eu/enterprise/policies/industrial-competitiveness/competitiveness-analysis/eu-industrial-structure/

AUTOMOTIVE INDUSTRY

Italy mulls incentives to boost car sales

(Source: Automotive News Europe, 29th July 2014) The Italian government is considering offering tax incentives to encourage new car purchases by both private and public sector owners, Transport Minister Maurizio Lupi said. "We are thinking of using fiscal levers to encourage a renewal of our car stocks," Lupi told reporters on 29th July. "We are evaluating this project because that is what it means to have an industrial policy for this country," he said, giving no details. He said he would meet Industry Minister Federica Guidi to consider the proposals which would concern both privately owned cars and publicly owned vehicle fleets. The proposals would then be looked at by the Economy Ministry and Prime Minister Matteo Renzi's office. Italy is Europe's fourth-largest automobile market but sales suffered badly during its worst post-war recession and industry groups have warned a recovery this year is fragile. Sales rose 4% in June compared with the same month a year before, although carmakers association ANFIA highlighted that monthly sales in June 2013 had been the lowest since 1978. The Italian government has offered tax breaks in the past to encourage people to buy more cars, a move which was aimed at supporting its national champion Fiat, soon to finalize a merger with Chrysler to become Fiat Chrysler Automobiles. Fiat Chrysler employs around 62,000 people in Italy and supplies about 27% of Italy's car market. Filippo Pavan Bernacchi, president of car retailers group Federauto, welcomed the idea, saying the measures should be aimed at sustaining a market that is "short of breath". Lupi said Italy's buses and cars are older than the European average. The average age of private and public buses in Italy is 13 years and cars are on average 10 years old, compared with seven years for both kinds of vehicles in the wider European Union.

Daimler confirms Sindelfingen plant revamp

(Source: Automotive Purchasing, 30th July 2014) Daimler has officially revealed a plan to invest €1.5bn in upgrading its Sindelfingen plant by 2020, after labour representatives agreed to cost and efficiency measures designed to save a triple-digit million Euro amount. The Mercedes-Benz factory in Sindelfingen, Germany, will generate at least €100m in savings through the labour agreement, which gives the company greater flexibility to assign production shifts, especially during the ramp-up and phase-out of a model, Daimler said at a press conference at the plant on 30th July. "The agreement combines investments for the future with the necessary savings," Chief Executive Officer Dieter Zetsche said in the statement. "With this package, we strengthen Sindelfingen's position and secure jobs." The plant modernisation is part of Zetsche's strategy to increase operating profit at Daimler's car-making division to 10% of revenue to outpace earnings at larger competitors BMW and Audi by the end of the decade. Zetsche also wants Mercedes to beat the other two manufacturers in luxury-auto deliveries by then. Daimler will build a new body shop, paint shop and logistics centre at the Sindelfingen site, as well as an additional assembly hall for the next version of the

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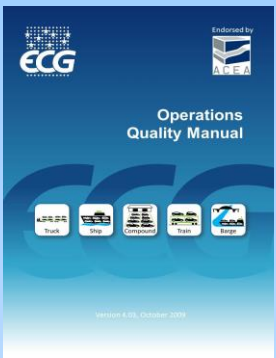

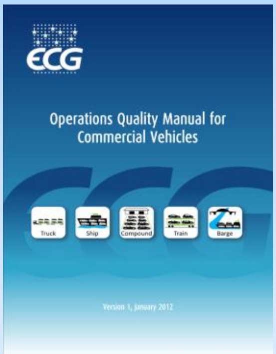

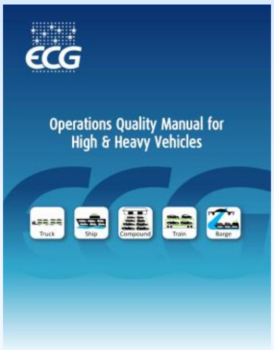

- Written by the Quality Working Group and the H&H Working Group composed of OEMs and LSPs.
- The manuals can be downloaded from: http://www.ecgassociation.eu/PublicationsReports/ECGOperationsQualityManuals.aspx

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up-market Mercedes E-Class sedan. The factory, with a workforce of 22,000 people, makes Mercedes's high-end S-Class sedan, the CLS coupe and its wagon-like shooting brake variant, as well as the current-generation E-Class. Permanent contracts will be offered to 100 temporary workers, Daimler said. Daimler reached a separate accord recently with employees of its German distribution network, enabling the company to sell some Mercedes dealerships in the country while excluding mass layoffs through 2013.

Cars and CO_2 law spurs automotive innovation as electric vehicle sales double in 2013

(Source: Transport & Environment, 30th July & EurActiv 31st July 2014) Sales of electric vehicles (EVs) have doubled annually in Europe since they were first marketed in 2010, the electrification section of T&E's Cars and CO_2 report reveals. More than one in every 20 new auto-buyers in the Netherlands and Norway are opting for battery-powered cars. The paper found that 50,000 plug-in vehicles were sold across the EU in 2013 – 0.4% of all car sales – with the market set to grow to 100,000 vehicles by 2015, 500,000 by 2021 and 1 million by 2025, if the trend continues. A quarter of the world's electric cars are now sold in Europe but the USA and Japan represent the largest global markets, with a flexible mandate helping California to achieve a 4% market share. T&E advocates a similar policy for the EU as "the most effective approach," rather than encouraging EV sales through the flawed system of 'super-credits' that simply reduce the need for carmakers to improve the efficiency of conventional vehicles. According to T&E, an EU-wide mandate of 10% sales by 2025 is "achievable". The report highlights the importance of establishing new car emissions standards for 2025 and 2030 to ensure investment in low-carbon vehicles technologies is maintained. It warns that proposals by German carmakers to include transport in the Emissions Trading Scheme (ETS) would lead to higher transport emissions, more oil imports and less innovation in low carbon vehicle technologies because the ETS wouldn't require emissions reductions in the transport sector. "Including transport in ETS would put a brake on low carbon vehicle innovation. Emission standards complemented by targets for ultralow carbon efficient cars will ensure the current rapid pace of innovation is maintained," Archer noted. "Electric vehicles can play an important role in the shift to more sustainable mobility, and their increasing sales are being driven by carmakers' need to innovate to meet EU CO_2 regulations," he continued. Cars are responsible for 15% of Europe's total CO_2 emissions and are the single largest source of emissions in the transport sector. However, analysis by the International Council on Clean Transportation indicates that car manufacturers respond most rapidly to stringent EU targets, increasing their emissions-reduction rate from 1% to 4% a year after mandatory EU targets were introduced in 2008. Average CO_2 emissions from new cars decreased commensurately from 162g/km in 2005 to 127 g/km in 2013, comfortably below the EU's 130g/km target for 2015. The rules require further decreasing CO_2 emissions of cars to 95 g/km by 2021. The T&E report also highlights that the top three selling EV models in 2013 were all new entrants to the market (Renault Zoe, Mitsubishi Outlander and Volvo V60 Plug-in). In contrast, sales of the best-selling models in 2012 (Opel Ampera and Peugeot Citroën iOn / C-zero) both fell significantly.

To read the report, please follow the link below.
http://www.transportenvironment.org/publications/electric-vehicles-2013-progress-report

BCG study on automotive aftermarket

(Source: ACEA, 30th July 2014) The Boston Consulting Group (BCG), in collaboration with the European Automobile Manufacturers' Association (ACEA), has investigated the dynamics of the European automotive aftermarket. This study surveyed executives of European automotive manufacturers and conducted extensive interviews with industry experts from across the aftermarket spectrum.

ECG Academy

Course 9 will commence in October 2014

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

Benefits:

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

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The research identified trends that will shape competition over the next few years. The analysis revealed three key elements. First, the increasing complexity of motor vehicles - particularly of cars - is pushing the aftermarket repair business toward greater scale and consolidation. Second, non-traditional players, such as insurers, fleet operators and leasing companies are reshaping the marketplace by steering business to their selected repair networks. Finally, authorised and independent repair providers are more aggressively pursuing market share by poaching one another's customers.

To read the BCG study, please visit this website:
http://www.acea.be/publications/article/bcg-study-returning-to-growth

EUROPE

Le Havre obtains ISO 9001

(Source: World Cargo News, 29th July 2014) The Port of Le Havre, part of the **HAROPA** marketing alliance, has been awarded ISO 9001 certification. This international certification rewards the efforts of all the services of HAROPA [Seine artery ports of Le Havre, Rouen and Paris] to improve customer service quality over the past four years, stated the Grand Port Maritime (GPM) du Havre. The audit was conducted between 17th and 25th June by AFNOR Certification. AFNOR concluded that the management system of the Port of Le Havre is in full accord with the ISO 9001:2008 norm. Among the strengths identified by AFNOR was the motivation of the staff of the Port of Le Havre to quantify and measure the satisfaction of customers. "In a context marked by safety and security, [we] invest in quality and customer satisfaction," said Jean-Louis Le Yondre, President of the Development Board of GPM du Havre. "The HAROPA port area can be proud of this certification, which strengthens its development." The three HAROPA ports all hold already an ISO certification:

- ISO 28000: Security management systems for the supply chain; Port of Le Havre obtained this certification in 2010.
- ISO 9001: Quality management systems: Port of Rouen obtained it in 2013 for hosting vessels and also for the maintenance of ships.
- ISO 14001: Environmental management systems; Port of Paris obtained this certification in 2013 for the use of the multimodal platform in Gennevillers.

Port of Pasaia handles first Opel Mokka units

(Source: Automotive Logistics News, 29th July 2014) The Basque port of Pasaia (Pasajes) in Spain has begun handling its first Opel Mokka SUVs. In May, the Opel plant at Figueruelas (Zaragoza) announced that this year's production forecast for the model had been raised by 13,000 units. Short-sea operator **UECC** has said that for 2014 the number of Mokka units channelled through Pasaia will be relatively modest, given that assembly began only recently. However, in 2015, Pasaia is expected to be handling significant volumes of this model. Opel, for its part, has stated that, in 18 months, it has received orders for 215,000 units for customers across Europe. Full production of Mokkas at Figueruelas is now expected to be achieved in September, with the majority of parts and components to eventually be built in Europe, of which 40% is sourced in Spain. Mokkas at Figueruelas are currently being assembled from complete knockdown kits initially built in South Korea, with **GEFCO** managing the logistics chain. Kits are loaded aboard Maersk container vessels at the Korean port of Incheon, arriving at the **Port of Barcelona** (or Valencia if necessary), with around 400 containers a month then transported by rail to the inland container handling facility Terminal Marítima de Zaragoza (TMZ). Block trains of up to 750 metres in length can be scheduled. On 22nd July TMZ officially inaugurated a new 12,000m^2 area built specifically to handle the additional Opel traffic, which will account for 20-25% of the total container traffic there. The new extension brings the total operating area

ECG AGENDA

►**ECG Board Meeting on 10th September**, in Turin, Italy

►**ECG Eastern Regional Meeting on 25th September,** in Sofia, Bulgaria

►**ECG Maritime & Ports Meeting,** in Le Havre, France **on 29-30th September**

►**ECG Land Transport Meeting,** in Hannover, Germany **in September (TBC)**

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

►**ECG Academy Alumni Meeting on 7th November**, in Munich, Germany

►**ECG UK & Ireland Regional Meeting on 12th November**, in London, UK

►**ECG Dinner Debate in the European Parliament, on 19th November (TBC),** in Brussels, Belgium

►**ECG Board Meeting, on 20th November,** in Brussels, Belgium

►**ECG Maritime & Ports Meeting, on 20-21st November,** in Zeebrugge, Belgium

of the terminal to 37,500m^2. From the inland port, now Spain's second busiest, the containers are moved by road by the Sesé Transport Group to a 30,000m^2 warehouse at the El Pradillo industrial estate adjacent to the assembly plant, where they are stripped from the containers and stored. Sesé, which will oversee stock control, will move pieces and components to the plant in the following four to eight hours. A team of some 50 employees receive inbound consignments at the plant, with the vast majority of the pieces moved directly onto the line, as part of a lean-manufacturing process. Finished vehicles, finally, are moved to the port of Pasaia for export to destinations in Europe.

NIB provides new loan to Lithuanian Railways

(Source: European Railway Review, 18th July 2014) NIB (National Investigation Bodies) and the Lithuanian railway company AB Lietuvos gelezinkeliai (Lithuanian Railways) have signed a new 18-year, €53m loan agreement for the construction of a European-gauge track and the modernisation of the Trans European east–west corridors in Lithuania. The loan will facilitate the construction of a 115-kilometre, European-gauge (1,435mm) railroad track parallel to the existing wider-gauge (1,520mm) line from the Lithuanian–Polish border to the city of Kaunas. Loan funds will also be allocated for upgrades to parts of the Trans European east–west corridors. The branches Kiev–Minsk–Vilnius–Klaipeda and Kaunas–Kaliningrad carry about 90% of all railway transit cargo and about 70% of the railway passenger transportation in Lithuania. Lithuanian Railways' investment in the modernisation of this railway infrastructure is being co-financed from EU structural funds. This is already the second loan for the purposes of this investment programme. The previous loan, totalling €114m, was signed in June 2013. Lithuanian Railways is a state-owned company that administers the public railway infrastructure and provides freight and passenger transportation services. Lithuania's total railway network measures 1,767km. The main commodities transported on rail through Lithuania are oil and its related products as well as mineral fertilisers.

Russia still eyed by carmakers despite more stringent sanctions

(Source: Automotive Purchasing, 30th July 2014) As the United States and European Union ramp up their actions against the Russian regime with the announcement of new sanctions, the country continues to be considered by major carmakers, such as General Motors, Ford, Volkswagen, Renault-Nissan, as an emerging market that could have a key strategic position. The US and the EU have between them just implemented further sanctions against the country, targeting its energy, banking and defence sectors in the strongest international action yet over Moscow's alleged support for armed groups in eastern Ukraine. President Obama said on 29th July in Washington: "If Russia continues on this current path, the costs on Russia will continue to grow. Russia's actions in Ukraine and the sanctions that we've already imposed have made a weak Russian economy even weaker." In terms of the West's car-making ambitions, a key challenge with regard to Russia – where the industry has invested heavily in developing local production to cater for what was just two years ago very healthy demand growth – is that today's political tension fuels the already dwindling demand triggered by an economic slowdown. All carmakers now fear the onset of an even more pronounced slump in demand in the second half of the year. Volkswagen CEO Martin Winterkorn said last year that Russia is its "No. 1 strategic growth market in Europe." AEB, the auto industry body in Russia, has revised its full year prediction for 2014 to a 12% decline in new car sales, reaching just 2.45 million vehicles. At the start of the year, the association only forecasted a 2% slump. The difference underlines the rapid decay the auto market has seen in recent months, a dip that could jeopardize future foreign brand investments in the country. Meanwhile, in Brussels, diplomats are following suit, lining up alongside the United States, with ambassadors from the 28 EU Member States agreed to restrictions on trade of equipment for the oil and

Events in Brussels

European Voice organizes an international conference on 'Vehicle connectivity', on **18th September**
http://www.development-institute.com/en/sitededie/41/connected_vehicles/event?origine=5562

Green eMotion EU flagship project holds 'The Green eMotion electric rally:
A showcase of an interoperable e-mobility system' **on 18th September**
http://www.eurelectric.org/events/2014/green-emotion-electric-rally-to-brussels/

HIT Rail will hold the 'Interoperability in Practice' workshop for the railway industry on **9th October**
http://interoperability.hitrail.com/

INEA holds the 2014 CEF Transport Info Day, on **9-10th October**
http://inea.ec.europa.eu/en/news__events/events/2014_cef_transport_info_day.htm

CLECAT organizes the '2014 Freight Forwarders Forum, Envisioning the Future of Logistics: Challenges and Solutions Explored' on **6th November**
http://tinyurl.com/nc4bsv5

defence sectors, and "dual use" technology with both defence and civilian purposes. Russia's state run banks would be barred from raising funds in European capital markets. The measures would be reviewed in three months.

REST OF THE WORLD

VW mulls planning centre in Brazil to revive sales

(Source: Automotive Purchasing, 28th July 2014) Volkswagen is looking to Brazil in order to help cater to the needs of the market as a slowing economy weighs on its sales in Brazil. Volkswagen has been discussing a strategy to set up a planning centre in South America to boost sales in one of the world's fastest growing car markets. VW, the biggest automotive group in Europe, has been tipped to invest €3.6bn into Brazil, focusing on new models, plants and technology up to 2018. Brazil's slow growth, that was once one of the quickest emerging economies, saw the German group's sales plummet a further 18%, from the 13% decline in 2013, in the first half of this year to 271,700 vehicles. VW is considering the development planning centre as it will ensure that cars will provide more for the needs of South America's largest economy, however the strategy has not been formally spoken of, with one VW spokesman denying the plans. VW recently stated its plan to establish a centre at its US plant in Chattanooga, Tennessee to combat their declining deliveries. VW's aims consist primarily of hiring around 200 engineers to monitor the world's No. 2 auto market more closely and revamp vehicles at a faster rate. VW has witnessed a decline of its sales in North America since a 2011-2012 surge, damaging the automaker's long-term targets. Just like VW, carmakers in general believe that Brazil, although currently witnessing an economic dip, nonetheless provides a significant opportunity for car makers and the automotive industry. VW will spend €150m to kick-off production in 2015 in its São José dos Pinhais, whilst rivals BMW are investing €200m into their Santa Catarina plant – starting production by the end of 2014.

South Africa's Numsa strike ends on wage deal

(Source: Automotive Supply Chain, 29th July 2014) After four weeks of strike action, South Africa's metal workers federation (Numsa) is reported to be starting back to work on 29th July after accepting a wage deal from employers. A strike by over 200,000 Numsa members halted production at automakers including General Motors and disrupted construction of new power plants. Numsa, South Africa's largest union, accepted a 10% annual pay increase fixed for three years for its lowest-paid workers, ending the strike that dealt a blow to South Africa's growth. However, some confusion remains, as one of the employers' associations involved in the talks said it did not accept the deal and would lock out workers who had been on strike. Another employers' group said it was happy that the stoppage was over. Analysts said the contrasting responses of different employers' groups could stoke fresh tensions on the ground. The National Employers' Association of South Africa (Neasa), which represents about 3,000 employers in the metals sector, said after the deal was announced that it regarded the wage increase as excessive. "We are not happy with the (pay) deal that has been done and will lock out the striking workers from 29th July," Neasa spokeswoman Sya van der Walt-Potgieter told *Reuters*, adding: "Neasa is not a signatory to this agreement because of the unsustainable level of the wage increase being agreed upon." "We are not sure whether we have full attendance yet, but there are sufficient volumes to resume production at my two plants," said Ken Manners, CEO at SP Metal Forgings, a supplier of component parts to the auto industry. Engineering firm Bell Equipment, which employs 2,000 workers at its Richards Bay plant, said staff had reported for the early morning shift while General Motors South Africa and Toyota are both expected to run at normal production levels from 30th July. Meanwhile, the South African Reserve Bank has

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expressed concern that pay increases, which are not met by gains in productivity, could trigger a wage-hike spiral and cost jobs.

PRESS RELEASES

GEFCO extends partnership in Dubai and signs contract in China

*(Source: **GEFCO**, 31st July 2014)* GEFCO Dubai has announced the extension of its contract with GK Automotive, the exclusive distributor for the Hyundai brand in Iraq, for a further three years. As part of this agreement, GEFCO handles the arrival of vehicles from Korea, their storage at its site in Jebel Ali (south-west of Dubai), as well as customs clearance and their distribution in Iraq. Since its opening in 2012, GEFCO Dubai has strengthened its presence in the Middle East in order to develop exchanges with China, and Western and Eastern Europe.

"We are delighted to be continuing our partnership with GK Automotive. Our strategic geographical location combined with our cutting-edge logistics infrastructures enables our customers in the region to benefit from all of the GEFCO Group's expertise and personalised support,' explained Stefano Polloti, Managing Director of GEFCO Dubai.

In China, GEFCO has signed a contract with Volkswagen to guarantee the distribution of imported vehicles for the Skoda and Volkswagen brands. The subsidiary receives cars from the ports of Shanghai and Tianjin, located in the east of the country, and guarantees their delivery to some 150 dealerships throughout China, including those in hard-to-access zones like Tibet and the Xinjiang region, in the north-west of the country.

"Logistics for finished vehicles is one of the GEFCO Group's traditional areas of expertise. This new partnership with Volkswagen China is a perfect demonstration of the extent of our knowledge and our ability to meet the requirements of the sector, in terms of lead times, security, flexibility and reliability," said Laurent Sik, FVL Manager for GEFCO Asia.

Announcing the European Shipping Week 2015

(Source: ECSA, 31st July 2014) Ship-owners and shipping industry leaders have joined forces with global event organiser Shipping Innovation to launch the inaugural European Shipping Week (ESW) to be held in Brussels in the early part of 2015.

The week-long series of high level events will centre on a major conference and Gala Dinner celebrating the 50th anniversary of the European Community Shipowners' Associations (ECSA). It will bring together the major players in the shipping industry with the primary aim of promoting the strengths and the importance of European and global shipping to legislators in Brussels such as the European Commission, European Parliament and the Council of Ministers.

The European Commission, through DG MOVE, has endorsed the European Shipping Week and formal patronage is already being sought from it as well as the European Parliament and the Council of Ministers.

The initiative, which was the brainchild of ECSA, will be run by a Steering Group made up of Europe's main shipping organisations as well as the European Commission and Shipping Innovation. The shipping organisations involved in the Steering Group include: ECSA; Cruise Lines International Association (CLIA) Europe; European Community Association of Ship Brokers and Agents (ECASBA); Interferry; the European Dredging Association; the World Shipping Council, as well as the European Tugowners' Association. Other European shipping associations may also be invited to support the initiative and hold relevant events during the week.

Welcoming the announcement of European Shipping Week, Patrick Verhoeven, Secretary General of ECSA said: “Hosting European Shipping Week gives the European and global shipping industry the ideal opportunity to demonstrate to the new European Parliament and the new European Commission why shipping in Europe is so important, particularly highlighting the industry’s potential to generate greater growth and jobs. For ECSA, an important aim of European Shipping Week will be to sell the merits of a quality shipping industry to those in Brussels whose job it is to legislate and make rules.”

ESW is organised by Shipping Innovation – a joint venture between Elaborate Communications and Petrospot and the driving force behind the highly successful London International Shipping Week. More details about the week-long line-up of events will be released in due course. An official website will be launched in the next few weeks.

First Galileo Commercial Service demonstration with encrypted signals

(Source: European Commission, 24th July 2014) Between July 15th and July 25th, Galileo signals (E6-B and E6-C) were under test, as reported in a recent NAGU (Notice Advisory to Galileo Users). The main purpose of the tests was to verify the Galileo Commercial Service signal encryption functionalities.The test execution has gone according to plans.

During this 10-day period, receivers at Tres Cantos, Spain and Poing, Germany have shown the successful tracking and data demodulation of spreading code encrypted signals from Galileo satellites. The signals also incorporated authenticated navigation data generated outside of the Galileo system. Both features are essential for future Galileo high accuracy and authentication services, some of which may become commercial.

These tests have been made possible thanks to a collective effort by the EPOC (Early Proof-of-Concept) team of the AALECS (Authentic and Accurate Location Experimentation with the Commercial Service) consortium together with the European Commission, the European GNSS Agency (GSA), the European Space Agency (ESA) and Spaceopal, the Galileo operator. For more information see: www.gsa.europa.eu.

New BSR, Cambridge Report Outlines Climate Risks for Transport Sector

(Source: BSR, 27th July 2014) A new report published jointly by BSR, a global non-profit organisation and the University of Cambridge Institute for Sustainability Leadership and Cambridge Judge Business School, with support from the European Climate Foundation, distils the key findings from the recently released Intergovernmental Panel on Climate Change (IPCC) Fifth Assessment Report for the transportation sector – including road, rail, air, and ocean shipping.

The report, one in a 13-part series that translates the IPCC assessments for business leaders, reveals that the transport sector accounts for about a quarter of global energy-related carbon emissions – and without aggressive and sustained policy intervention, direct transport carbon emissions could double by 2050. “The transport sector relies overwhelmingly on oil,” said Angie Farrag-Thibault, one of the report’s lead authors and BSR’s Associate Director, Transport and Logistics. “Without action, greenhouse gas emissions from transportation will continue to rise. Fortunately, this report points to a large number of options for reducing emissions.”

Findings from the report include:

- Impacts of climate change – including more intense droughts and floods, heat waves, thawing permafrost, and sea-level rise – could damage transport infrastructure such as roads, railways, and ports, requiring extensive adaptation and changes to route planning in some regions.
- Transport accounts for about a quarter of global energy-related carbon emissions. This contribution is rising faster than for any other energy end-use sector. Without aggressive and sustained policy intervention, direct transport carbon emissions could double by 2050.
- Cutting carbon emissions from transport is challenging given the continuing growth in demand and the slow turnover of stock and infrastructure as well as, for some modes, the suitability of alternative fuels with an energy intensity that is equivalent to fossil fuels. Despite a lack of progress to date, the transition required to dramatically reduce emissions could arise from new technologies, infrastructure, and modal shifts; the implementation of stringent policies; and behaviour change.

- Many energy-efficiency measures have a positive return on investment. Examples such as improving aerodynamics, cutting vehicle weight, and bringing engines up to leading-edge standards could cut energy consumption by 30-50% by 2030. Some of these measures have a negative lifetime cost.
- Efficient, low-carbon transport systems have significant co-benefits, such as better access to mobility services for the poor, time-saving, energy security, and reduced urban pollution leading to better health. Integrated, far-sighted planning can create resilient, low-carbon-emission transport networks, particularly in new urban areas.
- The report also examines the impacts of climate change and considerations by sector of the industry: road, rail, air, and ocean transport. And it looks at opportunities for building climate resilience (through land infrastructure, rail systems, inland waterways, and coastal adaptation) and for mitigating greenhouse gas emissions (through modal shifts, demand reduction, vehicle efficiency, reduction in carbon intensity, and policy intervention).

“This report is very valuable for understanding the challenges and opportunities that climate change will pose for the transport sector,” said Ian Ellison, Sustainability Manager for Jaguar Land Rover. “Climate change requires a rethink of how we approach parts of the transport system, but new technologies, infrastructure, and modal shifts will offer a way forward that can also deliver new economic and business opportunities. Having clear information on hand is crucial for business leaders to prepare for this transformation.”

In order to read the ‘Climate Change: Implications for Transport’, follow this link:
http://www.bsr.org/en/about/press-release/new-bsr-cambridge-report-outlines-climate-risks-for-transport-sector