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- ▶ **ECG Maritime & Ports Meeting, on 11-12th February**, in Barcelona, Spain
- ▶ **ECG UK & Ireland Regional Meeting, on 18th February**, in Birmingham, UK
- ▶ **ECG Land Transport Meeting, on 10th March**, in Bonn, Germany
- ▶ **Automotive Logistics Conference, on 11-12th March**, in Bonn, Germany
- ▶ **ECG Dinner Debate, on 24th March**, in Brussels, Belgium
- ▶ **ECG Board Meeting, on 25th March**, in Brussels, Belgium
- ▶ **ECG Maritime & Ports Meeting, on 22nd April**, in Koper, Slovenia
- ▶ **ECG Eastern Regional Meeting, on 23rd April**, in Koper, Slovenia
- ▶ **ECG Board Meeting and Spring Congress & General Assembly, on 28-29th May**, in Cascais, Portugal
- ▶ **ECG UK & Ireland Regional Meeting, on 10th June 2015**, in Liverpool, UK
- ▶ **Automotive Supply Chain Congress, on 10-11th June 2015**, in Liverpool, UK
- ▶ **Automotive Supply Chain Global Awards, on 12th November 2015**, in London, the UK

NEWS FROM BRUSSELS

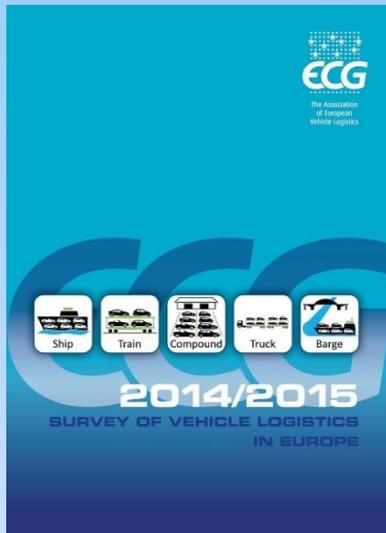
MEP hails proposal to repeal US Jones Act

(Source: EurActiv, 14th January 2015) Liberal MEP Marietje Schaake flagged on 14th January a proposal by US Senator John McCain to repeal the 'Jones Act'. McCain proposed an amendment for the full repeal of the Jones Act, which he considers "an antiquated law that has for too long hindered free trade, made US industry less competitive, and raised prices for American consumers." The 1920 federal law requires every ship transporting goods or person between US ports to be made in the US, and sail under a US flag, to be US-owned and crewed at least 75% by US citizens. "It is good news that there is now a proposal to repeal this outdated and protectionist measure. Under the pretence of national security, the Jones Act makes it almost impossible for European companies to operate in the US," Schaake said. The Jones Act also affects other maritime services, such as towing, dredging and port services. The repeal of the Jones Act has been on the negotiating table of the Transatlantic Trade and Investment Agreement since the beginning. The EU has repeatedly stated that the Jones Act is a problematic law. But US Trade Representative Michael B. Froman has made it clear in the past that he will preserve the Jones Act. "Since the start of negotiations, I have consistently told the European negotiators that repealing this law should be a European priority," Schaake said, adding that EU policymakers and all sectors concerned should now investigate how they can contribute to this process. The discussion in Congress was brought forward after some US refiners suggested a temporary waiver to the Jones Act would be needed for them to support a change in US oil export policy. According to shippers quoted in a July Congressional Research Service report, the price for moving crude oil from the Gulf Coast to the north-eastern coast of the US on Jones Act tankers is \$5-6/barrel, while moving it to eastern Canada on foreign-flagged tankers is \$2/barrel. However, US maritime industry sources are quoted as saying that the appetite among lawmakers for a Jones Act change has not grown. "Such a change simply would not happen," one source said. Even though it is uncertain whether McCain's amendment will make it, considering the powerful American shipping lobby, Schaake is aware that there is a political momentum to seize. "It is crucial that the European priorities for an agreement with the Americans are clear, so that the negotiators can realise them. That will require a broad debate and I hope that more companies, organisations and citizens will contribute to that," she said.

European Commission identifies the infrastructure priorities and investment needs for the Trans-European Transport Network until 2030

(Source: European Commission, 15th January 2015) The European Commission has published nine studies on the state of play and the development needs of the TEN-T core network corridors. The studies have identified infrastructure development needs which represent approximately €700bn of financial investment until 2030. They highlight the importance of optimising the use of infrastructure along the corridors, notably through intelligent transport systems, efficient management and the promotion of future-oriented clean transport solutions. This is the first time that tens of thousands of kilometres of rail, road, inland waterway connections, ports, airports and other transport terminals have been studied in such a comprehensive way and with a common methodology. Violeta Bulc, EU Commissioner for Transport said that "We have to step up our efforts to make sure the core network will be fully operational by 2030, to ensure smooth transport flows for passengers and goods throughout the EU. Now it is the time to invest in TEN-T projects and to maximise the benefits of the Connecting Europe facility and the Commission's €315bn Investment Plan. After all, the Trans-European Transport Network is crucial for a Union striving for more growth, jobs and competitiveness. As Europe is slowly stepping out of the economic crisis, we need a connected Union, without barriers, in order for our

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single market to thrive.” For each Trans-European Transport corridor, which is led by a European Co-ordinator, a team of external experts has undertaken a comprehensive study. They analysed the current infrastructure status, located problems hampering traffic flows for passengers and freight, and identified action to be undertaken from now to 2030. The studies include preliminary lists of projects which aim at completing cross-border and other missing links, removing bottlenecks, inter-connecting transport modes and enhancing interoperability – notably for railway traffic. The results of these studies will be taken into account when deciding on the allocation of EU funds for the period 2014 - 2020, under the Connecting Europe Facility. In particular, the “project pipeline” resulting from these corridor studies constitutes an important source for the €315bn European Investment Plan, which was published by the Commission in November 2014. In this context, the Commission also mandated the former Vice-President of the European Commission, Henning Christophersen, as well as the European Co-ordinators Kurt Bodewig and Carlo Secchi to identify concrete TEN-T projects which are suitable for contributing to the new investment plan. They published an interim report and presented their approach to the EU Transport Ministers at the Transport Council on 3rd December 2014. In Spring 2015, each European Co-ordinator for his/her respective corridor, will submit a corridor work plan to the European Parliament, the Council and the Commission. These work plans will guide the future corridor development. They build on the studies published on 15th January, and they will be subject to approval by the Member States directly involved. The Christophersen – Bodewig –Secchi Group will present their final report also in Spring 2015.

To read the corridor studies or the Christophersen – Bodewig –Secchi Group’s interim report, please follow the links below:

http://ec.europa.eu/transport/themes/infrastructure/ten-t-guidelines/corridors/corridor-studies_en.htm

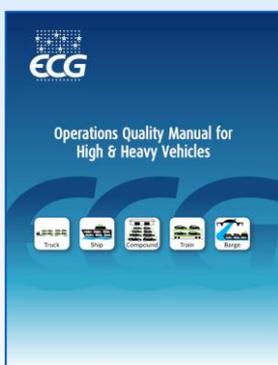
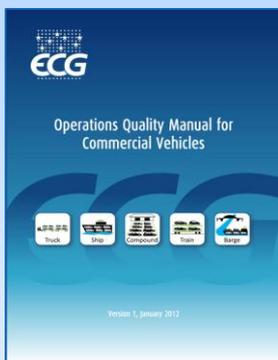
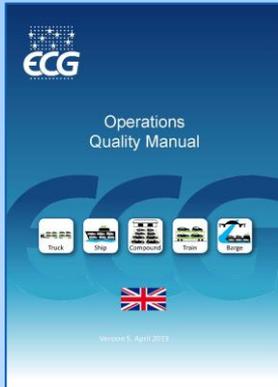
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AUTOMOTIVE INDUSTRY

Jaguar Land Rover to create jobs in the UK

(Source: BBC, 12th January 2015) Jaguar Land Rover says it will create 1,300 new jobs to build Jaguar’s first sports utility vehicle (SUV) at its Solihull plant in the West Midlands. The firm has already invested £1.5bn in the plant to enable it to increase production, and it said its workforce there had almost doubled over the past three years to 9,450. Jaguar Land Rover currently employs 30,500 people in the UK. The car, called the Jaguar F-PACE, will be based on its C-X17 concept car which was first launched at the Frankfurt motor show in 2013. The new model is due to go on sale in 2016. Jaguar Land Rover’s UK Executive Director, Mike Wright, told the BBC the new vehicle would not be a “gas guzzler”. “We spend about £3.5bn on our product investment each year and one thing that we really focus on is making sure that our future cars are both economic in terms of fuel economy, in terms of CO₂. “This car’s going to be built at one of the world’s biggest aluminium body shops at Solihull that we’ve invested a huge amount of money in over the last couple of years. So gas guzzling? No”. The luxury car firm, owned by India’s Tata Motors, said it had chosen the UK as the new model’s manufacturing base because it wanted its cars to be “crafted with that special British flair”. Jaguar Land Rover Chief Executive Dr Ralf Speth said the announcement demonstrated its “commitment to the UK and the advancement of a high-tech, high-skilled, manufacturing-led economy”. Business Secretary Vince Cable hailed the decision as a “ringing endorsement” of the UK’s car industry. Mr Cable said Jaguar Land Rover’s decision showed the UK’s car manufacturing sector was in good health. “The UK’s automotive industry is thriving with a new

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car rolling off the production line every 20 seconds, and increasing levels of investment that's helping to secure local jobs," he said. The announcement came as Jaguar Land Rover said it had sold 462,678 vehicles globally last year - a rise of 9% year-on-year - and the fifth consecutive year that sales have grown. China saw the strongest growth, with sales up 28%, while in the UK sales rose 7%. Economic growth in China has slowed in recent years, and a clampdown on government spending on luxuries is eating into many companies' sales growth in the country. However, Mr Wright told the *BBC* there was little sign of slowing demand in China for its products. "In the medium to long-term we see huge demand. The retail demand is still there in China," he said.

EUROPE

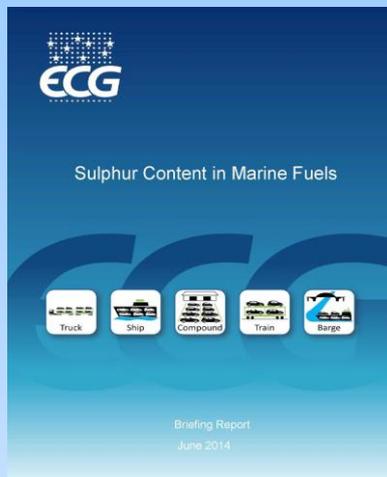
Autoterminal road access being improved

(Source: *Automotive Logistics News*, 13th January 2015) **Barcelona port authority** has signed a €450,000 (\$531,000) contract with the Pasquina construction company to improve road access to terminals operated by Estibarna and **Autoterminal**. The work will involve upgrades to the main roundabout on the port's arterial road. Work will take two months to complete and is viewed as essential to allow Autoterminal, in particular, to operate more efficiently. Autoterminal, one of two finished vehicles terminals in the port along with **Setram**, occupies an area of 820,000m² and can handle up to 45,000 vehicles at four Ro-Ro ramps. It has a concession to operate at its present site until 2020 and recently took over part of the former Tercat container terminal, resulting in a significant reconfiguration of its operating area. Currently up to six car carriers can dock at any one time at the terminal, given that the quay is now 1,210 metres long. While much of its import-export traffic arrives by train, there being four rail sidings, increased road side access is also needed to cope with more road transporters. The facility also has four multi-level parking areas, which can hold up to 21,000 units. Spanish carmaker SEAT uses the Port of Barcelona, which is located 40km from its Martorell plant. Barcelona also provides feeder services to other ports, especially to Emden, used by the Volkswagen Group, for transhipment to deep-sea vessels.

HGV Road User Levy fines approaching half-million mark

(Source: *Commercial Motor*, 14th January 2015) Nearly half a million pounds in fines have been issued to operators who have failed to pay the HGV Road User Levy. Speaking to *Commercialmotor.com*, DVSA chief executive Alastair Peoples said £450,000 worth of fines had been issued in the levy's first nine months. However, Peoples said most UK-based hauliers have complied with, and understand, the levy and he hailed its introduction as a "huge success". "The vast majority of domestic operators get this, but for those that don't we have an effective enforcement regime," he added. Alongside roadside checks, the DVSA (*Driver and Vehicles Standards Agency*) is now carrying out levy enforcement using its ANPR camera network, which checks each vehicle for payment via a central database. Foreign-registered vehicles are also checked for payment of the levy each time they are stopped by enforcement officers at the roadside. Peoples said: "We are working very closely with the Department [for Transport]. There had been some challenges in setting the scheme up around IT, but these have been resolved now. We are now using our ANPR network to supplement our eyeball at the roadside." In October transport secretary Patrick McLoughlin revealed that the levy had generated £23.4m in revenue in the first six months, exceeding the Department for Transport's annual estimate. Fines for not paying the HGV Road User Levy range from £300 to £5,000.

Briefing paper on the sulphur content in marine fuels updated



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

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

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

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EU to help promote greener and cheaper maritime fuel in the North Sea

(Source: INEA, 14th January 2015) The EU's TEN-T Programme will co-fund with over €5m the deployment of liquefied natural gas (LNG) as a greener and cheaper alternative to heavy fuel oil for maritime transport in the North Sea. The project will also help to meet European requirements on cutting the air pollution in the North and Baltic Seas. European Regulations require the shipping sector to reduce marine sulphur emissions in the North Sea to 0.1% as of January 2015. One of the ways for the sector to reach this goal is to use cleaner fuels, such as LNG. This project is part of a larger project aiming to promote the use of LNG in North Sea maritime traffic. It will cover three main objectives, namely the:

1. Installation of small scale equipment for LNG bunkering in the Zeebrugge terminal (Belgium) to break down large quantities of LNG into smaller ones for further distribution in the North Sea and the Channel region. Zeebrugge would become the first European terminal open to the public for this kind of operation.
2. Equipment of three ferry berths with automatic quick release mooring hooks, two at the ports of Portsmouth (UK) and one in Caen/Ouistreham (France).
3. Establishment of an optimal logistics chain to LNG in order to deliver LNG to ports and ships remote from the main European gas import terminals and therefore encourage the rapid growth in the number of vessels using LNG.

The project was selected for EU funding with the assistance of external experts under the TEN-T Multi-Annual Call 2013, priority 'Motorways of the Sea'. Its implementation will be monitored by INEA, the European Commission's Innovation and Networks Executive Agency. The project is to be completed by the end of 2015.

EU to boost green maritime transport in Greece

(Source: INEA, 15th January 2015) The EU's TEN-T Programme will invest almost €600,000 in a study for the promotion of liquefied natural gas (LNG) use in Greek maritime transport. The greener and cheaper LNG could contribute to reducing transport emissions and fuel supply costs in the Aegean Sea. The study aims to promote LNG for the passenger and shipping transport between the Greek islands. It will bring together a number of key LNG value chain stakeholders with the objective to identify the technical and economic framework for LNG as marine fuel in the South Aegean. Specifically, the group will look into the main supply chain options, required retrofits and infrastructure in ports, ships and shipyards, as well as business plans for each operator. The project will provide recommendations to the Greek government in view of supporting the legislative process in this field. The project was selected for EU funding with the assistance of external experts under the TEN-T Annual Call 2013, priority 'Decarbonisation/oil substitution or environmental cost reduction'. Its implementation will be monitored by INEA, the European Commission's Innovation and Networks Executive Agency. The project is to be completed by December 2015.

REST OF THE WORLD

NYK agrees to pay fine following US anti-trust probe into Ro-Ro charges

(Source: *Automotive Logistics News*, 12th January 2015) Japanese transport and logistics giant, NYK, has agreed to pay a fine of \$59.4m as part of a plea agreement with the US Department of Justice (DoJ) following charges that it violated US anti-trust laws in connection with shipping services for finished vehicles. A number of the world's leading Ro-Ro providers, including NYK Line, Mitsui OSK Lines, K-Line, Eukor Car Carriers and **WWL**, were subject to an anti-trust investigation in 2012 following suspicion of being involved in a cartel to



Events in Brussels

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

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

ECG will attend.

The 5th iMobility Forum Plenary Meeting with the theme "Policy priorities and EU initiatives supporting Intelligent Mobility in Europe" will be held on **27-28th January**

<http://www.imobilitysupport.eu/component/easyblog/?view=entry&id=140&Itemid=101>

ECG will attend.

Rail Forum Europe holds the 'Deteriorating international rail links - What can be done?' event on **28th January**

<http://www.railforum.eu/category/events>

The European Commission will hold the Smart, Green and Integrated Transport Information Day on **2nd February**

<http://ec.europa.eu/research/index.cfm?pg=events&eventcode=AA1D4952-CD98-351B-DF9799D6BDD4A240>

ECG will attend.

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

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

ECG will attend.

ECG organizes its annual **Dinner Debate** on **24th March** in the European Parliament: "Roadmap to a Single European Transport Area: priorities of the finished vehicle logistics sector"

co-ordinate price hikes for transporting vehicles and other cargo from Japan to Europe, the US and other Asian markets. The US case followed similar action taken in the same year by the Japan Fair Trade Commission. "NYK and its subsidiaries have been fully co-operating with the DoJ's investigation since it commenced in September 2012," said the company in a statement. "The agreement requires that NYK and its subsidiaries will continue to co-operate fully with the investigation." The company said it would record the cost as an extraordinary loss for the third quarter in its fiscal year ending in March this year. According to a one-count felony charge filed in the US District Court for Maryland cited by the DoJ, NYK conspired to suppress and eliminate competition by allocating customers and routes, rigging bids and fixing prices for the sale of international ocean shipments of Ro-Ro cargo to and from the US and elsewhere, including the port of Baltimore. NYK said that it had been committed to complying with the laws and regulations of Japan and all other jurisdictions following the investigation. "Nevertheless, NYK wishes to express its sincere regret to shareholders, customers and all relevant personnel for the concern caused by this matter," said the company. "NYK will continue to make a best effort to prevent recurrence and to recover trust as a company." Bill Baer, assistant attorney general in charge of the DoJ's Antitrust Division said: "This is another step in the effort to restore competition in the ocean shipping industry to the benefit of US consumers. Including today's charges, three companies have now agreed to plead guilty to participating in this long-running conspiracy. We are not done. Our investigation is ongoing." Last September, K-Line agreed to plead guilty and pay a \$67.7m criminal fine for its involvement in a conspiracy to fix prices for Ro-Ro services on international routes. That followed a similar move made by Chile's CSAV, which agreed to pay a fine of \$8.9m in February last year.

Thai rail link to benefit automotive shipments

(Source: Automotive Logistics News, 9th January 2015) China has signed an agreement with Thailand to build a double track rail link stretching more than 870km between Nong Khai on the Laos border with Thailand, to the Thai industrial zone in the east of the country. According to industry analysts in the region, the development bodes well for the automotive industry. Thailand will prepare the groundwork for construction and China will build and develop the rail network. The railway will link Thailand's Laem Chabang port with Laos, and that stretch in turn is expected to connect with China once a provisional agreement the country has with Laos to establish a link with Kunming is approved. According to analysts at Ipsos Business Consulting, the move is a clear indication that China is planning to build on the infrastructure to further open up and increase trade with Southeast Asian countries. "Specifically for the automotive industry, there are definitely opportunities for increased cross border trade given that China has the world's largest vehicle population coupled with Thailand's maturity in automotive assembly and component manufacturing," said Wijaya Ng, Head of Ipsos Business Consulting, Greater China. "Government policies and corresponding trade agreements are likely to play a key role to realise synergies for the automotive industries in both countries once the railway infrastructure is in place." This was backed up by Ford, which noted that any infrastructure project in the fast-growing ASEAN region would help support ongoing economic development, including in the automotive industry, and help tap into its huge potential. "Additionally, we expect our business and operations to continue benefitting from all economic partnerships and trade agreements in the region, including the ASEAN Economic Community," said a spokesperson for the company. "These help to further strengthen intra-regional trade and provide opportunities for integrated growth among all markets in the region. With a combined population of roughly 630 million people, and a region that is among the fastest growing globally, the opportunities are highly promising." Improvements to automotive logistics within Thailand are also likely, with two of the rail hubs proposed as part of the infrastructure development planned for Ayuthaya and Rayong, the two main centres for vehicle and parts production in the country. Carmakers including



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General Motors, Honda, Ford, Mazda, BMW and Suzuki are based in these areas. On the outbound side, this could mean better links for finished vehicle traffic to the ports of export. However, the benefit of links to low cost countries such as Laos for parts supply to Thailand's carmakers comes with a proviso, according to Sanpichit Songapaisen, Head of Ipsos Business Consulting, Thailand. "Diversification might be limited due to the issue of skilled labour and Laos' capability to meet the automotive OEMs' standards," he told *Automotive Logistics*. "Vietnam is a good example of a country that cannot meet the just-in-time process of Japanese car producers. This suggests that diversification would be only for the low value parts."

Volvo mulls US plant, report says

(Source: *Automotive News Europe*, 11th January 2015) Volvo Car Corp. is considering building a US assembly plant and also may export a "strategic flagship" sedan made in China to the US, people familiar with the Chinese-owned automaker's plans told *Reuters*. The strategic flagship car would be in addition to the S60L midsize sedan, which CEO Hakan Samuelsson confirmed in September would be coming to the US in 2015. Samuelsson had signalled plans to export China-made cars to the US for several months. A year ago, he said it could be done "fairly quickly". The moves would be significant for the auto industry and Volvo's parent, Zhejiang Geely Holding Group Co. Volvo trails rivals BMW and Mercedes-Benz in establishing US production, a move that has insulated the German brands from currency fluctuations. Volvo might also export the large strategic flagship sedan based on a newly developed platform, Geely executives said. That car would be shipped out of China in addition to the S60L, a long-wheelbase version of the S60 sedan that Volvo produces in Chengdu, south-western China. The moves are aimed at reviving Volvo's momentum in the US, where volume last year fell 8% from 2013 to 56,366 vehicles. The US market, which has long been Volvo's largest market, was replaced by China last year. Buyers in China purchased 81,221 Volvos in 2014, up 33%. More broadly, the moves are part of Geely's turnaround strategy for Volvo which has struggled to go beyond being a brand with an annual volume of less than a half-million vehicles. Thanks to its focus on China, where the brand expanded its distribution network and product portfolio, Volvo sales volume is on the rise. David Ibison, a Volvo spokesman said that Volvo plans to launch seven new products by 2018 and increase US sales to 100,000 cars a year in the medium term. He declined to elaborate. The export of Chinese-produced mainstream passenger cars to the US and other established markets has been a long-standing goal of China's indigenous automakers - an objective that has largely eluded the industry. "It would be a big breakthrough" not just for Geely but for China's industry, said James Chao, Asia-Pacific director of consulting and research firm IHS Automotive. "Volvo is not an indigenous Chinese brand but it is wholly Chinese-owned. Perhaps this is the model or strategy that finally works for Chinese companies trying to enter the US market and other markets." Chao added that Geely could follow Volvo into the US market with its own products, perhaps leveraging Volvo's manufacturing and parts supply chains.

PRESS RELEASES

Transportation and storage of vehicles for European leaders entrusted to Kurbads



(Source: **Kurbads**, 9th January 2015) On 6th January, BMW Group and Inchcape BM Auto, as official car transport service provider for Latvia's Presidency of the Council of the European Union, handed over 230 cars for the Presidency's use.

The BMW models include BMW 3-series "Gran Turismo", 4-series "Gran Coupé", BMW 5-series sedans and "Gran Turismo", BMW 7-series, also BMW X4 and new BMW X6 SUVs.

"By signing the €1,5m contract and handing over various vehicles, BMW Group and Inchcape BM Auto have contributed significantly to the Latvian Presidency of the EU," says Latvian Minister of Foreign Affairs Edgars Rinkēvičs.

These vehicles will be used for transporting leaders of European Union, Ministers of Foreign Affairs and members of delegation to high-level meetings.

Vehicle transport and logistics company Kurbads, co-operation partner of Inchcape BM Auto, was responsible for delivering those automobiles to warehouses. The task of vehicle storage is also assigned to Kurbads.

Although more than 25 thousand foreign guests are invited to use mainly public transport, for special events individual car transport service solutions are necessary.

From 1st January 2015 to 30th June, Latvia will, for the first time in history, hold the Presidency of the Council of the EU.



The Grimaldi Group strengthens its presence in Civitavecchia

(Source: **Grimaldi Group**, 16th January 2015) The Grimaldi Group starts the year with innovative news: as from the month of February, it will launch a new direct maritime service between the Port of Civitavecchia (50 km north of Rome) and the North American Ports of Baltimore and Halifax for the transport of cars and other rolling cargo.

The new link is the first direct and regular service between the Mediterranean and North America for the Ro-Ro car carriers sector. Thanks to the deployment of four Ro-Ro car carrier vessels whose total loading capacity is of 25,000 cars, the new regular line offers a transit time of only 13 days between Italy and North America. The complete schedule includes, sequentially, calls at Gemlik (Turkey), Bar (Montenegro), Civitavecchia, Baltimore (USA), Halifax (Canada) and Antwerp (Belgium).

The new link will also support Fiat Chrysler Automobiles (FCA) for the export of its new models produced in Melfi (Potenza, Southern Italy): the Fiat 500X and the Jeep Renegade - the first Jeep manufactured outside the borders of the United States.

"An important agreement has been reached between one of the leading industrial brands in Italy, one of the biggest shipping companies worldwide and the Port of Civitavecchia which once again has been able to complete the required infrastructure in record time", says Pasqualino Monti, President of the **Port Network of Rome** (Ports of Civitavecchia, Fiumicino and Gaeta).

"We are very pleased to consolidate, thanks to the commitment and vision of its President Pasqualino Monti, our partnership with the Port of Civitavecchia which has been able to seize the opportunity to further improve its traffic flows," said Emanuele Grimaldi, Managing Director of the Group Grimaldi. "As Italians, we are



proud to contribute, through this innovative connection, to the export of “made in Italy” products and to the recovery of the automotive sector in Italy,” adds his brother Gianluca, President of the Group.

With the new connection, the Neapolitan group confirms the importance of the Port of Civitavecchia as a main hub, not only for intra-European but also for intercontinental traffic flows. In addition to North America, the Port of Civitavecchia is connected, directly or through transshipment, with more than 120 ports in the Mediterranean, Northern Europe, North South America and West Africa served by the Group.

The Port of Civitavecchia plays a strategic role in the extensive network of maritime connections offered by the Grimaldi Group. For over 10 years, the Euro-Aegean service, dedicated to the transport of new cars and rolling cargo, has been connecting on a weekly basis Civitavecchia with ports of the Mediterranean (Setubal, Valencia, Livorno, Salerno, Palermo, Piraeus, Alexandria, Beirut, Tripoli, Lattakia, Mersin, Gemlik, Yenikoy) and Northern Europe (Hamburg, Antwerp, Portbury, Southampton and Flushing).

Moreover, Civitavecchia is a port of primary importance in the network of Motorways of the Sea offered by the Grimaldi Group in the Western Mediterranean. Currently, the Neapolitan group regularly connects the Port of Civitavecchia to Barcelona, Porto Torres and Tunis, for rolling freight (cars, vans, trucks and trailers) as well as passengers.

Finnlines to expand its services on Rostock-Finland route

(Source: **Finnlines**, 15th January 2015) As from 19th January 2015, Finnlines will open the route between Hanko and Rostock and deploy the Finnish flagged Ro-Ro vessel, MS Finnmerchant (ex MS Dorset, ex MS Longstone), acquired on 15th January.

The new Hanko-Rostock service complements significantly the existing Helsinki-Rostock service. Hanko is the most southern port of Finland, and well connected to both western and southern areas of the country. Finnlines will offer added value to the customers and deploy MS Finnmerchant on the line.

MS Finnmerchant strengthens Finnlines’ young and strong fleet. The modern Ro-Ro vessel was built in 2003, has the ice class 1A, 2 606 lane metres and gross tonnage of 23 235.

The Hanko-Rostock route will offer new possibilities for Finnlines’ customers within the Baltic Sea area – the shortest connection and an attractive schedule.

“This innovative Hanko-Rostock route offers a safe, economical and environmentally friendly alternative for all cargo groups from Rostock to the rest of Europe. At the same time Finnlines strengthens its presence in Rostock as well by offering four weekly roundtrips between Rostock and Finland,” Staffan Herlin, Head of Group Marketing and Sales says.

The main cargo groups carried are e.g. semi-trailers, containers, mobile cargo, new cars, forest products and steel.

EML starts two new services in Baltic and Mediterranean area

(Source: **EML**, 14th January 2015) As from January Euro Marine Logistics (EML) will deploy three large size Ro-Ro vessels between North Europe and the Eastern Mediterranean area. This service (NMT WEST) will link Spain, Portugal, the Netherlands and the UK. The route will serve the **Ports of Barcelona**, Setubal, Santander, Sheerness, White Hill Point, Tyne and Amsterdam on a weekly basis.

EML will jointly introduce also a new Baltic Fixed Trade for car carriages and any other type of Ro-Ro cargo.

The new connection, served initially by the two medium size vessels with 1,500 CEU of capacity links the ports of Tyne (UK), Zeebrugge (BE), Gothenburg (SE), St. Petersburg (RU) and Hanko (FI) on a weekly basis.



Broekman takes over Marico

(Source: **Broekman Group**, 9th January 2015) On 19th December 2014, the Broekman Group took over all shares of Marico Scheepvaart, Marico Expeditie and Uniteam Projects.

Marico's shareholders have decided to sell the shares to ensure continuity for clients and staff in the future. The shareholders all have very lengthy track records and have reached the final stages of their careers. They see in Broekman a powerful, healthy and therefore an excellent successor.

Earlier in December, Broekman sold its Automotive Division and announced its intention to focus on its core activity: logistics. This takeover will enable a further realisation of that focus. Logistics, and forwarding, warehousing and distribution in particular, will have a broader, more solid base as a result of the takeover. Thanks to acquisitions and autonomous growth over the last 15 years, the Broekman Group has steadily continued to develop from being a ship's agent to a supply chain manager in the logistics sector.

Marico, active in air and ocean logistics and project cargo, will continue its activities in Schiedam, Schiphol and Eemshaven under this identity. The Marico management will be kept on to supervise the transition.

ACEA & FuelsEurope voice concerns about French increase in maximum FAME level in diesel

(Source: ACEA, 12th January 2015) The European Automobile Manufacturers' Association (ACEA), and FuelsEurope, representing the EU petroleum refining and marketing industry, express concern at the French Ministerial Order (DEV1431074A) published on 3rd January 2015.

This Ministerial Order increases the maximum level of FAME (*Fatty Acid Methyl Ester*) in diesel sold at public filling stations in France to a maximum of 8% by volume. ACEA and FuelsEurope strongly support the internal consistency in terms of quality and specifications of the EU fuel market: the French Ministerial Order runs contrary to this principle and may lead to a fragmentation of the single market for road fuels.

ACEA and FuelsEurope call for keeping the quality of diesel sold across the entire EU consistent with the standards set by the European Fuel Quality Directive (2009/30/EC) and by the European Technical Specification for Diesel fuel EN590:2013 (max 7% FAME content).

A deviation from this standard by individual Member States is neither in the interests of EU consumers nor the EU economy. It will lead to unnecessary higher complexity and extra-costs in the logistics and supply system, due to the proliferation of diesel grades throughout Europe. It puts consumers at risk in cases where their vehicles have a warranty that covers diesel fuel to a maximum of 7% FAME content.

ACEA and FuelsEurope reiterate their call for a single consistent and high quality fuel market in the EU.

ERFA hopes 2015 will be a better year for compliance with basic EU legislation in the rail sector

(Source: ERFA – European Rail Freight Association, 14th January 2015) As the European Commission starts off the year by investigating the Lithuanian railway incumbent for closing down rail tracks and preventing cross-border rail services, in an apparent abuse of dominant position, ERFA urges more and better compliance with EU rules in the rail sector.

At a time when the aim is to get more freight off the roads and onto rail, the suspicion is that the closing down of the tracks by incumbent AB Lietuvos geležinkeliai may have prevented customers from using the services of other rail operators for the transport of freight, in particular by obstructing the plans of a major customer of the incumbent from using the services of other rail operators.

This is not an individual case. Basic rail legislation to improve the safety, the interoperability, and the competitiveness of the rail sector is being violated across the EU Member States. ERFA urges the European Commission to pursue these cases without any further delay.

2014 saw a number of infringement proceedings taken against the Member States for failure to comply with EU rail legislation.



Austria and Germany are both currently being taken to court for failure to comply with EU financial transparency rules. According to the European Commission, public funds may be used to cross subsidise other transport services open to competition, such as freight or passenger services.

At a time when already scarce public funds are badly needed for investment in the rail infrastructure or for supporting public service obligations, ERFA urges the EU Member States and the European Commission to ensure financial transparency and thereby that taxpayers' money is spent with greater public accountability.

Spain and Slovenia are also being investigated on similar grounds by the European Commission.

The European Commission also launched infringement proceedings against 6 more Member States – Austria, Estonia, Greece, Lithuania, Luxembourg and Romania for not applying EU safety rules. Rules that should have been in place since 2006! The lack of an independent investigating body in the case of rail accidents is a recurring feature. The rules aim at developing a common approach to railway safety, including the safe management of infrastructure and traffic operation.

With rail stagnating or declining in many countries across Europe, the failure of many Member States to play their part in creating a seamless European rail network undermines the competitiveness and growth of the rail sector.

ERFA urges greater efforts on the part of the Member States to implement EU legislation which they all signed up to some years ago and which are vital for the creation of a single European railway area and also on the part of the Commission to pursue these cases without delay.

See more on the Commission's investigation on the Lithuanian railway incumbent in ECG News 15.01:
<http://www.ecgassociation.eu/publicationsreports/ecgnews/ecgnews1501.aspx>