ECG News

Truck Ship Compound Train Barge

ECG – The Association of European Vehicle Logistics

Issue 15.10, 9th –13th March 2015

CONTENTS

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ECG & other industry events

►**ECG Dinner Debate**, **on 24th March**, in Brussels, Belgium

►**ECG Board Meeting**, **on 25th March**, in Brussels, Belgium

►**ECG Maritime & Ports Meeting**, **on 23rd 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 Quality Working Group Meeting**, **on 9th June 2015**, in Brussels, Belgium

► **ECG UK & Ireland Regional Meeting**, **on 10th June 2015**, in Liverpool, UK

►**Automotive Supply Chain Congress**, **on 10-11th June 2015**, in Liverpool, UK

►**ECG Board Meeting**, **on 7th July**, in Naples, Italy

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

►**Automotive Supply Chain Global Awards**, **on 12th November 2015**, in London, the UK

►**ECG Russia Regional Meeting**, **(TBC)**

NEWS FROM BRUSSELS

European Parliament backs deal to make lorries safer and greener

(Source: European Parliament, 10th March 2015) The House approved rules on 10th March that allow manufacturers to increase the length of lorry cabs if this improves road safety and environmental performance. These rules were agreed informally by the Italian Council Presidency and Parliament negotiators last December. The changes to the Weights and Dimensions Directive approved by Parliament allow manufacturers to use new designs for lorries, which may exceed current weight and length limits if they improve overall environmental and safety performance. Road safety and fuel efficiency will be increased by:

- more rounded lorry cabs would increase the driver's field of vision making it easier to see vulnerable road users, such as cyclists, and reduce drag;
- a deflective shape would reduce the impact of collision;
- an additional weight allowance (up to 1 tonne) for alternative fuel powertrains/engines would encourage take-up of greener technologies;
- aerodynamic flaps added at the rear of the lorry would help cut fuel consumption and emissions.

Other improvements:

- more efficient freight transport: an additional length allowance (15cm) for the intermodal transport of 45-foot standard containers would ease goods deliveries using several modes of transport;
- stricter enforcement of weight limits and better information for the driver: Member States should take specific measures to identify vehicles that are likely to have exceeded the relevant weight limits; data in on-board weight sensors should also be made available to the driver.

The new rules also provide for the Commission to review the directive three years after national rules are in place. Member States have to put relevant national rules in place within two years of the entry into force of the revised directive. The rules for cab design enter into force three years after relevant safety rules for putting newly designed lorries on the market have been adopted. The Commission intends to propose the latter "type-approval" rules by 2016. The text now has to be formally approved by the Council of the European Union.

Reaction from ACEA can be found under the 'Automotive' section of this ECG News. Green NGO Transport & Environment's reaction can be read here.

Commission launches consultation on the Mid-term review of the 2011 White Paper on transport

(Source: European Commission, 10th March 2015) The European Commission has launched a public consultation on a mid-term review of the 2011 White Paper on Transport. The consultation aims at assessing the progress in implementation of the 2011 White Paper and identifying key challenges for transport policy, as well as providing suggestions for refocusing the strategy in the next year. After analysis of the contributions a summary report will be published on this webpage. The contributions will feed into the stock taking of the 2011 White Paper on Transport.

ECG Note: *ECG members are encouraged to participate in this consultation and can also send their individual responses to the Secretariat, in order to feed into a possible ECG contribution (please contact Tom Antonissen). The consultation itself, as well as a background document, can be found here (deadline for response is **2nd June 2015**).*
The upcoming review of the Transport White Paper will also be the subject of ECG's Dinner Debate which will take place in Brussels on 24th March. ECG

members and partners who wish to receive more detailed information about this invitation only event are welcome to contact the Secretariat directly.

Transport ministers to push for splitting railway proposal

(Source: European Voice, 11th March 2015) Transport ministers meeting in Brussels on 13th March will continue difficult negotiations on a European Commission proposal for further liberalisation of railways. At the same time, they will test the resolve of Violeta Bulc, the European Commissioner for Transport, on the question of splitting the proposal into “political” and “technical” laws. The European Union’s Council of Ministers has already split the proposal into these two pillars for its own purposes. As far as the technical pillar is concerned, ministers have agreed a Council position, negotiations are underway with the European Parliament, and a deal is expected soon. But the political pillar, which involves splitting train operators from track managers, is far more contentious. Member States, along with Europe’s big railway companies, want that technical pillar to be adopted separately, rather than waiting for agreement on the political pillar – the rail companies say the technical changes are needed urgently. However, Siim Kallas, Bulc’s predecessor, insisted that the two pillars be kept together – otherwise there is no incentive for Member States to take the “tough medicine” of liberalisation contained in the political pillar. According to Commission sources, Bulc will maintain that position. The Latvian government, which currently holds the rotating Presidency of the Council of Ministers, is aiming to agree a Council position on the political pillar in June. Ministers will also discuss at their meeting how transport should feature in the European Semester system of EU budget oversight and in the energy union strategy. On 18th March Commissioner Bulc and Maroš Šefčovič, European Commission Vice President for energy union, will hold a press event at the Atomium in Brussels to discuss how transport will feature in the strategy.

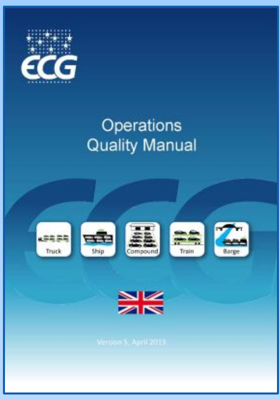
A joint statement from several associations on the transport infrastructure financing can be found in the ‘Press releases’ section of this ECG News.

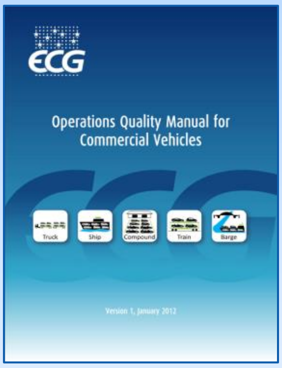
AUTOMOTIVE INDUSTRY

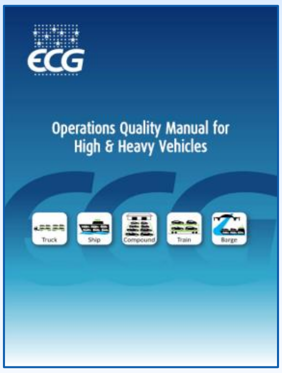
ACEA position on weights and dimensions

(Source: ACEA, 11th March 2015) The European Automobile Manufacturers’ Association (ACEA) reconfirms its commitment to cleaner and safer trucks following approval by the European Parliament on the Directive on the Weights and Dimensions of trucks on 10th March. “The revision of the Directive on the Weights and Dimensions of commercial vehicles provides a unique opportunity to reduce CO_2 emissions more efficiently from heavy duty vehicles,” explained ACEA Secretary General, Erik Jonnaert. The “vote is an important milestone in that process.” The industry has long advocated revising weights and dimensions rules to further increase the efficiency of the road freight sector. Mr Jonnaert added, “Allowing an extension of the current maximum length of vehicles and vehicle combinations, while complying with legal requirements, will enable the industry to incorporate both existing and future fuel-efficiency innovations into their designs.” “Now it is important to work on the practical implementation of this directive,” Mr Jonnaert said. “ACEA will continue to work constructively with the Commission on the technical specifications.”

The version 5 of the ECG Operations Quality Manual for PCs and LCVs now is available on-line!







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

For comments or inquiries please contact: info@ecgassociation.eu

EUROPE

Automobile boost for Gothenburg

(Source: World Cargo News, 6th March 2015) Gothenburg has for a long time been the principal export gateway for Volvo Cars. It has now been confirmed that Volvo Cars has also chosen it as home port for exports to Finland, Russia and China. These cars were previously exported via nearby Wallhamn. "We are the largest export port in Sweden for cars and this new development has consolidated this position even further. It is particularly heartening that Volvo is choosing to continue to focus on its home port," said Claes Sundmark, Vice President, Sales and Marketing at the Port of Gothenburg. The Volvo cars will be exported via the Car Terminal operated by Logent Ports & Terminals. A new weekly service is being established for this purpose operated by Belgium's **Euro Marine Logistics**. The rotation will be Gothenburg-Hanko-St Petersburg-Port of Tyne-Zeebrugge-Gothenburg. Sailing time to Russia is around 3-4 days. Exports to China will also be shipped by Euro Marine Logistics, transhipped to deep sea car carriers on the continent. The Volvo models that will be shipped from Gothenburg are the S80, V70, S60, V60, XC70 and the new XC90. Logent estimates that a further 30,000 new Volvo cars a year will leave the quayside at Gothenburg. Last year, 166,000 cars were imported or exported via the Port of Gothenburg, representing an increase of 2% on 2013.

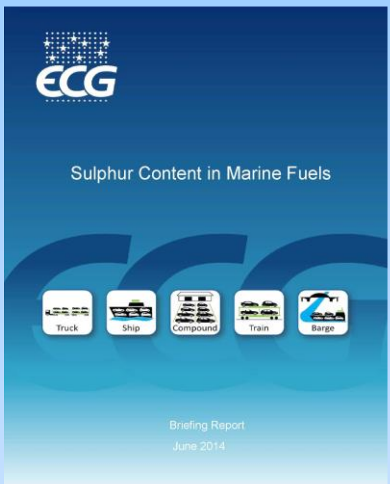
Grimaldi invests in car carrier fleet for FCA services

(Source: Automotive Logistics News, 10th March 2015) Italian shipping company **Grimaldi Group** is investing $300m in five car carriers to provide services between Europe and the US. The vessels are most likely to be used for the transport of Fiat Chrysler Automobiles, though this was unconfirmed by Grimaldi. The vessels will each be able to carry 7,000 cars and will each have 13 decks. The order is expected to be finalised this month and Grimaldi has shortlisted a number of shipyards in China to build the vessels, with which it is currently in negotiations. "The five vessels are expected to be deployed between the Mediterranean and North America and should transport vehicles produced in Italy and sold in North America (US and Canada)," confirmed a spokesperson for Grimaldi. "They will obviously also target US exports to Europe." Currently the Grimaldi Group provides a weekly Ro-Ro service between the Mediterranean and North America to all vehicle manufacturers located on both shores of the Atlantic. As reported in January, the company launched a new direct service between Europe and the US last month, including the Italian port of Civitavecchia and the ports of Baltimore and Halifax in the US, to transport cars and other Ro-Ro cargo. The new link is the first direct and regular service between the Mediterranean and US for vehicle transport.

European shipping industry – Innovate to stay ahead of the game

(Source: Ship Management International, 6th March 2015) Europe has a major role to play in driving the maritime industry forward, said Tor Svensen, CEO of DNV GL – Maritime, in his keynote speech on innovation at the European Shipping Week in Brussels. Mr Svensen outlined three priority areas that will drive shipping in the decades to come: Sustainability and environmentally friendly technologies, Big Data and connected ship solutions as well as a new safety mind-set across the whole maritime industry in order to improve its safety track record. "Today, 70% of the world's fleet is controlled from Europe. Our strong maritime clusters give us the opportunity to drive innovation – by making a continued

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

investment in research & development, stimulating joint industry projects, focusing on building competitive strengths as well as bringing capital, academia, investors and industry together and creating industry-government partnerships. Let us use this opportunity and be thought leaders," he said. In many of the most technology-intensive sectors of the industry, Europe already leads the way, he noted. European equipment manufacturers hold a global market share of 41% – and in the fields of subsea, deep-water and technology for harsh environments European technology and know-how is world-leading. The same applied to the most advanced ship sectors, for example offshore supply vessels, passenger ships, multi-purpose vessels and the new giant containerships. The CEO of the company's maritime business also stressed the importance of support from European policy makers: "Their commitment to shaping the framework conditions that enable the industry is critical. We need stable and therefore sustainable conditions to let industry clusters flourish and to enhance trust. Europe needs to get the gloves off in addressing competition issues ensuring reciprocity – of course without compromising on safety and quality." Mr Svensen applauded the European maritime industry for recognising its responsibility to put shipping on a path towards greater sustainability. The role of class and the maritime regulatory system also had to keep up with the expectations of the general public. "Recently, there have been many global efforts and initiatives to protect the environment. But to achieve the ambitious goal of a 60 to 80% reduction in CO_2 emissions there are still significant challenges that need to be addressed", Mr Svensen said. He noted that European industry players were working hard to tackle these challenges, by being forerunners in innovative, greener propulsion technologies, such as battery and hybrid systems, fuel cells or LNG-fuelled engines. "As the trend is to go beyond compliance, adopting these technologies gives you a competitive advantage." New software and Big Data solutions could enable the industry to implement smart maintenance strategies and increase operational efficiency. "In addition, automated systems for remote areas generate safety improvements and decision support systems can permit faster and more informed decisions by crews," Mr Svensen said. Apart from the use of Big Data solutions to improve the safety track record, the industry needed to push for greater transparency in the information exchange, learn more from reported accidents and implement preventive and mitigating barriers to the risks faced, he said. Shipping is a vital part not only of the global economy, where it forms the backbone of all global trade, but also the internal economy of the European Union. Some three quarters of imports and exports and almost 40% of internal dependence on maritime transport and the so-called "blue" economy in Europe adds €500bn in value and nearly five and a half million jobs. Svensen emphasised that "the European Shipping Week is a great place to highlight the maritime sector's importance to the European economy" and thanked the European Community Shipowners' Associations (ECSA) for its initiative to establish this event.

Brussels must work with European shipping to promote market access

(Source: European Shipping Week, 9th March 2015) The European shipping industry needs to work with the European Union to ensure free trade agreements remain in place if it is to grow its way out of the retrenchment of the past seven years. European Community Shipowner Association's President Thomas Rehder told *Lloyd's List* that maintaining a level playing field for shipping was a critical for competitiveness and that the EU had an important role to play in that. "We are looking to Europe to play its role as an international trade partner," Mr Rehder said. "The Transatlantic Trade and Investment Partnership is one example, but there are many areas in the world where there are market restrictions for shipping and where the EU has a political clout and power that it can use to the benefit of the shipping industry. This is one area where we can work together with EU officials." The offshore market in the US which falls under the Jones Act is not open to European shipping. This is an area where Mr Rehder would like to see

Events in Brussels

The European Parliament's TRAN Committee will hold a hearing on the Transport White Paper on **17th March**
http://tinyurl.com/kce52yx

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"

The European Rail Freight Association holds its annual event entitled "How to achieve growth, investment and innovation on the rail market?" on **24th March**

The ITS Conference 2015: "A Digital Strategy for Mobility: from capacity to connectivity" will be organised by the European Commission on **24th April**
http://tinyurl.com/qyat2xz

change. "A European company is not allowed to own more than 25% of a US-flagged ship. That is a field that needs to be opened if we are to expand the market for European shipping," he said. "Likewise, 80% of transport within the North American Free Trade Agreement area is overland and not by sea. So there is potentially a very big market that can be opened for shipping and for European shipping." "I don't think we can overturn the Jones Act but we may be able to pierce the Jones Act in very limited areas. Why should liner companies set up their hubs in Jamaica to do international feedering from there rather than from a port in the US? I think that would benefit the US as much as it would generate opportunities for Europe." Mr Rehder said opening up the Jones Act to some degree would create employment and business for the US as well as for Europe. "The carriage of international bill of lading cargo in areas that are covered by the Jones Act is a real interest for European liner companies. It would create business for the European lines and for charterers," he said. "We have a commission that is negotiating TTIP and should give them some material to defend European companies." Mr Rehder's calls were supported by Swedish MEP Christopher Fjellner, who said that free trade was the most important issue for shipping. "Right now we have a huge debate across Europe about the free trade negotiations with the US. The negotiations are going well but the debate is not going well." Increasingly protectionist policies were threatening to close down free trade negotiations, Mr Fjeller said. "We managed to get an agreement with Canada but that has not even been put to the European Parliament yet because we are afraid that there are protectionists in Europe that might stop the agreement," he said. Europe had been successful in shipping because it had an outward looking attitude. "If we change that to being more protectionist, the first line of business that will suffer from that will be shipping."

French MEP: Shipping is transport for the future

(Source: EurActiv, 6th March 2015) EurActiv has prepared an interview with Dominique Riquet, French MEP who has been the vice-president of the European Parliament Committee on Transport and Tourism since 2012.

Is maritime transport a priority for the European Union?

Europe owns 41% of the world's sea transport capacity, the largest fleet in the world. Maritime transport both within the EU and internationally is a priority for the European Union, which is supporting the industry by developing regulation and infrastructure. This is an essential part of our economy. It is worth €100bn and employs 180,000 people. But above all it is a vitally important mode of transport, carrying around 40% of the goods traded within the EU. This is of no small significance, as road transport, the leading sector, accounts for around 45-50% of goods. With a much smaller carbon footprint than road transport, shipping should be pushed as a mode of transport for the future.

What leverage can the European Union apply to promote the development of short distance sea transport?

Action needs to be taken on several fronts. Port infrastructure, and the connections between ports and other transport networks (river, rail and road), has to be improved, with projects like the Marco Polo programme. It is also important to develop training in the maritime transport industry and reinforce safety standards across the EU.

The Marco Polo programme was launched in 2003 to promote the diversification of freight transport away from the roads. But it was widely criticised, particularly by the Court of Auditors of the European Union...

The Marco Polo programme was not a success. One of the reasons for its failure was that it did not offer shipping companies enough support. If you want to develop "motorways of the sea," of course you have to support port infrastructure, but you also need a fleet of ships that are suitable for these new routes!

The EU is establishing a new financing tool for large infrastructure projects. Could the maritime sector benefit from this?

Yes, absolutely. Several port projects may receive Juncker plan funding (*ed.: this is the European Fund for Strategic Investments, ETSI*). Port infrastructure is very

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costly, but the return on investments is often deemed too low by private investors. The European Interconnection Mechanism (EIM) can also co-finance these sea highway projects for up to 20% of their total cost. One example is the extension of the Port of Calais, which could benefit from public subsidies from the EIM and the Juncker plan.

Sea transport is often portrayed as one of the cleanest modes of transport. What kinds of measures are taken within the European Union to maintain environmental standards?

Marine freight transport emits between 15 and 18 times less CO_2 than road transport. The comparison with rail transport is more difficult, because the sector's emissions depend principally on how the electricity that powers the trains is generated. The figure would vary considerably depending on whether the power came from renewable sources or coal, for example. Europe's commercial fleet also has to bring itself up to standard regarding the Sulphur Directive, which entered into force on 1st January 2015. This is a very important environmental measure, but it is also very difficult to implement, as companies have to choose between making expensive modifications to their ships and investing in more expensive fuel.

REST OF THE WORLD

Brazil and Mexico extend vehicle trade agreement

(Source: Automotive Logistics News, 10th March 2015) The governments of Brazil and Mexico have extended their vehicle trade agreement, which was signed in 2012, for a further four years. It was due to expire on 18th March, but the extension now means the limit will remain in place until March 2019. Quotas are set by the dollar value of vehicles traded between the two countries, but the amount included in the new agreement is lower than that of the outgoing one. The new deal is structured for a 3% increase each year, from the 2015 start point of $1.56bn. This compares with year on year increases of 7% under the previous agreement. According to analyst firm IHS Automotive, the agreement between these trading partners seems to favour Brazil, as Brazil was looking to extend quotas while Mexico was encouraging its partner to shift to a free-trade arrangement, as promised in 2012. IHS said that the new agreement will see the two countries change to an FTA as of 19th March 2019. "In 2012, when Brazil and Mexico negotiated the first agreement, Argentina also insisted on a similar arrangement," stated IHS. "Argentina's agreement will soon expire as well, and as that country is facing a more difficult environment than Brazil, it may also take a similar route in negotiating a new quota agreement with Mexico." Brazil has refused to sign a free-trade agreement this time around because of its current vehicle trade deficit with Mexico. The government cited an automotive trade deficit with Mexico of $1.69bn. Prior to the finalisation of the latest arrangement on 9th March, Luis Moan Yabiku, President of Anfavea, the Brazilian association of vehicle makers, told *Dow Jones*, "We need to deal with our competitiveness issues before reaching a free-trade agreement, with any nation." Mexico overtook Brazil last year as the region's biggest car producer, and Brazil sees Mexican exports as a big threat to its domestic vehicle production. The government has also said that that appreciation of the Brazilian real in the last decade has damaged the country's competitiveness on certain products, including vehicles. While Mexico is now the world's fourth biggest vehicle exporter, with 2.6m cars exported out of a total production level of 3.22m units, passenger car production in Brazil dropped 2.3% to 200,100 units in February compared to the same month in 2014 (281,600).

PRESS RELEASES

Hyundai Glovis becomes major shareholder of Adampol Group

*(Source: **Hyundai Glovis**, 10th March 2015)* We are pleased to announce that the acquisition of 70% of shares of Adampol S.A. by Glovis Europe GmbH was successfully accomplished on the 27th February 2015, when all related regulatory approvals and processes were completed.

"The portfolio of **Adampol** is fitting very well to our European company strategy in the field of finished vehicle logistics and parts supply," Mr. Suk Yong Kim, CEO of Glovis Europe, commented the closing of the deal.

After signing the partnership agreement last November, the two companies put a lot of efforts to finalise all remaining technical procedures as quickly as possible. These included the positive approval of the Merger Consent from the Polish and Russian governments.

Under the terms of the agreement Glovis Europe and Adampol will leverage the combined strengths and capabilities of both companies to significantly improve their competitiveness in Europe and Russia in terms of finished vehicle logistics and automotive parts supply. "The co-operation enables us to offer a unique logistics solution on the market integrating overseas shipping services to inland transportation and compound activities," pointed out Mrs. Elena Lukanova, President of Adampol.

Glovis Europe and Adampol complement each other very well not only for the provision of a wider range of services but also for the possibility to combine different experiences and expertise in the automotive sector. Glovis Europe has a deep knowledge about car makers expectation and needs from an inside perspective of the Hyundai Motor Group as well as a deep knowledge of the vehicle logistics sector. On the other hand, Adampol accumulated decades of experiences as logistics provider operating on the European and on the Russian market through its subsidiary Vectura.

Despite the synergies that can be achieved together, each company will maintain its independence and continue to seamlessly fulfil their current commitments. Glovis Europe is aware of the high service and quality level achieved over the years by the current Adampol management and would like to underline that the management remains unchanged. Elena Lukanova and Adam Byglewski who represent the Board of Directors at Adampol S.A. as well as all the main managers hold their responsibilities and continue their activity in order to provide all clients with more flexible and financially interesting proposals. The board of directors will be extended by two members appointed by Glovis Europe taking responsibility for financial affairs.

The new co-operation is expected to bring further significant value and efficiencies to the market players in Europe and Russia.

GEFCO celebrates thirty years in Spain

*(Source: **GEFCO**, 12th March 2015)* This year GEFCO is celebrating 30 years of activity in Spain. The subsidiary has managed to establish itself in a competitive logistics market and has maintained its top three position in a difficult economic climate. An event was held on 5th March to celebrate this anniversary, with Luc Nadal, Chairman of the GEFCO Group Management Board, major names from the national press and the subsidiaries' employees all in attendance. The event also marked the arrival of Julián Navarro, GEFCO Spain's new Managing Director.

GEFCO Spain is one of the Group's first subsidiaries: based in the country since 1985, today it is one of the industry leaders in Spain and achieved a turnover of €310m in 2013, i.e. more than 7% of the Group's turnover.

In the course of its thirty years of activity, GEFCO has expanded its network by regularly opening new logistics centres, developing new services and broadening its customer portfolio, which now includes 5,500 companies. With 36 logistics sites and 839 employees, the subsidiary manages the logistics flows of major industrial groups from various sectors: consumer goods (Dia, Alcampo), electronics, aeronautics, two-wheelers, health and beauty (L'Oréal) and automotive (Delphi, Fiat, Chrysler, as well as PSA Peugeot Citroën, a long-standing customer).

Renowned for the reliability of its services, GEFCO Spain has applied an acquired expertise in automotive logistics - one of the most demanding sectors - to respond to the globalisation of industrial flows and to the needs of its national and international customers faced with global and complex problems.

In 2014 a number of key successes allowed GEFCO Spain to maintain its leading position: contracts signed with large worldwide groups (World Duty Free Group, DFG and its subsidiary Pavestone), a foray into the temperature-controlled transport market (collaboration with Panstar), a new Finished Vehicles Logistics rail transport offer… The contracts were signed with industrial groups operating in various business sectors (High & Heavy, food, retail sales), thus illustrating the results of GEFCO's diversification strategy at both a global and local level.

The subsidiary also benefited from the recovery of the automotive sector, due in particular to the national plan to aid the automotive sector (Pive), which boosted sales in 2014 with 855,308 vehicle registrations recorded over the year, up 18.4% compared with 2013.

The subsidiary also plays a key role in the implementation of the 7-year 4PL contract with General Motors, which has entrusted GEFCO with the management and optimisation of its entire logistics chain in Europe and Russia. This contract which concerns over one million vehicles per year, positions GEFCO at the forefront of logistics integration in the European automotive sector. At the same time, and in line with the Group's strategy, GEFCO Spain is committed to continued investment in information systems, synonymous with increased competitiveness, in order to provide its customers with traceability and optimise their flows.

2015 marks a change in management, with Julián Navarro leading the subsidiary following the retirement of Dulsé Díaz. Mr. Navarro, 49, joined GEFCO in 1988, having notably managed GEFCO's subsidiaries in Argentina and Chile between 2009 and 2014.

"GEFCO Spain plays a key role within the GEFCO Group: its renowned expertise and its geographical location give it valuable advantages in the development of trade with the Maghreb region and Latin America. Above all, its proactive diversification strategy and the motivation of its teams place the subsidiary at the heart of the GEFCO Group's ambitious development strategy, which aims to double its turnover by 2020," said Luc Nadal, Chairman of the GEFCO Management Board.

Shipping industry proclaims European Shipping Week a total success

(Source: ECSA, 10th March 2015) Last week's inaugural European Shipping Week (ESW) has been heralded a massive success with the cream of shipping's decision-makers rubbing shoulders and networking with officials from the European Commission, European Parliament and EU Member States at over 40 industry events held throughout the week.

Just short of 1 million tweets about ESW were sent in the five days with 3.2 million page impressions recorded, making ESW the talk of the town in the global shipping industry. Ex-Belgian Prime Minister Guy Verhofstadt used his speech to describe ESW as the largest shipping event ever held in Brussels.

Many events were over-subscribed with in excess of 300 people attending the opening ESW reception and over 400 top level players attending the flagship ESW Conference and Gala Dinner which was held at the 5 Star Le Plaza Hotel in downtown Brussels.

ESW promoted the strengths and significance of European and global shipping with active participation by the major European legislators including the European Commissioner for Transport Violeta Bulc, Rainer Wieland, Vice President of the European Parliament, João Aguiar Machado, Director General DG MOVE, Fotis Karamitsos, Acting Deputy Director General, DG MOVE and many others.

Visitors to Brussels attended several industry events where crucial issues such as migrants; vessels of the future; maritime policy and funding; harmonisation in the international regulation of shipping alliances; LNG for Shipping; and Tramp Shipping to name but a few, were discussed and debated at the highest level.

Over 25 members of the press also covered the week-long event with coverage being picked up around the world.

European Shipping Week is the brainchild of the European Community Shipowners' Associations (ECSA) and this year's event was 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 on the Steering Group included: 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.

Patrick Verhoeven, Secretary General of ECSA said: "European Shipping Week was an undisputed success, as evidenced by the large number of participants. It met the need for a large scale shipping event in Brussels and we can now safely assume that the European Shipping Week will, from now on, be considered as a reference point for the shipping industry and EU regulators.

"I would like to thank all the partners and supporting organisations, our media partners, the speakers and participants as well as Shipping Innovation for contributing to the successful completion of ESW."

Shipping industry must support CO_2 target for sector, say transport groups

(Source: Clean Shipping Coalition, 6th March 2015) The Clean Shipping Coalition (CSC) is calling on shipping industry leaders to support a carbon emissions reduction target for their sector, as ship owners and stakeholders gather in Brussels for European Shipping Week. The CSC, the global NGO coalition campaigning for cleaner shipping, said that as the only remaining major economic sphere yet to tackle its carbon emissions, shipping must act urgently to do their part to keep the global temperature increase below 2 degrees.

Last year's third International Maritime Organisation study on greenhouse gas (GHG) emissions predicted shipping emissions to grow up to 250% by 2050, threatening to undermine other initiatives to keep global warming below dangerous levels. The CSC wrote to seven industry groups, and in addition to a target, is calling on them to work with EU Member States and others attending the IMO's environment committee (MEPC 68) session in May this year for an early agreement on mandatory fuel-burn reporting for ships.

The CSC also called on industry groups to push for transparent reporting of ships' energy performance. This information will enable shipping users in Europe and worldwide to identify the most efficient ships and practices, leading to increased competition, fuel savings and emissions reductions, and a level playing field for all players.

CSC President and Senior Policy Advisor at Seas At Risk John Maggs said: 'Shipping industry groups are on record as supporting efforts to promote sound environmental stewardship, but now they must deliver by pushing for both an emissions cut target and the measures to make it happen. They must join with other industry organisations and IMO Member States to publically support this approach and seek these measures at IMO and in time for Paris.'

Last year's GHG study by the IMO found that projected growth in demand for shipping will wipe out any improvements in ship efficiency. The European Commission last month said a climate deal in Paris later this year must cover 100% of emissions in all sectors, including shipping.

The IMO study on greenhouse gas emissions and the CSC letter to industry groups can be downloaded here.

Associations warn against risks of shifting CEF money to EFSI

(Source: ECSA, 11th March 2015) In view of this week's Transport Council and the debate it will hold on the 2015 Annual Growth Survey and transport policy's contribution to EU Competitiveness, growth and jobs, the undersigned associations wish to address the EU Transport Ministers to voice their concerns on the way the Union is tackling transport infrastructure financing and development.

Our associations would like to underline the importance of the Connecting Europe Facility (CEF) to fund projects along the Trans-European Transport Networks (TEN-T). CEF and TEN-T are the tools of an ambitious and at the same time realistic infrastructure policy, which will contribute to achieving a better-connected Union, fostering the development of the solid transport network European industry needs in order to thrive.

We welcome the Commission's ambition to attract more private investment to the transport sector, but are concerned that an over-optimistic attitude towards the deliverables of the soon-to-be-established European

Fund for Strategic Investments (EFSI) can be to the detriment of many infrastructure projects which are currently eligible for CEF funding but which would probably not be able to attract investment under EFSI.

The reallocation of a huge portion of the CEF budget (18.1% of the CEF transport grants budget in non-cohesion countries) as EFSI credit guarantee will put at risk many projects that have been identified as priorities of the TEN-T network.

As explained in the Interim Report by Mr Christophersen and Professors Bodewig and Secchi, the opportunities offered by the Investment Plan have a clear potential to benefit transport infrastructure projects where traffic is dense, on a relatively short segment, and highly predictable.

However, many port, rail and inland waterway projects present very different features. And yet they are necessary to build an efficient and interconnected, sustainable EU-wide transport network. Public grants will therefore remain of vital importance.

In order to make transport infrastructure projects more attractive to private investors, the Christophersen-Bodewig-Secchi report in many cases suggests blending financial instruments and grants, i.e. funding the riskier or non-revenue generating parts of a project through grants to make the rest of the project more profitable for private investors.

The European transport sector requires indeed using such blending of financial instruments and sufficiently attractive CEF grants. But this kind of construction is obviously only possible if the CEF grants budget still has sufficient means. Of the €26.4bn originally foreseen for transport in the 2014-2020 financial period, €12bn has already been spent through the 2014 CEF call.

For the sound development of the European transport sector, we hereby call upon all Transport Ministries to reflect on ways to avoid cuts to the CEF budget, as well as to formulate and submit to the attention of the Spring European Council alternative solutions for providing EFSI with an adequate credit guarantee.

The signatories of the statement are the Community of European Railway and Infrastructure Companies (CER), the European Barge Union (EBU), the European Community Shipowners' Associations (ECSA), the European Federation of Inland Ports (EFIP), the association of European Rail Infrastructure Managers (EIM), the European Rail Freight Association, the European Shippers' Council, the European Skippers' Organisation, the European Sea Ports Organisation, FEPORT, Inland Navigation Europe, the International Union of Wagon Keepers (UIP), International Union for Road-Rail Combined Transport (UIRR) and UNIFE.
The issue was already subject of an open letter by many of these organisations on 11th February. Please see *ECG News 15.06.*

New vehicle technologies and extension of EU infrastructure safety rules could prevent thousands of collisions on motorways

(Source: ETSC, 5th March 2015) New safety technologies could play a major role in bringing the numbers killed on European motorways down, according to the European Transport Safety Council (ETSC), authors of a new report published on 5th March.

The new analysis of developments in motorway safety shows that despite recent progress around 1,900 were killed on motorways in the EU in 2013.

The report cites figures from several countries showing that up to 60% of those killed in motorway collisions were not wearing a seatbelt. The authors call on the EU to require the mandatory installation of intelligent seat belt reminder systems (SBR) for all passenger seats in new cars. Currently only driver seats are required to be fitted with an SBR.

The EU is currently undertaking a review of the safety requirements that all new vehicles sold in Europe must comply with. A new proposal is expected later this year; the rules were last updated in 2009.

The authors also recommend that the EU requires the installation of intelligent speed assistance (ISA) and lane departure warning systems (LDWS) in new vehicles. Assisting ISA is an override-able in-car system that uses GPS data and sign-recognition cameras to help drivers stick to speed limits. The technology could cut deaths overall by 20%. LDW systems alert the driver if they drift out of their lane, a sign of fatigue or distraction that can be fatal; it is already mandatory for new lorries and buses.

The report also highlights the need for the European Union to do more to reduce the number of people killed on urban and rural roads as figures show motorway deaths are falling faster than deaths on the rest of the road network. Between 2004 and 2013, the number of people killed on motorways in the EU decreased by 8% per year on average, compared to 6.5% on other roads.

To narrow the gap in progress, the authors recommend extending EU infrastructure safety rules, which currently apply mainly to Europe's major motorways, to the rest of the road network. The European Commission is set to publish an update to that legislation later this year.

In particular the authors cite road safety audits – independent technical checks aimed at identifying unsafe features of a road – as a key element in EU infrastructure rules that is helping to save lives and should therefore also be applied to other roads. Road safety impact assessments for new projects, treatment of high-risk sites on existing roads and regular safety inspections as part of maintenance work are also crucial. Independent research highlighted in the report indicates that these measures can cut collisions by up to 20%.

The researchers found that between 2004 and 2013, Lithuania achieved the best average year-on-year reduction in deaths on motorways (-20%), followed by Slovakia (-14%) and Spain (-13%). Denmark, Austria, Great Britain, the Czech Republic, the Netherlands and Italy achieved better reductions than the EU average. Poland also managed to cut deaths despite quadrupling the length of its motorway network over the same period from 400 to 1,500 km.

For countries where death rates can be calculated based on traffic volume, the worst performing countries have a risk factor four times higher than the best countries. Denmark, Great Britain, Sweden and the Netherlands have the safest motorways while those in Poland, Hungary and Lithuania have the highest level of risk.