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NEWS FROM BRUSSELS

Capacity squeeze as markets start to recover

(Source: *ECG*, 2nd June 2015) ECG President Costantino Baldissara acknowledges optimism within the industry with both consumer and business confidence registering positive trends and EU car registrations up +10.6% (March), but warns of capacity shortages across Europe as the automotive sector slowly starts to recover.

In April, demand for new passenger cars in the EU increased for the twentieth consecutive month (+6.9%), totalling 1,166,482 units and recording the best result in terms of volume for the month of April since 2009. However the end of the first quarter of the year, typically a time of peak demand in many European markets for delivery of new vehicles, has highlighted capacity shortages in most of these markets. At a time when the automotive sector is seeing volumes slowly begin to recover across Europe the industry is increasingly coming under pressure due to an ageing transporter fleet and lack of investment in extra capacity. Baldissara stated that proper investment is essential in order to adapt to the recent demands of the sector.

Participants of ECG's 20th Annual Spring Congress, held on 29th May in Cascais, Portugal, heard that the situation in 2015 has been further exacerbated by the recent minimum wage law introduced in Germany. This legislation, highly controversial in its application to the transport market, has already discouraged some transport companies based in Eastern European Member States from operating in markets which they have traditionally supported. This resource used to give the sector the flexibility necessary to cope with peaks in demand and, without it, future peaks are likely to tip the industry into crisis. Mr. José Inacio Faria, Member of the European Parliament, confirmed that the application of the minimum wage to the transport sector and the accompanying administrative burden was putting small transport companies in jeopardy. The ongoing issues of driver shortages throughout the haulage industry is a further challenge with no immediate solution in sight. ECG Vice President Wolfgang Göbel stated that "70% of ECG members report a shortage of drivers".

Also speaking, Mr. João Aguiar Machado, Director General of the Directorate for Mobility and Transport (DG MOVE) acknowledged the importance of close co-operation between the Commission and organisations such as ECG in order to shape EU Transport Policy: "The European economy depends on a successful, efficient and cost-competitive logistics supply chain". He further stated "European companies are very strong in logistics and we need this to remain one of our best assets". Machado assured the 120-strong audience, made up of logistics providers from across Europe, that "their voice would not go unheard" and that the Commission welcomed dialogue with the sector.

Machado further stressed the enormous potential offered by the digitalisation of sectors such as transport and logistics in terms of optimizing traffic and cargo management and achieving administrative simplification. He invited ECG members to participate in the upcoming Digital Transport and Logistics Forum, which was one of the subjects addressed at the ECG Dinner Debate in Brussels on 24th March.

The Spring Congress also confirmed the continuing success of the ECG Academy for young logistics managers. Fifteen graduates received their final qualifications at the Congress bringing the total number of academy alumni to date to almost 170. In addition to negotiating skills and other core competencies, as well as the valuable experience gained at on-site visits to ports and railheads, the Academy provides its students with unparalleled networking opportunities.

At the ECG General Assembly on 28th May, also held in Cascais, ECG unanimously re-elected its Board for a term of one year (excepting the President and Vice President who had one year left of their mandate). Retiring Board Member and ECG Treasurer, Roberto Volpato, Eliambrosetti SpA (Italy) stepped

ECG & other industry events

► 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 Maritime & Ports Working Group Meeting, on 3rd July 2015, in Gent, Belgium

► ECG Board Meeting, on 9th July, in Naples, Italy

► ECG Land Transport Working Group Meeting, on 14th July, in Frankfurt, Germany

► ECG Board Meeting, on 8th September, in Munich, Germany

► ECG Eastern Regional Meeting, on 17th September, in Istanbul, Turkey

► ECG Annual Conference, on 15-16th October, Vienna, Austria

► ECG Academy Alumni Meeting, on 6th November, Venue TBC

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

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



down from his position on the Board and was thanked for his commitment and engagement over his previous terms.

2015/16 Board

- Maximilian Altmann, ARS Altmann AG (Germany);
- Costantino Baldissara, Grimaldi Group (Italy) – President;
- Peter Borrmann, STVA (France);
- Michael Bünning, BLG Automobile Logistics GmbH & C° KG (Germany);
- Krzysztof Dakowicz, Adampol S.A. (Poland);
- Marcos Duato, Flota Suardiaz (Spain);
- Mats Eriksson, AB SkandiaTransport (Sweden);
- Wolfgang Göbel, Horst Mosolf GmbH & C° KG (Germany) – Vice-President and Chairman of the Board;
- Ömer Gürsoy, Me-Par (Turkey);
- Christian Lang, DB Schenker Rail Automotive GmbH (Germany);
- Ray MacDowall, ECM (Vehicle Delivery Services) Ltd (UK);
- Kirill Petrunkin, FTC Autotechnoimport LLC. (Russia);
- Antoine Redier, GEFECO (France);
- Konrad Zwirner, Hödlmayr International A.G. (Austria).

ECG Note: The event's press release, the presentations, the picture gallery and the news coverage can be found on the [ECG website](#).

White Paper on transport

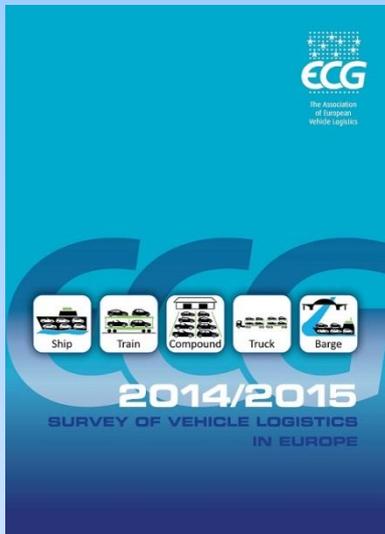
(Source: TRAN Committee, 2nd June 2015) The MEPs in the Transport (TRAN) Committee held a debate on the own-initiative report on the White Paper on Transport on 28th May. The aim of this report is to look at the implementation of the 2011 White Paper on Transport and the Commission's forthcoming midterm review. It proposes actions to achieve the goals set out in the White Paper, placing emphasis on:

- modal shift and co-modality;
- infrastructure and innovation;
- economic growth and competitiveness;
- decarbonisation of transport;
- sustainable urban mobility;
- improvement of social conditions; and
- transport safety.

The list of proposed initiatives and action points should be adapted and evaluated on a regular basis, to ensure their effectiveness in achieving the long-term objectives of the White Paper. The purpose of the mid-term review should be to maintain the level of ambition of the objectives set in 2011, and to increase and streamline efforts to meet them. The Committee had a long and lively debate, as the implementation of the White Paper lies at the heart of ensuring the sustainability of the future transport system. 625 amendments were tabled covering many areas of EU transport policy. They focus on the steps needed in all transport modes to achieve the vision of a more efficient, sustainable, competitive and integrated transport system. The issues addressed include:

- promoting economic growth and maintaining the competitiveness of the European transport industry; developing a modern transport infrastructure in Europe;
- putting innovation at the service of transport users;
- mitigating transport's environmental impact by decarbonising transport and reducing greenhouse gas emissions;
- shifting the balance between modes of transport and ensuring co-modality;
- putting people at the heart of transport policy by promoting the safety and quality of transport services; and
- improving social conditions and preventing social dumping.

Now available! The new ECG Survey of Vehicle Logistics 2014-2015



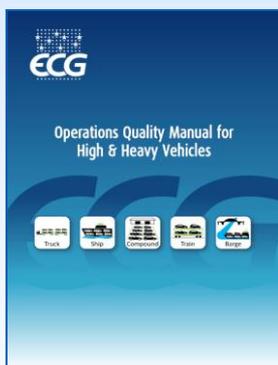
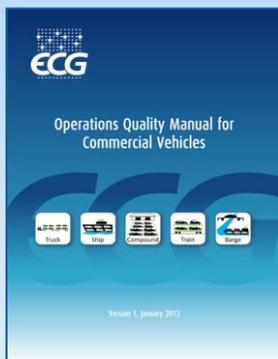
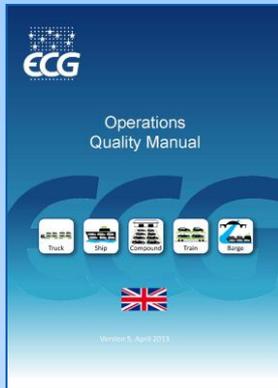
- Combines global and European data and information on the automotive industry in general, and the finished vehicle logistics sector in particular
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AUTOMOTIVE INDUSTRY

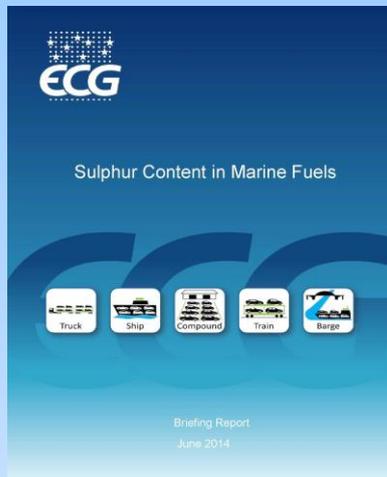
German automakers fear possible UK exit from EU

(Source: *Automotive News Europe*, 29th May 2015) As the UK prepares to make a decision on its future within the European Union, German companies are beginning to count the cost of a possible exit, with automakers such as BMW Group possibly having the most to lose. Prime Minister David Cameron was in Berlin today to spell out to Chancellor Angela Merkel the changes he is seeking in the UK's relationship with the EU. Cameron's visit was at the end of a four-country European tour that also included France, Poland and the Netherlands. Merkel and the European Commission must "do everything they can to keep Britain" in the EU, said Matthias Wissmann, president of the VDA, the German auto industry lobby group. Legislation to allow a UK referendum on the country's EU membership to take place by the end of 2017 following a renegotiation of membership terms was given priority in Cameron's government's program announced on 27th May. The UK is Germany's most important trade partner in Europe with a surplus of €42bn in 2014, second only to the US, according to the Federal Statistics Office in Wiesbaden, Germany. About one-fifth of all cars produced in Germany, valued at almost €18bn, went to UK drivers last year, making the country the top export destination by volume for Germany's automotive industry since 2001, data from the VDA show. A UK exit may cause German car exports to the UK to contract by about 2% in the years to 2030, according to a study by the Bertelsmann Foundation. "The German car industry example underlines the wholly unpredictable, risky consequences for both the British and the German economies of a Brexit," Joachim Pfeiffer, Chief Spokesman for economic policy for Merkel's Christian Democrat-Christian Social Union in parliament, said. "If the UK exited it would mean we've lost a large, market-orientated, liberal- and like-thinking economy in the heart of Europe." It's not just Germany that stands to lose. While a UK exit may cause German car exports to fall, it may also mean €300bn in lost economic growth by 2030 for the UK, according to Bertelsmann's findings. Access to the EU's single market of 500 million customers has been crucial to Britain's small and medium-sized firms, John Cridland, Head of the Confederation of British Industry lobby group, said in an [opinion piece](#) published on the group's website on 26th May. Peter Schwarzenbauer, the BMW board member responsible for the Mini and Rolls-Royce marques, said: "It's beneficial for the UK to remain an active and influential member of the EU. The UK plays a crucial role in the BMW Group production network and is our fourth-largest market worldwide." The UK is home to BMW's Mini plant in Oxford and Volkswagen Group's Bentley unit in Crewe. German supplier Robert Bosch has begun to weigh the options for its business of a potential exit by the UK, which is also the fourth-biggest export destination for German machinery equipment. "The UK is of great importance to the single market," Uwe Raschke, Bosch's Head of consumer goods, said. "Should the UK decide to leave the EU, Bosch would need to study the consequences and adapt to them." Germany exported goods and services to the UK to the tune of €84.1bn last year, almost double the €42.3bn in goods and services it imported from its partner, according to the statistics office.

Car makers gear up for next CO₂ emission cuts

(Source: *EurActive*, 29th May 2015) As the EU prepares for tough negotiations on reducing CO₂ emissions from cars post-2020, industry lobbyists, green campaigners and the European Commission alike seem to agree on one thing: deeper emission cuts from road transport will require a more "holistic" approach. Just what "holistic" means is still subject to discussion, however. On 18th June, the European Commission will fire the starting gun on the next round of talks to reduce emissions from the road transport sector. A formal legislative proposal on reducing cars' CO₂ emissions will not be tabled before 2016 but lobbyists of all kinds are already lining up their arguments. For carmakers, the matter is

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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clear: cutting CO₂ beyond the 95 g/km currently required by 2020 will call for “a comprehensive approach” that looks at other things than mere fuel efficiency improvements. It means looking at the whole range of alternative fuels – including electric and others – but also connectivity aspects and the renewal of Europe’s gas-guzzling fleet of old vehicles, according to Erik Jonnaert, the Secretary General of the European Automobile Manufacturers Association (ACEA). “Clearly fuel option is going to be big, and fleet renewal is really going to be a big one,” Jonnaert told *EurActiv* in an interview. “But we are really surprised by the impact of eco-driving, which is not only about the drivers’ behaviour but also the technologies to support them,” he said. Another aspect ACEA is looking into is road infrastructure. “If you have two identical cars, emissions would be very different depending on the road you use,” Jonnaert pointed out. The “comprehensive approach” argument from the auto industry is hardly new. During previous rounds of CO₂ talks, in 2008, carmakers won concessions to complement vehicle technology improvements with other measures, such as better tyres, more efficient air conditioning systems, and the use of biofuels. For environmental campaigners, this all sounds too familiar. “If you read ACEA’s position on this, what they actually mean by holistic is ‘everyone else does something but we don’t,’” says Greg Archer from Transport & Environment, a green campaign organisation. “So they don’t want a holistic approach, they just don’t want to do anything,” Archer told *EurActiv*. According to T&E, the heavy lifting in terms of CO₂ reduction has to come from car and truck emission standards, with firm targets set for 2025. Jonnaert, for his part, does not deny that CO₂ targets have driven improvements in fuel efficiency. “Clearly, the targets have helped move in the right direction, that’s true. The question is how far you can keep moving. In the beginning, targets made it possible to optimise combustion engines. Then, you had to invest in alternative fuel cars. Now, theoretically, if we want to go further down, we will have to get more out of alternative fuel cars. This means mainly electric cars, but also hydrogen, natural gas – the whole portfolio,” Jonnaert says. Archer agrees although he strongly dismisses claims that emission cuts beyond 95g/km cannot happen without a shift to electric mobility. “That’s nonsense. Technologies are coming forward all the time,” he said, citing further hybridisation, lower vehicle weights, and alternative fuels. Where Archer and Jonnaert do agree, however, is that a holistic approach will be needed to tackle CO₂ emissions from the transport sector as a whole – beyond the private vehicle. As a sector currently not covered by the Emissions Trading Scheme (ETS), road transport – together with agriculture and buildings – is being asked to reduce its emissions by 30% compared to 2005 levels. The target is part of the EU’s climate and energy policy for 2030, which aims to reduce the bloc’s greenhouse gas emissions by 40% (compared to 1990). According to Archer, fuel efficiency improvements alone won’t be enough, as these are only expected to account for around 40% of emissions cuts required from the road transport sector. “That leaves 60% that needs to be delivered via other measures, like reducing speed limits, encouraging people not to use their cars for short journeys and making use of public transport when appropriate,” Archer told *EurActiv*. “Undoubtedly, technology and regulation cannot deliver the whole solution,” Archer admits. “But it is also true that without 2025 targets, you cannot deliver the EU’s 2030 climate goals. So regulation has to be complemented by other measures.” Miguel Arias Cañete, the EU’s Climate Action and Energy Commissioner, also says he wants “a holistic approach” to reducing transport emissions. This, he said, means “not just tackling CO₂ emissions from cars, but analysing how we can deal with the transport sector as a whole, assessing how electro-mobility is going to be deployed, roads, etc.” Nothing is decided at this stage as the Commission has not yet launched its public consultation. But Cañete said a few principles were already clear. “First, there will be new targets post-2020,” Cañete told a group of Brussels-based journalists on 28th May, saying this will be decided only after a thorough impact assessment of the expected costs and benefits. “Second, we want technological neutrality, with new fuel efficiency standards according to a new test cycle.” Asked by *EurActiv* to clarify what he



Events in Brussels

The European Road Safety Council organizes the Road Safety Performance Index (PIN) Conference on **18th June**
<http://tinyurl.com/pyfs45w>

Rail Forum Europe organizes a dinner event related to trade and international rail markets, on **14th July**
http://www.rail-forum.eu/wp-content/uploads/2015/05/150505_1_RFE_Press_Release.pdf

means by 'holistic', the Commissioner responded, "The holistic approach is that we are asking the road transport sector as a whole to contribute to the reduction of emissions. That means fuel quality, biofuels, road infrastructure, deployment of electro-mobility and a lot of other things." He said the proposal on CO₂ from cars will be closely co-ordinated with other Commissioners – Ms Bieńkowska, Ms Bulc, Mr Vella – in charge respectively of industry, transport and the environment, so it won't be just a climate initiative. "It has to be well co-ordinated, also with the reform of the ETS and the goal of raising the share of industrial activity to 20% of the EU's GDP," Cañete stressed. Heat on policymakers is expected to turn up as soon as actual emission targets are put on the table, during the course of 2016. When the current 95g/km targets were approved, EU officials recall with anxiety that German Chancellor Angela Merkel did not hesitate to pick the phone to make sure the demands of the German car industry were met. Cañete is aware that negotiations can take a nasty turn, telling journalists that "new CO₂ emission standards for cars will be the most complicated negotiation for us, along with the revision of the ETS directive". Asked whether he expected to receive calls from Germany, he remained cool. "I don't have pressure yet because at the moment there is no post-2020 target. But the pressure will come." For example, he said carmakers that do not have electric vehicles within their range of products "may face difficulties". But he also said objectives on electric mobility needed to remain realistic. "We have to take into account the development of infrastructure. We cannot take for granted that 10% of transport will be electric, like in some Nordic countries. "

Scania to test electrically powered trucks in real-life conditions

(Source: *Automotive Purchasing*, 4th June 2015) In February 2016, Scania will start testing electric trucks on the electric road which will become a reality as the Swedish Transport Administration has now approved support for the Gävle Electric Road project. The project will demonstrate and evaluate conductive technology, which involves electrical transmission through overhead lines above vehicles equipped with a pantograph power collector. The investment in the Gävle Electric Road project is in line with the Government's goal of an energy-efficient and fossil-free vehicle fleet by 2030 and will help to strengthen Sweden's competitiveness. The project consists of about SEK 77m in public financing combined with about SEK 48m in co-financing from the business community and the Gävleborg region. Scania's trucks will operate goods transport services on a two-kilometre test route, which is being built between the Port of Gävle and Storvik along European highway 16. The trucks are equipped with an electric hybrid powertrain developed by Scania. Power to the trucks is transferred from overhead lines through a pantograph power collector mounted on the frame behind the cab. This technology has been developed by Siemens, which since 2013 has conducted trials of electrified trucks together with Scania at its research facility outside Berlin. The possibility of operating heavy trucks using electricity in this way means that the truck's flexibility to perform transport tasks using electricity and as a regular hybrid truck is maintained, while up to 80-90% of the fossil fuel emissions disappear. Operating costs will be low as much less energy is required due to the efficiency of the electric engine, while electricity is a cheaper source of energy than diesel. "The potential fuel savings though electrification are considerable and the technology can become a cornerstone for fossil-free road transport services. Electric roads are also a way to develop more eco-friendly transport services by using the existing road network," says Nils-Gunnar Vågstedt, who is responsible for Scania's research in this field. The demonstration facility for conductive technology is part of the Electric Roads Project, which is one of the largest innovation procurement projects currently under way in Europe. In co-operation with the Swedish Transport Administration, the Swedish Energy Agency and VINNOVA, industry and academia will demonstrate and evaluate electric roads as a possible method for reducing the use of fossil energy in the transport system.

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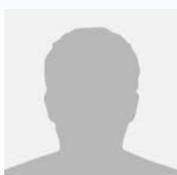
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EUROPE

Juncker says the Commission will challenge Germany's road toll law

(Source: *EurActiv*, 1st June 2015) The European Commission will consider a legal challenge against Germany over road tolls that appear to violate EU anti-discrimination laws by targeting foreign motorists, the Commission's president said. In the *Süddeutsche Zeitung* on 1st June, Jean-Claude Juncker said the toll - which the Merkel government passed in March - does not appear to conform with EU rules prohibiting discrimination against foreigners. "We have considerable doubts that the law succeeds (in preventing discrimination against foreigners)," Juncker stated. "The Commission, as the guardian of the EU treaties, now has to explore whether the treaties have been violated - if necessary at the European Court of Justice." The toll, which Germany's parliament approved in March, will force foreign car drivers to pay up to €130 a year for using the country's motorways. German drivers would also pay the toll, but would receive a corresponding reduction in automobile taxes, which critics inside and outside the ruling grand coalition say contravenes EU rules. Juncker's comments follow a report in *Die Welt* on 30th May that quoted Commission sources saying it planned to launch a legal challenge against Germany. The toll is a pet project of Transport Minister Alexander Dobrindt and his Bavarian Christian Social Union (CSU) party. The CSU's bigger sister party, Merkel's Christian Democrat (CDU), as well as the junior centre-left coalition partner, the Social Democrats (SPD), were long openly sceptical. The SPD rejected the toll in the 2013 election campaign, for the same reasons Juncker cited. In February, a report by EU experts cast doubt on the toll as discriminatory. Dobrindt argued that the new motorway toll will generate some €500m for the state each year, which would be invested in transport infrastructure. German President Joachim Gauck has not yet signed the law, which is normally a formality, according to a report on 1st June in *Bild*. The daily said that he has spent three weeks studying whether the law is in conformity with Germany's constitution.

REST OF THE WORLD

GEFCO reports positive results in Algeria just one year after setting up its local subsidiary

(Source: *GEFCO*, 3rd June 2015) The GEFCO Group, European leader in automotive logistics and a global benchmark in industrial logistics, confirms the successful launch of its activity in Algeria. With a turnover of €5m in 2014, its Algerian subsidiary has already established itself as a major player in the national logistics sector less than one year after its arrival. Luc Nadal, Chairman of the **GEFCO** Management Board, emphasised that: "This success reflects the confidence shown by our customers and partners in the quality of our services and in the operational expertise of our teams. As the only logistician with full command of complex global supply chains, we are delighted to support Algeria's projects for industrialisation and its development of foreign trade." With a GDP growth forecast of 4% in 2015 and dynamic foreign trade, the Algerian economy continues to exhibit a strong performance. Algeria is also the second largest automotive market on the African continent and one of the most promising worldwide. Drawing on the Group's experience of over 65 years in the Automotive sector, **GEFCO** Algeria has invested in major logistics infrastructures and set up two preparation and storage establishments for new vehicles in Mostaganem, in the west of the country, and Boufarik, near Algiers. With a surface area of 5 hectares, the Boufarik site also offers warehousing and logistics management services, thus establishing itself as the leading multi-business line logistics platform in Algeria. As an example of its expertise, the subsidiary handles the



receipt and inspection of vehicles, as well as their storage and distribution to various dealerships, on behalf of the importer SAIDA. It also handles the distribution of new vehicles to dealers for PSA Peugeot Citroën. In total, **GEFCO** Algeria transported 55,000 new vehicles in 2014. "The Automotive sector is one of the pillars of our development strategy in Algeria. We have all of the qualities needed to support the development of car manufacturers and equipment suppliers in Algeria and North Africa. Our aim is to become a key player throughout the Maghreb region in the coming years", says Bertrand de Techtermann, Managing Director of the Algerian subsidiary.

Toyota awards WWL

(Source: *Automotive Purchasing*, 2nd June 2015) Toyota Logistics Services (TLS) recently awarded **Wallenius Wilhelmsen Logistics** (WWL) and its Vehicle Services Americas (VSA) division with the "Customer Service Excellence Award" for 2014. Vice President of TLS Mickey Sakai, and Lee Hopgood, TLS Senior Manager, presented the award at the annual Logistics Partners meeting, which is attended by all TLS executives and service providers, such as ocean carriers, processors, truckers and rail-service providers. WWL earned the award for the Toyota units processed and exported from Savannah, Georgia, to Oceania. The WWL team receives the Toyota cars via rail in port of Savannah, processes them and hands over the cars to WWL vessels bound for Oceania. WWL won the award for both ocean and processing services and was chosen over 13 other ocean carriers and eight processors. "This award is a testament to the true 'Teaming and Collaboration' – one of WWL's core values – and how WWL teams work together to create value in handovers between processing and ocean transport," says Rich Heintzelman, WWL Head of Commercial for the Atlantic West.

PRESS RELEASES

SE Mäkinen acquires Aro Vehicle Logistics Oy

(Source: *SE Mäkinen*, 2nd June 2015) SE Mäkinen Logistics Oy and Aro Vehicle Logistics Oy have signed an agreement regarding a business acquisition which involves the transfer of Aro Vehicle Logistics business to SE Mäkinen on 15 June 2015.

Along with Aro Vehicle Logistics business operations, SE Mäkinen will also acquire the company's property and fixed assets located in Hanko. Aro Vehicle Logistics' employees will be employed by SE Mäkinen on identical terms.

The arrangement enables smooth transfer of operations and services. "The integration of Aro Vehicle Logistics' and SE Mäkinen's operations creates a wide variety of possibilities for joint development in the future. The wider joint responsibility for the supply chain provides us with better means to meet the changes that have already taken place in the operational environment and the customers' demands. We are excited to get the chance to further promote this work," says CEO Iiro Mäkinen from SE Mäkinen Logistics.

SE Mäkinen, founded in 1952, is a family-owned business specialising in vehicle logistics in Finland and the Baltic countries. The company's offices are located in Hanko, Vantaa, Turku, Kotka and Paldiski, and it offers services from customs and pre-delivery inspections to storage and transport. The company has previously not had any PDI or installation and inspection services in Hanko.

"With the acquisition, Aro Vehicle Logistics will become part of a company whose main business is logistics, and that will improve our opportunities to develop the unit's operations," notes Managing Director Ari Koskinen from Aro Vehicle Logistics.

French students converge to Barcelona to discover maritime intermodality.

(Source: *Escola Europea de Short Sea Shipping*, 4th June 2015) Between 30th May and 2nd June 2015 the Escola Europea de Short Sea Shipping (2E3S) organised a WHITE MOS Management course in maritime logistics for students coming from the Université d'Evry and PROMOTRANS Toulouse.

38 participants attended this edition of the course, which took place on board a Ro-Pax vessel of **Grimaldi Lines** on the crossing between Barcelona and Civitavecchia/Rome.



WHITE MOS courses aim to provide training in intermodal logistics, Short Sea Shipping services and the Motorways of the Sea. The students could observe and experience the short sea shipping activities first hand during the trip by seeing real-life intermodal transport operations.

This course was carried out in French and English, and taught by a combination of professionals and professors from the transport sector. These included representatives of Grimaldi Lines, consultants from the Spanish logistics sector and the Escola Europea de Short Sea Shipping.

The students were given the opportunity to participate in workshops, practical visits to the vessel, debates and work in groups with their counterparts from across the Atlantic. Additionally a guided tour of Rome was offered to the students on the resting day of the vessel.

No justification for discriminating against modern diesel technology, says EU auto industry body

(Source: ACEA, 3rd June 2015) The European Automobile Manufacturer's Association (ACEA) has voiced its surprise and disappointment at the announcement on 2nd June that Euro 6 diesel cars will not be included in Category 1 of the new French colour coding scheme, which classifies vehicles according to their pollution levels.

For many years now, European vehicle manufacturers and their suppliers have led the world in the development of state-of-the-art diesel engine technology, including the implementation of high-efficiency diesel engines and diesel particulate filters that control particulate emissions (including ultra-fine particles) effectively down to zero levels at the exhaust tailpipe. EU regulation on exhaust particles has helped drive these improvements.

Since 1992, the EU has been introducing increasingly strict limits on vehicle emissions through a series of 'Euro' standards. The latest and most stringent is Euro 6. New car models are already compliant with Euro 6, and as of 1st September 2015, all new cars sold must meet this standard. These vehicles are the cleanest ever produced.

With a test known as Real Driving Emissions (RDE), Euro 6 will require real-world emissions testing of cars for the first time, and the automotive industry is actively supporting these developments. This means that cars' performance will be measured not just in the laboratory, but also on the road.

"Policy should be technology-neutral to ensure the uptake of the latest low-emission vehicles. There is no reason to discriminate against clean diesel technologies," stated ACEA Secretary General, Erik Jonnaert. "This does not make sense from an environmental or health point of view, and could be detrimental to the mobility of cities and businesses."

As diesel cars have lower CO₂ emissions per kilometre than equivalent petrol-powered vehicles, they are an important means to enable manufacturers to reach the EU's 2021 CO₂ fleet average targets. They will also continue to be an essential contributor to meeting post-2021 targets. Customers favour diesel cars because authorities have increasingly incentivised the use of low-CO₂ vehicles via the tax regime and the fuel is often cheaper due to lower national taxation.

Jonnaert: "We share the desire to improve air quality – which will happen as newer, more advanced engines gradually replace older ones – but doing so at the expense of pushing up CO₂ emissions is not the right way forward. With a policy framework in place that encourages the more rapid adoption of the latest low-emissions technologies, we can improve air quality and at the same time reduce CO₂ emissions."

This is also why the industry is calling for the support of the Member States to ensure that the Commission completes very soon the RDE regulation in a sensible and balanced way. "Without the RDE regulation, industry has no legal means to demonstrate that Euro 6 diesel vehicles also have very low NO_x emissions," explained Mr Jonnaert.

ECSA and ETF share a common vision on social-related issues of the Commission's Mid-Term maritime strategy review



(Source: ECSA, 3th June 2015) On 22nd May, the European Social Partners for Maritime Transport – the European Community Shipowners' Associations (ECSA) and the European Transport Workers' Federation (ETF) – presented a joint position paper on the Commission's Mid-Term Maritime Strategy Review.

Pia Voss, spokeswoman for ECSA said: "I am particularly pleased that the social partners have managed to express a common view on a number of social-related key issues, such as working and living conditions on-board ships or measures to stimulate seafarers' recruitment and employment."

It is the very first time that ECSA and ETF have expressed such a common vision on the future of the European Commission's maritime transport policy, proving once again the vitality and the effectiveness of the dialogue existing at EU level between social partners.

Mark Dickinson, the spokesman of ETF added: "this exercise was not easy and it is obvious that there are still areas where ECSA and ETF continue to disagree. Nevertheless, we feel in our Social Dialogue Committee that there are many other issues where we do agree, and this time we decided to sit together and managed to express this common vision in a joint position paper."

The Social Partners insist in their joint submission on the need to make the most of the mid-term review exercise in order to strengthen the attractiveness of the EU shipping industry, which is an important source of jobs, both on-board ships – for ratings and officers – and onshore (directly and indirectly). To that end, the EU should provide lifelong career prospects in the maritime industry and maritime clusters and facilitate career progression from rating to officer jobs as well as labour mobility in the maritime industries throughout Europe.

The Social Partners also put forward the need to ensure thorough enforcement of a number of international and European requirements, such as the international Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), and call for continuous improvements of the standards of the Maritime Labour Convention.

The joint position paper further underlines the need to provide an appropriate framework for the provision, improvement and adaptation of education and training for crews, for example by means of more state support for training and education, and through continued support for projects put forward by the Social Partners for Maritime Transport in their Sectoral Social Dialogue Committee.

The joint position paper will be an important contribution to the Commission's ongoing review of its 2009-2018 maritime strategy. This document complements the individual answers that both associations submitted in the framework of the public consultation on this exercise earlier this year.

The joint position paper can be [downloaded here](#).

Clarity needed as new rules on reporting formalities loom over shipping community

(Source: ECSA, 26th May 2015) In an effort to gather much needed information and to obtain some clarity regarding the situation on the ground, cargo owners, freight forwarders, port authorities, terminal operators, ship agents and shipping companies have sent EU Member States a questionnaire to ascertain which systems countries are putting in place to comply with Reporting Formalities Directive 2010/65/EU, which enters into force on 1st June. The Directive was part of a wider Commission initiative to reduce administrative formalities for shipping and increase the ease of doing business.

Progress on the implementation of the directive has been slow and uneven between Member States, partly due to the fact that the 2010 Reporting Formalities Directive only foresees the creation of digital single entry points for the required data, also called Single Windows, at national level. Member States are not required to set up similar or even compatible systems which in turn leads to a major compliance challenge for the shipping industry. Co-ordination efforts led by the Commission have so far not yielded the expected results, leaving ship operators in a difficult position.

In the short term, the shipping industry needs clarity with regard to the information that it will be required to provide to each Member State as well as additional information on the means and practicalities linked to the delivery system. It also needs the extension of existing systems for a certain period of time so as to guarantee a smoother transition.



“With the deadline for the entry into force of the Directive only a few days away, shipowners need to know which information they need to transmit and how. The main reason behind the questionnaire sent to EU Member States is to determine what is expected from the shipping community, in other words which measures we need to take to be compliant with the Directive. Finally we also ask Member States to allow for a continuation of existing reporting formalities so as to avoid any major disruptions in trade,” said ECSA Secretary-General Patrick Verhoeven.

In the longer term however, a more homogenous reporting formalities landscape is required to provide ship operators with real facilitation instead of a patchwork of non-compatible Single Windows.

“We share the aims of the Directive, namely digitalising, streamlining and rationalising extremely burdensome, repetitive and arcane ship reporting formalities when calling at EU ports. This is why we renew our plea to the European Commission and Member States to do everything in their power to remain in line with the spirit of the Directive. The underlying logic behind this piece of legislation was to provide the industry with trade facilitation and increase the ease of doing business,” he remarked.

The questionnaire can be referred to at the [ECSA website](#).

Smartfusion: Smarter urban deliveries a step closer

(Source: IRU, 4th June 2015) The European Commission-funded Smartfusion project on smart urban freight deliveries final event in Berlin showcased how urban policymakers and operators can now analyse the likely success and benefits of applying green vehicle technologies to their city regions and supply chains.

The results of the Smartfusion project were unveiled to an expert audience of city and regional authorities, logistics operators, fleet managers, industry representatives and academics on 4th June. The project showcased novel transport innovations to effectively improve the efficiency as well as social and environmental sustainability of urban freight in last mile operations and related urban and inter-urban shipment processes.

The results included the Smart Urban Freight Designer Tool as well as best practices from the partner cities and regions. From its demonstration cities (Berlin, Newcastle and Como) Smartfusion determined the critical success factors in stimulating the market uptake of new sustainable vehicle technology.

In addition, different stakeholders presented their state-of-the-art solutions to urban freight challenges in European cities. Urban policymakers and operators will now be equipped to analyse the likely success and benefits of applying green vehicle technologies to their city regions and supply chains, and leverage proven best practices.

Head of IRU Projects, Zeljko Jeftic said, “Transport operators are an essential partner for further improving urban freight deliveries. The useful practical tools developed through this project will be instrumental to ensure uptake and the successful implementation of tried and tested innovative solutions.”

The Smartfusion project is built upon existing urban freight development strategies from the three trial city regions. The City of Berlin demonstrated integrated technology solutions, Como in Italy showcased a remote monitoring system for fully-electric vehicles, and Newcastle upon Tyne examined collaborative approaches for urban and interurban shipments using electric trucks.