ECG News

ECG – The Association of European Vehicle Logistics

Issue 15.24, 15th –19th June 2015

CONTENTS

ECG - The Association of European Vehicle Logistics, Diamant Building, Bd. Reyers 80, 1030 Brussels
Tel: +32-2-706-82-80, info@ecgassociation.eu; www.ecgassociation.eu

ECG & other industry events

► **ECG Maritime & Ports Working Group Meeting**, **6-7th July**, 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 Maritime & Ports Working Group Meeting**, **29-30th September**, in the Port of Bristol, UK

► **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

NEWS FROM BRUSSELS

Commission launches infringement case on the new German road charging scheme for private vehicles ("PKW-Maut")

(Source: European Commission, 18th June 2015) Germany adopted on 8th June 2015 a law introducing a road charging scheme for cars. At the same time, it passed a law ensuring that vehicles registered in Germany benefit from a deduction of the road charge from the annual vehicle tax bill. This will lead to a de facto exemption from the charge for cars registered in Germany - and only for those cars. Commissioner for Transport Violeta Bulc said: "A toll system can only be compliant with European law if it respects the fundamental Treaty principle of non-discrimination. We have serious doubts that this is the case in the final text of the relevant German laws. We are now acting swiftly to clarify these doubts through an infringement procedure in the interest of EU citizens." The Commission's main concerns are on indirect discrimination based on nationality. Two features lead to such discrimination. The first is the fact that, effectively, German users – and only those - will not pay the road charge because their vehicle tax bill will be reduced by the exact amount of the charge. The second is that the price of short term vignettes, which are typically bought by foreign users, is disproportionally high. Ever since this measure was politically announced in 2013, the Commission has engaged in an intensive open discussion with the German authorities on its compatibility with European law. Based on a thorough legal analysis, the Commission raised its concerns more than once both on expert level and on the political level when in contact with the responsible Federal Minister. After the announcement of the final law text the Commission regretfully takes note that the main concerns related to discrimination based on nationality remain unresolved. The Commission is of the view that the new road charging scheme for cars - which is also occasionally referred to as the "toll for foreigners" - burdens EU-foreigners more than German users. Systems in place in other EU countries such as Austria or Slovenia do not feature such discrimination, which is also a result of successful Commission action ahead of the introduction of road charging scheme for cars.

A press article on the topic can be found in the 'Europe' section of this ECG News issue.

Port regulation report discussed at TRAN Committee

(Source: ETF, 16th June 2015) On 15th June, an ETF (European Transport Workers' Federation) delegation made up of members from Belgium, France, the Netherlands and the UK has followed the presentation of Mr Fleckenstein's report on the proposed port service regulation at the Transport (TRAN) Committee meeting. Presenting his report, Mr Fleckenstein expressed his satisfaction for having agreed with Commissioner Bulc the deletion of the market access chapter and stated that improved competition passes through good working conditions and strong social dialogue. In his conclusive remarks he affirmed that "We need to send a signal that we are aware that working conditions in the sector have to be improved." ETF Dockers' Section Vice-Chair Torben Seebold declared "The ETF was present at the Parliament today to renew the strong support of our members working in all port services, including cargo handling, towage, mooring and pilotage for the solutions proposed by Mr Fleckenstein. The amendments tabled by the Rapporteur tackle the major shortcomings of the Commission's proposal and overcome the lack of social concerns of the Council's general approach. For the ETF and its members it is a momentous change and a chance to enrich the EU ports policy of a meaningful social dimension. We are also pleased that the report acknowledges the role of sectoral social partners in dealing, amongst others, with automation and technological innovation. Social dialogue can also play a crucial role in tackling precarious employment. These are for us high priorities, and we are ready to

engage in discussions with our counterparts at EU, national and port level," he concluded.

AUTOMOTIVE INDUSTRY

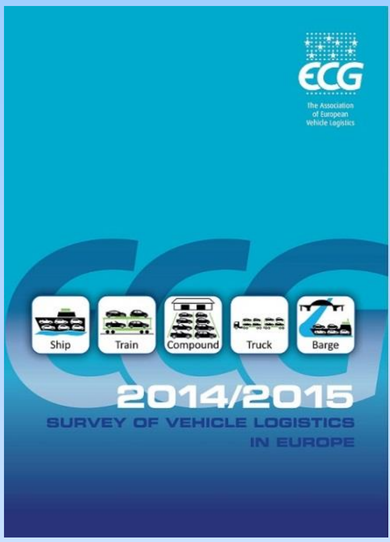
Most Russian car plants are uncompetitive, AvtoVAZ CEO says

(Source: Automotive News Europe, 15th June 2015) Most vehicle assembly plants in Russia are not cost competitive because they are not producing enough vehicles, said Bo Andersson, who is CEO of Russia's largest carmaker, AvtoVAZ. Among the plants Andersson says are not producing enough to make money are Ford and its local partner Soller's three factories in the country as well as General Motors' two factories. "I would say only 5 [out of the country's 15 car plants] are sustainable, and they are the ones with production volumes over 175,000," he told the Automotive News Europe Congress on 10th June. Vehicle assembly plants in Europe generally have a capacity to build 200,000 to 400,000 vehicles a year, he said. GM said in March that it will stop car output at its St. Petersburg factory and end a production agreement with Russia's GAZ Group, which makes the Chevrolet Aveo in Nizhny Novgorod. GM is also ending sales of mainstream Chevrolet cars and all Opel models in Russia, where sanctions over the conflict with Ukraine have weakened the economy, causing car sales to slump. Through May vehicle sales in Russia were down 38% to 641,933 while GM's volume was down 70% to 25,776 during the same period, according to figures from the Moscow-based Association of European Businesses in Russia. Andersson told the Congress he expected full-year Russian sales to decline by 36% this year and forecast that it would take eight years for the market to return to the level seen in 2012, when the total volume was 2.9 million cars and light commercial vehicles, according to AEB data. The Russian market's collapse has been a setback for Renault-Nissan, which owns a 51% stake in the joint venture that controls AvtoVAZ. Andersson took charge of the Lada maker in 2014 with a mandate from Renault-Nissan CEO Carlos Ghosn to make the company more efficient and profitable. Reaching those targets has been difficult as Russia's inflation jumped to a 13-year high in March and the rouble lost about half its value against the dollar last year. But it's not all bad news. Andersson said AvtoVAZ has benefitted from the crisis in several ways. For example, Chevrolet and Opel dealers are signing up with AvtoVAZ, which is helping to boost Lada's market share. "Last year we were having a hard time getting new dealers," he said. "Now everyone wants to be a Lada dealer. We've added 16 dealers, some of them were former Chevy and Opel dealers." He said AvtoVAZ is on track for a 3% operating profit this year, after a 3% operating loss last year, and that its target of a 6% operating profit is reachable "if everything works out." Product is a key part of Andersson's revival plan. He said the new Lada Vesta sedan will go on sale in September. The Vesta will comply with EU safety and emission standards and start at the equivalent of €8,000, Andersson said, adding that Lada will start production of the XRay crossover in December. The arrival of those models makes Andersson bullish about AvtoVAZ's future. "I am optimistic about the outlook in Russia," he said. "At the exchange rate of 75 roubles to the euro, most people will not make money. I am optimistic we will make money."

Germany may increase support for electric cars

(Source: EurActiv, 16th June 2015) Chancellor Angela Merkel said her government is examining further support to help bring one million electric cars onto German roads by the end of the decade and aims to make a decision by the end of the year. Germany has so far refused to provide generous sales incentives for EVs and the government's measures taken to date include tax breaks for owners of emission-free cars and about €1.5bn of funds for related research projects. European countries such as Norway and the Netherlands have created incentives to spur customer demand for EVs which in Germany continues to

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

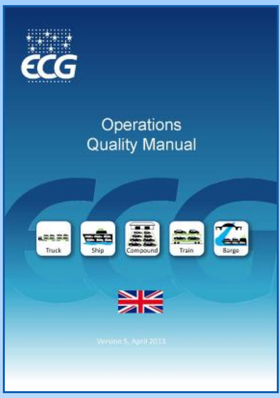


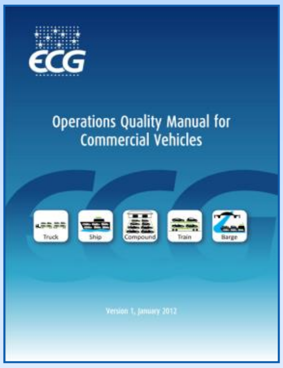
- Combines global and European data and information on the automotive industry in general, and the finished vehicle logistics sector in particular
- The only publication for the European Vehicle Logistics sector, also covering Russia, Turkey and Ukraine

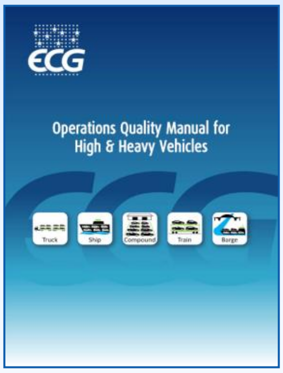
Find more information and order your copy at:

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

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

suffer from high costs, poor recharging infrastructure and falling oil prices. "Germany will have no choice but to offer further support (for EVs) although we've already done some things," Merkel said at the National Conference on Electromobility on 15th June in Berlin. "We will once again study all the instruments of support that are also available internationally," she said. Once promoted as a technology that would crowd out conventionally-powered cars, sales of EVs continue to fall short of expectations. A survey by PricewaterhouseCoopers on 15th June showed drivers need financial incentives to help pay the extra costs of buying EVs, whose sales in Germany were about 19,000 last year. Daimler CEO Dieter Zetsche said industry representatives again told Merkel that European Union demands to cut average vehicle fleet emissions to 95 g/km by 2021 cannot be met without a "considerable" share of EVs in overall car sales. The government should consider temporary start-up funding of EV sales to help get demand off the ground, Zetsche said. An industry official also called for special write-downs on electric company cars. "We need some of the tools as accompanying measures by the government if we want to have a chance to achieve the 1 million (sales) goal," Zetsche said.

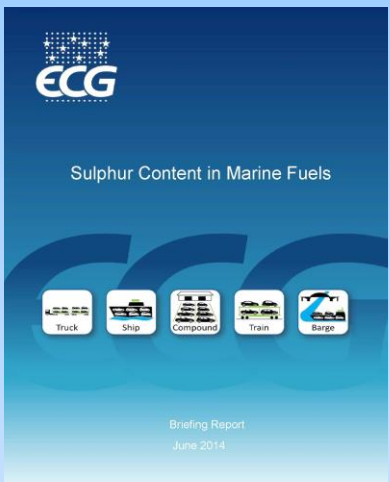
A EurActiv article provides more coverage on this subject.

European auto industry calls on Europe to rebalance CO_2 policy in the interest of jobs and growth

(Source: ACEA, 12th June 2015) The European Automobile Manufacturers' Association's (ACEA) President, Carlos Ghosn, underlined the importance of balancing the EU's CO_2 emissions reductions agenda and the auto sector's global competitiveness. In a speech on 12th June at ACEA's Annual General Meeting Mr Ghosn, who is also CEO of Renault, said "As Paris and the world gear up for the COP21 global climate change conference, we must make sure that ambitious climate change policies do not conflict with the need to protect jobs and growth in Europe." The ACEA President's call to EU policy makers coincides with the launch of a study by FTI Consulting on the potential effects of decarbonisation on the competitiveness of the European automobile industry. Mr Ghosn stated, "No other industry sector has done as much as automotive to drive down CO_2 emissions in recent years. EU political leaders should ensure equivalent conditions and targets for all industrial sectors in the future, taking actions where the greatest effects can be achieved at the lowest costs." By 2020 average emissions of new passenger cars will need to be reduced by 39% compared to their 2005 level. This compares to 10% reduction expected from other non-ETS sectors and 21% reduction expected from ETS sectors during the same timeframe. Presently, CO_2 reduction from road transport relies entirely on progress made in controlling emissions from new vehicles, even though new registrations make up just 5% of the fleet every year. The FTI study found that this system manages to be both expensive and ineffective because it does not address the bulk of the vehicles already on the roads. As it is, meeting the 95g CO_2 target will cost manufacturers an estimated €1,000-2,000 per car by 2020. While being ambitious is positive, Mr Ghosn explained, overly-ambitious targets for Europe risk creating competitive disadvantages for the EU's industry in the global marketplace, but without commensurate benefits. "We believe that a balanced and comprehensive approach should make it possible to develop a policy framework that will allow us to drive down total road transport emissions further and faster," argued Mr Ghosn. Welcoming the European Commission's stakeholder dialogue on decarbonisation to be held on 18th June, he said: "At the same time, we need to work with policy makers to protect jobs and growth. We will work constructively with EU policy makers to make this a reality."

The FTI Consulting study can be downloaded here.
Another ACEA statement on the 'Driving road decarbonisation forward' conference OF 18TH June can be read on the association's website.

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.

Download your copy from the ECG website!

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

Report on fuel efficient cars

(Source: Transport & Environment, 16th June 2015) Have you ever wondered which car brand makes the most fuel-efficient cars? The award in 2014 goes to Peugeot Citroën with cars averaging 4.5 litres per 100km (110g CO_2/km) – making it the lowest carbon carmaker. This is a key finding of the 10th edition, of 'How clean are Europe's cars?' by sustainable transport group Transport & Environment (T&E), which annually tracks progress made by carmakers to reduce fuel consumption and CO_2 emissions of new cars. Why should you care how clean your car is? Besides helping to tackle global warming, the lower a car's carbon emissions, the cheaper it is to run and tax! For every 10 grams of CO_2 per kilometre a car reduces its emissions a typical new car driver will use two less tanks of fuel a year – saving them nearly €150. Bringing up the rear, Honda landed the inauspicious award of making the least fuel-efficient cars among major carmakers. Each new Honda car sold averaged emissions of a whopping 133g CO_2/km. The leaps in fuel efficiency are no more in evidence than at Nissan, which achieved a 12.1% reduction in CO_2 emitted last year – the most improved fuel efficiency in 2014. Last year's upgrade of the Qashqai, its biggest seller, brought a range of new engines which were on average 20g CO_2/km more efficient. In the last eight years since the EU proposed fuel economy standards for cars, average emissions have fallen by 37g CO_2/km – improving fuel economy by 1.5 litres per 100km. Over this time Nissan has reduced its emissions by nearly half, demonstrating the untapped potential to improve fuel efficiency. But work by T&E shows there is still huge potential to go further. The European Commission is currently deciding whether the rules should be extended to 2025. Greg Archer, clean vehicles manager at T&E, said: "Because of EU rules, companies like Nissan are going the extra mile to fit fuel-efficient technologies to their cars and squeeze more kilometres from each tank of fuel. This means more money remains in drivers' pockets, there is less harmful pollution, and fewer oil imports bring a boost to Europe's economy. It's a win-win formula that needs to continue." Only Hyundai and Ford bucked the trend by actually increasing their emissions in 2014. In fact Hyundai was named winner of the award for least progress in fuel-efficiency in 2014, after their cars increased emissions by 0.4% in the year. But consumers are warned to take the official fuel economy figures with a generous pinch of salt as carmakers are manipulating tests to claim that their cars require less fuel – costing the average motorist far more in petrol and diesel charges. T&E says carmakers exploit the 40-years-old official tests to such an extent that only half of the progress measured with the official figures is achieved on the road. It's calling for the European Commission to introduce a more-realistic test – the World Light Duty Test Procedure (WLTP) – without delay.

You can read the report on [Transport & Environment's](#) website.

EUROPE

Dobrindt: Commission should not interfere with German toll

(Source: EurActiv, 16th June 2015) The European Commission intends to launch infringement proceedings against Germany this week over the country's passenger car tolls, causing Transportation Minister Alexander Dobrindt to attack the "sweeping criticism from Brussels". In the conflict over his plans to introduce a passenger car toll in Germany, Dobrindt has sharpened his tone towards the European Commission. In 15th June edition of the *Augsburger Allgemeine*, he denied the executive's legal competence to challenge the legislation, which has been approved by the Bundesrat and Bundestag, Germany's upper and lower houses of parliament. Lowering the motor vehicle tax and simultaneously introducing the toll is up to the Federal Republic because national independence on taxation is one of the fundamental principles of the European Union, the conservative politician said. "In and of itself, the assumption that the EU could

Events in Brussels

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

interfere with the motor vehicle tax in Germany is wrong," Dobrindt told the newspaper. Car taxes "clearly fall under national sovereignty; Brussels has no competence at all to comment on or change anything in that area", he said. In the tolling conflict, Dobrindt also criticised Austria, which announced plans to file a separate complaint against Germany before the European Court of Justice (ECJ). The Transportation Minister accused the country of practicing its own discrimination against foreign car drivers with road tolls. "Unequal treatment can also be observed in Austria, in the Felbertauern Tunnel for example. There, foreign drivers pay €10 while drivers from any part of Austria pay €4," Dobrindt pointed out. In addition, when the passenger car toll was introduced there in 1997, Austria raised the commuter allowance for domestic taxpayers at the same time, he said. Even when the UK implemented a truck tolling system, it considerably reduced its motor vehicle tax on lorries. "The EU had no objection to either case," he told the *Augsburger Allgemeine*. Dobrindt, who hails from the Bavarian Christian Social Union (CSU), said he has no understanding of the "sweeping criticism from Brussels". He said that in 2011, the European Commission explicitly recommended introducing user financing as an alternative to financing through taxation, in a white paper on transportation in the Member States. "An alternative means no added burden, after all," the CSU politician said. Further, the minister seemed convinced that the German passenger car toll would withstand a legal dispute at the EU-level without any changes. "We are not discriminating against anyone," Dobrindt emphasised. "The infrastructure fee applies to domestic and foreign individuals equally." "If it really does come down to negotiations with Brussels, the other European tolling systems will also be up for discussion," he stated, warning against far-reaching consequences for other countries. A few days ago, Austria's Transportation Minister Alois Stöger called on Dobrindt to "suspend introduction" of the traffic fee. At the EU Transport Council in Luxembourg, Stöger had debated the issue with EU Transportation Commissioner Violeta Bulc and she was very open-minded toward the Austrian concerns, the minister said. In conclusion, Jean-Claude Juncker had spoken of considerable doubts over the legality of the German tolling law. "As guardian of the treaties, the Commission must clear up this doubt with infringement proceedings, before the European Court of Justice if necessary," Stöger argued. A toll can only be in compliance with European law if it respects the fundamental principle of non-discrimination, Juncker told the *Süddeutsche Zeitung* a few weeks ago. It is doubtful whether this is the case in the tolling law, he contended. In its session on 17th June, the European Commission is expected to decide whether to commence infringement proceedings against Germany over its road toll law. In that case, Germany would first receive a letter of formal notice and would have eight weeks to respond. If concerns are not dispelled by then, it could result in a suit against Germany before the European Court of Justice.

The Commission's press release on the launching of the infringement case against Germany on this matter can be read under the 'News from Brussels' section of this ECG News issue.

HGV road user levy cruises past revenue predictions

(Source: Commercial Motor, 18th June 2015) The HGV road user levy in the UK has risen slightly more than originally thought during its first year of operation, with foreign-registered vehicles paying £46.5m to use UK roads. Transport minister Andrew Jones said the charge had "proved to be a great success" and had raised a total of £192.5m, with £146m coming from UK-registered vehicles (who have the fee off-set via reduced Vehicle Exercise Duty, making the measure cash neutral for most). "Receipts from foreign vehicles are significantly ahead of the projected £21m," he said. Jones explained that the reason for the original estimate being exceeded was due to the predominance of foreign HGVs paying the higher daily charge, rather than the lower annual or monthly levies. The vast majority (97%) of transactions are made through an online portal using registered accounts. "Officers in Great Britain and Northern Ireland have issued over 3,000

ECG Office

Mike Sturgeon
Executive Director
T: +32 2 706 8282
Mike.sturgeon@ecgassociation.eu

Tom Antonissen
EU Affairs Adviser
T: +32 2 706 8283
tom.antonissen@ecgassociation.eu

Oleh Shchuryk
Research & Projects Manager
T: +32 2 706 8279
oleh.shchuryk@ecgassociation.eu

Cliona Cunningham
External Relations Manager
T : +32 2 706 8285
cliona.cunningham@ecgassociation.eu

Szilvi Kiss
Communications Officer
T: +32 2 706 8284
assistant@ecgassociation.eu

Sercan Iscan
Communications and Events Officer
T: +32 2 706 8280
info@ecgassociation.eu

fixed penalties for levy offences during its first year raising more than £900,000 in fines," Jones added. In March ahead of the upward revision, the government said the annual total from non-UK registered vehicles was £44m.

MOL establishes new car carrier brand

(Source: Seatrade Maritime News, 12th June 2015) Japan's Mitsui OSK Lines (MOL) has established a new global brand for its car carrier business, named MOL Auto Carrier Express or MOL ACE. MOL will start to use MOL ACE beginning on 1st July 2015. The Japanese group will market its car carrier services using its global network under the MOL ACE brand. The group currently operates about 120 car carriers and provides a range of related services such as overland transport of completed vehicles, coastal transport and terminal operations in six nations, mainly in the rapidly growing Asian markets. In 2012, MOL launched the world's first newbuilding hybrid car carrier, Emerald Ace, marking a significant advance in environment friendliness. In April this year, it announced the next-generation of car carriers, the Flexie series, which adopt a new deck design.

REST OF THE WORLD

Mercedes adds India output of GLA in bid to regain luxury-car lead in market

(Source: Automotive News Europe, 12th June 2015) Mercedes-Benz is boosting local output in India by adding production of the GLA at its factory in Pune. The automaker expects the move will help it lower the crossover's starting prices, which should give Mercedes a sales lift as it tries to pass Audi for the market's premium-car lead. Mercedes was the first of Germany's luxury carmakers to enter India two decades ago, but has been overtaken as the market's best-selling premium brand by Audi. Mercedes sold 10,201 vehicles in India in 2014, an increase of 13%, but still lagged Audi by about 650 vehicles. BMW was third with a volume of 6,409 vehicles, a 13% decline on 2013. Audi, which benefits by sharing some Indian production facilities with its parent, Volkswagen Group, has held on to its sales lead since 2013. Mercedes already builds the C-, E-, and S-class sedans as well as the GL and ML SUVs in India. The company hopes that by doubling capacity to 20,000 vehicles a year, with more locally assembled models and a higher proportion of locally produced parts, it can improve profits and increase sales in the world's sixth-largest car market. "It is a full-fledged strategy of how to develop the brand of Mercedes-Benz in India, and it's far from done," Mercedes India CEO Eberhard Kern said at the factory, which is near Mumbai, on 11th June. "With local production we have more availability, are closer to the market, and it gives us the chance to make it even more attractive for our customers with prices coming down," Kern said. Analysts say building more cars in India with more local parts will also enable Mercedes to save on steep import duties. Mercedes plans to pass on some of the tax and customs savings to customers by trimming the price of the GLA by up to 250,000 rupees ($3,910) and bringing it closer to the price of rivals such as the Audi Q3 and BMW X1. "Any premium carmaker in India will be able to provide a value proposition only when they produce locally," said Puneet Gupta, senior associate at consultancy IHS Automotive, adding the price cut will be positive move for Mercedes sales. Kern said he expects India's overall luxury car market to grow to 40,000 vehicles in 2015, from 33,000 a year ago. Mercedes says it will add production of the compact CLA sedan at the Pune plant within a few months.

PRESS RELEASES

ARS Altmann AG – 40 years in finished vehicle logistics!

(Source: ARS Altmann, 16th June 2015) Bavarian based, leading European finished vehicle logistics service provider, ARS Altmann AG, proudly celebrates its 40th anniversary in 2015.

"Exactly 40 years ago, at the kitchen desk in downtown Munich the idea to establish ARS Altmann AG was born in my father's mind. From these beginnings in the last 4 decades, a truly international company has been developed, which is now one of the biggest providers of car logistics in Germany and has its place among the bigger companies in Europe, giving work to 1,000 people in 7 countries. Our commitment to sustainability, transparency and innovations have led us to this stage and will guide us in the future as well to give me the chance to inherit the company to the third generation in our family," stated Dr. Maximilian Altmann, Owner and Chief Executive Officer, ARS Altmann AG.

"We count on long-term relationships. We balance our strength and opportunities, weaknesses and risks and admit to healthy growth together with our customers, partner companies. For the majority of our orders we use our own assets which means more capacity, more flexibility as well as a solid network. We control our activities in every possible level. This is the key in our operations, this gives us the chance to create the right basis to improve, develop our activities and invent new solutions, which can move our industry forward. We are heading up to the next decades," added Mr. Wolfgang Ketterle, Chief Operating Officer, who has more than 20 years with ARS Altmann AG.

ARS Altmann AG – established in 1975, headquartered in Wolnzach, Bavaria, Germany – is one of the biggest finished vehicle logistics service provider companies in Europe, having more than 2,500 railway wagons, including almost 1,100 fully covered wagons, 20 logistics centres all over Europe and around 350 trucks for finished vehicle transportation. We are glad to offer you our services!

The Grimaldi Group recognised by Renault-Nissan Alliance as the 2014 most innovative outbound logistics supplier

*(Source: **Grimaldi Group**, 18th June 2015)* Renault-Nissan Alliance has recently recognised the Grimaldi Group with an award reflecting its high performance in the outbound logistics services provided to the Alliance. The prize was received last 4th June, during the annual Renault-Nissan Alliance Logistics Europe Supplier Convention held at Technocentre Renault in Guyancourt, near Paris. The event was attended by all the main inbound and outbound service providers of the Alliance.

The Grimaldi Group has been awarded for its outstanding performance level, having reached an on-time delivery performance of 96.9%. The capacity to cope with high transport volumes in peak periods and the ability to propose creative solutions have also been highly appreciated by the Alliance.

"We are very honoured to have received this prestigious award from Renault-Nissan Alliance", said Emanuele Grimaldi, Managing Director of the Grimaldi Group. "This prize prompts us to continue to innovate and improve our services, adapting to the needs of all our customers", he added.

With nearly 70 years of experience in shipping, the Grimaldi Group is specialised in the operation of Roll-on/roll-off vessels, car carriers and ferries. It is a dedicated supplier of integrated logistics services based on maritime transport to the world's major vehicle manufacturers. With regards to Renault-Nissan Alliance, the Grimaldi Group provides maritime and logistics services for the transport of brand new vehicles from Europe to West Africa, South America and Near East.

Besides maritime services, the Naples-based Grimaldi Group offers logistics services to Renault-Nissan Alliance through its wide network of port terminals. Moreover, the handling operations of Renault-Nissan vehicles in the Group's terminals in Antwerp, Barcelona and Esbjerg (Denmark) are directly managed through the Alliance's IT system. The high-level performances of the Group's terminals have been frequently recognised by Renault-Nissan auditors; specifically, in 2014 CETAL, the Group's port terminal in Monfalcone (Northern Italy), scored a 100% delivery performance.

In the photo, from left to right: Francesco Olivieri, Commercial Manager – Grimaldi Group, Costantino Baldissara, Commercial, Logistics & Operations Director – Grimaldi Group, Frans Kroon, President of Alliance Logistics Europe.

B2MoS project 2nd seminar on the implementation of the National Maritime Single Window in Barcelona

(Source: Escola Europea de Short Sea Shipping, 16th June 2015) The Escola Europea de Short Sea Shipping (2E3S), together with Puertos del Estado and the **Port of Barcelona**, held on 15th June a seminar on the National Maritime Single Window and its implementation in the Port of Barcelona. The seminar, which took place at the facilities of the Catalan infrastructure, was organised as a part of B2MoS (Business to Motorways of the Sea) European project.

The session was attended by 44 members of the port community (shipping agents, government agencies, security forces, Port of Barcelona, PortIC, etc.) and it has served to clarify the doubts that may have arisen from the launch of the Maritime Single Window on 5th May.

The event, moderated by the Director of Quality and Information Systems of the Port of Barcelona, Rafael Gomis, has consisted of a presentation on B2MoS and AnNa projects, both involved in the implementation of the Maritime Single Window, by Adriana Diaz, head of Quality of the 2E3S; on the national single window, by Jaime Luezas, head of Services and Port Community of Puertos del Estado; and on the implementation of the PIDE in Barcelona, by José Antonio Arias, from the port itself. This introductory information part was followed by a round table, which was attended, in addition to the speakers, by Chelo Otero, commercial director of PortIC; Elena Delgado, marine safety inspector of the Harbour Master; Jaume Bagot, head of Sectorial Processes Improving of Port of Barcelona; and Jose Maria Rovira, head of Maritime Operations of the Port. The following discussion, open to the audience, has lasted until noon.

This seminar is the second developed in Barcelona and follows the trail of the one that took place on April in Ports de la Generalitat, as well as in other European port communities, as the ones in Valencia and Tarragona, in Spain, Rostock and Bremen, in Germany, and Ravenna, in Italy, under the Directive 2010/65/EU. The conferences have been co-ordinated and organized in co-operation with the respective port authorities, as well as steering committees, federal states and service providers, and aim to provide to the port communities a better understanding of new technologies and possible solutions provided to the development of the operations, in addition to offer training materials on amendments regarding the management of ports, port community systems (PCS) and business systems introduced to meet the new demands of the Directive 2010/65/EU. The workshops are part of the Activity 4 - Communication and Training B2MoS project.

IRU Projects teams up for better policies and understanding in urban logistics

(Source: IRU, 12th June 2015) New €4.4m, three year European Commission funded project aims to boost co-operation and understanding in urban freight distribution and service trips to further improve efficiency in road transport.

IRU Projects, alongside 27 partners, has launched a new project called NOVELOG. The focus of the project is to enhance the co-operation and understanding of urban freight distribution and service trips and aims to provide decision makers with the right tools to find the most practical transport solution.

The project will seek ways to support the implementation of effective and sustainable urban freight policies. The guidance provided will offer practical support to bring together different partners, such as IRU Members' transport operators, and to develop sustainable business models and best practice advice to improve urban freight deliveries. Along with IRU Projects, NOVELOG partners come from municipalities, research institutes and educational organisations.

Head of IRU Projects, Zeljko Jeftic said, "Close dialogue and co-operation between public authorities and transport operators is essential to further improve logistics in urban areas. I am delighted that IRU Projects will now be able to make a significant contribution by supporting IRU Members and transport operators through the work of NOVELOG."

Policies, measures and solutions stemming from the project will be implemented in selected European cities in order to enhance 'last mile' urban freight transport systems. The project's activities will also see the development of practical tools that will support the adoption of the NOVELOG project results by a broad range of users, including by transport operators, after the three-year project has concluded.