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## NEWS FROM BRUSSELS

### Automar becomes the latest member of ECG

(Source: ECG, 30<sup>th</sup> June 2015) ECG welcomes Automar as its newest member! Automar S.p.A. is a leader on the Italian market in integrated logistics services with over 40 years of experience. The company is owned by Bertani, Eliambrosetti, Grimaldi Group and Mercury S.p.A. It specializes in road transport and preparation of cars for sale: from the PDI activities to bodywork repair and mechanics. Automar also offers support services and workshops to car rentals and dealers. Through Salerno Auto Terminal, Automar have been managing for more than 15 years the terminal of the Port of Salerno. While its subsidiary Brucato De.ta. Srl deals with transport and preparation of new cars in Sicily. In 2014 Automar strengthened its presence in acquiring over 400,000m<sup>2</sup> land of the Port of Civitavecchia. Among the clients of the company figure FCA, iFast, GEFECO, Groupe CAT, etc.

### A record €13.1bn investment in transport infrastructure to boost jobs and growth

(Source: European Commission, 30<sup>th</sup> June 2015) The European Commission is further delivering on its top priority of creating jobs and boosting growth in Europe, by unveiling a record €13.1bn investment plan in 276 transport projects, selected under the Connecting Europe Facility (CEF). This investment will unlock additional public and private co-financing for a combined amount of €28.8bn. Along with the future European Fund for Strategic Investments (EFSI), the CEF will play a major role in bridging the investment gap in Europe, which is one of the Commission's top priorities. Beyond transport, it will benefit the European economy as a whole by creating more favourable conditions for growth and jobs. EU Commissioner for Transport Violeta Bulc said, "Today, I am very pleased to propose the largest investment plan ever made by the EU in the transport area. The projects we selected will serve citizens and businesses alike, by upgrading infrastructure and removing existing bottlenecks. They will also promote sustainable and innovative mobility solutions. This unprecedented investment represents a major contribution to the Commission's agenda of growth and job creations. Implementing the trans-European transport network could create up to 10 million jobs and increase Europe's GDP by 1.8% by 2030." Selected projects are primarily located in the core trans-European transport network. Among the beneficiaries are flagship initiatives such as Rail Baltica, the Brenner Base Tunnel, the Seine-Escaut waterway, the Caland Bridge and the Fehmarn Belt Fixed Link. Smaller-scale initiatives include cross-border projects between Groningen and Bremen, the Iron Rhine rail line, LNG (Liquefied Natural Gas) deployment plans or projects enhancing the navigability of the Danube River. Launched in September 2014, the CEF calls for proposals generated an unprecedented interest. The Commission received 700 applications totalling €36bn of requested funding, three times more than the available envelope. This allowed the Commission to select the projects with the highest European added value, while guaranteeing a balanced distribution geographically and between the transport modes. In particular, nearly €4.8bn have been earmarked for Member States eligible for Cohesion Funds. Contribution to other Commission priority actions, such as the Energy Union or the Digital Single Market, was also evaluated during the selection process. The EU's financial contribution is made in the form of grants, the co-financing rate of which is between 20% and 85% of a given project, depending on its type.

### ECG & other industry events

- ▶ **ECG Maritime & Ports Working Group Meeting, 6-7<sup>th</sup> July**, in Gent, Belgium
- ▶ **ECG Board Meeting, on 9<sup>th</sup> July**, in Naples, Italy
- ▶ **ECG Land Transport Working Group Meeting, on 14<sup>th</sup> July**, in Frankfurt, Germany
- ▶ **ECG Board Meeting, on 8<sup>th</sup> September**, in Munich, Germany
- ▶ **ECG Eastern Regional Meeting, on 17<sup>th</sup> September**, in Istanbul, Turkey
- ▶ **ECG Maritime & Ports Working Group Meeting, 29-30<sup>th</sup> September**, in the Port of Bristol, UK
- ▶ **ECG Annual Conference, on 15-16<sup>th</sup> October**, Vienna, Austria
- ▶ **ECG Academy Alumni Meeting, on 6<sup>th</sup> November**, in Berlin, Germany
- ▶ **ECG UK & Ireland Regional Meeting, on 12<sup>th</sup> November**, in London, UK
- ▶ **Automotive Supply Chain Global Awards, on 12<sup>th</sup> November 2015**, in London, UK



## AUTOMOTIVE INDUSTRY

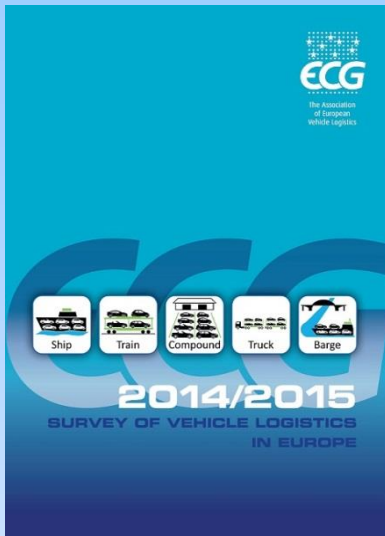
### GM halts production at St. Petersburg assembly plant

(Source: *Automotive Purchasing*, 1<sup>st</sup> July 2015) General Motors is reportedly terminating production at its semi knocked down assembly (SKD) plant in St. Petersburg, as well as ending sales of many of its products and services in the Russian market. A GM spokesperson has disclosed that the temporary closure will begin on 1<sup>st</sup> July 2015. GM had previously announced its intentions to restructure its Russian branch in March, when the automaker made the decision to suspend full-cycle production. In the stretch between the announcement three and a half months ago in March, and late June, the American manufacturer has been gradually shutting down operations at the plant, which has made a total of 583 GM employees redundant, according to the St. Petersburg employment centre. The centre added that 37 more employees are due to be dismissed before the end of the year. Mikhail Chaplygin, Director-General of the Auto-Dealer-SPb analytical agency, has revealed that the second largest automaker will not be disclosing its production volumes for 2015. Analysts have inferred that the cessation is down to the economic sanctions that have instigated poor production, which is reflected by a fall of more than 50% in production in comparison to the same period last year. The inference is that the move is strategic to meet European profit targets which carry less risk. The Association of European Businesses (AEB) confirms that in 2014, GM sales fell by 26.4%, with the carmaker managing to sell only 257,600 cars, while the overall market in the country took a 10.3% plunge. GM has had an excess in growth of approximately 10% since it first opened in St. Petersburg in 2008. The heavy decline over the past year is rooted in sanctions and quotas enforced on by the West, in regards to both the declining oil prices and the Ukraine crisis, which has badly crippled the nation's economy. Many global vehicle manufacturers have decreased production in Russia, especially given the current economic climate. Other carmakers, however, such as Ford and Renault have fortified their commitment to the Russian market and have plans to claim a higher percentage of market share with the American company out of the picture. Despite current losses, both Ford and Renault recognise that abjuring from the market would be a logistically complex and a financially risky task. GM President, Dan Ammann, said in a recent interview: "It's not just the current conditions, but also the long-term prospects for the market as we look ahead at our investment requirements, we need to be in a sustainable business model." It is also reported that GM will most likely pull Opel from the Russian market. The manufacturer is also due to end its deal with Gorkovsky Avtomobilny Zavod or GAZ, which is a large manufacturer of Chevrolet vehicles. However, GM will continue partnership with the Russian manufacturer AvtoVAZ to assemble the Chevrolet Niva, a sports utility vehicle. "Absent the regulatory standards, you might find a way to muddle through by deferring investments, but the requirement to meet the localization standards makes the equation very difficult," Ammann concluded.

### European automakers call for CO<sub>2</sub> emissions delay

(Source: *Automotive News Europe*, 26<sup>th</sup> June 2015) European automakers are seeking a five-year delay on tougher CO<sub>2</sub> emissions targets for new cars sold in the EU. The automakers' lobby group, ACEA, has asked the European Commission, the EU's executive arm, to postpone a 2025 target that is currently being worked on by officials, according to a position paper drawn up by the group and seen by *Automotive News Europe*. ACEA is arguing that the car industry needs until 2030 – or about two full model cycles – to meet a new target. Automakers selling cars in Europe already have a target to reduce average CO<sub>2</sub> emissions to 95 g/km by 2021 from about 123 g/km last year. The Commission has committed itself to "assessing" a new, tougher target of 68g/km to 78g/km in 2025. ACEA says it "may not be possible" for automakers to meet the EU's goal of cutting CO<sub>2</sub> emissions a further 30% by 2030 from 2005 levels, according to

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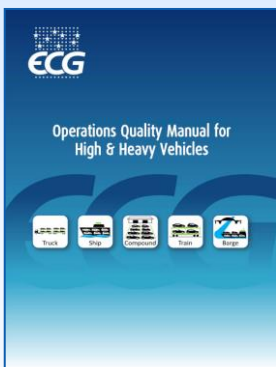
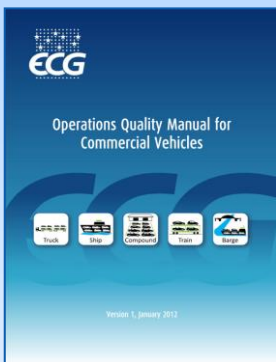
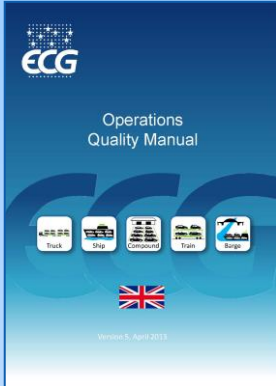


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the position paper. ACEA did not confirm or deny it supports a delay until later than 2030. "Before the industry is in a realistic position to make any new commitments beyond 2020, it needs to assess consumer uptake and the impact of an increased and wider portfolio of alternative powertrains including electric, hybrid, fuel-cell and natural gas-powered vehicles over the next years," it said in an emailed statement. Given the disappointing market uptake of such vehicles to date, the industry will need greater support through the expansion of the charging infrastructure, as well as a more consistent, EU-wide approach to customer incentives, ACEA said. After achieving a 34% drop in emissions over the past 20 years, car companies say they are reaching the limit of what is doable with conventional technology. Tougher CO<sub>2</sub> emissions targets will accelerate the push to electrification, which will increase costs significantly for cash-squeezed Europe's volume automakers, analysts have said. The EU's current CO<sub>2</sub> regulations have succeeded in cutting pollution, at a cost to carmakers and a benefit to consumers. Equity analyst Arndt Ellinghorst of ISI Evercore estimated that compliance with EU CO<sub>2</sub> regulation currently costs automakers in Europe €1,000 per vehicle. At a time when the costs of plant overcapacity are weighing on pricing, many mass-market carmakers find this cost onerous, he said. "Brussels is pricing mass market car makers out of the market," he told the Automotive News Europe Congress on 10<sup>th</sup> June. Outside the car industry, calls are growing louder for a tough 2025 target. The debate will heat up ahead of a December conference in Paris tasked with reaching a global agreement to reduce greenhouse gases blamed for contributing to climate change. Brussels-based environmental group Transport & Environment supports a 2025 target. "Our research shows one simple fact: without fuel efficiency standards for cars, vans and lorries, EU countries will struggle to meet their 2030 climate obligations," said William Todts, the group's transport policy manager. "But if the EU sets 2025 standards for cars, vans and trucks, the climate targets could be reached in a way that is good for both the economy and the environment."

### Spanish new-car sales jump 24% as scrappage program boosts demand

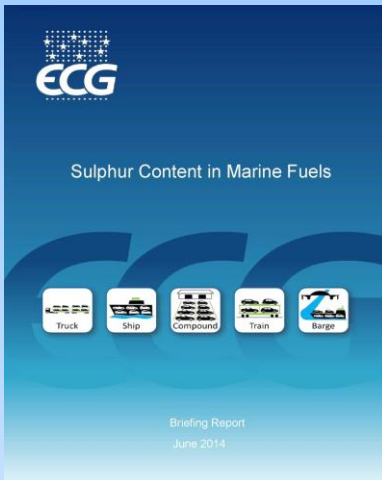
(Source: *Automotive News Europe*, 1<sup>st</sup> July 2015) Spanish new-car sales rose 24% to 111,333 in June, marking 22 straight months of growth. The increase followed a 14% rise in May. A Spanish government-backed subsidy scheme to boost new-vehicle acquisitions has helped spur purchases over the last two years. It was renewed for the seventh time in May with an injection of €225m. Under the scheme, owners who scrap their cars and buy a new one get €2,000, half of which is provided by the government and half from the carmaker. In the first six months, Spain's vehicle sales increased 22% to 555,222 cars, manufacturers' association Anfac said on 1<sup>st</sup> July.

## EUROPE

### Cooper slams "odious" Port Services Regulation

(Source: *World Cargo News*, 25<sup>th</sup> June 2015) James Cooper, CEO of **Associated British Ports**, has again called on the British Government to turn down the European Commission's proposal on Port Services Regulation. The Port Services Regulation, in its present guise, has been around since May 2013. It has always been resisted by UK ports including ABP and port representative groups including the Major Ports Group and BPA on the grounds that it would increase port costs and compromise investments, and lead to a reduction in competition - the very opposite of its aims. Speaking at a Parliamentary reception hosted by ABP in London on 24<sup>th</sup> June Cooper said that the Regulation is an "odious piece of legislation that must be thrown out. Ships are mobile assets and owners can transfer their business from one port to another

## Briefing paper on the sulphur content in marine fuels updated



As the Regulation on sulphur content in marine fuels came into force on 1<sup>st</sup> 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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at very short notice, yet we have to make long-term investments [in equipment, berths, access and landside infrastructure]." The Regulation aims to introduce common rules on transparency of public funding and market access to port services. It is the European Commission's third attempt to regulate ports at a European level and survived the REFIT programme initiated by Jean-Claude Juncker when he took over as president of the Commission in November 2014. Last month the European Sea Ports Organisation (ESPO) stated that it could see a "realistic compromise" emerging on the Regulation. FEPOR (the Federation of European Private Port Operators) has called for cargo handling services to be entirely omitted from the scope of the Regulation, along with private ports.

### Calais remains closed as ferry deadline looms

(Source: *Lloyd Loading List*, 1<sup>st</sup> July 2015) The Port of Calais remained closed on 1<sup>st</sup> July and Eurotunnel freight services were subject to severe delays as protests by MyFerrylink workers continued. The normally-busy Channel port was closed to traffic since mid-afternoon on 29<sup>th</sup> June when a group of MyFerrylink workers used company vessels to block berths in protest against Eurotunnel leasing two MyFerryLink vessels to DFDS, effective 2<sup>nd</sup> July, and the job cuts that will ensue. Eurotunnel's truck shuttle service, interrupted for several hours on 30<sup>th</sup> June following an intrusion by protestors onto railway tracks near its French terminal, remained in operation but was subject to severe delays. P&O Ferries has begun operating a one-way discharge services for passengers and freight between Dover and Boulogne-sur-Mer. "P&O Ferries is totally unconnected to this dispute and yet we are the ones who are suffering the most," a spokesman told Lloyd's Loading List.com. DFDS has transferred one of its two vessels serving Calais to Dunkirk and now has a total four vessels serving its Dover-Dunkirk line. However, not unexpectedly, traffic congestion has been reported at Dunkirk. Meanwhile, the President of the Port of Calais, Jean-Marc Puisseuseau, has hit out at the French authorities, claiming they have shown a greater readiness to intervene at the Eurotunnel terminal to dislodge protestors than to unblock his port. "Calais is being sacrificed and I won't forget that. We are losing more than €300,000 a day and the ferry companies several millions. All this, while Eurotunnel is making money," he said. As the shutdown at Calais' port and the delays at Eurotunnel's French terminal are prolonged, there is concern amongst some of serious disruption to the UK's supply chain for FMCG and for fresh produce, in particular.

## REST OF THE WORLD

### GM chooses Argentine port of Rosario as regional hub

(Source: *Automotive Logistics News*, 30<sup>th</sup> June 2015) General Motors' division in Argentina is to use the Port of Rosario for its logistics activities in the country. All logistics operations run by GM in South America will now be based at Terminal Puerto Rosario, which was chosen because of its geographical position both on the bi-oceanic rail corridor and at the entrance to the Paraguay-Paraná inland waterway network. As part of its decision to base activity at the Rosario terminal GM also took into consideration the proximity to its nearby Alvear plant, response capacity and the flexibility of operations at the terminal, as well as its competitive rates and the ability to absorb future expanded business. The vehicle manufacturer is now expected to become one of the port's most important customers for container usage. According to Isela Costantini, President and Executive Director of GM for Argentina, Uruguay and Paraguay, the deal will help strengthen the port's business activity and also that of the city of Rosario and hopefully cement long terms relations between all concerned. The move follows agreements signed as part of Project Phoenix, the \$450m development of the Alvear plant, which is also to be home to a \$270m engine plant. Production of the new Chevrolet Cruze II global model will be based here, with finished vehicles distributed throughout the entire region. As part of the project GM has signed an



## Events in Brussels

Rail Forum Europe organizes a dinner event related to trade and international rail markets, on 14<sup>th</sup> July

[http://www.rail-forum.eu/wp-content/uploads/2015/05/150505\\_1\\_RFE\\_Press\\_Release.pdf](http://www.rail-forum.eu/wp-content/uploads/2015/05/150505_1_RFE_Press_Release.pdf)

agreement outlining which container services and routes would be needed to ship parts and components. MSC and Hamburg Sud shipping companies were chosen to manage the entire logistics chain for both parts and components. GM first took at Rosario in November 2013 when it faced problems in offloading a consignment of finished vehicles at the port of Zárate, in Argentina. The 2,200 cars from South Korea were instead offloaded in Rosario. The whole operation proved so successful that GM thereafter explored ways of using the port again, leading to the current arrangement.

### Vehicle makers benefit from rail link to Krishnapatnam

(Source: *Automotive Logistics News*, 30<sup>th</sup> June 2015) Carmakers in India with business in Bangalore are now benefiting from a new direct rail service between the city's inland container depot and Krishnapatnam port on India's east coast. The weekly service, which began in the middle of June this year, is being run in association with Concor, the Indian government subsidiary that handles cargo movements, terminal operations and warehouse services. It can carry 90 TEUs in each direction and, according to a spokesperson for Krishnapatnam port, cuts the transport time down to 18 hours, rather than 24-36 hours it takes to transport the containers by road. The service also purports to save customers between \$100-150 per container. A spokesperson for Krishnapatnam port confirmed that Volvo was currently sending automotive parts, including complete knockdown kits (CKDs) and packaging materials through to Krishnapatnam Port Container Terminal (KPCT). "KPCT is currently handling 300 FEUs in a month for Isuzu, Volvo, Scania, TVS, Toyota and other major automobile industries in Bengaluru," added the spokesperson. He also said that two- and three-wheeler finished vehicles were being moved in containers between Bangalore and the port. The spokesperson said the service aimed to improve the intermodal services on offer in developing regions and boost domestic and export-import trade in the country.

### Daimler Trucks increases export markets with shipments to Cambodia

(Source: *Automotive Logistics News*, 29<sup>th</sup> June 2015) Following Daimler's announcement last month that it will be increasing the number of regions to which it exports trucks from its division in India, the company has confirmed that shipments of its Fuso truck are now being sent to Cambodia. "The first vehicles have been retailed and delivered to customers," confirmed a spokesperson for Daimler India Commercial Vehicles (DICV). The vehicles include the Rigid 914 and 1217 models, along with the Construction 1217 and 2528. In May the company announced that DICV had joined forces with Mitsubishi Truck and Bus Corporation (MFTBC) under the Daimler Trucks Asia division to expand on sales potential in new markets. "MFTBC will service the rising demand in the Asian and African regions with its existing portfolio of Mitsubishi-Fuso trucks from its plant in Kawasaki [Japan] and the robust Fuso trucks produced at Organgadam. DICV started Fuso exports from India in May 2013 and said that so far it has exported more than 2,200 trucks to 13 different markets that include Kenya, Sri Lanka, Zambia, Tanzania, and Thailand. "It is planned to further increase the rollout of the export business by offering left hand drive vehicles later this year in Middle East countries like Saudi Arabia, UAE and Qatar, as well as Peru and Bolivia in Latin America," said the spokesperson for DICV. In April this year the company launched exports to Trinidad and Tobago, which marked the entry of DICV-made vehicles to the South America region, including right-hand-drive medium to heavy duty trucks. In other news, at the end of last month Daimler Trucks and Buses opened a new bus plant at its Chennai production facility in the south east of the country. Daimler is investing about €50m in the expansion of the bus business. The bus plant, which covers a total area of roughly 113,000m<sup>2</sup>, is initially set up for a capacity of 1,500 vehicles a year, with full potential capacity of 4,000 units. "Opening another production facility and introducing a second wave of products in such a short time is another testimony for the strength of our Indian operations,"



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said Marc Llistosella, head of Daimler Trucks Asia. "And in combination with our worldwide FUSO network, this makes the recipe for sustainable growth at Daimler Trucks Asia."

### Millions in fines for antitrust actions hit Japanese container and Ro-Ro shipping line

(Source: *Handy Shipping Guide*, 1<sup>st</sup> July 2015) The South African Competition Commission has reached a settlement agreement with Japanese container and automotive shipping line, Nippon Yusen Kabushiki Kaisha (NYK) for violating the country's Competition Act by colluding with competitors to fix the prices of ocean freight services on motor vehicles shipped to and from South Africa. This is a case similar to that of the antitrust lawsuit underway in the US which has seen several well-known Ro-Ro cargo carriers penalised millions and some employees jailed for their anti-competitive actions. The Commission found that NYK colluded on 14 tenders with its competitors for the transportation of motor vehicles by sea issued by several automotive manufacturers to and from South Africa, including BMW, Toyota Motor Corporation, Nissan, and Honda among others. NYK admitted to this collusive conduct and agreed to pay an administrative penalty of 104m Rand (around \$8.5m). This settlement followed the Commission's investigation of collusive conduct against other shipping liners that they allegedly fixed prices, divided markets and tendered collusively in respect of the provision of deep sea transportation services which entailed the shipment of large quantities of motor vehicles, equipment and machinery by sea to and from South Africa. The Commission has filed the settlement agreement with the Tribunal for confirmation of its standing as an order of the Tribunal. The Commission's investigation is continuing against the rest of the respondents.

## PRESS RELEASES

### Retro rally says its goodbyes to Latvia

(Source: *Kurbads*, 27<sup>th</sup> June 2015) On 26<sup>th</sup> June 18 retro cars arrived at Riga as a part of the "Amber trophy" retro car rally. They had come all the way from Italy to Riga.

The elegant and historic vehicles were on display by the Town Hall in Old Riga and from where they left for Kurbads car transport and logistics centre where they were loaded on trucks for safe transportation home.

Paolo Nicolussi, the organiser of "Amber Trophy" retro rally, clarifies the aim of the project: "Italy held the EU Presidency before Latvia. We thought that it would be worth strengthening the national relations and friendship by organizing the rally."



"We chose Kurbads, because it has a good reputation and the quality corresponds to the price. We are sure that there will be no worries about the cars", Mr. Nicolussi justifies trusting Kurbads.

Three vehicle carriers will be used to take the cars back to Italy. On the 2,200 km journey they were also accompanied by a Kurbads vehicle carrier just in case anything happens they could be easily transported.



“I have been admiring the views on the road, but I am even more amazed by Riga with its beautiful architecture and kind people”, Gabrielle, a regular in retro rallies and a proud owner of a Ferrari F355 GTS, expresses his joy. “Having taken in Kurbads territory, I am sure that I will get my car back in perfect condition.”

The retro car rally “Amber trophy” is a symbolic journey on the historic amber road, which lead from Venice through Austria, Czech Republic and Poland to the Baltics. One of the aims of the rally is to honour Latvia’s Presidency in EU.

The project is backed by Italy’s “Radio Vicenza” and the guests of honour are the secretariat of Latvia’s Presidency in EU, Latvian embassy in Italy and “Antique car club of Latvia”.

For more on the event please check out [Kurbad’s video on youtube](#) and the [Amber trophy’s website](#).

### GEFCO rewarded by Toyota Motor Europe

(Source: **GEFCO**, 30<sup>th</sup> June 2015) Toyota Motor Europe (TME) has awarded GEFCO a Certificate of Recognition for all of the services supplied by the Group in 2014 in the “Cost Management” category. For more than 15 years, GEFCO has managed the upstream transport from the manufacturer’s European suppliers to its assembly plants in France, the United Kingdom, Poland and the Czech Republic.

“As a long-standing logistics partner of TME, we are delighted to receive recognition for our involvement and the added-value of our services. We work to ensure supply continuity on a daily basis, as well as optimising transport flows and costs always with the same goal in mind: increasing our customers’ competitiveness,” says Emmanuel Arnaud, Vice President Sales & Marketing at GEFCO.

### France must act now to protect drivers and vehicles

(Source: **IRU**, 30<sup>th</sup> June 2015) Immediate action by the French authorities, including the police and armed forces, is essential to protect drivers and vehicles trying to operate through French Channel ports. With one migrant death already the IRU is calling for urgent action from the French Authorities and the EU to alleviate the terrible situation for the 3,000 migrants in the Calais area. The road transport industry, that faces this terrible problem alone every day, cannot wait any longer before action is taken to prevent more deaths or serious injuries.

Michael Nielsen, General Delegate to the EU said, “France is failing in its obligation to ensure that its public highways and ports are safe to use. Truck drivers are facing an increasingly desperate and dangerous situation, particularly in Calais, as a result of French failures to address the obvious problems at Channel ports. France must get its act together now for the sake of the migrants and to protect truck drivers.”

All practical measures to protect the hundreds of European truck drivers and vehicles that use the Channel ports daily must be considered. Such measures could include deployment of French armed forces to support police operations, escorted convoys of trucks through port areas and their immediate hinterland, extension of secure truck parking areas and serious action to remove illegal immigrants from port areas.

Michael Nielsen concluded, “The French state has failed Calais for years and has not been pushed for action or helped by the EU to find a solution. Now transport operators and their staff are dealing with the consequences of this inaction. Transport operators are increasingly unwilling to send their staff into such dangerous zones. French inaction is undermining the single market and disrupting EU trade.”