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ECG & other industry events

- ▶ **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**, in Berlin, Germany
- ▶ **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

All change at Daimler

(Source: *ECG*, 9th July 2015) It was confirmed this week that the sector is soon to lose one of its best known faces with the announcement that Egon Christ, Senior Manager Worldwide Transportation Vehicles Distribution, will take up a new role at Daimler at the end of September. From 1st October he will take over as Head of Purchasing F&E Services. Egon has long been a supporter of ECG and worked closely with us over many years and so, on behalf of everyone, we wish him well in this new role and with the new challenges that this will undoubtedly bring. Equally we look forward to working with his successor, Dr. Monica Schmickler, in the future.



ECG discusses 'e-documents' within the EU Digital Transport and Logistics Forum

(Source: *ECG*, 9th July 2015) Following its acceptance as a member of the recently launched Digital Transport and Logistics Forum (DTLF), ECG was invited by the European Commission to participate in its first Plenary Meeting on 1st and 2nd July in Brussels. Moreover, the Commission requested ECG to contribute during one of the 90-minute panel sessions on "Recognition of e-transport documents". Moderated by the Director General of **FIATA** (International Federation of Freight Forwarders Associations), the other panellist included the Deputy Secretary General of the International Rail Transport Committee (CIT) as well as representatives from the Dutch and the Danish freight transport associations (TLN and ITD respectively).

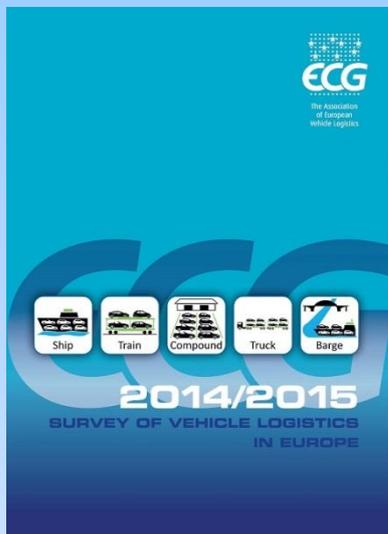


ECG's EU Affairs Adviser Tom Antonissen delivered a case study provided by its German members on the current legal obstacles facing the use of electronic consignment notes, both for national and international transport. He described the situation in Germany, where since April 2013 the Commercial Code allows

for electronic consignment notes and bills of lading though no further details have been provided by the government on how exactly such electronic documents have to ensure the required equivalence with conventional paper documents – and therefore no company is willing to take the risk of going "paperless" due to the legal uncertainty this entails, for example in German courts.

On the international level meanwhile, in 2011 an additional protocol to the CMR Convention was adopted which allows for the use of electronic consignment notes (the "e-CMR protocol") though so far only nine countries have ratified this protocol and Germany is not one of them. Both the Commission officials in charge of logistics as well as the other +/- 150 stakeholders present at the meeting appreciated this particular session, as some members from the audience publicly stated this was a clear example of a situation where the logistics sector is ready for "digitalisation" but national governments seem reluctant to provide the necessary regulatory framework. The Commission even

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compared this absurd situation to the problem being the same as if each time an e-mail is sent there would still be a need to send a letter by post in parallel. ECG's contribution to this particular session was furthermore enhanced by the fact that both the Netherlands and Denmark had ratified the e-CMR protocol but companies could not use it in practice for cross-border transport since Germany lies between them! Nevertheless both TLN and ITD had already developed systems to support the use of the e-CMR in the hope that it would soon become common practice across the EU (see www.transfollow.org and www.ecmr.dk). This 1st DTLF Plenary Meeting ended after an intensive two days with the overall conclusion that there is a clear need for a more robust legal framework as well as standardisation when it comes to digitalisation in the field of logistics. The Commission therefore plans to send out a questionnaire in the coming weeks to collect stakeholders' views in a more structured way and start defining working groups and their participants. Seeing the DTLF has been set up for 3 years, ECG certainly aims to continue providing operational expertise in the interest of its members and the finished vehicle logistics sector as a whole!

ECG informed its readership on the DTLF in the [ECG News 15.15](#) issue and also reported on it in the previous President's and Members Reports.

AUTOMOTIVE INDUSTRY

European automobile association revises forecast for 2015 car sales to 5%

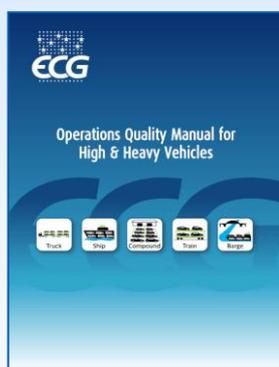
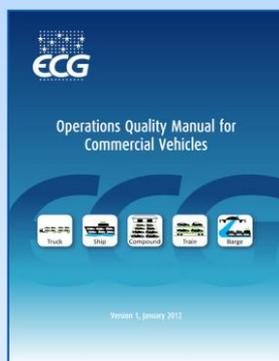
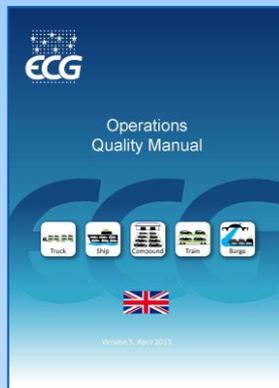
(Source: ACEA, 9th July 2015) Last year was a turning point for the automobile industry in Europe. With a total of 12.6 million passenger cars registered, it marked the first positive annual result since the financial crisis began in 2007. This growth has been maintained throughout the first half of 2015. ACEA has now revised its forecast for car registrations for the full year to 5%, considering that over the first five months of 2015 the year-on-year growth was 6.8%. In terms of units, this would mean surpassing the 13 million cars mark this year. This is still well below the 2007 peak of almost 16 million cars. "Despite this positive forecast, we cannot afford to become complacent," stated ACEA Secretary General, Erik Jonnaert. "Europe still faces challenging times. Today EU car sales are behind those of China and of the United States, where sales levels have now recovered to pre-crisis levels." Jonnaert: "This is why it is now more important than ever to ensure that the competitiveness of our industry – one of Europe's most vital strategic sectors – remains high on the European and national policy agendas." "ACEA's call to European policy makers is to create an environment which fosters innovation and international trade – the two main drivers for our industry's competitiveness on a global scale."

Magna will assemble vehicles for Jaguar Land Rover in Graz

(Source: Automotive Logistics News, 6th July 2015) Jaguar Land Rover (JLR) has signed a manufacturing agreement with contract manufacturer Magna Steyr that will see it assembling vehicles for JLR at its facility in Graz, Austria. The division of Magna International already produces the Mercedes-Benz G-Class and the Peugeot RCZ there. It also makes the Mini Countryman and Mini Paceman for BMW at the Graz plant. JLR would not confirm which model Magna would be making. Neither would Jaguar Land Rover confirm what its planned output was or which of its facilities would be supplying the kits for assembly. In a statement it said that, with its three plants in the UK at close to operating capacity, the collaboration with Magna Steyr would support further growth plans. "The UK remains at the centre of our design, engineering and manufacturing capabilities," Dr Ralf Speth, Jaguar Land Rover's CEO. "Partnerships such as this will complement our UK operations and engineering." The carmaker has plants at Castle Bromwich, Halewood and Solihull in the UK Midlands. "The signing of this



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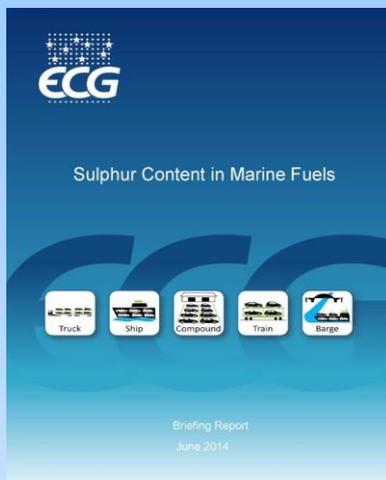
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contract with Jaguar Land Rover reflects the trust in our capability and heritage as a vehicle contract manufacturer,” said Günther Apfalter, President of Magna Steyr and Magna International Europe. “The partnership with Jaguar Land Rover brings a new customer to our Graz plant. As always, we will work with our fullest commitment and dedication to ensure that we meet our customer’s high expectations.” Jaguar Land Rover is also making vehicles in China at its 50:50 joint venture plant with Chinese carmaker Chery Automobile and is currently building a production facility in Brazil.

Calais port strike throws automotive freight movements up in the air

(Source: *Automotive Logistics News*, 8th July 2015) The closure of the French Port of Calais because of industrial action taken by the Syndicat Maritime Nord union has hit freight movements in and out of the UK. While the port has now been reopened, disruption is continuing this week, something that has been compounded by incidents of migrant trespass, with two deaths reported following attempts by people to board freight trains. This week the UK Freight Transport Association (FTA) warned that the disruption had reached dangerous levels for the safety of both drivers and migrants. “The danger to migrants, scale of the delays, disruption to supply chains and, above all, risks to drivers’ health and safety have reached unacceptable levels.” The action by the Syndicat Maritime Nord union was in response to the transfer of vessels from MyFerryLink by Eurotunnel to **DFDS** following Eurotunnel’s takeover of the former SeaFrance operation. As with other sectors, freight experts expect that re-establishing normal service in the automotive supply chain will take some time, hampered further by the varying standards in accuracy amongst OEMs regarding their visibility of material flows. In the middle of last week there were 50km queues on the UK’s M20 motorway leading up to the Port of Dover. Similar tailbacks from Calais were seen in France. The disruption hit all sectors, including the automotive industry, with carmakers forced to rely on time critical shipments of inbound parts and revised production schedules. Carmakers including Honda, Jaguar Land Rover and Nissan were cautious in their response, stating only that they were closely monitoring the situation. We continue to monitor the situation regarding the industrial action in Calais closely,” said a spokesperson for Jaguar Land Rover. “At present production remains unaffected.” Logistics providers handling the supply of parts, however, have indicated that the demand for time critical services had risen sharply. “The volume of charter enquiries we received spiked early [last] week, as OEMs sought to plug a potential gap in supply chains as a result of delays caused by the Calais protests,” confirmed Brad Brennan, Managing Director of Evolution Time Critical, which provides emergency logistics services. However, the situation has been more complicated than a simple rise in demand for time critical services, including air charters, as OEMs try to work out the full extent of the delays to parts deliveries before committing themselves to that contingency. “The benefit of working hard to plug a supply chain gap is quickly undermined when that gap later emerges as being just one of many,” said Brennan. “You can put up an umbrella in a rainstorm, but in a flood you will still get wet feet.” The importance of understanding the full scope of the shortage is as much a concern for the service provider as it is for the OEM. According to another UK-based expeditor, Priority Freight, it is down to which OEMs have got the best visibility of material flow. Those with it are able to make quicker decisions about using emergency transport services. “Those with less visibility are making decisions later in the day,” said Ed Bembridge, Operations Manager at Priority Freight. “That puts pressure on the availability of aircraft and the space available on it to make sure that there is capacity to move the goods.” When traffic through the Port of Calais was reopened on 2nd July, OEMs were better able to make decisions on the most suitable course of action to resolve their material flow problems. Those OEMs and suppliers with good visibility of the supply chain were able to work out the location of their missing parts and which of them needed to be prioritised for expedited movement or replacement to

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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maintain scheduled production. "Vehicle manufacturer visibility throughout the supply chain is critical at this point, to accurately assess the knock-on effects of any delays suppliers may have encountered and to benefit from in-built flexibility," said Brennan. The knock-on effects can be serious given that OEMs are reliant for the majority of their European inbound flows on scheduled line-haul trucking services, which are often subject to delays in the feed of information. The situation is compounded by the fact that many truckloads of material are now in the wrong position to where they were scheduled to be. "Trucks have been held up for a considerable amount of time, we are talking days not hours, so there is stuff in completely the wrong location," said Bembridge. "Yes, assets can be brought in, but the whole cycle is at odds for the operators. I don't think this situation is going to be resolved until all those operators have full visibility of where the material is." When that happens, OEMs and their suppliers have to fight for available space on air charters for the parts most in need to maintain production. Both Evolution Time Critical and Priority Freight admit it has been a very busy time.

Russia's Vsevolzhsk plant begins production of the Ford Focus

(Source: *Automotive Purchasing*, 8th July 2015) Ford Motor Company has started producing its best-selling Ford Focus at the Vsevolzhsk assembly plant in Russia, investing in the production facilities and altering the vehicle to cater for its new audience, such as higher ground clearance and extra sound insulation. A Regional Governor has stated that the production plant will not be laying off any staff, after the plant was installed with new equipment such as automated robots and improved facilities, like an upgraded paint shop. This was mainly due to the production of the Ford Mondeo and Focus earlier this year. The Ford Sollers plant in Vsevolzhsk began production of the Focus in 2002, seeing 700,000 sales. The 26-hectare plant, which includes warehouses, a new-car storage parking lot, a 4-poster test rig along with welding, paint and assembly shops, assembles both the Ford Focus and the Ford Mondeo. Ford Sollers is a joint venture between the American car manufacturers and the Russian Sollers, which was established in 2011.

EUROPE

Carlisle moves to CEO role at Paragon Automotive

(Source: *Automotive Logistics News*, 7th July 2015) **Paragon Automotive**, which provides logistics services for new and used cars in the UK, has appointed Ian Carlisle as its new group CEO. He replaces Stephen Hucklesby who has moved to become chief operations officer (COO) for the group. Carlisle, who moves to Paragon from his role as non-executive chairman of Trinity Homecare, has been appointed to lead the company through a period of growth according to the company. He brings experience from the retail, insurance and automotive sectors. "Paragon has taken some big steps forward and delivered real innovation across the sector," acknowledged Carlisle. "It is exciting to join a growing, recognised industry leader at a time when it is seeking to take the next stage in its development. The automotive supply chain is facing a period of rapid change and Paragon is ideally placed to help customers drive efficiency through new thinking." In his new role as COO Stephen Hucklesby will focus on quality and efficiency within the operations side of the business. "The automotive sector is undergoing an unprecedented period of innovation and change," said Hucklesby. "Paragon must continue to grow and work with its customers to lead that change. Ian brings a wealth of experience and he will play a key role in taking the company forward as we seek to accelerate growth." Paragon is making a number of other management changes within the company. Simon Caine will move from being General Manager to become Operations Director and will drive operational



Events in Brussels

Rail Forum Europe organizes the event 'On track to COP21: The role of rail in sustainable mobility' on **14th September**

<http://www.rail-forum.eu/category/events>

performance and closer customer interaction. Tony Banks will take up the General Manager role.

Multi million investment in freight route by port and Ro-Ro ferry groups goes ahead

(Source: *Handy Shipping Guide*, 8th July 2015) A meeting between Nicola Sturgeon, First Minister of Scotland, and the CEOs of **DFDS** and Forth Ports has resulted in the confirmation that there is to be an investment of over €6m by the two companies in the future of the Rosyth-Zeebrugge freight route. The importance of a continuation of the only Ro-Ro freight route connecting Scotland to the continent was highlighted during discussions which detailed route developments and the concrete investment plan, for which the basis has been laid in November 2014 when the three parties published a joint statement to secure the route's future. Nicola Sturgeon commented: "The Rosyth to Zeebrugge freight route is a vital link for Scotland's economy and hugely important for the large number of customers who use it to get their goods in and out of the country. It is therefore extremely welcome news that DFDS is to continue to operate this service. The investment in port improvements by Forth Ports is also a vital component of increasing the capacity and efficiency of the service. Along with all parties we are committed to work together to look at new ways of increasing and improving its service for years to come." The investment plan by DFDS includes the investment in scrubber technology that removes sulphur from the exhaust gases, and a fuel optimisation programme on Finlandia Seaways, the DFDS vessel operating on the route. This investment will help to secure the long-term sustainability of the route and the scrubber will be installed during the vessel's next dry-dock period by the end of this year. Stein van Est, Route Director DFDS Seaways said: "We are very pleased with the investment programme as it will secure a long-term perspective for the Rosyth-Zeebrugge route and enable companies to continue to use a direct, environmentally friendly means of transport between Scotland and the continent." In the meantime Forth Ports will carry out the necessary infrastructure adjustments to the Port of Rosyth to facilitate the double-stacking of containers on board the vessel. This will increase the freight capacity of the vessel by an extra 300 lane metres, as demanded by Scottish and continental customers. Charles Hammond, CEO of Forth Ports commented: "The route is an important economic generator for Scotland, servicing the general, chemicals, food and drinks and automotive sectors. The infrastructural adjustments are about €1m and we expect this work to be completed in autumn this year."

World's largest Pure Car and Truck Carrier enters service

(Source: *World Maritime News*, 6th July 2015) **Höegh Autoliners** took delivery of Höegh Target on 2nd July, the world's largest Pure Car and Truck Carrier (PCTC) vessel with a deck space of 71,400 square meters and carrying capacity of 8,500 car equivalent units. Höegh Target is the first in a series of six Post Panamax vessels under the company's New Horizon design. The remaining five PCTCs in the series are expected for delivery throughout the next 18 months. The vessel has a higher door opening than Höegh Autoliners' current vessels, enabling cargo up to 6.5 metres high and 12 metres wide to be loaded. Extra ramp strength allows for cargo weighing up to 375 tonnes to be loaded over the stern ramp and 22 tonnes over the side ramp. Höegh Target will service East Asia – Europe trade.

More on Höegh Target can be found on [Höegh Autoliners' website](#).

Spain could produce 4 million cars a year with more efficient logistics

(Source: *Automotive Logistics News*, 7th July 2015) Spain's car and truck makers' association ANFAC is projecting that vehicle production in the country will hit 3



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million by 2017. At a recent presentation of its forecast and '3 Million Logistics' initiative, attended by Spain's Minister for Transport, Ana Pastor, the association said that with more efficient logistics in place the country could even reach production of 4 million vehicles over the next five years. José Luis López-Schummer, ANFAC's Chairman and CEO of Mercedes-Benz Spain, said logistics was crucial to help maintain the country's growth in manufacturing and its international ranking in terms of output. Between January and May this year Spain manufactured more than 1,194,000 vehicles of which it exported just over 975,000 according to figures from ANFAC. Europe accounted for 71% of those exports (and 83% of imported parts). Sales in the country have grown 22% in the first half of this year to reach 555,000, indicating the logistics demand both on inland and export movements. To meet that demand Spain is looking at greater use of short-sea routes and the rollout of mega-trailers of up to 25.25m and 60 tonnes, which would improve logistics savings. José Manuel Machado, Ford of Spain's Chairman and Chairman of ANFAC's Logistics Committee, presented some key figures at the meeting and said that annual savings of up to €500m were available to the Spanish automotive industry. The industry currently spends €3.5bn on logistics. Pastor backed up the points made by the association and said that the Ministry of Development was working with Directorate General of Traffic to bring the standard on mega-trailer length into effect as soon as possible. Trucks with more capacity could bring the savings of €165m a year for Spanish industry as a whole according to ANFAC figures. Pastor said that the measure has the consensus of the transport sector and especially favoured the automobile industry, which she described as "one of the great engines of [Spain's] economy." According to industry figures quoted by the minister, the first five months of 2015 saw a 12% increase in annual production on last year, putting Spain as the world's eighth largest automaker. The challenge, according to Pastor, was "to achieve a safe, multimodal, efficient and sustainable transport system", one that promoted co-ordinated transport chains that were responsive to the needs of companies operating in Spain. She added that the implementation of the short sea strategy – Motorways of the Sea, which aims at introducing sustainable intermodal maritime-based logistics chains – was having a big influence on reducing logistics costs. At the moment 2 million vehicles are moved by ocean to and from Spain. In addition, better train access to ports promised savings of €35m according to ANFAC and Spain's Ministry of Development is looking at the development of a new rail route into the port of Sagunto near Valencia to cite one instance. The rail development is part of a wider strategy to introduce a standard gauge on the Mediterranean Corridor. Currently 6,000 trains move every year carrying vehicles and components. Machado concluded the presentation by saying that in 2020 Spain needed "efficient, global, flexible, innovative and excellent logistics to turn Spain into a global logistics platform."

Trucks offered motorway discount in Spain

(Source: *Lloyd's Loading List*, 8th July 2015) Spain has introduced a test scheme that offers hauliers a 50% discount on truck toll costs in return for using certain motorways in preference to congested A-roads. Introduced on 1st July and set to run until 30th November 2015, the scheme extends to six motorway sections covering 326 kilometres. The Spanish Ministry of Transport estimates that up to 1.3 million trucks could transfer to toll-paying routes this summer. Initially, the government had intended to prohibit the access by trucks of 1,300 kilometres of 'A-roads' that serve as alternative itineraries to around 20 motorway sections, only to back down in the face of opposition from road hauliers.



REST OF THE WORLD

AvtoVAZ to launch assembly of Lada cars in Egypt

(Source: *Automotive Logistics News*, 6th July 2015) AvtoVAZ is launching production of Lada-badged cars in Egypt this year with local assembler al Amal. The Russian carmaker will deliver 1,500 semi-knockdown (SKD) kits to the country in 2015, though the plant has capacity for annual production of 9,000 on one shift. In future this amount could be increased to 10,000 cars a year, said AvtoVAZ President, Bo Andersson. These plans could make Egypt AvtoVAZ's second largest foreign sales market after Kazakhstan and substantially help it towards its stated target of exporting overall volumes of 100,000 cars a year. According to Andersson, the company is not looking for a new partner in Egypt, despite a strongly competitive local market. AvtoVAZ is expected to use Renault-Nissan's distribution network in the country. This follows comments made in recent weeks by Carlos Ghosn, head of the Renault-Nissan Alliance, that the company may help its Russian partner with plans to expand export supplies. The Alliance already has well-developed distribution contacts in Egypt. The president of Russian car distributor Favorit-Motors, Vladimir Popov, stated that such co-operation would definitely decrease AvtoVAZ's potential spending on its foreign expansion. Meanwhile, Vladimir Bepalov, an analyst at Russian agency VTB-Capital, said that while the arrangement could be of benefit for both sides, AvtoVAZ could find itself competing locally with Renault-Nissan in the economy segment. Either way, AvtoVAZ appears to have abandoned plans for the construction of a large fully localized plant in Egypt. Last year it was planning to set up an agreement with local state-owned company el Nasr. However, political instability in the country forced the carmaker to put these plans on hold. At the same time, according to Bo Andersson, AvtoVAZ still believes in the potential of the Egyptian market, and in future the country may be used as a foothold for further supplies to other countries in the Middle East and North Africa. According to official figures, AvtoVAZ's sales in Egypt have tripled over the recent decade and continue to grow despite the overall fluctuations in its export activity.

Saab owner to build EV plant in China

(Source: *Automotive News Europe*, 3rd July 2015) China's National Electric Vehicle Sweden, which owns the assets of bankrupt Swedish automaker Saab, broke ground on a plant in the northeast China city of Tianjin to produce electric vehicles. NEVS said it would spend 1.2bn yuan (\$200m) to build the plant, which will produce up to 200,000 vehicles annually. The company did not release any details about the EVs and it's not clear whether the vehicles will be marketed under the Saab name. "The exact models and brands are not finalized yet," a company spokesman told *Automotive News Europe*. In 2012, NEVS purchased the assets of bankrupt automaker Saab and built a handful of Saab 9-3 models in Trollhattan, Sweden. Last year, NEVS halted production and sought bankruptcy protection in September. After NEVS went into bankruptcy, Saab AB, the Swedish defence firm that held the rights to the Saab name, withdrew permission from NEVS to use it. To gain backing for its new Chinese assembly plant, NEVS has formed joint ventures with State Research Information Technology and Beijing Teamsun Technology Co.

PRESS RELEASES

The Grimaldi Group makes an order for another three car carriers

(Source: *Grimaldi Group*, 3rd July 2015) In the framework of the programme of expansion and renewal of its fleet, the Grimaldi Group has recently signed an additional agreement for the construction of three new PCTCs (Pure Car Truck Carriers), with the shipyard Jinling of China, for a total investment of \$165m. The agreement foresees an option for another unit.

With delivery expected in 2017, the three new units will be deployed on the Group's regular service linking the Mediterranean with North America; this service is mainly dedicated to the transport of brand new vehicles produced by FCA (Fiat Chrysler Automobiles) with destination the US and Canadian markets. The new vessels will be equipped with eight decks, four of which hoistable, making them capable to transport 6,700 cars.

"With this new order we will enhance the car carrier fleet of the Group, in order to satisfy the new market requirements", proudly commented the President of the Grimaldi Group, Gianluca Grimaldi, together with the Managing Directors Emanuele Grimaldi and Diego Pacella. "Moreover, the co-operation with the Jinling shipyard, which has recently built six ultra-modern ice-class Ro-Ro vessels for our Group, will be further strengthened," concludes the Board of the Neapolitan Group.



Thanks to this last order, the Grimaldi Group completes the enhancing programme of its car carrier fleet, thus providing the construction of eight new units with the option of a further eight. In addition to this kind of vessels, the current order list of the Group includes also the delivery, by the end of the year, of two Con-Ro vessels, the last of a series of six units built at Korean shipyards, all to be deployed on the Group's services linking Europe to West Africa.

Moreover, five Con-Ro vessels will be delivered by 2016 to the subsidiary company Atlantic Container Line. With a loading capacity of 3,800 TEU, 28,900 m² of rolling freight and 1,307 cars, they will be the largest vessels of their type ever built in the world, as well as faster, cleaner and more efficient than the ones currently in service to ACL.

Lang Ware joins AIAG as Director of Supply Chain Products & Services

(Source: **AIAG**, 8th July 2015) AIAG is pleased to announce that Lang E. Ware has joined the association as its new Director of Supply Chain Products & Services. Ware is responsible for leading AIAG's industry research, projects, programs, events, training, and standards development related to the movement of product and/or data throughout the supply chain.

"Lang brings to AIAG a wealth of knowledge and hands-on experience in finished vehicle logistics and the entire automotive supply chain discipline," says Bill Kerrigan, AIAG's Finished Vehicle Logistics Program Manager. "I look forward to working with him in expanding AIAG's educational and best practice standards for the industry."

Prior to this role, Ware held several logistics-related positions, most recently serving as a consultant to major automotive port processors in Georgia and California, assisting with their marketing and business development to Detroit automotive manufacturers and Volkswagen. Prior to that, Ware was a procurement director with UPS Autogistics, which included strategic planning and lead negotiator responsibilities for all car haul contracts for traditional and non-traditional service providers of Ford Motor Company products in the US and Canada.

The bulk of Ware's career is in his 31 years with Ford, which included principal field sales manager for Ford Motor Company Caribbean in Puerto Rico as well as quality/ISO 9000 manager, vehicle distributions manager, and export traffic manager for Ford's Worldwide Direct Market Operations. Ware retired from Ford in 2007.

Ware's work with AIAG will be particularly effective because he has worked on both sides — as the logistics service provider and as the automotive customer. "There's no training curve for me on this job," Ware says. "I can talk the OEM's language, and I've been an AIAG member for years. I'm excited about taking AIAG's supply chain logistics program to the next level."

Ware is looking at AIAG's current offerings in logistics and considering what other tools and training can be developed for OEMs. "I am talking to the automakers and finding out how AIAG can help," says Ware. "Then, we will develop the logistics programs and go back to them with what they asked for. And, of course, the suppliers will be beneficiaries of a lot of these outcomes."

From Ware's perspective, the greatest challenge in automotive logistics is co-operation between the entire supply chain to the extent that it can be flexible in time of need. "Suppliers should look up and down their supply chains and examine what's really happening, instead of looking at their customers first," he says.

"The best part of logistics is when the customer doesn't know how it arrived — only that it got there on or ahead of schedule," Ware adds, "and that's what AIAG members should be striving for. Contingency planning is OK, but the focus really needs to be on how to mitigate it, and that's where I can contribute through my work at AIAG."

MoS Co-ordinator Brian Simpson invites ports to raise more strongly their voice towards Members States

(Source: **ESPO – European Sea Ports Organisation**, 3rd July 2015) Mr. Simpson was invited for an exchange of views with the ESPO Executive Committee about his work as Co-ordinator of Motorways of the Sea (MoS). He stressed the importance of ports in the MoS framework that need to be further enhanced in the TEN-T multimodal corridors. In particular, he invited ports to raise more strongly their voice towards the Members States on the need of ports for appropriate funding for investments given their importance in intra-EU and extra-EU trade.



In the first MoS call, environmental projects constitute 60% of awarded projects. Proposed projects in non-cohesion countries requested 3 times more than budget available under the Connecting Europe Facility (CEF). By contrast, projects from cohesion countries requested 1/3 of the MoS available budget. This is mainly due to the fact that the maritime sector has encountered difficulties in obtaining Member States approval and funding of its projects. This has forced some ports to apply for the general envelope of the Connecting Europe Facility. To avoid imbalances, Mr. Simpson encouraged ports from cohesion countries (especially in the Black Sea) to raise their voice towards Members States and present more projects in the next calls. He stressed the fact that projects with non-EU countries are possible but that at least two EU countries need to be involved.

Mr. Simpson stressed his role in the assessment of ports projects over all 9 corridors, and not only for projects under MoS. For this reason, ports willing to present projects were invited to contact him and his assistant Mr. José Anselmo. This is particularly important in view of the revision of the Corridor Work Plans and the so-called MoS Implementation Plan that Mr. Simpson is preparing and that he will present to the European Parliament in Spring 2016. The MoS Implementation Plan will include the main current and future MoS projects around the three main MoS priorities: 1) Environment; 2) Integration of Maritime Transport in the Logistics Chain; 3) Maritime Safety, Traffic Management, Human Element/Training. In order to prepare the MoS Implementation Plan, the Commission is currently hiring consultants and ports will soon be consulted.

Finally, he stated that the new MoS call will be published in October-November for both cohesion and non-cohesion countries. The aim is to publish 3 calls in total over 3 years for a total budget of €1bn.

Automotive and petroleum refining industry: open letter on diesel to EU policy makers

(Source: ACEA, 8th July 2015) In an open letter to EU policy makers, leading representatives of the automotive and petroleum refining industry in Europe committed to keep pushing the technical boundaries in order to find ever better ways of combining the customer benefits of diesel – in terms of fuel economy and low CO₂ – with continuously reduced emissions.

The letter from the Presidents of the European Automobile Manufacturers' Association (ACEA), the Association for Emissions Control by Catalyst (AECC), the European Association of Automotive Suppliers (CLEPA) and FuelsEurope, representing the European Petroleum Refining Industry, was sent on 8th July to representative of the European Commission, European Parliament and Council.

Pointing out that political measures, restricting the rollout of the new generation of diesel technology, would undermine existing efforts to cut CO₂ emissions, the associations called on policy makers to help accelerate fleet renewal and the introduction of the cleanest vehicles.

"Fleet renewal offers the most effective way to improve air quality. As older cars and trucks are replaced by newer models, emissions from road transport will fall as the latest emission-reducing technologies enter the market," the letter read.

"With a common EU policy framework that encourages the more rapid adoption of the latest low-emissions technologies, but taking into account necessary industry lead-time, we will help improve air quality in real driving conditions, while at the same time continuing to meet current CO₂ targets."

The open letter can be read on the [ACEA website](#).