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2014/2015

SURVEY OF VEHICLE LOGISTICS
IN EUROPE



ECG Conference in Vienna



Costantino Baldissara, ECG President opening the Conference



Mike Sturgeon, ECG Executive Director dressed as Doc Brown from the film "Back to the future"



Panel with the participation of Peter Weiss, FCA, Chris Godfrey, Renault Nissan, Gareth Williams Jaguar Land Rover, Christopher Ludwig, Automotive Logistics Group and Wolfgang Göbel, ECG Vice-President



Lang Ware from AIAG speaking at the Conference

ECG ANNUAL CONFERENCE IN VIENNA

Back to a brighter future - Finished Vehicle Industry ready for journey ahead

(Source: *ECG*, 20th October 2015) More than 240 delegates, including a strong representation from the automotive industry, gathered in Vienna, Austria on 16th October for this year's meeting of the Association of European Vehicle Logistics (ECG). Here they heard that the industry has returned to growth and is now confronting new technologies that could transform operations.

The audience, made up of executives from both car manufacturers and Logistics Service Providers (LSPs), heard that European vehicle sales are indeed returning to a brighter future, although volumes are still not close to pre-crisis levels. Over the first nine months of 2015, new passenger car registrations increased (+8.8%), surpassing 10 million units (10,413,675). In September 2015, the EU passenger car market showed another strong month (+9.8%), marking the 25th consecutive month of growth. Demand for new passenger cars is up in all major markets, driven by ongoing scrappage schemes and by the economic recovery of Southern Europe. 2015 is predicted to finish above 14m units, compared to 13m last year – a growth rate expected to outpace all other major regions in the world this year.

However, ECG President Costantino Baldissara warned that ongoing and worsening capacity shortages and a lack of adequate investment are putting the sector's revival and prospects for a brighter future at risk. The average age of heavy duty vehicles increased steadily from 7.5 years to 8.1 years over the 2000-2014 period. In the major EU markets the transporter fleet shrunk from 20,600 in 2008 to 16,650 in 2014. Further investment is urgently needed to meet the increasing needs of the expanding market. Baldissara estimated that European vehicle logistics needs €2.5bn (\$2.8bn) investment in trucks and compounds.

Baldissara also called on car manufacturers to consider the sustainability of logistics offers and urged more accurate forecasting to avoid false peaks. "Our sector is not a simple cost to be cut but a strategic asset to be appraised". Gareth Williams, head of distribution for Jaguar Land Rover, acknowledged the capacity issues and recognised that output from OEMs is variable.

Both speakers and delegates agreed that taking advantage of digital innovations in transportation in order to develop a sustainable, efficient, clean, safe and seamless vehicle delivery network is essential to long-term growth and prosperity. The industry is steadily evolving to meet consumer demands and must continue to so, continually benchmarking with other logistics providers of consumer products in order to meet customer expectation.

Speaking at the Conference, Peter Weiss, Vice President Supply Chain Europe FCA laid out a 'call to action' to address problems in the industry and called on the industry to align and lobby governments to define optimal standards for car transporters, including both length and height requirements. He also said the sector should have a more common voice in areas such as cabotage restrictions and should also continue to lobby on transport standards and infrastructure investment. "Talk is cheap, it is all about execution now," Weiss stated. "Let's go back now and see what we can really achieve rather than waiting until the next time we get together."

With this consensus amongst carmakers and LSPs that the working basis for the sector needs to change and that closer co-operation is a necessity, it was agreed to establish a common platform to work together to establish standards



ECG & other industry events

- ▶ **ECG Quality Working Group Meeting, 3rd November**, Brussels, Belgium
- ▶ **ECG Academy Alumni Meeting, 6th November**, Berlin, Germany
- ▶ **ECG Maritime & Ports Working Group Meeting, 9-10th November**, Oslo, Norway
- ▶ **ECG UK & Ireland Regional Meeting, 12th November**, London, UK
- ▶ **Automotive Supply Chain Global Awards, 12th November 2015**, London, UK
- ▶ **CSR Europe's Sustainable Supply Chain Logistics Forum, 1st December 2015**, Brussels, Belgium
- ▶ **ECG Eastern Regional Meeting, 21st April 2016**, TBC
- ▶ **ECG Spring Congress & General Assembly, 26-27th May 2016**, Lago Maggiore, Italy
- ▶ **Automotive Supply Chain Congress, 15-16th June 2015**, Liverpool, UK
- ▶ **ECG Conference, 20-21st October 2016**, Hamburg, Germany

and guidelines that could benefit the overall sector. This common platform will also co-ordinate industry lobbying at national level on the review of Directive (EU) 2015/719 on maximum authorised weights and dimensions.

“Only through stronger communication and collaboration with clients can we provide the best and most efficient service,” Mr. Baldissara concluded.

More coverage of the event, kindly provided by Ultima Media, can be found on the [ECG website](#), along with a [press release](#), [press coverage](#), [presentations](#) and [photos](#).

ECG President Baldissara to step down in 2016

(Source: *Automotive Logistics News*, 21st October 2015) Costantino Baldissara, Commercial, Logistics & Operations Director of the **Grimaldi Group**, will step down from his position as President of the European Finished Vehicle Logistics Association (ECG) next spring. Wolfgang Göbel, Managing Director of **Mosolf Automotive Railway**, will be nominated by the Board to replace Baldissara, who has been President of the association since 2009. Göbel has been a Board member at ECG since 2003, and Vice-President since 2009. Mats Eriksson, CEO of **SkandiaTransport**, will be nominated to the position of Vice-President. Eriksson has been a Board member since 2008, and held the position of Treasurer since 2015. The official election will take place at the ECG General Assembly in May next year in Lago Maggiore, in Italy. Speaking earlier this year at ECG's Spring Congress, Baldissara reflected that he had a challenging tenure as President, having taken over just as the economic crisis began to take its toll on the finished vehicle carrier industry and the automotive sector more widely. He acknowledged it had been a difficult time both for the Association and for its members' individual businesses. However, Baldissara said that those testing economic times meant the Association had matured and was in a strong position going forward. ECG was established in 1997, and represents around 100 vehicle logistics companies from 27 countries across Europe, Russia, Ukraine and Turkey. The association exists to promote the interests of car carrier operators, including lobbying the main EU institutions, facilitating collaboration between member companies, and promoting the sharing of best practices.

From the connected car to the connected train

(Source: *Automotive Logistics News*, 21st October 2015) A lot of attention has been given to OEMs' plans for autonomous vehicles and connected cars recently. But OEMs aren't the only ones innovating in this direction. At the recent 2015 Annual Conference of the Association of European Finished Vehicle Logistics (ECG), Malte Keller, Head of equipment at **DB Schenker Rail Automotive**, explained that the rail operator is currently working on automated train operations, as well as connecting its wagons and rolling stock with the use of sensors. Keller explained DB Schenker's vision of a connected rail system, where all wagons and locomotives would be equipped with sensors and systems, and operate automatically. The development is designed to increase the utilisation and deployment of locomotives, as well as help DB Schenker better utilise its infrastructure. Working with Siemens, the company is focusing on developing autonomous steering, obstacle detection – recognition and classification of potential obstacles by various sensors with automatic braking – and self-diagnostics, with real-time monitoring of critical parts as a basis for availability. The introduction of automated trains could also provide answers to a number of issues relating to human resources, not least in providing independence from strike issues, something that DB Schenker has been a victim of through repeated strike action by Germany's GDL union. Automated trains could also address the restrictions on international rail flows, which can be hampered by having to change drivers at border crossings. Supply chain visibility is an ongoing issue in logistics. While companies including DHL and UPS offer complete visibility of small packages, the automotive industry has not achieved



ECG Parking requirements table published

A comprehensive table has been published on the ECG website which summarises the parking requirements as specified by the majority of OEMs!

OEM PARKING REQUIREMENTS

This table is not intended to be an end-user reference guide for parking handling vehicles to facilitate the storage requirements of each manufacturer. It is a summary of the requirements published by the OEMs.

Manufacturer	Dimensions		Gear	Handbrake	Interior lock	Interior padlock	Weight		Other specific	Notes	Date
	Height	Width					Max. GVW	Max. axle load			
Alfa Romeo	1.8	1.8	R	Handbrake			2.0	1.0	None		20/05/15
Audi	1.8	1.8	R	Handbrake			2.0	1.0	None		20/05/15
BMW	1.8	1.8	R	Handbrake			2.0	1.0	None		20/05/15
... (many more rows) ...											

The assembly of the parking requirements regarding the position of the gearbox, handbrake and the placement of the keys was initiated by the ECG Quality Working Group.

The table:

- is useful for FVL operators so that no outdated requirements are in place;
- points towards standardisation in the industry as far as the position of the gearbox and the handbrake is concerned;
- highlights a trend regarding the key placement but standardisation still has to take place on this field;
- is freely available on the [ECG website!](http://ecgassociation.eu)

If you spot any inaccuracies or have any additional information or comments, please contact ECG at info@ecgassociation.eu

the same with an expensive product. DB Schenker wants to improve this visibility with GPS based tracking and tracing, which would also help to optimise maintenance and optimise logistics for customers. The GPS devices could include sensors for energy management, loading conditions, acceleration, shock, position, weighing and external influences. Through two projects, DB Schenker has plans to roll out the new technology over the coming years. For the proposed new main line locomotives, the company will first test the basic functions at a test centre to evaluate the technical feasibility and operability with the European Train Control System. The automated shunting locomotive will first be tested at the shunting yard, and then potentially rolled out to more locomotives. While a roll-out of the sensor system DB Schenker is working on with Siemens is still a way off, Keller suggested that initial study results are expected soon. More immediately, however, the company will test the use of sensors on its automotive wagons, beginning in November of this year, with the pilot phase beginning in February 2016. These sensors are designed to provide automatic readings on position, shock, acceleration, loading condition, energy management, external influences and weight. If the wagon is closed, they will also measure air pressure, temperature and air humidity. During the pilot phase DB Schenker will discuss the project with customers, analyse data and benefits, as well as looking at technical specifications. The final decision is expected in the third quarter of 2017, and if successful, the asset intelligence technology will be rolled out across the automotive wagon fleet.

NEWS FROM BRUSSELS

Euro-Med Ireland Logistics becomes the latest member of ECG

(Source: ECG, 20th October 2015) ECG welcomes Euro-Med Ireland Logistics among its members! Euro-Med Ireland Logistics Ltd. was formed in 1998 by Ocean & General Maritime Agencies Ltd. and Grimaldi Group. Euro-Med provides handling and distribution services for new vehicles from an 80,000m² facility at Ringaskiddy Deep Water berth in Port of Cork. Euro-Med offers the following services to its clients:

- Survey - All units are surveyed for damage by Euro-Med surveyors.
- Storage - Units are stored at the Ringaskiddy Compound until called off by dealers.
- Handling - Throughout their stay in Ringaskiddy, all units are regularly handled and relocated around the compound by Euro-Med staff.
- Workshop Repairs - Damaged units are allocated to our local workshop, Kenny Bros, for repairs.
- Pre Delivery Inspection - Units are subject to a full technical inspection at our purpose built PDI centre. Vehicle registration plates are attached on request.
- Fuelling - Units may be fuelled prior to distribution on request.
- Maintenance Checks - Tyres and batteries are subject to regular maintenance checks
- Dewax - Chemical treatment applied to the surface of the vehicle.
- Primary Transportation – first call off of new vehicles to dealers/ rental companies.
- Secondary Transportation – vehicles being moved from one location/ dealer to another

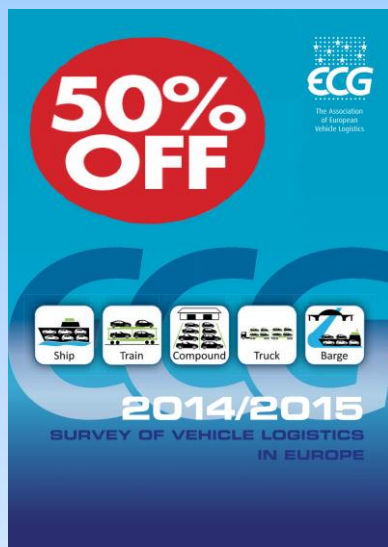
ECG launches a page on shootings at car transporters

(Source: ECG, 22nd October 2015) Recent news on shooting at car transporters reported by German police and some ECG members is a very troubling development. It is hoped that these incidents do not mark the start of a new spate of gunfire attacks on car transporters, as the person responsible for the previous



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shooting incidents on German roads, which took place over five years, was only arrested last year.

Currently German Federal Criminal Police (BKA) collects all possible information about similar cases of shootings on German roads into one data base in order to determine whether these incidents are related to each other and follow certain patterns or if they have to be treated separately. For this reason the BKA has prepared an Excel form which needs to be completed and sent to the BKA by e-mail. ECG has launched a page on its website, where all necessary information related to this issue can be found together with BKA's form to report any similar recent incident of shooting. The webpage also provides some guidance on how and to whom this report needs to be sent.

ECG hopes very much that by raising awareness amongst its members about shootings at car transporters on German roads and consolidating efforts with German police a faster solution to resolve this problem can be found. Please click here to access [the webpage on shootings](#).

High Level Group on Automotive Industry launched

(Source: European Commission, 19th October 2015) By decision C(2015) 6943 of 19th October 2015, the European Commission has set up the High Level Group on Automotive Industry. The group should help to develop recommendations to reinforce both the short-term and long-term competitiveness of the European automotive industry. The High Level Group shall be composed of up to 25 members consisting of the national authorities and organisations in EU countries, and shall be chaired by a representative of the Commission. This call for applications is opened for the selection of members other than national authorities responsible for the automotive sector at ministerial level. Members of the HLG shall be selected among:

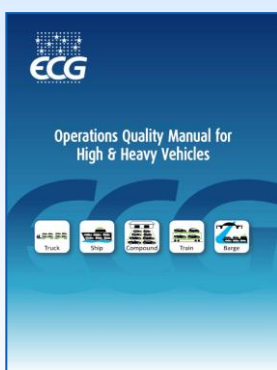
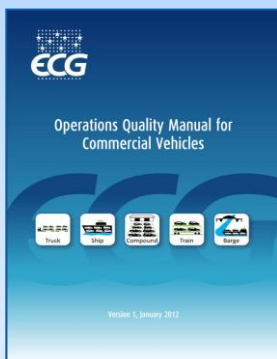
- EU umbrella associations and federations from the automotive industrial value chain representing different level of the automotive value chain (manufacturers, OEMs, suppliers, retailers and repair and maintenance providers)
- trade unions
- civil society organisations (non-governmental organisations and consumers associations)
- ICT associations, network operators and digital services associations active in the field of connected vehicles and/or autonomous vehicles
- academia

Interested organisations are asked to submit their application to the European Commission no later than 20th November 2015. The motivation letter together with the application form must be sent to the following e-mail address: GROW-C4@ec.europa.eu. For detailed information on the practical aspects of the High Level Group, including application requirements and selection criteria, please [consult the call document](#).

Market access to port services and financial transparency of ports

(Source: TRAN Committee, 21st October 2015) The European Parliament's Transport (TRAN) Committee held a debate on port services on its meeting on 12th October. Knut Fleckenstein, the Rapporteur from the German Socialist delegation, highlighted the main issues currently under discussion, including market access, organisation of port services, financial transparency and training requirements for dock workers. He also insisted on the need to provide ports with flexibility, given the diversity of their services. He regretted that the Commission would not deliver the proposal amending the guidelines on state aid and the regulation on block exemption by the end of the year. Members generally supported the Rapporteur in terms of market access, financial transparency and training. However, some Members believed that workers' rights should be the

Version 5 of the ECG Operations Quality Manual for PCs and LCVs are available online!



- Written by the Quality Working Group and the H&H Working Group composed of OEMs and LSPs.
- The manuals can be downloaded [here](#)

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

exclusive responsibility of Member States and should be left to the partners of the Social Dialogue on Ports. Members also insisted on receiving clear and timely information on state aid in order to ensure fair competition. They underlined that the current uncertainty was detrimental to the port sector and expected that the proposal to revise the Block Exemption Regulation would have been adopted before voting on this report. Members further explained that the scope of the Port Services Regulation should take into account the specificities of ports. Clarity between the current Proposal and the Concession Directive and confidentiality of commercial information were important issues to be considered. The vote on the port services regulation will take place in the TRAN Committee on 10th November and in the plenary on 15th December.

AUTOMOTIVE INDUSTRY

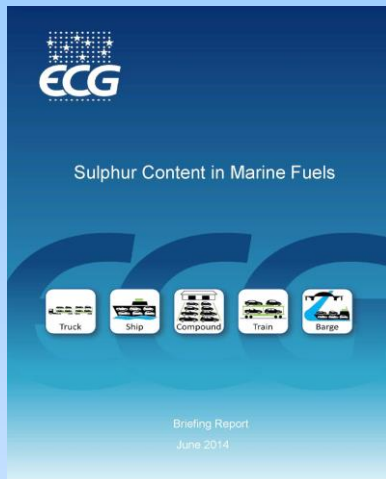
Dieselgate: More EU countries join call for stricter emission tests

(Source: *EurActiv*, 20th October 2015) Several EU Member States including major automaker France will urge Europe's pollution regulator, the European Commission, to thoroughly assess the consequences of the Volkswagen emissions scandal, according to a letter seen by *AFP* 19th October. "The environmental dimension needs to be clearly assessed and highlighted," said the letter, dated 19th October which was written by Austria and Denmark and officially backed by France, the Netherlands, Slovenia and Luxembourg. It did not involve Germany, the home of auto giant Volkswagen that is under fire for massive cheating on emission tests. The letter was addressed to the EU's 28 environment ministers ahead of talks on 26th October in Luxembourg. "The case could have a direct bearing on the total emissions of a country, and might have an impact on efforts by all Member States to fulfil their (emission) obligations (...) and meet air quality standards in the EU," the letter said. The actual target of the letter is the European Commission, the EU's regulatory arm that sets emission rules across the 28-country bloc, but without any power of oversight, which remains with national authorities. The Commission must "give a concise overview of the actions and measures being taken to clarify the magnitude of the manipulation of diesel cars," the letter said. The six countries also urged the swift introduction of real-driving tests that are widely known to stamp out the sophisticated cheating carried out by Volkswagen in laboratory tests. At issue is the date when the real driving tests should be enforced and what delay should be allowed before emissions limits are policed fully. The introduction of these tests "needs to be taken forward more quickly," the letter said. Officially, the real-life tests will begin in January, but only for reference. The Commission's proposal which remains unofficial allows car companies until 2019 to fully implement the new standard, a delay seen as unjustified by activists. In its own letter to ministers, Belgium said full implementation should take place no later than 2017. But the pressure on European governments to not overly upset the auto industry is huge, especially as the economic fallout of the VW scandal remains unknown. According to industry data, the auto sector is responsible for about 12 million jobs across the EU, where economic growth remains sluggish and joblessness is still a concern.

VW halts European sales of new diesel cars

(Source: *Automotive News Europe*, 21st October 2015) The Volkswagen Group has stopped the sale within the European Union of new cars that contain a software that can cheat diesel emissions tests, a spokesman for the carmaker said on 21st October. The move affects a limited number of diesel cars with Euro 5 engines (EA 189) held at dealerships that will now be upgraded and then put up for sale, the spokesman added. *Automobilwoche* earlier reported the sales stoppage, citing a Berlin dealer who confirmed that the automaker had contacted dealers to halt sales of some diesel cars. "All the affected vehicles will be refitted

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 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 may not 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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along with customers' vehicles and then offered for sale after we get the OK from authorities," VW told *Automobilwoche*, adding that the carmaker aimed to look after every single customer and was talking to those who could not receive their cars due to the sales stop. Volkswagen said last week it would recall 8.5 million vehicles in the European Union which could contain banned software that allows them to know when they are being tested and temporarily reduce emissions.

Audi will invest €104m in its Hungarian plant

(Source: *Automotive News Europe*, 19th October 2015) Audi will invest 32bn forint (€104m) in its plant in Hungary, Minister of Foreign Affairs, Péter Szijjártó told the *MTI* national news agency. The government will provide a 6bn forint subsidy for the project which will create 380 new jobs, Szijjártó said. Audi builds the A3 sedan and convertible and the TT coupe and roadster at the Győr plant. Audi said earlier this month that it made about 3 million of the diesel engines at the heart of parent Volkswagen Group's emission scandal at its Hungarian plant, triggering concerns over the outlook for its production in Hungary.

Daimler bows to pressure on new refrigerant

(Source: *Automotive News Europe*, 20th October 2015) Daimler's Mercedes-Benz cars division bowed to pressure from regulators to use an air conditioning refrigerant that has for years been at the centre of a dispute between the European Union and Germany. The European Commission last year launched legal proceedings against Germany, which has backed Daimler's refusal to use the R1234yf refrigerant developed by US conglomerate Honeywell in partnership with DuPont. Daimler, which has said the refrigerant can cause fire in front-end collisions, said it will install a "specific protective system" in vehicles switching to R1234yf to ensure safety. The automaker has insisted on using R134a, a global warming agent that is more than 1,000 times more potent than CO₂, but does not burst into flames. EU rules will require carmakers from 2017 to use refrigerants with a global warming potential no more than 150 times that of carbon dioxide. Starting 2017, Mercedes will phase in CO₂ as a refrigerant in S- and E-class cars, Daimler said in a statement on 20th October. It said it will adopt a two-track approach because it is not feasible to roll out CO₂-based air conditioning technology across the fleet by January 2017.

EUROPE

FTA calls on Government to support logistics apprenticeships

(Source: *FTA*, 20th October 2015) The UK's Freight Transport Association (FTA) has called on the Government to support logistics industry apprenticeships in its submission to the Transport Select Committee inquiry into skills and workforce planning in the road haulage sector. The Committee is investigating and assessing the Government's response to haulage industry concerns about the lack of skilled drivers in the sector. FTA estimates a shortfall of around 60,000 drivers across the UK. FTA says the Government should ensure that apprenticeships are in place by 2017 to encourage younger people into the industry. The Association also wants to see the 24+ Advanced Learning Loan extended to enable financial support to fund licence acquisition. In a survey of FTA members in July this year, more than 80% of companies reported delays in being able to hire permanent HGV drivers. Almost a third indicated they suffered lengthy delays or were unable to fill vacancies and two-thirds reported problems hiring temporary drivers through agencies. FTA says more driver facilities need to be provided across the UK road network. Local authorities need to ensure that relevant business and industrial developments include provision for HGV parking and rest facilities. Christopher Snelling, FTA's Head of National and Regional Policy, said: "The Government needs to take urgent action to help the logistics industry tackle the driver shortage and attract younger people to the industry."



Truck



Ship



Compound



Train



Barge

Events in Brussels

MEP Bogusław Liberadzki hosts the event '[Port service regulation & sea shanties](#)' in the European Parliament on **11th November**

The European Economic and Social Committee (EESC) organises an event on [Road transport: Social dumping and cross-border infrastructure](#) on **11th November**

The European Commission will hold the event entitled "[Taking stock of EU transport policy - the 2011 White Paper: achievements and challenges](#)" on **12th November**

ACEA will dedicate its [annual conference](#) to HGVs. The 'Reducing CO₂ from Road Transport Together' event will be held on **3rd December**

ECG always attends these events whenever possible. If a member is interested in any of them, please contact ECG.

Effective logistics are vital to the UK economy and it is vital that these issues are addressed before we reach crisis point." The FTA survey shows that 62% of HGV drivers are aged 45 or over – which is vastly different to the economy-wide demographics, where the population aged 45 years or older in employment is around 35%. Only 1% of employed drivers are currently under 25. The FTA's submission also argues against any unnecessary increase in the regulatory burden on drivers and operators. The Association says industry and individuals need to be free, within parameters, to identify their own training needs. FTA is opposed to any mandating of elements of the Driver CPC syllabus - flexibility to key to making the training requirement as useful as possible. FTA last month embarked on its first engineer apprenticeships with Gist to offer would-be engineers the opportunities and experience to start their careers in logistics without going to university. FTA is working alongside Gist - the award-winning supply chain specialist - to 'give something back' to the industry.

Calls for action as Calais chaos returns

(Source: *Automotive Purchasing*, 22nd October 2015) Chaos has once again returned to Calais, with truck drivers being threatened by organised gangs of migrants throwing stones and trying to get aboard trucks through any means necessary. The UK Freight Transport Association (FTA) members have reported a worsening situation as delays at the Eurotunnel terminal push trucks towards the ferry port, where migrant numbers in the jungle camp have swelled to 6,000. Lorry driver Euan Flemming, who has been using the Dover-Calais route for 10 years, said police and security guards were nowhere to be seen in the slow crawl to the port this morning. He said migrants were surrounding trucks and dropping from bridges onto the roofs of curtain-sided vehicles. Euan, who drives for Belfast firm Blair Transport, said: "It made big news in the summer because holidaymakers were affected but the situation is worse than ever. I'm sitting here in a curtain-sided truck and there are thousands of migrants all around – I might as well roll out the red carpet. The situation improved in August and September but this week it has gone downhill. The migrants have mobilised themselves – it is shockingly bad right now." Flemming said his colleagues had last week witnessed an invasion of the secure lorry compound at the port, with 'running riots' as migrants tried to board lorries. Donald Armour, FTA's International Affairs Manager, said: "FTA is dismayed to learn that for the fourth night in a row migrants have successfully managed to break through the security fencing at the Eurotunnel compound and past the other measures put in place since the summer. You have to ask 'who is advising Eurotunnel what to do?' FTA believes more robust measures need to be taken by the French authorities to keep drivers safe and to ensure that Eurotunnel can function properly, without the dangers and serious disruption our members have had to endure this week." Frequent invasions of the Eurotunnel compound by migrants in recent days have caused long delays for freight on both sides of the Channel, with the Traffic Action Plan being put in place in Dover to deal with the huge numbers of queuing lorries. Armour concluded: "FTA welcomes this morning's news that 500 additional French police are to be deployed in order to strengthen the Tunnel's defences but clearly this isn't sufficient to cope with the relentless nightly attacks. We are very concerned that drivers are still being put at risk as they travel through Pas de Calais back to the ports." FTA pressed the French government for action in June and advised its members not to refuel or take rest stops near Calais - many were taking detours of around 100 miles to avoid the port altogether. French Eurotunnel drivers wrote an open letter earlier this month calling for action following the death of 13 migrants on trains. FTA also wrote to the Prime Minister, the Minister of Transport and the Mayor of Calais and met with Immigration Minister James Brokenshire to discuss the issue.

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REST OF THE WORLD

Colombia and Brazil sign automotive agreement

(Source: *Automotive Logistics News*, 20th October 2015) Antonio Sérgio Martins Mello, Vice-President of the Brazilian National Association of Automobile Manufacturers (Anfavea), believes that the recent deal signed by Brazil and Colombia in respect of finished vehicles sales will have a positive influence on the Brazilian motor industry. "The automotive agreement with Colombia is of great importance to Brazil and for the domestic [automotive] industry," he said. "It will help Brazil regain its position as a vehicle exporter, which is already an important business niche for this country." Automotive exports totalling \$13bn - including vehicles, parts and components - have been produced by Brazil in a single year, with the record so far of 900,000 units sold in a single 12-month period. However, in recent times, Brazil has begun to be less and less competitive in overseas market and exports have fallen away, noted Mello. "The agreement with Colombia has come at the right time, helping the Brazilian automotive industry to regain export markets," he said, noting that it had taken more than five years of patient negotiations to arrive at the agreement. Under new rules, import duties for light passenger cars and commercial vehicles no bigger than 3.5 tons will be reset. And these rates will apply to 100% of all imports from both countries, with quotas to rise year-on-year. In the first year, each country will have a quota of 12,000 units, rising to 25,000 units in the second year, thereafter climbing to 50,000 units. In total, the agreement will remain in place for eight years, although it could be further extended, following a review at the end of the third year. Mello believes that Latin America is Brazil's natural export market for finished vehicles, given the geographical proximity of the surrounding countries. Agreements such as those signed with Colombia, he said, can but benefit all manufacturers operating in the country, which has the largest finished vehicles capacity not only in Latin America, but also in the world.

PRESS RELEASES

Höegh is part of Martinique infrastructure project

(Source: *Höegh Autoliners*, 16th October 2015) Martinique, one of the French overseas territories in the Caribbean, is the region of France with the most cars registered per person, likely a reflection of the very limited public transportation network on the island. In an attempt to reduce the impact that private transportation has on the local environment, make people less dependent on cars, as well as reduce traffic jams, the government is investing in new hybrid buses.



Luc Massaux, Head of France for Höegh Autoliners said: "Höegh Autoliners is proud to be part of a project that develops Martinique's infrastructures and traffic conditions and potentially improve the local air quality at the same time. The hybrid buses are produced by the Belgian manufacturer Van Hool and Höegh transports them from Antwerp, Belgium to Fort de France, Martinique on our bi-weekly Europe to Caribbean service."



The Exqui City hybrid (diesel-electric) buses are commonly referred to as “tram-buses” and will be deployed in a 12.8 km route between Fort-de-France and Le Lamentin, where the International airport is situated.

These 24 meter long buses are ready to take a vast number of passengers around Martinique but both the length and low ground clearance imposed challenges to the load and discharge operations. “This is where Höegh’s PCTCs showed to be the perfect fit”, Luc concludes.

To watch the Höegh video, please click [here](#).

Persistently low oil price offers opportunities

(Source: UIRR, 19th October 2015) Following a major drop in the second half of 2014, the price of crude oil averaged well below \$60 for most of this year, with quotes recently falling under the psychological threshold of \$50 a barrel. The subsequent drop in the pump price of diesel, the fuel of long haul trucking, exceeded 30%.

Since Combined Transport (CT) relies mainly on electricity for its traction energy needs, which comes increasingly from renewable sources that do not correlate with oil, the low price of diesel acted as a powerful transfusion enabling the reduction of road transport rates. The resulting reverse modal shift can already be seen from the recently released preliminary transport statistics of OECD’s [International Transport Forum](#) that shows a three-fold growth for road haulage as compared to rail freight already in 2014. And this trend continues.

CEO of leading Italian CT Operator and UIRR member candidate Ambrogio Spa, Mr Livio Ambrogio, explained that the cost saving of a truck on the average distance of a CT train service of about 800km reaches €70. When transposing this to the 35 truckloads forwarded on a single CT train, the figure is well above €2,000, which is often more than the margin of the CT Operator on the entire train.

Europe should find ways to reduce its greenhouse gas emissions - especially in its commercial freight transport sector. Simultaneously, most Member States of the EU are short of much needed funding for transport infrastructure development projects. Both aims could be achieved through the highly overdue reform of energy taxation - a proposal, inherited from the Barroso Commission³, but which has been recently withdrawn.

The reasons on which the original energy taxation reform proposal was shelved, the \$100 oil price and the economic crisis are firmly behind us. On the other hand the European Fund for Strategic Investment (EFSI) will soon be looking for development projects with a convincing return-on-investment to give the economy a significant impetus for growth. It is obvious that diesel users can afford contributing to this cause through a shift to fair fuel taxation, which at the same time will also discourage the further increase of harmful greenhouse exhaust of trucks.

The Volkswagen-related diesel emission scandal offers ample evidence that diesel internal combustion engines have reached their performance optimum and will not continue to meaningfully improve in the future. On the contrary, these engines tend to emit considerably more of the exponentially climate harming nitrogen oxides. European legislators and Member States are hereby encouraged to recognise the opportunity and act without hesitation to reform the EU energy taxation regime.

The European Mobility-as-a-Service Alliance has been launched

(Source: MaaS Alliance, 6th October 2015) 20 European organisations join forces to establish the first Mobility as a Service (MaaS) Alliance. This new initiative will work towards a truly European and common approach to MaaS through public and private stakeholder co-operation, providing the basis for the economy of scale needed for a successful implementation in Europe.

The key concept behind MaaS is to put the users, both travellers and goods, at the core of transport services, offering them tailor made mobility solutions based on their individual needs. This means that, for the first time, easy access to the most appropriate transport mode or service will be included in a bundle of flexible travel service options for end users.

The MaaS Alliance builds upon the momentum and drive achieved during the last European ITS Congress in 2014 hosted by Helsinki, where MaaS received political support from the Finnish government. “MaaS is a new approach to changing mobility markets. It relies on existing and developing transport services and has huge chance for global scaling”, says the father of the concept Sampo Hietanen, CEO of ITS Finland.



According to Rasmus Lindholm, ERTICO's Director of Communications and Partnership Development: "MaaS has the potential to fundamentally change the behaviour of people in and beyond cities, hence it is regarded as the biggest paradigm change in transport since affordable cars came into the market".

Founding Partners of the Mobility as a Service Alliance include Aalborg University, AustriaTech, Ericsson, ERTICO – ITS Europe, Federation International de l'Automobile (FIA) Region I, Finnish Ministry of Transport and Communications, Helsinki Business Hub, IRU, Connekt, ITS Finland, ITS Sweden, ITS Ukraine, MOBiNET, National Mobile Payment Plc. (Hungary), Swedish Ministry of Enterprise and Innovation, Finnish Funding Agency for Innovation (Tekes), Transport for London, Vinnova, University of Tampere and Xerox.

"Bundling services to simplify access to mobility is a key step to ensure the best use of all modes of transport. FIA Region I call upon the transport community to develop and combine these services based on the public's concrete needs. In the FIA, we believe mobility must be safe, sustainable, accessible and affordable for all", says Jacob Bangsgaard Director General FIA Region I.

Due to its open nature, the MaaS Alliance welcomes other Partners to join. This would contribute to the success of this new joint venture, as it will allow taking the needs of all stakeholders into account.