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2014/2015

SURVEY OF VEHICLE LOGISTICS IN EUROPE



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

NEWS FROM BRUSSELS

ECG hosts FNTR delegation in Brussels



(Source: *ECG*, 26th October 2015) On 19th October a delegation of the French Road Haulier Association (*Fédération Nationale des Transporteurs Routiers, FNTR*) visited ECG. The delegation was composed of 10 representatives of French car carriers, among them Jean-Pierre Gaumet, President of the FNTR Cars Transport Committee.

The delegation was interested in ECG's activities as well as in its recent campaign on the loaded length of car

transporters. Well-known Directive 96/53/EC has recently been amended by [Directive \(EU\) 2015/719](#) which includes a recognition of ECG's relentless efforts to call for a Europe-wide harmonised loaded length for car transporters. Article 10j of the new law makes a reference to the 'specific characteristics of certain market segments', a section that was drafted with car transporters in mind. The same sentence is included in the European Parliament's Resolution on the Implementation of the 2011 Transport White Paper, though with the more detailed addition "[...] such as specialised car transporters used within the sector of finished vehicle logistics." (ECG warmly welcomed the final approval in September of the report with a [press release](#).)



The European Commission will publish by May 2020 a report on the implementation of the new Weights & Dimensions Directive and in the coming years ECG will aim to maintain the momentum for legislative harmonisation in its sector by facilitating a co-ordinated approach in some Member States. In this regard ECG and FNTR, following their successful introductory meeting, will discuss how to co-operate in the future to achieve this common objective.

Commission welcomes Member States' agreement on robust testing of air pollution emissions by cars

(Source: *European Commission*, 28th October 2015) Member States meeting in the Technical Committee of Motor Vehicles on 28th October have voted by a large majority on the second package of implementing measures to introduce real driving emissions tests for air pollutant emissions by diesel cars. The problem right now, as the Commission has pointed out time and again, is that laboratory tests do not accurately reflect the amount of air pollution emitted during real driving conditions. That is why the Commission has been working hard to bring light into this area. We have already reformed the way tests should be conducted so they reflect actual emissions in real driving conditions. Now, Member States have agreed that from 1st September 2017 these new real driving emissions (RDE) tests will determine whether a new car model is allowed to be put on the market. Commissioner Elżbieta Bieńkowska, responsible for Internal Market, Industry, Entrepreneurship and SMEs, said: "The EU is the first and only region in the world to mandate these robust testing methods. And this is not the end of the story. We will complement this important step with a revision of the framework regulation on type-approval and market surveillance of motor vehicles. We are working hard to present a proposal to strengthen the type-approval system and reinforce the independence of vehicle testing. We are listening to the many views expressed and ideas put forward, and I thank the



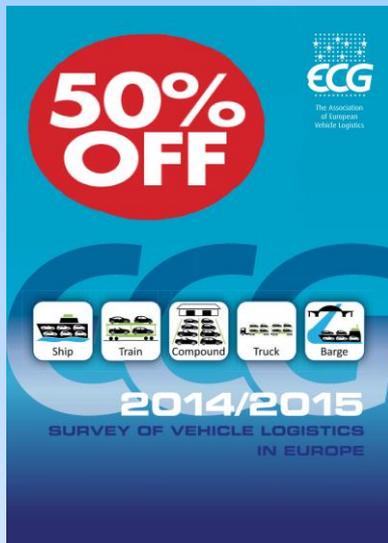
ECG Parking requirements table published

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										
Manufacturer	Requirements			RDE				Remarks		
	Gear	Handbrake	Key	Handbrake	Gear	Key	Other	Handbrake	Gear	Key
Audi	X	X	X	X	X	X				
BMW	X	X	X	X	X	X				
Mercedes	X	X	X	X	X	X				
VW	X	X	X	X	X	X				
Seat	X	X	X	X	X	X				
Skoda	X	X	X	X	X	X				
Volvo	X	X	X	X	X	X				
Alfa Romeo	X	X	X	X	X	X				
Fiat	X	X	X	X	X	X				
Jeep	X	X	X	X	X	X				
Kia	X	X	X	X	X	X				
Hyundai	X	X	X	X	X	X				
Subaru	X	X	X	X	X	X				
Suzuki	X	X	X	X	X	X				
Toyota	X	X	X	X	X	X				
Nissan	X	X	X	X	X	X				
Peugeot	X	X	X	X	X	X				
Citroen	X	X	X	X	X	X				
Renault	X	X	X	X	X	X				
Land Rover	X	X	X	X	X	X				
Jeep	X	X	X	X	X	X				
Volvo	X	X	X	X	X	X				
Alfa Romeo	X	X	X	X	X	X				
Fiat	X	X	X	X	X	X				
Jeep	X	X	X	X	X	X				
Kia	X	X	X	X	X	X				
Hyundai	X	X	X	X	X	X				
Subaru	X	X	X	X	X	X				
Suzuki	X	X	X	X	X	X				
Toyota	X	X	X	X	X	X				
Nissan	X	X	X	X	X	X				
Peugeot	X	X	X	X	X	X				
Citroen	X	X	X	X	X	X				
Renault	X	X	X	X	X	X				
Land Rover	X	X	X	X	X	X				
Jeep	X	X	X	X	X	X				
Volvo	X	X	X	X	X	X				
Alfa Romeo	X	X	X	X	X	X				
Fiat	X	X	X	X	X	X				
Jeep	X	X	X	X	X	X				
Kia	X	X	X	X	X	X				
Hyundai	X	X	X	X	X	X				
Subaru	X	X	X	X	X	X				
Suzuki	X	X	X	X	X	X				
Toyota	X	X	X	X	X	X				
Nissan	X	X	X	X	X	X				
Peugeot	X	X	X	X	X	X				
Citroen	X	X	X	X	X	X				
Renault	X	X	X	X	X	X				
Land Rover	X	X	X	X	X	X				
Jeep	X	X	X	X	X	X				
Volvo	X	X	X	X	X	X				
Alfa Romeo	X	X	X	X	X	X				
Fiat	X	X	X	X	X	X				
Jeep	X	X	X	X	X	X				
Kia	X	X	X	X	X	X				
Hyundai	X	X	X	X	X	X				
Subaru	X	X	X	X	X	X				
Suzuki	X	X	X	X	X	X				
Toyota	X	X	X	X	X	X				
Nissan	X	X	X	X	X	X				
Peugeot	X	X	X	X	X	X				
Citroen	X	X	X	X	X	X				
Renault	X	X	X	X	X	X				
Land Rover	X	X	X	X	X	X				
Jeep	X	X	X	X	X	X				
Volvo	X	X	X	X	X	X				
Alfa Romeo	X	X	X	X	X	X				
Fiat	X	X	X	X	X	X				
Jeep	X	X	X	X	X	X				
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Hyundai	X	X	X	X	X	X				
Subaru	X	X	X	X	X	X				
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Toyota	X	X	X	X	X	X				
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Volvo	X	X	X	X	X	X				
Alfa Romeo	X	X	X	X	X	X				
Fiat	X	X	X	X	X	X				
Jeep	X	X	X	X	X	X				
Kia	X	X	X	X	X	X				
Hyundai	X	X	X	X	X	X				
Subaru	X	X	X	X	X	X				
Suzuki	X	X	X	X	X	X				
Toyota	X	X	X	X	X	X				
Nissan	X	X	X	X	X	X				
Peugeot	X	X	X	X	X	X				
Citroen	X	X	X	X	X	X				
Renault	X	X	X	X	X	X				
Land Rover	X	X	X	X	X	X				
Jeep	X	X	X	X	X	X				
Volvo	X	X	X	X	X	X				
Alfa Romeo	X	X	X	X	X	X				
Fiat	X	X	X	X	X	X				
Jeep	X	X	X	X	X	X				
Kia	X	X	X	X	X	X				
Hyundai	X	X	X	X	X	X				
Subaru	X	X	X	X	X	X				
Suzuki	X	X	X	X	X	X				
Toyota	X	X	X	X	X	X				
Nissan	X	X	X	X	X	X				
Peugeot	X	X	X	X	X	X				
Citroen	X	X	X	X	X	X				
Renault	X	X	X	X	X	X				
Land Rover	X	X	X	X	X	X				
Jeep	X	X	X	X	X	X				
Volvo	X	X	X	X	X	X				
Alfa Romeo	X	X	X	X	X	X				
Fiat	X	X	X	X	X	X				
Jeep	X	X	X	X	X	X				
Kia	X	X	X	X	X	X				
Hyundai	X	X	X	X	X	X				
Subaru	X	X	X	X	X	X				
Suzuki	X	X	X	X	X	X				
Toyota	X	X	X	X	X	X				
Nissan	X	X	X	X	X	X				
Peugeot	X	X	X	X	X	X				
Citroen	X	X	X	X	X	X				
Renault	X	X	X	X	X	X				
Land Rover	X	X	X	X	X	X				
Jeep	X	X	X	X	X	X				
Volvo	X	X	X	X	X	X				
Alfa Romeo	X	X	X	X	X	X				
Fiat	X	X	X	X	X	X				
Jeep	X	X	X	X	X	X				
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Citroen	X	X	X	X	X	X				
Renault	X	X	X	X	X	X				
Land Rover	X	X	X	X	X	X				
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Alfa Romeo	X	X	X	X	X	X				
Fiat	X	X	X	X	X	X				
Jeep	X	X	X	X	X	X				
Kia	X	X	X	X	X	X				
Hyundai	X	X	X	X	X	X				
Subaru	X	X	X	X	X	X				
Suzuki	X	X	X	X	X	X				
Toyota	X	X	X	X	X	X				
Nissan	X	X	X	X	X	X				
Peugeot	X	X	X	X	X	X				
Citroen	X	X	X</							

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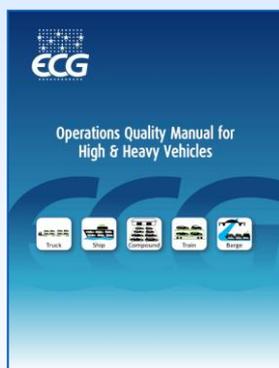
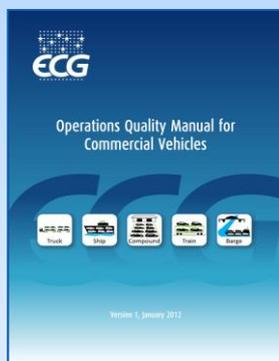
of diesel is a key reason for diesel cars' majority share of new sales in Europe and leads to air quality problems where nine out of 10 diesel cars fail to meet NO_x limits when driven on the road. The Netherlands offers the biggest indirect subsidy by taxing a litre of diesel at 28 cents less than petrol, according to T&E's report "[Europe's tax deals for diesel](#)". The lower diesel tax has not been beneficial for the climate because it has led to larger vehicles and additional mobility. Some European countries are beginning to rethink their diesel tax strategy. Belgium and France recently announced plans to eliminate the gap with petrol over the next few years. The UK already taxes diesel and petrol at the same rate per litre, though this means diesel is still taxed 10% less per unit of energy. Diesel used by trucks is taxed even more lightly, and truck owners received a €4.5bn rebate last year on diesel fuel tax, the report also finds. Eight EU countries – Belgium, France, Hungary, Ireland, Italy, Romania, Slovenia and Spain – now give hauliers rebates on their diesel excise, up from one country in 2000. In a race to the bottom to attract foreign trucks, 10 countries now tax truck diesel at or close to the EU minimum rate of 33 cent per litre. Carlos Calvo Ambel policy analyst at T&E noted: "Small and centrally located EU countries are using fiscal dumping techniques to get foreign truckers to fill up at their pumps. This is not only undermining their neighbours' tax revenues but is creating a race to the bottom that runs completely counter to the EU's ambition to reduce CO₂ emissions and oil imports. The Juncker Commission should propose a substantial increase in the minimum EU diesel tax as part of its 2016 transport decarbonisation package."

EUROPE

Hödlmayr to roll out Wabco fleet management technology

(Source: Automotive Logistics News, 26th October 2015) European finished vehicle carrier Hödlmayr International has signed a deal with safety technology supplier Wabco for the supply of a fleet management system across all of its car carriers. Wabco's fleet management division, Transics International, will equip around 610 vehicle carriers with its TX-SKY on-board computers, along with mobile and document management applications. Transics will also install its web-based back office system TX-CONNECT to manage driver, truck, trailer and cargo management. In a statement Wabco said the system would enable Hödlmayr to monitor its fleet of trucks in real time, using information on location along with route adherence, vehicle speed and delays to support key operating decisions. The system integrates with Hödlmayr's own transport management software. Installation will take place at select customer sites, as well as at Transics and Wabco certified service partner locations. The fleet is expected to be fully equipped by the first quarter of 2016. "After a period of comprehensive testing and evaluation we chose to equip our entire commercial vehicle fleet with Transics' suite of advanced fleet management solutions," confirmed Markus Formann, Head of corporate purchasing and fleet management at Hödlmayr. "Transics' systems integrate easily with our existing software. They allow for maximum flexibility and adaptability to meet Hödlmayr International's present and future business needs. We are also excited about Transics' and Wabco's extensive service network to help maintain the performance of our fleet across Europe." The system captures data on driver behaviour, such as braking, speeding, signalling and evasive manoeuvres according to Wabco. Hödlmayr now has a direct link between trucks, drivers and its home office. Furthermore, Transics' fleet management solutions offering seamlessly integrates with Hödlmayr International own transport management software. Speaking at the recent annual Conference of the Association of European Vehicle Logistics (ECG), Didier Nulens, global sales, marketing and operations leader for Transics pointed out that for much of the wider trucking sector the uptake of this sort of technology has been lacking. He said only around 15% of trucks are using

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](#)

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telematics-related fleet management systems, while just 6% of trailers are equipped for this, and only 3% of fleets are using remote diagnostics like tyre pressure monitoring. The usage of such technology for the vehicle logistics fleet itself seems likely to be even lower. However, the potential for such systems is enormous, Nulens said. With most new trucks equipped with many sensors, there will be more opportunities to harness such systems. Wabco took over Transics last year and now offers customers, including Hödlmayr, a service that combines its own commercial vehicle systems technology and service network with Transics solutions.

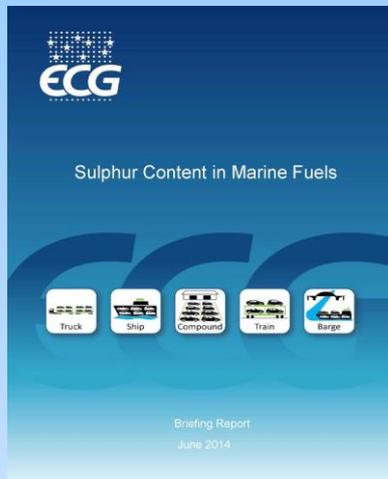
Kia UK reveals further details of vehicle handling contract with Paragon

(Source: *Automotive Logistics News*, 26th October 2015) Following Kia Motors' announcement that it has signed a £115m, 10-year deal with **Paragon** for vehicle processing in the UK, the companies have revealed more details about the deal. To support the new contract Paragon has purchased 35 hectares of land for £9m in Stallingborough, near Immingham in the Humber region. The outlay will cover redevelopment and the extension of the existing workshop and body shop. Kia and Paragon will together establish facility spanning 75,000 ft² including a fully functioning compound for vehicle storage, preparation and distribution to 185 UK dealers. Those services include fitting vehicles out to customer specification before they are sent to the dealers. Paragon will handle and process 120,000 vehicles through the facility per year. Kia has plans to sell around 100,000 vehicles a year in the UK by 2020. Awais Ajmal, Head of supply chain for Kia Motors UK said: "We have ambitious plans for Kia over the next decade and it was important to find a supply chain partner who shared our vision. Paragon has a commitment to innovation and efficiency that sits at the heart of this contract." The deal means Kia's terminal processing activity will move from GBA's facility in Killingholme in December this year, though existing Paragon and GBA staff will be employed in the 150-strong team at the new facility. "The port on the Humber is a strategic and extremely important part of Kia's UK car import and distribution," said Yaser Shabsogh, Commercial Director of Kia. "The facilities which will be available for us to process our cars will be fantastically state of the art, and will allow us to keep delivering expertly designed, quality vehicles to our dealerships up and down the UK." Paragon said it has appointed Brian Steeds as Operations Director to lead a dedicated management team to oversee operations. "Paragon is investing in new technology and talent to ensure that it can deliver improved efficiency and smarter solutions for its customers," said Ian Carlisle, CEO of Paragon. "We have continued to expand our operation to offer the scale and flexibility that leading manufacturers need in a robust partnership. We have developed an integrated solution for new and used vehicles that will use the latest technology to drive efficiencies across all processes."

Koper loading first Mercedes shipment

(Source: *Ship2Shore*, 26th October 2015) The deal sealed by Daimler and the Port of Koper for handling the Mercedes manufactured by the company (in Germany, Austria, France, Hungary and Slovenia) and heading to China was finally launched. The first 600-cars shipment departed last week marking the debut of the Slovenian port as new loading hub for cars destined to the Asian market, whereas replacing traditional Northern European ports and particularly Bremerhaven. Pursuant to the agreement between the German automotive group and the Slovenian port (successful bidder in the related tender to the detriment of some Italian competitors like Leghorn, Savona and Monfalcone), over 100,000 vehicles will be handled annually by the terminal. "The Port of Koper, which recorded 519,000 handled vehicles in 2014, maintained its second position as car-handling terminal in the Mediterranean Europe" (after Barcelona), commented the CEO of the company running the terminal, Dragomir Matić, who also added that Daimler's decision to entrust the Slovenian port was "a great honour but a huge responsibility," emphasizing the "quality of services provided

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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and the reliability of connections” granted by the Slovenian logistic system. The decision to appoint Mediterranean ports to replace the traditional North European ones was taken by Daimler aiming at saving a few days in their shipments to Asia. Furthermore, Koper was chosen for its railway links to Austria and Germany.

S&D MEPs stand together with ETF for an upwards social harmonisation of European shipping

(Source: *European Transport Workers' Federation*, 26th October 2015) On 21st October 2015, the ETF and S&D Group co-hosted the seminar called “Ensuring a future for European seafarers,” which addressed the continuous deterioration of European-based seafaring jobs. The sponsoring MEPs Isabelle Thomas and Lucy Anderson recommended that, in the face of unbridled social dumping which turned European seafarers into an endangered species, time has come to establish a maritime space in which EU social legislation applies and where quality shipping is the rule in order to guarantee EU-based jobs and know-how. Social dumping is unfortunately a phenomenon that has spread across all transport modes. “However, while we see for example in road transport that the cause for the erosion of social and labour standards is mainly the lack of enforcement and control of existing EU legislation, the root for the problems in shipping lies actually within the absence of strong EU social legislation,” stressed TRAN Committee co-ordinator Ismail Ertug. “The conference has clearly indicated that the European Commission together with the European Parliament and the Council has to set sail to protect those that keep the shipping economy running every single day, namely our seafarers,” he added. “Cut-throat competition is threatening our seafarers and know-how, it pulls our social and wage conditions down,” deplored MEP Thomas who insisted that this Conference should act as a wake-up call for all stakeholders concerned, primarily the EU co-legislators. At the seminar, along with MEPs, a number of key players – amongst them EU/national union representatives, national MPs, academics, experts on maritime safety but also seamen who are experiencing at first hand the devastating effects of deregulation – unveiled the inconvenient truth about work patterns in shipping which is taking place even in intra-community waters. Aware of the fact that this gloomy picture that was painted was only the sad reality, the S&D Group committed to call for urgent actions based on the proposals made by the ETF in its [Manifesto on Quality Shipping](#). The Chair of the Inquiry Commission on the Erika disaster, Georges Tourret, very much regretted that the EU has been incapable to create a genuine EU maritime space as intra-EU cabotage is seen as international shipping. “While the EU managed to create a Common Fisheries Policy where fishing rights are linked to the flag State, in European shipping instead first registers have never been so weak compared to Flags of Convenience and second registers that have consolidated and imposed the low cost crewing model,” he said. Against this background, speakers proposed, among others:

- To close the loopholes in the granting of State aid for maritime transport, convinced that strong links between tax breaks and employment and training for EU-domiciled seafarers have to be established;
- To introduce a Jones Act suited to Europe. In this regard, MEP Guillaume Balas who is drafting an own-initiative report on social dumping in Europe, due in February 2016, urged the EU negotiators not to dismantle this federal law. “Instead, the EU should get some inspiration from a law that protects national cabotage and state that cabotage can only be done by ships under American flag, built in the US, belonging to a US ship-owner and with American or American permanent resident workers on-board” the MEP said.
- To reintroduce the “Manning” directive proposal of 2004 with suitable adaptations, to regulate cabotage between Member States.
- To call on the Commission for reliable and comparable data on the current state of play.



Events in Brussels

MEP Bogusław Liberadzki hosts the event '[Port service regulation & sea shanties](#)' in the European Parliament 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.

Finally, all participants pointed out on the need to safeguard the critical mass of European seafaring jobs to avoid losing the maritime know-how and the EU maritime cluster that demand seafaring expertise. "If the EU is serious about creating jobs in the maritime industry, it should make use of the window of opportunity offered by the mid-term review of the EU maritime transport strategy until 2020," said Philippe Alfonso, ETF Political Secretary for Maritime Transport. "Jobs, growth and fairness, those are the key words used by Mr. Jean-Claude Juncker when committing himself to an ambitious agenda for a new start for Europe. Shipping is cruelly short of fairness, and something needs to be done to address this shortcoming," he concluded.

Fair Transport Europe - One million signatures for fair transport

(Source: *European Transport Workers' Federation*, 27th October 2015) The ETF and its affiliates are supporting the [Fair Transport Europe campaign](#) to raise public and political awareness on the deplorable working conditions in parts of the European transport sector. The campaign is engaging constructively with European decision-makers, offering concrete solutions to achieve positive changes in the working conditions of European transport workers. The Fair Transport Europe campaign is carried out along with a [European Citizens' Initiative](#), through which one million signatures will be collected to request EU policy makers to contribute to the improvement of working conditions in the sector, by proposing new legislative texts, by amending existing ones, or, in some cases, by making sure that existing rules are properly enforced. In the frame of the Fair Transport Europe campaign, the ETF has produced a [paper outlining its vision](#) for the future of European transport with proposals for each sector, among which Ports. The publication is a tool to call on EU decision makers to initiate and engage in a debate with transport workers on the future European Transport Market based upon sustainable premises, from an economic, environmental but also social perspective. With regard to the Port sector solutions are being formulated to reverse the return of casualisation; to protect workers in case of change of service providers in the framework of tendering processes or concession contracts; to eradicate dogmatic liberalisation which does not take social elements into account and to avoid negative impact of automation, overcapacity and competition from non-EU neighbouring ports on European dockers' working conditions.

Calais inaugurates 'rail motorway' terminal

(Source: *Lloyd's loading List*, 27th October 2015) An intermodal terminal has been inaugurated at the Port of Calais ahead of the launch of a new 'rail motorway' service for unaccompanied road trailers between Le Boulou near the French Pyrenees and the Channel port in January next year. The service will be operated by SNCF Logistics' rail freight subsidiary VIIA. Named VIIA Britanica, it will cross the length of France - a distance of 1,200 km - connecting the two intermodal terminals in a transit time of 22 hours and initially operate two round-trips a day. It will allow 40,000 trailers annually to be transferred from road to rail. Hailed as the first facility of its kind to be built inside a European port, the rail terminal has attracted investment of €7m, financed jointly by the Port of Boulogne-Calais Authority and the European Union. "This new terminal acts as a rail, sea, and road intermodal node for unaccompanied semi-trailers travelling from Spain to Great Britain or to destinations in northern France and Belgium," the Port Authority said. It is designed to accommodate side-loading UIC wagons, made by French manufacturer **Lohr Industrie**. This allows for a simplified and swifter loading and unloading process with trailers towed directly onto the wagons instead of being lifted by crane as previously, the Port Authority added.

ECG Office



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



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



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



Szilvi Kiss
Research & Projects
Manager
T: +32 2 706 8284
szilvi.kiss@ecgassociation.eu



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



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

FTA launches App keeping drivers informed and on the move

(Source: FTA, 26th October 2015) The UK's Freight Transport Association (FTA) has launched Driverfta - a brand new App giving drivers complete visibility of their drivers' hours data, making sure they have up-to-date information to help them stay compliant. Described as 'the ultimate App for drivers' - Driverfta enables them to keep track of their most recent driving updates including date and time of their last card upload and the latest activity included in that upload. They can view key working times, weekly rest figures, and other drivers' hours information including what time their next shift can start. Responding to the requests of its members, FTA's in-house developers have created the new Driverfta App. Powered by Visionfta, it is designed to make the management, control and analysis of drivers' hours easier than ever before, saving admin time and making sure both the organisation and the driver remain compliant. Following the launch of Visionfta last year, FTA has continued to work with its members and developed an innovative software. Driverfta keeps them informed on the move as it provides them with a complete overview of working times, drivers' hours and infringements. With changes in technology and customer demand, organisations have highlighted that drivers need a more transparent view of their working hours with clear indications of forward hours and driver history to reduce the risk of infringements. More importantly, this information needs to be easily accessible so drivers can access it quickly and at their own convenience without the need to return to the office. Drivers will also be able to view the work history screen which initially shows the last two weeks of information received by FTA including digital, analogue and data manually added to Visionfta such as holidays and sickness, as well as highlighting vehicles used and any infringements incurred. The new [Driverfta App is available](#) to FTA members to keep track of drivers' hours and working times to help ensure they keep within the legal limits.

REST OF THE WORLD

Iran Khodro begins exports to Algeria; production to follow

(Source: Automotive Logistics News, 23rd October 2015) Iranian carmaker Iran Khodro (IKCO) has announced it has begun vehicle exports to Algeria as part of an agreement that will see 15,000 vehicles exported there per year. The company has also said it is looking to establish a production line in the country, with double that capacity, for the supply of vehicles for the Algerian market, in part because the country is banning the import of vehicles from the beginning of 2017. "As a result, IKCO would supply Algeria with vehicles assembled in that country," said IKCO's Head of exports, Saeed Tafazzoli, in a statement. "To this end, we have three options: first and foremost, moving our production line in Senegal to Algeria, moving Bardo production [IKCO's previous pick-up model] to Algeria and finally establishing a new production line in the country," he said. According to IKCO statement, the new production line would be established in a region about 300km away from the capital Algiers with a production capacity of 30,000 vehicles each year. Assembly at that plant would be supported by complete knockdown kits (CKD) imported from Iran.

Tesla to build Model 3 in China with partner

(Source: Automotive Purchasing, 26th October 2015) In a recent speech at the Tsinghua University Tesla CEO Elon Musk said that the company will work with a China-based manufacturer to produce the Model 3 within the country, citing cost saving and convenience as the main reasons for localising production. He said that building cars in China has the potential to help cut showroom prices by one-third, compared to US-built vehicles. Foreign automakers are generally required to establish a joint venture with a Chinese company to produce cars domestically. The car will be about 20% smaller than a Tesla Model S, and while no details have been released about pricing, the car is likely to be substantially cheaper



than the Model S, or the newer Model X SUV. Through September, about 3,000 Model S vehicles have been sold in China. During the same period, Tesla sold about 18,000 units worldwide. Tesla has struggled with weak sales in China, which has led to job cuts, reckoned by Chinese media to be 30% of its 600-strong workforce. Musk said Tesla is also working with Chinese Internet company Baidu on GPS navigation and autonomous driving cars. The next step must be to build a battery plant in China; Tesla's \$5bn battery plant in Nevada, known as the "gigafactory" will produce its first batch of batteries next year, estimating that the plant would reach full capacity in two to three years. There is no doubt that the Chinese government wants to have a charging infrastructure in place as soon as possible, to charge as many as five million electric cars daily.

PRESS RELEASES

Höegh Autoliners transports train body shells to the UK

(Source: *Höegh Autoliners*, 22nd October 2015) On 7th October, five train body shells were successfully discharged from Höegh Tokyo at the Port of Tyne, Newcastle, UK.

Ingar Skiaker, CEO of Höegh Autoliners said: "It is an honour for Höegh Autoliners to be part of such a prestigious project, transporting the high value train body shells for our long standing customer, Hitachi Rail."

"Höegh has worked on this project for a long time and we are now very glad to see it materialise. Being selected as a transport provider for this project recognises Höegh's capabilities in the break-bulk sector. It also shows that the experience we have gained over many years transporting break-bulk, together with the investments we have made in new vessels and equipment; meet the expectations of a global company like Hitachi."

The 3.8 meter high and 226 meter long train body shells will undergo advanced manufacturing processes at Hitachi's new state-of-the-art Rail Vehicle Manufacturing Facility (RVMF) in Newton Aycliffe, County Durham.

In August this year, the Port of Tyne was part of another important moment in Höegh's history. On that occasion our newest vessel, the Höegh Target, visited the port on her maiden voyage. Höegh Target is purpose built to handle heavier and larger cargo and over the next 18 months, five more vessels of the same design will be delivered to Höegh Autoliners. As the new vessels enter our fleet, the train body shells for Hitachi, will mainly be loaded on these.