



Truck



Ship



Compound



Train



Barge



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ECG & other industry events

- ▶ **CSR Europe's Sustainable Supply Chain Logistics Forum, NEW DATE TBC**, Brussels, Belgium
- ▶ **ECG Quality Working Group, 23rd February 2016**, Brussels, Belgium
- ▶ **ECG Eastern Regional Meeting, 21st April 2016**, Gdansk, Poland
- ▶ **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

MEPs demand Commission propose tolls on trucks to curb CO₂ emissions

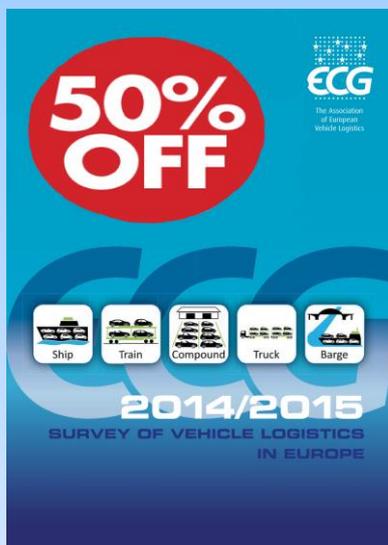
(Source: *EurActiv*, 20th November 2015) Fourteen MEPs have signed a letter to the Transport Commissioner Violeta Bulc demanding the European Commission propose legislation to impose new tolls on trucks. The Commission's Energy Union plans announced earlier this year dropped truck tolls laid out in earlier versions. The letter, dated 18th November, was sent by German Socialist MEP Ismail Ertug and signed by thirteen other MEPs from the S&D, EPP, ALDE, Greens, GUE/NGL and EFDD groups. There is currently no CO₂ standard for trucks in Europe, although cars and vans' CO₂ emissions are limited. European Commission data shows trucks contributing one quarter of CO₂ emissions from road transport in the EU, although campaigners estimate the figure to be higher. MEPs who signed the letter to Bulc want trucks to shoulder more responsibility for the environmental harm they do. One request from the group of MEPs is a toll system that varies costs based on trucks' CO₂ emissions or energy efficiency. The letter slams trucks for their poor track record on paying adequate charges and tolls to balance out the hefty environmental damage they do. "The current air pollution charges do not reflect the true health impacts of air pollution from heavy goods vehicles," the letter reads. The Commission axed plans for truck tolling legislation from its Energy Union announcement in February. According to one source, DG MOVE is more or less in favour of the MEPs' demands, but "the problem is higher up". Frans Timmermans, EU Vice-President in charge of better regulation has resisted adjusting road charges. In the Netherlands, where Timmermans is from, there are sensitivities about road charges because of the country's lucrative freight industry. The MEPs asked Bulc to "swiftly review" the Eurovignette Directive, the optional legal frame now in place that allows EU Member States to charge heavy trucks based on the amount of time they drive or demand tolls based on distance. Time-based vignettes do not promote efficient driving and should be replaced by charges by kilometre, according to the letter. The MEPs called for an amendment to the Eurovignette Directive to scrap time-based charges and draft legislation that moves towards "full and mandatory internalisation of external costs and that enables the differentiation of tolls based on the energy efficiency of CO₂ emissions of trucks." The Commission is expected to present new legislation on road transport next year. The MEPs asked Bulc to include new toll legislation for trucks in that proposal. A Commission press officer referred to the executive's 2016 work programme, which promises "the use of non-discriminatory road charging schemes based on the polluter-pays and user-pays principles." The Commission did not respond to a request for comment about the MEPs' letter.

EU plans report on car CO₂ by end of the week

(Source: *Automotive News Europe*, 24th November 2015) The European Union plans to present a report by the end of this week on CO₂ emissions from cars, according to an EU official with knowledge of the issue. The planned document by the European Commission will include data on pollution by carmakers with the exception of Volkswagen Group, which has until the end of this year to provide details about emissions irregularities, said the official, who asked not to be identified. VW Group said earlier this month that an internal probe showed CO₂ discharges were understated in about 800,000 vehicles. Under EU law, the Commission is obliged to review its rules on auto discharges by the end of this year and submit a report to the European Parliament and national governments. The report may include proposals to amend the existing regulation. European legislation caps carbon emissions from vehicles - with penalties for overshooting - and requires manufacturers to label their fleet's fuel efficiency and CO₂ discharges. Road transport is the No. 2 source of EU carbon emissions, according to the commission. Passenger cars account for about 12% of Europe's

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the company makes cars including its top-of-the-line S class. Mercedes this year also contracted out production of the R-class SUV to US contract manufacturer AM General to focus its US factory on SUVs. The expansion is part of the Daimler premium-car division's plan to surpass BMW Group and become the world's top-selling luxury carmaker. Its sales have grown nearly three times as quickly as BMW's this year, and its C-class line-up and strong demand in China for the GLK, which is the GLC's predecessor, have put it in position to overtake Audi for the No. 2 spot in global volume. To free up capacity for the GLC at Valmet's factory, its production of the compact Mercedes A class will be shifted to Mercedes' plant in Rastatt, Germany, Schäfer said. Valmet, based in Uusikaupunki, Finland, started producing A class compact hatchbacks for Mercedes in 2013. The contract between the two was for more than 100,000 units of the A class from 2013 until 2016. Mercedes expects a similar output for the GLC, the carmaker said in a statement. A Mercedes spokesman told *Automotive News Europe* that the company needs more capacity for the GLC in part because for the first time the model will be offered with right-hand drive. The GLK was not available in the UK, which is Europe's second-largest market after Germany for vehicle sales. Bremen is currently running at full capacity in three shifts, which is the same at Mercedes' other car plants in Germany. Daimler remains in talks for a manufacturing plant in Russia, and a final decision will depend on a market recovery, Schäfer said. The German carmaker already holds a stake in Russian truckmaker Kamaz and produces the Sprinter van in a joint venture with GAZ Group.

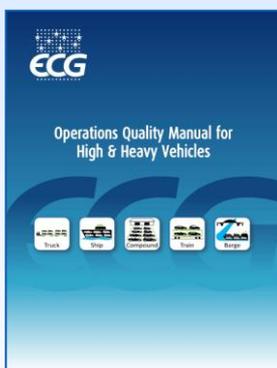
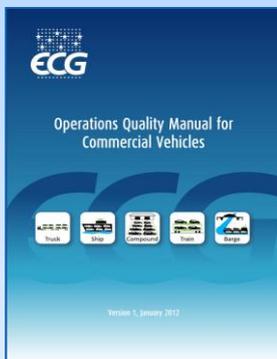
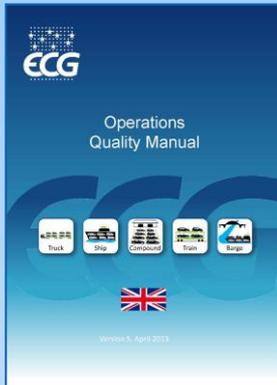
Spain to extend car subsidy scheme to mid-2016

(Source: *Automotive News Europe*, 24th November 2015) The Spanish government, facing an election next month, plans to extend a car purchase subsidy scheme until the middle of next year, a source at the Industry Ministry said. Spain has renewed subsidies several times in recent years, and car sales have grown for the past 26 months in a row, helping contribute to an economic recovery after a prolonged slump. The plan, which offers consumers funds toward a new car when turning in an old one, was last extended by the government in May with a €225m package. The program was due to expire at the end of the year but will be extended until 21st July 2016, using leftover funds from the May package, the ministry source said on 23rd November. Spain's Parliament has been dissolved ahead of the 20th December election, but cabinet ministers can still approve some measures. Prime Minister Mariano Rajoy's center-right People's Party (PP) is starting to gain ground in some opinion polls, though still seems far from securing another majority. The car-scrapping scheme aims to reduce the number of older vehicles on the road, improving road safety and supporting the car industry. Consumers get about €750 in subsidies per car from the state, in addition to similar discounts from car manufacturers as part of the scheme.

PSA Peugeot-Citroën and Transport & Environment will co-operate to publish real-world fuel economy data

(Source: *Transport & Environment*, 23rd November 2015) In order to continuously improve fuel economy information in the interest of customers, PSA Peugeot-Citroën and the NGO Transport & Environment have agreed to work together to measure and publicise real-world fuel economy figures as a first step by spring 2016 and pollutant levels including nitrogen oxides (NO_x) as a second step with Euro 6.2 passenger vehicles by spring 2017. The procedure will measure real-world fuel economy for each of PSA's main passenger vehicle models with tests on open public roads near Paris in real driving conditions, with segments to include urban, extra-urban and highway driving. The procedure will be included in PSA's Quality processes. The process, its correct execution and the tests results' measurement will be audited and validated by an internationally recognized independent third party. Discussions are underway with Bureau Veritas concerning the execution of this program. Carlos Tavares, Chairman of PSA's

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



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- The manuals can be downloaded [here](#)

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Managing Board, said: “This innovative initiative is a clear demonstration that a carmaker and independent NGOs can reach agreement for the benefit of customer information. This will also highlight the advanced technologies that PSA Peugeot Citroën is developing to contribute to fuel efficiency.” Jos Dings, Director at T&E, said: “Real world measurements of CO₂ emissions and fuel economy will help drivers choose the most efficient models benefiting consumers, public health and the environment. We are confident that the work we plan to undertake with PSA can generate transparent robust results that everyone can rely on.”

VW's deadline on false CO₂ data extended

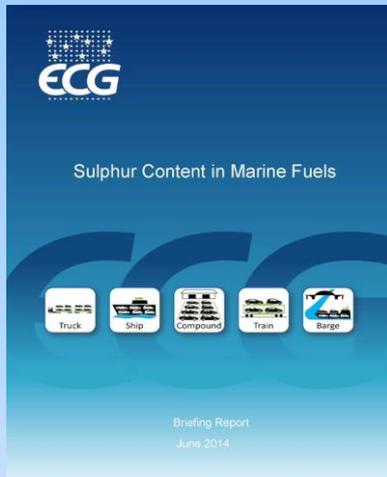
(Source: *Automotive News Europe*, 20th November 2015) The European Union has extended its deadline until the year-end for Volkswagen Group to clarify its admission that 800,000 of its cars were sold to customers with false CO₂ emissions data. VW faces fines for the deception and a backlash from consumers whose cars have worse fuel economy than they expected. The automaker has set aside €2bn to cover the costs. CEO Matthias Müller has also said the company will pay any extra vehicle tax owed in countries such as the UK and Germany where road tax is based on CO₂ emissions. EU Climate Commissioner Miguel Arias Cañete has agreed to grant VW until the end of this year to provide accurate statistics on CO₂ emissions in its European fleet, a spokeswoman told *Automotive News Europe*. The deadline was originally 19th November but VW asked for more time because of the technical complexities of identifying the cars. VW has been given more time to allow the automaker “to carry out a thorough analysis of their figures,” Cañete’s spokeswoman said. VW said it is doing “everything in its power to ensure the correct classification and presentation of the CO₂ and fuel consumption values for the vehicles affected.” On 13th November VW said it has so far identified 430,000 VW, Audi, Skoda and Seat models from the 2016 model year with understated CO₂ emissions. In a message on its website, the automaker said it continues to review which other models are affected. The CO₂ deception is separate to the scandal that erupted in September when VW admitted that up to 11 million diesel cars sold worldwide by its VW, Audi, Skoda, Seat and VW light commercial vehicle brands may have “cheat” software to fool official tests for harmful NO_x emissions.

EUROPE

FIATA warning on growing EU border controls

(Source: *Lloyd's Loading List*, 24th November 2015) In a special ‘E-flash’ notice to members, the International Federation of Freight Forwarders Associations (FIATA) noted that at an emergency meeting on 20th November European justice ministers agreed to step up border controls for European citizens entering the EU, and to begin steps towards better intelligence sharing. EU Member States will be required to implement systematic controls of EU citizens at the bloc’s external borders and for full use of available technology to counter terrorism inside the Schengen area, FIATA noted, although for the time being they are subjected only to “a minimum check” consisting of a rapid and straightforward verification, according to the Schengen borders code. FIATA noted that Frontex (the European Agency for the Management of Operational Co-operation at the External Borders of the Member States of the European Union) would also contribute to the fight against terrorism and support the co-ordinated implementation of the Common Risk Indicators (CRIs) before the end of 2015. The agency will be asked to assist the Member States to tighten controls of external borders to detect suspicious travel by foreign terrorist fighters and the smuggling of firearms, in co-operation with Europol. EU Member States are also being asked to “strengthen the control at the external borders which are most exposed, in particular by deploying, when the situation so requires, rapid border intervention teams and police officers in order to ensure systematic screening

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 security checks”, the Council on Counter-Terrorism said. “The economic impacts of restricting trade lanes may be significant,” FIATA noted, pointing out that 75% of EU freight trade moves by road, according to the procurement agency Beroe. “Checking immigration documents for truckers, potentially at multiple borders per day, could be costly,” FIATA added. “Even before Friday’s (20th November) meeting, there was already evidence of the effects of tighter border security on European trade. When Germany and Austria set up temporary border controls in September, traffic jams were reported.” It continued: “We advise our members to be aware of the impacts of upcoming tightening border controls on the European freight transport market.” However, in an interview last week the French road haulage federation FNTR said it believed that the impact of the Paris terrorist attacks on the transport and distribution goods industry was likely to be economic rather than operational. “The principal concern today is that there is a risk the French economy as a whole is going to suffer, including freight transport. The end of the year festive period is very important for certain economic sectors in terms of turnover,” said FNTR’s Delegate-General, Nicolas Paulissen. But he played down the effect of heightened security measures on firms’ day-to-day operations during the pre-Christmas traffic peak. “For the moment, the impact of these measures, such as tighter border controls, etc. has been extremely limited,” he noted. “We have already been at a high level of security (under the *Vigipirate* national security provision) for some time and very strict measures are in place. There’s likely to be a tightening of measures which already exist.”

Commission gives Member States report card on transport performance

(Source: *EurActiv*, 20th November 2015) The Commission released its Transport Scoreboard on 20th November, ranking EU Member States according to how they meet criteria for the internal market, investments and infrastructure, the EU Energy Union and renewable energy in transport, as well as road safety. The Netherlands made the top of the Commission’s list and got a nod from the executive for its port and aviation infrastructure, “perceived as the best in the EU.” Romania came in at the bottom of the Scoreboard because of its high number of road deaths. Commission officials acknowledge that the divide is big between top-scoring Member States and those with the worst results. Some Member States face a slew of court cases for transport-related infringements. Italy ranked 25th out of 28 because of its pending cases of alleged infringement of EU law, mostly involving maritime, aviation and rail transport. Italy also got low marks because of the average time it takes to ship cargo by sea from the country’s ports. The Commission is now accepting proposals for the second round of the Connecting Europe Facility, which will hand out €7.56bn to transport infrastructure projects next fall. Some of the countries that scored lowest on the Commission’s Transport Scoreboard – Romania, Poland and Bulgaria – are expected to submit proposals for those funds to finish up the ‘corridors’, or networks around Europe that the Commission prioritised to connect with different modes of transportation. Commission officials acknowledged that countries that haven’t yet received much EU investment are lagging behind in the performance rankings. Transport infrastructure is a focus of grants from the Connecting Europe Facility programme and the so-called Juncker Plan, which will earmark loans from the European Fund for Strategic Investment (EFSI) for transport projects. The Commission wants funds from the Connecting Europe Facility to go primarily towards improving rail networks and transitioning road transport to rail. The last Transport Scoreboard was released in 2014. But Commission officials said it will take more than one year until cash injections from any of the executive’s investment plans bring low-scoring Member States up in the ranks. The Commission described Member States’ overall work on transport as “improving” and noted that previously closed rail freight markets have been opening up around the EU and driving competition.

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More country-specific information and the Transport Scoreboard can be accessed via the [Commission's website](#).

European Parliament publishes study on GHG emissions in the transport sector

(Source: European Parliament, 25th November 2015) Between 1990 and 2013 the EU-28 population grew by about 30 million. During the same period the number of cars rose by around 84 million. Transport demand (strongly) increased in parallel, and so did the related fuel consumption and greenhouse gas (GHGs) emissions: the significant progress made on fuel quality and vehicle efficiency was not sufficient to offset increasing traffic volumes. GHG-emissions from transport increased by 22% over the same period. Transport is the only sector in the EU where GHG emissions have risen since 1990. Conversely, advances in technologies have significantly reduced emissions of air pollutants in spite of traffic growth. However, transportation remains one of the major sources of atmospheric pollution, notably in urban areas. The ever increasing number of diesel engines and booming air and maritime transport have a negative impact in this respect. When considering the development of transport demand/emissions over the past quarter of a century, it is important to stress that the 2008 economic downturn marked a clear break. While there is a rising trend throughout the period, demand and emissions have been going down since the beginning of the economic crisis - with the notable exception of air transport. The recent decline in transportation emissions is therefore (at least partly) cyclical and due to the poor economic situation. This should be kept in mind when assessing the capacity of the transport system to meet the relevant EU environmental goals. The following should also be kept in mind when looking at the figures: the environmental performance of road vehicles is notoriously overestimated. The laboratory tests used to measure 'official' fuel consumption/emissions underestimate consumption/emissions in real life. This was true even without the frauds recently denounced by the United States Environmental Protection Agency. It is in this context that the EU type-approval system is in the (much-debated) process of being (partly) reviewed.

The report can be downloaded via the [European Parliament's website](#).

CO₂ emissions from new vehicles in Europe continued to decrease in 2014

(Source: European Environment Agency, 25th November 2015) Vehicles sold in the European Union in 2014 were, on average, 2.5% more efficient than those sold the previous year, according to a new report from the European Environment Agency (EEA). The report, which updates the preliminary data published earlier this year, tracks progress towards CO₂ emission targets for new passenger cars and vans. According to the EEA report 'Monitoring CO₂ emissions from passenger cars and vans in 2014', the average emissions of a new car sold in 2014 were 123.4g/km of CO₂, significantly below the 2015 target of 130g/km set for the EU as a whole. Similarly, the average emissions from vans sold in 2014 were 169.1g/km, below the 2017 limit of 175g/km. Compliance with the EU fleet average targets is verified against the specific emissions targets set for each car and van manufacturer. The report shows that almost all manufacturers achieved their individual emissions targets set for 2014.

Key findings of the EEA report:

- In 2014, 12.5 million new passenger cars and 1.5 million vans were sold. Of these, diesel vehicles remained the most sold vehicles in Europe, constituting 53% of car sales and 97% of van sales.
- In 2014, an average diesel car emitted 123.2g/km of CO₂, just 2.5g/km less than an average petrol car.
- Renault, PSA Peugeot-Citroën and Toyota Motor Europe continue to produce most of the lowest-emitting cars.



- Of the individual car manufacturers, Renault had the lowest average CO₂ emissions (108g/km) for new passenger vehicles registered in 2014. Renault also had the highest percentage of vehicles with emissions below 95g/km (34%).
- 70% of Toyota passenger vehicle sales in Europe were petrol cars with very low average emissions (110g/km).
- Nissan has made the greatest improvement between 2013 and 2014. The average emissions from their passenger vehicles have decreased by almost 16g/km. This good performance relates to an increased number of electric vehicles in the share of new cars sold, as well as sales of smaller vehicles and the improved performance of conventional vehicles.
- Of the larger van manufacturers, the Dacia fleet had the lowest average emissions (132g/km), followed by Peugeot (147g/km), Citroën (148g/km) and Renault (149g/km).

The report can be downloaded from the [EEA website](#).

Baltic rail connection receives EU support

(Source: INEA, 24th November 2015) The EU will support three fundamental rail projects in the Baltic region with approximately €734m from the Connecting Europe Facility (CEF) Programme for Transport. The projects, which were selected for funding under the 2014 CEF Transport Calls for Proposals and take place in Estonia, Latvia and Lithuania, will deliver faster travel times and increased capacity to local, regional and international rail services. The three supported projects form part of the Rail Baltic/Rail Baltica project, which involves the construction and upgrade of a continuous EU gauge railway line between Tallinn (Estonia) and Warsaw (Poland), passing by the Baltic cities of Riga (Latvia) and Kaunas (Lithuania). Rail Baltic/Rail Baltica forms part of the North Sea-Baltic TEN-T Core Network Corridor. The first of the three projects receiving EU support is a cross-border co-operation between the three Baltic States. It will receive support worth over €442m to implement a large number of studies and works on several sites in Estonia, in Latvia (Riga area) and on the Kaunas-Panevezys-Lithuanian/Latvian border section in Lithuania. The second project, co-funded with over €105m, takes place entirely in Lithuania and covers studies and works for the development of the new EU gauge railway line from the border with Poland via the city of Kaunas and onwards to the border with Latvia. The third project takes place entirely in Poland and involves the upgrade and modernisation of approximately 102km of railway line from Warsaw Rembertow to Sadowne and to Czyzew. It will be supported by the EU with a grant worth almost €186m. Completion of the three projects will contribute to a high quality continuous connection for freight and passenger rail transport between Finland, the Baltic States, Poland and other European countries. Moreover, it will reduce travel times and positively affect rail safety as the region upgrades its rail traffic control systems. The projects are set to be completed by the end of 2020.

Freight Forwarders Forum 2015 – ‘Driving the Maritime Supply Chain Forward’

(Source: CLECAT, 23rd November 2015) Organised at the Port of Antwerp, CLECAT, the European Association for forwarding, transport, logistics and customs services, held its 15th annual event on 19th November. Under the theme ‘Driving the Maritime Supply Chain Forward’, a range of questions were debated, covering strategic and operational challenges for the evolving maritime supply chain. The first part of the event, debating the challenges of bigger ships for logistics, reviewed how to mitigate the supply chain risk of port congestion and distribution, as well as how to enhance supply chain performance. Commenting on these discussions, Nicolette van der Jagt, Director General of CLECAT, noted: “It is clear that the maritime supply chain is in a constant state of evolution, creating opportunities and challenges for freight forwarders. The development of bigger ships has a knock-on effect on the logistics chain, which requires innovation and collaboration in order to maintain and increase the efficiency of the supply chain. An effective supply chain cannot have its actors thinking in silos. By working together with other supply chain parties to innovate and create new services, freight forwarders will remain a vital part of the maritime logistics environment.” Désirée Oen, Deputy Head of Cabinet of EU Transport Commissioner Violeta Bulc, hailed the benefits of the European Commission having partnerships with all parties in the supply chain, as the health of the economy depends on logistics. Addressing the challenges for the supply chain in absorbing bigger ships, Ms Oen said that “digitalisation is the key to improving efficiency. It gives an opportunity for improving traffic management, cargo management and also administrative simplification. Meanwhile, innovation is crucial for jobs and growth. A wave of innovation in transport lies ahead, with digital logistics, synchro-modality, and even automation for efficient and sustainable logistics.”

The full press release can be read on the [CLECAT website](#).

REST OF THE WORLD

Kia to export 80% cars from recently completed Mexican plant

(Source: *Automotive Logistics News*, 25th November 2015) Kia has said that 60% of the vehicles produced at its recently completed plant in Mexico will be for export to the US with the remaining 40% divided between Mexico and markets in Latin America. The Korean carmaker said last week that it had completed construction on the \$3bn plant in Pesqueria, in the state of Nuevo León, just 13 months after breaking ground at the site in October 2014. In total, the company is investing \$1bn in the project. Suppliers are expected to provide an additional \$1.5bn, with 50% of parts and components sourced locally. The next stage in the plant's development will be a six-month quality assurance and pilot production project. Mass production of the Forte compact sedan will then begin in mid-2016. The plant has a 300,000 unit annual capacity and will produce around 10% of Kia's total global output. Next year the plant is expected to make 110,000 vehicles. As reported in September this year, Kia is in advanced negotiations with the Kansas City Southern de Mexico (KCSM) railway for the construction of 15 railway sidings within the plant. These will be used for the despatch of the Forte model and the sidings are expected to be completed by the end of the pilot manufacturing phase. In related news, Kia said it had opened 46 dealerships across the country in the last five months and is planning to increase that to a total of 65 dealers serving customers by 2017.

PRESS RELEASES

Scholarship in the memory of Nikolaos Travlos



(Source: *Neptune Lines*, 20th November 2015) Neptune Lines is pleased to announce the scholarship in the memory of its founder Nikolaos Travlos for postgraduate studies abroad in shipping-related fields. The €10,000 scholarship for the academic year 2015-16 will be granted through the Union of Greek Shipowners and is valid for studies in universities of the European Union (except for Greece).

Deadline for submission of applications is 31st of December 2015 and those interested may contact directly the Union of Greek Shipowners.

The largest vehicle logistic companies in Scandinavia will merge

(Source: *SkandiaTransport*, 20th November 2015) **Autolink**, Dansk Motortransport, Scandinavian Motortransport and **Skandiatransport** will merge at the turn of the year. The present owners of the companies will own the new unit together. The co-owned company will operate the business in Denmark, Norway and Sweden.

The reasons for the merge are several, but the most important is the ambition to improve profitability with a number of identified synergies in a business that has been under great pressure with low margins for a longer period of time.

The merger enables the company to meet the standards of environmentally friendly trucks, logistics solutions, development of modern IT systems and processes. Together the company can improve and continue to streamline logistic solutions, among other things with the help of the high competence of the employees.

The total turnover will be approximately 2bn SEK. The number of employees will be approximately 750.

Mats Eriksson, CEO AB Skandiatransport och Motortransport said: "I look forward to be part of and change the vehicle logistics in Scandinavia with our competent employees. During the process we have identified clear improvements regarding the use of the logistics network. That is something that will give positive effects both regarding the environment and the precision of delivery."

Lars Olsen, CEO Autolink noted: "The new jointly owned company will provide the ability to offer logistics solutions for entire Scandinavia, something that no other companies have been able to do. The company will also have a common IT-platform, which we are convinced will create significant customer value."



Horizon Terminals Freeport officially opened

(Source: **Höegh Autoliners**, 24th November 2015) On 19th November the newly built Horizon Terminals facility in Freeport, Texas, USA was officially inaugurated. Customers and partners of Horizon Terminal Services LLC and Höegh Autoliners, together with Officials from the Port of Freeport and the City of Freeport, attended the ceremony.

The Horizon Terminals facility in Freeport is the latest addition to Höegh Autoliners' portfolio of terminals. It offers customers an ideal location for reaching the fast growing state of Texas and neighbouring states, with direct access to the Inter coastal waterway, state highways and railroad. The terminal operates the only multi-user Vehicle Processing Centre in the US Gulf Region.

The new terminal opened for traffic in June this year and has since successfully handled more than 30,000 vehicles through its processing centre. Now it is ready to offer customers a full range of services, such as vehicle and equipment processing, a body shop, car washing, warehousing, storage and Foreign Trade Zone (FTZ) facilities.

James Nash, General Manager for Horizon Terminals in Freeport says: "The optimal location of the Terminal enables us to offer our customers a product that can improve their lead times, reduce cost and alleviate pressure on inland transportation. Lastly, and perhaps most importantly, it will have a positive impact on the environmental footprint, as opposed to hauling vehicles from the west or east coasts of the US to the mid-Gulf region."

The facility has two processing centres, a Vehicle Processing Centre, offering a wide range of technical services to the Automotive market and an Equipment Processing Centre where the Heavy Equipment customers can make use of technical, staging and distribution services.

Amports headquartered in Jacksonville, Florida and Red Hook Terminals of New York have partnered with Horizon Terminals in operating the facility.

Currently the terminal has an annual throughput capacity of about 135,000 vehicles but can be built out for another 500,000 vehicles. Going forward, the facility is expected to become a relevant entry point also for Mexican vehicle production.