



CONTENTS

NEWS FROM BRUSSELS

Inland Ports key to multi-modal logistics 2
ETF and S&D seminar sets social priorities in ports 2

AUTOMOTIVE INDUSTRY

Spain could lose vehicle manufacturing “within five years” warns Machado 3
Renault-Nissan and AvtoVaz see mixed results for export development from Russia 4
VW will recall 2.46 million cars with illegal software in Germany 4

EUROPE

Russia considering ban on Turkish imports following bomber conflict 5
EU trucks’ fuel efficiency no better than a decade ago 5
Global co-operation is the bedrock of a successful European shipping policy, shipowners say 6

Shipping industry supports global climate change deal and is committed to ambitious CO₂ reduction led by IMO 7

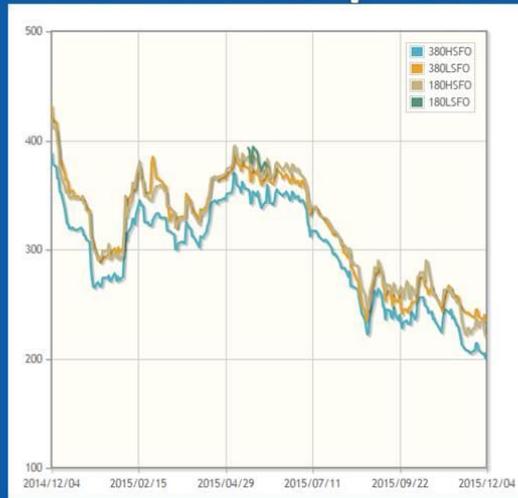
REST OF THE WORLD

US carmakers roll out CNG technology for inbound and outbound deliveries 7
Honda postpones production at latest Brazil plant 8
Renewed flooding hits carmakers in India 9

PRESS RELEASES

Launch of Motorway of the Sea Suardiaz Atlantica The Seine Bay, a laboratory for the study of the new fuels for shipping 9
WWL Doubles Shipping Frequency from Europe to US West Coast 10
Chilean Mercedes-Benz importer Kaufmann chose INFORM for compound management optimization 11

ECG bunker prices



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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

Inland Ports key to multi-modal logistics



(Source: EFIP – European Federation of Inland Ports, 1st December 2015) On 27th November, EFIP members gathered in Antwerp for their General Assembly. The meeting was hosted by the Port of Antwerp and coincided with the Inland Terminals Conference. During the interactive open session, keynote speaker Wim van de Camp (Netherlands, EPP), Rapporteur on the Implementation of the 2011 White Paper on Transport, reflected on future transport challenges and the position of inland ports. In his presentation entitled “Inland ports in the heart of EU’s logistical value chains- the multimodal hubs”, Van de Camp stated that the modal shift of transport from road and air to water has failed drastically and that the market

share for inland waterways has remained largely stable for 20 years at 6.5%. According to Van de Camp “we should stop making the less sustainable sectors of road and air transport more expensive and start making waterways and rail transport more financially attractive by investing in infrastructure. An integrated approach towards multi-modality is needed; inland ports as hubs where modalities meet have a strong role to play and are important drivers to make this a reality.”

ECG Note: MEP Van de Camp was the host of the Annual ECG Dinner Debate in March 2015. An ECG Dinner Debate will again be held in March 2016, hopefully within the European Parliament premises. More details will follow very soon on the ECG website!

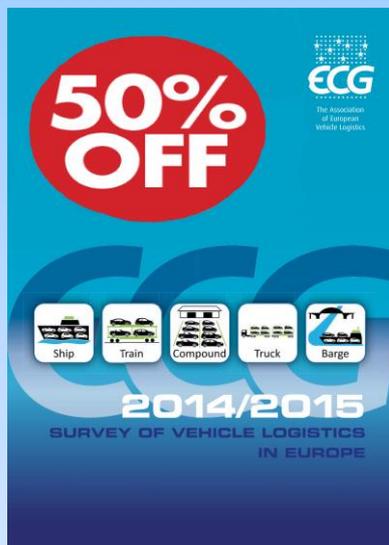
ETF and S&D seminar sets social priorities in ports

(Source: European Transport Workers’ Federation, 3rd December 2015) On 1st December the ETF and S&D Group held a joint seminar to discuss about social priorities in EU ports. Opening the event, S&D co-ordinator within the TRAN Committee, Ismail Ertug identified the need “to strike a balance between the demand fluctuations for port work and the flexibility required by port operations on the one hand, and continuity and protection of employment for workers on the other.” He also emphasised the need to include social clauses in tender documents, concession contracts and investment plans, so as to clearly determine appropriate minimum requirements for service providers and subcontractors. Support to EU ports that compete with non-EU ones through fiscal measures and through a well-thought investment policy was also mentioned as a priority. ETF member Niek Stam, from Dutch union FNV Havens presented the situation in North Range ports. He outlined how the combination of the economic crisis with the increasing size of vessels, the growing automation, the formation of shipping alliances, the expansion of terminal capacity result in overcapacity in ports and at sea and puts the cargo handling sector under heavy pressure. “Workers are at the bottom of the process and pay the highest price in



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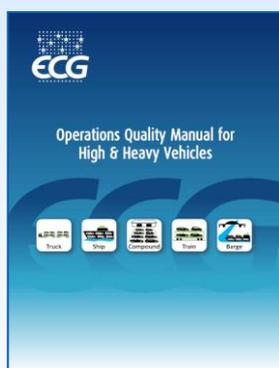
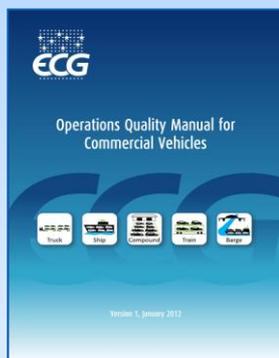
Renault-Nissan and AvtoVaz see mixed results for export development from Russia

(Source: *Automotive Logistics News*, 30th November 2015) In the first eight months of 2015, Renault exported 9,500 vehicles from Russia, up 20% on the same period in 2014, but vehicle and parts exports from other Renault-Nissan Alliance partners in Russia are lagging, notably Russian carmaker AvtoVaz. The Renault-Nissan Alliance owns a controlling 74.5% of AvtoVaz, after its purchase back in 2012 of a 67.1% stake in the Russian carmaker's holding company – Russian state technology conglomerate Rostec. According to the Vice President and Chief Operating Officer of Renault's Eurasia region, Jean-Christophe Kugler, the company has launched the export of tyres from Russia to Romania. There are also components being shipped from the Togliatti plant to Turkey, but these are only Renault parts and not those made by AvtoVaz. "We have introduced a new position, Director of exports, to explore the full potential," said Kugler. "We mean not only the delivery of finished vehicles; it can be components and parts. It is good for us and for our suppliers, and in order to cover part of the fixed costs that we are facing here [in Russia] all the time. "However, we are talking only about Renault and we are not talking about AvtoVaz," he added. "While exports are a new direction for us, we are so far talking about shipments to countries such as Romania, Turkey and Vietnam, but not in Europe." In terms of vehicle exports, AvtoVaz had an ambitious target of doubling the volume of deliveries abroad to 100,000 cars per year. Instead, the Russian carmaker could only hit 50,000 cars this year, even lower than the figure for 2014. Both Renault and AvtoVaz have been affected by currency fluctuations within the Customs Union of Russia, which includes Belarus, Kazakhstan, Kyrgyzstan and Armenia. Devaluation of the Russian rouble resulted in a drop in sales in Kazakhstan of 34% over the first seven months of this year. "Exports are important for us, but the most correct thing to do is export in the right way," said AvtoVaz's President, Bo Andersson. "In the past, it destroyed our reputation, not improved it. If you do not have the correct partners, nothing will help you." He added that the short-term target for AvtoVaz was to regain its position in the post-Soviet Union regions, including in Ukraine.

VW will recall 2.46 million cars with illegal software in Germany

(Source: *Automotive News Europe*, 30th November 2015) Volkswagen Group will recall 2.46 million diesel vehicles fitted with illegal emissions-control software in Germany, *Die Welt* newspaper reported on 30th November. Some 1.54 million VW-brand cars and light commercial vehicles need to be fixed, as well as 531,813 from Audi, another 286,970 at Skoda and 104,197 at the Seat brand, the paper said, without naming its sources. VW has said that 11 million cars globally may have been fitted with software that can fool official tests for nitrogen oxide emissions. About 8.5 million are in Europe and the German recall is likely to be the basis for call-backs throughout European markets. The emissions rigging affects VW Group models with 1.2-liter, 1.6-liter and 2.0-liter diesel engines from its EA 189 engine family. VW CEO Matthias Müller said last week that the diesel engine refits are 'manageable.' The repair for the 1.6-liter engine involves upgraded software and "relatively simple changes" to the air-filter system that will take less than an hour to implement, VW said in a statement last week. The 2.0-liter diesel vehicles will only need a software update involving about 30 minutes of work, VW said. Also affected are 1.2-liter diesel engines that likely will only need a software update. VW has submitted fixes to the German motor transport authority (KBA) for all three diesel engines. The proposals have made a positive impression on regulators, German Transport Minister Alexander Dobrindt said in a statement on 30th November. "We are working as quickly as possible to clear up the manipulation and allow Volkswagen to remedy it," he said. The German recall is due to start in January. The deadline to provide a complete proposal for a fix to German regulators was 30th November. VW is facing a scandal on three fronts: In addition to the NO_x emissions-cheating software, the automaker has admitted understating CO₂ ratings on about 800,000 vehicles. US regulators have also

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

targeted 85,000 VW, Audi and Porsche models with 3.0-liter V-6 diesel engines fitted with emissions-control equipment that was not properly disclosed.

“The most important next step will be as and when VW will conclude its internal investigations,” Arndt Ellinghorst, a London-based analyst for Evercore ISI, wrote in a note. A program the company set up to encourage whistle-blowers expired on 30th November.

EUROPE

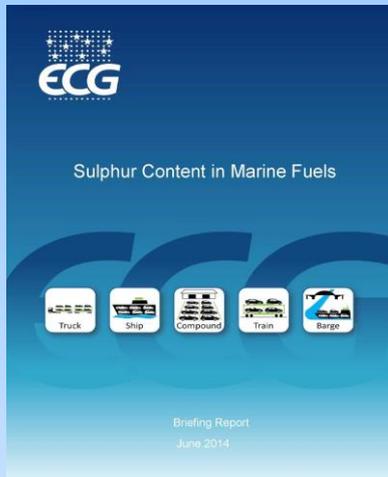
Russia considering ban on Turkish imports following bomber conflict

(Source: *Automotive Logistics News*, 27th November 2015) The Russian government is preparing restrictions on the import of automotive components and knockdown vehicle kits from Turkey following the downing of a Russian Su-24M bomber by the Turkish Air Force on 24th November. Following the incident, in which two Turkish F-16 fighters attacked and shot down the Russian bomber, Russian Prime Minister Dmitry Medvedev promised a tough response, calling the shooting down of the bomber over Syria an ‘act of aggression’. Medvedev said the response would include a number of economic measures, potentially resulting in the complete severance of economic relations. His points were followed by a raft of sanctions against Turkey which included a ban on charter flights from Russia to Turkey and that as yet unspecified Turkish imports would be banned. Turkish companies and nationals have their economic activities halted or curbed. A number of automotive importers have reported that following the incident they have received notice from the Russian federal customs service that it would refuse to register any declarations on Turkish products. This indicates the government is already taking steps to stop automotive imports from Turkey. Several Russian business sources have reported that the move could hurt the automotive industry. Restrictions may cause problems for component supplies from Turkey to AvtoVAZ, Renault, Toyota and Kia. The Head of the Russian Automobile Dealers Associations (ROAD), Oleg Moseev, said that should the Russian government go ahead with the embargo, there would be a complex impact on logistics and the supply chain. “The main victim of this situation will primarily be the independent sector, in other words those persons who illegally carry automotive parts and components from Turkey and sell them much cheaper than official importers,” Moseev said, adding that customs authorities will be closely monitoring goods imported from Turkey. However, Moseev said that the components in question would only affect a limited range of brands. “There may be some limited problems for Renault and Toyota, specifically for the assembly of the Corolla,” he noted. “[But] this is not a big risk that would lead to serious consequences either for the dealers or the end consumers. For the main models, manufacturers usually have stocks of components at the warehouses. So, there will be some time to restructure the logistics schemes.” According to the Turkish Exporters’ Association, the total value of exports of vehicles and automotive components to Russia amounted to \$800m in 2014, with components accounting for \$440m of that amount. At the same time, there are 14 Turkish companies producing automotive components in Russia. Those companies could be forced to suspend operations or even leave the country if they can no longer import components from Turkey.

EU trucks’ fuel efficiency no better than a decade ago

(Source: *EurActiv*, 3rd December 2015) Trucks in the European Union are no more fuel efficient than they were more than a decade ago. The study by the International Council on Clean Transportation found that the fuel efficiency of heavy duty vehicles, which are responsible for one third of CO₂ emissions in the EU but only a small fraction of vehicles on the road, had remained unchanged since the early 2000s. The report comes as EU antitrust regulators are

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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investigating some of Europe's biggest truck manufacturers for price fixing and co-ordinating the introduction of new emissions technologies, according to a copy of the statement of objections seen by *Reuters*. The truck manufacturers accused of [operating a cartel](#) — Daimler, Volvo, Iveco, Volkswagen-controlled Scania, MAN and DAF — could face fines of up to 10% of their annual revenue if found guilty. The study by the ICCT, the same group that uncovered German carmaker Volkswagen's manipulation of diesel nitrogen oxide emission tests, found that the share of CO₂ emissions from trucks was growing in the EU. In contrast, the United States in June proposed tighter standards on truck emissions which the researchers estimated could lead to a 33% reduction of fuel consumption rates from 2010 levels. In addition, sales trends showed that more heavier and larger vehicles were being sold in the EU, similar to those on the US market. The study goes on to recommend setting fuel efficiency standards or CO₂ limits for heavy duty vehicles to bring down emissions. The EU has introduced a limit of 95g CO₂/km by 2021 for cars and vans but has so far not done the same for trucks, although several countries have called for it. "Truckmakers claim we can trust them to deliver more efficient trucks," said William Todts, freight manager at campaign group Transport & Environment. "The reality is that for the last decade they've made virtually no progress in fuel efficiency while for much of that time they are alleged to have operated a cartel. It's high time we shift gears and introduce US-style fuel economy standards," he said.

The ICCT study can be [accessed here](#).

Global co-operation is the bedrock of a successful European shipping policy, shipowners say

(Source: ECSA, 3rd December 2015) Global co-operation must remain an absolute priority of European shipping policy. That was the principal message of ECSA's contribution to the Senior Maritime Forum of Marintec China, the largest maritime event in Asia, which was held in Shanghai this week. ECSA Secretary General Patrick Verhoeven was invited to attend the Senior Maritime Forum, to present the prospects and challenges of EU shipping policy as a case-study of regional policy-making for the global shipping industry. "Although shipping has been firmly on the European agenda since the 1980s, the first genuine EU shipping strategy only dates back to 2009", he said. "The European Commission is now reviewing that strategy. This not only presents a unique opportunity to give a new boost to the current policy framework, but also to raise more awareness of what shipping actually means for Europe. We are therefore very keen to contribute to the process, which we hope will reach fruition in 2017." The European shipping policy review covers a number of areas, including Europe's role on the global shipping scene, revitalisation of short sea shipping, promotion of maritime careers, sustainability and innovation as well as maritime safety and security. "Invigorating Europe's role on the global scene is one of our main priorities", said Patrick Verhoeven, "This is not only about ensuring the international competitiveness of our industry, but also about being a trusted partner in international fora such as the IMO and promoting access to shipping markets. The maritime agreement between China and the EU, the only one of its kind, is a perfect example of how Europe can collaborate with its maritime trade partners and we wish to see similar agreements established with other regions, in Asia, Latin America and Africa." This year's Senior Maritime Forum paid considerable attention to the development of the 21st century Maritime Silk Route, China's major international infrastructure strategy. "Connecting the new Maritime Silk Route with the Trans-European Transport Networks will give a new impetus to the historical trade relations between China and Europe", concluded Patrick Verhoeven, "This means we have to step up investments in our port and hinterland infrastructure and establish reciprocal market access." ECSA will formally be presenting its proposals for the review of EU shipping policy to EU Transport Commissioner Violeta Bulc on 8th December. The outcome of the review exercise is expected to be delivered in 2017. In March of that year, the



Truck



Ship



Compound



Train



Barge

Events in Brussels

The [European Logistics Platform](#) is organising an event on Digitalizing transports documents: Moving to a paperless supply chain" on 8th December

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

second edition of [European Shipping Week](#) is scheduled, which was successfully held for the first time in Brussels this spring. The concrete dates will be announced as soon as the European Parliament's calendar for 2017 is available.

The full presentation ECSA gave at Marintec China [can be found here](#).

Shipping industry supports global climate change deal and is committed to ambitious CO₂ reduction led by IMO

(Source: ICS, 1st December 2015) The global shipping industry, represented at the United Nations Conference in Paris by the International Chamber of Shipping (ICS), fully supports a global deal on climate change. The shipping industry is committed to ambitious CO₂ emissions reduction across the entire world merchant fleet. This will best be guaranteed if further regulation continues to be led by the UN International Maritime Organization (IMO). Shipping is the lifeblood of the global economy without which intercontinental trade, the bulk transport of raw materials and the import/export of food and manufactured goods would not be possible. About 90% of world trade is carried by sea and shipping is already by far the most energy efficient mode of commercial transport. Shipping is therefore part of the solution to preventing climate change. Proportionate to its 2.2% share of the world's total CO₂ emissions, international shipping accepts its responsibility to contribute to the CO₂ reduction measures being taken by the global community. IMO data shows that shipping has already reduced total CO₂ emissions by more than 10% since 2007. The share of the world economy's CO₂ emissions from international shipping was just 2.2% in 2012 compared to 2.8% in 2007, while CO₂ per tonne of cargo transported one kilometre by sea has fallen around 20% in the past ten years as a result of aggressive fuel efficiency measures. Speaking at a special shipping event at the Pompidou Centre in Paris, ICS Secretary General, Peter Hinchliffe, highlighted the additional CO₂ reductions that will be achieved in the immediate future: "Mandatory regulations already adopted by IMO will ensure that all ships built after 2025 will be at least 30% more efficient than ships operating today. Combined with further technical and operational measures plus new technology, international shipping should be able to reduce its CO₂ per tonne-kilometre by 50% before 2050." Mr Hinchliffe added: "These dramatic further CO₂ reductions will be genuine and real. We will have bigger ships, better engines, cleaner fuels and smarter speed management. The mandatory worldwide use by ships of low sulphur fuel to reduce air pollution will provide a further significant incentive to improve fuel efficiency." With full industry support, IMO is now developing additional global measures. The next step will be the collection of CO₂ emissions data from individual ships, which the industry would like to see mandatory as soon as possible. Recent data from the United Nations Conference on Trade and Development (UNCTAD) makes clear that developing and developed nations are equal beneficiaries of maritime trade, which is critical to the achievement of the UN's Sustainable Development Goals. ICS asserts that IMO is the only regulatory body that can ensure that future CO₂ measures are implemented on a uniform and worldwide basis that will support sustainable trade and the interests of developing economies.

REST OF THE WORLD

US carmakers roll out CNG technology for inbound and outbound deliveries

(Source: Automotive Logistics News, 30th November 2015) A number of carmakers in the US are working with their logistics providers and equipment makers in an effort to reduce carbon emissions in the inbound delivery of parts and the outbound delivery of vehicles. Fiat Chrysler Automobiles (FCA), Toyota and Honda have all recently unveiled trials on more environmentally friendly

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applications as the industry makes an effort to curb emissions, including compressed natural gas charging stations and trucks that run on the cleaner fuel. In November Toyota's own car carrying business, Toyota Transport, introduced a car carrier that runs on compressed natural gas (CNG). The company said it emitted 85% less particulate matter and 10% less CO₂. The vehicle was commissioned by Toyota and designed and built in a joint collaboration with truck maker Peterbilt and trailer provider, Cottrell. Peterbilt and Cottrell have developed a tractor/trailer combination that accommodates the alternate fuel tanks, without compromising the extra vehicle hauling space of the head rack. The achievement marks the first full car hauler trailer with a head rack that Cottrell has built into a CNG truck. Toyota Transport has plans to use truck from its Southern California vehicle delivery operations in Long Beach. It will evaluate the performance as well as compare the efficiency versus the current diesel trucks over a trial period. The Southern California operation covers Long Beach and Mira Loma, delivering approximately 200,000 vehicles annually with an existing fleet of 32 trucks. "We started exploring the CNG option more than three years ago, and it has been worth the wait," said Kirk Welch, senior analyst, Toyota Transport Compliance. "Natural gas is the cleanest burning fossil fuel and will help Toyota advance our environmental efforts to reduce fleet emissions." That trial followed the announcement that Honda had opened two CNG filling stations in Ohio for its own delivery trucks running on the gas. The carmaker opened the first station in Marysville in September this year and a second one in Troy in October. The stations were designed, constructed and will be operated by Trillium CNG, a provider of CNG fuelling services. The Marysville station is the first CNG station located on a Honda property in North America. The carmaker said it was built to provide fuel for companies that have already adopted the use of CNG, and to encourage and facilitate suppliers and logistical partners to adopt and expand its use in the trucks used in support of Honda operations. According to Honda CO₂ emissions from moving vehicles from its plants to the dealers have fallen 4.8% from levels a year ago. The company also said that CO₂ emissions from transporting service parts to dealerships in the US have been reduced 36.6% over the past six years. In a similar move, Fiat Chrysler Automobiles (FCA) is opening an alternative fuelling station in Detroit this week, which it says will be the largest of its kind in North America. The carmaker is also converting its diesel-powered truck fleet in Detroit to run on the alternative fuel. The carmaker is holding a special event on 4th December at its Lynch Road facility in Detroit when further details will be announced.

Honda postpones production at latest Brazil plant

(Source: *Automotive Logistics News*, 1st December 2015) Japanese carmaker Honda has decided to hold the start of production at its new plant in Itirapina, Brazil because of poor performance in the country's automotive market. The carmaker has recently completed the construction on the plant, which was due to go into operation this month making the Fit compact vehicle, with an annual capacity of 120,000 units, but has now said that production is likely to be held back until at least next year. "In 2015, due to a line-up renewal strategy and entry into a new segment with the HR-V, the brand achieved significant growth," said the company in a statement. "However, the company remains alert in the face of current difficulties in the automotive segment and, for 2016, is expected to maintain the same level of volume this year, which could be supplied by Sumaré plant." Honda's Sumaré plant, which has a similar annual capacity and includes an R&D centre, makes the Civic, Fit, City and HR-V vehicles. The company stated that the investments planned for the Itirapina project would be maintained. The total investment for the new plant is approximately 1bn Brazilian reais (\$257m). Honda also said the facility is ready to start mass production when predictions for the market improve. It also reaffirmed investment in the renewal and updating its vehicle line up, bringing to Brazilian customers products that better meet their expectations. For the meantime supply will come from the Sumaré plant only. According to figures from automotive consultancy



Focus2Move, vehicle sales in Brazil in October were down 32%, the worst in a decade, though Honda has not fared as bad as some of its rivals. It sold 13,800 vehicles in September, a 14.2% increase on the same month the year before and according to a spokesperson for Honda Automóveis do Brasil, the company achieved approximately 15% growth between January and October 2015 in comparison to the same period last year, with sales hitting 125,074. Honda expects to end the year with 13% growth in production and sales, the spokesperson told *Automotive Logistics*.

Renewed flooding hits carmakers in India

(Source: *Automotive Logistics News*, 2nd December 2015) Continued torrential rain in the southern Indian coastal state of Tamil Nadu has led to flooding at a number of carmaker plants around Chennai for the second time in two weeks. Chennai Port and Airport have been shut for two days and most roads are submerged in several feet of water. There is likely to be no respite for the next five days and conditions are expected to worsen. As reported on 18th November, what has been described as the heaviest rainfall to affect the area in a decade led to disruption at plants operated by vehicle makers including Ashok Leyland, BMW, Daimler India Commercial Vehicles (DICV), Ford and Renault-Nissan, amongst others. While waters had temporarily subsided, continued heavy rain has once again led to flooding and stopped workers being able to get to the facilities, as well as disrupting the delivery of inbound parts and the movement of vehicles outbound to dealers. Tier suppliers have also been unable to manufacture, further complicating the supply chain. According to a warning issued on 2nd December by Blue Bird Logistics, all port and airport activities have been shut until further notice and there is no clear indication of the severity of the damage sustained as most areas are still submerged under water. The company warned that port activity could take three weeks to get back to normal. "As a precautionary measure, Blue Bird Logistics advises against any cargo planning or movement from or to Chennai Port or Airport until further notice," said the company. This week BMW confirmed that heavy rainfall had again severely affected the ability of workers to reach its plant in Chennai, which meant it was "not able to undertake any production activities" on 1st December. "Our aim is to ensure utmost safety for our employees," a spokesperson for the carmaker told *Automotive Logistics*, adding that the next steps it took would depend on how the situation developed. "Only if the weather conditions return to normal and employees are able to travel will BMW Plant Chennai resume production tomorrow," she added. Ford also confirmed that the significant flooding had made many roads impassable. "For the safety of our employees, we have halted production at our Chennai assembly and engine plants on 2nd December," said a spokesperson for the carmaker. "We are carefully monitoring the situation and will return to normal operations as soon as conditions improve." As reported previously, most of the OEMs affected by closures due to the floods are confident of making up the shortfall in production, in part because they are not running at full utilisation and will be able to ramp up production in the coming weeks. The ability of those carmakers to get vehicles to the dealerships, however, remains a problem, with waiting periods of anything up to 10 days reported by Hyundai Motor India. Collin Noronha, senior research analyst, Automotive and Transportation, Frost & Sullivan backed that figure up, noting that dispatches had been delayed by the flooding and there was a lot of stock sitting in yards, as well as vehicles already shipped out from the plant but stuck in transit. "The bad rains and unsafe conditions mean some of these deliveries are going to be delayed by between 7-10 days," he said. "So any customers that were expecting their vehicles sometime this week are now very likely to receive them from the end of next week, or the beginning of the week after."

PRESS RELEASES

Launch of Motorway of the Sea Suardiaz Atlantica

(Source: *Flota Suardiaz*, 27th November 2015) Following the approval by the Marco Polo programme and the European Union Institutions, the Amendment to the Convention of the Motorway of the Sea Atlantica (Vigo-St Nazaire) was signed on 27th November in Madrid by the governments of France and Spain, and Suardiaz Atlantica. This signature by the Spanish Minister of Development, Mrs. Ana Pastor, the Ambassador of France in Spain, Mr. Yves Saint-Geours and Mr. Juan Riva, President of Suardiaz, leads to the official inauguration of the Motorway of the Sea, project that was initially signed by both countries on 28th April 2009.

The selected Ro-Ro vessels are Suarvigo and Bouzas, each with capacity for nearly 100 trailers. The service provides three weekly calls complying with one of the European Commission's Connecting Europe Facility (CEF) policy goals regarding the Motorways of the Sea "based on the improvement of maritime lines to decongest the European transport system."



This frequency of departures and arrivals may increase to 4 weekly calls when justified by the market demand and the vessel occupancy. The Convention includes the Ports of Algeciras and Le Havre, allowing them to join the Motorway of the Sea in the future.

This new Motorway of the Sea brings a huge opportunity to the industries of North-western Spain (Galicia in particular), North of Portugal and North-western France. It provides these regions with a reliable logistic solution with a high frequency service that will help increase their commercial activity.

The Seine Bay, a laboratory for the study of the new fuels for shipping

(Source: **HAROPA**, 4th December 2015) Launched in March 2014, the [SAFE SECA project](#) on “the development of alternative marine fuels” comes to an end. The results will be presented on 16th December at the Ecole Nationale Supérieure Maritime in Le Havre, during an international conference organized by HAROPA, with the co-operation of the Norman ports of Caen-Ouistreham, Cherbourg and Dieppe, as well as the Seine-Maritime ‘Departmental’ Authority. Le Havre has not been chosen by chance: the ports in the Seine Bay are indeed at the cutting edge for the drawing-up of a statutory framework for using alternative fuels with low emissions of sulphur.

The objective of SAFE SECA is to contribute to the reduction of shipping polluting emissions offering competitive and reliable alternative solutions to using fuel-oil for ship propulsion. The challenge is essential for the ports on the English Channel/North Sea range which ensure the main part of international shipping; it is at once technical, economic and environmental; the Seine Bay is a study laboratory, in the vanguard of this (r)evolution.

Among the new fuels with a future, the project made it possible to highlight LNG, the liquefied natural gas. We will talk about it a lot on 16th December, especially to take up the three-fold challenge of the refuelling supply conditions in ports, of the training of the staff in charge of managing the operations, and of safety.

“Our approach is in line with the framework of the European policies,” HAROPA’s representatives explain. “The solutions we propose meet the requirements of the Marpol VI international convention for sulphur emissions controlled areas (SECA) but also of the European Directive about the widespread creation by 2025 of alternative fuels refuelling stations.”

The conference will be held in the presence of European stakeholders. The European Commission – which financed 50% of the project – considers that the results achieved in Normandy can be useful to every shipping and port actor in the European Union.

It must be noted that HAROPA contributes to the reflection of the COP21, proposing “climate” solutions in the transport and logistics sector. The SAFE SECA project is another illustration of its mobilization and that of its partners, and their collective capacity to work together for tomorrow’s challenges.

WWL Doubles Shipping Frequency from Europe to US West Coast

(Source: **Wallenius Wilhelmsen Logistics**, 30th November 2015) Wallenius Wilhelmsen Logistics (WWL), a global leader in Ro-Ro shipping and factory-to-dealer logistics, will increase frequency and capacity on its service on the Atlantic Ocean. Starting in January 2016, WWL will offer a regular, weekly service from key ports in Europe to the US West Coast.

Previously, WWL offered a fortnightly service on this route. These two additional sailings per month also strengthen WWL’s market-leading connectivity between Europe and Baltimore, and boost trans-shipment opportunities to Latin America, the Caribbean and Asia via its port hub in Manzanillo, Panama.

“Doubling the frequency and capacity for its Europe to US West Coast service allows WWL to lead the market - by offering an unmatched frequency and reliability to effectively accommodate the growing needs of heavy equipment and breakbulk shippers and, in particular, demand by car manufacturers,” says Flavio Batista, EVP and Head of Commercial for EMEA at WWL.

WWL will deploy its latest generation vessels on this route, which represent the largest modern Ro-Ro ships in the world and can accommodate cargo in excess of 200 tonnes. Once the new locks debut on the Panama Canal, WWL will introduce the Post-Panamax HERO class of vessels to the Americas trade markets.



Chilean Mercedes-Benz importer Kaufmann chose INFORM for compound management optimization

(Source: **INFORM**, 26th November 2015) Advanced optimization software experts INFORM have won the contract to supply their SyncroTESS finished vehicle logistics solution to Chile-based automotive corporation Kaufmann. The company imports and sells more than a third of all commercial vehicles in Chile including brands such as Freightliner, Fuso, Western Star and Mercedes trucks. With the intelligent software, Kaufmann will plan and manage all their service offerings, including storage, damage inspections and extensive technical services such as pre delivery inspection (PDI) and post production conversion of trucks needed for the Chilean market.

Kaufmann chose INFORM because the Aachen-based company has vast experience working alongside automotive manufacturers and logistics service providers around the world, and was therefore able to demonstrate comprehensive and industry-specific process knowledge.

Adapted to the customer's requirements and remodeled for a number of specific applications after arrival in Chile, the basic truck chassis are imported from Germany and added to create variants including concrete trucks, dump trucks or refuse trucks for example.

SyncroTESS will optimize all processes of each customer order in a holistic approach, assuring that delivery deadlines and budgets are met. Therefore the software splits up the customer order in individual tasks like storage, movements, inspections and production order, according to the business processes configured.

Secondly SyncroTESS calculates the optimized sequence in which all tasks of all vehicles should be carried out, including services offered by external partner companies. In a next step SyncroTESS assigns (internal resources) or orders (external) the tasks to the appropriate resources and tracks its progress. Such progress and the expected completion date can also be communicated to customers.

Kaufmann's overall objectives with the project are to gain greater visibility for itself and its customers, strengthen its competitiveness by increased efficiency and assure customer satisfaction.