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This is the last ECG News in 2015! We will continue in 2016 with the first issue sent out on 8th January.

We wish you all the best for the holiday season!



C.A.R. Control Automotive Risk
Consulting Group



Truck



Ship



Compound



Train



Barge

ECG & other industry events

- ▶ **CSR Europe's Sustainable Supply Chain Logistics Forum, NEW DATE TBC**, Brussels, Belgium
- ▶ **ECG Land Transport Working Group, 18th February 2016**, Frankfurt, Germany
- ▶ **ECG Quality Working Group, 23rd February 2016**, Brussels, Belgium
- ▶ **ECG Eastern Regional Meeting, 14st 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

Transport Council debates social aspects in road transport

(Source: Council of the EU, 10th December 2015) Transport Ministers held a policy debate on social aspects in road transport on 10th December. They agreed on the need to tackle the continuing differences in national interpretations which might fragment the single market. They also underlined the need for correct implementation and adequate enforcement (such as increased road checks) before further progress on market liberalisation could be achieved. Ministers also highlighted the importance of closer co-operation to tackle fraud. Several Member States asked the Commission to play a key role in putting in place this co-operation. The aim of this debate was to offer Member States the opportunity to set out their ideas and provide input for the Commission as it prepares new initiatives in 2016. Under 'any other business', the Commission presented its new aviation strategy. Over their working lunch, ministers addressed the issue of road safety. They discussed the need to ensure better protection of pedestrians and cyclists, and make more effort to reduce the number of persons seriously injured in road accidents. The Council also adopted, without discussion, its position at first reading on directives on railway safety and interoperability and a regulation on the European Railway Agency. These three legislative acts make up the technical pillar of the Fourth Railway Package.

Please find the meeting's background briefing on the [Council's website](#).

Environment MEPs oppose relaxing diesel car emission test limits

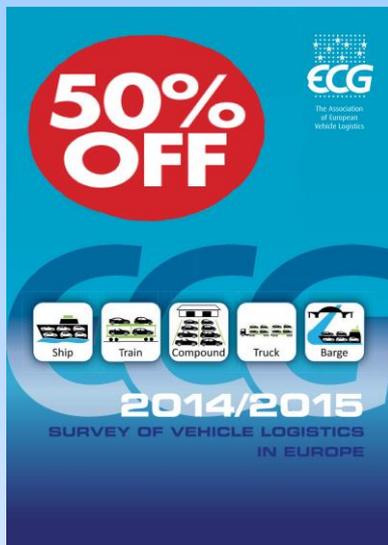
(Source: European Parliament, 14th December 2015) A draft decision to raise diesel car emission limits for nitrogen oxides (NO_x) by up to 110%, along with the introduction of the long-awaited Real Driving Emissions (RDE) test procedure, is neither explained nor justified, and would undermine the enforcement of existing EU standards, said Environment Committee MEPs, in a Resolution, voted on 14th December, which objects to the draft. Parliament has a right to veto the proposal. The new RDE procedure is designed to allow for a more realistic testing of car emissions, by using a portable device and performing the test on the road. The current laboratory-based procedure suffers from a number of loopholes, which are exploited by carmakers to brand their products as cleaner than they really are. In a draft delegated act endorsed by Member States in the Technical Committee for Motor Vehicles (TCMV) on 28th October, the European Commission proposed, as part of a package of measures setting up the RDE test procedure, to raise the maximum car NO_x emission limits by up to 110%. It justified this by referring to the need to take account of technical uncertainties to do with the use of the new Portable Emission Measurement Systems (PEMS) device. However, MEPs point out that the Commission itself concluded, on the basis of an analysis by the Joint Research Centre (JRC), that the maximum margin of measurement error with this device is 30%, and on average 18.75%. The Environment Committee therefore opposed the adoption of the measure, also stressing that:

- air pollution causes over 430,000 premature deaths in the EU every year and costs up to an estimated €940bn per year as a result of its health impacts,
- nitrogen oxides (NO_x) are major air pollutants which cause, inter alia, lung cancer, asthma and many respiratory diseases, as well as environmental degradation such as eutrophication and acidification,
- diesel vehicle exhausts are a principal source of NO_x in urban areas in Europe, and



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family. The new factory will complement our existing facilities in the UK, China, India and Brazil and marks the next step in the company's strategy to become a truly global business." Slovakia has an established premium automotive sector, which represents 43% of the country's overall industry. It has more than 300 suppliers in close proximity and an excellent logistics infrastructure; this confirmed our decision that this country was the ideal location. "The heart of our company will always be in the UK, where our design, technology and manufacturing capabilities are based. It is our creativity and innovation which makes JLR the leading boutique automotive brand, offering exceptional products for our customers." As part of JLR's commitment to deliver more lightweight vehicles, the plant will manufacture a range of all-new aluminium JLR vehicles. It is anticipated that the first cars will come off the production line in late 2018. The factory will have an initial capacity of 150,000 vehicles and construction will commence in 2016. The announcement follows the signing of an agreement by Speth and Robert Fico, Prime Minister of Slovakia, in Bratislava. Fico said: "We are glad that JLR has chosen Slovakia for its new world-class manufacturing facility. This decision shows that, with a stable and solid business environment, Slovakia is an attractive place for investors. And the marriage of Slovak craftsmanship and British engineering holds great promise." JLR has made significant progress in building its international manufacturing presence over the last year. It opened a new joint venture in China and commenced construction of its local manufacturing plant in Brazil at the end of 2014. The creation of new international plants allows JLR to offer its customers even more exciting new models, protect against currency fluctuations and create a globally competitive business. JLR has selected Slovakia as the location for its next manufacturing site following robust analysis of a number of locations around the world including other European countries, US and Mexico.

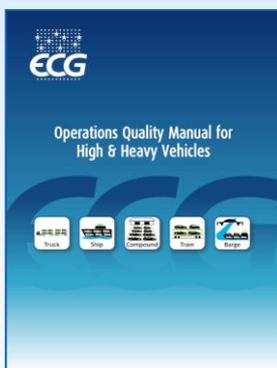
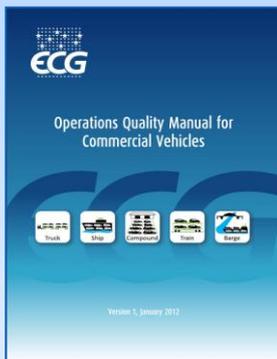
Auto manufacturers caution against delays to real driving emissions roadmap

(Source: ACEA, 15th December 2015) The European Automobile Manufacturers' Association (ACEA) takes note of the resolution on real driving emissions (RDE) voted by the European Parliament's Environment Committee. This resolution opposes the adoption of the European Commission's draft regulation on RDE, calling on the Commission to submit a new proposal by 1st April 2016 latest. The Member States had voted on RDE during a meeting with the European Commission's regulatory committee (TCMV) in late October. "Member States voted to support a tough compromise text on RDE, with an ambitious timeline for implementation, especially when considering the product life-cycle in the automobile industry," explained ACEA Secretary General, Erik Jonnaert. "Despite this tremendous challenge, the industry urgently needs clarity so it can plan the development and design of vehicles in line with the new RDE requirements. If this legislation was to be delayed, the complete RDE roadmap would be put in jeopardy." Pollutant emission values resulting from testing conducted today are in line with the existing regulatory requirements. When the Euro 6 emissions limits were introduced in 2007, only the laboratory test was available. The purpose of the new RDE test is precisely to bridge the gap between the current laboratory emissions test, and the very different conditions experienced on the road. "A rejection of the Member States' decision by the European Parliament in January would increase uncertainty for the industry and leave little time to make the necessary changes to vehicles and assembly lines," stated Jonnaert. "Ultimately, it would delay the benefits for the environment."

VW investigated by EU over loans amid diesel scandal

(Source: Automotive News Europe, 16th December 2015) The European Union's anti-fraud office OLAF is investigating loans Volkswagen Group received from the European Investment Bank (EIB) to produce cleaner engines. The authorities picked up the issue after EIB chief Werner Hoyer said in October the lender was looking into the loans itself in light of the emissions scandal. The credits were

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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granted to Volkswagen to help fund the development of cleaner engines. "The fact that OLAF is examining the matter does not mean that the persons or entities involved have committed an irregularity," the authority said in an emailed statement on 16th December. "OLAF fully respects the presumption of innocence and the rights of defence of the persons and entities concerned by an investigation." The probe adds to the long list of investigations the company is facing in the wake of its disclosure in September that it cheated in pollution tests with its diesel cars. The carmaker installed software in some 11 million vehicles worldwide which lowered the level of nitrogen oxides emitted when it detected the car was being tested. VW hasn't been informed of the probe and is "astonished that the authority goes public with this information without informing those subject to the issue," company spokesman Eric Felber said. VW has been talking to the EIB, the EU's development bank, on the issue for months and has disclosed how the money was used, Felber said. Brussels-based OLAF is responsible for investigating fraud, corruption and evasion of taxes, duties and levies that contribute to the EU's budget.

Volkswagen blames emissions scandal on individual misconduct

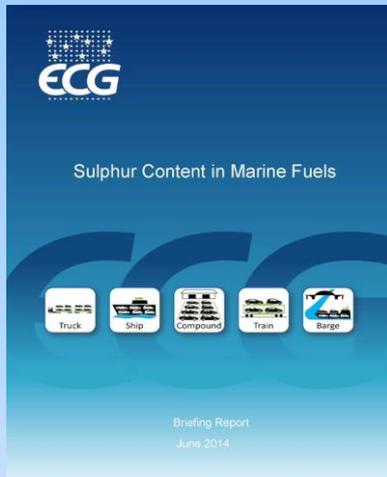
(Source: *Politico*, 12th December 2015) Volkswagen blamed "individual misconduct and personal failure" for the emissions cheating scandal that has engulfed the German carmaker. "This is a factor that can at best be contained but cannot be entirely eliminated in a group the size of Volkswagen," Hans Dieter Pötsch, the Chairman of the company's supervisory board, said in a press conference. The carmaker also said that "an attitude" in some units of the company "tolerated breaches of the rules." "I freely admit that this is the factor we find most difficult," Pötsch said, but didn't name any people involved. Volkswagen is embroiled in a global scandal after installing so-called defeat devices in 11 million of its diesel cars to cheat on emissions standards tests. The revelation cost the previous CEO his job, opened the company to a potential fine of \$18bn in the US, pummelled stock prices, and prompted investigations across Europe. The company said future emissions tests on its cars will be evaluated externally and independently. About 450 external and internal experts are involved in ongoing investigations, the company said. More than 1,500 electronic data storage units have been collected from approximately 380 employees, and officials will be looking through 102 terabytes of information. "Everything must be put on the table and nothing will be swept under the carpet," Pötsch said.

EUROPE

Honda renews partnership with GEFCO UK

(Source: *Commercial Fleet*, 14th December 2015) Honda Motor Europe Logistics has renewed its partnership with **GEFCO UK**. Under the new agreement, GEFCO UK will continue to provide a range of services to Honda Motor Europe Logistics including; inbound parts supply, weekly groupage, Less than Truck Load (LTL) and Full Truck Load (FTL) delivery services. It will also provide consolidated groupage deliveries at GEFCO sites for single shipments into Honda's plants, across key European markets including Portugal, France, Spain, Belgium and the UK. GEFCO UK's relationship with Honda Motor Europe Logistics, the sister arm of car manufacturer Honda, began in 2008. Brian Marvell, zone leader, transport operations quality for Honda Motor Europe Logistics, said: "We have been very pleased with the services GEFCO UK has provided in the last seven years and as such we are delighted to renew the contract for another three years. We are a large business and recognise GEFCO UK as being the perfect partner to assist us in our operational developments within European networks." James Worthington, key account manager for GEFCO UK, said: "We are delighted that Honda Motor Europe Logistics has

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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chosen to renew our partnership. This is an opportunity for GEFCO to continue working with Honda on operations in their key growth markets and supports our operational developments within European network. We look forward to continuing to deliver excellent customer service and the highest level of support we have provided to them over the last seven years.”

Technological solutions and behavioural change needed to decarbonise transport

(Source: European Environment Agency, 14th December 2015) While the transport sector contributes significantly to society and the economy it also can cause substantial adverse impacts on the environment, global climate and human health. A new [report by the European Environment Agency](#) (EEA) analyses key environmental trends with a view to identifying what has improved and what has hampered the past performance of the transport sector. The transport sector affects the environment in different ways. It leads to emissions of greenhouse gases (GHG) and air pollutants, it is the main source of environmental noise and it leads to habitat fragmentation. The European Union has a wide range of policies from nature protection, noise, fuel quality to air quality, which have resulted in some significant improvements in environmental performance. For example, new cars and vans sold in Europe are using less fuel per kilometre, releasing less carbon dioxide and air pollutants. On the other hand, however, an increasing number of Europeans are buying cars, driving and travelling longer distances, and buying goods transported across the world. The EEA's new report 'TERM 2015, Evaluating 15 years of transport and environmental policy integration' analyses the evolution of the transport sector (freight and passenger) and its impacts on the environment since 2000, including the impacts of the economic recession in 2008. The report concludes that a fundamental decarbonisation of the transport sector will require not just technological solutions but also policies that stimulate significant behavioural changes, including the correct pricing of transport externalities and planning approaches that stimulate the use of sustainable modes of transport. Main findings of the study:

- GHG emissions from transport increased by 19.4% since 1990. It is the only main European economic sector for which GHG emissions have increased.
- In 2013, transport accounted for almost one-quarter of the EU's total GHG emissions (one-fifth excluding international aviation and maritime emissions). Passenger cars contribute almost 45% and heavy duty vehicles a further 20% of the transport sector's emissions.
- As a result of EU legislation, transport emissions of three important air pollutants SO_x, NO_x and PM decreased in the period 2000 to 2013 in the EU. Particularly for NO_x from diesel cars, but also for CO₂, there is an increasing difference between 'official' emission measurements compared to real-world driving emissions, an area of concern.
- Road traffic noise, both within and outside urban areas, is still the most important source of environmental noise in the EU. Around 125 million people were potentially exposed to noise levels exceeding 55 dB Lden in 2012.
- A sharp fall in freight demand occurred in the years immediately following the economic crisis and, following a limited recovery, freight volumes have since remained largely stable. In 2013, total freight transport was 7.3% higher than in 2000.
- Passenger transport increased until 2008, but it has remained broadly stable following the economic recession. In 2013 the number of passenger-kilometres was 8.4% higher than in 2000.
- Between 2000 and 2013, the proportion of diesel in energy consumed by road transport increased substantially. Financial incentives by many European governments have encouraged the uptake of diesel engines. The number of electric vehicles has grown but is only a minimal proportion (0.07%) of total passenger car fleet numbers.



Truck



Ship



Compound



Train



Barge

Events in Brussels

ACEA holds the event entitled '[Reducing CO₂ from Road Transport Together](#)' on **16th February**

CER and UNIFE hold together the [European Railway Awards](#) on **16th February**

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

Despite EU policies designed to encourage greater use of environmentally friendly transport modes, car transport remains the dominant mode of passenger transport. Air transport is the fastest growing mode of passenger transport. Modal shift is a central element in the EU's decarbonisation ambitions, as improvements in energy efficiency alone are often insufficient to reduce transport's environmental impacts. Achieving the aspired modal shift would require significant investments in infrastructure, complemented by other measures to promote more environmentally friendly transport models. Innovations such as intelligent transport systems, new business models and autonomous vehicles may increase the future efficiency of the transport system.

Maritime sector split on Paris climate deal

(Source: *Maritime Professional*, 15th December 2015) International shipping groups remain divided over how to reduce carbon emissions after being left out of the climate-change pact reached over the weekend in Paris. The International Chamber of Shipping (ICS), representing the global shipping industry, has welcomed the Paris climate change agreement, which was adopted on 12th December. ICS says that the global shipping industry remains committed to ambitious CO₂ emission reduction across the entire world merchant fleet, reducing CO₂ per tonne-km by at least 50% before 2050 compared to 2007. The International Maritime Organization (IMO) has welcomed the historic achievement of the 2015 Paris Climate Change conference (COP21). IMO Secretary-General Koji Sekimizu said, "The Paris Agreement represents remarkable progress and builds on the 1992 Rio Earth Summit, which itself was a significant step forward. The absence of any specific mention of shipping in the final text will in no way diminish the strong commitment of IMO as the regulator of the shipping industry to continue work to address GHG emissions from ships engaged in international trade." But several key industry players, including Maersk Line, the world's largest ocean container carrier, expressed disappointment at the exclusion of shipping from the agreement after it was deleted from a draft accord. John Kornerup Bang, the chief climate advisor at Maersk explained that the company had hoped that the agreement would also include global requirements of the shipping industry, but that this was omitted from the final agreement. "We are disappointed that it didn't end up in the final agreement," he said. Maersk argues that international regulation is inevitable and that a lack thereof simply encourages shipping lines to sail under the flags of countries with the least stringent rules. Headed by the Maersk Group, European shipowners will meet on one of the first days of 2016 to outline a Plan B after the failure to include shipping in COP21. "The political will failed," said the Danish Shipowners Association (DSA), representing almost one tenth of the world fleet. "It's grotesque to have an industry directly asking to be included in a climate agreement but which is not allowed to," said Marie Bruun Skipper, Vice-President of the association. DSA fears that a lack of agreement in the IMO on reducing CO₂ emissions on a flag-neutral basis will prompt the EU to draw up its own legislation.

Reactions to the [Paris Agreement](#) can be read on the webpages of [ECSA](#), [ICS](#) and [Transport & Environment](#).

Spain must improve logistics to remain competitive

(Source: *Automotive Logistics News*, 16th December 2015) The Spanish Association of Automobile and Truck Manufacturers (Anfac) has released a report highlighting its global vision of how Spain can improve its provision of logistics services. Given that logistics now forms 10% of the overall end cost of a vehicle, getting this area right remains a key factor for countries wishing to remain competitive in the automotive market. According to Anfac, the increasing globalisation of the automotive sector leaves Spain in a very privileged position in respect of its ports, since they are located at the mid-point between Asia and the Americas. However, in terms of land transport, Spain is at a disadvantage, since it is located on the periphery of Europe, which means logistics costs are higher

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than for other plants on the continent, making it sometimes difficult for Spain to compete to build new models. Nevertheless, over the next few years, demand for finished vehicles is expected to rise by 12m units globally, from the existing figure of 100m units per annum, which means that capacity at Spanish plants can be used to fulfil new markets other than the traditional ones in Europe. Another disadvantage for Spain is that finished vehicles exports are much higher than imports, given the somewhat modest domestic market. This can often result in some vessels being forced to operate well below capacity when calling at national ports. Significantly, while the World Bank's Logistic Performance Index places Spain in the 18th position overall in the world, it is still behind other major automotive production rivals such as Germany, the US or Japan, despite being higher than Poland, the Czech Republic, Turkey and Italy. Within Europe, Spain also ranks below both France and the UK, so needs to improve. The report suggests that Spain must exploit synergies between different transport modes and also between operators. This type of thinking has led, in recent years, to the sector developing integrated logistics services, resulting in the optimisation of intermodal solutions. This is recognised by the logistics strategy launched by Spain's Economic Development Ministry, which views multi-modal solutions as a priority, although its plan offers no timetables or concrete actions as to when and how such measures will be implemented. The report concludes by pointing out that logistics efficiency can often be a differentiation factor and could offer a competitive advantage to manufacturers in Spain, putting them at the head of the queue when new models are in the offing. Above all, Spain must aspire to produce more than the 3m vehicles it currently produces annually.

REST OF THE WORLD

GEFCO completes first successful BMW Germany-China shipment

(Source: *Automotive Logistics News*, 16th December 2015) The first successful trial shipment by **GEFCO** of BMWs from Germany to China via rail was successfully completed last month. On 16th November, a train loaded with 40 BMW Model Series 1 vehicles arrived in Chongqing. The vehicles were picked up by GEFCO from BMW's factory in Regensburg, Germany, loaded on to a train in Duisburg, and then travelled for 16 days along the Eurasia corridor via the YuXinOu rail link to southwest China. GEFCO will manage unloading, customs clearance, and CIQ (China inspection and quarantine), as well as distribution to BMW's hub in Chengdu. GEFCO managed to increase the loading factor of the rail wagons to four cars in one container, saving 50% in terms of cost, compared with the conventional pallet loading solution. Al Cardona, Head of finished vehicle logistics and customs at BMW China said, "We have been studying the rail solution together with GEFCO. With this successful trial operation, which is thanks to GEFCO's professionalism and their proactive attitudes of continuous improvement, I am confident that this solution could be a very interesting alternative for our import flows." Laurent Sik, Managing Director, GEFCO China added, "GEFCO has been endeavouring to work on innovative solutions, aiming at supporting our customer's business expansion with the best cost, optimising operations, and offering high quality services."

China to confirm new trailer standard for car carriers

(Source: *Automotive News Europe*, 16th December 2015) A strange era in China's vehicle logistics industry may finally be on the verge of ending. In a country where 80% or more of passenger cars move by truck, and around which an industry of 30,000 or more car-carrier trucks has developed, the vast majority of equipment in use is technically illegal. However, new standards that the government is due to finalise in 2016 may finally set the fleet on the path to standardisation. China categorises car carriers as semitrailers, which according to



the national standard 'GB1589' should have a maximum length of 16.5 metres. In practice, however, car-carrying semi-trailers usually extend to 22 metres. In recent years, to keep up with China's expanding car market, carriers have pushed the limits: 27-metre trucks have become an unofficial norm, often with double trailers hauling two rows with as many as 25-30 cars, in what some in the sector refer to as 'aircraft carriers'. Chinese authorities have technically enforced the law by fining carriers. However, provinces and municipalities across China have applied rules differently, often granting licences to equipment even though it violates national standards. Plus, the economy of scale that logistics providers achieve by carrying so many cars has far outweighed penalties. There are complying logistics companies, but such 'hats-off cases' are few and far between, say industry sources. The fact that virtually the entire industry is in violation makes it even more difficult for legal carriers to compete. The prevailing justification in the sector has been that the Chinese government needs to recognise car carriers as a special segment of the trucking sector, with its own standards, similar to in the US and Europe. Government authorities have already collected industry opinions, and are set to finalise their decision by early 2016, according to Chris Zuo, General Secretary of the China Automotive Logistics Association (CALA) of the Chinese Federation of Logistics and Purchasing (CFLP). According to Zuo, the revised regulation will for the first time introduce centre-axle trailers as a new option for car transport on road, as opposed to the semitrailers exclusively in operation today. The new limit is set to be 22 metres in the length (with a limit of 12 metres on the trailer part). The allowable width will be 2.6 metres and the height will be 4 metres, according to Zuo. It is worth noting that the new standard will not alter the length of semitrailers in China from 16.5 metres. A centre-axle trailer with the new dimensions is expected to load eight to ten vehicles, compared to around six technically possible on the 16.5 metre semitrailer. The adoption of such trailers is based both on capacity considerations and its safer turning performance. The government has historically taken the lead in establishing industry standards for transport in China. CALA, which is a government association but has members from across the Chinese automotive sector, played a key role in proposing standards. A manager at a logistics provider in China agreed that the revision process involved road transport experts, OEMs and government bodies to create a standard that considered both efficiency and safety. The official number of car carrying semi-trucks currently in use in China is 29,000 but Zuo doesn't rule out the possibility that many are left out of the official count. One common estimate suggests that there may be around 40,000 car-carrier semitrailers in active operation in China. With a fleet of this size, addressing their non-compliance won't be easy. According to Zuo, there will be a transitional period of about two years to implement the new rule, with a number of proposals under discussion, including eliminating the most egregious violations first. "A preliminary plan is to phase out double trailers and super-long trailers for car transport by 2018," says Zuo. "But it is also likely to be earlier than that." A number of other factors will influence how quickly vehicle logistics companies in China will be able to change their equipment, including costs, and the capacity of rail and waterway logistics – modes expected to carry more vehicles as carriers move away from overloaded trailers, says Zuo. Despite many uncertainties over the transition, logistics providers in China generally look forward to an early release of the new national standard for car carriers. A source at **BLG China** indicated that the new GB1589 national standard would positively impact the development of automotive logistics sector in the country. Executives at logistics providers express concerns, however, including whether the new length, width and axle load requirements will be accurately defined, based on both international standards and China's domestic reality.

Morocco seeks suppliers to help PSA, Renault boost local output

(Source: *Automotive News Europe*, 16th December 2015) Morocco is accelerating measures to expand its supply base as it seeks to more than double vehicle production capacity to 1 million units in the next 10 years. "Today about 40% of the parts for vehicles built in Morocco come from 200 locally based suppliers. We know it's not enough so our ambition is to increase the supply chain integration," Khalid Qalam, senior adviser with Invest in Morocco, told *Automotive News Europe*. Qalam said the goal is to boost locally sourced parts to 60% in the short term and to 80% by 2020. The Moroccan government is counting on the country's proximity to Europe and a business-friendly environment to attract more investment from carmakers and suppliers as it seeks to double the value of automotive exports to \$10bn in five years. To reach its goals, Qalam said that Morocco needs to lure global suppliers "like Magneti Marelli, Valeo, Bosch and Continental." They would join companies such as Delphi, which employs about 9,000 people at three factories in Morocco that make items like advanced wiring systems and high-precision connection systems, and Denso, which manufactures air-conditioning systems and instrument panels. Other global suppliers with operations in Morocco include glassmaker Saint-Gobain, seat maker Lear, wiring harness maker Leoni, interiors and exhaust system provider Faurecia and thermal energy management and electronics specialist Visteon. Renault's Head of business development in Morocco, Cedric Tournebize, would like to see companies that make complex and capital-intensive components open plants in the country. "We really need more suppliers in Morocco to improve our competitiveness and this goes through all tiers," he said. "PSA has confirmed its plant and other manufacturers said they want to source parts from Morocco, therefore we're reaching a volume that will allow bigger suppliers to open profitable local factories."

PRESS RELEASES

Betz Group mourns the loss of their company founder Willi Betz

(Source: **Willi Betz**, 14th December 2015) Willi Betz, founder of the forwarding company Internationale Spedition Willi Betz, passed away on 12th December 2015 at the age of 88. Until recently, he has been closely linked to the Willi Betz Group as Senior Partner.

The early days of the company

At the age of 17 Mr Willi Betz set up his transport company in Undingen (Swabian Alb) with the vision to overcome borders and to beat new paths. In the postwar years which were characterised by a lack of basic requirements he discovered a market gap and transported food, construction material and coal. In the 1950s the company continued to grow and the headquarters were relocated to a larger site in Reutlingen.



All ways are open

As early as the 1960s Willi Betz established branches in Austria, Italy and France and started the close co-operation with the state-owned transport company SOMAT in Bulgaria. During that period the company began to carry out transports to Iran, Pakistan and Afghanistan on a regular basis and developed into the specialist for transports to the Middle East. Willi Betz recognized early that trained employees and service terminals on-site were important to ensure a smooth operation of the transports and built up a European-wide network of branches and workshops.

Europe grows closer together

Many of the borders which seemed to be insurmountable no longer exist today and Europe has grown together. The idea of setting things in motion and forging bonds across borders has been his vision when Willi Betz founded his company. For many decades, this vision has shaped our company culture significantly and has turned into living reality.

The employees of the Betz Group will always remember Mr Willi Betz with great respect. We will remember him as Senior Partner who has always been willing to lend a sympathetic ear to the concerns of each individual.

In memoriam – Konrad Lehner

(Source: **ARS Altmann**, 16th December 2015) We take leave of Mr. Konrad Lehner who passed away on 14 December, 2015 at the age of 76. Mr. Lehner was an outstanding character of the industry and accompanied highest positions within the leading finished vehicle logistics companies in Germany. For **Horst Mosolf** and ARS Altmann he held highest positions and was member of the Executive Board for ARS Altmann until his retirement. He was one of the key supporters and developers of railway transports within the industry over the past decades.

Mr. Lehner has contributed in writing the history of the German automotive logistics association. In 2000, the year of the foundation of AML, Konrad Lehner was the pioneering influential figure, without whom the AML would not exist in its present characteristic. He led the association as chairman until 2012. In recognition of his achievements and personal commitment, Mr. Lehner was appointed Honorary Chairman and continued participating in the associations meetings.

His knowledge and remarkable personality will be sadly missed. We will keep him in our memories with great respect and gratefulness.





Frits Mehrtens graduates from the PJ Strategy Academy

(Source: **Frits Mehrtens Consultancy**, 16th December 2015) On 14th December PJ Strategy celebrated the graduation of 5 “Students” of the PJ Strategy Academy - an intensive training consisting of 12 half-day modules on strategy re-engineering. Frits Mehrtens: “Partners have to graduate from the PJ Strategy Academy enabling them to facilitate and guide organisations through the PJ Strategy STP process. PJ Strategy Academy provides the tools to structurally think strategic leading to a higher level, a higher speed up to superior customer benefits.”

Another student, Aart Labee, Director Strategy & Business Insight at McDonalds Europe on the content of the Academy noted: “Straight away applicable. It forces you to get out of the box. Real life case. Group dynamics.”

PJ Strategy helps organisations to find the right direction to significant growth. The PJ Strategy process anchors the PJ Strategy thoughts and techniques into the organisation thus enabling strategic manoeuvring in a continuous way, wave after wave. The strong capacities of the organisation are mobilized into new strategies making competition at least partly irrelevant (The McEnroe innovation).

“It is very interesting to learn how PJ Strategy’s process works to get the best out of organisations. The tools and exercises of the PJ Strategy Academy are applicable in daily business straight away. Furthermore it is enjoyable working together with professionals from various different branches with whom one would probably rarely get into contact with.”

“My fellow graduates and partners are professionals in the fields of fast food business intelligence, TV entertainment industry, international banking, chemical industry, parcel courier service, electronics, real estate, consumer marketing etc. These are unknown professional worlds for me. The group is forced to think and act differently during the process. There is no better way to learn than dealing with a real business/company case, outside your industry and comfort zone,” according to Frits Mehrtens.

eTIR pilot success between Iran and Turkey

(Source: **IRU**, 15th December 2015) Two eTIR pilot transports, using fully digital TIR processes, were successfully completed for the first time ever earlier this month. Now proven, eTIR is ready for full implementation, set to reduce international transit costs and increase security.

Crossing the Bazargan-Gurbulak border between Iran and Turkey in both directions, the two shipments passed all border and customs formalities, replacing the usual paper-based procedures with digital data exchange between transport operators, customs authorities, the TIR System guaranteeing organisations and the UN. The pilot was conducted between 27th November and 4th December.

The project was led by the Turkish and Iranian customs authorities, two pioneer volunteer transport operators and the two countries’ respective TIR Guaranteeing Associations, ICCIMA and TOBB, working together with IRU and the UN Economic Commission for Europe (UNECE).

“These successful pilots mean that the promise of a paperless TIR System, and the benefits it will bring to international trade facilitation and security, are closer than ever before,” said Umberto de Pretto, IRU Secretary General.

Designed for low-cost implementation, eTIR needs only minor adjustments to existing national customs systems, transport operators and national Guaranteeing Associations.

The new eTIR system allows customs to receive declaration information from the transport operator in advance to allow them to run risk assessments and ultimately speed up border transits, reducing costs. Guarantees can also be ordered on-line, avoiding paper-based processing and saving additional time and money.

As all relevant TIR stakeholders can monitor TIR transports on-line, and the guarantee status is received directly from the guarantor, security of the TIR System is also significantly enhanced.

One of the UN’s oldest and most successful private-public partnerships, TIR dates to 1949 and, with ongoing innovation through the decades, now facilitates millions of transits every year, helping boost trade, development and prosperity.



Developed over several years by UNECE and IRU, with co-operation from customs authorities, national Guaranteeing Associations and transport operators, eTIR will be a major upgrade of the TIR System, enhancing its crucial role as the world's only universal transit system.

IRU begins important safety work in European i_HeERO Project

(Source: IRU, 15th December 2015) IRU Projects begins an important transport safety related work, as part of the European Commission funded i_HeERO project. The project seeks to speed up the deployment of eCall for commercial vehicles and develop the important safety link with eCMR electronic waybills that detail vehicle cargos.

At the first working meeting IRU Projects has brought together a consortium of partners, from 16 EU Member States, across the transport and technology sectors. The aim of the i_HeERO project is to maximise the safety potential for road transport operators and the wider travelling public from the development of automated in-vehicle safety systems. These systems automatically alert emergency services in the event of road traffic accidents, reducing response times and providing accurate location information to first responders.

Zeljko Jeftic, who leads IRU Projects' work said, "This is an important initiative for IRU Members and the wider public that could see significant safety gains across the European Union. I am pleased that IRU Projects is able to bring its extensive knowledge and experience to this European funded project."

Mr Jeftic added, "As eCall is rolled out across the European Union I hope that the work we are ramping-up today will underline the major safety benefits that can be additionally achieved by linking with other electronic data systems such as eCMR. I hope this encourages the widespread uptake, by EU member states, of digitised transport documents. Digital transport documents are essential for further efficiency improvements of transport operations, but could also provide a strong contribution to increased road safety."