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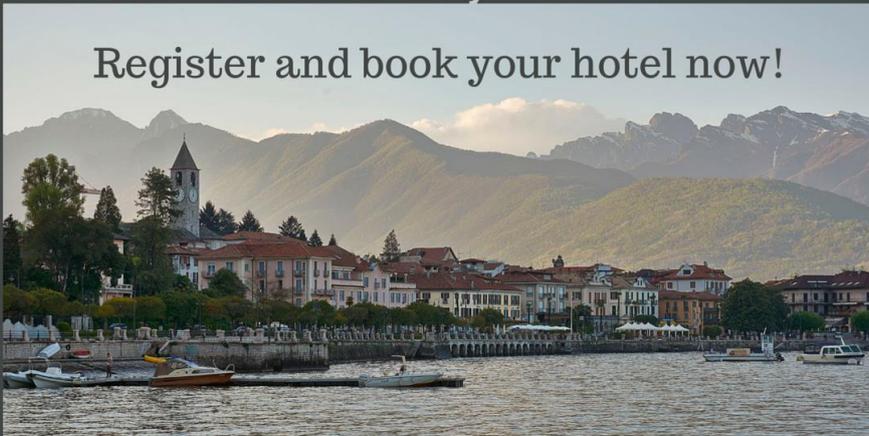
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- ▶ **Automotive Conference, 15-17<sup>th</sup> March**, Bonn, Germany **Logistics March**
- ▶ **ECG Eastern Regional Meeting, 14<sup>st</sup> April**, Gdansk, Poland
- ▶ **ECG Dinner Debate, 19<sup>th</sup> April**, Brussels, Belgium
- ▶ **CSR Europe's Sustainable Supply Chain Logistics Forum, 20<sup>th</sup> April**, Brussels, Belgium
- ▶ **ECG Spring Congress & General Assembly, 26-27<sup>th</sup> May**, Lago Maggiore, Italy
- ▶ **ECG UK & Ireland Meeting, 15<sup>th</sup> June**, Liverpool, UK
- ▶ **Automotive Supply Chain Congress, 15-16<sup>th</sup> June**, Liverpool, UK
- ▶ **ECG Conference, 20-21<sup>st</sup> October**, Hamburg, Germany
- ▶ **ECG UK & Ireland Meeting, 9<sup>th</sup> November**, London, UK
- ▶ **ECG Academy Alumni Meeting, 2<sup>nd</sup> December**, Bremen, Germany

## NEWS FROM BRUSSELS

### Vehicle emissions in real driving conditions: Council gives green light to second package

(Source: European Council, 12<sup>th</sup> February 2016) On 12<sup>nd</sup> February 2016, the Council gave its green light to the adoption of the [second package](#) of rules to introduce real driving emission (RDE) tests. The new tests are intended to measure more accurately pollutant emissions from cars and other light vehicles. For their approval, new models of vehicles are currently subject to laboratory tests of their emissions. However, analyses has shown that vehicles produced in line with existing EU standards generate substantially higher emissions on the road than in laboratory conditions. This problem was detected in particular in relation to emissions of diesel vehicles of the pollutant substance NO<sub>x</sub>. That is why new procedures to measure emissions in real driving conditions are needed. The second package on RDE tests establishes the emission limits applicable in these tests and the dates when these will apply to new models and to new vehicles. The final requirements will be introduced in two steps. The first should apply from September 2017 for new models and from September 2019 for new vehicles. During this first period, a conformity factor of up to 2.1 (110%) will be allowed for exceeding the NO<sub>x</sub> emissions limit (80 mg/km). The aim is to give manufacturers time to gradually adapt to the new RDE rules. This first conformity factor will be phased out at the latest in 2021. In a second stage, from January 2020 for new models and from January 2021 for new vehicles, there will still be the possibility to apply a conformity factor. However this second conformity factor will be only 1 plus the error margin, which is currently set at 0.5. (With a conformity factor of 1.5 the limit could be exceeded by 50%). The error margin reflects statistical and technical uncertainties of the tests. This second conformity factor will be annually reviewed to take into consideration technical improvements to the test equipment. To prevent the tested vehicles from being driven in a biased manner, the new rules define in measurable parameters the characteristics of the test trips (speed range, elevation gain...). To avoid the use of banned defeat devices, this second package introduces rules to improve supervision of the emission control strategy of vehicles. Car manufacturers will be required to provide more information on this to the authorities. On 28<sup>th</sup> October 2015, the second package received a positive vote from the corresponding regulatory committee (Technical Committee for Motor Vehicles, TCMV), a Commission body where all Members States are represented. As this legal act is a Commission regulation subject to the regulatory procedure with scrutiny, the text was then submitted to the Council and the European Parliament. The Parliament voted against a resolution to block it on 3<sup>rd</sup> February 2016, giving its green light to the package. The Council decided not to oppose its adoption during its meeting on 12<sup>nd</sup> February 2016 as a point without discussion. Following this Council decision, the Commission may adopt the regulation. A further two packages are expected to complete the legal framework of real driving emission tests.

## AUTOMOTIVE INDUSTRY

### Renault will build Nissan van at French plant

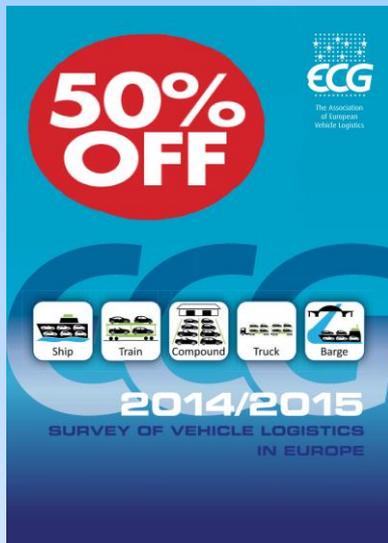
(Source: Automotive News Europe, 17<sup>th</sup> February 2016) Renault will build the NV300 van for alliance partner Nissan at its Sandouville plant in northern France. The vehicle is the replacement for the Primastar model that is currently built at a plant in Barcelona. The contract will boost Sandouville production by 100,000 units between 2016 and 2026 and involves a three-year €230m investment, Renault said in a statement. The Sandouville factory builds the Renault Espace minivan, Laguna sedan and New Traffic light van. The plant also manufactures a





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Currently, €15m are invested in an innovative logistic concept,” said Christian Wolff, who has been CEO and Site Manager of Mercedes-Benz Manufacturing Hungary Kft. since 1<sup>st</sup> January 2016. Wolff also expressed the company’s gratitude to all its Hungarian partners in politics, administration and society, and in particular to the city of Kecskemét, for the on-going and constructive partnership. The Kecskemét plant largely contributes to the international success of Mercedes-Benz with its production of the B-Class, the CLA and the CLA Shooting Brake. The CLA and the CLA Shooting Brake are produced exclusively in Kecskemét for all markets worldwide. “We are proud to state that the Mercedes-Benz models from Kecskemét with their innovative technologies are already sold in more than 180 countries. These models are likewise extremely popular in Hungary. Year after year, more and more domestic customers are choosing to buy passenger cars produced at this location,” stated Jörg Schmidt, CEO of Mercedes-Benz Hungária Kft.

### Annual CO<sub>2</sub> reduction rate from trucks could be doubled via integrated approach

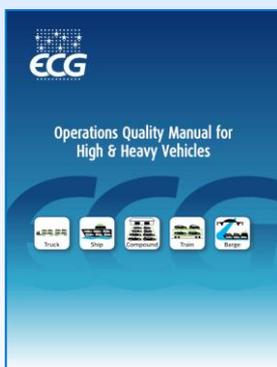
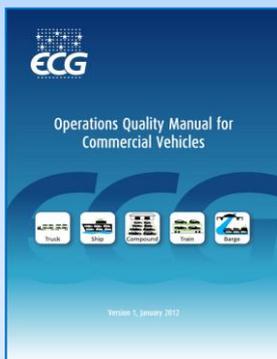
(Source: ACEA, 16<sup>th</sup> February 2016) The European Automobile Manufacturers’ Association (ACEA) presented the results of a study by Transport & Mobility Leuven (TML), entitled ‘Greenhouse gas reduction measures for the road freight transport sector: An integrated approach to reducing CO<sub>2</sub> emissions from heavy goods vehicles in Europe’, which has been fully confirmed by a consortium of 16 road transport stakeholders. The TML study was originally published in September 2014. Based on its results, a consultation process was initiated by ACEA between November 2014 and June 2015. This process brought together the relevant stakeholders representing the different aspects of the integrated approach - vehicle and trailers; fuels and alternative fuels; operations (infrastructure and logistics). The objective of this process was to review the results of the original study and to validate and/or adapt its findings as relevant. Though some adaptations were made, the overall results largely stayed the same. The final validated outcomes show that, when compared with a ‘new vehicle only’ approach, the integrated approach has the potential to double the annual CO<sub>2</sub> reduction rate from trucks, to up to 3.5%. The study clearly shows that further improving the technology of new vehicles is just part of the picture. “Based on the findings, we are advocating a far more ambitious vision that will look at the big picture,” explained ACEA Commercial Vehicle Board Chairman, Martin Lundstedt, who is CEO of Volvo Group. “Firstly, because new vehicles represent such a small fraction of the fleet, we want to look at the entire vehicle fleet, rather than just new vehicles. Secondly, there are many more factors than just the vehicle alone that determine CO<sub>2</sub> emissions – such as permitted vehicle length and weight, trailer designs, alternative fuels, driver behaviour, optimised transport operations, infrastructure and more.” “We believe that the integrated approach is the right way forward - and the only way to reduce the CO<sub>2</sub> emissions of the transport industry in Europe on a large scale.” Both the validated study as well as ACEA’s position paper, ‘Reducing CO<sub>2</sub> from heavy-duty vehicles’, were launched at an event entitled ‘Reducing CO<sub>2</sub> from road transport together’ in Brussels today.

The study is available at the Transport & Mobility Leuven (TML) [website](#).

### Auto industry pushes £500bn road maintenance plan as ‘green’ initiative

(Source: The Guardian, 16<sup>th</sup> February 2016) Europe’s car industry has suggested that the continent’s entire road network be resurfaced at a cost of hundreds of billions of euros as a “climate initiative” so that it does not need to make mandatory car emissions cuts by 2030. The lobbying document produced by the European Automobile Manufacturers Association (ACEA) and seen by the Guardian also advocates for greater use of biofuels; “smart transport”

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infrastructure; and “eco-driving” lessons for motorists. Its cornerstone is the audacious suggestion for a huge infrastructure project which the car-makers suggest could substitute for planned EU targets for reducing emissions. “Maintaining and upgrading road surfaces can have a substantial impact on CO<sub>2</sub> emissions,” says the new study. “All of Europe’s roads could be resurfaced with lower-rolling resistance surfaces within 20 years, resulting in CO<sub>2</sub> reductions of up to 5% by 2035.” Over a 20-year period, the paper estimates the project’s cost at between €520bn (£402bn) and €780bn - or an average of €26 to €39bn per year - and calls for public investment to help pay for it. “Funding streams such as the Juncker Investment Plan can play a positive role,” the paper says. Car companies are currently obliged to cut their emissions down to 95g of CO<sub>2</sub>/km by 2021, and the European Commission is this year considering new benchmarks for 2025 and 2030. Clean transport experts reacted with disbelief to the ACEA proposals, which they described as an ineffective and expensive tax-payer subsidy for the car industry. “This plan to coat roads in red carpet would come at an astronomical cost,” said Greg Archer, the clean vehicles director of the Transport and Environment think tank. “You would be talking about €1,000 per tonne of carbon saved, when the current price on the ETS is €5 a tonne.” “The industry does not seem to have learned anything from the VW scandal,” he added. “They still don’t want to take responsibility for emissions from their cars.” Barry Gardiner, the Labour shadow energy and climate change minister said he was “appalled, disgusted, but after the VW scandal not surprised”. “We urgently need robust rules to clean up transport and support investment in electric vehicles. We need to transform Europe’s automobile sector in order to meet our climate and energy targets,” he told the *Guardian*. ACEA says that its paper, which will be launched in March, is still a draft and is intended to represent the amalgamated view of dozens of the auto and road industry trade associations. “The views expressed in the report will be a collection of those of the different stakeholders involved in the initiative,” an ACEA spokesperson said. “As such they will not represent the positions of ACEA or its members.” But ACEA’s Secretary-General wrote the foreword to the paper, which ACEA has spent several months organising. The *Guardian* has learned that several research and consumer groups which were consulted for the ACEA report asked for their names to be removed from the credits when they became aware of methodology. “We pulled out because their approach was simply not credible,” one said. “By adding up the estimates of CO<sub>2</sub> reductions from various Brussels lobby groups, ACEA has over-inflated the impression of what can be achieved without vehicle technologies.” By 2030, the association’s paper claims that emissions could be cut 15% by increased biofuels use, and as much again by ‘intelligent transport systems’ that offer motorists real-time information about routes, parking and traffic. Another 10% of CO<sub>2</sub> pollution could be saved by teaching drivers how to plan trips to avoid congestion, reduce engine idling, drive at stable speeds and regularly maintenance their cars. However, these projections are flatly contradicted in another soon-to-be-published report by the respected environmental consultancy Ricardo, which the *Guardian* has also seen. The modelling exercise estimates the cumulative emissions savings for 2030 from intelligent transport systems, eco-driving and biofuels would be little more than 1% of present values. For all the expense of the road maintenance project, analysts say that up to a fifth of its CO<sub>2</sub> savings could be lost to the ‘rebound effect’ of increased car journeys that it would encourage.

## EUROPE

### GEFCO UK leases vehicle transporters from Fraikin

(Source: *Automotive Logistics News*, 16<sup>th</sup> February 2016) **GEFCO UK** has signed a six-year contract with commercial vehicle fleet services provider Fraikin for the supply and maintenance of 10 new car and van transporters. It builds on the contracts Fraikin has with GEFCO for the provision of fleet services in France,



## Events in Brussels

The European Logistics Platform (ELP) organises the event '[Post COP21 – The impact on EU transport and logistics policy](#)' hosted by MEP Wim van de Camp on **22<sup>nd</sup> February**

ALDE, the Alliance of Liberals and Democrats for Europe in the European Parliament organises a [hearing on the impact of the refugee crisis on the EU transport sector](#) on **5<sup>th</sup> March**

The ERFA [Annual Event](#) on Rail Freight Rights will be held on **15<sup>th</sup> March**

The European Commission organises its [Road Transport Conference 2016](#) on **19<sup>th</sup> April**

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

Poland and Switzerland. Fraikin reports to be the largest commercial vehicle fleet services company in Europe, providing fleet management, contract hire and rental services amongst its offerings. The transporters are 44-tonne DAF CF trucks with **Rolfo** tri-axle trailers and have been supplied by Fraikin on a full service contract that includes all servicing, maintenance and repairs. The deal also covers road fund licencing, six-weekly safety inspections, annual MOT testing, tyre management and 24/7 roadside assistance, according to GEFCO. "We are delighted with our 10 new transporters supplied and delivered by Fraikin to GEFCO Sheerness," said GEFCO UK's finished vehicles logistics Director, John Stocker. "We are also thrilled with the extension of the existing GEFCO/Fraikin European relationship and their continued support throughout this process." GEFCO uses land at Sheerness Docks on the south-east coast for vehicle storage and from where it distributes vehicles to dealers across the UK. Fraikin is also providing real-time information on the transporters through its web portal, Fraikin View. This application provides information about the availability and compliance of the vehicles. The system allows customers to report vehicle defects online, access a vehicle's full service history and monitor the up-to-the-minute progress of vehicle breakdowns. GEFCO explained that it also lists planned maintenance work, helping customers to optimise fleet scheduling, and hosts important vehicle documentation and fleet information to aid compliance. "We chose Fraikin to supply our vehicles because they were able to offer the service to support the complex needs of the vehicle transporter market, their ability to meet our precise Euro VI vehicle specification requirements and the strength of their extensive maintenance network." GEFCO said its decision to hire the vehicles, rather than buy them outright, allowed it to know precisely what each new asset would cost over the full six-year term. "When the contract concludes in 2022, the vehicles will be returned to Fraikin, meaning GEFCO UK has none of the hassles typically associated with disposing of specialist commercial vehicles and trailers," said the company in a statement. GEFCO has more than 150 depots throughout Europe, including 10 in the UK.

## Russian-Ukrainian relations cause disruption of road haulage freight

(Source: *Handy Shipping Guide*, 15<sup>th</sup> February 2016) The Ukrainian Government has temporarily blocked Russian road freight transport from entering its territory, in response to Russia's decision to ban Ukrainian cargo trucks from its borders after Ukrainian nationalists had apparently stopped Russian road haulage operators from reaching Belarus. Relations between the two countries have been strained to say the least following Russia's annexation of Crimea in 2014, with both countries imposing many restrictions in trade on the other. In this latest spat, Ukraine accuses Russia of violating the rules and procedures of the World Trade Organization and the bilateral intergovernmental agreement on international road transport. Ukrainian Prime Minister Arseniy Yatsenyuk, said: "Until a relevant explanation is obtained and the dispute is settled, Ukraine temporarily terminates the validity of transit permits issued for cargo vehicles registered in the Russian Federation, which entails a temporary suspension of the transit of goods by freight motor vehicles from the Russian Federation on the territory of Ukraine. We demand Russia to stick to the WTO requirements and restore transit traffic for Ukrainian motor vehicles." Arseniy Yatsenyuk added that the country had initiated consultations with the European Union Member States and appeals to the EU to facilitate settlement of this problem. According to the Russian Ministry of Transport, over 100 Russian trucks carrying goods to the EU were blocked in different Ukrainian regions, while 500 others returning from the EU had been denied entry to Ukraine. In the meantime it is claimed that 1,038 Ukrainian trucks were admitted to Russia between 11<sup>th</sup> and 12<sup>th</sup> February alone. The Ministry said in a statement that these measures will remain in force until the situation with the illegal blockade of Russian lorries in Ukrainian territory is settled.

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## Germany wants to introduce random emissions tests

(Source: *Automotive News Europe*, 14<sup>th</sup> February 2016) Germany wants to carry out unannounced emissions tests on all automakers to help restore confidence in the industry that was shattered by the Volkswagen cheating scandal. "There will be controls on vehicles in the style of doping tests [for athletes]," Transport Minister Alexander Dobrindt told the *Bild* newspaper. "Unannounced and every year." One way to carry out the random tests would be to select models from car rental companies, the newspaper said. Technicians who carry out the tests would be rotated to ensure transparency. *Bild* said a draft proposal on the new measures would be presented to the Bundestag, the lower house of Parliament on 17<sup>th</sup> February. It would also call on the government to present plans to encourage motorists to switch to electric cars. Volkswagen admitted in September it had cheated US emissions tests by installing software capable of deceiving regulators in up to 11 million diesel vehicles worldwide. The admission wiped billions of euros off VW's market value. The company has said only a small group of employees was responsible for cheating on US diesel emissions tests and there was no indication board members were involved in what has become the biggest business crisis in its history. "I expect Volkswagen to fully disclose the procedures that led to the manipulation," Dobrindt told *Bild*. German media reported in December that Germany planned to review emissions and fuel usage of Volkswagen diesel vehicles in a second testing round once the company has installed fixes in cars caught up in the cheating scandal.

## Shippers bemoan state of roads

(Source: *World Cargo News*, 15<sup>th</sup> February 2016) The UK Freight Transport Association has spoken out against congestion and the deteriorating condition of road surfaces on motorways, other major trunk roads and local, urban roadways. Around 80% of goods movement within the UK is undertaken by road and the road transport sector is thus vital to the health of the UK economy. Speaking last week, Malcolm Bingham, Head of Road Network Management Policy at the Freight Transport Association, the leading transport organisation for shippers, said that members were reporting decreasing performance and the situation is getting steadily worse. Journey times are increasing due to lack of schedule reliability because of congestion and thus productivity is going down and costs are increasing. The poor condition of roads [and seemingly un-coordinated road closures for repairs] has also become a major cost issue; FTA members in both the trucking and commercial van sectors are reporting increasing vehicle damage and repair costs due to the condition of highways. Bingham also said there is a need to improve facilities for trucks and drivers. There is a shortage of secure parking alongside motorways and other trunk roads. He said it was ridiculous that drivers had to drive around truck parks looking for somewhere to park in order to take their compulsory breaks from driving. A shortage of adequate facilities is also deterring women from entering the trucking industry and they are needed because of the age profile of the truck driver workforce. Bingham added that there were firms interested in creating truck parks, but the permitting period is so long and convoluted they often lose interest and "take their money elsewhere." Finally, information provided to all road users inadequate, making it difficult for transport managers to come up with alternative routes. So-called "smart motorways" can help at the margin, but are not a long term solution. Bingham was speaking last week in London at a seminar entitled Priorities for the road network in England – investment, innovation and regional development, organised by Westminster Energy Environment & Transport Forum. Judging by the mood of the seminar, there is clear dissatisfaction with the way road transport infrastructure is managed. Highways England is responsible for the core road network in England, but local authority roads link with the core network and these are underfunded. There is considerable doubt whether Highways England can "deliver" its 2015-2020 Road Investment Strategy (RIS), let alone RIS 2 post-2020. A number of references were made to avoiding M20 Operation Stack incidences in the future;



but just how is that to be done, given the over-dependency of truckers and motorists on this route to the Continent and the ongoing crisis at Calais?

### **RHA backs new initiative by Calais President**

(Source: RHA, 17<sup>th</sup> February 2016) The Road Haulage Association was invited to attend on 17<sup>th</sup> February a meeting hosted by Xavier Bertrand, President of the Nord Pas de Calais Picardie region, the regional French government responsible for the Ports of Calais and Boulogne. The meeting, held at the Port of Calais and attended by key stakeholders, including representatives from the cross-Channel operators and haulage companies, provided an excellent opportunity for full and frank dialogue to address the issues resulting from migrant activity at the ferry terminal and the roads leading to the Port. "Today's meeting marked a step towards a concerted effort to eliminate the problems in the Calais area," said RHA Chief Executive Richard Burnett. "On behalf of our members I wish to thank President Bertrand and his team for bringing the relevant parties together. It was immediately apparent, and encouraging to learn, that all those present were of the same firm opinion that the issue must be addressed by those on both sides of the Channel. It provided us with an excellent forum to present our case for the urgent need for an effective solution to be sought that will bring relief to the thousands of UK-bound hauliers that are subjected to violence, abuse and intimidation on a regular basis. A clear plan is needed which can be measured in terms of delivery and key milestones established as to when the migrant camp will be emptied and finally closed. The political and business leadership in the Calais region got a very clear understanding of the extent to which effective policing is needed, not only in the Port and its immediate area but also on the approach roads at some distance from the Port. This is a strong message they will be able to take to the French authorities." Richard Burnett concluded: "The Calais/Dover freight route is the key economic route between the UK and mainland Europe. Its future viability is totally dependent upon the safe and free flow of trucks yet it is being increasingly avoided by hauliers, often at the insistence of their customers. Many operators are now taking longer and more expensive routes in order to avoid the risks of routing via Calais. This is adding substantial cost to the supply chain and transport companies will not return to Calais until, and unless they can be confident that, the safety of their drivers can be assured and the problem has been resolved."

### **European shipowners showcase short sea shipping**

(Source: ECSA, 16<sup>th</sup> February 2016) During a high level meeting organised by the Dutch Presidency of the Council in Amsterdam on 15<sup>th</sup> February, ECSA presented its new [brochure](#) on the merits of short sea shipping. The intention behind this new initiative is to revitalise the EU's short sea policy, which has unfortunately been neglected in the past years. "Short Sea Shipping has been on the EU's agenda for a long time" said Niels Smedegaard, ECSA President. "Despite many good initiatives, a number of long-standing problems have not been resolved, the market share of short sea shipping has stagnated, and worse still, declined in recent years. We believe the EU and the short sea industry alike stand to benefit from the launch of a so-called Short Sea 2.0 policy. Moving goods and people by sea around Europe instead of using other modes will decongest land-based transport networks, ease pressure on logistics chains, and dramatically reduce air emissions. Short sea shipping is the EU's circulatory system." Short sea shipping is currently facing a host of legislative and administrative issues that curtail its effectiveness, limit its popularity and restrict its role in today's EU transport system. Intra-EU shipping is still unjustifiably disadvantaged when compared to the road or rail sector, which move goods and people with minimal administrative burden. "Short sea shipping is an often overlooked segment of the EU transport system, one that has huge potential, which could be unleashed if the many legislative and administrative impediments weighing it down were tackled in a holistic manner," commented Patrick Verhoeven, ECSA Secretary-General. "There are many low-hanging fruits and we are ready to work closely with EU policy makers to find the best way forward." The European Commission has over the years formulated strategies and proposed legislation with the intention of fostering the short sea sector. Disappointingly though, some efforts have fallen short of stated objectives and the industry's expectations. Case in point: the absence of a true Single Market for shipping, which disproportionately affects short sea operators. The European Commission had in 2010 proposed legislation to rationalise and streamline the administrative formalities for ships calling at EU ports by moving to a paperless environment. The adopted legislation however lacked ambition and led to the creation of separate and often incompatible so-called National Single Windows (data entry points) instead of a harmonised EU Single Window. Commenting on this issue during the conference, Deputy Director-General DG MOVE, European Commission, Fotis Karamitsos said: "The EU Single Window is within reach. The technology is already available, it is now only a matter of political will. The shipping industry should continue its campaign for a more workable solution."



## Spain seeks to reopen ‘motorway of the sea’ with EU funding

(Source: *EurActiv*, 17<sup>th</sup> February 2016) Spain has asked the European Union for €3m to resume its so-called ‘motorway of the sea’ between Gijón in Northern Spain and Saint Nazaire in Western France. The deadline for submitting project funding requests to the Connecting Europe Facility of the European Commission expired on 16<sup>th</sup> February. Spanish authorities have requested 50% of the total cost of the ferry link. The plan is to reopen a route between the two ports using LD Lines as the operator, a role it carried out in the past. It had to suspend the service due to budgetary concerns. The aim of the project is to remove a significant amount of freight traffic from the continent’s motorways by establishing a ‘motorway of the sea’ using money from the Cohesion Fund. The roadways that cross the Pyrenees between Spain and France are some of the busiest in Europe, and there is huge potential to reduce this burden by operating a sea link. The EU has invested heavily in large-scale infrastructure projects around the continent, such as the Brenner Pass rail link and the Seine-Scheldt canal project, so a cheap-by-comparison ferry link, using some existing infrastructure, could be seen as an economically advantageous option. The project also includes the building of a new Ro-Ro ramp to facilitate the large volumes of traffic that are forecasted. For projects to be eligible, they have to include ports in at least two Member States, a maritime operator and an inland operator. Ships also have to respect standards on sulphur emissions and operate for at least five years after the service starts. European aid functions under a payment against invoice system, i.e. funds will be made available after an invoice is submitted, not before.

## REST OF THE WORLD

### Port of Davisville’s Record Breaking Run

(Source: *Port Technology*, 17<sup>th</sup> February 2016) Gina M. Raimondo, Governor for Rhode Island, US has recently announced that the Port of Davisville had its sixth consecutive record breaking year in 2015 for automobiles imported by ship. The Port of Davisville has experienced 547% growth over the past 20 years. Gina Raimondo included a \$70m bond proposal in her state budget recently to modernise and reconstruct Pier 2 at the Port of Davisville. The investment would solidify Davisville’s position as the premiere marine commercial gateway to New England and add an additional 50 years to the pier’s life. There were more than 227,000 automobiles imported at the port in 2015, surpassing the previous year’s record by more than 48,000 vehicles. The amount of cars imported is now more than six times the volume seen at the port just two decades ago. Vehicles arriving at the Port of Davisville are processed, finished and distributed across the US by North Atlantic Distribution (NORAD). Michael Miranda, President and CEO of NORAD, said: “For more than 30 years we have called the Port of Davisville our home state and federal leaders have done an incredible job in positioning this Port for more growth. We recognise their commitment to this unique asset, and we will continue to invest here and bring more jobs to Rhode Island for many years to come.” The Port of Davisville has been one of the top ten car-importers in North America for the past several years.

## PRESS RELEASES

### Groupe CAT acquires Wallenius Wilhelmsen Logistics Germany

(Source: *Groupe CAT*, 10<sup>th</sup> February 2016) Groupe CAT, the automotive logistics specialist, announces their acquisition of **Wallenius Wilhelmsen Logistics Germany GmbH**. The acquisition, which includes subsidiaries and equity interests, marks a significant step for Groupe CAT in working towards their strategy to become the undisputed leader of their industry.

WWL Germany GmbH transported over 600,000 cars and H&H (high and heavy) units last year for a range of customers including OEM, remarketing and rental companies as well as importers. They have three vehicle distribution compounds with technical services facilities in Germany. To support their transport services, they control over 370 specialised car and H&H transporters. With an estimated turnover in 2015 of €120m, WWL Germany GmbH will contribute significantly to the success of Groupe CAT.

Alejandro Forbes, CEO of Groupe CAT, said: “the acquisition of VSE is the latest example of Groupe CAT’s commitment to invest in European and worldwide vehicle logistics services. For us, it will further strengthen our position across the sector, and especially in Germany which is Europe’s biggest new car market”.



Andrew Bauer, Managing Director of WWL Germany GmbH, appreciated the acquisition: “With Groupe CAT and its focus on investment and growth on inland vehicle logistics services, we believe we will have the environment in which we can flourish. Our focus will continue to be on delivering excellent customer service at the same time as producing value for shareholders.”

Together, Groupe CAT and WWL Germany GmbH will be able to offer their customers a comprehensive range of services for both new and used cars, including transport and logistics, forwarding services, customs clearance, technical services and storage and handling. Groupe CAT welcomes more than 400 additional experienced employees in seven different countries across Europe, as part of the acquisition, who will fully contribute to working towards the company’s goal to become the undisputed leader of their industry.

Stuart Warren, Internal Development Director for the Vehicle Logistics Division has been given the role of leading the project team to oversee the integration of WWL Germany GmbH and Groupe CAT. Stuart said: “This is an enormous challenge and opportunity for Groupe CAT, to maximise the complementary strengths of the two companies. I can already see areas of added value, and look forward to bringing the two teams together to work as one.”

In joining Groupe CAT, WWL Germany GmbH will integrate into an international logistics company with a long term strategy and vision, backed up by investments of more than €150m over the last seven years. The acquisition follows others over the last few years: for example Toquero in Spain, TRIAL in France, Fleetpoint in the Netherlands and Carlson (50%) in UK as Groupe CAT further builds its balanced resource model pan-European network.

## Höegh expands in the Mediterranean

(Source: *Höegh Autoliners*, 16<sup>th</sup> February 2016) We are expanding our Mediterranean coverage, adding Genoa, Italy to the Middle East trade on a monthly basis.

The new service will allow exporters in the area direct access to Höegh Autoliners’ market leading port coverage in the Middle East, and comprehensive on-carriage services to East Africa, the Indian Subcontinent and Southeast Asia.

“By adding the call to Genoa we can offer our customers great access from the Mediterranean to the Middle East,” says Per Christian Mørk, Head of Region Europe and Oceania. He continues, “We have seen a gap between the demand and supply here and it is this we wish to bridge now. Apart from the car manufacturers, we have also seen increased interests from breakbulk customers. Where we before were import-focused we now also offer an export service from Italy.”

Höegh Autoliners caters for a wide variety of cargo, ranging from project cargo to high and heavy machinery and new and used cars. The new service will call Genoa once per month from March 2016.

More information on this route can be found on the [Höegh Autoliners website](#).

## Finnlines selected as Ruban d’Honneur recipient and placed in the finals of the European Business Awards

(Source: *Finnlines*, 11<sup>th</sup> February 2016) European Business Awards (EBA) has announced on the 9<sup>th</sup> February 2016 that Finnlines has been elected by the estimable judges of EBA as a finalist and as one of the ten Ruban d’Honneur in the “Environmental & Corporate Sustainability” category.

In September last year, 678 businesses were nominated as National Champions of their respective countries in the 2015/16 European Business Awards. Finnlines was selected as one of the 15 Finnish National Champions to represent Finland. During 2014–2016 the company has been implementing an extensive €100m Environmental Technology Investment Programme, which helps to reduce the emissions and fuel consumption. Hence, Finnlines placed their submission of the EBA to the “Environmental & Corporate Sustainability” class. Now the competition process has continued and Finnlines is the sole representative of Finland in its category.

There are 11 categories featured and the total number of Ruban d’Honneurs is 110. When selecting the ten Ruban d’Honneur winners under the “Environmental & Corporate Sustainability” category, the businesses were considered in a social, cultural, economic and environmental context by the judges. According to EBA,



the judging criteria also comprises of “valuing consumer, employee and eco-friendly issues amongst their core values, these corporations operate transparently and actively nurture employee development.” The award in this category celebrates businesses that have conscientiously implemented and evolved their practices to improve their business through innovation and moral modernisation towards greener purposes.

The judging process continues with several phases. Next up in March, is a face to face interview of the Ruban d’Honneurs for electing the single winner of each category. In June, the judging panel identifies the final category winners at a Gala ceremony.

Running alongside the independent judging part of the competition is a public vote for electing the Public National Champion of each country. Amongst these, the Single European Public Champion Winner will also be announced in June at the Gala.

The public voting is open until the 26<sup>th</sup> February and the result will be announced in March. Finnlines is running in both parts of the competition: the public and the judging panel parts. [Finnlines’ video](#) entry is also still available for the public vote.

### Adampol established in Slovakia



(Source: *Adampol*, 11<sup>th</sup> February 2016) On 4<sup>th</sup> January 2016, Adampol Slovakia s.r.o., established on 4<sup>th</sup> November 2015 in Zilina, Slovakia, officially started its activity. The scope of the business operations of the new company, which is part of Adampol Group, comprises a full logistics servicing of vehicles manufactured at the Kia Motors Slovakia factory in Zilina.

Activities include: PDI service, waxing, storage and shipment of vehicles by truck and train. More than 240 employees of Adampol Slovakia s.r.o. handle over 1,000 KIA cars daily allocated to the most important automotive markets in the world.