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Spring Congress & General Assembly
 Lago Maggiore, Baveno
 26-27 May 2016
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Truck



Ship



Compound



Train



Barge

ECG & other industry events

- ▶ **ECG Spring Congress & General Assembly, 26-27th May**, Lago Maggiore, Italy
- ▶ **ECG UK & Ireland Meeting, 15th June**, Liverpool, UK
- ▶ **Automotive Supply Chain Congress, 15-16th June**, Liverpool, UK
- ▶ **ECG Quality Working Group, 29th June**, Brussels, Belgium
- ▶ **ECG Land Transport Working Group, 30th June**, Munich, Germany
- ▶ **ECG Eastern Regional Meeting, 22nd September**, Kiev, Ukraine
- ▶ **Maritime & Ports WG Meeting, 28-29th September**, Humber Ports, UK
- ▶ **ECG Conference, 20-21st October**, Hamburg, Germany
- ▶ **ECG UK & Ireland Meeting, 9th November**, London, UK
- ▶ **ECG Academy Alumni Meeting, 2nd December**, Bremen, Germany

NEWS FROM BRUSSELS

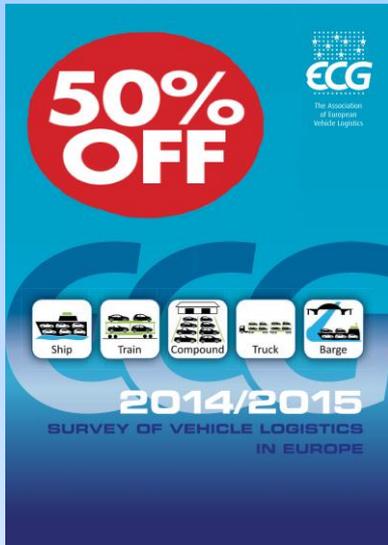
Green transport target will be scrapped post-2020

(Source: EurActiv, 4th May 2016) EU laws requiring Member States to use “at least 10%” renewable energy in transport will be scrapped after 2020, the European Commission confirmed, hoping to set aside a protracted controversy surrounding the environmental damage caused by biofuels. The European Commission will table a revision of the Renewable Energy Directive at the end of 2016, aiming to further push renewable sources like wind and solar across the European Union. On transport, “we will look specifically at the challenges and opportunities of renewable fuels including biofuels”, said Marie C. Donnelly, Director for Renewables at the European Commission. The current directive, adopted in 2008, requires each EU Member State to have “at least 10%” renewable energy used in transport by 2020 – including from biofuels and other sources like green electricity. This has drawn criticism in Britain, where reaching the 10% target will require doubling current biofuel supply, adding a further penny per litre on pump prices, according to a leaked memo by the Department for Transport. But the 10% target will be dropped in the new directive, Donnelly told a breakfast seminar organised at the European Parliament on 3rd May. “What’s not going to be in the text is a target for the transport sector,” she said, confirming a decision by EU leaders in October 2014 to have only one target for renewable energies across the 28 EU Member States that “will not be translated into nationally binding targets”. “The continuation of the sub-target for the transport sector is something that has not been accepted and will not be continued in our proposal at the end of this year,” she told the event. First generation biofuels – those derived from food crops – have been at the centre of an intense controversy regarding their effects on the environment, with scientists warning they contribute to deforestation and food scarcity. A recent study for the Commission found the indirect land use change (ILUC) of biofuels to be bigger than previously thought, leading environmentalists to warn they are more polluting than fossil fuels, a claim strongly refuted by the industry. Instead of reducing emissions, using biodiesel in transport will increase polluting emissions by 4%, the same as putting an extra 12 million cars on the road in 2020, green campaigners have said. Hoping to end the controversy, EU legislators passed a separate directive last year to reduce the indirect land use change of biofuels. The new law limits to 7% the use of harmful biofuels which compete with crops grown on agricultural land, while allowing Member States to set lower national limits. It also sets an indicative 0.5% target for so-called second generation biofuels, whose contribution would count double towards the 10% renewable energy target for transport. Environmentalists are now worried that the European Commission will continue pushing biofuels in the form of an “incorporation obligation” requiring minimum amounts of ethanol to be blended in automotive and aviation fuels. The idea was first floated in November when the executive launched a public consultation to revise the renewable energy directive. “The subtle shift is to tell the fuel suppliers what to do instead of telling the member states what to do,” says Jos Dings, Executive Director of Transport & Environment, an environmental campaign group. “If a blending mandate is off the table, we would be very happy about it.” CEN, an EU standardisation body, currently allows for up to 10% ethanol to be blended into gasoline, a standard called E10 which created defiance among consumers in Germany when it was first rolled out five years ago. With the 10% target for transport gone after 2020, biofuel makers are hoping a mandatory standard can be introduced to have a minimum blending of biofuels into petrol or gasoline. Donnelly said “a key element” of the new regulatory framework for renewables post-2020 will be to decide what happens with the 7% cap on biofuels that can be counted towards the 10% target for renewable energy in transport. “Clearly this is an important question,” she said insisting that the biofuels sector needed regulatory stability after 2020 when the 10% target expires. “It is important, I believe, that the



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road load data on CO₂ emissions and fuel consumption tests produced official values between 0.7 and 14.5% lower than they would have been if actual real-world road load data had been used. Averaged across all vehicles, official CO₂ emission figures were 7.2% lower than actual emissions because of the “inaccurate official road-load coefficients,” ICCT said. “That figure explains one-third of the average gap between official and real-world CO₂ values for new cars,” it said. The ICCT said the EU’s switch next year to Worldwide harmonized Light vehicles Test Procedures (WLTP) testing, which will tighten emissions testing rules, will help reduce the real-world and lab testing gaps. But it said regulatory agencies in European countries should carry out regular compliance tests even after cars have gained type approval to ensure that information on fuel consumption and emissions is reliable. The European car industry’s lobby group, ACEA, says it recognizes that current testing procedures are out-of-date and it supports the introduction of WLTP. EU regulators have set automakers selling cars in the 28-nation bloc a target to cut fleet average CO₂ emissions to 95 g/km by 2021, down from 130g/km in 2015. The reduction goal is part of efforts to counter climate change from greenhouse gases.

Overview of incentives for buying electric vehicles

(Source: ACEA, 9th May 2016) Incentives for electrically-chargeable vehicles are now applied in many European countries. The incentives mainly consist of tax reductions and exemptions, as in countries such as Austria or Germany, and bonus payments and premiums for the buyers of electric vehicles in France and the UK. The European car industry supports the further introduction of fiscal incentives for fuel efficiency. Tax measures are an important tool in shaping consumer demand towards fuel-efficient cars and help create a market for breakthrough technologies, notably during the introduction phase. Innovations generally first enter the market in low volumes and at a significant cost premium, and this needs to be offset by a positive policy framework. Electric mobility will make an important contribution towards ensuring sustainable mobility. However, advanced conventional technologies, engines and fuels will play a predominant role for years to come. Governments must continue to include these CO₂-efficient technologies and solutions in their overall sustainable mobility policy approach.

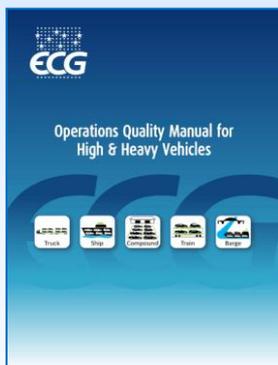
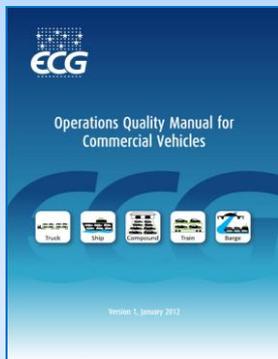
Download the overview of national incentives for electric vehicles on the [ACEA website](#).

IRU welcomes German electric car incentive

(Source: IRU, 4th May 2016) IRU welcomes the announcement from Germany that an incentive of €4,000 will be paid to customers in Germany who choose purely electric cars. €3,000 will be paid to those choosing a hybrid vehicle. The subsidy will be jointly funded by manufacturers and the German state with each providing 50% of the costs. A total of €600m has been set aside for the scheme. The scheme forms part of a German government policy of having one million electric vehicles on the road by 2020. Michael Nielsen who leads IRU’s work in Europe stated, “IRU has long called for incentives to encourage the uptake of new technologies that can help reduce road transport’s environmental footprint. I am sure that the German taxi sector will be looking at this programme with keen interest. This German scheme should be replicated across Europe and include buses, coaches, vans and trucks.”

More on the German incentive can be read in [ECG News 16.17](#).

Version 6 of the ECG Operations Quality Manual for PCs and LCVs is 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

EUROPE

Rhenus Logistics to take over Ferrostaal Automotive

(Source: *Automotive Logistics News*, 4th May 2016) German logistics provider **Rhenus Group** is buying Ferrostaal Automotive for an undisclosed sum. Ferrostaal Automotive provides pre-assembly operations to carmakers including Audi, Ford, GM, VW and Seat and the buyout, which will be formalised at the beginning of July this year, will expand the logistics provider's service offering in Germany, Belgium, Poland and Spain. In all Rhenus will add eight Ferrostaal Automotive facilities to its portfolio and 1,500 people. "Ferrostaal Automotive complements our market presence in the automobile sector," said Michael Brockhaus, board member at Rhenus. "Together, we can meet the growing demand on the part of our customers for complex pre-assembly work. As a result, the Rhenus Group is able to offer the complete value-added chain ranging from pre-carriage to logistics and assembly work and even shipping completed cars for the European automobile sector." Last year Ferrostaal Automotive took over the Spanish assembly and logistics business of Grupo Valautomocion in Valencia, bringing it business from Ford, Opel, Seat and Kautex which Rhenus will now inherit. Rhenus is currently expanding its warehousing capacity across Europe with new centres planned this year at Duisburg in Germany, as well as in Poland and the Netherlands.

Paragon Automotive supports expansion with key appointment

(Source: *Automotive Purchasing*, 11th May 2016) Paragon appoints Martin Delamare to head up its logistics operation. He is now responsible for all of Paragon's bulk, small truck and single vehicle movement operations. Delamare joins the business as Group Logistics Director. He has over 20 years in global logistics and is a Chartered Fellow of Institute of Logistics and Transport. Delamare has worked in sectors including automotive, technology and retail, most recently he held a senior role at Kuehne and Nagel, where he led a broad range of logistics operations in the retail sector. The appointment of a Group Logistics Director follows the significant investment to expand capacity in both in its fleet and port operations across the UK. Paragon is developing sites to meet the additional storage requirements and operational capability required to process vehicles. Commenting on the appointment Ian Carlisle, Chief Executive Officer of Paragon, said: "Martin is a key part of our plans to continue to grow our logistics operation. As we continue to provide end-to-end solutions for our customers, Paragon is taking a holistic view of the supply chain to take time out and add value. Martin is bringing new ways of thinking to the industry and is already piloting several initiatives to move vehicles more efficiently. Paragon is already introducing new technology to support all of our logistic operations, both to drive operational efficiency for our customers but also meet increasingly complex legislation." Delamare is tasked with evolving the integrated approach to logistics across the company, which handles over one million vehicles a year. Commenting on his move, Delamare said: "I join Paragon at an exciting time in its development. The UK leads the global logistics industry and we have the opportunity to bring a lot of retail best practice into the automotive sector."

Germany to almost quadruple its truck toll network

(Source: *Multimodal*, 11th May 2016) The federal German government has on 11th May adopted the plan of the Transport Ministry (BMVI) to extend the national road network subject to toll for trucks (the so-called MAUT). From 1st July 2018, 40,000 km of federal roads (A and B class roads) will add to the 15,300 km of Autobahnen (motorways) where MAUT has already been in operation for years. Federal transport secretary Alexander Dobrindt estimates that the extension will bring in an additional €2bn annually. On the other hand, investment in the German transport infrastructure will be increased by around 40% to €14bn a



Events in Brussels

Rail Forum Europe holds the [“Automation of rail vehicles and safety: beyond the concept?”](#) event on **25th May**

The European Logistics Platform holds the event [“Impact of the refugee crisis on transport and logistics in the EU”](#) on **1st June**

CER and the Dutch Presidency of the EU co-organise the event [‘Strategies to tackle Rail Freight Noise - Potential benefits and challenges’](#) on **14th June**

The European Logistics Platform organises an event on the trends in logistics in 2016, on **15th November**

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

year, he added. MAUT applies to all trucks above 7.5 tonnes. The BMVI still has plans to lower this threshold to 3.5 tonners, although for the time being they are on the back burner.

Migrants target UK bound road haulage trucks from a variety of European ports

(Source: *Handy Shipping Guide*, 11th May 2016) As the referendum as to Britain’s status in Europe approaches, and arguments for and against ‘Brexit’ become more animated, with threats and assurance in equal numbers from either side, the concern over the migrant situation continues. The Road Haulage Association (RHA) has indicated that, as pressure on migrants in Calais increases with the dismantling of the ‘Jungle’ camp and an increased police presence, the migrants are moving to a variety of French and Belgian ports where security is not as strict. Dieppe came in for special mention after a report from RHA member Neville Dale of David Dale Removals who uses the Dieppe – Newhaven route and who commented: “Once again I am gob-smacked! They are everywhere. I have seen them scaling the fence at Dieppe. Just to make it even more difficult, we are now not allowed to park in the Port of Dieppe after leaving the ferry late at night. We now have to run outside of the port to park up and then you are wide open to them.” This of course leaves the trailers parked up as an easy target for would be stowaways and CEO of the RHA Richard Burnett observed: “It is apparent that migrant activity is growing as the weather improves and our predictions that an increase in security at Calais would simply push migrants further afield has become a reality. It also appears that Dieppe, about half-way between Calais and Le Havre, is becoming the new migrant magnet. Instances of human traffickers using other French ports are also increasing. “This and other reports we are now receiving clearly show that the migrant situation is far from under control. It is essential that security, regardless of the size of the French port in question must be increased. The lives of hauliers remain under threat and the issue must be tackled. If this does not happen, and quickly, the whole situation is in real danger of spiralling out of control.” In Ireland EU Commissioner for Agriculture, Phil Hogan, said there were concerns that, should the UK exit the EU, the Republic’s border with Northern Ireland could become a crossing point targeted by the migrants. The Commissioner talked of ‘fortress Northern Ireland and a fortress Britain’ with ‘Dundalk becoming the new Calais’. The border between the divided island is, as history has shown, almost unenforceable, and Hogan said that situation was bound to change in the light of a British exit at the risk of it remaining an easy route for would be migrants. He continued: “The fear in Dublin is that our border towns would become a backdoor into the UK. In that instance what sort of fortress would the Northern Ireland border have to become to close that backdoor?”

FTA says logistics can help new Mayor & Assembly deliver cleaner, safer and more efficient London

(Source: *FTA*, 9th May 2016) The Freight Transport Association (FTA) says newly-elected London Mayor Sadiq Khan can deliver some ‘quick wins’ for the capital by working closely with the freight and logistics industry. The Association extended its congratulations to Mr Khan on his successful election, and also to the new members of the London Assembly. FTA’s Head of National and Regional Policy Christopher Snelling commented: “There are three things we think the new Mayor should pursue immediately to help make London a better place to live and work.” He said Mr Khan should first urgently seek a review of the London Lorry Control Scheme which restricts the industry’s ability to deliver at night. Moving as many lorries as possible out of the peak could help with safety, emissions and costs. Secondly he should offer a discount on the congestion charge to the latest generation of clean lorries and vans, to encourage these vehicles into London well ahead of the introduction of the Ultra-Low Emission Zone. And thirdly he should increase support for the enforcement of HGV regulations in London –

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targeted enforcement of rogue operators to get them off the road will be beneficial to all road users. Mr Snelling added: "Mr Khan must remember how crucial logistics is to London. The capital requires 360,000 tonnes of goods delivered every day by lorry just to keep functioning. And Mr Khan's ambition to build 80,000 new homes a year will need more than two million HGV trips to make it happen." FTA will be seeking a meeting with Mr Khan and his advisors so the role of the logistics industry in delivering a better London can be discussed.

REST OF THE WORLD

More short-sea initiatives emerge in India

(Source: *Automotive Logistics News*, 11th May 2016) Automotive manufacturers in India are increasingly looking towards short-sea shipping to move finished vehicles around the country. Hyundai Motor has revealed it is exploring options to move cars north by sea to the east of the country, from its Chennai car plant to the city of Kolkata. It is also seeking to set up similar routes along the west coast. "Discussions are ongoing for the movement of 500-odd cars. This is a part of the coastal cargo movement plan aimed at decongesting the road network," said Movva Krishna Babu, acting chairman of Kolkata Port Trust (KoPT) recently. Details of the route will be firmed up over the next couple of months, he said, including whether vehicles would be offloaded at Haldia or Kolkata docks. Earlier this year Hyundai announced it had started using short sea coastal services between Chennai and Pipavav, in the north west. India's indigenous automotive manufacturer, Maruti, is also understood to be looking into a short-sea option for cars built in Gurgaon and Manesar, which would be shipped to Kolkata along the river Ganga. A pilot run was scheduled for October-November 2015, but did not take place as a result of difficulties in finalising the costing. As reported at the time of the Hyundai announcement, high port fees are dissuading some shipping lines from entering the Indian finished vehicles cabotage market. Nevertheless, Maruti is understood to have restarted negotiations with the Inland Waterways Authority of India (IWAI). In neighbouring Bangladesh, meanwhile, the recent signing of a coastal shipping agreement with India has prompted Kolkata Port Trust to start cargo operations to ports there. Whether this will include finished vehicles is not yet clear.

PRESS RELEASES

The transport of 250 classic cars for the Tour Amical rally in Venice

(Source: **Adampol**, 2nd May 2016) On 30th April and 1st May Adampol once again transported classic cars from Antwerp to Venice, which annually take part in the Venice - Milan - Monte Carlo rally. On the two days we loaded more than 250 cars on 30 trucks.

The two-day Classic Car event, which was held in Antwerp, was the beginning of the Tour Amical - the rally of classic cars. The rally started in Venice on 4th May and it will be continued until 10th May. It is already the 13th edition of the Tour Amical Rally in which 270 teams participate.

This kind of event is a feast for automotive fans. In addition to classic cars participating in the rally, there were various car brands, which presented their latest models. Tesla showed its X model, the Porsche - 718 Spyder, Jaguar - F-Pace, Renault - Talisman Grand Tour.



It was a great opportunity to admire the beautiful cars that are rarely seen on our streets.

Horizon Terminal Services commence operations in Port Everglades

(Source: **Horizon Terminal Services**, 12th May 2016) Horizon Terminal Services today commence operations at Fast Terminal Corp's Port Everglades terminal in Florida, USA. The acquisition of the terminal is part of a larger strategic investment in the Caribbean and Central American markets by **Höegh Autoliners**, owners of Horizon Terminal Services.

The terminal in Port Everglades today comprises of 6 acres of land, with an additional 6 acres available for future growth. This will be the first complete marine terminal and vehicle processing facility that offers comprehensive ocean coverage in the Caribbean and Central America.

Per Folkesson, President of Horizon Terminals says: "The acquisition of this facility gives Horizon Terminal Services an opportunity to create a complete marine terminal product in Port Everglades and will be the second terminal Horizon Terminal Services operates."

Øyvind Ervik, Chief Operating Officer, Höegh Autoliners says: "Höegh Autoliners has the vision of establishing a comprehensive short-sea ocean product out of South Florida. Our newly acquired ocean service, combined with the Port Everglades terminal provides an unparalleled service to the region."

The terminal in Port Everglades currently handles mainly used vehicles and equipment but already attract OEM cargo. Over the next weeks Horizon Terminal Services will establish a functional terminal design, aimed for vehicle processing capabilities and further growth in terminal footprint.

Per Folkesson continues: "Used vehicles and equipment often moves through seaports closest to the sourcing and Florida is a main sourcing market for these segments. Factory New Vehicles on the other hand are scattered over a number of seaports, depending on where they find ocean transportation services. We want Port Everglades to be the natural choice also for the OEMs in this region."

"With land available for growth, we now have the chance to tailor make the vehicle processing capabilities at Port Everglades, to our customers' needs. We will therefore approach OEMs with the ambition to develop a joint growth plan for the terminal. Furthermore, we are also in talks with the rail road to route vehicle deliveries through the spurs, running directly up to the terminal entrance."

The Port Everglades Terminal today has rail access provided by the Florida East Coast Railroad and direct access to the Inter-coastal Waterway, Interstate 95,75 and 595.