



CONTENTS

NEWS FROM BRUSSELS

ECG General Assembly 2016 – new Board and President elected 2

AUTOMOTIVE INDUSTRY

PSA, Kia forecast higher production in Slovakia 2
 PSA to invest \$785m in Spain; build new model in Vigo plant 3
 Three new 'illegal' defeat devices go unpunished in Europe 3

EUROPE

4

French fuel shortage threat continues 4
 IMO to prevent cyber-attacks 4
 Natural gas in road transport: still a dead-end 5
 Business and government for smarter freight 5
 European CT: 2015 a tough, but positive year 6

PRESS RELEASES

Positive numbers for Stena Line in this year's sustainability report 7
 VucaFrame website launched 7



A week of change at ECG



C.A.R. Control Automotive Risk
 Consulting Group



ECG & other industry events

- ▶ **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
- ▶ **Shortsea European Conference 2016, 29-30th September**, Port of Barcelona, Spain
- ▶ **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

ECG General Assembly 2016 – new Board and President elected

(Source: **ECG**, 26th May 2016) On 26th May the 20th annual General Assembly of ECG was convened at the Grand Hotel Dino in Baveno, Italy. A record attendance of some 130 delegates including representation from the majority of ECG's members came together ahead of the Spring Congress on 27th.

The event saw Peter Borrmann (STVA) and Konrad Zwirner (Hödlmayr International) stand down from the ECG Board and also celebrated the end of a remarkable 7 years as ECG President by Costantino Baldissara (Grimaldi Group) during which he has steered the association through some of the most turbulent times the industry has ever seen.

Board members serve a one year term at ECG and the following stood again and were duly re-elected: Maximilian Altmann (ARS Altmann AG); Costantino Baldissara (Grimaldi Group); Michael Bünning (BLG Automobile Logistics); Krzysztof Dakowicz (Adampol); Marcos Duato (Flota Suardiaz); Mats Eriksson (AB Skandiatransport); Wolfgang Göbel (Horst Mosolf); Ömer Gürsoy (Me-Par); Christian Lang (DB Cargo Logistics); and Ray MacDowall (ECM Vehicle Delivery Services)

In addition, four new candidates stood and were elected, being: Marc Adriansens (ICO); Olivier Benguigui (STVA); René Eisbrich (Lagermax) and Jon Kuiper (Koopman Logistics Group). This brings the total board up to 14 members.

Following this the elections were held for the positions of President and Vice-President from amongst the new board, both positions carrying a term of two years. Wolfgang Göbel, having served as Vice-President for the last seven years, was duly elected as President and Mats Eriksson, another long-term board member, as Vice-President.

Following the elections the Assembly was concluded and more than 140 participants attended the gala dinner which preceded the graduation ceremony of the 10th ECG Academy course where another 19 students joined the ranks of the ECG Academy alumni. This brings the total of alumni close to 200. Registrations for Course 11 are now open and the course will begin in October in Hamburg ahead of the annual ECG Conference there

AUTOMOTIVE INDUSTRY

PSA, Kia forecast higher production in Slovakia

(Source: *Automotive News Europe*, 19th May 2016) PSA Group and Kia are forecasting higher production at their plants in Slovakia this year, giving a boost to the central European country's economy. The country of 5.4 million people is home to three car plants and is expecting a fourth to come online in 2018, once Jaguar Land Rover completes a €1.4bn factory it agreed to build last year. With production set to again top 1 million cars this year, according to industry experts, the JLR plant will add to a car industry that is already a driving force of the local economy. After producing a record number of 338,000 cars in 2015, Kia expects output at its Slovak factory to rise again in 2016 thanks to growing exports to recovering markets in the euro zone, Kia Slovakia President Eek-Hee Lee said. That growth is helping to offset tougher conditions in Russia, he said. "We expect another record year. The Russian market is difficult right now but we are trying to expand our markets to Western Europe," Lee told reporters on 19th May. Kia

ECG Parking requirements table published

A comprehensive table has been published on the ECG website which summarises the parking requirements as specified by the majority of OEMs!

Manufacturer	Transmission		Gearbox		Other points	Handbrake	Other points	Yes/No	Date
	CVT	Other	Manual	Other					
Audi	X		X					Yes	20/01/14
BMW			X					Yes	20/01/14
Mercedes			X					Yes	20/01/14
Peugeot			X					Yes	20/01/14
Renault			X					Yes	20/01/14
VW			X					Yes	20/01/14
Seat			X					Yes	20/01/14
Skoda			X					Yes	20/01/14
Ford			X					Yes	20/01/14
Volvo			X					Yes	20/01/14
Subaru			X					Yes	20/01/14
Toyota			X					Yes	20/01/14
Honda			X					Yes	20/01/14
Nissan			X					Yes	20/01/14
Alfa Romeo			X					Yes	20/01/14
Jeep			X					Yes	20/01/14
Land Rover			X					Yes	20/01/14
Mini			X					Yes	20/01/14
Hyundai			X					Yes	20/01/14
Kia			X					Yes	20/01/14
MG			X					Yes	20/01/14
Suzuki			X					Yes	20/01/14
Isuzu			X					Yes	20/01/14
Mitsubishi			X					Yes	20/01/14
Proton			X					Yes	20/01/14
Perodua			X					Yes	20/01/14
Chery			X					Yes	20/01/14
Geely			X					Yes	20/01/14
Great Wall			X					Yes	20/01/14
Changan			X					Yes	20/01/14
BAIC			X					Yes	20/01/14
SAIC			X					Yes	20/01/14
FAW			X					Yes	20/01/14
BYD			X					Yes	20/01/14
SAIC-GM			X					Yes	20/01/14
Chrysler			X					Yes	20/01/14
Jeep			X					Yes	20/01/14
Ford			X					Yes	20/01/14
Volvo			X					Yes	20/01/14
Subaru			X					Yes	20/01/14
Toyota			X					Yes	20/01/14
Honda			X					Yes	20/01/14
Nissan			X					Yes	20/01/14
Alfa Romeo			X					Yes	20/01/14
Jeep			X					Yes	20/01/14
Land Rover			X					Yes	20/01/14
Mini			X					Yes	20/01/14
Hyundai			X					Yes	20/01/14
Kia			X					Yes	20/01/14
MG			X					Yes	20/01/14
Suzuki			X					Yes	20/01/14
Isuzu			X					Yes	20/01/14
Mitsubishi			X					Yes	20/01/14
Proton			X					Yes	20/01/14
Perodua			X					Yes	20/01/14
Chery			X					Yes	20/01/14
Geely			X					Yes	20/01/14
Great Wall			X					Yes	20/01/14
Changan			X					Yes	20/01/14
BAIC			X					Yes	20/01/14
SAIC			X					Yes	20/01/14
FAW			X					Yes	20/01/14
BYD			X					Yes	20/01/14
SAIC-GM			X					Yes	20/01/14

The assembly of the parking requirements regarding the position of the gearbox, handbrake and the placement of the keys was initiated by the ECG Quality Working Group.

The table:

- is useful for FVL operators so that no outdated requirements are in place;
- points towards standardisation in the industry as far as the position of the gearbox and the handbrake is concerned;
- highlights a trend regarding the key placement but standardisation still has to take place on this field;
- is freely available on the [ECG website!](http://www.ecgassociation.eu)

If you spot any inaccuracies or have any additional information or comments, please contact ECG at info@ecgassociation.eu

builds the Cee'd compact car, Sportage SUV and Venga minivan at its factory in Zilina. PSA also expects a 5% rise in output at its Slovak plant after last year's output of 303,000 cars, plant director Remi Girardon said. PSA's Trnava factory produces the Peugeot 208 subcompact and C3 Picasso small minivan. Volkswagen Slovakia said last week that it expected 2016 production to remain at the 2015 level of almost 400,000 cars. VW Group's factory in Bratislava builds the VW Touareg and Audi Q7 large SUVs, VW Up, Seat Mii and Skoda Citigo minicars, as well as bodies in white for the Porsche Cayenne and Bentley Bentayga SUVs. The Slovakian car industry employs 250,000 people both directly and indirectly and represents 44% of the country's industrial output. Most of the production is exported, lifting an economy expected to grow by 3.2% this year and which has been an outperformer among euro zone members. In its latest outlook in February, the finance ministry said car production would help to push growth in the coming years to levels last seen before the global financial crisis.

PSA to invest \$785m in Spain; build new model in Vigo plant

(Source: Automotive News Europe, 19th May 2016) PSA Group will invest €700m in Spain over the next four years and will build a new car in its Vigo factory in northern Spain starting in 2020, a company spokesman said. PSA did not give any details of the new model, but local media reported that it will likely be a compact SUV for the Peugeot brand. The bulk of the investment of €640m will go to Vigo, the spokesman said, confirming comments made by CEO Carlos Tavares during a visit to the region on 18th May. Vigo builds the Citroën Picasso, Citroën Elysee and Citroën Berlingo models alongside the Peugeot 301. The rest of PSA's investment will be destined for the company's plant in Madrid-Villaverde, which builds the Citroën C4 Cactus. PSA employs close to 8,000 people in Spain, three quarters of whom are based in Vigo. PSA's announcement comes after French rival Renault said earlier in May that it will invest over €600m in Spain and produce a new vehicle there too.

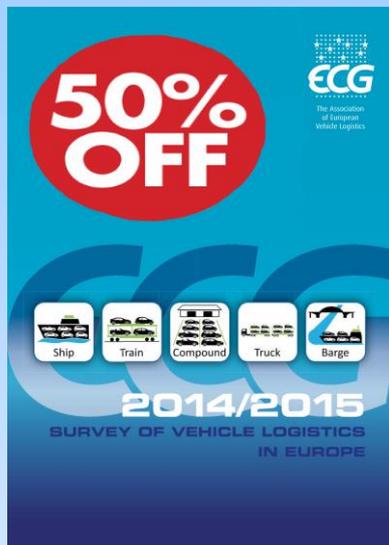
Three new 'illegal' defeat devices go unpunished in Europe

(Source: Transport & Environment, 24th May 2016) Carmakers must be forced to come clean after three new defeat devices were identified by analyses of three government investigations into the Dieselgate car emissions scandal, green group Transport & Environment (T&E) has said. Citing testing exemptions, most carmakers switch off their emissions control systems in everyday driving and weather conditions such as temperatures below 17°C. The government probes found but ignored a 'thermal window' defeat device that switches off pollution control technology in low ambient temperatures, according to an analysis by the International Council on Clean Transportation (ICCT), which tipped off the US EPA about Volkswagen's cheating last year. A second device, a 'hot restart' defeat device, whereby the tested cars have higher emissions after warm engine restarts (compared to a cold one required by EU law), also went unpunished. An alleged third device saw some Fiat models switch off the exhaust treatment system two minutes after the lab test was completed. Julia Poliscanova, air quality manager at T&E, said: "The discovery in Europe of three new defeat devices, on top of Volkswagen's, must now be followed by more comprehensive investigations to force carmakers to come clean on their emission strategies. Binding and strict EU guidelines for national testing authorities on the use of exemptions for defeat devices are also needed. In the US emissions control is allowed to be reduced only in temperatures below -3°C." Switching off the exhaust in normal driving is outlawed by EU regulations. Industry claims it is using a loophole to exempt defeat devices used to protect an engine from severe damage or accident, not to protect individual components or address durability as applied today, according to a legal analysis carried out for the NGO Deutsche Umwelthilfe. It compared unjustified "switch-off" defeat devices to reducing braking effectiveness or weakening door locking systems in cold temperatures, neither of which would be acceptable. T&E said the widespread switch off of after



The ECG Survey of Vehicle Logistics 2014-2015

NOW 50% DISCOUNT



- Combines global and European data and information on the automotive industry in general, and the finished vehicle logistics sector in particular
- The only publication for the European Vehicle Logistics sector, also covering Russia, Turkey and Ukraine



Find more information and order your copy [here!](#)

treatment needs to be stopped by approval authorities and, if necessary, tested in court. Julia Poliscanova concluded: "The national investigations illustrate the painful reality of national authorities not doing their job properly. EU oversight to ensure a uniform application of the law and quality across Europe is urgently needed to protect drivers and the environment. The current race to the bottom among national regulators that compete for testing income and support for national manufacturers must stop now."

The Transport & Environment briefing paper can be downloaded from the [organisation's website](#).

EUROPE

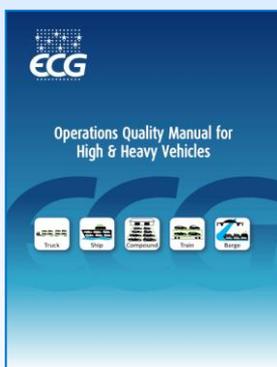
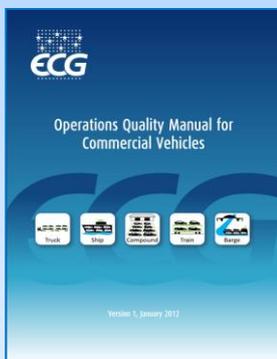
French fuel shortage threat continues

(Source: *Lloyd's Loading List*, 24th May 2016) The prospect of fuel shortages in France continues to haunt transport and logistics operators despite the reopening of a major distribution depot in the south of the country, following the intervention of riot police to remove picket lines and a government pledge to do the same at other facilities that are currently blocked. At dawn on 24th May, law-enforcement officers stormed the fuel depot at Fos-sur-Mer near the Port of Marseille, which had been blocked by members of the CGT union. The depot is now open again, with road tankers filling up with supplies. France's Prime Minister Manuel Valls said fuel depots blocked by picket lines would be re-opened, if necessary by force. However, staff at France's last remaining strike-free refinery on 24th May reportedly joined the industrial action led by the CGT union against labour reform legislation. In a joint statement on 23rd May, France's biggest transport and logistics trade federation Transport et Logistique de France (TLF) and the national road haulage federation FNTR, warned that member firms' fuel tanks were gradually running dry. "The situation is worsening extremely quickly and if things continue as they are, fuel supplies will run out in between 24-72 hours, depending on which region of France you happen to be," they warned. XPO Logistics, one of France's biggest road haulage operators, said the company's activities in France had not been affected because it used its own fuel storage facilities and supply network. "We are following the situation very closely," a spokesperson said. Meanwhile, a one-day national strike at French ports on 26th May is unlikely to disrupt cross-Channel services at Calais, a spokesperson for the Port Authority told *Lloyd's Loading List*. "The strike is set to only affect the port's non-ferry activities, but if for some reason it did threaten to impact cross-Channel services, we expect that non-striking personnel would allow us to maintain Ro-Ro traffic at normal levels," she said. The Freight Transport Association (FTA) reported that motorway blockades and protests at fuel refineries in France were causing problems for UK lorry drivers around Calais. FTA said dozens of fuel stations near the French port had run dry and its members had been struggling to fill their tanks, visiting several stations before finding fuel and being allowed to buy only a limited amount. One haulier reported that some filling stations were limiting drivers to 200 litres of diesel – his truck holds 900 litres – and complained that there was little information available. FTA said it feared that the problems would get worse as protests over a new labour market reform bill continued "and this weekend's half term get-away could turn into a nightmare for motorists across the Channel." Rail workers had announced rolling strikes every Wednesday and Thursday until July, FTA said.

IMO to prevent cyber-attacks

(Source: *Maritime Professional*, 22nd May 2016) At a meeting of the IMO's Maritime Safety Committee (MSC), it was recognised that ships may also be exposed to so-called cyber-attacks. Now, the IMO wants to prevent hostile attempts to interfere with electronic systems in the maritime industry and it has

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

therefore drawn up interim Guidelines on risk management. An important point of the guidelines is that potential attacks will not be aimed merely at traditional computer systems, but will also to a high degree focus on control and steering systems, for example, for navigation, machinery, communication, etc. Today, most ships' steering systems are computer-based and, in many cases, connected to a network. Thus, the systems become vulnerable – though they are not directly connected to the internet. In addition, thoughtless use of a USB port can cause great problems. The Maritime Safety Committee (MSC) has recognised that ships can also be exposed to hostile attempts to disturb or interfere with electronic systems, so-called cyber-attacks. The Committee emphasized that the entire maritime industry must take these threats seriously. Against this background, the Committee has drawn up interim Guidelines on risk management to prevent “cyber-attacks” in the maritime industry. With these guidelines, the IMO supports the guidelines drawn up by the industry – inter alia headed by the Copenhagen-based BIMCO – however, without officially rubber-stamping some guidelines rather than others. The guidelines stress the importance of transferring the principles of operational risk management from the traditional “physical” areas to ships' steering systems. In short, it is all about identifying and assessing the threat scenario, “taking action” in relevant areas, following up on the effect of one's actions and modifying the assessments and actions as an ongoing process of development. The maritime industry is already used to doing this, and the Danish Maritime Authority urges everyone to extend this way of thinking to ships' steering systems.

Natural gas in road transport: still a dead-end

(Source: *Transport & Environment*, 19th May 2016) The [NGVA](#), the Natural and Bio Gas Vehicle Association claims that natural and biogas are the only viable routes to clean up road vehicles, especially trucks. Even if we would ignore the issue of methane leakage – and that is not a good idea – the potential for natural gas remains limited. In fact, the [University of Cologne study](#) that NGVA quotes to substantiate its cost-effectiveness claims states that: “The very marginal share of natural gas vehicles in current passenger cars fleet (ca. 0,1%) makes them only relevant as an option to save CO₂ in the passenger car sector at an unrealistic degree of (market) diffusion. The share of NGVs would have to reach 23% in order to achieve 10% emissions reductions from the transport sector's current GHG footprint.” The study shows that neither gas nor a combination of gas and biogas would allow us to reduce transport GHG emissions by 60% by 2050 compared to 1990, let alone deliver the deeper cuts that are required by the Paris agreement. This means there is a risk of technological lock-in as well as diversion of investments that slows down the uptake of the solutions that can decarbonise the transport sector. Carlos Calvo Ambel, transport and energy analyst at T&E, said: “Natural gas is not a long-term solution for transport, as shown by the growing body of evidence that it does not offer the climate and air quality benefits that the gas industry claims. It's time to rethink the dash for gas, so that we do not repeat the past mistakes of betting on diesel and biofuels which have proved costly and harmful. The safer road to go down is one with hybrid-petrol cars and electric vehicles powered by clean energy.”

Business and government for smarter freight

(Source: *IRU*, 20th May 2016) At an IRU event during the International Transport Forum Summit exploring co-operation between industry and government to make freight transport and logistics greener and smarter, IRU President, Christian Labrot reiterated IRU's voluntary commitment to reduce road freight transport's carbon footprint as part of the implementation of the United Nation's Sustainable Development Goals. The event was co-organised with Smart Freight Centre, FIATA (global freight forwarders association), CLECAT (European freight forwarders association) and ESC (European Shippers Council). Mr Labrot stressed that carbon reduction can best be achieved through close co-operation, not only with industry partners such as vehicle & component manufacturers or



Events in Brussels

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

Transport & Environment holds the whole-day conference '[The road to efficiency](#)' on **9th June**

The Forum for Mobility & Society is organising a debate, hosted by MEP Christel Schaldemose, on Mobility as a Service, on **13th June**

CER and the Dutch Presidency of the EU 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.

fuel producers but also with governments and international institutions such as the UN, ITF and EU. The IRU President made it clear that the decarbonisation challenge is considerable and that industry would do all in its power to make road freight transport and logistics greener and smarter. He also outlined the essential role for governments in encouraging, facilitating and incentivising innovation in the sector.

European CT: 2015 a tough, but positive year

(Source: UIRR, 24th May 2016) European Combined Transport (CT) and UIRR Operators realised positive results in 2015: a 0.75% increase in consignments was coupled with a substantial 5.23% increase when measured in terms of tonne-kilometres, while UIRR, the industry association of the sector, increased its membership by adding 4 Operator and 3 Terminal members. Longer distance unaccompanied CT turned a strong performance - especially when including intercontinental relations (towards Asia) - delivering growth of 7.6%. Shorter distance (domestic) CT-chains and Rolling Motorways (RoLa), on the other hand, suffered a contraction of around 5%. The average distance covered by a CT consignment expanded in 2015 to 882 kilometres. The year-closing UIRR General Assembly on 19th May started with a consultation between Transport Commissioner Violeta Bulc and the CEOs of UIRR Member companies. UIRR President Ralf-Charley Schultze presented the Commissioner the freshly published Position Paper on the need to comprehensively amend Directive 92/1061. Commissioner Bulc laid out the transport vision of the European Commission and explained in detail its intermodal aspects, which include

- the strong encouragement of Member States to implement the user-pays and polluter-pays principles,
- 2018-19 to be the years of focusing on linking of modes, multimodality and intermodality,
- DG MOVE will launch a full-scale impact assessment and public consultation to prepare the amendment of Directive 92/106 - the entire sector is urged to actively participate.

In response to questions from UIRR Members, the Commissioner clarified that:

- The optimal solution to decarbonising freight transport remains a question (electricity vs. oil) to be published in the EU Decarbonisation Strategy expected in July; the energy independence of the EU is a priority.
- The Commission views digitalisation as holding big potential, the threshold between proprietary (private) data versus what should be made public under the open data initiative will have to be determined.

UIRR inaugurated seven new members into the association: Ambrogio Trasporti (Italy), IMS (Austria), Rail Cargo Operator CSKD (Czech Republic), T3M (France) as CT Operator members, while Railport Arad (Romania), RCT BILK Terminal (Hungary), and ÖBB Infra's Terminal Service Austria as CT Terminal members. During the afternoon, Mr. Hinne Groot, from The Netherlands' Ministry for Transport and the Environment presented the achievements of the Dutch Presidency concerning transport:

- Reaching the ultimate consensus on the Fourth Railway Package,
- Advancing the issue of rail noise, and
- Developing a sector and a political statement on the future of Rail Freight Corridors, which will be presented on 21st June in Rotterdam.

Members discussed the results of the annual member satisfaction survey, the work of the six interest groups, the development of membership in the association and the status of achieving the long-term strategic aims adopted last year. The overall objectives of UIRR, established by the Extraordinary General Assembly of 5 December 2014, were reconfirmed: accordingly UIRR will strive to promote, enhance and support European CT for the sake of growing its market share on the grounds of technical merit and management excellence.

ECG Office



Mike Sturgeon
Executive Director
T: +32 2 706 8282
mike.sturgeon@ecgassociation.eu



Cliona Cunningham
External Relations
Manager
T: +32 2 706 8285
cliona.cunningham@ecgassociation.eu



Oleh Shchuryk
Research & Projects
Manager
T: +32 2 706 8279
oleh.shchuryk@ecgassociation.eu



Szilvi Kiss
Research & Projects
Manager
T: +32 2 706 8284
szilvi.kiss@ecgassociation.eu



Giulia Semeghini
Communications Officer
T: +32 2 706 8280
info@ecgassociation.eu



Federica Boddi
ECG Survey Project
Co-ordinator
T: +32 2 706 82 86
temp@ecgassociation.eu



External:
Tom Antonissen
EU Affairs Adviser
T: +32 2 706 8283
tom.antonissen@ecgassociation.eu

PRESS RELEASES

Positive numbers for Stena Line in this year's sustainability report

(Source: **Stena Line**, 20th May 2016) Stena Line's strategic efforts within the sustainability area focusing on reducing the environmental footprint continue. Stena AB's sustainability report for 2015, which has now been published, shows reduced fuel consumption and lowered emissions for the shipping companies within Stena. Stena Line exceeds the targets for reduction of emissions of sulphur and CO₂.

One of the largest changes for the shipping industry was conducted in the beginning of 2015 as new tough regulations on sulphur emissions was introduced for ferry operators in Northern Europe. This regulation means that the permitted emission levels of sulphur from vessels has been reduced from maximum 1 percent to 0.1% within the SECA area from 1st January 2015.

For Stena's shipping companies, with 93 vessels operating all over the world, the new rules have resulted in a reduction of over 4 000 tonnes sulphur from 2014 to 2015, which equals a reduction of 15%. For Stena Line's 34 vessels operating in Europe, whereof 24 within the SECA area, the total emissions of sulphur has been reduced by 53%.

"Sustainability is a strategic priority for Stena Line. Focus on sustainability is not only important for Stena Line, but for the entire industry that needs long term sustainable fuel options to maintain competitiveness. We are currently conducting several initiatives on finding alternative fuels within Stena. Our methanol project on Stena Germanica is one example. We are also looking at battery powered vessels, which is starting to become an interesting option for shipping," says Carl-Johan Hagman, CEO at Stena Line.

Stena's shipping companies are since 2005 driving a dedicated programme, called the Energy Saving Programme (ESP), to reduce the fuel consumption. The target is a reduction of 2,5% annually and the result for 2015 was a reduction of 2,8%. For Stena Line the efforts led to a reduction of fuel consumption of 4% per nautical mile and a reduction of CO₂ emissions of 2,5% nautical mile.

"We have a broad scope and drive several different initiatives to reduce our fuel consumption within ESP. It covers everything from changing bulbs and propellers to enable our ferries to sail with reduced water resistance, to using digital solutions such as our Fuel Management System, where we collect a huge amount of data from the systems on board our 34 ferries that is then used to optimize operations. The target is a reduction of CO₂ emissions by 35% per nautical mile by 2030," says Erik Lewenhaupt, Head of Sustainability.

VucaFrame website launched



(Source: **VucaFrame**, 24th May 2016) UNIT45 B.V. (and Van Uden) are launching their VucaFrame® website this week. The VucaFrame is an innovating car frame based on an ISO shipping container dimension. Because both

companies believe that this product will change the way that the Finished Vehicle Logistics are done, they decided that a dedicated website should be available for everybody. All relevant information about the frame is found on the new website www.vucaframe.com. You are cordially invited to visit our website and sign in to our newsletter so you will be updated about the latest news.