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NEWS FROM BRUSSELS

Vehicle Logistics sector must evolve digitally to maximise efficiency and meet changing customer demand

(Source: ECG, 28th October 2016) A record-breaking 270 delegates, including an unprecedented representation of car manufacturers, gathered together on 20/21st October in Hamburg, Germany for the annual conference of the Association of European Vehicle Logistics (ECG). Here they heard that the industry must embrace the accelerating shift towards digitalised processes and e-commerce in order to meet changing customer expectations and ultimately survive. The vehicle logistics sector must keep pace with the innovative rapid technological development in the wider automotive industry. However, legal uncertainty and a lack of uniform implementation of existing European and International legislation is currently hampering the implementation of innovative processes.

ECG is committed to digitalisation of the supply chain and is working closely on this issue with car manufacturers through its prominent Finished Vehicle Logistics Industry group. This active steering group, consisting of OEMs and LSPs, also met on 20th October and were supported in their discussions by American association AIAG - the Automotive Industry Action Group. The FVL Industry group addresses, through its sub-groups, four key issues - digitalisation, capacity, quality and lobbying. The digitalisation group prioritises all modes of electronic documentation, transparency in the supply chain, electronic booking systems and cyber-crime. The capacity group focuses strongly on improving efficiency in the supply chain through bilateral co-operation between OEMs and LSPs on standardised forecasting, increased transparency and the optimization of new and existing technologies to address the issues of capacity and empty mileage. However, a lack of standardisation at European level regarding multimodal transport e-documents is providing an unnecessary barrier to the seamless and flexible transport logistics ECG Members wish to provide.

The legislative framework for digitalising logistics processes in the EU is already in place. The United Nations’ e-CMR Protocol (2011) provides for the use of electronic consignment notes for international road transport and allows for a more efficient and competitive alternative to the current paper-based practice. However, only 9 EU Member States + Switzerland have ratified this international treaty to date which hampers significantly the digital evolution of the logistics sector. e-CMR can only eliminate paper processes if all countries which goods pass through adopt it. Most notably, Germany, the EU’s largest vehicle producer and automotive market and a major logistics transit country has not yet ratified the protocol.

ECG welcomes the recent adoption by France of the e-CMR protocol on 5th October and calls upon the rest of Europe to also do so as quickly as possible. ECG President, Wolfgang Göbel, stated “ECG fully supports e-CMR, which would be a major step in reducing paperwork and costs in vehicle logistics. The industry is ready to go paperless as soon as Europe fully embraces this”.

Evolution towards digital processes and documentation, in particular electronic proof of delivery (ePOD), is equally a priority for car manufacturers, who were represented in large numbers at the conference. Speaking to the packed audience, Chris Godfrey, General Manager for outbound engineering at Renault Nissan’s Alliance Logistics Europe urged LSPs to meet changing customer expectations through the effective use of telematics in the supply chain. “I want to run the entire Alliance Logistics business without paper” he stated, a statement fully supported by ECG and its almost 100-strong membership of leading vehicle logistics companies.

ECG Note: The presentations, and the photos of the event, along with the press release, the press coverage and a summary, kindly provided by the Automotive Logistics group, can be found on the ECG website.
Car emissions inquiry looking for answers from German authorities
(Source: European Parliament, 20th October 2016) The inquiry committee into emission measurements in the car industry (EMIS) continued its work on Thursday morning by hearing Alexander Dobrindt, the German Federal Minister of Transport and Olaf Lies, Lower Saxony’s State Minister for the Economy, Labour and Transport. Mr. Dobrindt briefly outlined the steps taken by German authorities after the emissions scandal broke in September 2015: the ministry of transport established an investigative committee which re-checked whether Volkswagen and other diesel models complied with pollution limits. The ministry ordered a recall of more than 2.4m VW cars to have revised engine software retrofitted, while an additional 630,000 vehicles from other manufacturers which were “optimised” for type approval tests will eventually also have their emission control systems overhauled. Asked by members whether the EU legislation is too vague about “defeat devices”, he explained that it should be clearer regarding possible exceptions (such as switching off), and allow them specifically only in very rare cases where the manufacturer can prove there is no other technology available to protect the engine. Mr. Dobrindt also rejected the possibility of a class action by consumers to demand compensation from VW because, he said, there is no legal basis for it. He nonetheless agreed that type approval emission tests should be made more realistic and checks on cars already on the road should be stricter, including random “doping” tests to prevent manufacturers from making cars that pollute within the limits only in laboratories. Mr Lies explained VW’s importance as the biggest employer and strategic partner in Lower Saxony, where it has its headquarters. The Lower Saxony region is also VW’s second biggest shareholder Mr Lies is a member of the company’s supervisory board. He emphasised that neither the board nor the regional authorities had any prior knowledge of cheating in emission tests on diesel engines, but said that since September 2015 a thorough investigation has been under way, the results of which should be published by the end of this year. Mr Lies had to explain in detail the role of supervisory board, which he said cannot take day-to-day decisions on how the VW is managed but does have a say in long-term strategic discussions, such as the move to electric mobility, which will also result in fewer jobs. He agreed that market surveillance will have to be stepped up with more staff, but he too rejected the possibility of blanket compensation for owners of VW brands cars in Europe.

Petrol cars allowed to exceed pollution limits by 50% under draft EU laws
(Source: EurActiv, 15th October 2016) Campaigners say that a simple €25 filter could drastically cut the pollution, but The Guardian has learned that car-makers have instead mounted a successful push for loopholes and legislative delay. Bas Eickhout, a Green MEP on the European Parliament’s environment committee and dieselgate inquiry panel, promised action to ensure that the lessons of the VW scandal were learned. “With this ridiculous proposal, the EU’s member states are again trying to dilute EU laws at a terrible cost to human health. We will call on the European Commission to come to the European Parliament and explain themselves on this issue,” he said. Particulate matter (PM) is the largest single contributor to the estimated 600,000 premature deaths across Europe from pollution-related heart and lung diseases each year. Children and the elderly are worst affected, and the associated health costs could be as high as €1.6 trillion a year in Europe, according to the World Health Organisation. Although exhaust fumes from diesel and petrol engines are one of the largest sources of particulates emissions, most EU member states support raising the EU’s pollution standard 50% above the legal limit set down in the Euro 6 regulation. Behind the scenes, vehicle makers have pushed strongly for a staggering 300% over, according to material seen by The Guardian. The draft regulation is still being discussed by EU member states and the auto industry has not given up hopes of
Booklet on national legislation for car transporters published

A comprehensive booklet has been assembled by ECG on the laws of each EU Member State referring to car transporters.

The booklet is designed to help ECG and its members lobby for the long-standing aim of the Association: at least 20.75m loaded length within the European Union.

The new publication can also be a precious tool for our members to settle any eventual litigation with the police as the document contains the legislative text also in the original language.

The well-known maximum loaded length table has also been updated and included at the end of the document.

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

AUTOMOTIVE INDUSTRY

Nissan to make new car models in UK as economy defies Brexit fears

(Source: The Guardian, 27th October 2016) Nissan will build the next Qashqai and X-Trail models at its Sunderland factory, safeguarding more than 7,000 jobs, in the first major investment decision in the car industry since the Brexit vote. The Prime Minister hailed the decision as a vote of confidence in Britain. “It is a recognition that the government is committed to creating and supporting the right conditions for the automotive industry so it continues to grow – now and in the future,” said Theresa May. The announcement came as new figures showed the economy fared far better than expected in the immediate aftermath of the Brexit vote. In the first official verdict on how the economy has performed since Britain voted to leave the EU, the Office for National Statistics said GDP grew by 0.5% in the third quarter. This was down from 0.7% in the previous three months but well ahead of City forecasts of 0.3%. Nissan’s Chief Executive, Carlos Ghosn, has been lobbying May’s government for guarantees after the 23rd June referendum. He said on 27th October that government support and assurances had led to the decision to manufacture the Qashqai and X-Trail SUV models in Sunderland. The X-Trail is an unexpected addition. Ghosn said: “Our employees there continue to make the plant a globally competitive powerhouse, producing high-quality, high-value products every day.” He had previously said future investment in Britain’s biggest car factory depended on a guarantee of compensation if the UK struck a deal with European allies that led to tariffs on car exports. Unite, Britain’s largest union, called on the government to support other carmakers to ensure they...
continue to invest in the UK. Its assistant general secretary, Tony Burke, said: “Nissan’s decision is a massive vote of confidence in the skills and expertise of a world-class workforce and testament to their hard work which has made the Sunderland plant one of the most productive in the Nissan family. “A source for decent jobs, skills and innovation, it is vital that the government supports the car industry and secures tariff-free access to the single market to ensure other manufacturers follow Nissan’s lead and invest in the UK car industry.”

Mike Hawes, who heads up the Society of Motor Manufacturers and Traders, also called for more guarantees from the government. “We need government to provide public assurance to investors that our advantages will be maintained – namely, a competitive business environment, the ability to recruit talent from abroad and the continuation of all the benefits of the single market as we leave the EU.”

**BMW outlines plans to transform logistics efficiency**

(Source: Automotive Logistics, 21st October 2016) Speaking at a logistics conference in Berlin this week organised by the German federal logistics association BVL, Oliver Zipse, BMW board member for production since last year, said that “BMW’s production process is today mainly centrally controlled and managed, with logistics driving our production in accordance with the wishes of customers.” “We are working towards a reorganisation of production processes by connecting all the work flows in logistics. The idea is that, through digitalisation, our global value chains will be more transparent. In the long term, we want to move away from central steering towards the self-steering of objects in the supply chain. For BMW, this transformation is set to start from the customer order, and move through the supply base, the factory line side, and outward to dealers and customers. Some aspects of the change are likely to be relatively uncontroversial and represent a continuation of current processes, like the use of RFID or telematics technology to improve material and vehicle visibility. In other areas, however, BMW has mapped out automation processes that would potentially replace some jobs staff carry out today, including moving material within warehouses and factories, delivering to the assembly line and handling finished vehicles in yards and ports. Zipse admitted such new approaches would depend on secure and standard data interfaces that would allow the OEM, its tier suppliers and the material and equipment in the supply chain to communicate via digital cloud networks. Despite the likely reduction in manual labour and human decision-making, Zipse insisted that this transformation would depend on close partnership in the supply chain with suppliers and logistics providers. “We cannot go it alone – 70% of the value creation in our vehicles is done with suppliers,” he said. BMW is moving towards a more digitally based order and supply chain management system, he said. Customers will increasingly choose their vehicles and options online. From there, he described a production planning and supplier order process that would largely be automated. “The [customer] order will appoint itself in the production system, allocate itself to the proper plant, and establish a delivery time to dealers,” he said. “The necessary parts supply orders will also be automated, with the parts needed controlling transport to their necessary delivery sites.” Along with an automatic order process – aspects of which are already in place at the carmaker – BMW’s parts and vehicles will communicate across the logistics chain, according to Zipse. For example, the use of ‘smart containers’ will show information in real time about inventory, location and the conditions of parts and materials in the supply chain, with all the data captured in the digital cloud. Weather, strikes or other potential disruptions will also feed into the cloud, allowing BMW to reroute freight or charter emergency transport before it is too late. Finished vehicles, meanwhile, will increasingly use in-vehicle telematics to broadcast their information to logistics providers, dealers and customers. Once built, it will effectively be the vehicle that tells a carrier to pick it up, for example. The vehicle will also schedule itself into body shops for customisation or changes. Since last year, BMW has been running a number of trials in which it uses vehicles’ built-in telematics and infotainment systems to track locations and
diagnostics, part of a project called ‘Connected Distribution’. A future version of the plan would also incorporate driverless functionality in the distribution chain, from self-parking and loading to the use of driverless trucks.

Škoda Kodiaq production launch in Kvasiny
(Source: Automotive Purchasing Supply Chain, 24th October 2016) "We are pleased that it’s now underway. The series production launch of the Škoda Kodiaq is an emotional moment for the entire company and especially for our colleagues in Kvasiny," said Škoda Board Member for Production Michael Oeljeklaus. "Over the last few months, the whole team has been preparing for the start of production of our new SUV model.” The brand is strengthening its position in the world’s fastest growing market segment with the Škoda Kodiaq. From February 2017, Škoda’s latest model will be showcasing all the brand’s strengths: with a distinctive design and an exceptional amount of space, with practical intelligence and innovative technologies that would usually only be found in higher vehicle classes. Orders can now be placed for the new SUV in many markets. The manufacturing facilities in Kvasiny have been extensively modernised and expanded for the production of the Czech automobile manufacturer’s latest models. In addition to the newly commissioned car body construction and the conversion of the assembly line, the paint shop and logistics areas have also been expanded. Kvasiny is one of Škoda’s three production sites in the Czech Republic. Approximately 5,900 people are currently employed there, making the plant one of the largest industrial employers in the Hradec Králové region. The plant is currently undergoing the most extensive modernization and expansion in its history. Over the next few years, the production capacity of the East Bohemian site will increase to 280,000 vehicles annually. In this context, Škoda will be creating jobs for around 2000 specialists and investing some 7.2 bn Czech crowns into the expansion of the Kvasiny plant by 2018. Besides the Kodiaq, the Superb and Yeti models currently run off the production lines at the Kvasiny site. In 2015, around 142,000 vehicles were produced here. The automobile plant was founded 82 years ago.

Volkswagen Commercial Vehicles opens new plant in Wrzesnia
(Source: Automotive Purchasing, 24th October 2016) On behalf of the Volkswagen Group, Andreas Renschler, CEO of Volkswagen Truck & Bus and member of the Board of Management of Volkswagen with responsibility for the business area of commercial vehicles, thanked everyone who participated in the construction project for their excellent work. Renschler gave special thanks to the employees: “Building the new plant in record time demonstrates the excellent team spirit of all of our employees at VW Commercial Vehicles: clear goals, joint implementation and resuming made the ambitious project successful.” Renschler underscored the importance of the new Crafter and the new plant (220 hectares = 2.2 km²) for the strategic alignment of the VW Commercial Vehicles group: “Our redevelopment of the new Crafter and our newly constructed plant with an annual capacity of 100,000 units positions us better than ever in the growing market of large vans.” The new factory also highlights a new partnership in automotive manufacturing between VW Commercial Vehicles (Crafter) and MAN (TGE) – two brands within VW Truck & Bus. Lower Saxony Minister President Stephan Weil took part in the opening ceremony as a member of the supervisory board. He was visibly impressed by the new factory and conveyed best wishes from the government of the German state of Lower Saxony. “As you know, the automotive industry finds itself in a state of transformation. Everything that I have seen here makes me confident that this production site will be fit for the future,” said Weil. “I wish the employees much success in the tasks that await us in upcoming years.” Dr Eckhard Scholz, Chairman of the Board of Management of VW Commercial Vehicles, stated that the brand confidently mastered a “dual challenge” – namely developing an excellent van while simultaneously building its advanced production site. “We are proud of the precise and on-schedule implementation of this project, and above all of the people who made it happen. They all had a hand creating a tool for better communication among ECG members was the rationale behind the creation of the ECG members’ Forum. As the ECG Secretariat often received questions from members that were of general interest, we decided to launch a tool where members can raise an issue and directly share it with other members.

What is the Forum for?
• Sharing best practices among members
• Seeking for advice from other ECG members on legal, operational, quality issues or even on regional topics
• Giving feedback on topics that are of interest to other members

How it works?
• You should have your personal login for the ECG website
• If you don’t yet have a personal login, please ask for one from the ECG Secretariat
• The personal login is needed as the post on the Forum will be linked to your name
• Please read the legal disclaimer before using the Forum
• The language of the Forum is English

We hope ECG members will start using the Forum on a regular basis!

If you have any suggestions on how to improve the Forum, please contact the ECG Secretariat with your ideas.
attaining this challenging goal. I would like to express my honest thanks to you. This kind of commitment serves as a model for the future of our brand. Just a few weeks ago, the Crafter was named “International Van of the Year 2017” by a renowned committee. This shows that we are on the right path with our vehicle and our factory. “Now we need to turn our focus to the future, to the challenging production launch and other upcoming challenges.” Jens Ocksen, Chairman of the Board of Management of VW Poznań, explained that the new plant represents a combination “of excellently qualified and highly motivated employees with advanced, efficient and ergonomic production processes.” He also noted that the plant had become one of the largest construction sites in Europe. He said that he is proud of his team, who raced from milestone to milestone and delivered top quality. “None of this will change during the ramp-up of the plant either,” assured Ocksen. In addition to the concept, constructions, building equipment and production processes, environmental considerations, social and cultural aspects were consistently and continually considered as well. “We have implemented many innovative solutions. The Września plant was built with an eye to the future – it features the latest technology while being environmentally efficient.” Just recently, it received an award from the German Sustainable Building Council for its new buildings, exemplary green areas, social amenities and production facilities. About 3,000 people are employed at the new plant. Many new jobs were also created in the vicinity of the plant by developing the supplier network and the service provider sector. The Września production site is by far the largest foreign investment to date in Poland with a volume of €800m for the construction and production facilities.

EUROPE

France moves to electronic CMR
(Source: IRU, 24th October 2016) France becomes the tenth European country to accede to e-CMR – paving the way for easier and more efficient shipment of goods, facilitating trade and preparing for fully digital road transport operations. Umberto de Pretto, IRU Secretary General said, “IRU welcomes the news that France has acceded to the e-CMR protocol, and calls upon those governments who have not yet done so, to consider a move to electronic CMR, as it brings distinct advantages. The application of the protocol and use of electronic consignment notes is faster, more efficient and more competitive than the current...
FERREMED holds a “Trans-Eurasian railway connections and multimodal links in EU and neighbouring countries” on 10th November

The European Logistics Platform organises the First ELP Forum - The Future of Logistics, on 15th November

The Europe of Freedom and Direct Democracy Group is organising an event on the “EU Legislation on Transport” on 17th November

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

DHL has launched a new digital logistics solution it claims will “disrupt the traditional road freight business” in Europe

(Source: Lloyd’s Loading List, 20th October 2016) Cillox is the brainchild of DHL Freight, the integrator’s road freight service provider in Europe. “100 transport providers have been testing with us during the pilot phase and 250 have signed up to test with us for the rest of the year,” the spokesperson told Lloyd’s Loading List, adding that DHL would be one of the carriers as well as a shipper within the Cillox network. Transport companies and carriers would both benefit from the new business model, according to Amadou Diallo, CEO, DHL Freight. “With Cillox, DHL offers a solution to promote the digitalization of the logistics industry and disrupt the traditional road freight business,” he added. “The launch of the platform is a result of our strategy 2020 and promotes further growth due to its innovative and agile business model.” According to DHL, shippers using Cillox will no longer need to deal with challenges such as lengthy price inquiries and comparisons or unreliable providers. Instead they will have end-to-end control of their shipment processes within a single platform and can pay, manage and track their shipments using a dashboard. Transport providers will profit from guaranteed fast payment with streamlined invoicing and payment processes that improve accuracy. They will also be able to market their company’s assets to an expanded customer base to locate suitable loads to further optimize fleets. Early user testing during the pilot period in September had showed high customer satisfaction, said DHL. “Cillox enables companies to find a suitable transport service provider at the touch of a button,” said the company. “The platform seeks to address common problems while searching for an appropriate and reliable transport service provider, such as lengthy price inquiries and comparisons, or delays in the Proof of Delivery process, by offering instant access to a large number of DHL pre-qualified and peer-rated providers for fast quotes and easy transport booking.” The software supporting the platform is also designed to evolve in response to users’ needs and feedback. “After the initial launch, further functionalities will be added gradually, including a real-time chat option and mobile document scanning via the mobile app,” said DHL.

Kiev Resolution highlights sustainable transport

(Source: IRU, 20th October 2016) IRU embraces innovation and change in Kiev at the 17th International Road Transport Conference. Setting the stage for the global road transport community to improve efficiency, professionalism and road safety, the event initiated the adoption of the “Kiev Resolution” for sustainable transport. The resolution advocates a move towards paperless trade and a fully digital global transit system. It promotes UN resolutions on sustainable multimodal transit corridors and road safety and supports freedom of transit and the creation of favourable conditions for international road transport. Striving for international
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best practice, it is aimed at national governments, international organisations and sustainable road transport stakeholders. The event, held jointly by IRU and the Association of International Road Carriers of Ukraine (AsMAP UA), hosted over 502 industry leaders and policy makers from 18 countries, to examine practice-oriented solutions, focusing on trade, transport and logistics facilitation. New services were presented, promoting direct partnerships between freight operators and shippers, and seminars were held on legal aid and professional training. Speaking at the conference, IRU President, Christian Labrot, said, “If we want to succeed in our interconnected world, we need to embrace innovation and change to move forward on this challenging path by working together.”

FTA Driver Shortage Report: analysis highlights reliance on EU nationals
(Source: FTA, 27th October 2016) A new analysis of professional drivers by the UK’s Freight Transport Association (FTA) shows a drop in driver shortages across the UK but highlights the sector’s reliance on staff from the European Union. The independent ‘Driver Shortage: issues and trends’ report, prepared for FTA by RepGraph Ltd, calculates the shortfall between the number of registered HGVs and the number of qualified drivers is 34,567 - back to the pre driver crisis levels of 2012. This is attributed to an increased number of employed truck drivers and rising salaries, on average twice the rate of inflation through overtime and bonuses. However, FTA says the challenge for vehicle operators is far from over with only 530 unemployed drivers claiming benefit in August 2016, meaning there is no pool of qualified drivers on which employers can draw. This is especially relevant at peak times, such as the run-up to Christmas. Uncertainty over Brexit, poor roadside facilities for drivers and the high cost of licence acquisition are all impacting on the sector. FTA Deputy Chief Executive James Hookham said: “The report highlights the industry’s reliance on EU nationals, with more than 30,000 – 10% of the entire driver workforce – currently employed in the UK. “The uncertainty about their employment rights and status once Britain leaves the EU is a major concern for businesses. We urge the Government to ensure its Brexit negotiations afford special status to logistics and allow for this employment to continue so that the industry is not hit by another driver shortage crisis. “We also need better roadside facilities - especially if we are going to attract more women into the industry - and more help from government with the cost of acquiring a vocational licence, which is often cited as a barrier to recruitment.” Encouragingly, the report shows the average age of newly qualified drivers is 34 (compared with 48 for the overall driver population) meaning over half of those who took a HGV driving test last year were under the age of 35. And women who take the test are still more likely to pass it than men!

Port of Calais welcomes start of Jungle clearance
(Source: Lloyd’s Loading List, 24th October 2016) As more than 1,200 police and officials began an operation to clear the migrant camp close to the port, Port of Calais CEO Jean-Marc Puissesseau said the moves were welcomed, but warned that the French authorities would need to maintain a strong police presence around the port in order to prevent the migrants returning in numbers. The camp has been housing at least 7,000 people in squalid conditions. Freight organisations including the UK’s Freight Transport Association (FTA) have also welcomed plans to close ‘the Jungle’ camp in Calais and move the migrants to reception centres across France, moves that reflect a long-standing appeal by the FTA. Following the announcement last month of plans to close down the camp, the FTA described it as “the only way to combat the crisis in Calais”. FTA said it had been calling on the French government to act quickly on its commitment to dismantle the Calais migrant camp situated adjacent to the A16 – the main road approaching the port area, and was pleased to hear the President’s comments. Other plans to increase security for HGV drivers at Calais include a secure waiting and parking area for more than 800 trucks; changes to infrastructure ensuring better accessibility; and improved movement of traffic making it safer
and faster for drivers entering the area. Security around the Nord-Pas de Calais has been a major concern for FTA on behalf of its members and their drivers, who it said had been “continuously subject to violent attacks by migrants attempting to board trucks to get to the UK”. FTA said strengthened security by creating a new secure zone in the port would remove the threat to truck drivers once and for all, rather than just tackle the symptoms.

FTA says Juppé’s call to move border would cause cross-Channel chaos
(Source: Freight Transport Association, 21st October 2016) The Freight Transport Association (FTA) has stressed the importance of retaining border controls in Calais in the wake of comments by presidential candidate Alain Juppé that they should be moved back to Dover due to the ‘disastrous’ image that the migrant issues are presenting of Calais and France. FTA has consistently called for the Le Touquet Treaty to be maintained following Britain’s vote to leave the EU in June. The agreement, which has been in place since 2003, allows Britain to carry out checks in Calais to stop migrants trying to get to Britain, while French counterparts can do the same in Dover. Chris Yarsley, FTA’s EU Affairs Manager, said: “Moving controls back to Dover would cause cross-Channel chaos and would significantly impact on the frequency of crossings. The layouts of both the Port of Dover and the Folkestone Channel Tunnel terminal would need to be completely redesigned and the number of sailings and shuttles would be limited to the rate at which passport and immigration checks could be completed upon arrival.” FTA says the arrangement is mutually beneficial and any change would be a signal to people smuggling gangs to continue targeting commercial vehicles and their drivers in an effort to reach Britain via the Port of Calais and the Channel Tunnel. Mr Yarsley said: “Scraping the Treaty and the juxtaposed controls would be short-sighted and counter-productive. FTA repeats its long-held message that attention should be placed on securing the road network on the approaches to the Channel terminals rather than moving the border. “Under international obligations, France is responsible for all asylum claims made on its territory and it should put in place suitable arrangements to allow this to take place.” FTA has long called for proper processing of the 10,000 migrants currently in the Jungle Camp to identify genuine asylum seekers and ensure they get the help they need. The French government has committed to clear the site and relocate its inhabitants to reception centres across France over the next few weeks and FTA anticipates migrants will make desperate last-ditch attempts to board trucks before they are moved.

Port Challenge Barcelona, committed to innovation and entrepreneurship
(Source: Maritime Logistics Professional, 24th October 2016) Innovation and technology use have become a competitive factor for the transport and logistics sector. The Port of Barcelona is a pioneer in applying technology solutions in its various areas (commercial, logistics and citizens). The aim is to generate efficient services that provide competitiveness to the sector and value for its customers while ensuring that logistics and port activity grow sustainably. Barcelona, Spain’s top port and one of the first in Europe to promote an initiative of this kind, is now also getting involved in developing and financing tools to respond to the demands and needs for modernisation and competitiveness of the local logistics sector.

30 transport associations call on the European Parliament and the Council to approve the Commission proposal for the review of the Multi-Annual Financial Framework
(Source: ESPO, 20th October 2016) 30 European transport associations, representing infrastructure managers, operators, local authorities, users and equipment suppliers in the maritime, inland waterways, railways, road, cycling, aviation and intermodal sectors, call on the European Parliament and the Council to approve the Commission proposal for the review of the Multi-Annual Financial Framework. The proposal foresees an increase of €1.4bn for the Connecting Europe Facility (CEF) budget. The current proposal would contribute to enhancing the role of transport as an enabler of economic growth and job creation, which at the moment employs directly and indirectly 20 million people (10% of total EU employment). Nonetheless, the transport sector warns that this cannot be considered sufficient to complete the Trans-European Network for Transport (TEN-T). The Connecting Europe Facility (CEF) is the financial lifeline of the TEN-T network. From a CEF total budget of €31bn (2.8% of the overall MFF), only €2bn are left to co-fund transport projects of high European
added-value until 2020. Due to an insufficient EU budget for transport and a significant reduction in national public investments, a large number of high-quality projects in the transport sector had to be rejected. European citizens and customers require safer, ever more secure, reliable, efficient, green, multimodal and smart mobility but also better connectivity between nodes and modes of transport. This can be made possible by modernising the transport sector and completing the TEN-T network.

The full article can be read at the ESPO website.

PRESS RELEASES

Koopman starts vocational school for truck drivers
(Source: Koopman Logistics Group, 20th October 2016) On 17th October Koopman Logistics Group in Noordhorn started, in co-operation with the Noorderpoort College in Groningen, a vocational school for truck drivers. The students get the opportunity to get acquainted with all different aspects of the logistic process at Koopman. Koopman offers the students the perspective of a job after completing their study.

HR Director Marjo Trouw is happy about this step: “The shortage in drivers is growing enormously. The job of a driver has to be made attractive and should provide perspective. In my opinion companies should take their responsibility regarding the training and education of drivers. During their course, all students will get acquainted with the entire process. The job of a driver is more than just driving a truck. It is important that the students get to know how a planning department functions, how our garage is organised as well as how the sorting process of parcels works.”

Koopman co-operates with the Noorderpoort College in Groningen and the Sector Institute Transport and Logistics (STL). The Training of skilled truck drivers at Noorderpoort College is brand new. The students go to school for one day a week. They can acquire their HGV licence as well as a code 95 certificate at a reduced rate. A student starts at one branch of Koopman with an internship of four to six weeks. After this period, he goes to another branch of Koopman. At the end of his study the student did get a wide angle view of the Koopman activities and his or her possible place of work over there.

In the southern part of the Netherlands, Koopman organised speed dates in co-operation with traffic school Blom as well as several different communities. Presently it looks like three students who participated in the speed dates will start very soon with a job in one of the Koopman Cargo branch offices in the southern and middle part of the Netherlands.

The first company to use ten new Stralis NP vehicles powered by liquefied natural gas for the transportation of vehicles
(Source: Iveco, 20th October 2016) Iveco has signed an agreement to supply ten Stralis AS440S40T/P LNG vehicles to i-FAST-Automotive Logistics, a company that boasts a wealth of experience in the vehicle transportation sector.

This will be the first delivery in Europe of vehicles for LNG-powered car transport, further confirming Iveco’s commitment to sustainability. This supply contract is testament to the extreme versatility of the New Stralis Natural Power (NP) and is the result of the strong collaborative relationship that has developed between the two companies that share a common goal - to improve sustainability in road transport.

The New Stralis NP is the first natural gas vehicle designed for long-haul missions. It features the Hi-Way cab, the 400 hp Iveco Cursor 9 engine, Eurotronic gearbox and two LNG tanks, each with a 540 litre capacity, for a range of up to 1500 km. The clean fuel used on these vehicles means that they can freely access urban areas where increasingly stringent noise and pollution restrictions are being introduced.

In recent months, i-FAST-Automotive Logistics has tested the AT440S33T/P C-LNG model, which is equipped with tanks for both liquid and gaseous natural gas. They submitted the vehicle to a series of precise and prolonged trials across different routes of increasing length and difficulty in northern and central Italy.

In light of the excellent results of these tests, i-FAST Automotive Logistics decided to become the first carrier in the industry to offer this type of sustainable, low environmental impact transport. This decision was also based
on the expected short term developments in the Italian distribution network: there are currently six LNG stations in Italy, but new liquid natural gas distribution units are planned for later this year, bringing the total number to ten.

i-FAST Automotive Logistics sees the new Stralis Natural Power, which will be used mainly for transporting and distributing cars on the Italian territory, as a competitive offering for its customers that has the added advantages of providing a sustainable service in terms of environmental impact and business profitability. Iveco has confirmed its position as an ideal partner for sustainable transport by enabling i-FAST-Automotive Logistics to realise its ambitious plan to increase the number of alternative fuel vehicles in its fleet, making it greener, more sustainable and above all, more competitive.

i-FAST Automotive Logistics is part of FCA Group, leader in Italy and Europe in the road transport of vehicles. It operates a modern fleet of car transporters featuring innovative telematics systems and advanced security technology with a team of highly-qualified drivers.

This agreement is a further confirmation of the success of Iveco’s pioneering vision that, over the last twenty years, has set the company apart in the natural gas vehicle sector. Today, with a range of products dedicated to all market sectors - from local distribution to international transportation - Iveco has consolidated its position as leader in the European natural gas market with the Daily, Eurocargo and Stralis vehicle ranges.

**ABP’s Humber ports complex shortlisted for North of England Transport Awards**

(Source: **ABP**, 26th October 2016) Immingham Renewable Fuels Terminal is just one of the innovative projects which helped ABP secure its place on the shortlist of the inaugural North of England Transport Awards.

ABP’s Humber ports of Hull, Goole, Grimsby and Immingham have been collectively shortlisted for the North of England Transport Awards.

The ports, which were entered as a complex, were nominated for the Seaport of the Year Award and will compete against PD Ports’ Port of Liverpool at the awards ceremony, which will be held at the Midland Hotel in Manchester in December.

The inaugural North of England Transport Awards have been organised by Transport Times magazine to bring the industry together to celebrate its achievements in providing efficient, high-quality transport services across the region and to encourage innovation to promote best practice throughout the north of England.

The Humber ports have been shortlisted for the innovative approach taken by ABP in responding to market demands and the needs of its customers.

ABP Director Humber, Simon Bird said: “We felt the Humber ports as a complex were worthy of nomination for the North of England Transport Awards due to the levels of investment and innovation that are currently taking place within our operations.

“Projects such as Immingham Renewable Fuels Terminal and the Alexandra Dock development in Hull are truly pioneering enterprises and represent significant investment in vital national infrastructure, which help us contribute over £2 billion to the UK economy and support 23,000 jobs in the region.

“We’re delighted to have made the shortlist and we’re looking forward to seeing the winners revealed in December.”

A spokesperson for the Northern Transport Awards judging panel said: “We received over 100 entries from right across the North of the country. The quality of entries was extremely high resulting in fierce competition for a place on the shortlist and we congratulate those who will be competing for awards on the 7th December.”