



New IMO rules must not endanger Vehicle Logistics sector's capacity to move cars

EEXI approach poses challenges to the recovery of automotive industry

New rules from the [International Maritime Organisation](#) (IMO) could have a dramatic impact on the automotive logistics sector ability to move cars warns [ECG – The Association of European Vehicle Logistics](#).

The IMO's Energy Efficiency Existing Ship Index (EEXI) is designed to reduce fuel use and CO₂ emissions but has not taken the specific concerns of car carrying vessels into account and, as a result, will deem a proportion of the existing fleet uncompliant and potentially unusable.

The EEXI regulation, which is expected to be adopted in June and is likely to take effect from January 2023, was created to work best on ships where the weight of the cargo is the most important limiting factor, such as tankers and dry bulk carriers. However, it is not suited to vessels designed to carry cars where the volume of cargo is the key limiting factor. Consequently even newly launched ships risk scoring poorly under this new system and in fact **often score worse than the aged vessels they are replacing**.

Furthermore, reducing the engine power and thus sailing times in order to comply will pose major challenges to logistics providers who generally operate under tight deadlines and will prevent them from meeting the automotive industry's needs for urgent deliveries as well as further reducing overall capacity.

Within the framework of its Maritime & Ports Working Group ECG has published a [briefing report](#) on EEXI which shows clearly the negative impact of the Index's "one size fits all" approach on the Finished Vehicle Logistics (FVL) sector and as a result the automotive industry.

This will pose another challenge to the European automotive industry which has been particularly hard hit by the current Covid-19 crisis and will further hamper the recovery of the sector.

Mike Sturgeon, ECG's Executive Director, said "It is hugely regrettable that car carrier vessels have not been taken into account in the EEXI methodology. Shipping lines, that are still in crisis with the

semi-conductor shortage compounding the Covid impact in the automotive industry, have made enormous investments in modern vessels and now face being penalised by this index.”

Note to editors:

ECG is the established platform for the outbound automotive logistics sector bringing together logistics service providers, manufacturer logistics managers and suppliers to the sector. ECG aims to facilitate non-commercial collaboration between member companies and assist them in sharing best practices in many operational areas, especially the harmonisation of operational standards.

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About ECG

ECG, the Association of European Vehicle Logistics, has been the voice of the Finished Vehicle Logistics industry in Europe since 1997. ECG represents the interests of over 130 member companies and partners, from family owned SMEs to multi-nationals, and is the major champion of the European vehicle logistics sector. ECG represents all transport modes at EU level – road, rail, maritime and fluvial. ECG Members provide transport, distribution, storage, preparation and post-production services to manufacturers, importers, car rental companies and vehicle leasing operators across the EU as well as in Norway, Switzerland, the United Kingdom, Turkey, Russia, Ukraine and beyond. They own or operate more than 380 car-carrying ships, 14,900 purpose-built railway wagons, 28 river barges and more than 27,800 road transporters.

As a major employer, the finished vehicle logistics sector plays an important role in contributing to the economic success of the European Union. ECG members have an aggregate turnover of around €24.5bn and their economic impact on companies associated with the sector is estimated at €64bn. More than 112,000 Europeans are employed directly by the vehicle logistics industry and an additional 230,000 are indirectly employed in this sector.