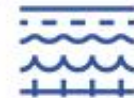


# General Assembly 2021

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**ECG**

The Association  
of European  
Vehicle Logistics

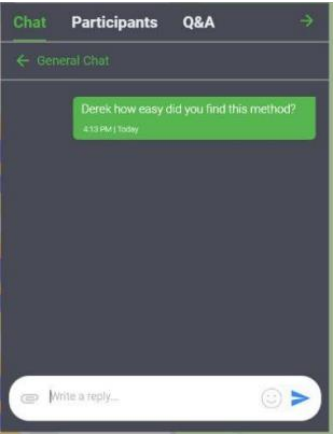
Kindly sponsored by  **INFORM**

# Introduction

Mike Sturgeon  
Executive Director

# Instructions on the platform

Raise your hand in case you have any questions (we will unmute you and turn on your camera) →



← You may also ask questions in the General Chat & in the Q&A

During networking you may join tables by double clicking on an empty chair →



# General Assembly 2021

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## Session 1



**ECG**

The Association  
of European  
Vehicle Logistics

Kindly sponsored by  **INFORM**

# Agenda – Session 1

- Justin Cox, Director, Global Production, LMC Automotive: European market outlook
- Reports from Board members on the ECG Working Groups and Regional Meetings
  - Health & Safety WG, Bjorn Svenningsen, UECC & ECG Vice-President
  - Digitalisation WG, Hervé Moulin, Renault-Nissan-Mitsubishi
  - Maritime & Ports WG, Oliver Fuhljan, Cuxport
  - Quality WG, Artur Allende, Noatum Automotive
  - Eastern Regional Meetings, Krzysztof Dakowicz, Adampol
  - UK & Ireland Regional Meetings, Mark Hindley, BCA Automotive
- Prof. Dr. Fridtjof Langenhan, Dean of the ECG Academy: The Green Deal



# Agenda – Session 2

- ECG Business Intelligence: EU Funding opportunities
- Reports from Board members on the ECG Working Groups and Regional Meetings
  - Sustainability WG, Mats Eriksson, Axess Logistics
  - EU Affairs, Marc Adriansens, ICO Terminals
  - ECG Education, Mike Sturgeon & Chris Klaiber, Course Director, ECG Academy
- Treasurer's Report, Costantino Baldissara, Grimaldi Group & ECG Treasurer
- Voting procedures
- Closing remarks by the President



# Networking opportunities

- **16:20-16:40**      Networking & coffee break  
between the two sessions
  
- **18:00-19:00**      You can stay on the platform  
to discuss with the other  
participants!



# Formal voting

- Main Delegates of our Full Members will be voting at the end of the webinar on:
  - Auditor's Financial Review and approval of 2020 accounts
  - Approval of the budget for 2021
  - Approval of the minutes of the General Assembly held online on 14 May 2020
  - Board discharge
  - Election of the new ECG Board





# President's Report

Wolfgang Göbel



**A warm welcome to our General Assembly 2021**

A close-up photograph of a person's face wearing a blue surgical mask. The person's eyes are visible above the mask. The entire image is overlaid with a semi-transparent blue glow and numerous glowing, stylized virus particles of various sizes and orientations. The text 'COVID-19' is prominently displayed in the upper left quadrant.

**COVID-19**

**From one challenge in 2021....**

A square semiconductor chip with a grid of small holes is centered on a blue background filled with glowing white circuit traces. The chip has a central square area with a grid of smaller holes.

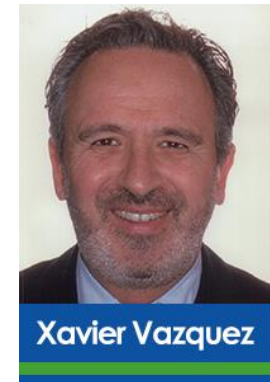
**Semiconductor shortage**

**... to another in 2022**



Membership grew from 109 to 111 since last year!

# ECG Board members 2020-21



Board members are elected for 1 year at a time at the annual General Assembly held each May

# ECG Secretariat



# ECG Business Intelligence – recent reports



February 2021



## The New Normal in Vehicle Logistics

11 Ways Covid Will Accelerate Change in Europe



March 2021



## Chipping away at it

Mitigating the Semiconductor Shortage in Europe




April 2021




## Online Vehicle Sales

The Temporary Measure Driving Permanent Change in Finished Vehicle Logistics





May 2021



## Funds for Europe's Supply Chain Revival

Accessing EU Money for Greener, Digitalised Vehicle Logistics





EXTERNAL

2023

2025

2030



**DFVL 2030**

INTERNAL

# Strategic Objectives 2021.

- CO2 reporting standardisation
- Digital vehicle scan - standardisation
- E-gate - Driver app



INFORMATION & AWARENESS



NETWORKING & INTEGRATION



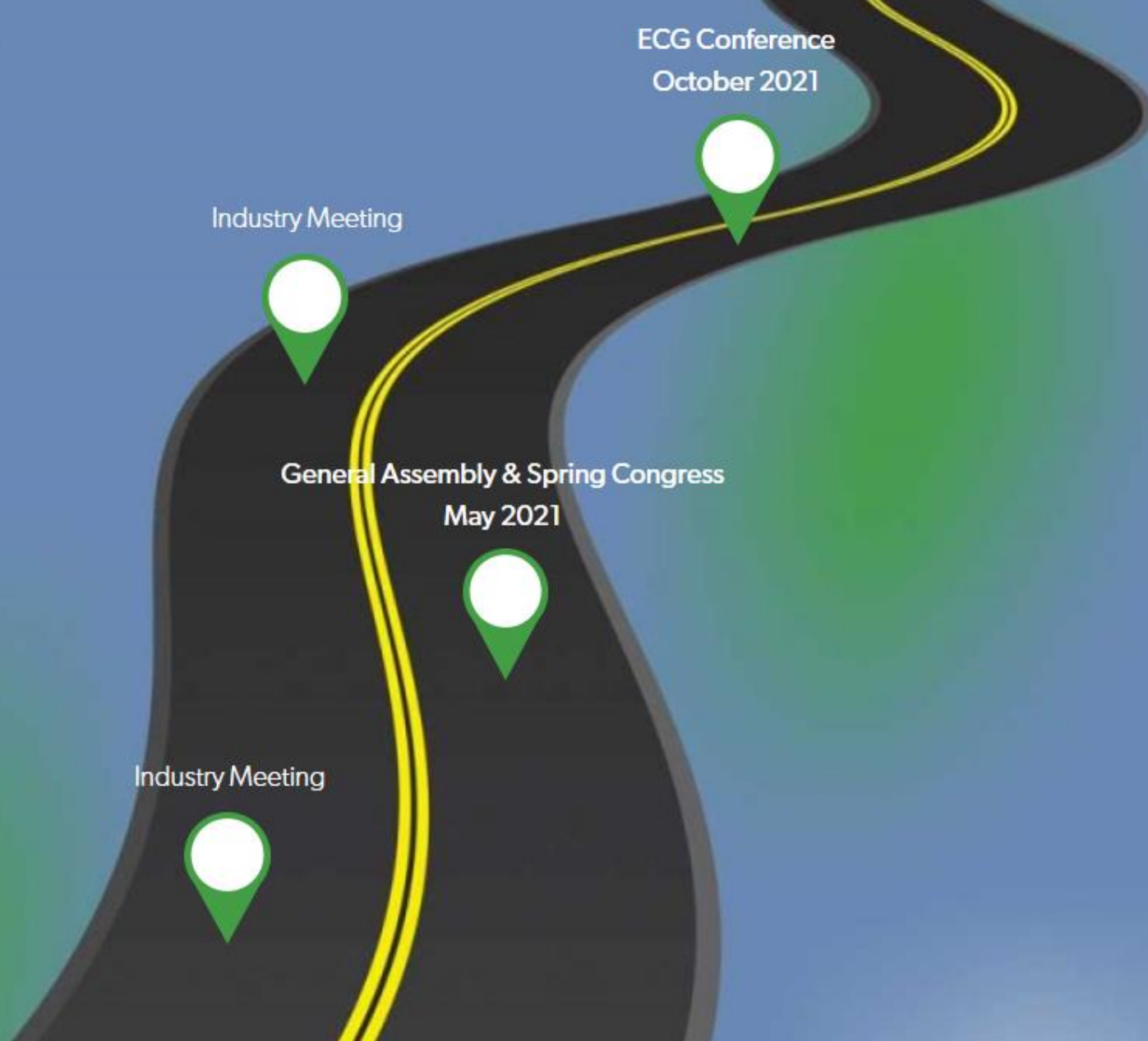
EDUCATION



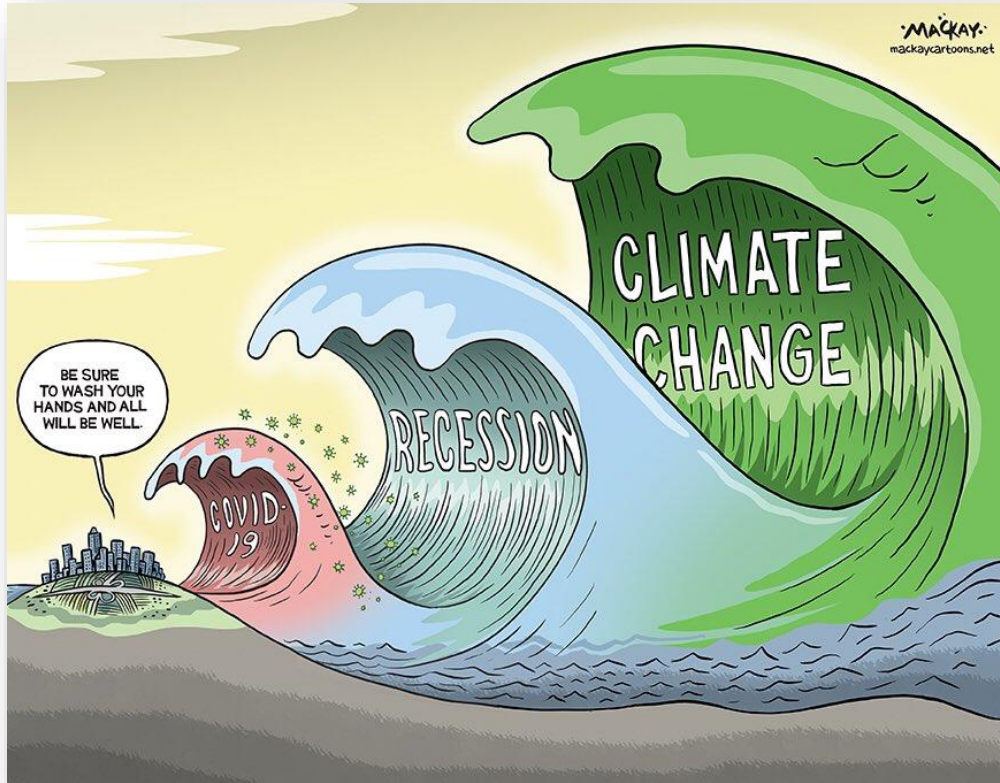
STANDARDISATION



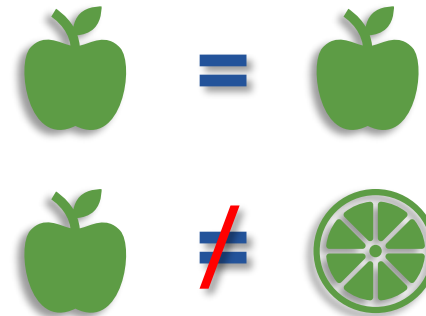
LOBBYING & REPRESENTATION



# Standard of emissions reporting in FVL



One industry - one tool!



We need a standard

By Q3 2021

# Standardisation of Digital Vehicle Handover processes

Ensuring interoperability and uptake of digital solutions



3 work streams

Phase 1 Image standardisation

Phase 2 IT & data standardisation

Resolution of legal issues

By May 2022

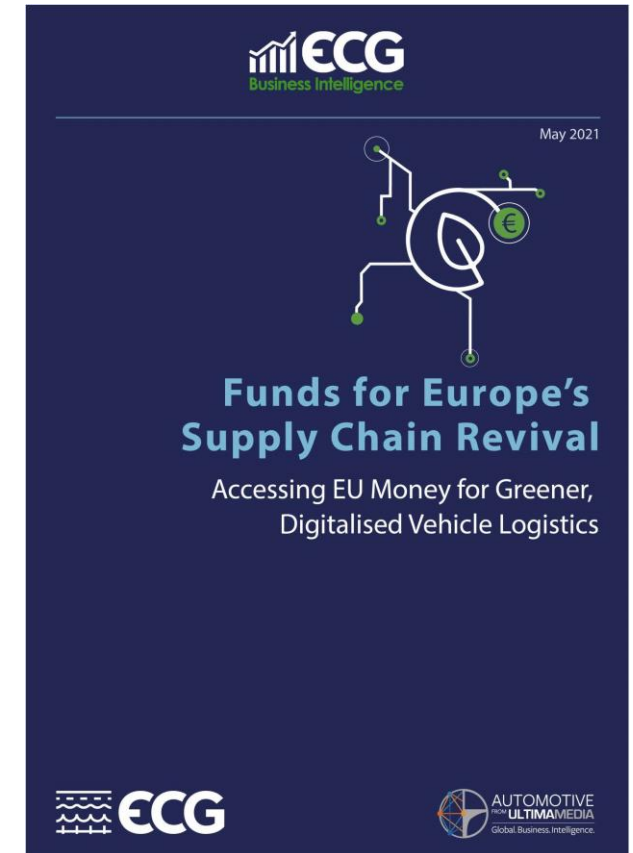
# Industry Meeting

- Regular meetings between the OEMs and ECG Board members
- Next meetings:
  - 15 July, webinar
  - 14 October, before the ECG Conference
- Topics discussed in recent meetings:
  - Semiconductor shortage
  - ECG strategic priorities
  - Joint OEM-LSP working groups
  - State of the market



# Business Intelligence report on Funding

- Two reports so far on funding opportunities
- A webinar on 25 May
- Short presentation today
- Report will go out tomorrow





**Course 14 finishes in  
September**

**Course 15  
will start in October  
*Course potentially full!***





# Justin Cox

## LMC Automotive



The background of the slide features a long-exposure photograph of a highway at night, showing vibrant orange and red light trails from moving vehicles. Overlaid on this are several semi-transparent green data visualizations, including a line graph with multiple peaks and valleys, and a bar chart with varying bar heights. The text 'Forecast Market Growth Production' is faintly visible above the charts.

# Overview

## Auto Industry Highlights

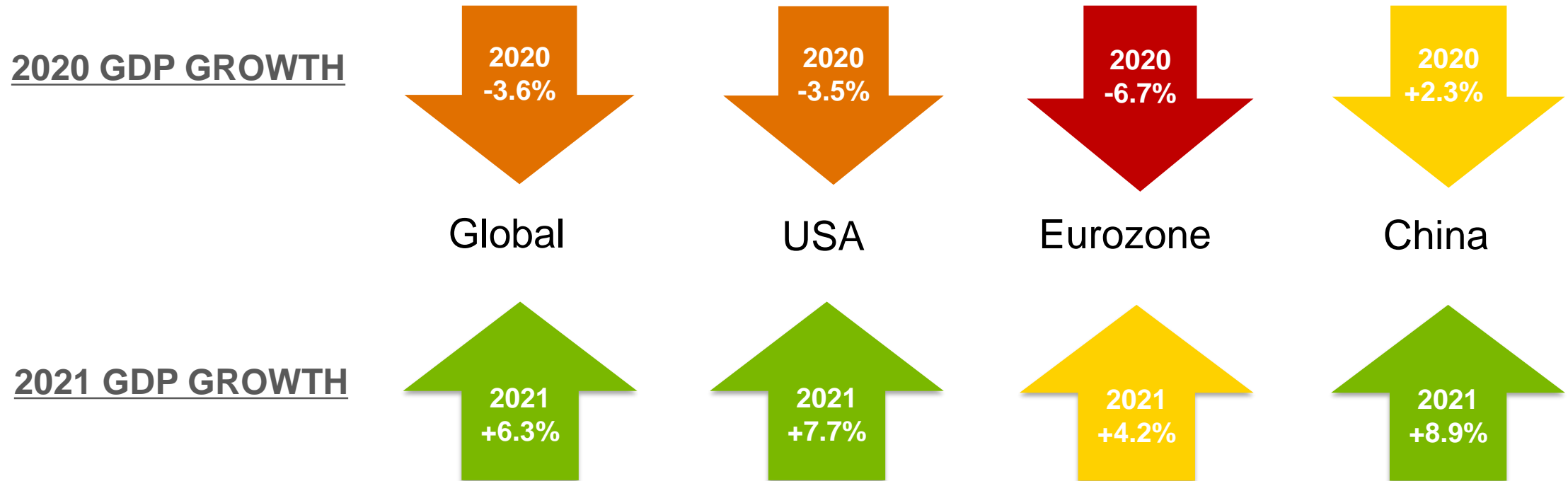
Justin Cox, Director, Global Production  
ECG Spring Congress  
June 2021



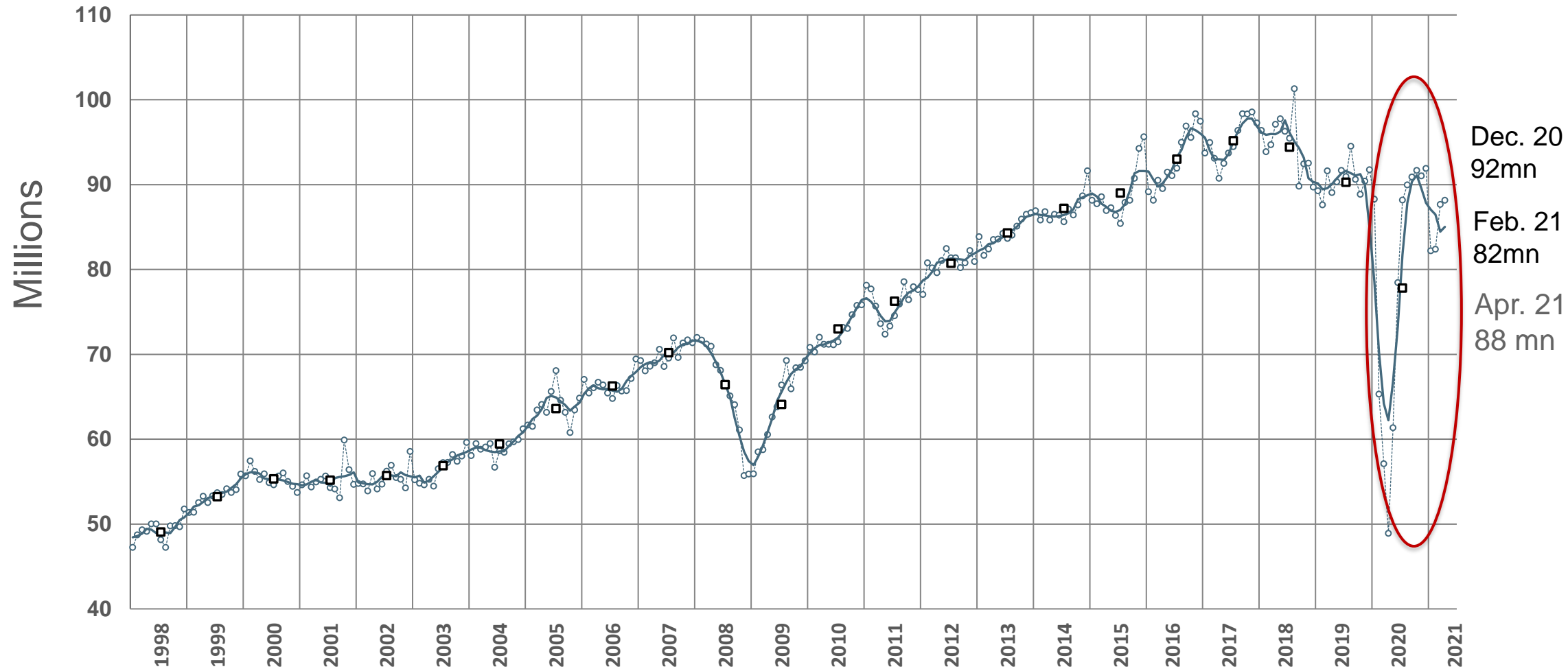
# Macroeconomic outlook

2020 – Widespread but short global recession

2021 – Improving expected recovery...not without risks!

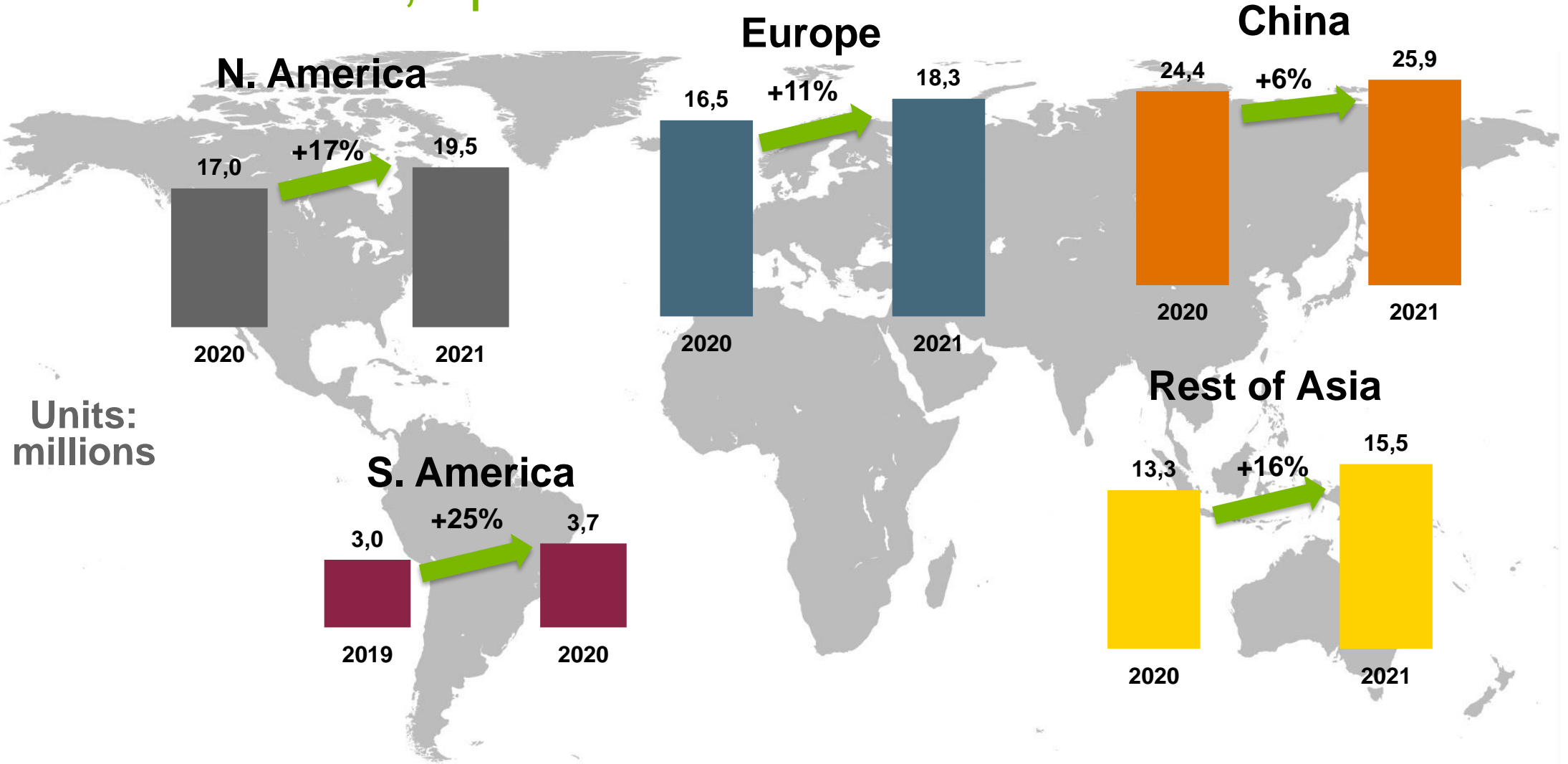


# Global Light Vehicle sales



# 2021 continues recovery in LV demand

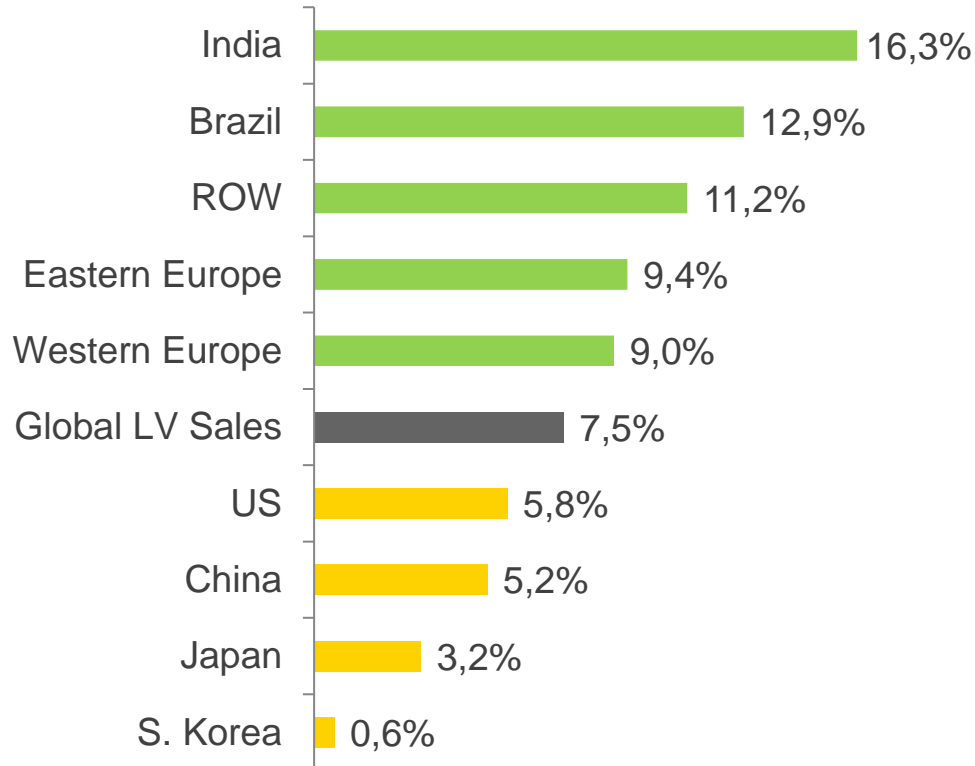
## World – 87.4mn, up 12% from 2020



Units:  
millions

# Key markets medium-term recovery path

CAGR Global Sales '20-'23

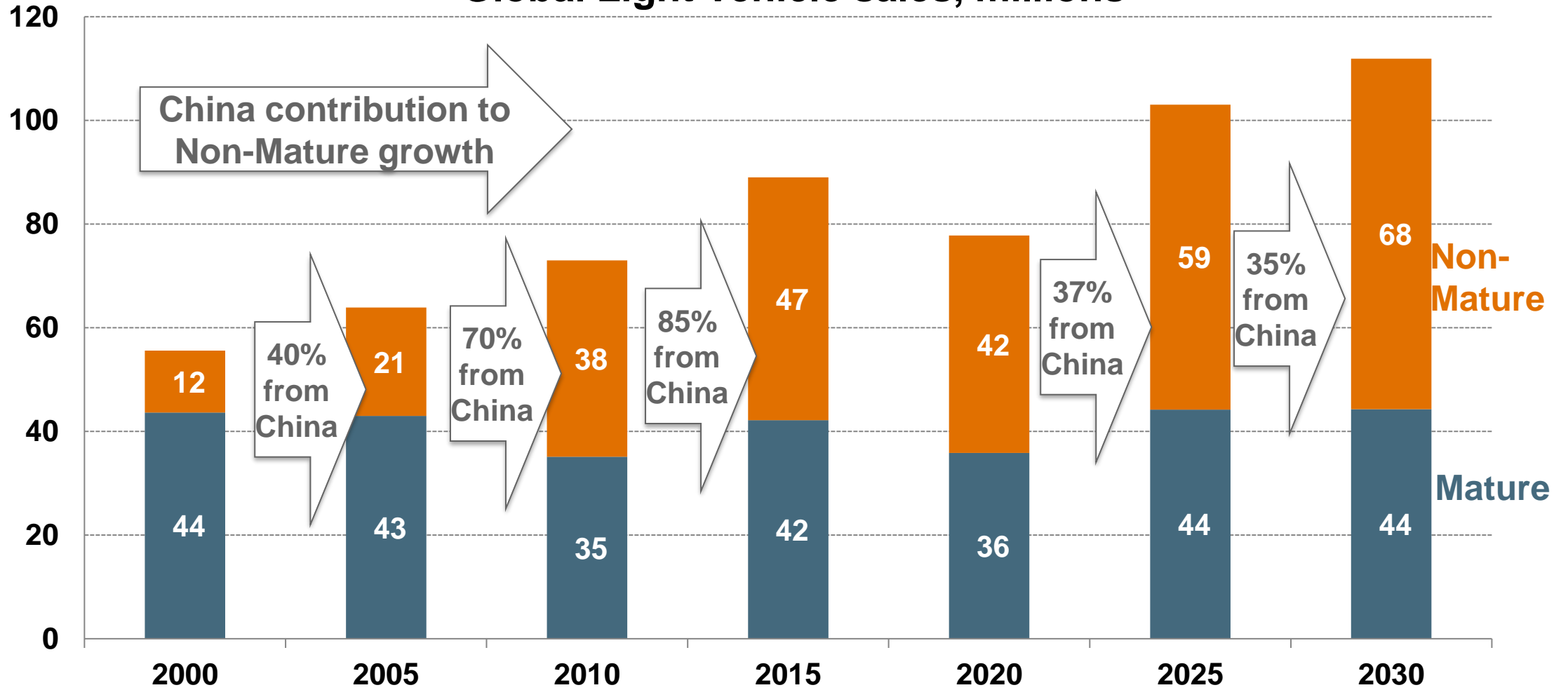


- Global CAGR at 7.5% 2020-2023, with most non-mature markets outperforming mature.
- China and South Korea were in a much stronger position in 2020 so recovery is less than other markets.
- Growth into the longer term is still dependent on stability in mature markets and further growth in newer markets.

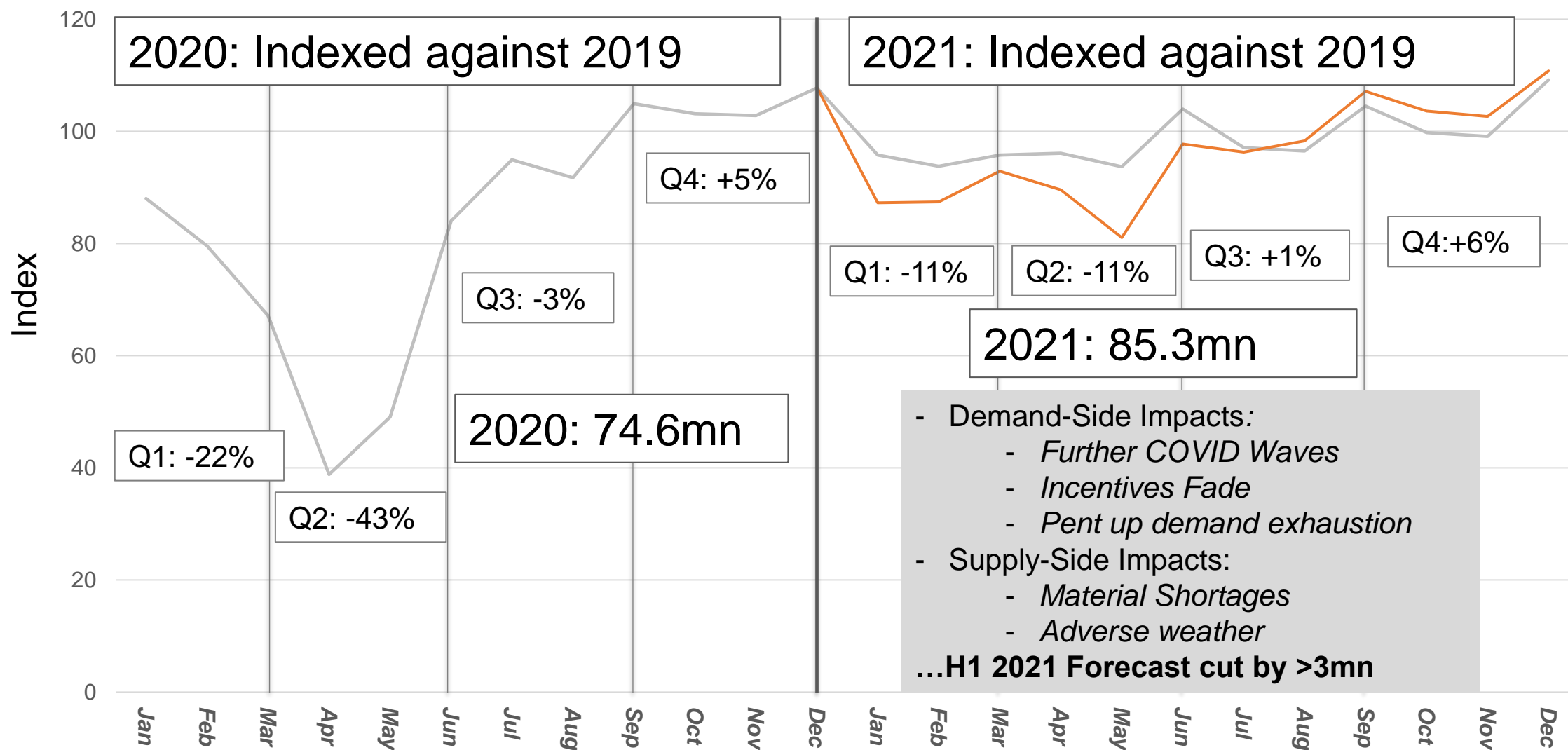
# Global growth will not come from mature markets



## Global Light Vehicle sales, millions

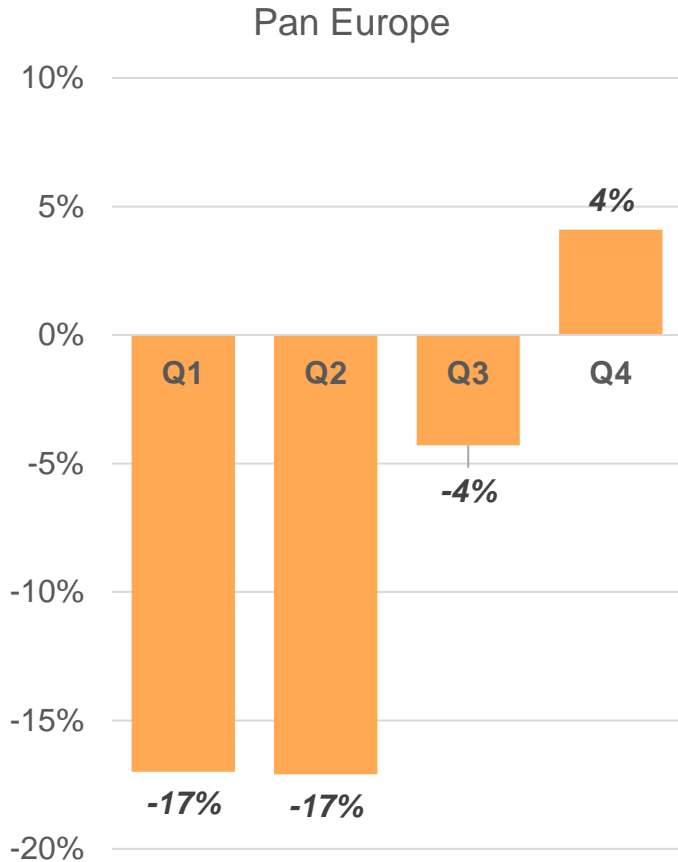


# Global LV Production 2020 and 2021 growth v 2019 Base

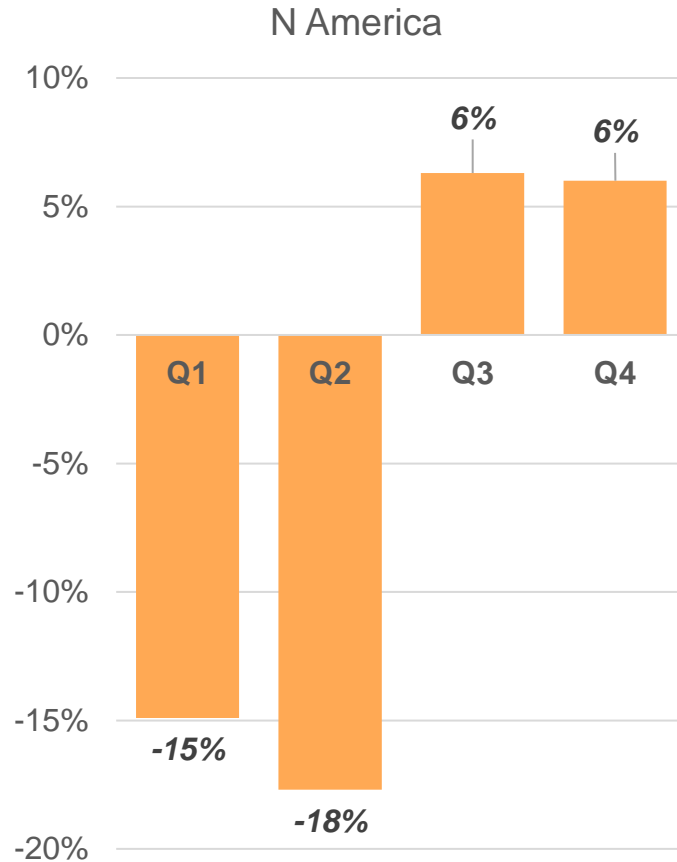


# LV Production 2021 growth v 2019 Base: Selected Regions

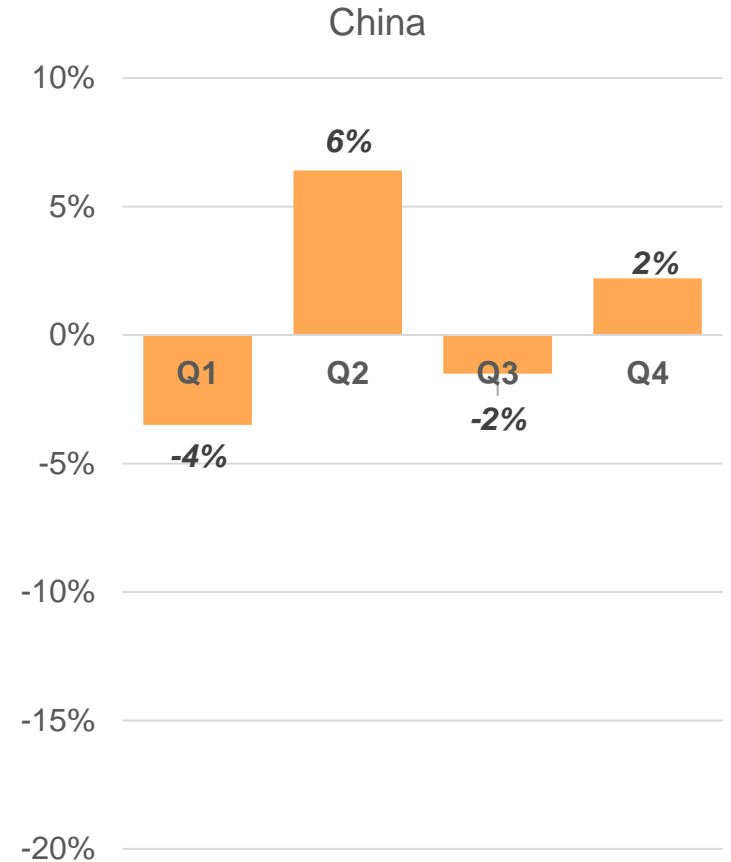
**Note: % change represent 2021 volume v 2019 volume**



*H1: Chip impact ~650k  
Extended COVID restrictions  
Limited Chip-loss recovery in H2*



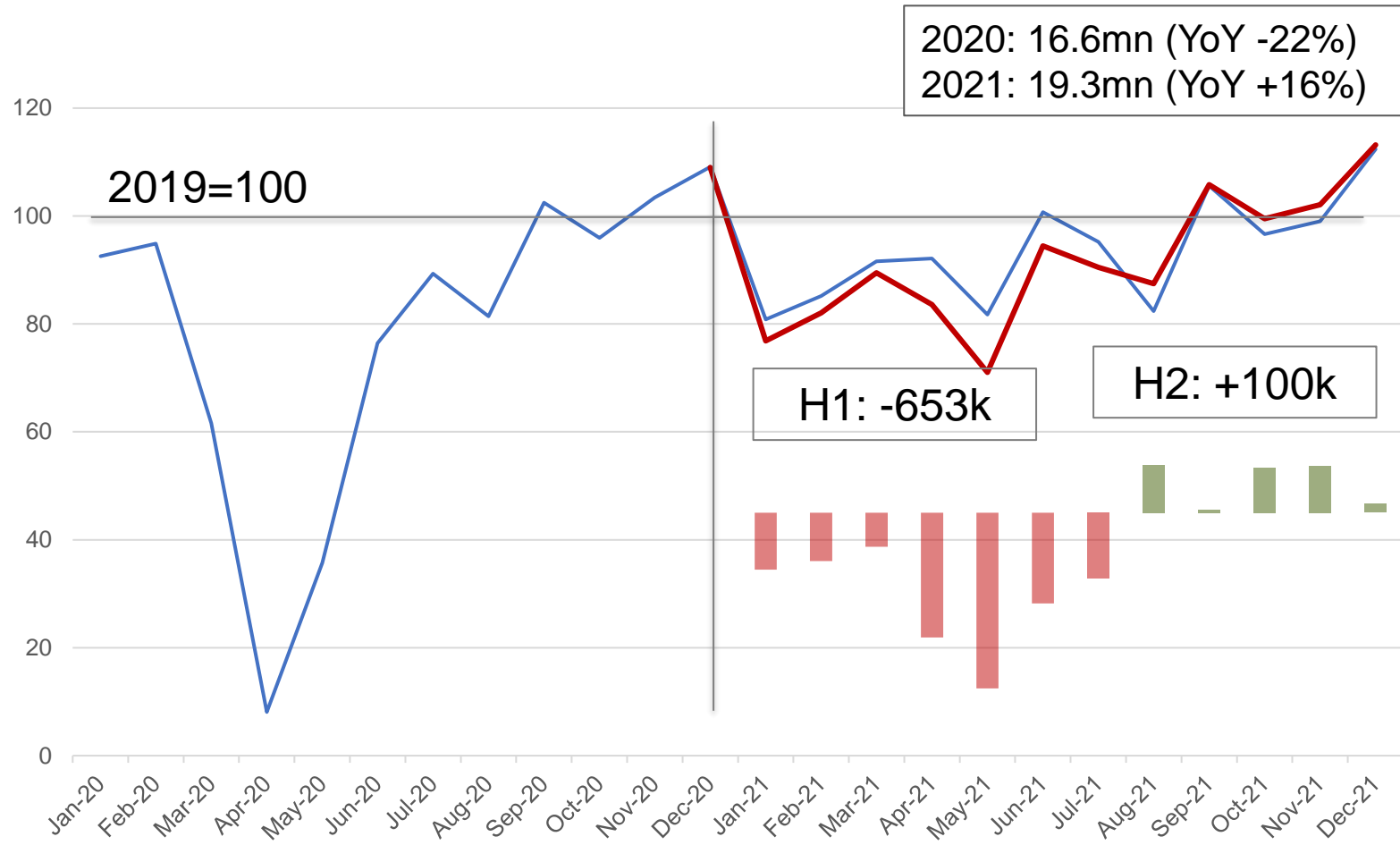
*H1: Chip impact >1mn  
COVID and chip shortages  
Re-stocking challenges endure*



*H1: Chip impact ~750k  
Biggest impact in Q1  
Base effects distort Q2*

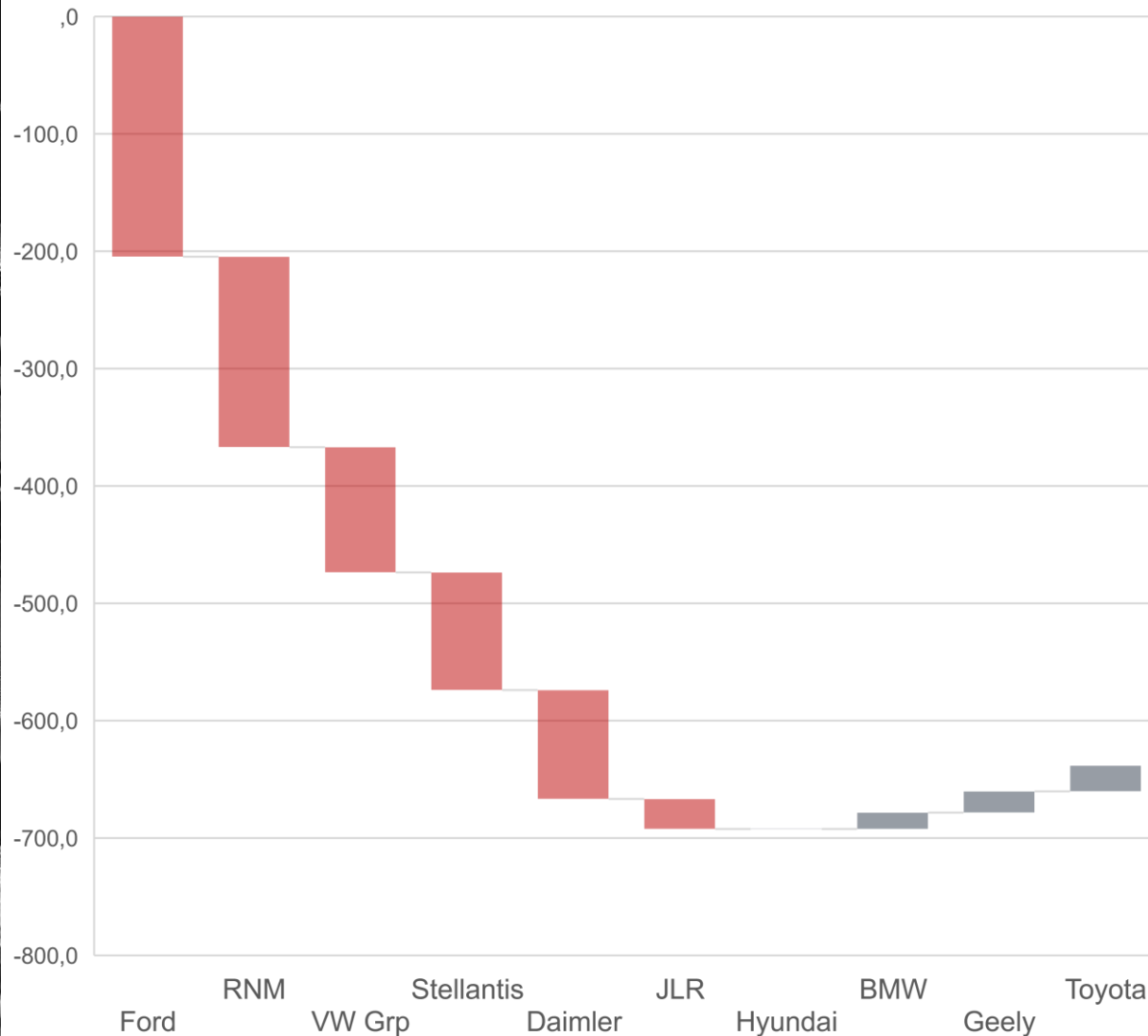


# European LV production development (May '21 v Dec '20)



- Further extensions to COVID measures. Chip shortage intensifies limiting the potential for 'catchup' in H2.
- 2021 output undermined but delayed 'catchup' provides boost potential to 2022 outlook.
- Mixed market messages : Reliability of order signals, Price and resource pressures

# European LV Production H1 2021 : May interim '21 v Dec '20



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## Ford:

- Saarlouis shutdown for several weeks
- Closures and short-time working at Craiova, Valencia and Cologne.
- Key impacts: Focus, Kuga, Puma

## RNM:

- Sizeable planning changes at RNM in Q1 with continued disruption in Q2.
- Renault/Dacia Moroccan facilities also affected.
- Nissan March and April shift changes.

## VW:

- Production suspensions at several facilities including Wolfsburg, Emden, Ingolstadt
- Reduced shifts: Mlada Boleslav, Kvasiny, Gyor and Martorell...
- Key impacts: Tiguan, Golf, A3, A4

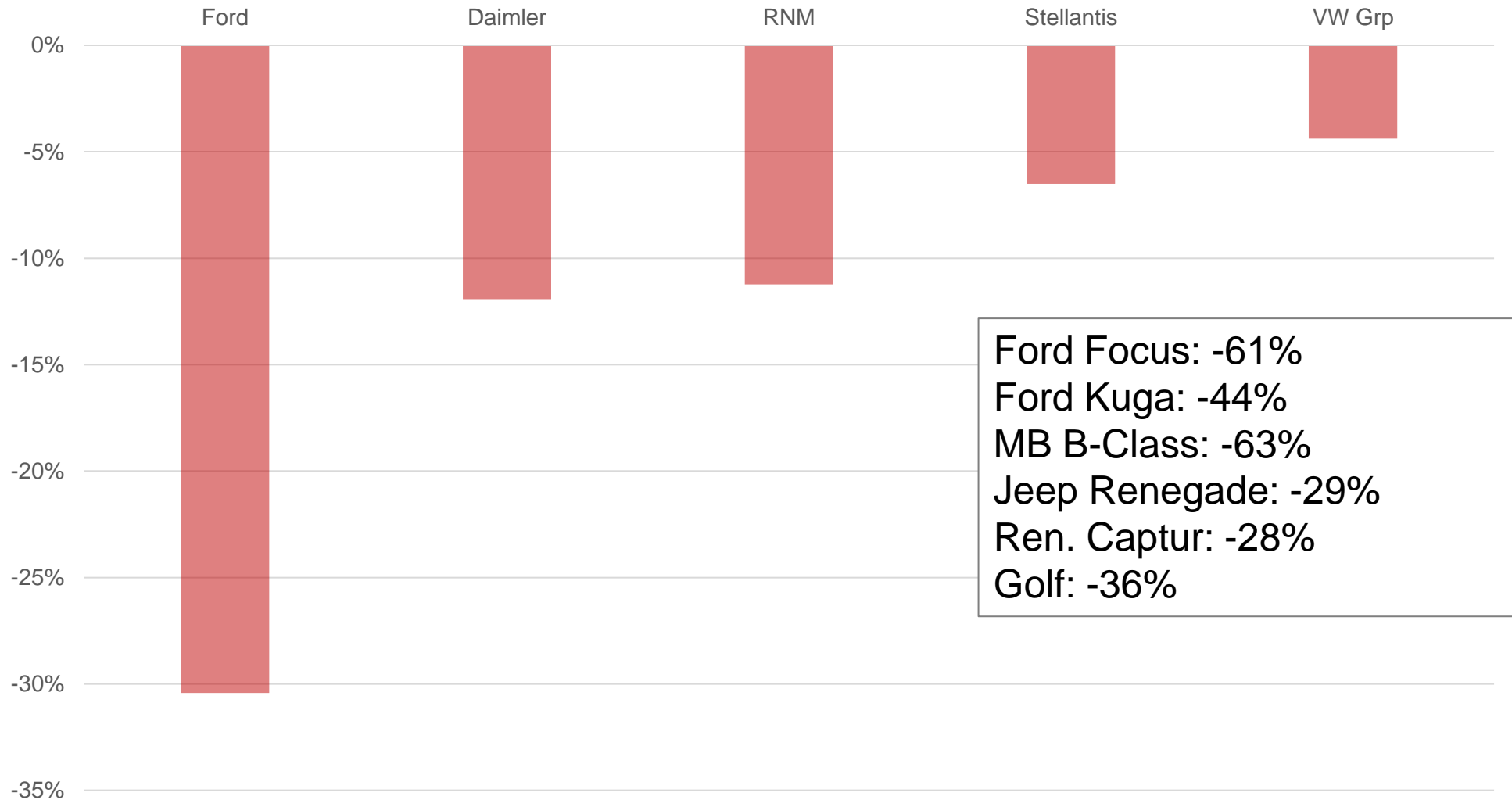
## Daimler:

- Shut downs at Rastatt with other plants including Bremen and Kecskemet disrupted
- Key impacts: A Class, C-Class



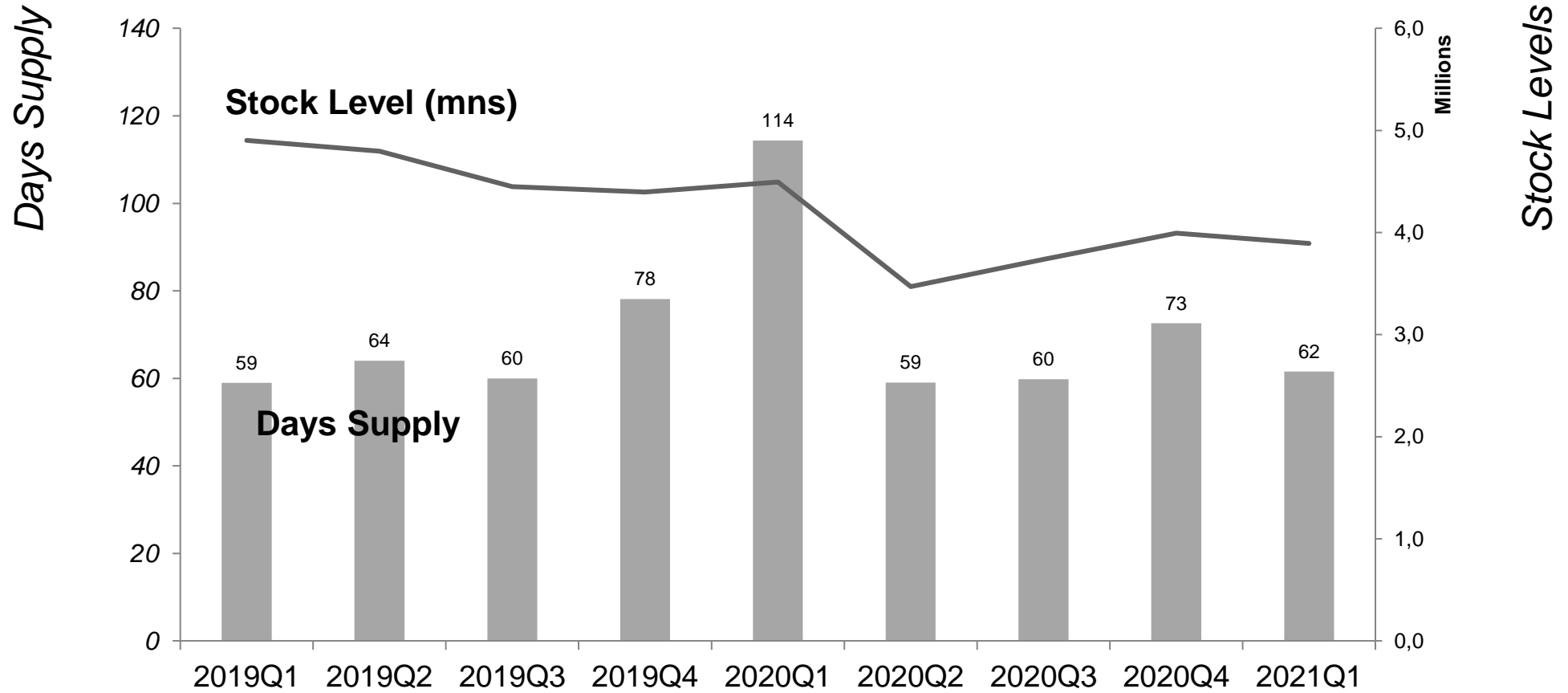
# Percentage Cuts to Plan: H1 2021

European LV Production %cut : Dec '20 forecast v May interim '21

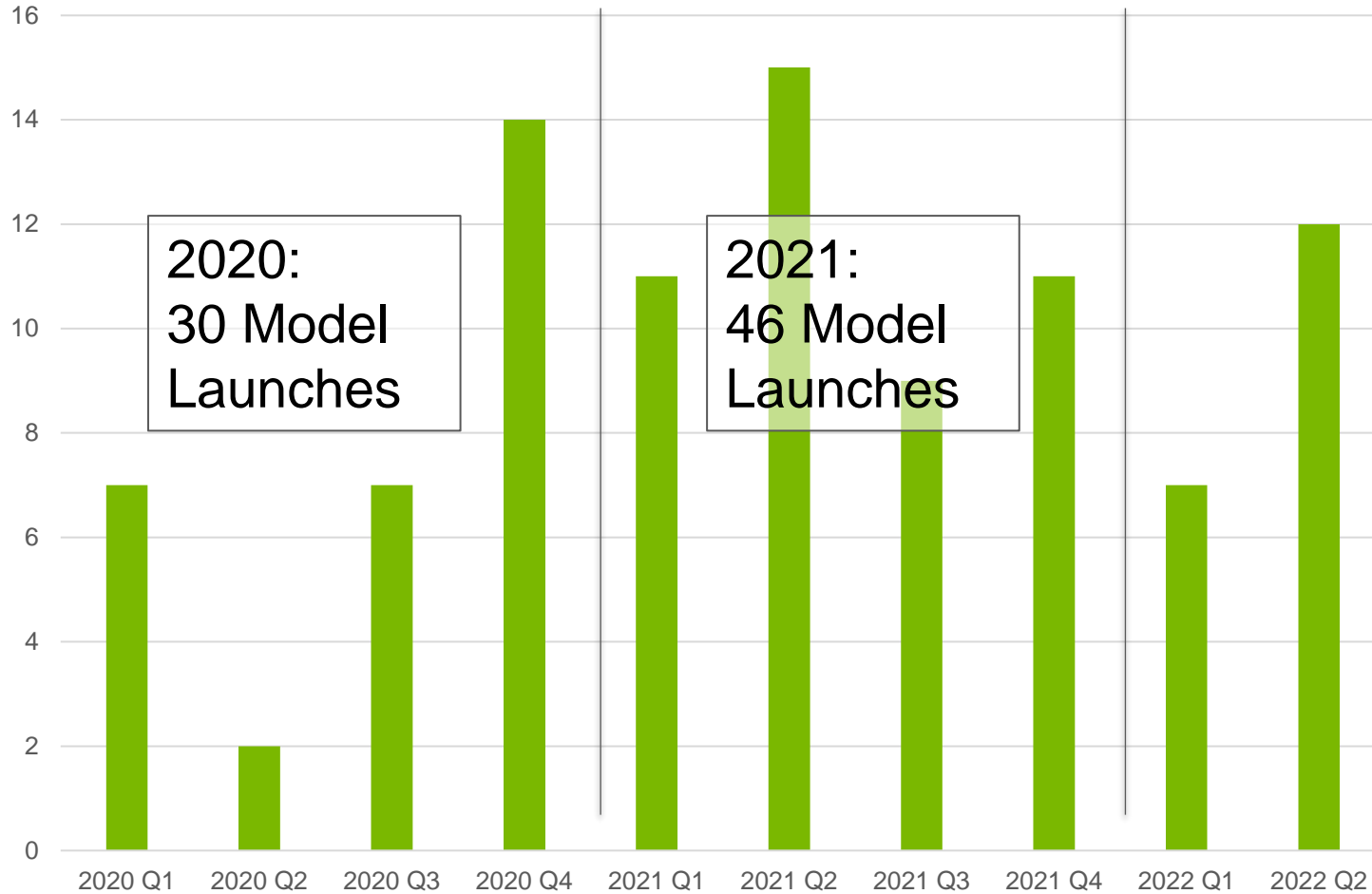


Ford Focus: -61%  
Ford Kuga: -44%  
MB B-Class: -63%  
Jeep Renegade: -29%  
Ren. Captur: -28%  
Golf: -36%

# LV Inventory metrics: Europe



# Europe: Model Program Boosts



- Launches include:**
- BMW iX
  - Audi Q4 e-tron
  - Opel Astra
  - Cupra Born
  - Mercedes EQB
  - Tesla Model Y
  - Toyota Yaris Cross
  - Hyundai Bayon
  - Nissan Qashqai
  - VW Bulli
  - Volvo C40...

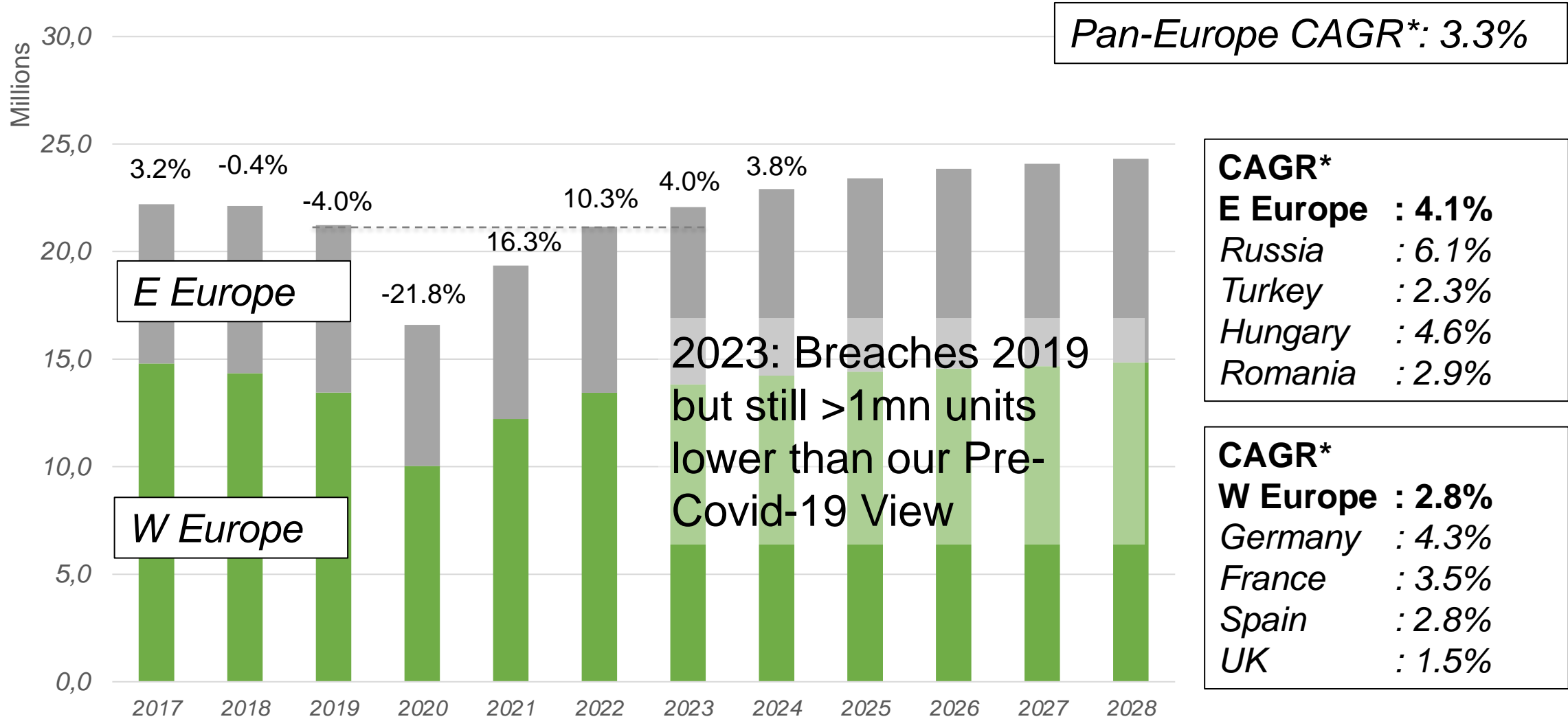
# OEM Medium Term 'Score-card'

## Pan-European LV Production by Key Groups: 2019=100

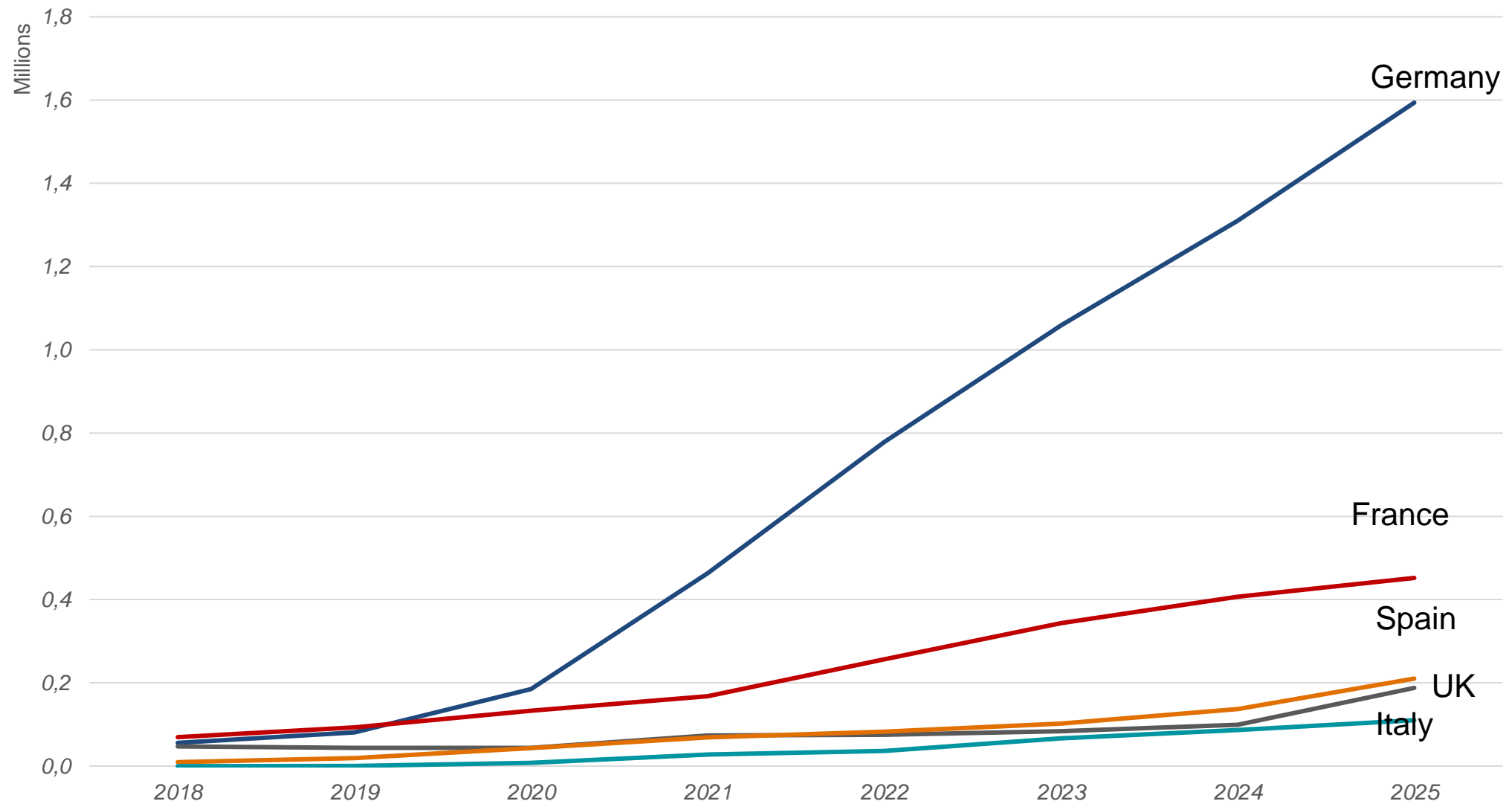
	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>
<i>All Pan-Europe</i>	78	91	100	104	108
<i>VW Grp</i>	79	93	101	101	105
<i>Stellantis</i>	76	90	100	108	114
<i>RNM</i>	77	87	102	108	112
<i>Daimler</i>	74	85	92	97	97
<i>BMW Grp</i>	78	92	97	102	107
<i>Ford</i>	77	84	96	99	99
<i>Hyundai Grp</i>	80	94	104	108	109
<i>Toyota</i>	87	108	112	110	111
<i>Geely Grp</i>	89	105	96	93	99
<i>Tata (JLR)</i>	70	98	104	103	109
<i>Honda</i>	72	42	0	0	0
<i>Tesla*</i>	0	0	100	137	169

\*Tesla 2022=100

# Pan-Europe LV Production Outlook



# BEV LV Production by Source: *selected key European countries*







For experts<sup>7</sup>  
by experts

[pkelly@lmc-auto.com](mailto:pkelly@lmc-auto.com)

[lmc-auto.com](http://lmc-auto.com)

Oxford	+44 1865 791737
Detroit	+1 248 817-2100
Bangkok	+662 264 2050
Shanghai	+86 21 5283 3526

Thank you

# Health & Safety Working Group

Bjorn Svenningsen

Thank You

# H&S WG – Members

For improving drivers safety with us!



RENAULT NISSAN MITSUBISHI



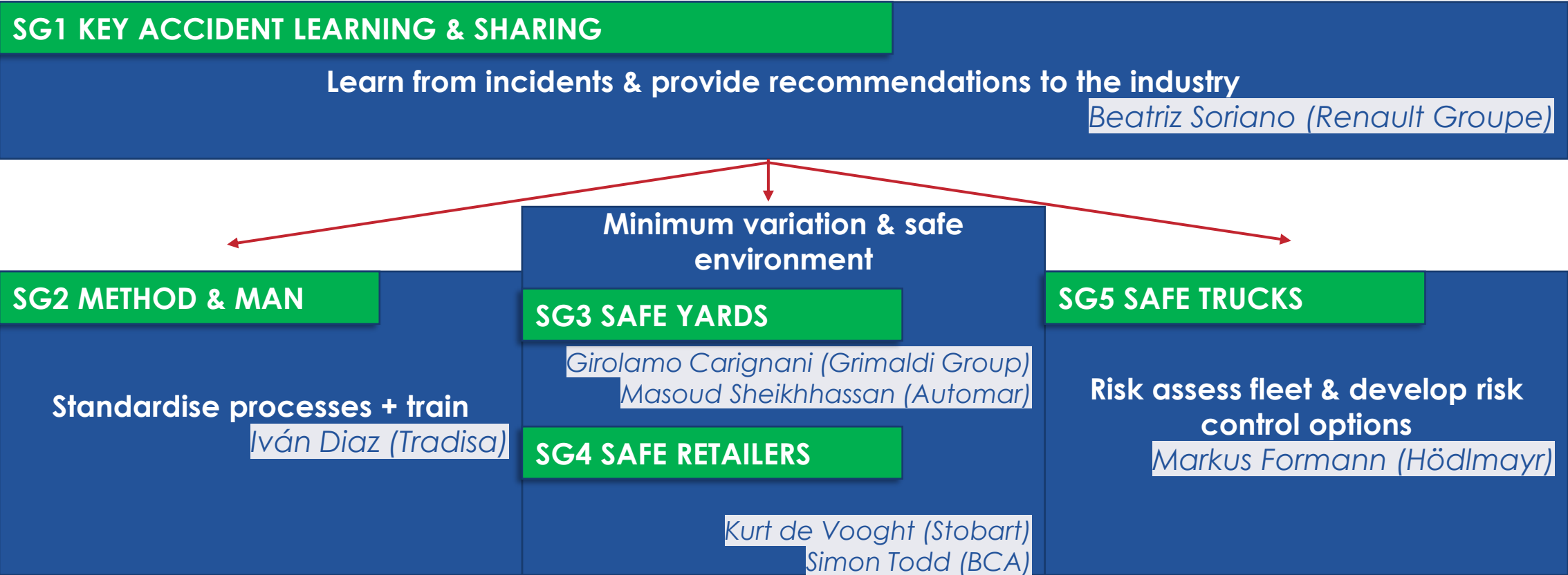
TOYOTA



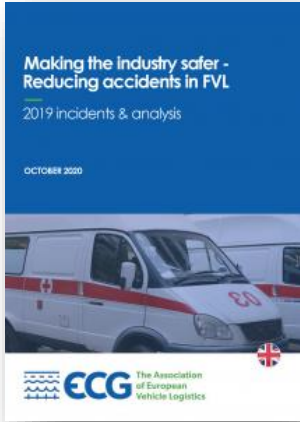


# H&S WG – Structure

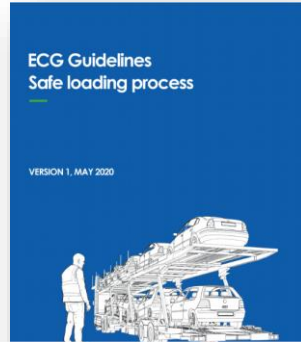
Co-chairs: Steve Thomas (Toyota Motor Europe) & Ad ten Brink (Koopman Group)



# SG1 KEY ACCIDENT LEARNING & SHARING

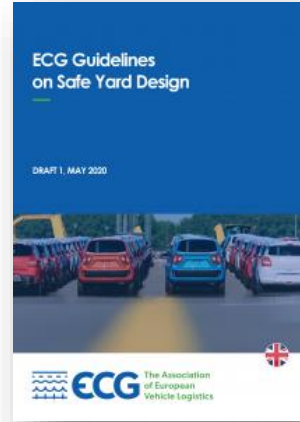


# SG2 METHOD & MAN

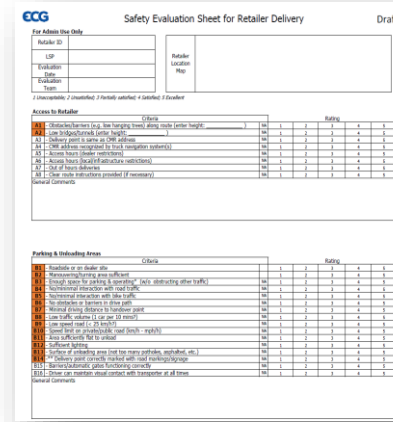


In 12 languages!

# SG3 SAFE YARDS



# SG4 SAFE RETAILERS



# SG5 SAFE TRUCKS



In Q2

Yearly report on 2020 incidents

“How to train” Guide

First version upcoming

Guidelines to be published

Safety rating of trailers

Are you reporting on your incidents?

Are you training your drivers?

Are you using it to level up your yards?

New tool to improve H&S at retailers

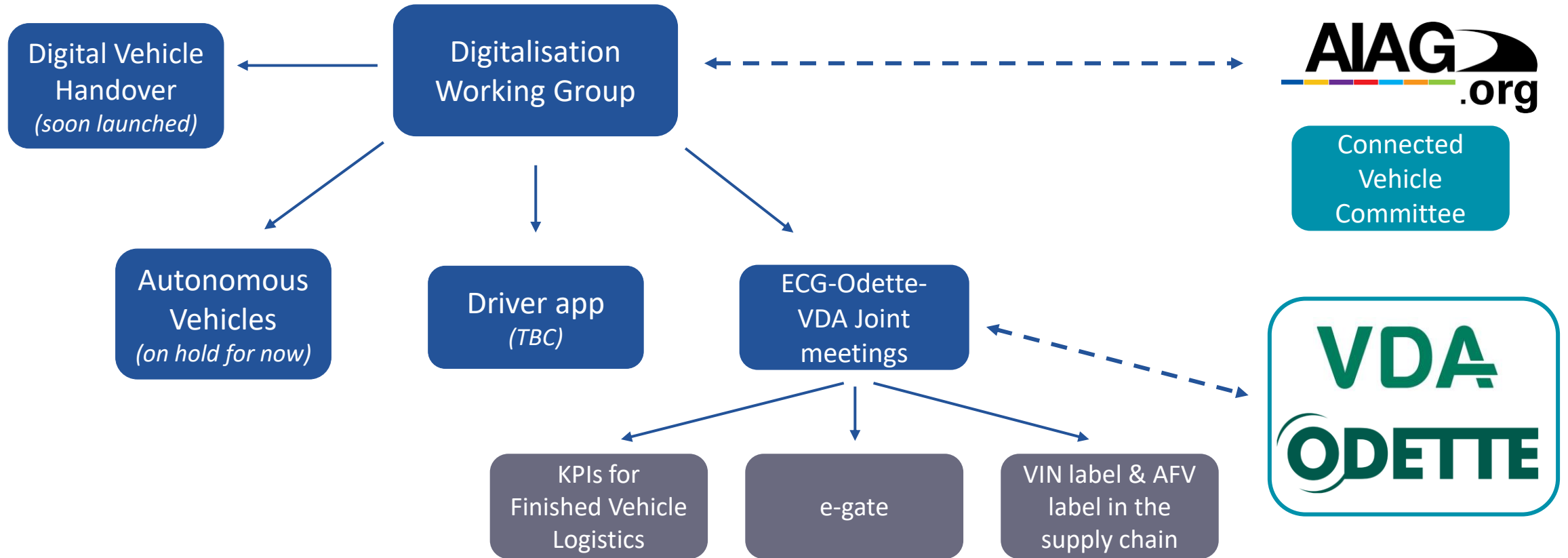
Safety catalogue of trailers

# Digitalisation Working Group

Hervé Moulin



# Digitalisation WG (DWG) structure



## Documents available:

- Digitalisation of Finished Vehicle Logistics
- e-gate
- Connectivity of logistics sites
- VIN labels in vehicle distribution processes

# Co-operation with Odette

## New projects



### KPIs in FVL

- Project started in April 2021
- Co-ordinated by Odette
- They have experience with inbound KPIs
- Good OEM participation
- Goal is to develop a recommendation on standard outbound KPIs
- LSPs will also be involved

Apr 2021 – Apr 2022

### e-gate

- Discussions to start project with Odette and the VDA
- Based on the joint document on FVL digital messages and a VDA recommendation on inbound transport control
- Purpose is to have e-gate message scenarios for slot booking at compound

TBC

### Standard FVL label

- Small group kicked off to work on a standard FVL label with Odette
- Based on ECG's "VIN labels in distribution processes" document and Odette's own standardisation experience
- Main goal: 17 digit VIN + standard place for the label!

June 2021 - TBC





# New sub-group

## Digital Vehicle Handover

- One of the strategic priorities of ECG in 2021 is to standardise the Digital Vehicle Handover processes, e.g., picture quality, handling of data, etc

### Phase 1 (Quality WG)

- The group will set a minimum standard for the quality of images produced in digital handover processes, in order to
  - enable retrospective review of vehicles
  - record damage and
  - substantiate liability

April-July 2021

### Phase 2 (Digitalisation WG)

- Issues relating to data will be covered, e.g.
  - Image format
  - Data storage
  - Access to the data
  - Visibility in the supply chain
  - Image storage time, etc.

July 2021-May 2022

- **Legal issues can be a hurdle to acceptance therefore they will be dealt with early on!**

# Other DWG activities

- Autonomous Vehicles sub-group
  - As the technology is not mature enough the group is on hold for the moment
- Main DWG will have a meeting in Q3-4 2021



# Maritime & Ports WG

Oliver Fuhljahn

# ACTIVITIES 2020-2021

## Webinars

- 20 January 2021
- 21 April 2021



**New event platform** which provided excellent **networking opportunities** for the participants

## Average attendance

+/- 40 participants (shipping lines, ports, terminal operators and LSPs & occasionally invited OEMS)

## Next meetings

- 6 July 2021 - Webinar
- November 2021 - Port of Sète

## Suggestions for future locations

- Port of Livorno
- Port of Vigo



# TOPICS DISCUSSED

- **Piraeus Port Authority (PPA):**

- 2 tugboats for PCTCs when entering the port
- Issues** — ○ Low priority to PCTCs
- Drivers' shortage in High and Heavy Ro-Ro units



Positive feedback received from PPA

- **Emissions reporting:** ECG, OEMs and Clean Cargo to establish a methodology for emissions reporting + update on latest developments
- **Energy Efficiency Existing Ship Index (EEXI):** Briefing paper publication, impact on the industry
- **Handling AFVs in Maritime transport:** update on the progress of the EMSA WG
- **Railway regulations:** Fall over protection affecting railways and ports compound providers
- **Brexit feedback:** learning points from the transition so far
- **Update on ECG activities:** Business Intelligence, events and education



# M&P WG focus areas 2020-2021

## EEXI

Monitor & inform

## CARBON NEUTRALITY

Ports share plans to achieve carbon neutrality and discuss opportunities

## FAIRNESS

Level playing field between loading/unloading trucks and barge at Ro-Ro terminals

## GREEN INVESTMENT

EU funding (Horizon Europe), ECG webpage, Business Intelligence 'Funds for Europe's Supply Chain Revival'

- Fast track in port terminals
- Emissions reporting
- Instructions on handling maritime transport of EVs

## STANDARDISATION

## LACK OF PORTS INFRASTRUCTURE AND PERSONNEL

ECG guidelines to improve throughput at terminals and compounds

### TRUCK



### SHIP



### COMPOUND



### RAIL



### BARGE

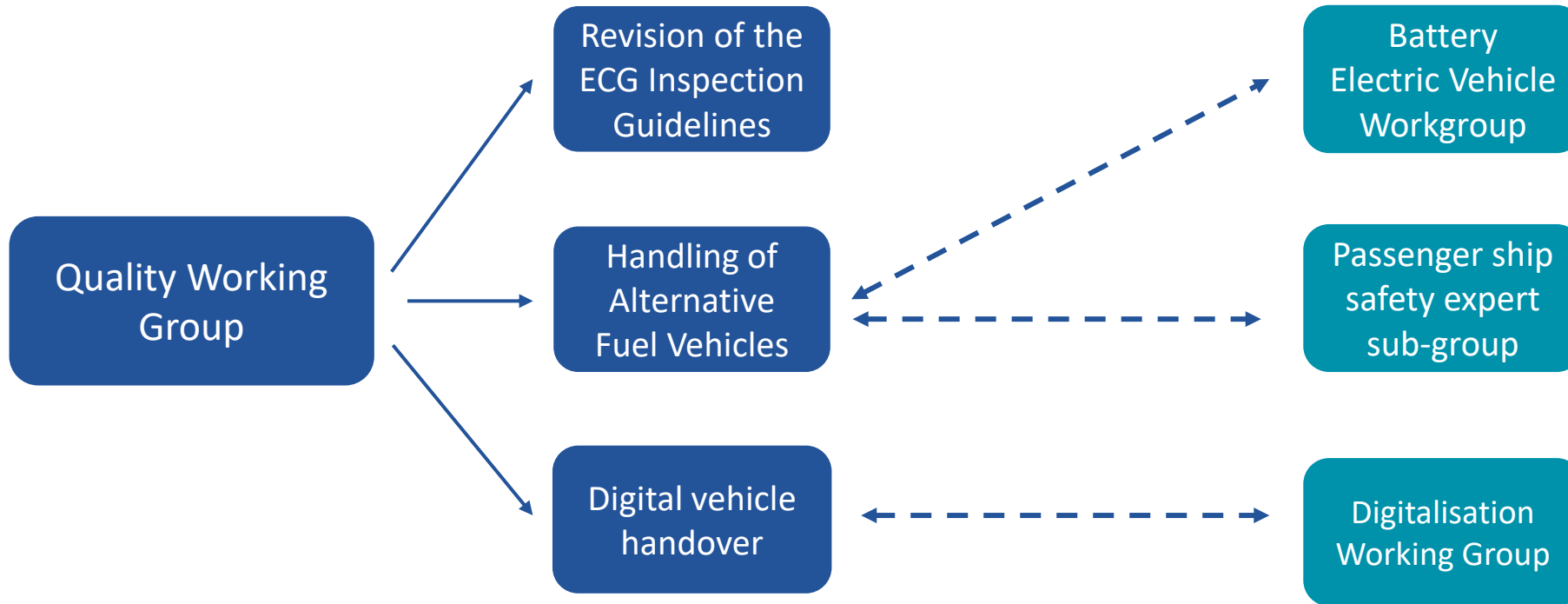


# Quality Working Group

Artur Allende



# Quality WG (QWG) structure



## Documents available:

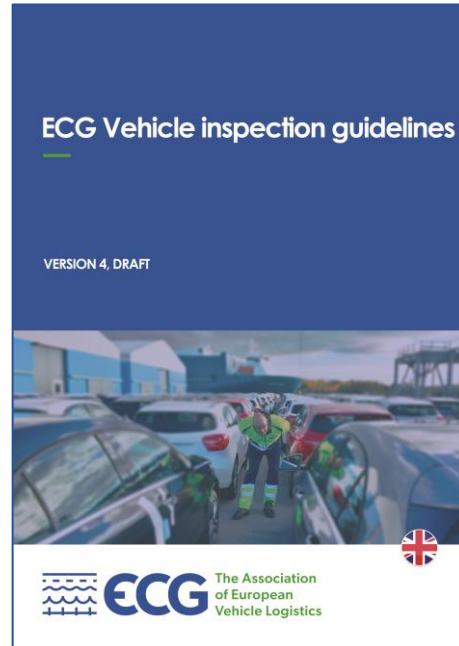
- Operations Quality Manuals and their translations
- Inspection Guidelines
- Full Body Covers in the supply chain
- FVL Transport Damage Reporting (a.k.a. M-22)



# Current sub-groups

## Inspection Guidelines review

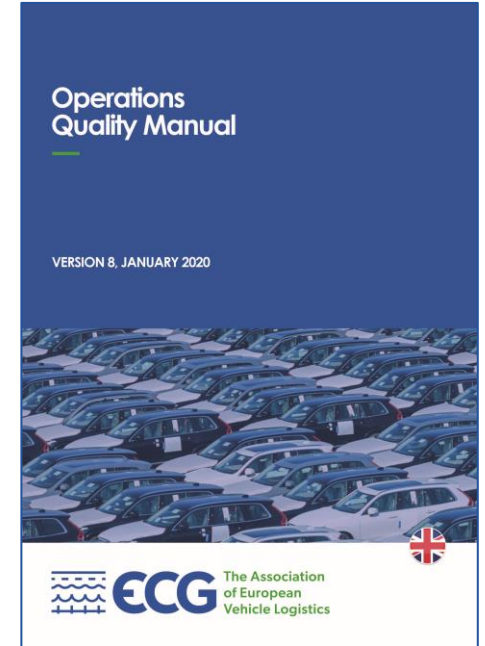
- Review process started in November 2020
- **Almost weekly calls** with around 15 participants!
- Based on OEM standards on vehicle inspection & damage classification
- Industry guidelines will be developed



Nov 2020 – soon!

## Electric Vehicles sub-group

- Group created in September 2020 due to great interest in EVs
- Currently the ECG Operations Quality Manual's chapter 6 is revised
- **Bi-weekly calls**
- Good OEM representation

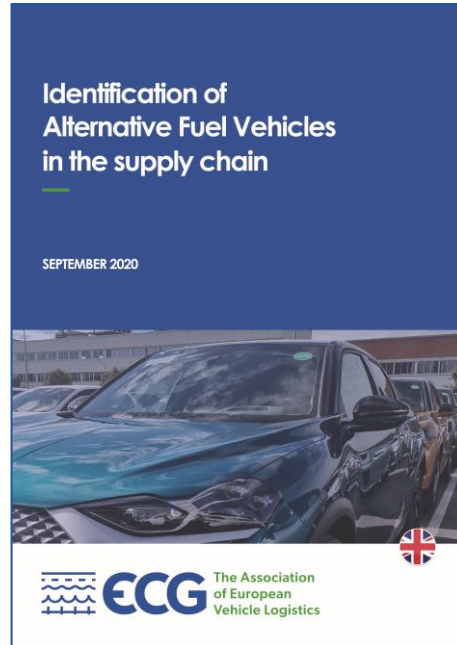


Ongoing activity

# Handling of Alternative Fuel Vehicles

## Visual identification

- ECG has recently published the recommendation for labels for Alternative Fuel Vehicles (AFVs)
- Result of a group chaired by Stellantis
- Goal is a better visual identification in the supply chain



Download [here](#) the document

## EMSA AFV Working Group

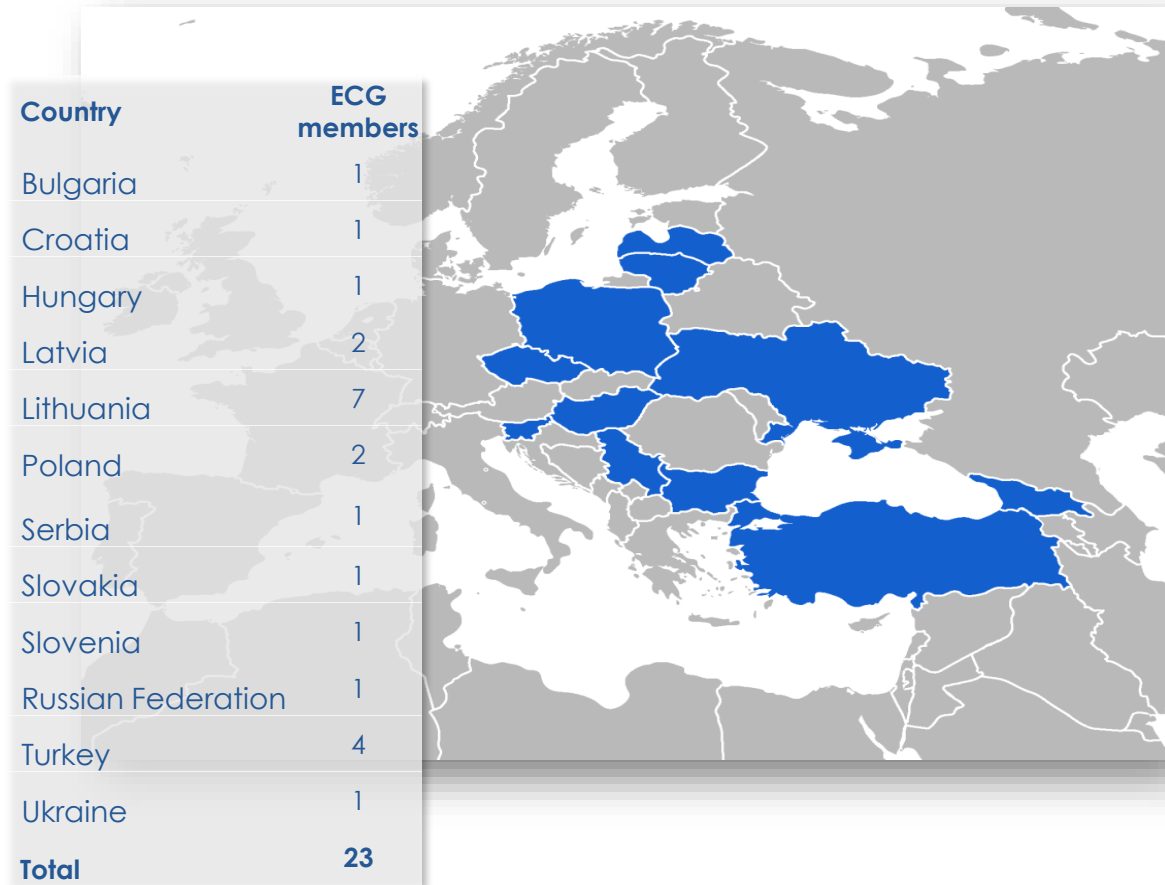
- Group launched in early 2021 to discuss:
  - Fire detection
  - Fire fighting
  - Visual identification of fuel type
  - Charging of EVs - SoC level limits
- Guidelines developed and submitted to European Commission by end '21
- They will cover:
  - All types of Ro-Ro vessels
  - All AFVs, not just those with high voltage batteries
  - Non-operational measures
  - Port operations



# Eastern Regional Meeting

Krzysztof Dakowicz

# Eastern Europe Regional Meetings



Usually two physical meetings per year!

Date	Place	Participants	Sponsor/s
25-09-14	SOFIA	35	
23-04-15	KOPER	43	
17-09-15	ISTANBUL	50	
23-04-16	GDAŃSK	47	
22-09-16	KYIV	42	
20-04-17	VILNIUS	56	
21-09-17	WARSAW	49	
19-04-18	ZAGREB	49	
19-09-18	BUDAPEST	55	
25-04-19	KAUNAS	58	
19-09-19	VIENNA	42	



17 September 2020  
22 April 2021 - 60+ attendees!



# Summary of activity 2020

## Key issues discussed

- Market situation in Eastern Europe
- Cabotage
- Loaded length
- New distribution models

## Update on ECG's activities

- Working Groups
- Latest publications
- ECG Events

## Current State of the Markets (Q1 of 2021)

### Eastern EU markets

- **In March 2021**, registrations of new passenger cars in the 11 Eastern EU countries increased by 46% vs. March 2020, one should remember about the specifics of last year and the low level of car registration due to the COVID-19 restrictions. (ACEA)
- **From January to March 2021**, demand for new cars in the region declined by - 1,1% compared to the same period last year and -19,8% vs. Q1 2019. (ACEA)

### Non-EU Eastern European markets

- **Russia:** In Q1 of 2021, sales of new cars and light commercial vehicles in Russia decreased by -2,8 % compared to the same period in 2020 (-1,1% vs. Q1 2019) and amounted to 387 322 cars (AEB AMC)
- **Ukraine:** In the first quarter of 2021, 4% more new passenger cars were registered than in the corresponding quarter of 2020. Comparing the period Jan-March 2019, we see an increase of 15%
- **Turkish market** Automobile sales increased by 57.0% in the January-March period of 2021 compared to the previous year. Car sales: Q1 2019 = 68 812; Q1 2020 = 99 630; Q1 2021= 156 464 (ODD)



# UK & Ireland Meeting

Mark Hindley

# Market update 2021



## SMMT 2021 Forecasts

New Car Market May YTD – 723K + 42.45%

2021 Year forecast - c.2million

BEV segment +145%

PHEV segment +214%

UK Production 2021 year forecast – c.1.2million

Other factors; Used Car values +6%



# Group update

- Group comprises 13 member companies representing c. 80% of an estimated total market of 5m new car & LCV movements
- Meetings 3 or 4 times yearly  
Next meeting planned in July, hopefully face to face
- Developed relationships with SMMT, RHA and DFT
- Meeting planned in November in London with Dinner
- postponed meeting in Dublin to be re-scheduled for Feb / Mar '22





# Group objectives

- Promote the interests of UK and Ireland members to industry stakeholders and policy makers.
- Ensure the interests of members are represented at national level on all key issues affecting our industry.
- Foster relations with other specialist groups and associations to help support common objectives.



# The Green Deal

Prof. Dr. Fridtjof Langenhan



# Sustainability and responsibility in transportation management

**Prof. Dr. Fridtjof Langenhan**  
**Hof University of Applied Sciences**

—  
ECG General Assembly 2021-06-09



# Speech: Sustainability and responsibility in transportation management

## What does the EU Green Deal mean for our industry?



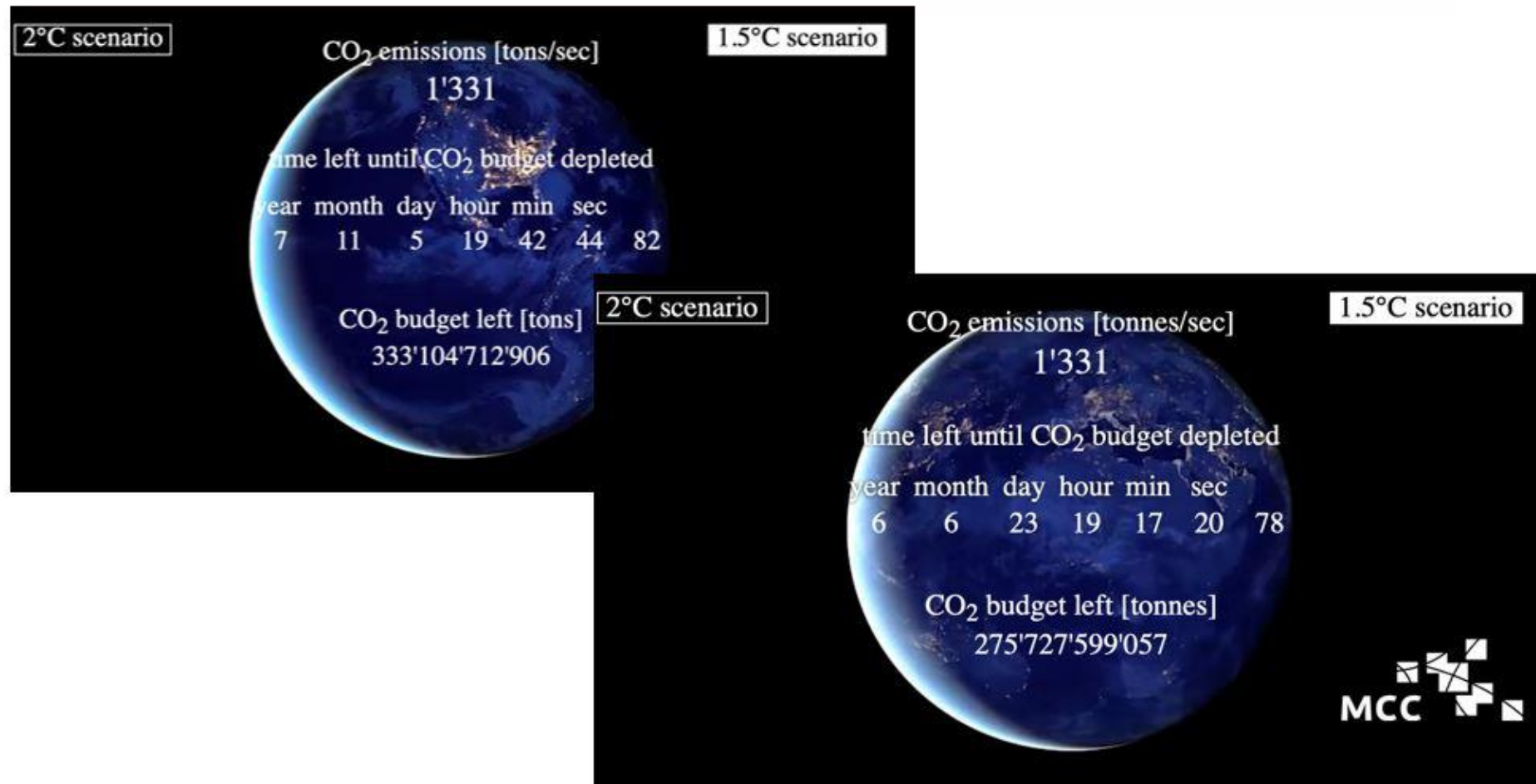
Do you know this figure?



Maybe you know this figure better?



# That is how fast the carbon clock is ticking...



Source: MCC Mercator Research Institutes: <https://www.mcc-berlin.net/en/research/co2-budget.html>

## That is how fast the carbon clock is ticking...

In 2015, with the Paris Climate Agreement, all nations around the world set themselves the goal of limiting global warming to well below 2°C (preferably 1.5°C) compared to pre-industrial levels. An ambitious goal.

### The IPCC Special Report of October 2018 presents new figures:

- The atmosphere can absorb, calculated from end-2017, no more than 420 gigatonnes (Gt) of CO<sub>2</sub> if we are to stay below the 1.5°C threshold.
- However, since around 42 Gt of CO<sub>2</sub> is emitted globally every year—the equivalent of 1332 tonnes per second
- this budget is expected to be used up in just over six and a half years.
- The budget for staying below the 2°C threshold, for its part, of approximately 1170 Gt, will be exhausted in about 24 years.

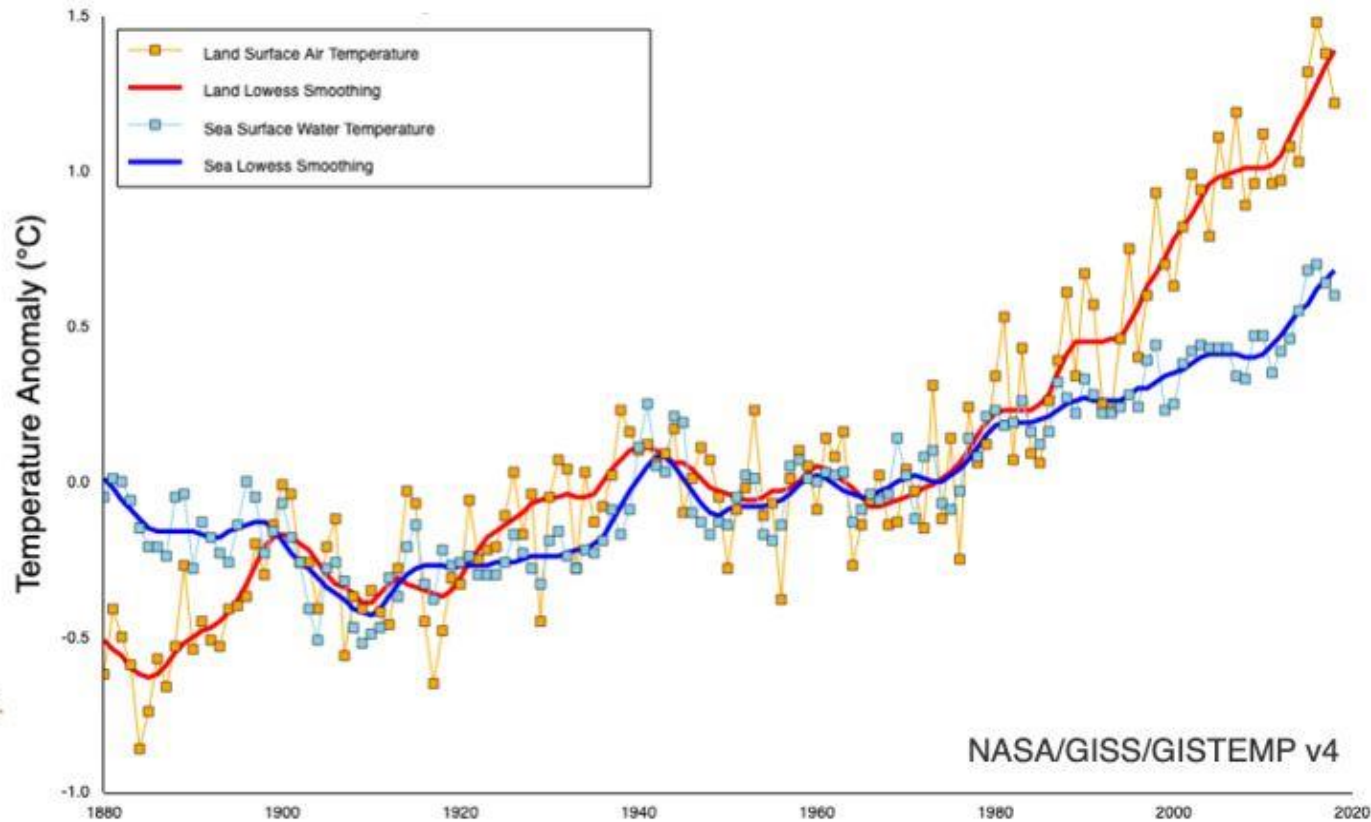
Source: MCC Mercator Research Institutes: <https://www.mcc-berlin.net/en/research/co2-budget.html>, IPCC: Special Report on Global Warming of 1,5°C



# Global temperatures have been rising

## Temperature anomalies over land and over ocean

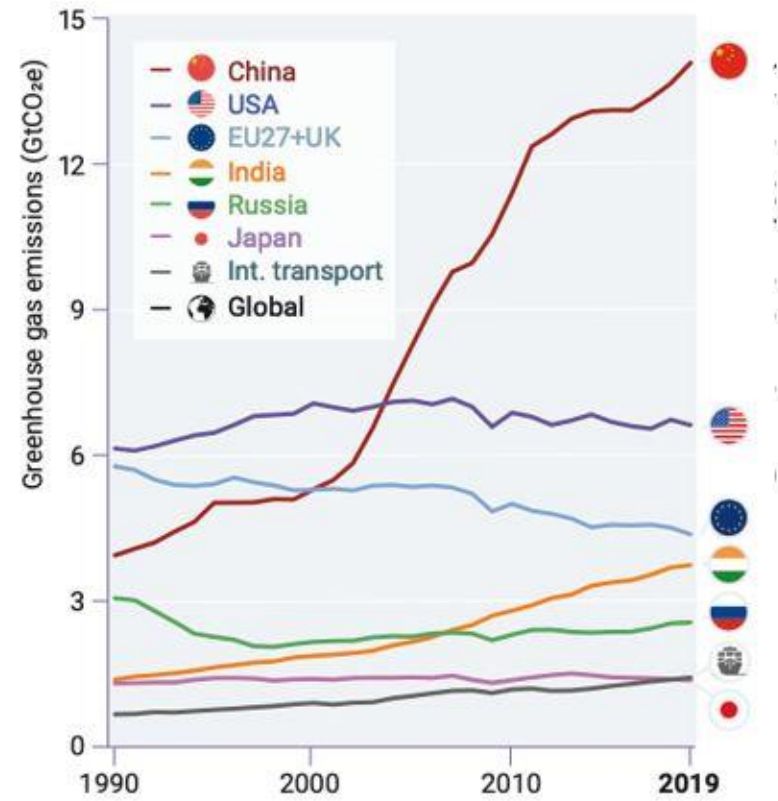
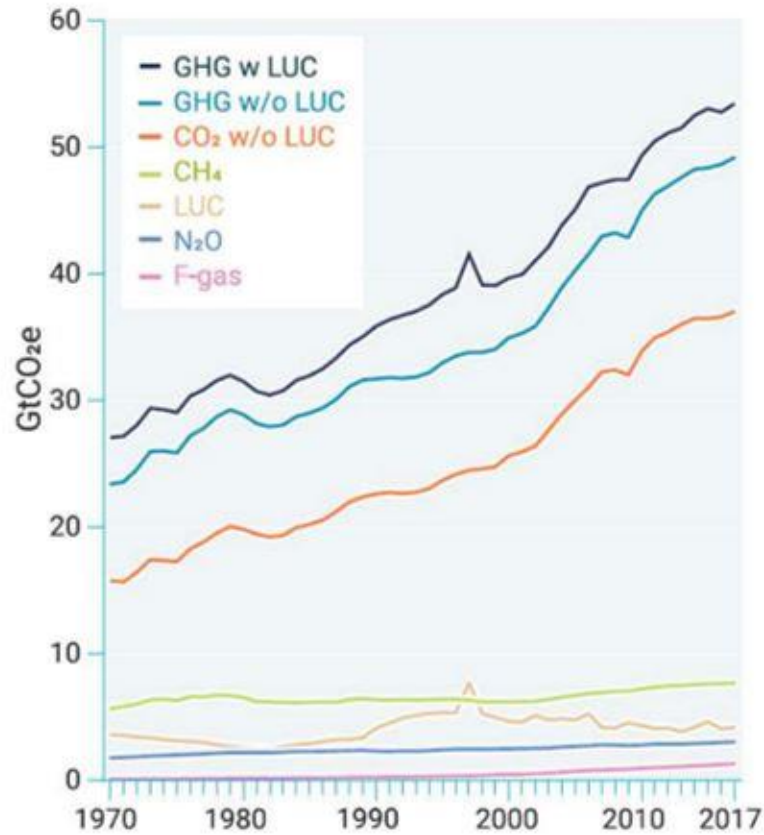
Annual (thin lines) and five-year lowess smooth (thick lines) for the temperature anomalies averaged over the Earth's land area and sea surface temperature anomalies averaged over the part of the ocean that is free of ice at all times (open ocean)



Source: NASA; <https://data.giss.nasa.gov/gistemp/graphs/>

# Human activities have been the source of additional GHG emissions

## Global greenhouse gas emission levels for major emitters and per type of gas



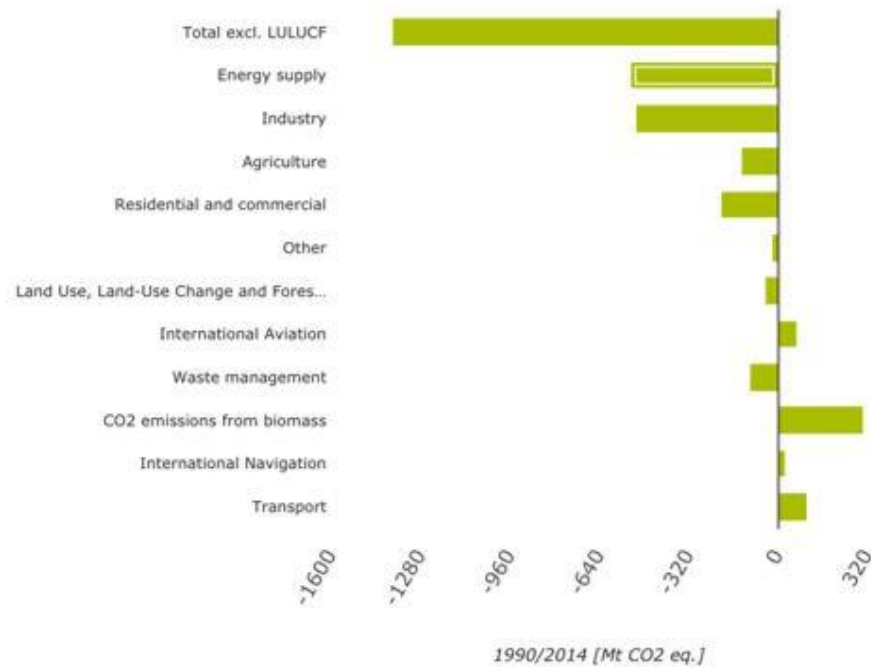
Source: UN Environment, IPCC side event: Emissions Gap Report 2018

## Sustainability and responsibility in transportation management

GHG emissions from the transportation/int. navigation sector represent over 20% of all emissions... and this is increasing

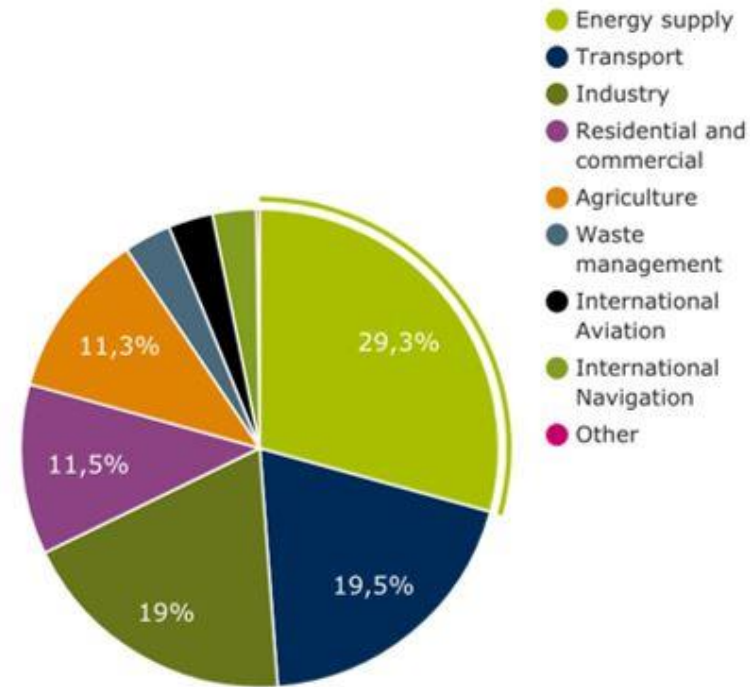
### Absolute change from 1990

Sectoral greenhouse gas emissions by IPCC sector



### Emissions share per main sectors in 2014

Sectoral greenhouse gas emissions by IPCC sector



Source: IPCC and eea



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In Germany in 2019 GHG emissions fell. Globally CO2 emissions dropped during Corona pandemic in 2020. Good news?



#### Key Findings

- 1 In 2019 greenhouse gas emissions in Germany fell by over 50 million tonnes of CO<sub>2</sub> thanks to a sharp drop in lignite and hard coal generation which are now around 35% lower than in 1990.
- 2 Meanwhile, CO<sub>2</sub> emissions from the buildings and transport sectors have risen due to an increase in oil and gas consumption. The decline in CO<sub>2</sub> emissions can be attributed to the higher CO<sub>2</sub> prices in the EU ETS, a significant increase in renewable generation and lower electricity consumption. The rising share of SUVs in the transport sector is responsible for rising emissions.
- 3
- 4

#### Max-Planck-Gesellschaft



Corona pandemic leads to record drop in global CO<sub>2</sub> emissions  
At seven percent, CO<sub>2</sub> emissions from fossil fuels fall more than four times faster than during the global financial crisis in 2008 (2020)

#### Scripps Institution of Oceanography

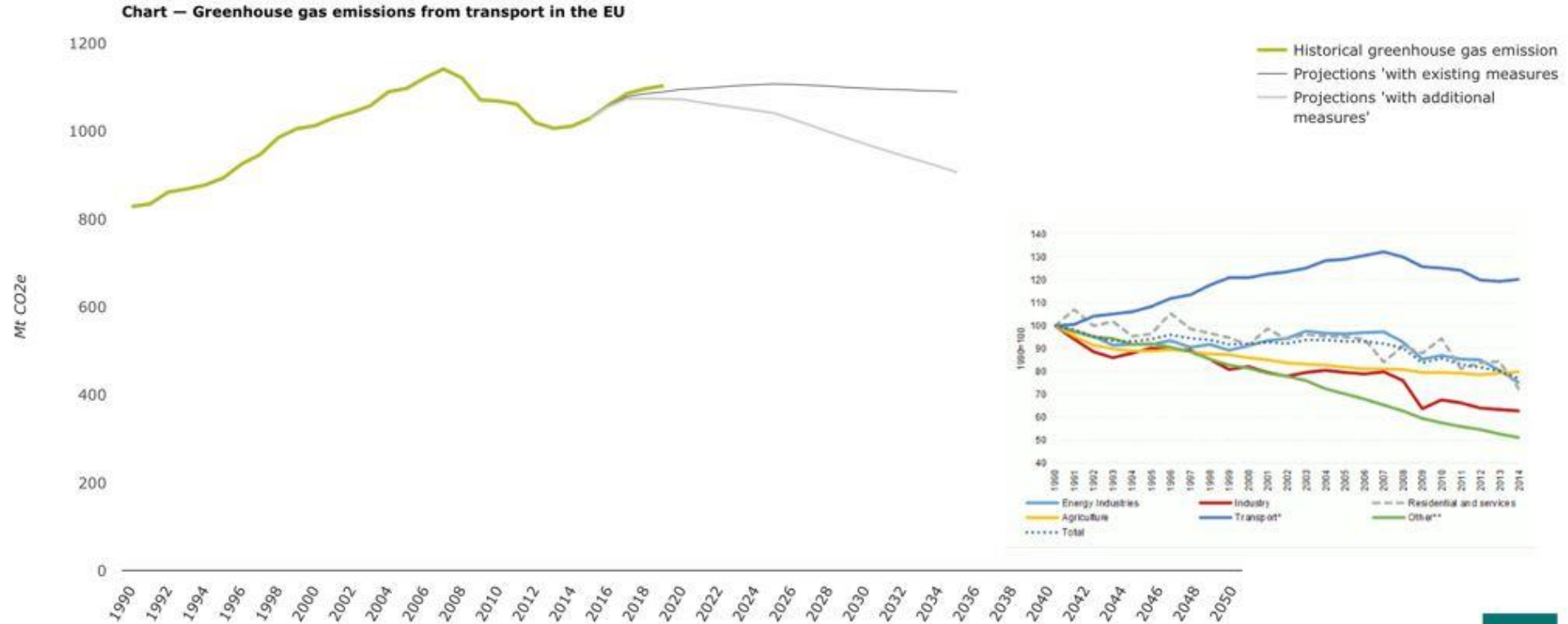
Despite Corona pandemic:

CO<sub>2</sub> concentration has never been so high - Carbon dioxide levels reached 418 ppm back in March.

Researchers fear further increase in the next two months (2021)

Source: Agora Energiewende: [https://www.agora-energiewende.de/fileadmin2/Projekte/2019/Jahresauswertung\\_2019/A-EW\\_German-Power-Market-2019\\_Summary\\_EN.pdf](https://www.agora-energiewende.de/fileadmin2/Projekte/2019/Jahresauswertung_2019/A-EW_German-Power-Market-2019_Summary_EN.pdf), Max-Planck-Gesellschaft; Scripps IoO; Der Standard

# Greenhouse gas emissions from transport in Europe



Source: eea: <https://www.eea.europa.eu/data-and-maps/indicators/transport-emissions-of-greenhouse-gases/transport-emissions-of-greenhouse-gases-12>; EC



# Greenhouse gas emissions from transport in Europe



## Greenhouse gas emissions – Greenhouse gas emissions from transport

1200

— International

### Key Messages

- In 2017, **27% of total EU-28 greenhouse gas emissions came from the transport sector** (22% if international aviation and maritime emissions are excluded). CO<sub>2</sub> emissions from transport increased by 2.2% compared with 2016.
- Emissions from transport (including international aviation but excluding international shipping) in 2017 were **28% above 1990 levels**, despite a decline between 2008 and 2013.
- International aviation was responsible for the largest percentage **increase** in greenhouse gas emissions over 1990 levels (+129%), followed by international shipping (+32%) and road transport (+23%). However, EEA estimates show that emissions from transport (including aviation) decreased by 0.7% in 2018.
- Emissions need to fall by around two thirds by 2050, compared with 1990 levels, in order to meet the long-term 60% greenhouse gas emission reduction target as set out in the 2011 Transport White Paper.

1990 1996 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2020 2050 2050

Source: eea: <https://www.eea.europa.eu/data-and-maps/indicators/transport-emissions-of-greenhouse-gases/transport-emissions-of-greenhouse-gases-12>

## How have greenhouse gas emissions from transport in Europe evolved? (1/2)

**Since 2014, greenhouse gas emissions from the EU-28 transport sector (including international aviation but excluding international shipping) have been increasing.**

In comparison with 2016, emissions in 2017 had increased by 2.2%, mainly on account of higher emissions from road transport, followed by aviation. In 2017, transport (including aviation and shipping) was responsible for 27% of total greenhouse gas emissions in the EU-28. This figure drops to 22% if international shipping is excluded. EEA estimates show that emissions from transport (including aviation) increased by 0.7% in 2018.

In 2017, **road transport was responsible for almost 72%** of total greenhouse gas emissions from transport (including international aviation and international shipping). Of these emissions, 44% were from passenger cars, 9% from light commercial vehicles and 19% came from heavy-duty vehicles.

Source: eea: <https://www.eea.europa.eu/data-and-maps/indicators/transport-emissions-of-greenhouse-gases/transport-emissions-of-greenhouse-gases-12>

# How have greenhouse gas emissions from transport in Europe evolved? (2/2)

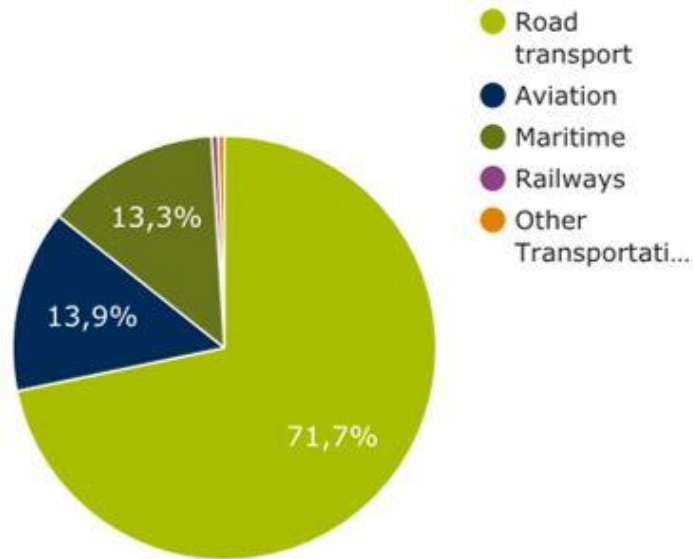
- A significant rise in passenger-kilometer and tonne-kilometer demand has seen greenhouse gas emissions from international aviation **more than double** from 1990 levels (+129%), followed by **increases** in international shipping (32%) and road transportation (23%) emissions.
- Compared with 2016, EU greenhouse gas emissions from international shipping increased by less than 1% in 2017. However, they will need to decrease by one-third by 2050 in order to meet the EU target of a 40% reduction in emissions from 2005 levels.
- CO<sub>2</sub> emissions from transport (including international aviation but excluding international shipping) were still 28% above 1990 levels in 2017. Emissions will, therefore, **need to fall by two-thirds by 2050** in order to meet the 60% greenhouse gas emission reduction target of the 2011 Transport White Paper.
- Total greenhouse gas emissions from transport, including carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O), are analyzed in this indicator. Emissions are split into road transport, railways, domestic navigation, domestic aviation, international aviation and maritime transport.

Source: eea: <https://www.eea.europa.eu/data-and-maps/indicators/transport-emissions-of-greenhouse-gases/transport-emissions-of-greenhouse-gases-12>

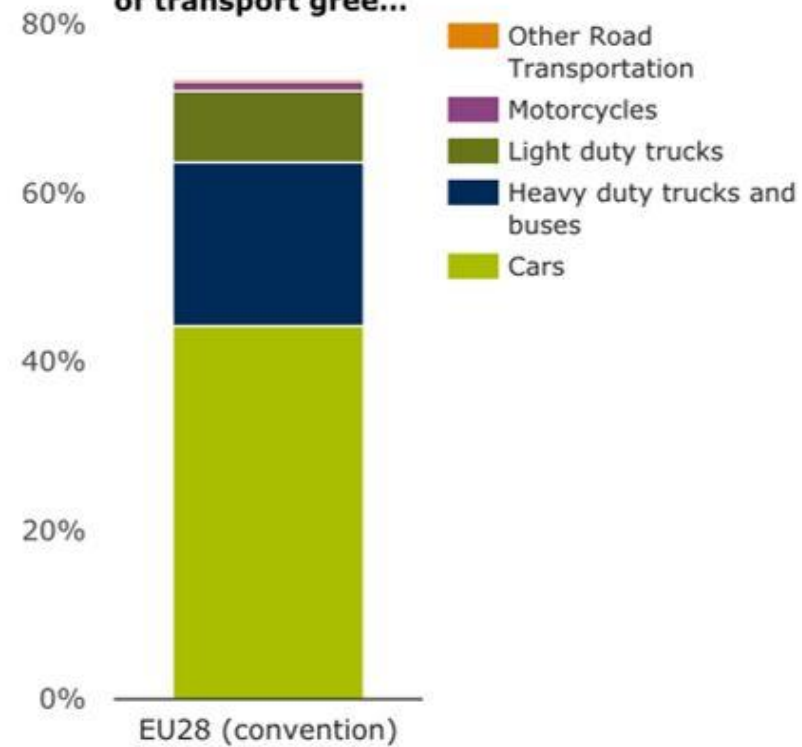


# Share of transport greenhouse gas emissions

**EU (Convention) – Share of transport greenhouse gas emissions – Share of transport greenhouse gas emissions**



**Road transport – Share of transport greenhouse gas emissions – Share of transport gree...**

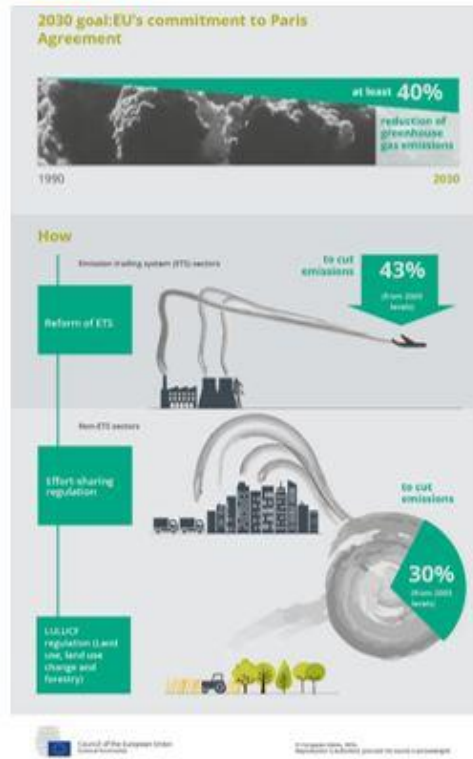


Source: eea: <https://www.eea.europa.eu/data-and-maps/indicators/transport-emissions-of-greenhouse-gases/transport-emissions-of-greenhouse-gases-12>

# EU - Reality versus ambition?

## Paris Agreement

12/2015



## Green Deal

12/2019



Source: European Council / European Commission

# EU - Green Deal: What is it all about?

**What is the European Green Deal?**

December 2019 #EUGreenDeal

The European Green Deal is about **improving the well-being of people**. Making Europe climate-neutral and protecting our natural habitat will be good for people, planet and economy. No one will be left behind.

**The EU will:**

- Become climate-neutral by 2050
- Protect human life, animals and plants, by cutting pollution
- Help companies become world leaders in clean products and technologies
- Help ensure a just and inclusive transition

*"The European Green Deal is our new growth strategy. It will help us cut emissions while creating jobs."*  
Ursula von der Leyen, President of the European Commission

*"We propose a green and inclusive transition to help improve people's well-being and secure a healthy planet for generations to come."*  
Frans Timmermans, Executive Vice-President of the European Commission

93% of Europeans see climate change as a serious problem

93% of Europeans have taken at least one action to tackle climate change

79% agree that taking action on climate change will lead to innovation

Source: [European Commission](https://ec.europa.eu/euro-observatory/en/infographic/european-green-deal)

**What will we do?**

**CLIMATE**  
The EU will be **climate neutral in 2050**.  
The Commission will propose a European Climate Law turning the political commitment into a legal obligation and a trigger for investment.  
Reaching this target will require action by all sectors of our economy:

**ENERGY**  
Decarbonise the energy sector  
The production and use of energy account for more than **75%** of the EU's greenhouse gas emissions

**BUILDINGS**  
Renovate buildings, to help people cut their energy bills and energy use  
**40%** of our energy consumption is by buildings

**INDUSTRY**  
Support industry to innovate and to become global leaders in the green economy  
European industry only uses **12%** recycled materials

**MOBILITY**  
Roll out cleaner, cheaper and healthier forms of private and public transport  
Transport represents **25%** of our emissions

# EU – Green Deal elements

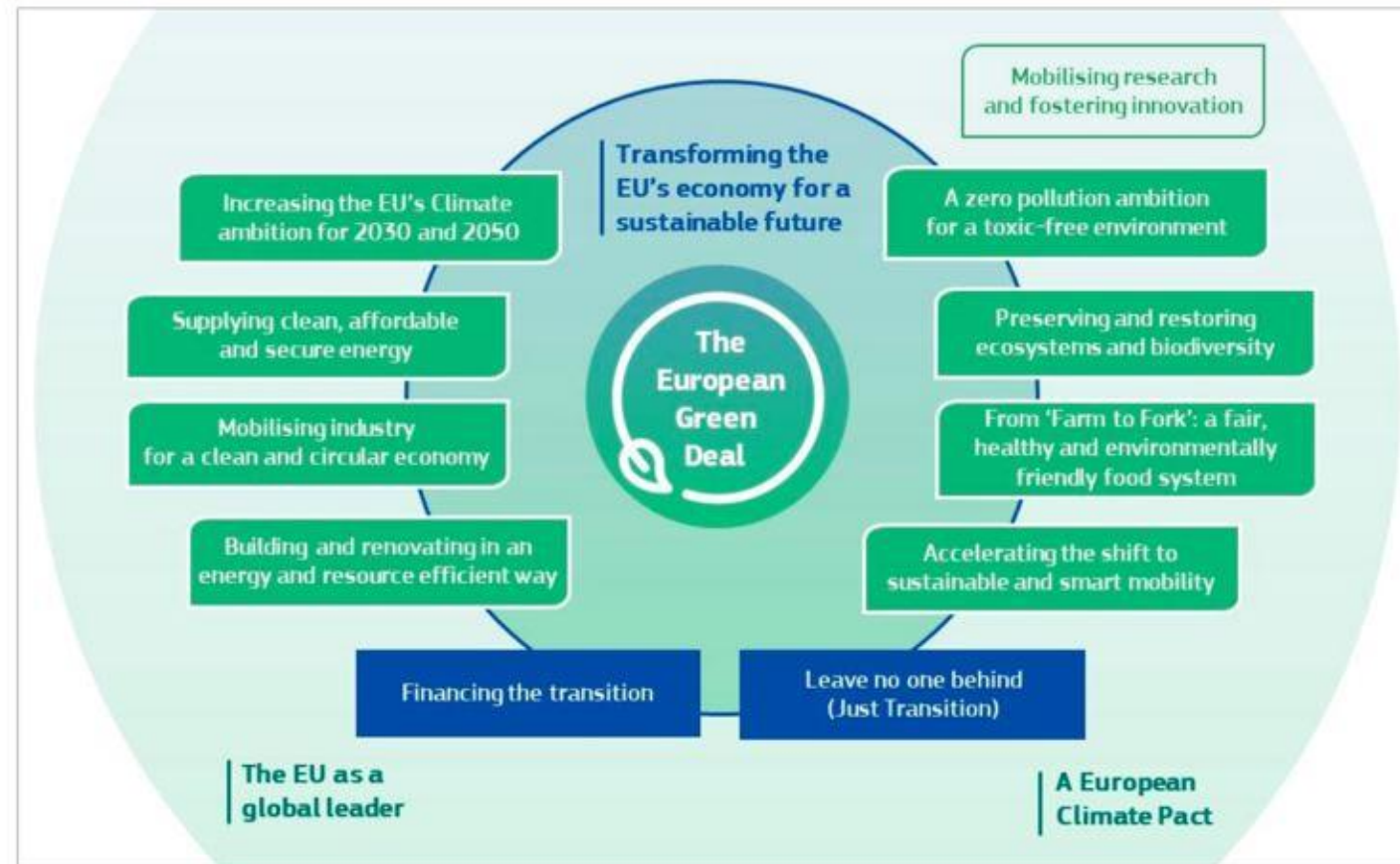
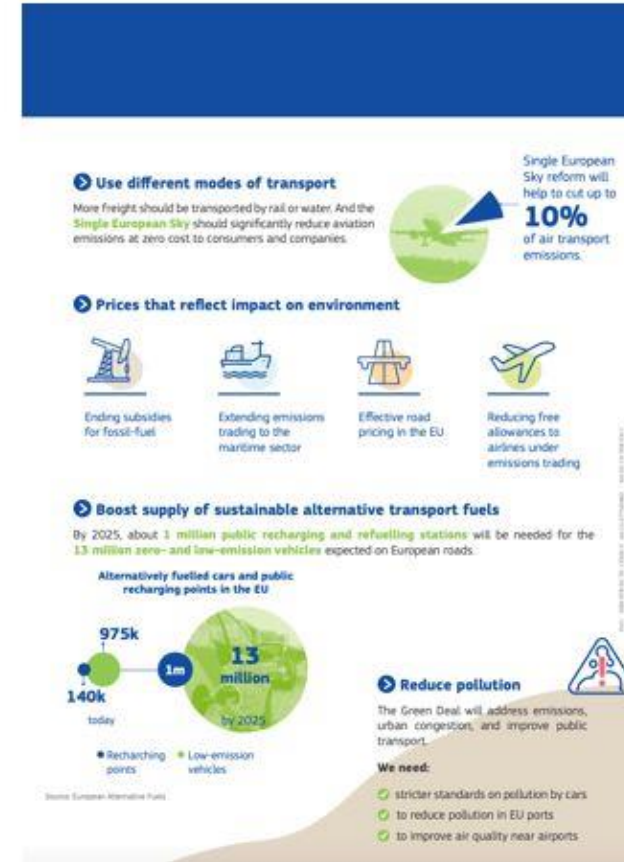


Figure 1: The European Green Deal

Source: [European Commission](#)

# EU - Green Deal: Sustainable mobility



Source: European Commission

## EU – Green Deal contributions by the transportation sector

Transport accounts for a quarter of the EU's greenhouse gas emissions, and is still growing.

To achieve climate neutrality, a **90% reduction** in transport emissions is needed by 2050.

Road, rail, aviation, and waterborne transport will all have to contribute to the reduction.

Achieving sustainable transport means putting users first and providing them with more affordable, accessible, healthier and cleaner alternatives to their current mobility habits.

The Commission will adopt a strategy for sustainable and smart mobility in 2020 that will address this challenge and tackle all emission sources.



Source: European Commission

## EU - Green Deal: Automated and connected mobility

Automated and connected multimodal mobility will play an increasing role, together with smart traffic management systems enabled by digitalization.

The EU transport system and infrastructure will be made fit to support new sustainable mobility services that can reduce congestion and pollution, especially in urban areas.

The Commission will help develop smart systems for traffic management and 'Mobility as a Service' solutions, through its funding instruments, such as the Connected Europe Facility.



Source: European Commission

## EU - Green Deal: Reflect social cost

The price of transport must reflect the impact it has on the environment and on health.

Fossil fuel subsidies should end and, in the context of the revision of the Energy Taxation Directive, the Commission will look closely at the current tax exemptions including for aviation and maritime fuels and at how best to close any loopholes.

Similarly, the Commission will propose extending European emissions trading to the maritime sector, and reducing the EU Emissions Trading System allowances allocated for free to airlines.

This will be coordinated with action at global level, notably at the International Civil Aviation Organization and International Maritime Organization.

The Commission will also give fresh political consideration as to how to achieve effective road pricing in the EU.

It calls on the European Parliament and the Council to maintain the high level of ambition in the Commission's original proposal for the 'Eurovignette' Directive19, and is ready to withdraw it if necessary and to propose alternative measures.



Source: European Commission



## EU - Green Deal: Alternative fuels

The EU should, in parallel, ramp up the production and deployment of sustainable alternative transport fuels.

By 2025, about 1 million public recharging and refueling stations will be needed for the 13 million zero-and low-emission vehicles expected on European roads.

The Commission will support the deployment of public recharging and refueling points where persistent gaps exist, notably for long-distance travel and in less densely populated areas, and will launch a new funding call to support this as quickly as possible.

These steps will complement the measures taken at national level.

The Commission will consider legislative options to boost the production and uptake of sustainable alternative fuels for the different transport modes.

The Commission will also review the Alternative Fuels Infrastructure Directive 20 and the TEN-T Regulation to accelerate the deployment of zero- and low-emission vehicles and vessels.



Source: European Commission

## EU – Green Deal: Urban mobility and pollution

Transport should become drastically less polluting, especially in cities.

A combination of measures should address emissions, urban congestion, and improved public transport.

The Commission will propose more stringent air pollutant emissions standards for combustion engine vehicles.

The Commission will also propose revising the legislation on CO2 emission performance standards for cars and vans by June 2021 to ensure a clear pathway towards zero-emission mobility from 2025 onwards.

In parallel, it will consider applying European emissions trading to road transport, as a complement to existing and future CO2 emission performance standards for vehicles.

It will take action in relation to maritime transport, including regulating access of the most polluting ships to EU ports and obliging docked ships to use shore-side electricity.

Similarly, air quality should be improved near airports by tackling the emissions of pollutants by airplanes and airport operations.

Source: European Commission

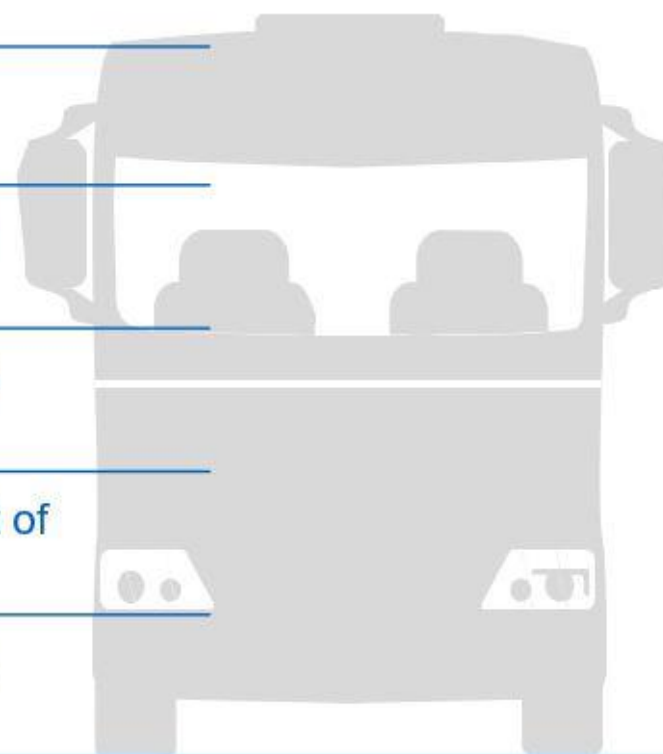


## Summary EU - Green Deal

### Accelerating the shift to sustainable and smart mobility

---

1. Transport accounts for a quarter of the EU's greenhouse gas emissions, and is still growing.
2. Multimodal transport needs a strong boost.
3. Automated and connected multimodal mobility will play an increasing role.
4. The price of transport must reflect the impact it has on the environment and on health.
5. In parallel, ramp up the production and deployment of sustainable alternative transport fuels.
6. Transport should become drastically less polluting, especially in cities.



Source: European Commission

# Beyond the EU's Green Deal ... WEF 2020 ...

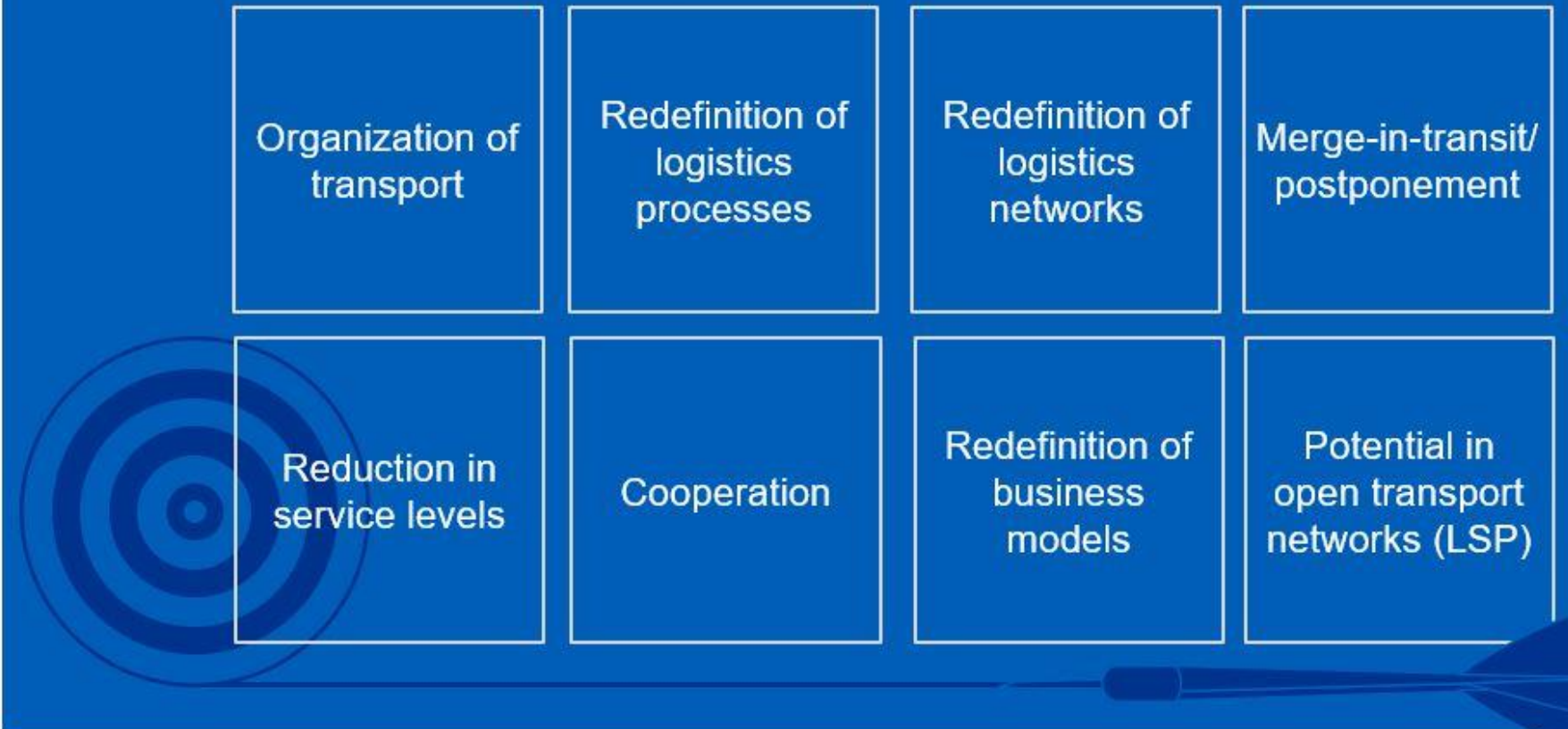


Three levers that companies need to pull

Note.: Image: World Economic Forum/Boston Consulting Group

# Beyond the EU's Green Deal

**The answer to the challenge is the redefinition of targets and concepts for organizing international transport chains as well as supply chains**



Source: Bretzke, Sustainable Logistics

But we need to act... now



## Emissions Gap Report 2019

Global progress report on climate action



We are on the brink of missing the opportunity to limit global warming to 1.5°C.

If we rely only on the current climate commitments of the Paris Agreement, temperatures can be expected to

**rise to 3.2°C**

this century. Temperatures have already increased 1.1°C, leaving families, homes and communities devastated.

Source: [unep.org](http://unep.org)

# When will we be ready to take responsibility and action?



Source: pixabay

# General Assembly 2021

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## Session 2



**ECG**

The Association  
of European  
Vehicle Logistics

Kindly sponsored by  **INFORM**



# ECG Business Intelligence

Namrita Chow & Tom Antonissen

# EU Funding Opportunities for Vehicle Logistics Players

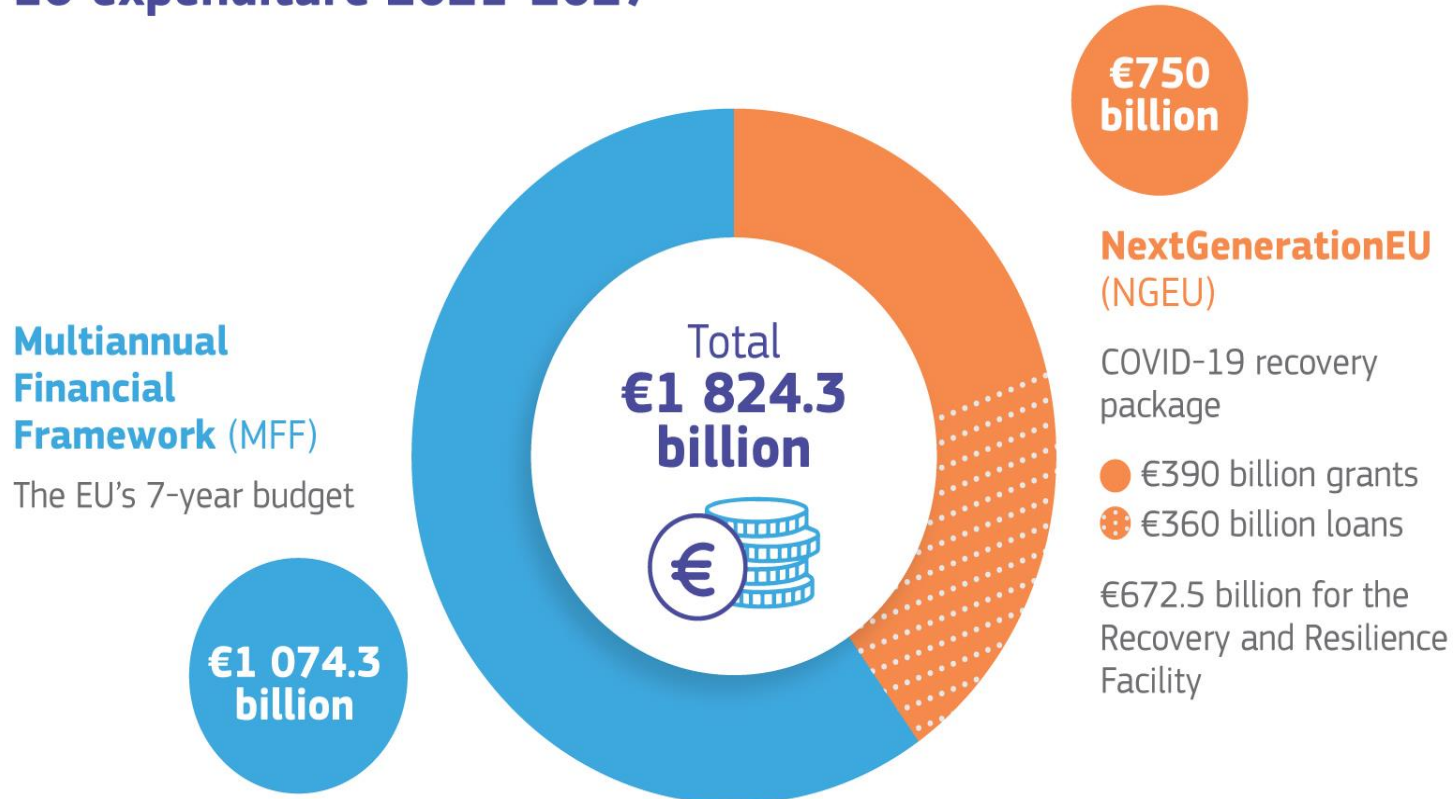
2021-2027

June 2021



# Overview: EU Budget 2021-2027 + Covid Recovery

## EU expenditure 2021-2027



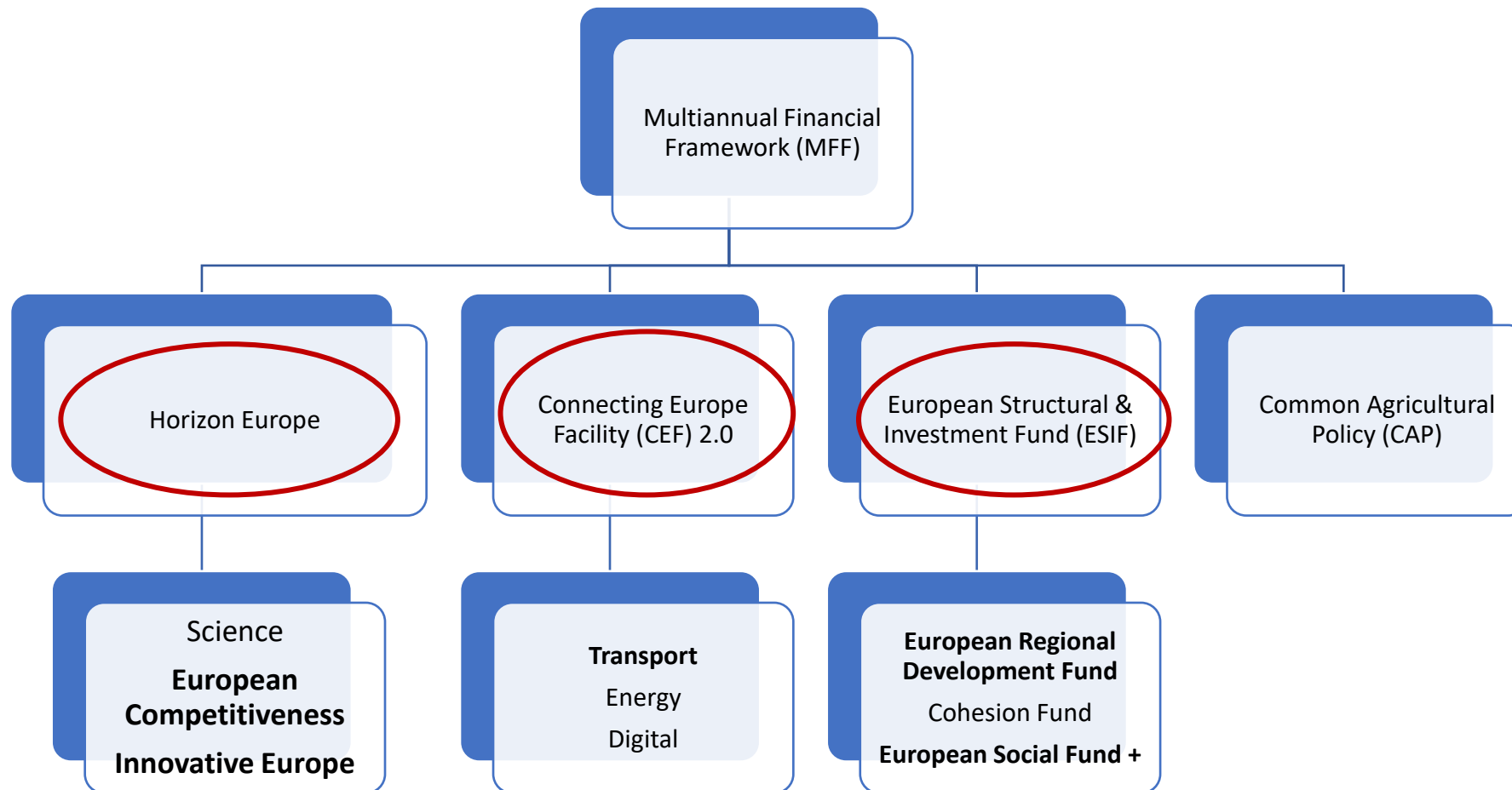
Part 1:  
MFF

Part 2:  
NGEU

Part 3:  
Examples

€1074.3 billion + €750 billion = €1.8 trillion

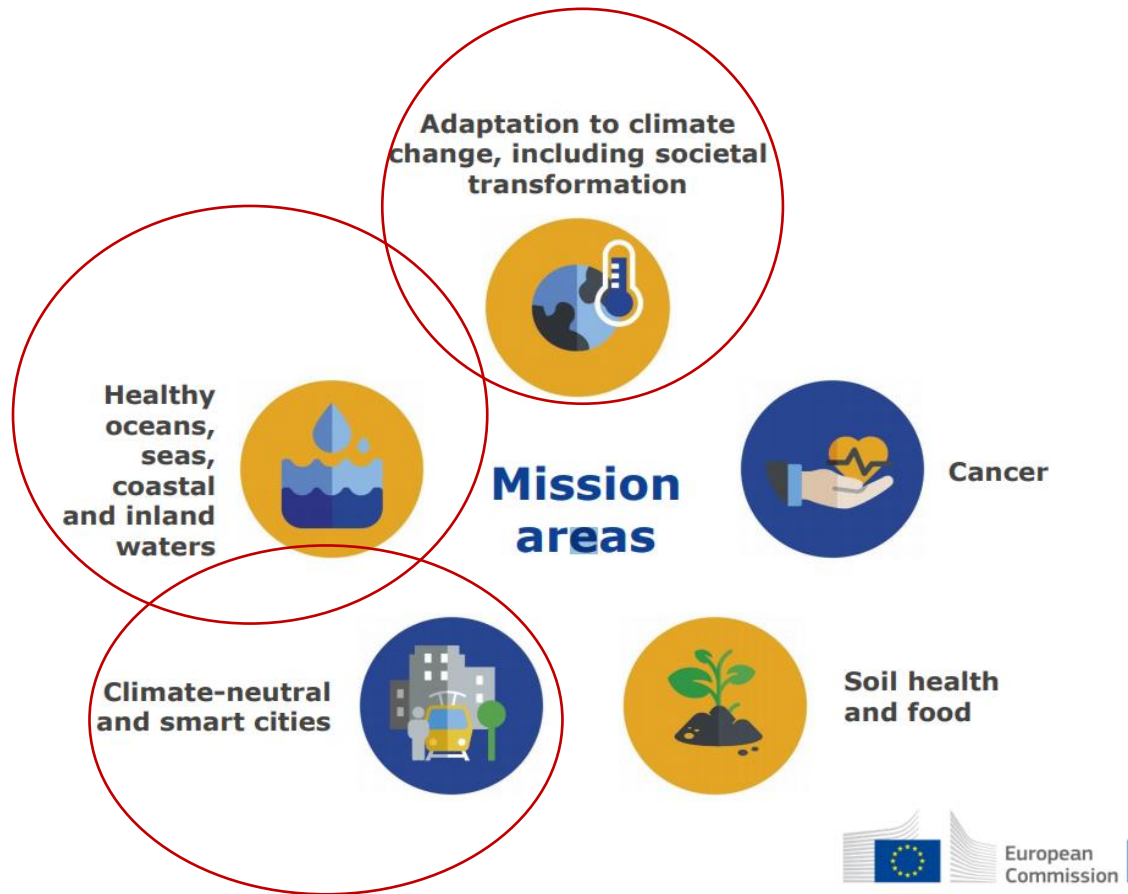
# Part 1: Multiannual Financial Framework (MFF)



Note: Main projects relevant to vehicle logistics players **in bold** under each Fund.



# Horizon Europe



- Horizon Europe is the new EU research and innovation programme
- 2021-2027 Budget: **€95.5 billion**
- Contributes to the objectives of the European Green Deal and strengthens the European Research Area
- Partnerships open to public and private partners, such as industry, universities, research organisations, bodies with a public service mission at local, regional, national or international level, and civil society organisations, including foundations and NGOs

- **Pillar 1:** Excellent science
- **Pillar 2:** Global challenges & European competitiveness
- **Pillar 3:** Innovative Europe

# Connecting Europe Facility 2.0

- Connecting Europe Facility (CEF) 2.0 emphasises synergies between transport, energy and digital sectors to enhance effectiveness, minimise costs and support climate actions



Transport  
**€25.81  
billion**



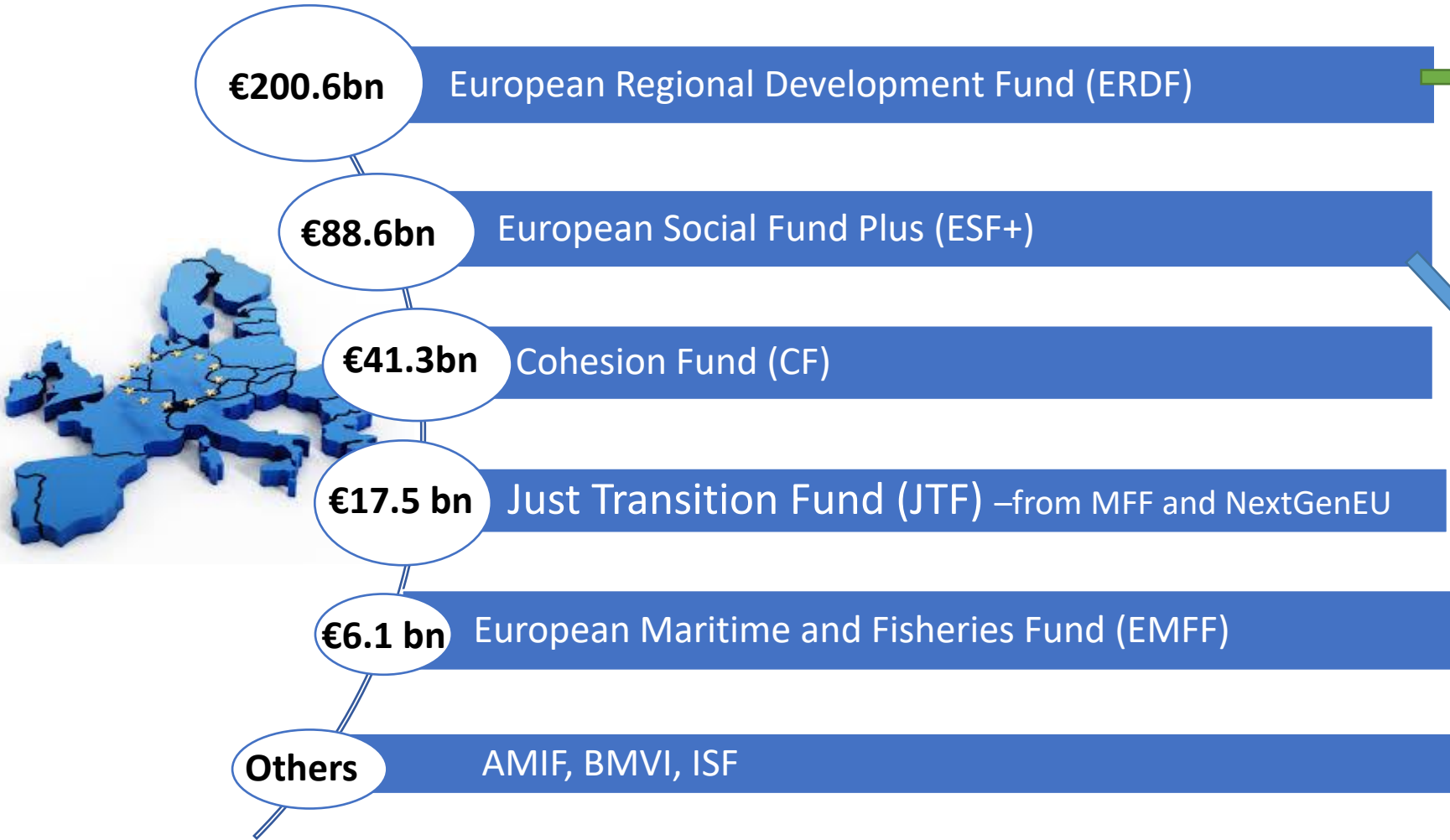
Energy  
**€5.84  
billion**



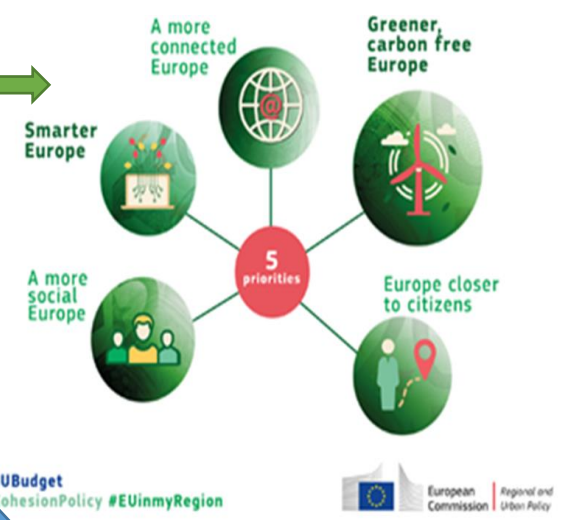
Digital  
**€2.06  
billion**

← **2021-2027 CEF 2.0 Budget: €33.71 billion** →

# European Structural & Investment Funds



**Total Cohesion Policy (2021-2027) = €330.6 billion**



### The ESF+ aims to:

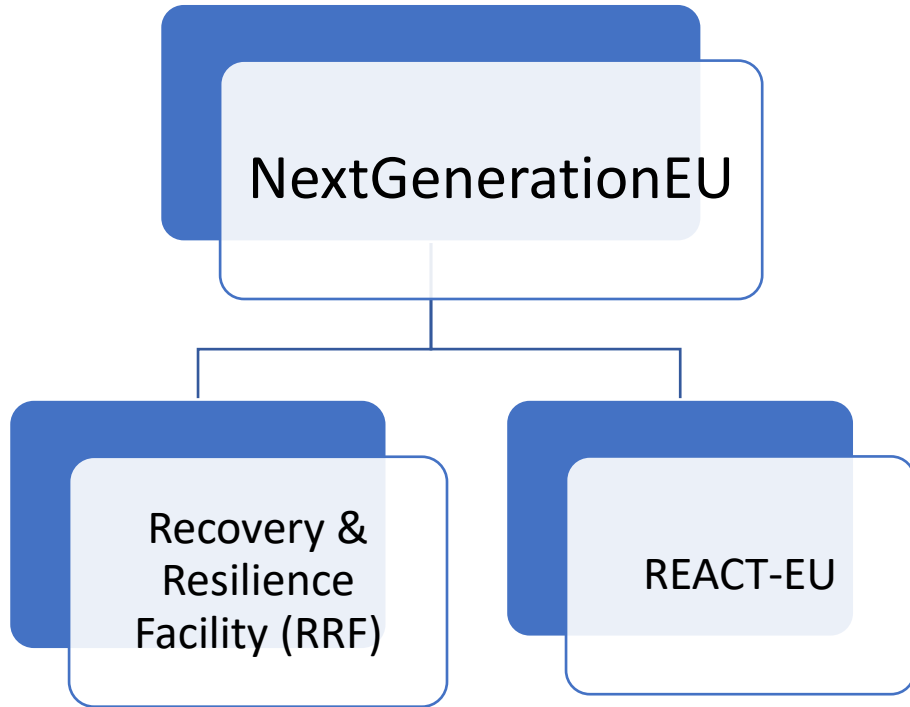
- support Member States in tackling the crisis caused by the COVID-19 pandemic
- achieve high employment levels, especially for youth
- ensure social inclusion
- contribute to poverty reduction, in particular for children
- grow a skilled and resilient workforce ready for the transition to a green and digital economy



**Total budget for 2021-2027:**

**€88 BILLION**

# Part 2: NextGenerationEU



## NextGenerationEU

<b>Grants</b>	<b>390.0</b>
<i>of which provisioning for guarantees</i>	<i>5.6</i>
<b>Loans</b>	<b>360.0</b>
<b>TOTAL</b>	<b>750.0</b>

	Funding under NGEU	Funding under MFF	Total funding
<b>Recovery and Resilience Facility</b>	<b>672.5</b>	<b>0.8</b>	<b>673.3</b>
<i>Of which GRANTS</i>	<i>312.5</i>	<i>-</i>	<i>313.3</i>
<i>Of which LOANS</i>	<i>360.0</i>	<i>-</i>	<i>360.0</i>
<b>REACT-EU</b>	<b>47.5</b>	<b>-</b>	<b>47.5</b>
<b>Rural development</b>	<b>7.5</b>	<b>77.9</b>	<b>85.4</b>
<b>Just Transition Fund</b>	<b>10.0</b>	<b>7.5</b>	<b>17.5</b>
<b>InvestEU</b>	<b>5.6</b>	<b>3.8</b>	<b>9.4</b>
<b>rescEU</b>	<b>1.9</b>	<b>1.1</b>	<b>3.0</b>
<b>Horizon Europe</b>	<b>5.0</b>	<b>79.9</b>	<b>84.9</b>

All amounts in EUR billion in commitments, 2018 prices.  
Source: European Commission.

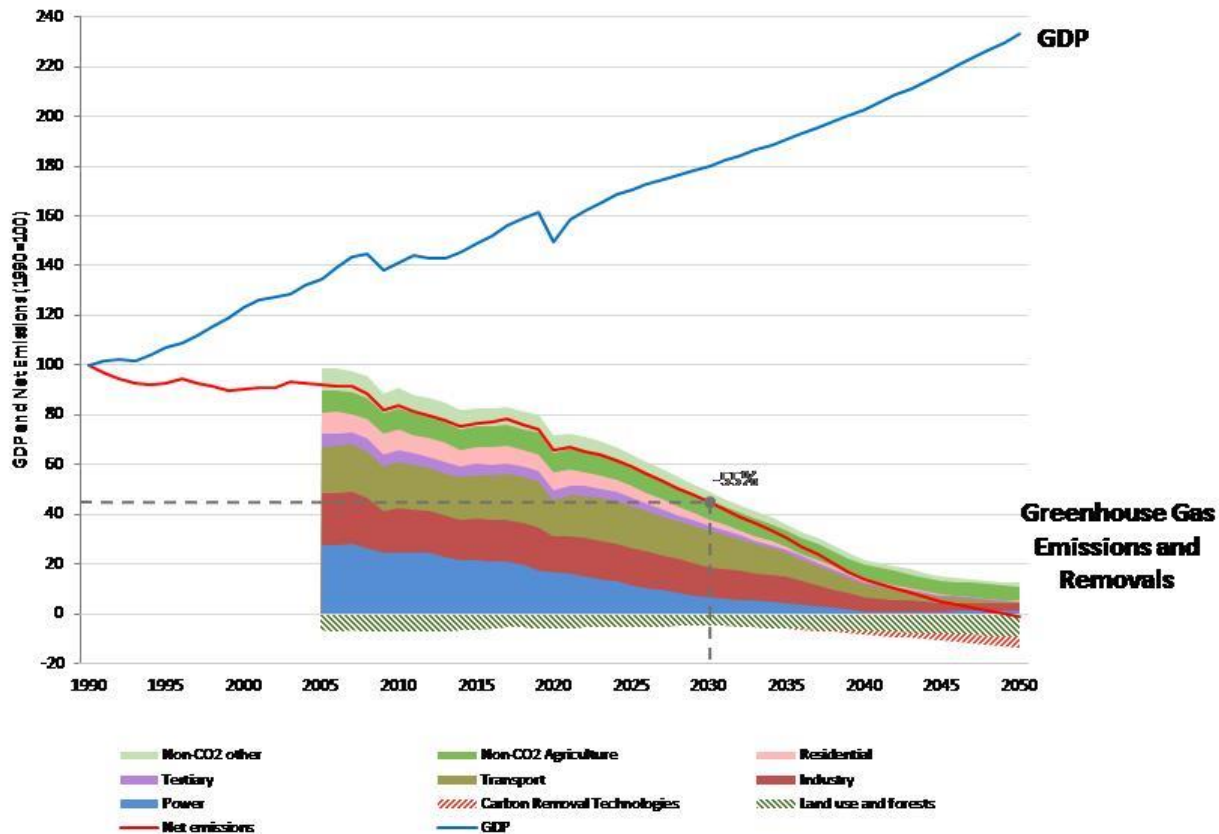
Note: Main projects relevant to Vehicle Logistics players under each Fund.



# Part 3: EU Policy Agenda for Decarbonising Europe

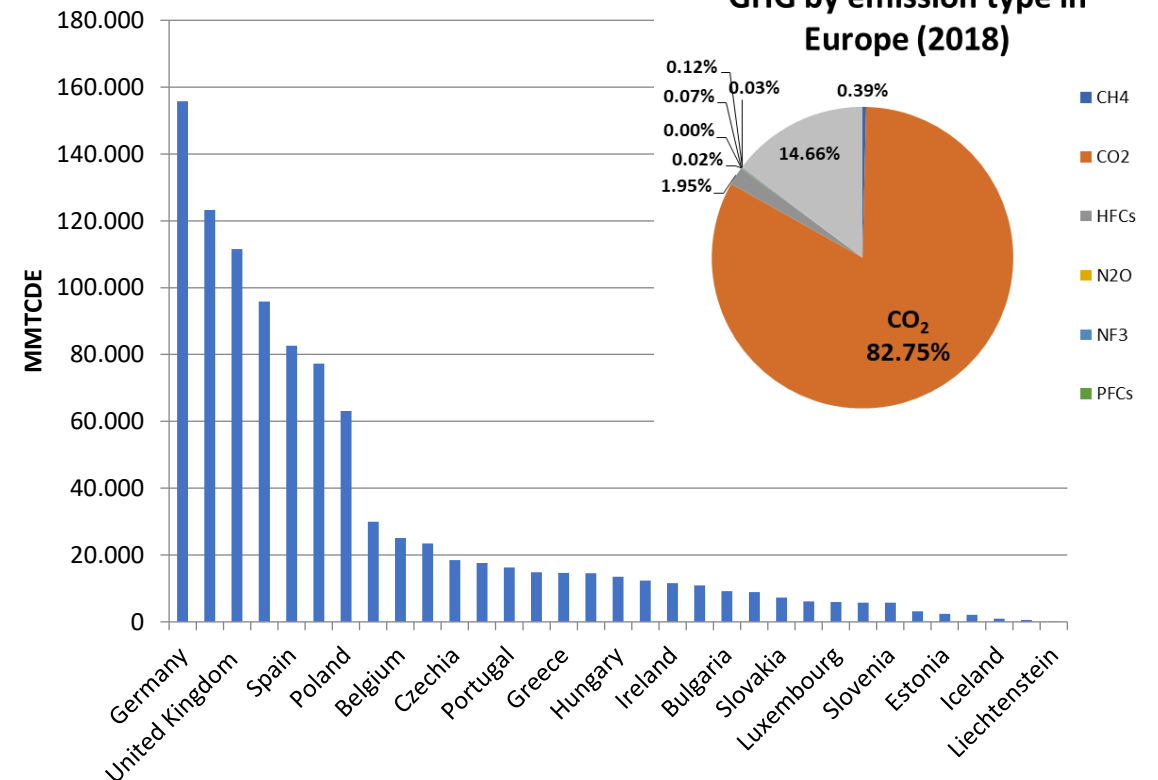


## EU's Pathway to Climate Neutrality 1990-2050



Source: Eur-Lex, European Commission

## CO<sub>2</sub> Emissions by Road Transport across Europe (2018)



CO<sub>2</sub> emissions measures in metric tonnes of carbon dioxide equivalent (MMTcDE)

Source: EEA, ECG Business Intelligence

# National Policy: Similar Targets, Differences in the Details

While they share the same long-term objectives, national transport policies vary in details of short-to-medium term emissions targets or in phaseout dates for ICE vehicles – with some variation in freight funding priorities



- Germany
  - Carbon Neutral by 2050
  - 2030 target 40-42% transport emissions reduction compared to 1990
    - Transport emissions to 95-98 Mt CO<sub>2</sub>e by 2030 (current 159Mt CO<sub>2</sub>e)
    - GHG emissions in 2030 must be 22% lower than 1990 level
    - Electrify 70% of rail by 2030
    - No registration of ICE vehicles by 2030



- France
  - Carbon Neutral by 2050
  - 2028 target to reduce GHG emissions to 82 Mt CO<sub>2</sub>eq, down 18% compared to 1990 levels
  - 2033 target to reduce GHG to 76.6 MtCO<sub>2</sub>eq, down 23.4% compared to 1990 levels
  - Major push to electrify rail, introduce hydrogen-electric trains
  - Sale of gas-emitting vehicles banned by 2040



## EU Funding for Maritime & Shipping



## EU Funding for Road Transport



## EU Funding for Rail Transport



## EU Funding for Ports & Compounds

Decarbonization

Digitalization

Interoperability

Intelligent

Cross Border

Competitive

Interconnected

## Funding example



- [HySHIP](#) : Wilhelmsen Topeka hydrogen project awarded NOK 219m (€21.86 mil), plus €8m in EU Funds
  - Funds awarded by Enova SF, owned by Ministry of Climate and Environment, EU Horizon 2020
  - Project involves construction of two ro-ro vessels servicing short-sea segment, with service starting 2024
    - Hydrogen fuelled vessels to carry cargo and liquid hydrogen (LH2) to bunkering hubs
- “We shall create a full LH2 infrastructure and commercial ecosystem, while at the same time removing yearly some 25,000 trucks from the roads”, says vice-president of special projects, Per Brinchmann at Wilhelmsen
- The HySHIP [consortium partners](#) alongside project leader Wilhelmsen include Kongsberg Maritime (NO), LMG Marin (NO & FR), Equinor (NO), Norled (NO), PersEE (FR), Diana Shipping (GR), Stolt-Nielsen Inland Tanker Service BV (NL), Air Liquide (FR), NCE Maritime CleanTech (NO), DNV GL, ETH Zürich (CH), Strathclyde University (UK) and Demokritos (GR)

# Green Hydrogen

## Project Information

### HyShip

Grant agreement ID: 101007205

### Status

Ongoing project

### Start date

1 January 2021

### End date

31 December 2025

### Funded under

H2020-EU.3.4.6.

### Overall budget

€ 10 796 560


### EU contribution

€ 7 993 942



### Coordinated by

WILH WILHELMSSEN HOLDING ASA

 Norway



**ASSURED** boosts electrification of urban commercial vehicles by boosting high powered fast charging across Europe

- Interoperable, high-power charging systems
- Charger-Vehicle interoperability and standardization
- Smart tools for fleet optimization
- Innovative energy storage systems
- Partners: Volvo, MAN, AVL, VDL, etc
- Funding: Horizon 2020
- EU Funding €18.65m



## Funding example



## Funding example

- [Rail Baltica](#) project includes five EU countries – Poland, Lithuania, Latvia, Estonia and indirectly also Finland and will connect Helsinki, Tallinn, Pärnu, Riga, Panevežys, Kaunas, Vilnius, Warsaw
- Funds by Connecting Europe Facility 2.0 (CEF) Rail system for both passengers and freight traffic
- Part of EU's North Sea Baltic TEN-T corridor
- EU Funding: €1.4 billion
- Open Tenders:  
[https://www.railbaltica.org/tenders/?utm\\_source=railbaltica.org&utm\\_medium=banner&utm\\_campaign=Frontpagebanner&utm\\_content=ProcurementENG](https://www.railbaltica.org/tenders/?utm_source=railbaltica.org&utm_medium=banner&utm_campaign=Frontpagebanner&utm_content=ProcurementENG)



Railways are significantly more environmentally friendly than other forms of transportation. Rail Baltica will be fully electrified to reduce CO2 emissions, pollution and noise.



Co-financed by the Connecting Europe Facility of the European Union

## Funding example



**Warehouse**

Autonomous loading and unloading forklift operations



**Hub-to-hub**

Autonomous logistics shuttle service on public road



**Port**

Automated transfer operations and ship loading

- All Weather Autonomous Real Logistic operations and Demonstrations (AWARD)
- 29 partners from 12 countries
- €20m from Horizon 2020
- Aim to develop driverless heavy-duty vehicles for real logistics operations in harsh weather
- Logistics operations optimised by fleet management system
- Duration January 1, 2021 through December 31, 2023



This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No 101006817.



## What does Brexit mean?:

- **Horizon Europe:** UK will continue to associate under **Horizon Europe** for the 2021-2027 period

- **Interreg Europe:** Withdrawal Agreement between the EU and the UK ensured that **Interreg Europe** projects continue as planned, under same arrangements and rules as before

NEWS ALERT!!!

11 May Update!

- **UK Shared Prosperity Fund to REPLACE EU Structural Funds after 2023**
- UK to still gain from EU Structural Funds till end 2023.



UK has access to ESF+, ERDF only till end 2023



The Withdrawal Agreement between the EU and the UK ensured that Interreg Europe projects will be able to continue as planned, under the same arrangements and rules as before. The UK will stay in the present programme until the end of the whole programming period, regardless of result of the present negotiations about the future relationships.

When the Withdrawal Agreement entered into force, the transition period started which will end on **1 January 2021**. The UK Government prepared a set of **frequently asked questions** about the post-transition period for the UK partners in our projects. You can find the FAQ on our [page devoted to the United Kingdom](#). Check the table below the map (next to the FLC information).



**If there's no deal**  
 In a 'no deal' scenario, the government underwrite guarantee for funding programmes extends to the CEF programme. This means that UK organisations, which are in receipt of a CEF energy grant award, or that have been informed before exit day that their application has been successful, are covered by the government guarantee if the Commission / INEA does not honour the award in full.



# Useful Advice and Tips

- **Check:** Make sure your project/investment meets the EU Funding programme requirements
- **Timing:** Take into account the time period between proposals and receiving funds
- **Expectations:** Manage expectations especially with regards to co-funding rates
- **Partners:** Horizon Europe proposals require at least 3 partners from different countries, while some projects have a consortium of 10 or more partners. CEF requires formal support or agreement of Member State
- **Dissemination:** Successful projects must plan to disseminate information across Europe
- **Identifying & Obtaining Funds:** As applying for funds is time consuming and demand is high, invest in expertise such as specialised consultants
- **Networking:** Use networks to help find partners, stay up-to-date with funding news and stay ahead of competition:
  - National and European associations (such as ECG)
  - National Contact Points (NCPs)  
<https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/support/ncp>
  - CINEA  
[https://cinea.ec.europa.eu/index\\_en](https://cinea.ec.europa.eu/index_en)

Important Dates: Horizon Europe June 2021, CEF September 2021, Regional Funds expected early 2022, RRF late 2021

## For more details, contact

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## More research can be found at:

[ecgassociation.eu/ecg-business-intelligence](http://ecgassociation.eu/ecg-business-intelligence)



# Sustainability

Mats Eriksson

# Activities of the SWG in 2020

## 1 Research on emissions reporting



GLEC Framework > ISO 2022 standard on reporting on emissions from logistics



- VDA confirmed that whatever tool is fine, as long as it is GLEC compliant
- ECG is looking into EcoTransIT



Clean Cargo developed a Ro-Ro methodology. It does not work yet for all vessel types however they are working on it.

## 2 Surveys

Carried out to find out current practices on emissions reporting

OEMs

ECG Members

## 3 Meetings

With LSPs and OEMs to discuss on standardisation  
Latest on 11 May; next in June!



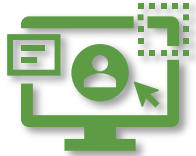
# Summary

Standardisation of emissions reporting in FVL is needed (By Q3 2021)



**Allow equitable comparison between modes and between suppliers within modes**

**Enable the industry to invest in the right assets**



For land transport there are different tools currently used/available however they give varying results



For Ro-Ro shipping Clean Cargo is currently the only potential solution, but ECG cannot fully support

- methodology does not yet work for all vessel types
- only some OEMs currently support it



# EU Affairs

Marc Adriansens

# ECG's campaign on loaded length



- European Commission President - Ursula von der Leyen
- Our campaign for 20 years!
- The review of the Weights & Dimensions Directive 2015/719 was triggered in 2020 – result of ECG's lobbying in 2014!
- ECG engaged Dan Wolff (Eurotran) to re-start lobbying:
  - Engaged with the Commission
  - Encouraged Members from key Member states to lobby their national Ministries
  - Created a [position paper](#)



# ECG's campaign on loaded length

- Position paper

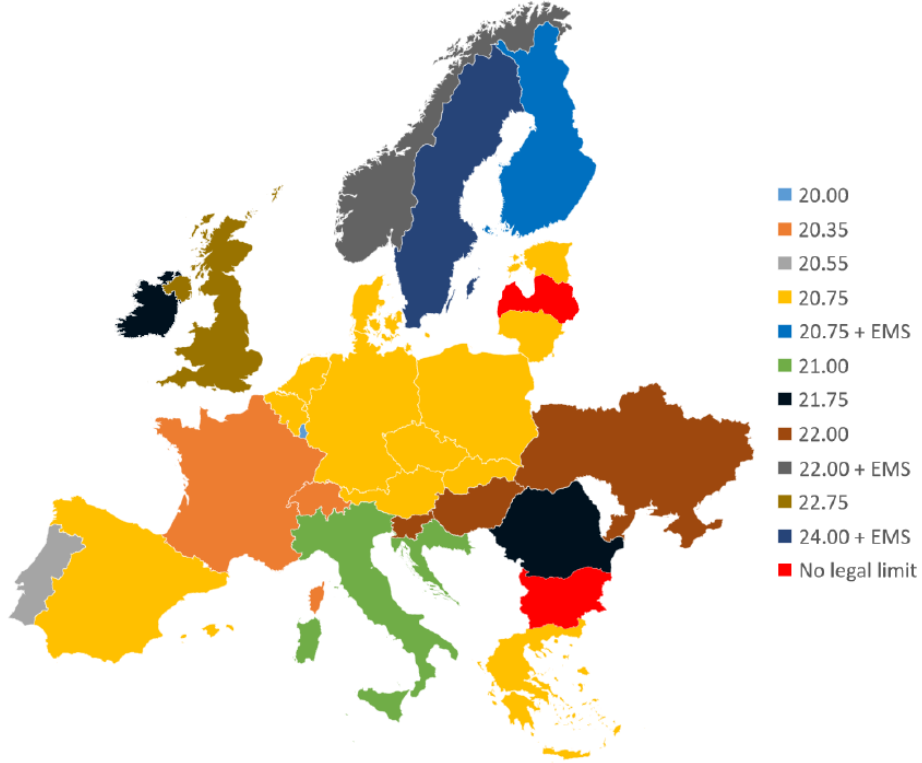


Figure 1 Loaded length of car transporters in metres in EU Member States based on national legislation.<sup>1</sup>





# ECG's campaign on loaded length

- Position paper

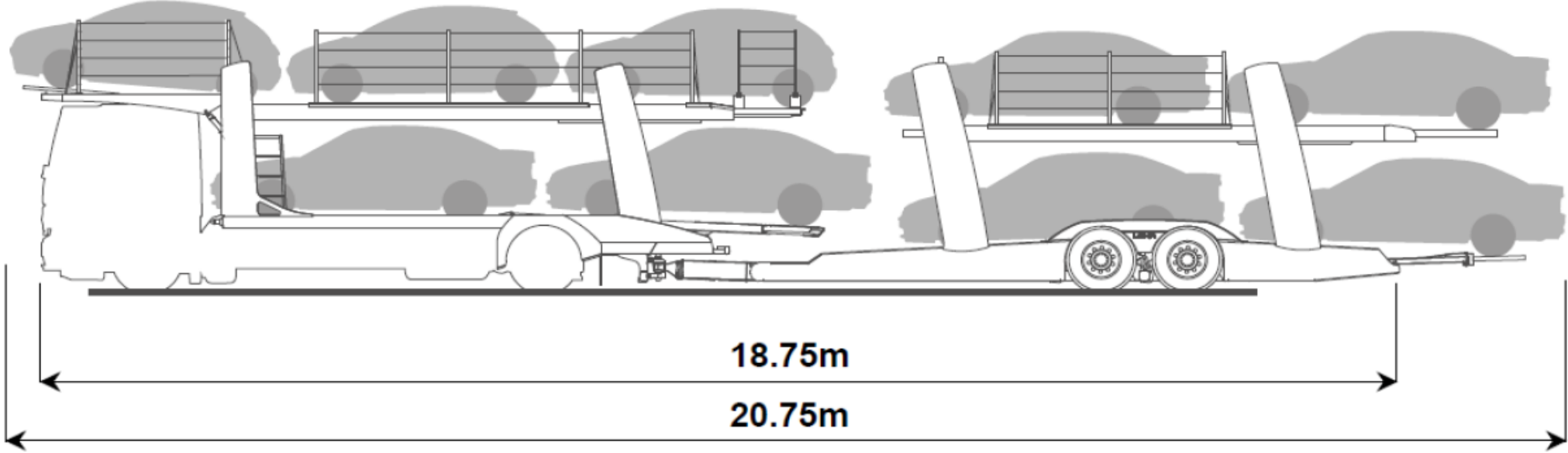


Figure 2 Illustration of load factor for car transporters of loaded length of 18.75m vs 20.75m.

# ECG's campaign on loaded length

- Position paper

276.421 tonnes CO<sub>2</sub> reduction → 19,5%

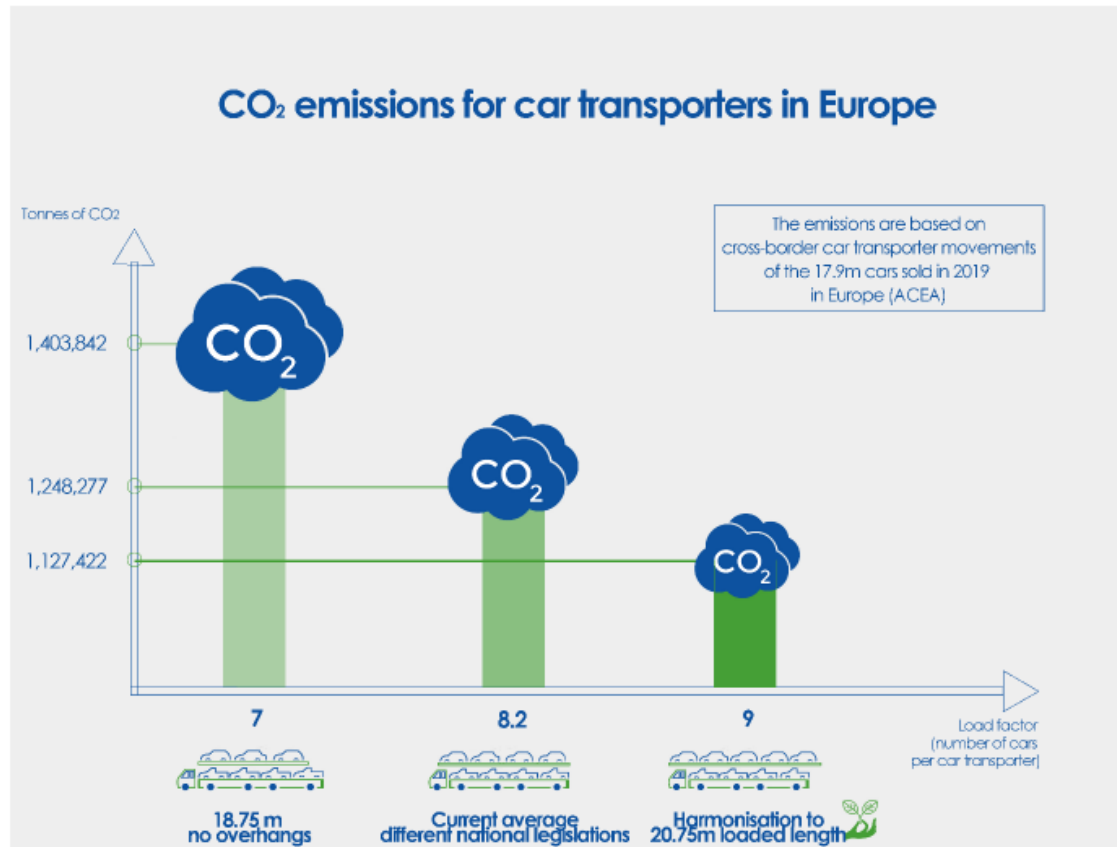


Figure 3 CO<sub>2</sub> emissions for car transporters in Europe

## Other benefits:

- Less trucks
- Reduced cost
- Shortage of drivers
- Legal certainty



# ECG's campaign on loaded length

- At the end of 2020, the Commission confirmed that they intend to re-open the Directive and amend. They expect to finalise their proposal by the end of 2022
- ECG requested a speedier revision for car transporters, which was refused
- The Commission is due to publish their strategy this month
  - ECG will then evaluate if it is worth continuing with the campaign
  - New factors include longer aerodynamic cabs and heavier cars



# ECG Education

Mike Sturgeon & Chris Klaiber

# Negotiation Management

- Next course
  - 28-29 September
- Advanced course – Big Mountain
  - Next date 26-27 October
  - It will be confirmed if a minimum of 8 people sign up



Negotiation  
Academy  
Potsdam



# The ECG Academy Course 14: 2019 - 2021



General Assembly

—

Prof. Dr. Fridtjof Langenhan

Dr. Christian-Titus Klaiber & Hilke Steffens

Joyce Holler & Verena Ege



# ECG Roadmap 2021



# Learning...

...is based on a tried and tested best practice concept: To know, understand and apply immediately

## Know



- Knowledge input
- Keynote lectures
- Research results

## Understand



- Examples
- Best practice
- Interchange

## Apply



- Discussion
- Case studies
- Group work
- Skills practice
- Presentation

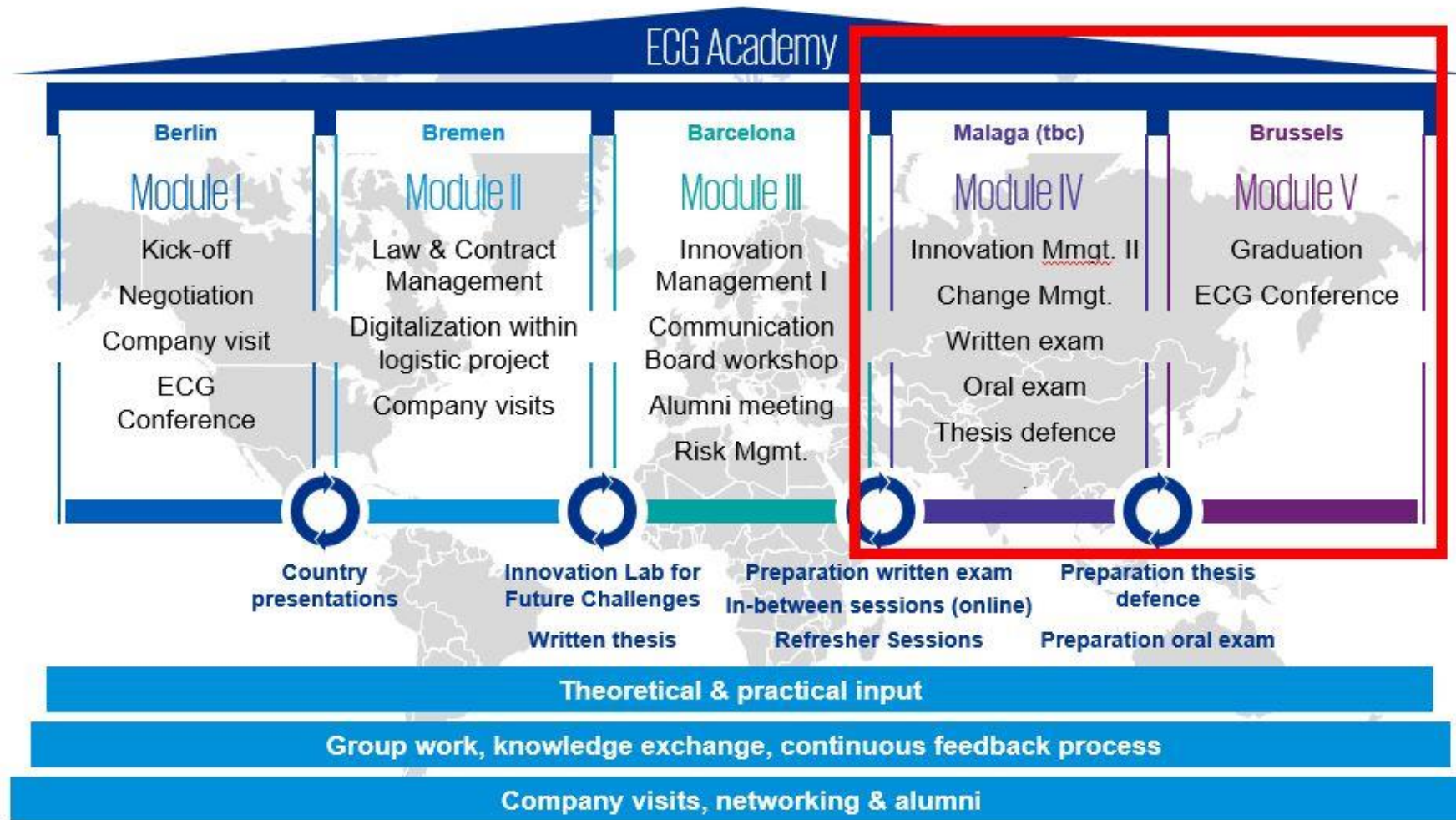
## Successful learning



- Being enabled, inspired and motivated to make a difference



The ECG Academy takes place in 5 modules throughout Europe in 26 days of intensive practice-oriented training



# Your contact



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# Treasurer's Report

Costantino Baldissara

# 2020 Results

- Loss of -€43,844 vs budgeted loss of -€124,672

## Key points

- The year was defined by Covid and lockdown
- Planned activities were cancelled and from March everything was online
- ECG Academy – Course 14 put on hold and Course 15 postponed by a year



# 2020 Summary

- Overall a very good financial result – but only because planned expenses were cancelled
- Despite the crisis our membership remained stable as did support from our partners
- As usual we received a satisfactory report from our auditors
- Collaboration with the OEMs still increasing through key working groups as online meetings make participation easier



# 2021 Budget

- Proposed budget is for a profit of €32,416

## Background

- 2020 started well with a record membership and partnership base
- Secretariat reorganised following departure of Cliona Cunningham
- Assumes ECG Conference will go ahead as planned and other physical events will restart from September



# 2021 Budget

## Specifics

- No ECG Survey this year
- Plan to continue with the ECG Business Intelligence project in conjunction with Ultima Media
- The lobbying campaign on loaded length is supported by consultants Eurotran and restarts after the summer
- ECG Academy and Negotiation Management courses restart in September



# Voting

There will now be 2 formal votes:

1. To approve the 2020 accounts and the auditor's report
2. To approve the 2021 budget and appoint the Executive Director to manage the financial reporting of the association





# Voting instructions

for Main Delegates

# Formal voting

- Only Main Delegates of Full Members (or their proxy) have a vote
- We are required to have a voting system that ensures that only entitled people can vote
- It will be exactly as if you were voting in open forum – it will not be a secret ballot
- A separate website will be used
- 5 questions will be voted on



# Formal voting

## To approve:

1. the 2020 accounts and the auditor's report
2. the 2021 budget and appoint the Executive Director to manage the financial reporting of the association
3. the minutes of the General Assembly held online in 2020
4. the Board discharge

## To elect:

5. the ECG Board members for 2021/22

# Formal voting

- If you are entitled to vote we'll explain the practicalities in a minute
- When votes are cast we will share the results with you
- If Main Delegates have any problems, please either use the Questions panel or contact us at the office on +32 2 706 82 80



# Candidates for election of the ECG Board

President & Vice-President not elected this year



# Marc Adriansens (ICO)



# Serge Agneray (Groupe Charles André)



# Costantino Baldissara (Grimaldi Group)





# Andrew Bauer (BLG Automobile Logistics)



# Olivier Benguigui (GEFCO)

Returning  
candidate



# Krzysztof Dakowicz (Adampol)



# Mats Eriksson (Axess Logistics)



# Mark Hindley (BCA)



# Ömer Gürsoy (Gürsoy Group)



# Nikos Paterakis (Neptune Lines)

New candidate



# Antoine Redier (TRAMOSA – TRADISA Group)





# Paul Steininger (Hödlmayr International)



# Xavier Vazquez (Noatum Terminals)



# General Assembly 2021

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**ECG**

The Association  
of European  
Vehicle Logistics

Kindly sponsored by  **INFORM**

# Vote now!



# Election results



# General Assembly 2021

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**ECG**

The Association  
of European  
Vehicle Logistics

Kindly sponsored by  **INFORM**

# Closing remarks

Wolfgang Göbel

# Golden pins

For Board members





# For retiring Board member



**Emmanuel Arnaud**  
GEFCO

# For long service on the ECG Board



**Marc Adriansens**  
ICO Terminals

**On the Board since 2016!**

**ECG CONFERENCE  
14-15 OCTOBER 2021**

**REGISTRATIONS  
SOON OPEN**



# GENERAL ASSEMBLY & SPRING CONGRESS

12-13 May 2022

Malaga, Spain



# Thank you

## for your attention!

# General Assembly 2021

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**ECG**

The Association  
of European  
Vehicle Logistics

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