

Eastern Regional Meeting

10 April 2025

Y Kaunas, LT

Meeting agenda

Session

14:05 Presentation by sponsor, Hegelmann Autotransporte

14:15 Market update:

• Update on the regional market situation by Chairman

• Discussion about the regional market situation - All participants

• Roundtable discussion: Update on the VDI guideline 2700, EU Affairs update, Safety issues at retailers

Session
II

16:00 Presentation by sponsor, Rimo
16:10 Presentation by International Transport and Logistics Alliance, Povilas Drižas, TTLA
16:30 Presentation on eCMR, Etecture
16:50 Follow up roundtable discussion on eCMR
17:15 ECG General Update, ECG
17:25 Next meetings and AOB
17:30 End of Meeting

Thanks to our sponsors





Market update

Krzysztof Szeligowski, Adampol





Global Light Vehicle Sales Update, February 2025 (Source: GlobalData)

	Sales (units)					Selling rate (Units/year)				
	Feb	Feb	Percent	Year to date	Year to date	Percent	Feb	Year to date	Year	Percent
	2025	2024	change	2025	2024	change	2025	2025	2024	change
WORLD	6,565,191	6,064,466	8.3%	13,328,826	12,744,676	4.6%	86,773,286	87,830,155	88,804,984	-1.1%
USA	1,230,461	1,252,938	-1.8%	2,339,385	2,313,881	1.1%	16,392,023	16,042,003	15,952,698	0.6%
CANADA	115,080	121,033	-4.9%	226,918	232,665	-2.5%	1,907,555	1,961,832	1,810,266	8.4%
Western Europe	974,698	1,019,562	-4.4%	1,981,379	2,061,792	-3.9%	14,323,690	13,793,272	13,370,178	3.2%
Eastern Europe	310,727	347,602	-10.6%	612,990	644,640	-4.9%	4,872,267	5,168,483	4,674,310	10.6%
JAPAN	405,663	341,888	18.7%	778,463	674,592	15.4%	4,352,298	4,648,014	4,382,841	6.1%
KOREA	130,926	114,029	14.8%	235,375	228,719	2.9%	1,658,324	1,611,597	1,598,873	0.8%
CHINA	1,626,137	1,195,444	36.0%	3,572,728	3,187,393	12.1%	21,141,862	22,764,412	25,451,286	-10.6%
BRAZIL / ARGENTINA	213,842	178,743	19.6%	439,191	363,270	20.9%	2,994,526	2,822,699	2,872,068	-1.7%
OTHER	1,557,658	1,493,227	4.3%	3,142,397	3,037,724	3.4%	19,130,741	19,017,843	18,692,464	1.7%
Notes:	The percentage change in the final column compares the average selling rate in the year-to-date with the last full year					e last full yea	r.			
Late reporting countries and estimates are included in "Other".										
	Eastern Europe includes Turkey. China includes estimate of light vehicle registrations.									

Source: GlobalData



Eastern EU markets NEW PASSENGER CAR REGISTRATIONS BY MARKET January – February 2024

NO	COUNTRY	JAN-FEB 2025	JAN-FEB 2024	% CHANGE JAN-FEB 25/24
1	BULGARIA	7 389	7 581	-2,5%
2	CROATIA	8 717	9 022	-3,4%
3	CZECH REPUBLIC	37 120	38 689	-4,1%
4	ESTONIA	1 155	3 017	-61,7%
5	HUNGARY	19 700	18 790	4,8%
6	GREECE	20 477	24 203	-15,4%
7	LATVIA	2 741	2 420	13,3%
8	LITHUANIA	5 367	4 146	29,5%
9	POLAND	89 043	88 769	0,3%
10	ROMANIA	23 770	24 072	-1,3%
11	SLOVAKIA	12 810	15 637	-18,1%
12	SLOVENIA	9 387	8 721	7,6%
12 EASTERN EU COUNTRIES		237 676	245 067	-3,0%
EUROPEAN UNION		1 685 640	1 737 098	-3,0%

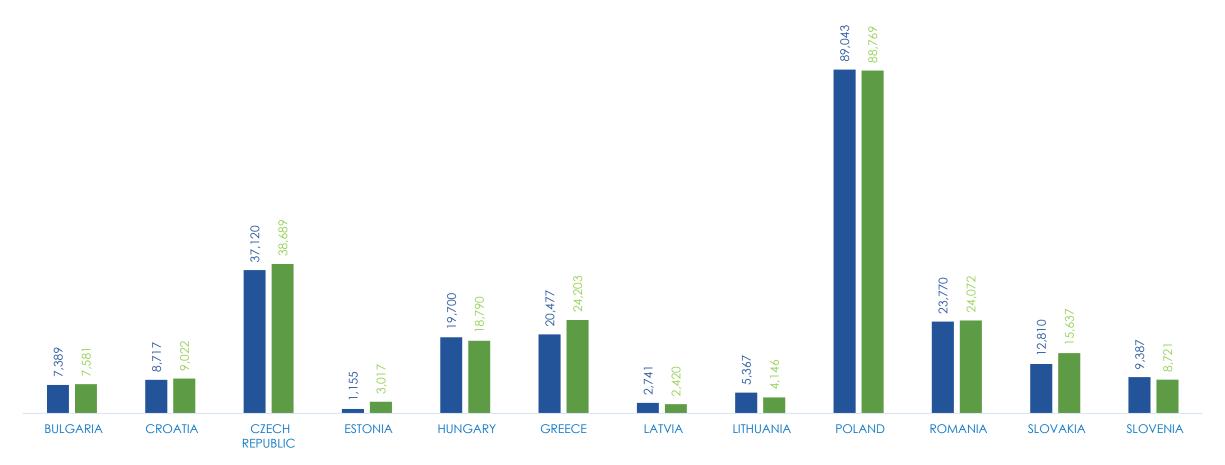
Key remarks

- •According to statistics from 12 Eastern EU countries, in the period from January to February 2025, the number of registrations decreased by 3.0% compared to the same period of the previous year.
- •The highest percentage increase was recorded in the Lithuanian market (29.5%), while the smallest increase was in the Polish market (0.3%).
- •A decrease in new car registrations was recorded in the Estonian market (-61.7%).
- •The Polish market showed the largest number of registered new cars, with 89,043 units.

Source: ACEA



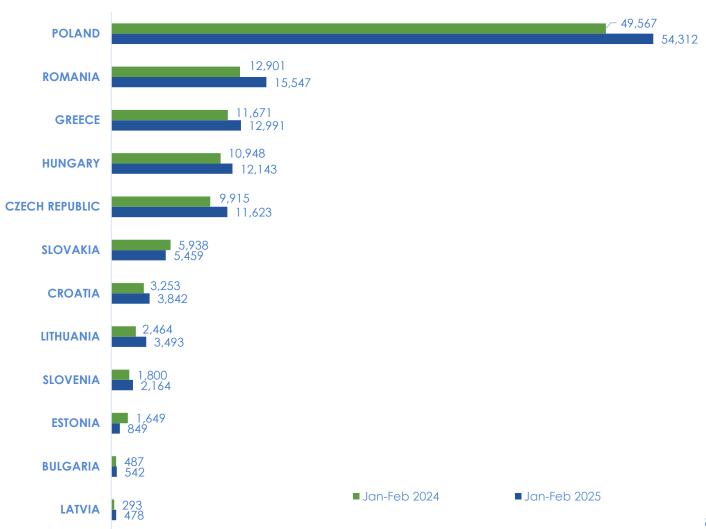
Eastern EU markets
NEW PASSENGER CAR REGISTRATIONS BY MARKET
January – February 2025





EV Market BEV&PHEV&HEV Eastern Europe registrations January – February 2025

No	Country	Jan-Feb 2025	Jan-Feb 2024	% change Jan-Feb 25/24
1	BULGARIA	542	487	11,3%
2	CROATIA	3 842	3 253	18,1%
3	CZECH REPUBLIC	11 623	9 915	17,2%
4	ESTONIA	849	1 649	-48,5%
5	HUNGARY	12 143	10 948	10,9%
6	GREECE	12 991	11 671	11,3%
7	LATVIA	478	293	63,1%
8	LITHUANIA	3 493	2 464	41,8%
9	POLAND	54 312	49 567	9,6%
10	ROMANIA	15 547	12 901	20,5%
11	SLOVAKIA	5 459	5 938	-8,1%
12	SLOVENIA	2 164	1 800	20,2%
12 EASTERN EU COUNTRIES		123 443	110 886	11,3%
EUROPEAN UNION		1 032 350	894 088	15,5%



Source: ACEA

Eastern European markets (non-EU)



No.	Country	JAN – MAR 2025	JAN – MAR 2024	% Change 25/24
1	Russia	254 069	341 619	-25,6%
2	Turkey	223 793	233 389	-4,1%
3	Ukraine *Jan-Feb	9 386	10 859	-6,3%

Key remarks

Source: AEB AMC, AUTO-Consulting, ODD

Russia: Sales for the first three months of 2025 compared to sales for the same period in 2024 decreased by 26% and amounted to 254,069 vehicles. Chairman of the Automobile Manufacturers Committee, Alexey Kalitsev comments: "The first quarter of this year was marked by a contraction in the new cars and light commercial vehicles market. Over the past 10 years, the only worse results, in percentage terms, were in March in 2022 (-59%), and in the first quarter of 2015 (-36%)

[https://aebrus.ru/upload/iblock/190/ENG-Car-Sales-in-March-and-Q1-2025.pdf]

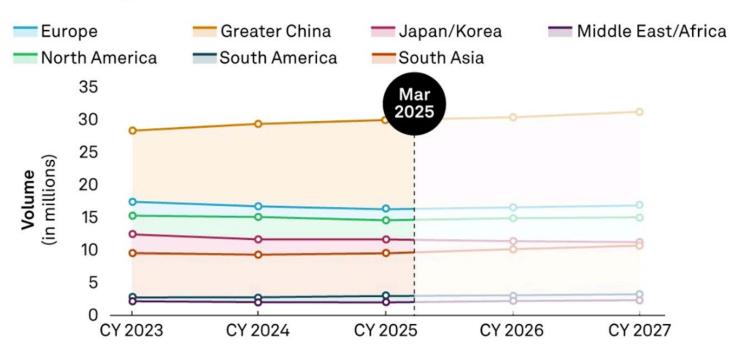
Turkish market: Passenger car sales went down by %4.1 in January-March 2025, compared to previous year, to 223,793 units while light commercial vehicle sales went down by %15.5 to 52,491 units.

Ukraine*: The Ukrainian car market began 2025 with a decline. In January, 4,559 new passenger cars were sold, which is 6.1% less than in the same period last year. In February, thanks to the efforts of all car dealers in Ukraine, 4,800 new passenger cars were sold. This result also affected the figures for the two months, where AUTO-Consulting also observed a 13.6% drop.

[https://autoconsulting.ua/article.php?sid=58217].

Light Vehicle Production Forecast March 2025 S&P Global Mobility

March 2025 Light Vehicle Production Forecast



Data compiled March 17, 2025 Source: S&P Global Mobility © S&P Global

Europe:

In Europe, the light vehicle production outlook has been upgraded by 63,000 units for 2025 and 26,000 units for 2026, largely due to revisions in EU CAFE regulations that boost the volume of ICE vehicles and enhance compliance pathways. Additionally, there has been a notable upgrade in light vehicle demand in Turkey, which supports production forecasts.

https://www.spglobal.com/automotive-insights/en/blogs/2025/01/2025-light-vehicle-production-forecast













Update on the VDI Guideline





VDI GUIDELINE 2700 (SHEETS 8, 8.1, 8.2) ON LOADING ON CAR CARRIERS

TRANSLATION OF THE LEGAL OPINION FROM GRAF VON WESTPHALEN

April 2025



Background

- VDI guideline 2700 update came into force September 1, 2024
- This update was made as part of VDI's internal review process, not because of any safety concerns or issues with the previous version.

Key Changes

- Major changes to the requirements for lashing equipment
- Introduction of new certification procedures for trailers



VDI Guideline

Impact

- Increase in administrative and operational costs
- Certification of trailers introducing unnecessary complexity and costs
 - Barriers to certify trailers built before 2012

 VDI promotes the updated guideline as if it was mandatory under German traffic law (StVO)



Law Firm Graf von Westphalen

Legal Assessement

Law Firm Graf von Westphalen:

- Legal analysis confirms: no binding character of the Guideline
- Any attempt to enforce it as mandatory contradicts German constitutional law

→ No legal legitimation



Implication: Road Traffic Regulation

- What matters legally is that the load is safely secured in each specific case.
- Authorities cannot issue penalties based solely on non-compliance with VDI guidelines.
- The annual inspection requirement in VDI sheets 8.1 / 8.2 is not legally binding.
 - → Therefore, there is no legal obligation to certify trailers or equipment under public law.



Law Firm Graf von Westphalen

Understanding Contractual Obligations: VDI 2700

- If **included** in the **contract** (e.g., through a *dynamic reference* to the current applicable version of the guideline):
 - → Legally binding
 - → If **significant additional costs** arise due to compliance with the new requirements, the contractor may demand an **adjustment of remuneration** based on § 313 BGB
- If not included in the contract:
 - → **No legal obligation** to comply with the VDI 8, 8.1 and 8.2 sheets
 - → The client **cannot unilaterally enforce compliance**; any agreement must be **bilateral** and negotiated with the contractor



EU Affairs Update

- Weights & Dimensions
- Dinner debate in the European Parliament
- Omnibus package
- Amendment to the Regulation setting CO₂ emissions for new cars and vans
- US tariffs



ECG's campaign for harmonisation of loaded length to 20.75m for vehicle transporters continues

Status



Harmonisation proposed
July 2023



European Parliament after elections in May adopted the position
October 2024



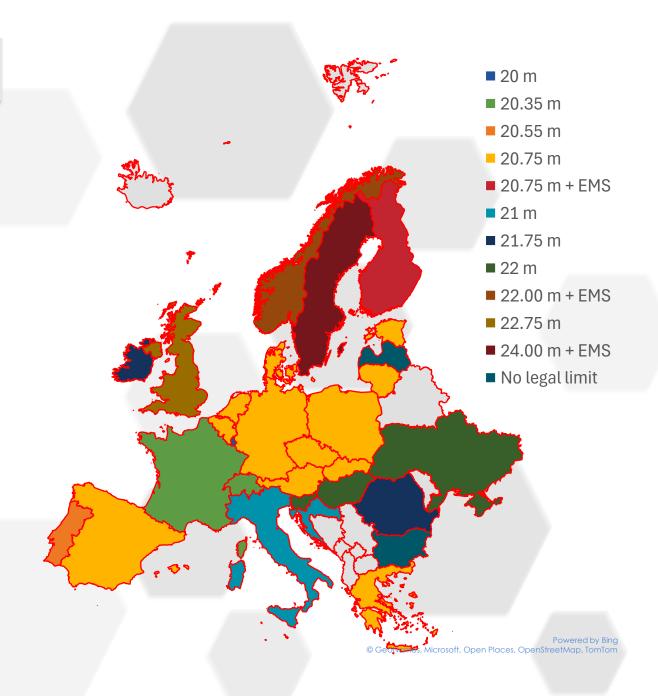
Negotiations continue in the Council among Member States

Presidency of Poland in the Council until July 2025 followed by Denmark



What is the issue?

- Vehicle transporters operate in a fragmented market in the EU
- Several cases of fines brought to ECG's attention: trucks engaged in international transport fined in Italy and Germany for being loaded to more than 18.75 m (Weights and Dimensions Directive)





ECG organised a Dinner Debate in the European Parliament

18 March 2025

"Driving the future: the role of finished vehicle logistics in Europe's automotive industry."

Hosted by MEP Alexandr Vondra

regulation in the FVL industry following the European Commission's Action Plan for the Future of the European Automotive Industry





The European Commission proposed to delay reporting requirements to CSRD and CSDDD in its Omnibus package

- > The European Commission published an "Omnibus" package on 26 February
- > Significant changes to key EU laws on sustainability reporting, diligence and trade
- > Goal: less administrative burden and increased competitiveness

Changes to CSRD

- Employee threshold raised: 250 → 1,000
 - → 80% fewer companies in scope
- Reporting delayed for 2nd wave companies: 2025 → 2027

Changes to CSDDD

 The proposal removes obligations for companies to conduct due diligence beyond their direct, tier 1 suppliers

The European Commission proposed to delay CO₂ emission targets for car manufacturers

Goal:

To provide manufactures with **flexibility** in meeting emission targets in the span of three years 2025-2027. OEMs will be able to offset higher emissions in one or two years with lower emissions in the remaining year(s).

Background:

The proposal comes in response to a decline in electric vehicle (EV) sales.



US imposed tariffs on imports

Background

- 25% Tarriff on ALL IMPORTED Passenger Vehicles –including passenger cars- sedans, SUVs and crossovers, as well as Light Commercial Vehicles such as light trucks, cargo vans, mini vans.
- Tariff to be Imposed from LIBERATION DAY 2 April 2025, effective from 3 April 2025.
- Importers of automobiles from Mexico & Canada will need to certify content US made content such that tariff is applicable only on non-US content value.



Volumes affected from EU to USA:

Brand	Sales US 2024 (of imported models from EU)	Notes
Porsche	76,000	All Porsche models sold in USA exported from EU
Audi	196,576 – Q5 VOLUME (56,799) = 139,777	All Audi models except Q5 (made in Mexico) exported to USA
Mercedes Benz	374,101 - (131,647) = 242,454	Only 4 models made in USA, rest imported
BMW	397,645 –(192,211) = 205,434	BMW X series of 6 models made in USA, rest imported
Volkswagen	379,178- 280,588 = 98, 590	VW produces 3 models in Tennessee, 2 models in Mexico, rest imported from EU
Total 2024	762,255	EU Exports for SALE in USA in 2024



Source: ECG Business Intelligence

By Volume

In **2022** the EU imported **285,392** passenger cars from USA.

In **2022** the EU exported **709,768** passenger cars to USA.

In **2023** the EU imported **307,528** passenger cars from USA.

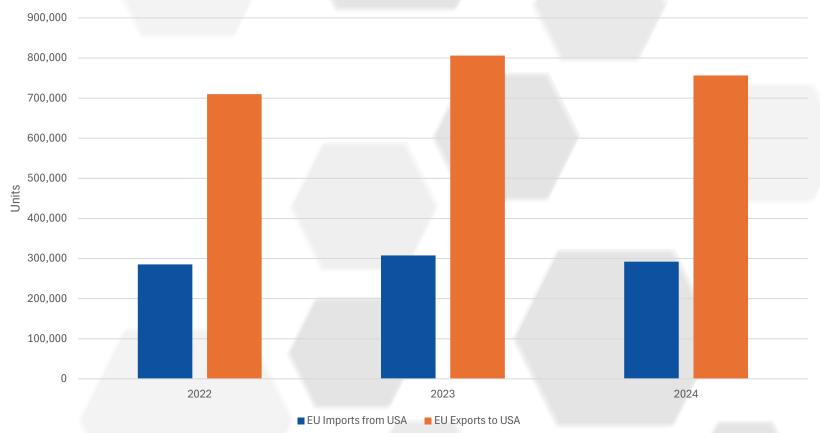
In **2023** the EU exported **805,905** passenger cars to USA.

In **2024** the EU imported **292,111** passenger cars from USA.

In **2024** the EU exported **756,559** passenger cars to USA.

In UNITS	2022	2023	2024
EU Imports from USA	285,392	307,528	292,111
EU Exports to USA	709,768	805,905	756,559







Safety issues at retailers



Delivery at retailers - background





10% of all incidents reported in 2023 were during delivery at retailers

Several OEMs raised this issue as well: Porsche, Toyota, Volvo Cars, Zeekr

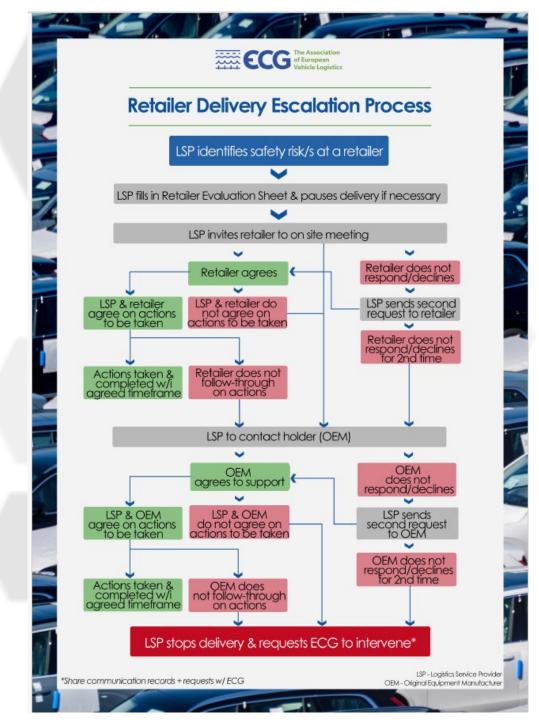


ECG launched retailer escalation process for LSPs to use when they are not able to unload in a safe manner

3 step process

- 1 Retailer
- 2 Contract holder (OEM)
- 3 ECG





Process to report to ECG

Did you follow all steps in the escalation process?

Fill in the online form to request ECG's support

What do you need to provide?

- General information about company and the delivery location
- Completed evaluation sheet
- Summary of the meetings with management at the location
- Summary of the meetings with the contract holder (e.g. OEM)
- Any other information that you think is relevant including additional photographs



Recommended contractual clauses proposed by ECG



- Legal text proposed by ECG's transport lawyer and reviewed by ECG Legal Network – to cover situations when LSPs are not able to load/unload safely at delivery point.
- ECG recommendation to include in all contracts.

RIMO

GROUP



RIMO GROUP





ENGINEERING

Patikima linija UAB - producer of car-carriers, stationary and mobile presses and balers for secondary waste, conveyors, mobile hoppers, mobile ship loaders, mobile shear balers for metal scrap and hydraulic cylinders.



HIDRAULIT

Hidraulit UAB - company provides turning and milling services to its customers, designs and manufactures different mechanical, hydraulic-mechanical equipment.

-ALFATRANSA

Empowered by Rimo

Alfatransa UAB — transport company providing international car transportation services in all over the Europe. 100% of the car-carriers' fleet consist of various models RIMO trucks. Therefore, it is a great primary feedback for the product improvement and technological development.

Patikima linija UAB



Patikima linija UAB, as well as its trademark RIMO, was established in year 2003 when Rimantas Blažulionis, himself being an old timer in car transportation business, started realizing his car-transporter production plans. During production initiation year of 2004 company produced 23 car-carriers and started stable expansion investing into additional production facilities, modern equipment and into one more – probably the most important – factor: professional employees with no fear of challenges and constant striving for innovations. First produced car-carrier:





The factory



- Lithuanian company Patikima linija UAB established in 2003
- 100% privately owned enterprise
- Located in Kaunas district, Garliava, Lithuania
- Product trademark RIMO
- Over 150 employees
- Total area 5,5 ha
- Roofed area 23000 m²
- Administration 1000 m²





Products and services range



- Car-carriers
- Conveyors
- Shear balers
- Presses and balers
- Metal working services
- Welding and painting services



ENGINEERED WITH COMPETENCE

Metal working services





Patikima linija UAB, as well as its trademark RIMO, was established in year 2003. Since then, we gained experience in different fields of metal working. With the team of professionals of different fields we can offer welding, laser cutting, metal bending & cutting services.

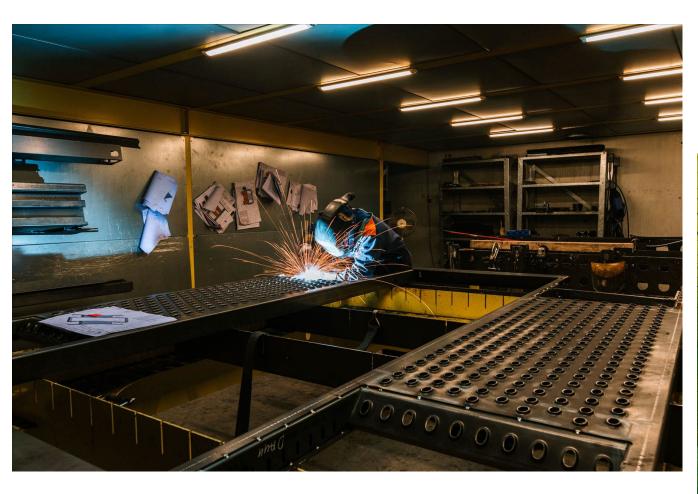




Welding and painting services



High level machining specialists, professionals in **welding and painting**, experienced fitters & mechanics are for your service.





CONVEYORS



Our **conveyor systems** are ideal for transporting a wide variety of bulk materials economically over both short and long distances.





Mobile belt conveyors are one of the best material handling solutions for stacking any kind of bulk material when various materials has to be handled in various locations.

Our products standing in Lituania, Latvia, Japan, South Africa, Spain and etc.

LOADERS





Mobile Ship Loader RIMO SL1400/M is designed to speed up ship loads of any bulk material – from aggregates to grains or wood pellets in ports.

SHEAR BALERS



RIMO **mobile and stationary shear balers** are designed for pressing and cutting metal scrap into smaller elements suitable for metal processing plants. Shear balers can process metal profiles, tubes, car bodies, welded constructions, mixed scrap, etc.





PRESSES AND BALERS









Horizontal and vertical balers, press containers and presses designed and manufactured by RIMO are widely used for secondary waste pressing in many sectors.

CAR-CARRIERS

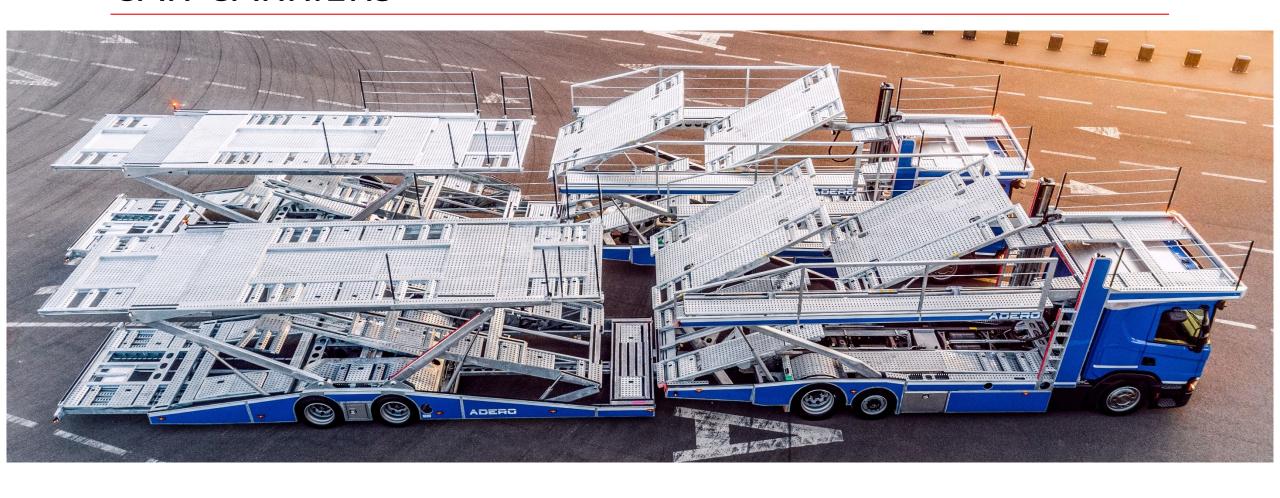




In 2007 RIMO/Patikima linija UAB became the fourth largest **car-carrier producer** in Europe. Rimo PL7 model became very popular because of it's light weight and Superb loading possibilities.

CAR-CARRIERS





Our customers are companies in the whole Europe, that are transporting passenger cars and light commercial vehicles. Ordinary we produce 1 car-carrier per day, but our recent production capacity is up to 500 car-carriers per year.

RIMO ADERO models on chassis





Rimo ADERO 1.3-T + Rimo ADERO 2-T+D



Rimo ADERO 1.3-G + Rimo ADERO 2-V+D



Rimo ADERO 1-V-AK + Rimo ADERO 2-V-5+D

RIMO ADERO models on tractor





Rimo ADERO 1.1-V-AK + Rimo ADERO 2-L-V



Rimo ADERO 1.1-V + Rimo ADERO 2-L-V

Competitive advantages for owner





- Max payload 18500 kg 21500 kg
- Low empty weight 18500 kg 19500 kg
- Fuel consumption impact on weight per 1 t:
 - 0,5 l/100 km for diesel trucks
 - 2 kWh/100 km for electric trucks
- Lower road tolls with 4 axles models

4x impact of reducing CO₂ emissions



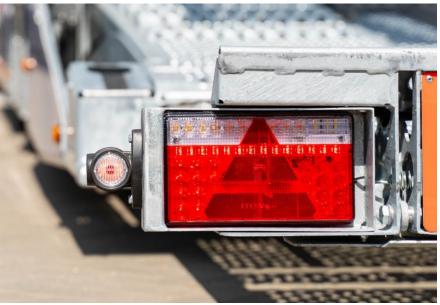
- Less metal material because of special high-strength steel, design and manufacturing technologies
- Less metal processing CO₂ emission
- Less fuel consumption CO₂ emission on every driven km
- More transported payload on one car carrier



Suppliers

























Wide service network



Authorised Rimo Workshops





Social responsibility initiatives of RIMO GROUP



Rimo group actively supports Garliava region where company is based, organizations that help people with disabilities, food insecure and the elderly. Mainly same organizations is being supported every year.

Owner of Rimo group was used to race since he is not racing anymore he supports young talented kids and riders which making Lithuania name famous in the world.





Social initiatives



- Garliava sport and cultural center
- Women handball team "HC Garliava"
- Garliava Jonuciu progymnasium
- Blind people organization
- Children camp "Ateities Zvaigzde"
- Church "Jono Pauliaus II parapija"
- "Maltesers"
- Lithuanian Student Union
- Lithuanian Doctors Union
- Makunienes charity organization
- Varenos cultural center
- Others





Motor sport

















ADERO



ENGINEEREDWITH COMPETENCE











Lithuanian Road Transport

International Transport and Logistics Alliance



















































Lithuanian Road Transport in Numbers



8% Lithuanian GDP



1/4 National Export of Services



87 000 Active Truck Drivers



65 000 Trucks Involved in International Transport



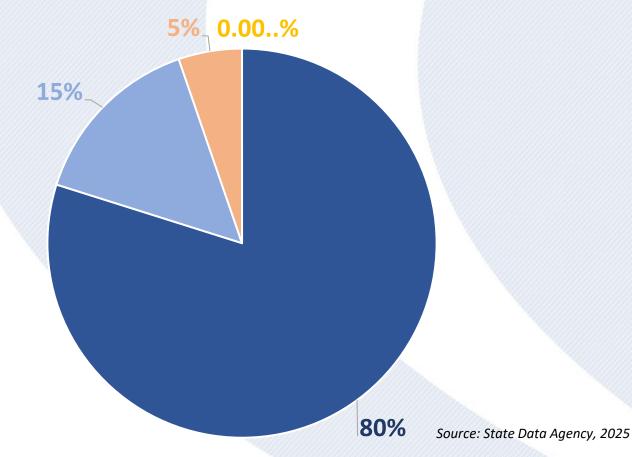
E4.3 billion of investments in fleet over the last 5 years



6 900 Freight transport Companies

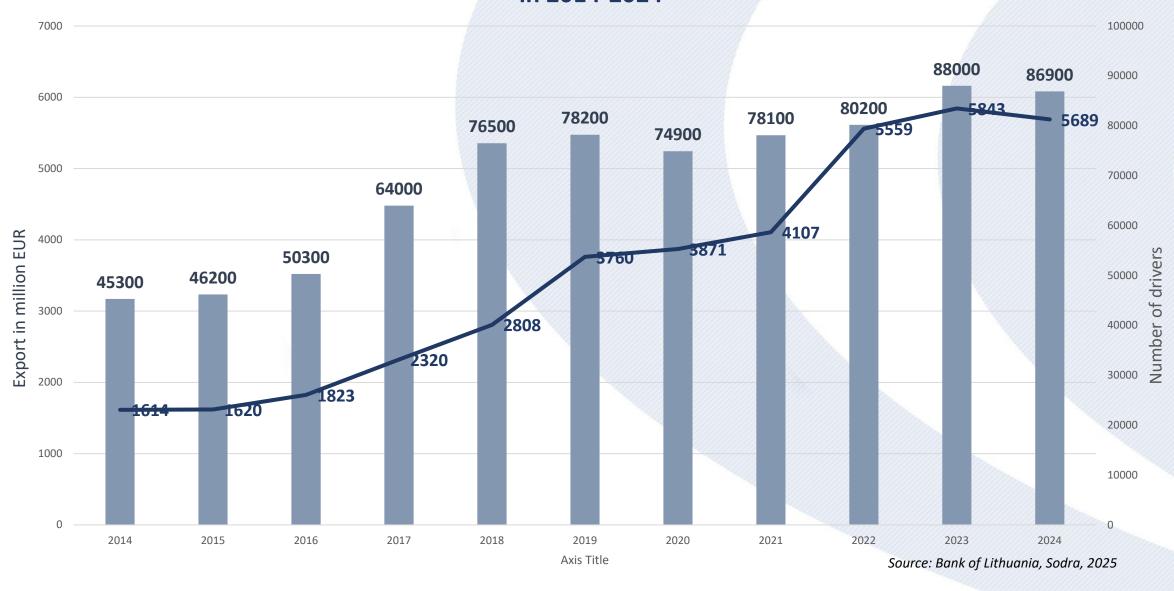
Road transport is a driving force of both Lithuanian transport industry and economy as a whole

Lithuanian transport structure: share of turnover by mode of transport in 2024



■ Road transport ■ Railways ■ Maritime and inland waterways ■ Air transport

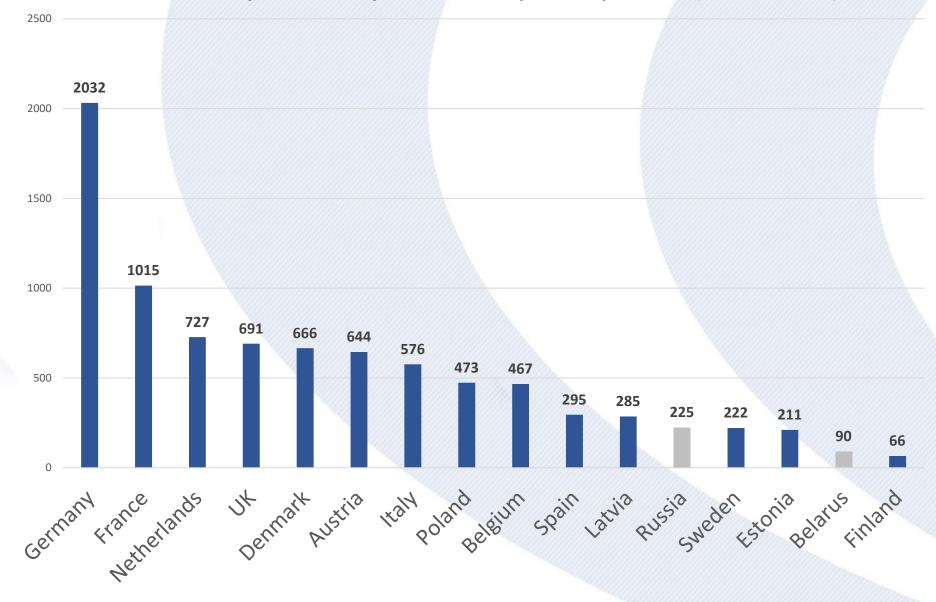
Ratio between the number of international transport drivers and road freight exports in 2014-2024



■ Number of drivers —Export of road freight transport

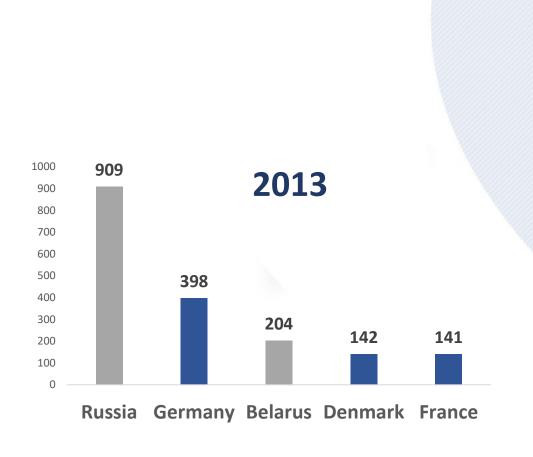
Major export markets of Lithuanian hauliers

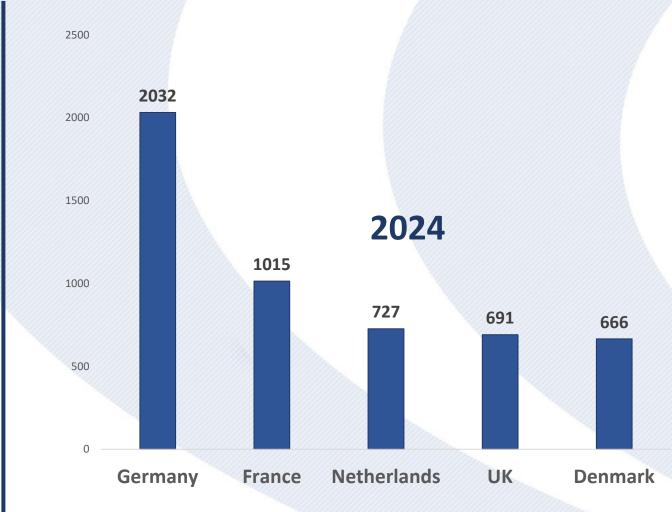
Lithuanian export of transport services by country in 2024 (million euros)



Source: Bank of Lithuania, 2025

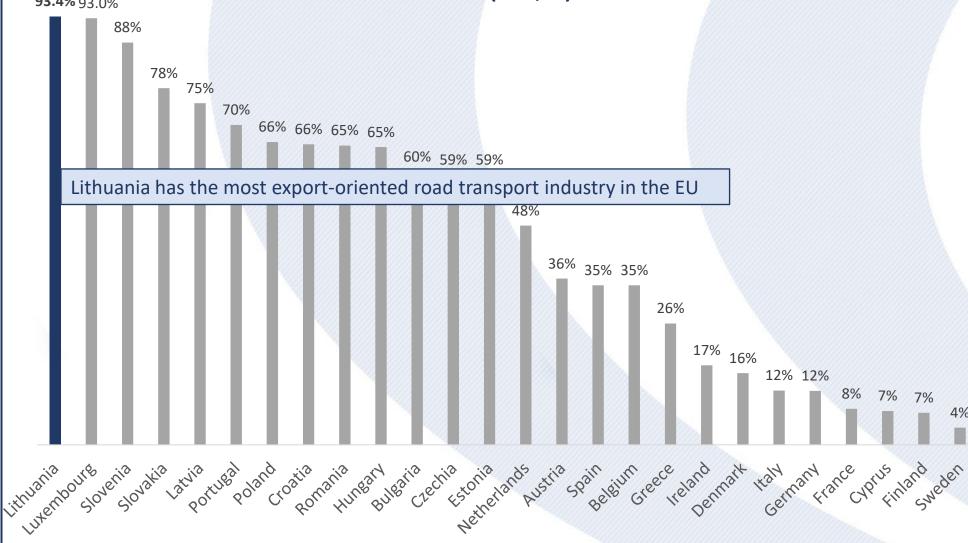
Top 5 markets for transport exports in 2013 and in 2024 (million euros)



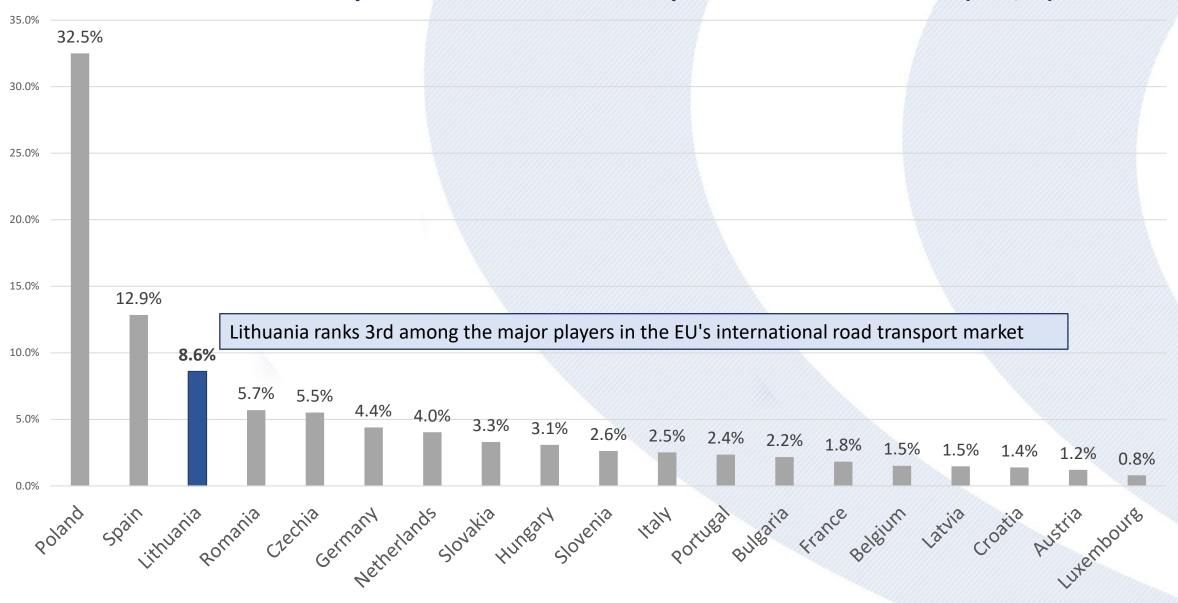


International transport share in total turnover of road transport by country in 2024 H1 (tkm, %)

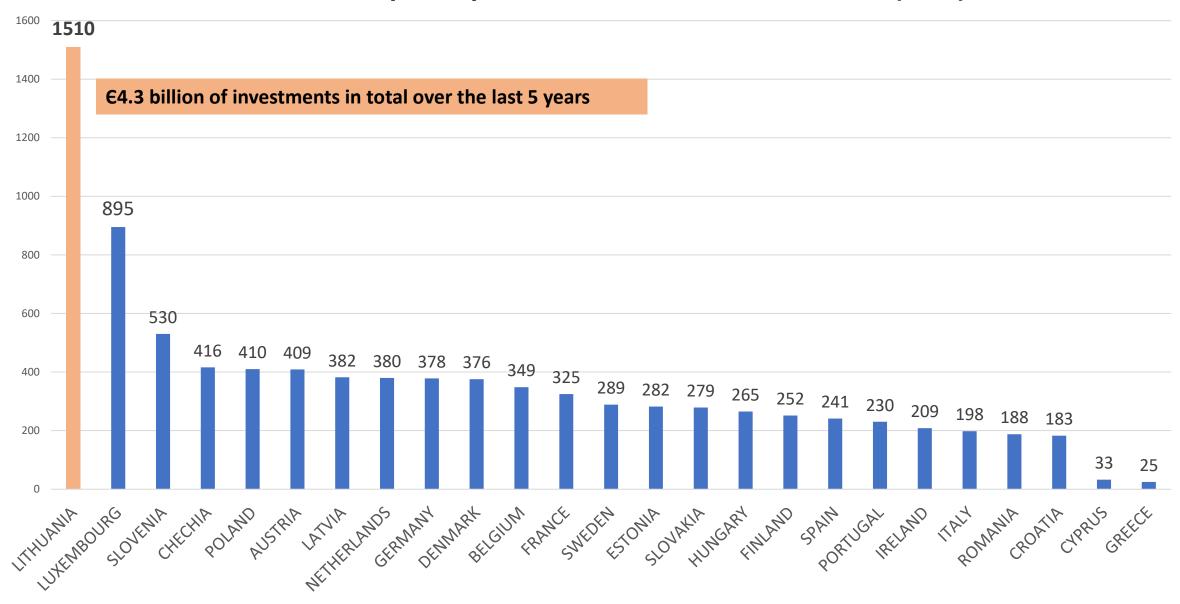
in terms of international transport share in total turnover of road freight transport



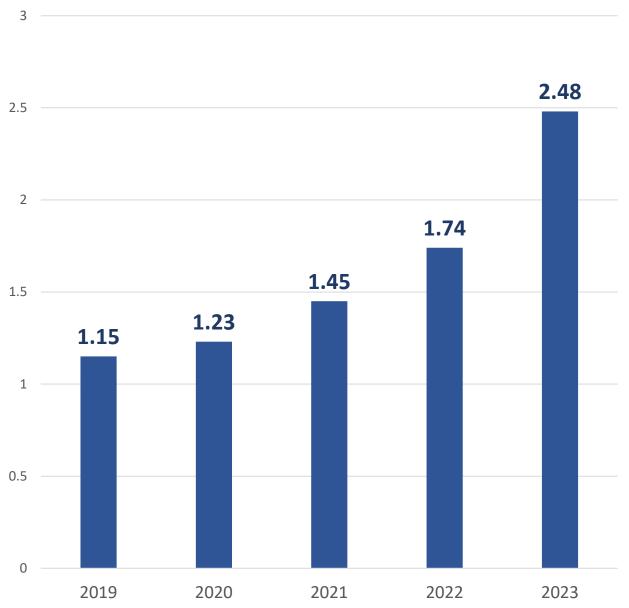
EU Member States by EU international road transport market share in 2024 (tkm, %)



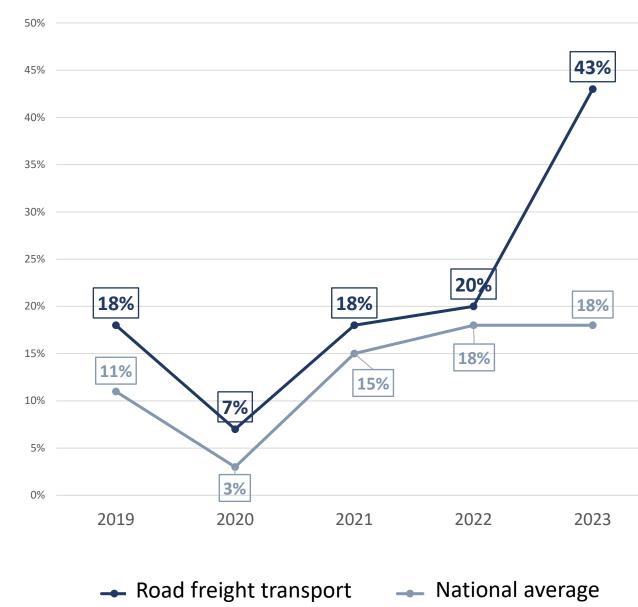
Investments per capita in new trucks in 2020-2024 (EUR)



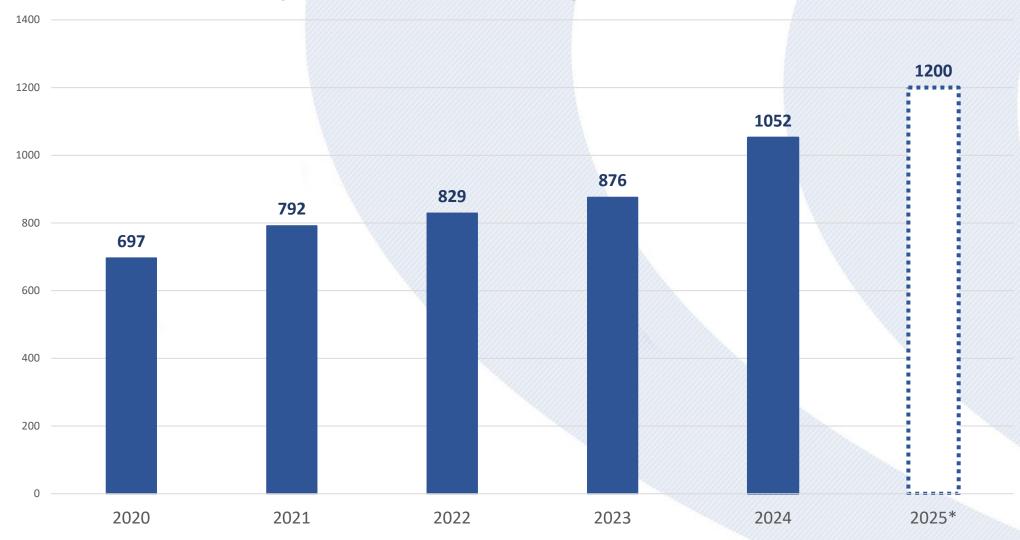
Labour costs in Lithuania's road freight transport (billion euros)



Labour costs yearly growth in 2019-2023



Taxes Paid by the Lithuanian Transport Sector (million euros)



Source: State Tax Inspectorate, 2025

Long-term **Direction towards Zero** emissions Sustainability & resilience **EU transport policy – shift** Alternative fuels & to rail approach Infrastructure **Application of ETS Geopolitics & Energy Adoption of innovative** and digitalized solutions **Mobility Package Revision of HGVs' weights** and dimensions **Driver shortage Intermodal transport**

Key challenges and opportunities to Lithuanian transport

Short-term



BEYOND THE FLEET:

WHY eCMR NEEDS TO BREAK FREE

Presentation by ETECTURE on eCMR



ecmrin eu - current status

- (1) eCMR is based on the additional protocol to the CMR (2008)
- **n** Ratified in over 30 countries
- Spain: eCMR mandatory from 2026
- ▲ EU: from July 2027, all EU authorities must accept eCMR (eFTI Regulation)
- Permitted, soon to be standard mandatory will come gradually



SMART TRANSPORT

- What if the transport process were finally smart?
- A transport starts and everyone involved knows about it.
- The CMR? Digital.
- The handover to the customer? A digital signature on the tablet.
- Costs for administration and post-processing? Reduced.
- **Every kilometer is documented. Every process is traceable.**



BETWEEN DESIRE & REALITY



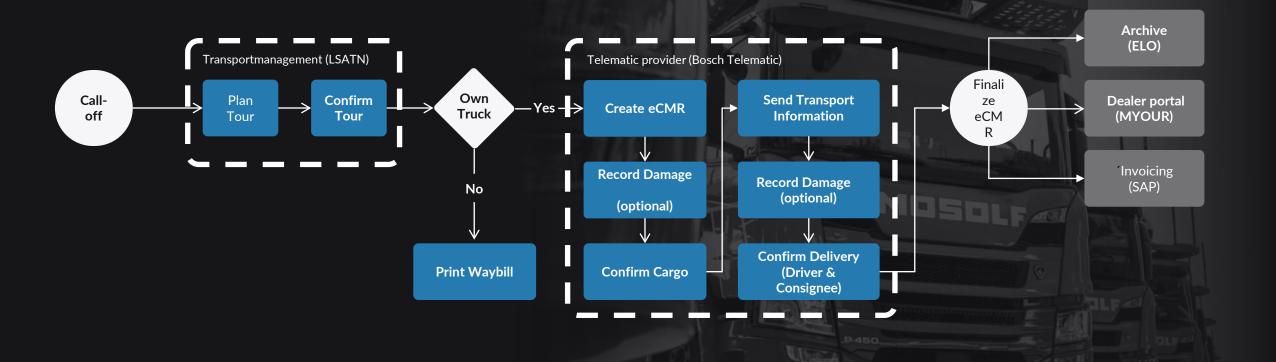




eCMR IN PRACTICE

WM MOSOLF##





REFLECTIONS ON OUR JOURNEY



- We implemented an eCMR with MOSOLF
- This solution works well in a closed system
- Another company or a national border and things come to a standstil
- Opendency on collaboration of the OEMs
- Digital island in an industry that has to function as a network

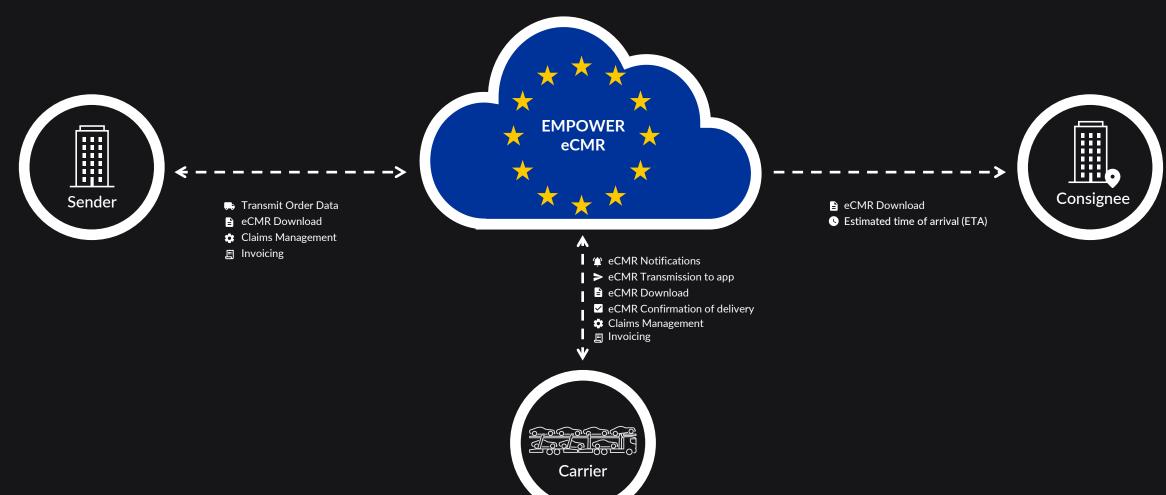
ONE SOLUTION FOR FVL



- The industry needs one solution that works for everyone
- Independent of systems, flexible with telematics solutions and suitable for any size of fleet
- Easily integrated into existing systems TMS, ERP or Damage management solutions
- A solution that connects rather than divides for the future of the entire FVL-Industry

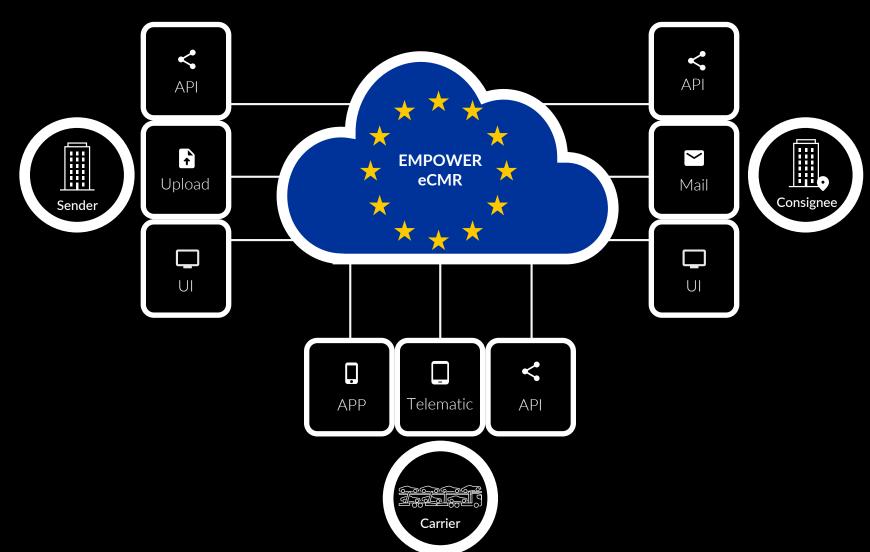
EMPOWER eCMR PLATFORM





EMPOWER eCMR PLATFORM





BENEFITS OF THIS SOLUTION



- Real-time information for everyone involved along the supply chain
- Elimination of printing, storage and administration costs
- Digital signatures and automated documentation speed up processes
- Protection against manipulation and create trust and security for everyone involved
- Sustainability. Less paper consumption = smaller ecological footprint.



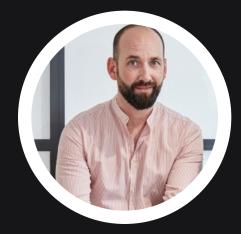
EMPOWER **eCMR**

LET'S DEFINE THE INDUSTRY SOLUTION TOGETHER AS CONTROL TO GET THE ASSOCIATION OF THE PROPERTY OF THE ASSOCIATION OF THE ASSOCI

CONTACT US-









CEO ETECTURE GmbH



Julien Reinold

Business Director ETECTURE GmbH



Update from ECG

- Internal & other Working Groups
- ECG events
- ECG education





Rail Initiative



TARGET

- Raise awareness of the challenges to rail transport and identify key areas to improve efficiency
- Involve all actors in the FVL rail ecosystem



STRUCTURE

- Chairman and steering group leading the activities
- Dedicated groups with ECG members & partners
- Industry standards group will start with the OEMs

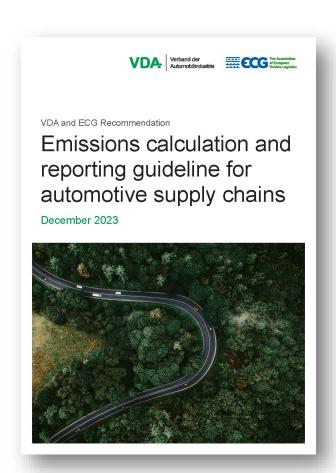


FOCUS TOPICS

- Efficiency
- Decarbonisation
- Better planning
 - Track & trace



Sustainability WG





Update (v2) of the FVL tailored emissions guideline (H1 2025)



Sustainability Days: showcasing best practices of decarbonisation in FVL (Q4 2024)



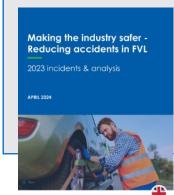
Health & Safety - Incident report activity

What is incident reporting?

A dedicated website for logistics service providers to report on severe incidents and near misses during loading unloading operations

Incident analysis

Yearly report is published every year with the analysis of most severe incidents.



Next steps

Dedicated webinar will be organised on 30 April to present 2024 report.

Report on your 2025 incidents!





Quality WG

Current topic discussed:

BEV handling in maritime transport

Next meeting

11 June 2025, Brussels

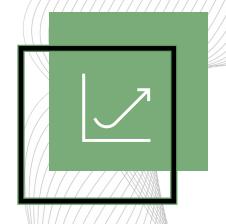


ECG SURVEY WEBSITE









Growing user-base

- 600 users registered on the site
- 8 OEMs subscribed already

Content updated

- S&P Global Mobility forecast data updated twice per year (Jan & July)
- Member data updated once per year
- Dynamic changes possible
- Statistical data update ongoing
- Vehicle models produced updated per factory

New features added

- Most of the content is now downloadable
- Easier navigation



Growing content

- New data points to be added to member pages
- New statistical datapages added
- Further development of the site being explored



Subscribe now:

ECG Academy



COURSE 19 STARTS IN OCTOBER AND LASTS UNTIL MAY
5 MODULES

PLACES ARE FILLED QUICKLY - APPLY AS SOON AS POSSIBLE





Upcoming events and meetings

CALA Conference APR Shanghai, China Women in FVL **22 MAY** Cascais, Portugal **General Assembly &** 22-23 **Spring Congress MAY** Cascais, Portugal **Maritime & Ports** 17-18 Meeting JUN Esbjerg, Denmark **UK & Ireland Meeting** 30 JUN London, UK

Quality Working TBC Group JUN TBC **Maritime & Ports** 3-4 **Meeting SEP** Hanko, Finland **Eastern Regional** Meeting **SEP** Prague, Czech Rep. **ECG Conference** 16-17

Amsterdam, the

Netherlands

OCT

Next meetings



Our meetings - 2019 onwards

Place	Date	Guests	Sponsors	Place	Date	Guests	Sponsors
Kaunas, LT	25/04/19	58	Rimo	Budapest, HU	12/09/2024	54	HÖDLMAYR INTERNATIONAL
Vienna, AT	19/09/19	42	Kässbohrer Driven by professionals®	Kaunas, LT	10/04/25	112	HEGELMANN AUTOTRANSPORTE RIMO
Online	17/09/20 22/04/21	36 41	No sponsor				
Katowice, PL	23/09/21	39	cmpl				
Bratislava, SK	28/04/22	34	No Sponsor				
Bucharest, RO	8/09/22	30	SLOPE SPEAK YOUR LANGUAGE				
Gdańsk, PL	27/04/23	64	Prilo ROLFO Car Transport Exchange				
Riga, LT	14/09/23	70	VEHICLE TRANSPORTATION AND LOGISTICS Kässbohrer Driven by professionals*				
Istanbul, TK	25/04/24	71	ANT OJSTIK LTD. ŞTI.				

Next meetings

Save the date 11 September 2025 Prague, CZ



Where should we go for our April 2026 meeting?







End of the meeting

Thank you for attending