



The Association of European Vehicle Logistics

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PRESS RELEASE

ECG holds Annual Conference on the Future of Transport:
“Between Scrapping Bonuses and Uncertain Future, the Challenges Ahead”

CAR LOGISTICS CALLS FOR SIGNIFICANT FINANCING

- Between €4 to 7 billion of investment needed to recover the 20% capacity lost
- Industry calls for financing to support the economic recovery
- Member States to support economic recuperation
- Costantino Baldissara, ECG President, positive over the future

Rotterdam, 16 October 2009 – A large part of European Finished vehicle logistics (FVL), that transport and distributes cars produced or imported in Europe, is in need of significant financing. Due to the economic crisis, some 20,000 logistics jobs have been lost across Europe and 20% of capacity lost.

Costantino Baldissara, ECG President, assessed and was positive the economic recovery, but stated that the industry requires significant re-investment: between four and seven billion Euros for building ships, rail wagons and trucks. He called on financial institutions to support the significant financing required, and to be reassured that the FVL industry is a safe financial investment. Despite the 20.000 lost jobs in the sector and the scrapping of 20% of the capacity, FVL players deserve great consideration, because of the considerable ability to adapt resources to the market conditions, and of the many signs of recovery that have been observed. These include the last OECD Composite Indicator, the growing Consumer Confidence Indicator and the resumption of car production across Europe as well as the Russia recovery.

The Annual Conference gathered over two hundred participants. These included top officials at the European Commission, as well as industry experts, media, car manufacturers, industry associations and other transport stakeholders.

Johann Friedrich Colsman, member of the Cabinet of Antonio Tajani, Vice-President of the European Commission in charge of Transport, focused on the Commission’s efforts to formulate a transport policy for Europe, highlighting the need for an efficient integration of all transport modes and co-modality. He also highlighted the current automotive challenges will require action and to focus on new technology. He appealed for industry to work harder at developing alternatives to fossil fuels and he called for the entire transport sector to put the users, passengers and workers at the heart of its policy.

Four industry sector analysts provided the audience with much needed view of the future of the Global and European demand and production in the short and medium term. Opinions were divided on the benefits of scrapping incentives. However, there was room for optimism, and according to VDA, German manufacturers were expecting only a light drop in 2010 sales compared to the booming market in 2009.

The ECG Annual Conference was sponsored by INFORM (Main Sponsor), Groeneveld GreenCat, Kässbohrer, Lucas Logistics, Vehnet and Renault trucks (Co-sponsors)

Background for the Editors

Established in 1997 in Brussels, ECG represents more than 2/3rds of the European Finished Vehicles Logistics industry. ECG Members operate in the field of outbound logistics for the Automotive sector, including quality control at the end of the assembly line, storage in special compounds, transport in all modalities – rail, road and sea – de-waxing Pre-Delivery Inspections (PDI), customising, workshop activities and the refurbishing of former fleet vehicles

ECG has 90 members from 24 countries, which last year recorded an aggregated turnover in excess of 15 billion Euros. With a Global turnover generated in around 40 billion Euros. Members handle about 40 million cars per year with over 64,000 direct employees and up to 162,000 indirect people involved. In terms of equipment, the ECG members operate 20,000 trucks, 20,000 rail wagons, about 337 ships; 42 river barges; 462 compounds; 146 port terminals; more than 58 million square metres of Car parks; about one million square metres of workshops.

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