

## Table of content

SECOND EU CONSULTATION ON COMBINED TRANSPORT	P 1	TRAN ADOPTS AVIATION STRATEGY REPORT	P 5
ELP - WOMEN IN TRANSPORT	P 2	PORT SERVICES DIRECTIVE FORMALLY ADOPTED BY COUNCIL	P 5
STUDY ON RECRUITMENT NEEDS EU TRANSPORT SECTOR	P 2	BOXSHIP DELIVERIES TO OUTPACE SCRAPPING IN 2017	P 5
HEAVY DUTY VEHICLES, WHAT'S THE WAY FORWARD?	P 3	ATTRACTING MEGA-SHIPS: GOTHENBURG CASE STUDY	P 6
MEP KARIMA DELLI ELECTED TRAN CHAIR	P 3	DRAFT REPORT ON CUSTOMS PERFORMANCE DISCUSSED IN INTA	P 6
THE ROAD AHEAD FOR THE EUROPEAN ROAD TRANSPORT SECTOR	P 3	EU-JAPAN JOINT CUSTOMS COOPERATION COMMITTEE	P 7
TRANSFOLLOW E-CMR NOW AVAILABLE IN BELGIUM	P 4	INTERNATIONAL CUSTOMS DAY 2017	P 7
FREIGHT VITAL IN LYON-TURIN RAIL PROJECT	P 4	POLITICO/EPURE EVENT ON DECARBONISING TRANSPORT	P 8
ROTTERDAM - KOBLENZ MULTIMODAL EXPRESS LAUNCHED	P 5	EUROPEAN PARLIAMENT TRADE COMMITTEE BACKS CETA	P 8

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## News from Brussels

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### SECOND EU CONSULTATION ON COMBINED TRANSPORT

The European Commission has launched a general [public consultation](#) (23/01/2017 - 23/04/2017) on the review of the Combined Transport Directive. A previous consultation in 2014 focussed on whether there is a need for a revision. The aim of the second round of consultations is to help identify necessary improvements of the Combined Transport Directive. The Commission is carrying out two different consultations, one open public consultation, open for any interested party, and a targeted consultation aimed at stakeholders with specific knowledge of combined transport (available in Spring 2017).

The existing Directive is 23 years old and its effectiveness and efficiency could be improved. The industry has reported problems in several Member States as the transposition and implementation of the Directive is not homogenous.

The [Combined Transport Directive \(92/106/EEC\)](#) is an EU instruments that aims to reduce the negative side-effects of goods transport on environment (such as CO<sub>2</sub> and other emissions) and on

society (such as, congestion, accidents, noise etc) by supporting the shift from long distance road transport to long distance rail, inland waterways and maritime transport as the latter cause less negative externalities. A recent [REFIT evaluation](#) of the Directive concluded that the Directive continues to be relevant for achieving EU transport policy's objective as regards the reduction of these negative externalities, however that the effectiveness and the efficiency of the Directive could be further improved. Combined Transport refers to transport of goods where the major part of the journey is carried out by train, ships or barges. The Directive supports the modal-shift away from road and is a central part of the EU's efforts to reduce CO2 emissions.

## ELP - WOMEN IN TRANSPORT



### European Logistics Platform

On January 24 the European Logistics Platform (ELP) hosted the first event of 2017, where 40 EU policymakers and industry stakeholders came together to discuss the opportunities for women in transport and logistics. Transport is not a gender-balanced sector: only 22% of people working in transport are women, compared to 46% in the overall economy. The event was an opportunity to review what can be done to attract more women to the sector, at a time when technological progress opens new opportunities. The event was hosted by MEP Ismail Ertug, coordinator for the S&D group in the TRAN Committee as well as member of the ELP Advisory Board.

In two presentations from industry the focus was on the importance of the attractiveness of the transport industry to make it an interesting career path also for women. Ms Tove Winiger, representing the Nordic Logistics Association presented the Swedish experience, where gender issues are becoming less and less an issue. Ms Winiger remarked that, female drivers can be good for business: safer driving, less repairs, less use of fuel. Ms Sally Gilson from FTA stressed the need for more exchange of best practices, joined-up approach across all modes and gender-neutral career advice.

The Commission, who initiated the discussion on the subject last year, was represented by Mr Gilles Bergot, Deputy Head of Unit, Social issues in DG MOVE. He announced that the Commission is preparing a platform for gender equality, which will bring together relevant experiences and competences to further promote gender equality in transport. The Commission is already launching studies on advantages of hiring women and on the attractiveness of the industry (see below).

In conclusion, Mr Ertug stressed the message on gender equality as good for business, but there is a need to ensure the framework conditions – including acceptable facilities for both genders on for instance the TEN-T network. He emphasised that many actions need to be taken to improve the interest of women in career in transport and recognised that it is also for MEP's to ensure that the issue is addressed whenever possible and relevant.

## STUDY ON RECRUITMENT NEEDS EU TRANSPORT SECTOR

The Commission has invited stakeholders to take part in a study being carried out for DG Mobility and Transport, concerning current and future employment and recruitment needs in the transport sector. The online survey is available [here](#). The Commission plans to launch another study in March on the benefits of employing more women (e.g. safety, customers' satisfaction, employees' engagement, retention/turnover, productivity (taking account possibly lower fuel consumption due to more careful driving), access to a broader range of potential employees and to new talents, internal cultural benefits, reputation and public image, etc).



## HEAVY DUTY VEHICLES, WHAT'S THE WAY FORWARD?

On 25 January CLECAT attended a round-table organised by FleishmanHillard on reducing Heavy-Duty Vehicle emissions. CLECAT Director General Nicolette van der Jagt presented CLECAT's views on the topic, including support for a holistic policy which considers logistics and transport as a system, enabling sustainability through efficiency, modernisation and improvement of the road sector and the whole system. Specific regulatory needs of CLECAT include access to data from the VECTO simulation tool on vehicle emission performance, which can form the basis of emissions standards as a spur to technology investment.

Participants in the round-table discussed the Commission's legislative plans for certification, monitoring and reporting of HDV CO2 emissions, and in particular whether emissions standards should be introduced. Comparison was drawn to the regulatory regime currently in place in the United States, and whether this would give the market a push as argued by CLECAT and some other stakeholders, or whether the market should be left to develop the most fuel-efficient technologies based on clear information.

## MEP KARIMA DELLI ELECTED TRAN CHAIR

On 25 January the European Parliament's Transport Committee elected Karima Delli MEP as its new chair. Ms Delli, a Green MEP from France, takes over from Michael Cramer MEP (Green, Germany) and will lead the Committee's work until the end of the Parliamentary term in May 2019. The Vice-Chairs of the Committee are Dominique Riquet (Liberal, France), Dieter-Lebrecht Koch (EPP, Germany), Tomasz Piotr Poręba (Conservative, Poland) and István Ujhelyi (Socialist, Hungary).



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## Road

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### THE ROAD AHEAD FOR THE EUROPEAN ROAD TRANSPORT SECTOR

CLECAT was invited on Tuesday to join an event in the European Parliament hosted by MEP Ole Christensen (S&D) and MEP Ismail Ertug (S&D) called 'the road ahead – how to ensure fair competition and working conditions in the European road transport sector'. The event was organised by Nordic Logistics Association (employers) and Nordic employees.

European Commissioner for Transport Bulc gave a key note introduction on upcoming Road Initiative addressing the Commission's approach on market access (cabotage) social issues and enforcement. Bulc said that national minimum wage laws "should not be applied in a piecemeal way". The Commissioner is working closely with Marianne Thyssen, the Commissioner in charge of EU social affairs, and said they will include measures to explain how a sector specific regulation will apply to the road freight sector.

The draft proposal for a directive amending Directive 96/71/EC concerning the posting of workers in the framework of the provision of services is currently under review in the European Parliament Employment Committee (see [draft report](#)). Some countries such as France have argued for tighter rules to prevent social dumping from underpaid workers, while a group of Eastern European



countries have pushed back against measures they say are protectionist and discriminate against companies that already take on higher legal and administrative fees to send workers abroad.

Rapporteur on the draft proposal, Agnes Jongerius, a Dutch Socialist, called trucking “the most visible sector for the exploitation of workers”. She said it’s “really strange” that the Commission separated labour rules for truckers from the posting of workers bill.

Following the Commissioner was a presentation of a Report ‘Byways in Danish transport’ on East European Lorry Drivers on Danish Highways. The report indicates how East European lorry drivers systematically work in western European countries without being covered by local wages and working conditions. Low wages, resting times spent in the cabin and long time periods spent away from home are not uncommon. The debate centred on an increase in cabotage and declining road haulage sectors in Western EU countries. Attendees called for more sector specific regulation and better enforceability and controls of existing regulation.

The Commissioner’s speech is available [here](#).

CLECAT is calling for a more realistic and objective approach towards the issues of market access and social issues. Most of the cases presented during the debate were anecdotal. Whereas there is a need for clarification and simplification of the rules, the large majority of cabotage operations, which remains overall relatively low, are perfectly legal.

## TRANSFOLLOW E-CMR NOW AVAILABLE IN BELGIUM

The Belgian government has recently started a trial period to replace the paper CMR (Consignment Note) by the electronic version (e-CMR). The pilot covers domestic road transport in Belgium. The main focus for the pilot period is to gain experience and to validate the reliability and viability of e-CMR in Belgium before the Belgium government will decide on ratification of the e-CMR protocol.

The Belgium government recently confirmed the acceptance of TransFollow to the trial period, as one of the first and leading e-CMR providers. TransFollow will work closely together with the Belgium government, transport associations and the national software enablers in order to proof the concept of e-CMR in Belgium. With the acceptance of TransFollow to the pilot period, users of digital consignment notes, now have the possibility of using e-CMR solutions in the Netherlands, Belgium, France and Spain. It is expected Luxemburg will follow soon. In close cooperation with national transport associations, TransFollow will initiate further cross-border pilots in Europe.

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## Rail

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### FREIGHT VITAL IN LYON-TURIN RAIL PROJECT

Eurotunnel’s chief has underlined the importance of freight in a gigantic transalpine rail project to link Lyon and Turin via a 57-kilometre tunnel. In an interview in the French media, Jacques Gounon, who recently took up the presidency of the project’s steering committee, said: “The major utility of this project lies in freight transport and for that reason the European Union is granting it significant financial support”. He added that the project, which is likely to attract public funding approaching €10 billion (the Italian and French states are putting in around 60% of the total cost), could provide a key stimulus to rail freight in Europe. “[..], figures show that truck traffic through the Alps is increasing year on year and congestion of the main road corridors is a certainty in the mid-term. A



modal shift is inevitable, making the construction of the Lyon-Turin link indispensable.” Backers of the Lyon-Turin Tunnel claim it will contribute to reducing by at least half the 2.6 million trucks that transit between France and Italy through the Alps each year. Construction is scheduled to take 12 years to complete - starting in 2018.

Source: [Lloyd's Loading List](#), 26 January

## **ROTTERDAM - KOBLENZ MULTIMODAL EXPRESS LAUNCHED**

European barge and intermodal operator Contargo has launched a new rail service between the Port of Rotterdam and the German city of Koblenz, effective earlier this month, offering a higher-speed alternative to the group's European barge operations. The Koblenz Multimodal Express has started with a fixed schedule and two round trips per week.

Source: [Lloyd's Loading List](#), 25 January

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## *Air*

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### **TRAN ADOPTS AVIATION STRATEGY REPORT**

On 26 January the European Parliament's Transport committee adopted the report by Pavel Telička MEP (Liberal, Czech Republic) on the EU Aviation Strategy. The report takes up a number of CLECAT's proposals, including opposition to protectionism, support for intermodality as basis for a competitive and efficient aviation sector, risk-based security and the sustainability of the supply chain. It takes into account the need to recognise the role of air cargo in the aviation strategy, which was completely missing from the Commission's strategy. The report is an own-initiative report, which sets out MEPs' views on how the strategy should be implemented by the Commission. It was adopted by 32 votes to 7, with 3 abstentions, and will be voted on by the Parliament in plenary in February.

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## *Maritime*

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### **PORT SERVICES DIRECTIVE FORMALLY ADOPTED BY COUNCIL**

On Monday the Council of the EU formally adopted the port services directive. The new rules aim to increase the financial transparency of ports and create clear and fair conditions for access to the port services market throughout Europe. The new regulations were already accepted in the European Parliament in December last year. The formal adoption by the Council concludes the procedure. The legal act will be signed in mid-February and published in the EU Official Journal a few weeks later. It will enter into force 20 days after its publication.

### **BOXSHIP DELIVERIES TO OUTPACE SCRAPPING IN 2017**

The sizeable number of ultra large containerships due to be delivered in 2017 is expected to drive containership fleet growth this year, despite increased levels of scrapping, according to Alphaliner. "Some 78% of the 1.7m teu of new containership capacity scheduled to be added to the fleet is concentrated on ships above 10,000 teu," Alphaliner said.



The overall delivery figure is expected to be twice as high as Alphaliner's 750,000 teu containership scrapping forecast for 2017. "Even accounting for a potential slippage of about 250,000 teu, with some deliveries likely to be deferred by shipowners, the projected capacity additions would still reach 1.4m teu, with net fleet growth after slippage and scrapping forecast to reach 3.4% this year," Alphaliner said.

The relatively high fleet growth rate, compared with the low 1.5% growth rate recorded in 2016, when only 930,000 teu was delivered, would prolong the overcapacity and further delay the recovery in the container shipping market, Alphaliner added. Newbuildings would also add to the idle ship pool, which currently stands at 1.4m teu.

Source: [Lloyd's Loading List](#), 26 January

## ATTRACTING MEGA-SHIPS: GOTHENBURG CASE STUDY

Attracting direct calls from mega-containerships is important for many ports if they want to remain competitive, especially on the Asia-North Europe trade lane. This includes many challenges such as improving and deepening maritime access to the port and sufficient hinterland facilities. A report by the International Transport Forum looks at the case study of the Swedish port of Gothenburg and the issues it is facing to attract mega-ships. Conclusions include: not just sufficient port access, facilitating the handling of mega-ships with adequate capacity and hinterland connectivity and an adequate port policy for Sweden.

The ITF study is available [here](#).

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# Customs

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## DRAFT REPORT ON CUSTOMS PERFORMANCE DISCUSSED IN INTA

On 26 January 2017, the [draft report](#) of Tiziana Beghin (EFD/Italy) on the evaluation of external aspects of the customs performance and management as a tool to facilitate trade and fight illicit trade was discussed in the EP International Trade (INTA) Committee.

Ms Beghin presented her draft report, underlining that its aim was to ensure a level playing field for companies in the EU. According to her, the significant national differences between customs controls and the fierce competition between European ports to attract trade were among the reasons explaining the current distortion of competition in the EU and facilitated the entry of illicit goods into the European market.

The draft report was well received by the other political groups, which estimated necessary to simplify the UCC and made it more user-friendly for SMEs. More harmonisation in the implementation of the UCC was also seen as essential. MEPs agreed that the European Commission should develop its cooperation with Member States, customs administrations, other government agencies and also the private sector to create a standardised application of the rules and a balanced approach between facilitation and control.

On behalf of DG TAXUD, Jean-Michel Grave (Head of Unit B.4 "Trade Facilitation, rules of origin and international coordination") underlined that the establishment of the IT systems would help in the harmonised implementation of the rules. He added that implementation guidances were being



developed, in partnership with various stakeholders, to ensure a standardised approach. Regarding customs control and risk management, he made reference to the currently implemented Strategy on Customs Risk Management. He stated that the Commission had published a report on the progress made so far at national level and that the Commission was continuing to monitor the situation.

The deadline for amendments is set to the 2<sup>nd</sup> of February. The draft report on the Motion for a Resolution (non-legally binding) will be voted by the INTA Committee on the 21<sup>st</sup> of March.

## EU-JAPAN JOINT CUSTOMS COOPERATION COMMITTEE

On 25 January 2017, the EU and Japan held their Customs Cooperation Committee (JCCC). The JCCC was co-chaired by Mr. Stephen Quest, Director General of Taxation and Customs Union at the European Commission and Mr. Mikio Kajikawa, the Director General of the Customs and Tariff Bureau from the Ministry of Finance of Japan.

The meeting agenda included discussions on the reliable traders and how to tap the full potential of the existing EU-Japan Mutual Recognition Agreement on the respective 'trusted trader' programmes. Identification of reliable traders allows focusing more on the risky ones thereby upgrading customs efficiency and accelerating trade flows. It has been agreed to raise awareness and visibility among the trade community and continue dialogue on the enhancement of benefits.

In the area of risk management, the EU and Japan explored possible collaboration on several initiatives related to high risks and 'accelerated trade lanes'.

In addition, the JCCC discussed cooperation in the international arena, policy and legislative developments, mutual administrative assistance and the recent state of play in negotiating the customs provisions for the EU-Japan Free Trade Agreement (FTA).

## INTERNATIONAL CUSTOMS DAY 2017

On 26 January 2017, the International Customs Day was celebrated around the world. The World Customs Organization has dedicated 2017 to Digital Customs under the slogan "Data Analysis for Effective Border Management".

The WCO recognises that while developments in Information Communication Technology (ICT) and its wider use have made the collection of data and access to open data easier, the real challenge is about making sense of a vast amount of information through proper processing and analysis. 2017 would therefore be consecrated to data mining and analytics, helping customs to optimize the use of ICT. Focus will be put on the promotion and sharing of information on how customs administrations are leveraging the potential of data to advance and achieve their objectives and to respond to the expectations of traders, transport and logistic operators, as well as governments.

Marking the occasion, Commissioner for Economic and Financial Affairs, Taxation and Customs, Pierre Moscovici said: *"Thousands of customs officials in the European Union work hard every day to make citizens lives' safer. They also enable Europeans to reap the benefits of the internal market. I want to express my sincere gratitude and appreciation to them for their commitment and dedication."*

The Press Release of the WCO is available [here](#).



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# Sustainable Logistics

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## POLITICO/EPURE EVENT ON DECARBONISING TRANSPORT

On 25 January CLECAT attended an event organised by POLITICO and ePURE, the European renewable ethanol association, on decarbonising Europe's transport sector. The conference discussed issues relating to the proposed revision of the Renewable Energy Directive, which would see the phasing out of first-generation biofuels, including ethanol produced from corn, sugar beets and wheat, and its effects on transport. The Commission wants to reduce the maximum contribution of conventional biofuels from 7% of road transport energy in 2021 to 3.8% in 2030. Road transport is currently 95% reliant on oil and accounts for 20% of EU emissions. Jan Koninckx, Global Business Director Biofuels, DuPont Industrial Biosciences, remarked that the outcome of the Commission's proposal would be to increase dependence on imported oil.

European Commission Vice President for Energy Union Maroš Šefčovič said that the Commission was aiming to work with the automotive industry to innovate, notable through the forthcoming Road Initiatives and proposals on emissions standards for heavy-duty vehicles. Swedish environment minister Karolina Skog argued for modal shift away from road and argued for biofuel sustainability criteria in order to have a clear picture of their environmental effect in combination with greening the power supply for electric vehicles and improving the energy efficiency of the transport system. Bas Eickhout MEP called for clear political direction from the EU on its intentions with regard to reducing transport emissions, so as to give investment certainty, based on a clear emissions target and sustainability criteria. In response to a question from CLECAT on the role of logistics, Eickhout pointed to the benefits of logistics collaboration for last-mile deliveries and better cooperation between modes.

ePURE's press release on the event can be found [here](#).

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## General

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### EUROPEAN PARLIAMENT TRADE COMMITTEE BACKS CETA

The EU-Canada Comprehensive Economic and Trade Agreement (CETA), which aims to boost goods and services trade and investment flows, was approved by the International Trade Committee on Tuesday. The full House is to vote on the deal in February.

"By approving CETA today we take a significant step forward. In the face of rising protectionism and populism, Parliament is able and willing to act on behalf of European citizens. I stand for a strong and global Europe and for open markets. Ratifying this agreement with Canada will enable trade to continue to bring wealth to both shores of our transatlantic friendship. The duty of our governments is to ensure that each and every one of us benefits from this wealth", rapporteur for the CETA agreement Artis Pabriks (EPP, LV) said before the vote.

The draft recommendation was passed by 25 votes to 15 with 1 abstention.

Source: [European Parliament](#)





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# Forthcoming events

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## CLECAT MEETINGS

Sustainable Logistics Institute

7 February, Brussels

Road Institute

7 February, Brussels

Customs and Indirect Taxation Institute

20 March, Brussels

Supply Chain Security Institute

21 March, Brussels

Air Logistics Institute

21 March, Brussels

## OTHER EVENTS WITH CLECAT PARTICIPATION

Joint Trade Contact Group and Customs Expert Group Meeting

30 January, Brussels

GLEC meeting

9 February, Essen

UNECE-Meeting Intermodal transport

21 February, Geneva

Short-Sea Shipping Seminar

27 February, Brussels

European Truck Platooning Challenge Networking Event

21 March, Brussels

EC Conference on Connected and Automated Driving

5-6 April, Brussels

## EP/COUNCIL MEETINGS

European Parliament

**Transport and Tourism Committee**

27-28 February, Brussels

22-23 March, Brussels



## Plenary Session

1-2 February, Brussels

13-16 February, Strasbourg

## Transport, Telecommunications and Energy Council

27 February, Brussels

8-9 June, Brussels

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