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News from Brussels

EC LAUNCHES IMPACT ASSESSMENT ON E-TRANSPORT DOCUMENTS

The European Commission announced two policy measures it is considering to introduce in the second quarter of 2018 in relation to electronic documents for freight transport. The inception impact assessment **for an initiative on electronic transport documents for freight carriage** of the European Commission is the first clear follow-up of the European Commission of a DTLF recommendation.

On addressing the lack of recognition and/or acceptance of e-documents, the Commission considers non-legislative measures to foster voluntary recognition/acceptance by the Member States in order to raise awareness among Member States and industry stakeholders, address potential concerns of the Member States regarding the acceptance of e-documents, and to encourage private stakeholders such as banks and insurance companies to accept e-documents.

Regarding legislative measures, the Commission considers to introduce a Regulation/Directive including requirement for Member States to accede to existing international conventions/ protocols that include relevant provisions on e-documents, include such requirement in a mode-specific legislation/single multimodal EU piece of legislation, as well as that banks and insurances are also required to accept e-transport documents.

On addressing multiple non-interoperable standards for electronic documents solutions, the Commission assesses as non-legislative measures to encourage harmonisation of the standards for/across the various mode-specific documents and implementation, the development of translator solutions and development of standards for e-solutions for a single multimodal document. In the view of legislative measures, a set of standards or minimum general requirements for solutions for electronic transport documents should be provided through a Regulation/Directive, covering (a) mode-specific solutions only for certain modes (e.g. road), with provisions for interoperability of solutions across modes; (b) mode-specific solutions for all transport modes, with provisions for interoperability of solutions across modes; (c) solutions for a single multimodal transport document.

Being based on the DTLF contribution, the EC report provides a preliminary overview of the problem, possible policy measures and expected impacts. The document is open for feedback for 4 weeks as from the 21st of May 2017. All stakeholders can provide their comments. We encourage CLECAT members and all the relevant stakeholders to provide your feedback following the link: http://ec.europa.eu/info/law/better-regulation/initiatives/ares-2017-2546864_en.

After this period, the Commission will start its impact assessment process. The process will be concluded in spring 2018, with a series of open public and targeted stakeholder consultations conducted in between to get the stakeholders' views on the different aspects covered by the impact assessment.

PUBLIC CONSULTATION ON INTELLIGENT TRANSPORT SYSTEMS

The European Commission has launched a public consultation concerning Evaluation of the Intelligent Transport Systems (ITS) Directive. The ITS Directive provides the legal framework to support the coordinated and coherent deployment and use of Intelligent Transport Systems (ITS) within the European Union, in particular across borders. It defines four priority areas for ITS development and deployment. In these priority areas, the Directive provides for the development of legally binding specifications for interoperability and continuity through delegated acts, as well as for the development, where appropriate, of necessary standards. It also provides for the adoption of guidelines and other non-binding measures by the Commission.

The Commission is currently carrying out an evaluation of the Directive to assess to which extent the ITS Directive contributed to the faster and more coordinated deployment of ITS as well as the better functioning of the road transport system and its interfaces with other modes of transport. As part of the evaluation process, the Commission is carrying out this public consultation.

The consultation period runs between 05/05/2017 and 28/07/2017 and can be viewed [here](#).

CALL FOR APPLICATIONS: "EUROPEAN PORTS FORUM"

The Commission's Directorate-General for Mobility and Transport ('DG MOVE') is calling for experts for a new Forum called the 'European Ports Forum'. The group's tasks shall be to:

- exchange information on policies and initiatives taken at Commission level, Member State level or by port industry stakeholders and contributing to the priorities identified in the Valletta Ministerial Declaration of 10 April 2017 on the EU Maritime Transport Policy;
- provide advice to the Commission on initiatives to promote and support a uniform implementation of Regulation (EU) 2017/352 establishing a framework for the provision of port services and common rules on the financial transparency of ports;



- support the cooperation between Member States' authorities on matters arising from the implementation of the above mentioned Regulation;
- provide advice, analysis, information and data to the Commission to follow-up and monitor the strategy and actions outlined in its Communication 'Ports: an engine for growth' (COM(2013)295) and, if necessary, update it;
- provide advice, analysis, information and data to the Commission on any other matters related to the various Commission policies with an impact on maritime ports.

In particular, the work of the group may cover the following areas of port connexions to the hinterland, in particular rail and inland waterways; funding, financing and charging of ports infrastructure and services; implementing EU law on ports, incl. state aid, concessions, freedom of establishment; administrative simplification for investments and operations in ports; environmental port charging; provision of alternative fuels in ports; innovation and new port skills and competencies etc.

CLECAT will consult its members on interest for participation in the Group (deadline for applications 30 June 2017) The call for applications is available here:

https://ec.europa.eu/transport/modes/maritime/news/2017-05-23-call-applications-selection-members-european-ports-forum_en

EP EVENT ON SOCIAL AND EMPLOYMENT ISSUES IN TRANSPORT



CLECAT's DG Nicolette van der Jagt has been invited by MEP Elżbieta Łukacijewska, MEP Danuta Jazłowiecka and MEP Markus Pieper, to speak at a conference on Social and Employment Issues in Transport which will take place on the **7th of June 2017, from 13:30 to 16:00 in JAN2Q1**, in the European Parliament.

The conference aims at providing first reactions to proposals of the European Commission on Road Package Initiatives, expected to come out the 31st of May 2017 as well as at analysing social and employment legislation in road transport and its measures of enforcement.

MOBILITY PACKAGE PUBLISHED NEXT WEDNESDAY

CLECAT is looking forward to the launch of the Mobility package and in particular to the initiatives with regards to road freight transport.

Commissioner Bulc recently commented on the initiative in the [European Parliament saying](#) "What was born as a somewhat smaller package called the 'road package' has grown to contain many cross-cutting elements. This reflects the Commission's attempt to break down silos, and in transport, it reflects my vision to see a fully integrated system.

The mobility package will contain all the road initiatives, but in addition, other proposals such as CO2 standards for trucks. The first seven proposals should be ready for adoption in four weeks, on 31 May, with a second set of proposals planned for the end of the year. I think you will find the mobility package is a carefully balanced one, with strong social, environmental, digital and internal market aspects that cuts down on red-tape, and strengthens enforcement. This is very much in line with the draft resolution on the same issue voted by your committee some weeks ago. As you all know, these proposals are of high political importance. It will be important that we work closely together to see



the proposals adopted in this term of the Parliament. I count on your support to deal with the proposals as a priority.”

The Council will discuss the Mobility Package on the 7th June in Luxembourg and also the European Parliament is gearing up to announce rapporteurs and shadow-rapporteurs.

Maritime

CMA CGM UNVEILS CANCELLATION FEE FOR NO-SHOW BOXES

CMA CGM will levy a cancellation fee on European shippers and forwarders that do not deliver their containers for booked services to Indian subcontinent, Middle East Gulf and Red Sea ports. The line says it will apply a \$150 per teu cancellation fee on all equipment types, except reefer containers, from 1 June on applications to cancel or transfer a booking made less than seven days before the sailing date. The fee will also apply to no-shows and will be applied to the party that made the booking – principally freight forwarders.

The French carrier said “no-shows” were preventing it serving other shippers. “CMA CGM has been facing a large number of shortfalls due to late cancellations preventing us from accepting bookings on behalf of other valued customers,” the company said in a statement. Container no-shows appear to have become a growing problem for carriers. Hapag-Lloyd chief executive Rolf-Habben Jansen told The Loadstar some 25% of bookings never appear at its ports of loading.

Source: [The Loadstar](#), 23 May

PORT LABOUR REFORMS IN SPAIN

The Spanish parliament ratified a set of port labour reforms, with 174 votes in favour and 165 against, but another set of regulations are still up for negotiation, potentially prolonging tension at Spanish ports.

The ruling Popular Party, which does not hold a parliamentary majority, mustered enough support to pass the reforms after a failed effort in March, thanks to the votes of four other parties, including the Citizens and the Basque nationalist parties, while the Catalan European Democratic Party abstained from the process.

The legislation is aimed at liberalising the stevedore profession by gradually eliminating Sagep, the stevedores' pooling company from which employers hire workers, and cutting down collective bargaining. The vote means Spain is legally in the European Union's good graces, 10 months after the bloc began issuing fines for the country's inability to reform its stevedore sector in line with that of the EU after being ordered to do so by a European court in December 2014.

However, the government also needs to form the appropriate regulation to apply this law moving forward. Another draft decree, leaked to Spanish media, lays out a set of regulations that the government will apply under this law.

These regulations need to be approved by all of the government's ministers, as well as by trade unions and stevedore employers, before they can become official ministerial guidelines, industry sources in Spain told Lloyd's List. This has caused confusion about how exactly it is going work and these



negotiations could take up to four months, sources added. The royal decree the parliament legislated on Thursday included, as an annex, proposals put forward by the mediator of negotiations between trade unions and stevedore employers that will be considered by the Ministry of Public Works in finalising these regulations.

Trade unions announced on Monday eight days of strikes — on every Monday, Wednesday and Friday between May 24 and June 9, during odd hours — in response to the legislation.

Full story available at [Lloyd's Loading List](#), 23 May

Rail

LINEAS INTERMODAL – HUBHARMONY EVENT

Lineas Intermodal (former IFB) and the project consortium of HubHarmony organize a World Café in Antwerp on the 7th June to discuss a broad range of topics including user requirements for transport Terminals, new added value services for inland terminals and the impact of inland terminal on the surrounding business organisations.

CLECAT members with an interest to participate can contact the secretariat for more information.

Lineas is one of the largest private freight forwarders via rail in Europe. The company provides quality rail products and door-to-door logistics solutions throughout Europe. Under the name B Logistics, the company went from being the loss-making freight department of the Belgian public rail company NMBS/SNCB to a sound and competitive private logistics partner. Lineas wants to convince industrial companies to shift goods transport from road to rail. In this way, companies can improve their own supply chain and make an active contribution to a liveable environment and smooth mobility. As a rail freight forwarder, Lineas attaches a great deal of importance to the safety of its workers and activities, whilst investing to expand.

“BRAIN-TRAINS” WIN PRIZE FOR INNOVATIVE STUDY

Florent Laroche of Lyon University will receive the ITF Young Researcher of the year award for his [study](#) on “[brain-trains](#)”. The award will be handed out at the [ITF Summit 2017](#), 31 May – 2 June. The assistant professor of the University Lumière Lyon 2 carried out his project “brain trains” at the University of Antwerp and was funded by the Belgian Federal Science Fund (BESPO). The paper reviews the impact of rail freight liberalisation in the EU in 2007. Ten years after this reform, new actors have appeared and governments are rethinking their approach to regulatory interventions. Against this background, the paper aims to answer two questions: First, how intense is competition in rail freight in the EU today? Second, what novel economic levers for regulating can governments bring to bear in an open market?

The paper contributes to current knowledge in a double fashion: It provides a disaggregated analysis of the rail freight market at European level by including hitherto little-used data comprising historic actors as well as new entrants, and it uses statistical tools currently only employed in other industries.

The results show a strong intensity of competition in European rail freight since 2007. Numerous new operators have appeared, and excess profits linked to monopolistic structures have been much



reduced. For the long term, however, the persistence of technical barriers to market entry could lead to the disappearance of a certain number of operators and create a risk of concentration. Yet the study finds few signs for an emerging monopoly or duopoly in Europe, as the economies of scale in the sector are moderate.

Dr. Laroche commented that “this is a necessary condition for better economic regulation and more efficient policies to achieve modal shift in freight. One way to achieve this could be the creation of a European rail freight observatory, possibly attached to the European Union Agency for Railways.”

Source: [International Transport Forum](#), 16 May

Customs

REGISTRATION OF EU EXPORTERS TO CANADA (CETA)

CETA ([Comprehensive Economic and Trade Agreement](#)), a new trade agreement between the EU and Canada, will make it easier to export goods and services, benefitting people and businesses in both the EU and Canada. The European Parliament [supported](#) the trade deal with Canada on 15 February 2017.

DG TAXUD is developing guidance on the implementation of rules of origin of CETA which will be made available as soon as possible by the Commission. However, some other customs related information is already available such as the on **registration of exporters**:

The requirement for EU exporters to be registered in REX for CETA purpose is laid down in Article 68(1) UCC-IA. Provisions on REX in force in the EU for GSP purpose will apply *mutatis mutandis* for CETA purpose. To benefit from *preferential tariff treatment* under CETA, companies will have to complete the following steps:

1. Apply for a Registered Exporter (REX) number by completing this [form](#).
2. Send the completed form to [your national Customs Office](#)
(Check with your national customs authorities for the possibility of on-line registration)
3. You will then receive a REX number to indicate on the [origin declaration](#) to be provided on the commercial document that describes the product
4. The originating product will then benefit from CETA in Canada on the basis of the origin declaration.

Pending the registration in the REX system of all EU exporters interested, Article 68(5), in its new version to result from the forthcoming amendment to Commission Implementing Regulation (EU) 2015/2447, will secure a **transition period for approved exporters** until 31.12.2017. This transition will allow exporters being holders of authorisations as approved exporters for any preferential arrangement on the date of application of CETA to use their approved exporter number to make out origin declarations for their preferential exports to Canada. Exporters of consignments of a value not exceeding EUR 6 000 euros are not required to be registered.

ENFORCEMENT OF INTELLECTUAL PROPERTY RIGHTS

Last week, the European Commission presented a report summarizing the experiences since the entry into force of the recent EU rules on protecting intellectual property rights at the external borders.



The EU rules on customs enforcement of intellectual property rights provide a wide range of protection and procedures which are correctly used across the 28 Member States. However, small consignments remain a challenge to handle for customs as sales over internet are constantly increasing and many of them are fake or dangerous to health. The Commission will continue to analyse how controls of small consignments can be improved.

Customs enforcement of intellectual property rights is regulated by Regulation (EU) No 608/2013 since 2014. The objective of the EU rules is to stop fake and dangerous goods from entering the internal market and thereby to contribute to economic growth, fighting organised crime and protecting the health and safety of millions of consumers.

The full report is available here: [Report on enforcement of intellectual property rights](#)

Air

AIRFREIGHT RATES CONTINUE TO RISE IN APRIL

The latest Sea and Air Shipper Insight report from Drewry, which uses a weighted average of buy rates across 21 trade lanes, showed that average east-west airfreight prices increased by 7.9% year on year in April to reach \$2.86 per kg. Prices are also up on the March level when forwarders were paying \$2.81 per kg and February when they were at \$2.81 per kg.

Normally prices around this time of year are flat or even decrease in line with seasonal demand patterns. However, the strong improvement in traffic being recorded by airlines now also appears to be translated through in airfreight pricing as well.

Drewry warned there could be some fall back in May: “Led by higher rates out of Asia to North America, Drewry’s East-West Airfreight Price Index increased by 1.7% month-on-month in April. “The index is now about 8% above where it stood in the same month last year, reflective of strong demand seen in the sector. Drewry expects to see a seasonal dip in airfreight rates in May, followed by a rebound in June.”

April was also a good month for European carriers, who recorded cargo traffic increases up to 6% year-on-year (stats from Lufthansa). There was also an improvement in the Frankfurt-based airline’s cargo load factor as a result of capacity increasing at the lower amount of 3.8%. For the month, the airline registered a cargo load factor of 69.4% compared with 68% last year.

Source: Air Cargo News ([article 1](#) & [article 2](#)), 23 May

Sustainable Logistics

LEARN PROJECT REPORT: REDUCING EMISSIONS

Following its International Workshop on emissions in April 2017, the [Logistics Emissions Accounting and Reduction Network \(LEARN\)](#) project produced a detailed report. The project aims at providing



businesses with the efficient methodology to calculate and report emissions. This methodology helps to work out the best way to use fuel and reduce emissions. The project itself provides a platform for different stakeholders to share innovative solutions for emissions reduction.

The workshop aimed to introduce the LEARN project, partners and activities, collect feedback from stakeholders, explored how stakeholders work together to maximize business uptake of carbon accounting and reduction and took steps to link through to the policy agenda. The report summarises the main messages and outcomes of the workshop. The report is available [here](#).

General

ELP DEBATE “THE LOW-EMISSION MOBILITY STRATEGY”



European
Logistics
Platform

MEPs, policy makers and other interested parties can still register for the upcoming ELP dinner event taking place on the 30th May on the ‘implementation of the low-emission mobility strategy in urban areas’. The debate which will be hosted by MEP Michael Cramer and hear the views of two industry speakers and *Herald Ruijters*, Director at DG MOVE.

Public debate throughout Europe is demanding action to improve local environments, particularly concerning emissions and traffic congestion, and freight transport and logistics is expected to play a role. Various cities have started to announce timelines for the introduction of permanent vehicle bans or restrictions, with clear consequences for urban freight delivery. The debate will hear from DB Schenker about the impact of policy actions concerning diesel vehicle emissions in cities and urban areas. Volvo Group will provide a view on the alternatives for freight, now and in the future, by means of new vehicle technologies.

You can register for the event [here](#).

EU COUNCIL AUTHORIZES BREXIT NEGOTIATIONS

At the EU Council meeting on Monday (EU 27) member states adopted a decision authorising the beginning of talks with the UK following the notification of its intention to leave the EU. The Commission was formally nominated as the EU negotiator. The Council also adopted negotiating directives for the talks.

This first set of negotiating directives is intended to guide the Commission for the first phase of the negotiations. They therefore prioritise issues that have been identified as necessary for an orderly withdrawal of the UK, including citizens' rights, the financial settlement and the situation of Ireland, as well as other matters in which there is a risk of legal uncertainty as a consequence of Brexit.

The first phase of the talks aims to provide as much clarity and legal certainty as possible and to settle the disentanglement of the UK from the EU. Once the European Council deems sufficient progress has been achieved, the negotiations will proceed to the next phase. An agreement on a future relationship between the EU and the UK can only be concluded once the UK effectively leaves the EU and becomes a third country. However, discussions on an overall understanding of that future relationship could start during a second phase of the negotiations.



The negotiating directives may be amended and supplemented during the negotiations.

Source: [The European Council](#), 22 May

UBER FREIGHT OFFICIALLY LAUNCHED IN US

Uber Freight has finally announced its launch – although it has been operating in Texas for some time, according to Wired. The app follows the same general principle as the passenger Uber service; it connects drivers and loads, there is upfront pricing and drivers get paid within a week (rather than the standard 30 days).

Uber Freight is already operating in Dallas, San Antonio, Houston and Austin, and only takes on full loads. Although Uber suggests they may eventually also enter the LTL market, this may be considerably more difficult. Ubers rival Cargomatic entered the LTL segment and has been struggling with the complexity of the market. Another unanswered question is what role the new autonomous trucks company Otto will play in this. Observers are asking whether self-driving trucks will eventually be used for Uber Freight. However, currently Otto is involved in a court case with google over allegations of stolen patented technology.

Source: [The Loadstar](#), 19 May

Forthcoming events

CLECAT MEETINGS

Customs and Indirect Taxation Institute

16 June, Lisbon

Board and General Assembly

16 June, Lisbon

Road institute meeting

28 June, Brussels

CLECAT Event on the Mobility Package

28 June, Stanhope Hotel, Brussels

Supply Chain Security Institute

24 October, Paris (tbc)

Air Logistics Institute

24 October, Paris (tbc)

CLECAT Freight Forwarders Forum 2017

24 November, Barcelona



OTHER EVENTS WITH CLECAT PARTICIPATION

ELP dinner event on the Implementation of the low-emission mobility strategy
30 May, Brussels

ESPO Conference
1-2 June, Barcelona

European Parliament Panel on Road Initiative
7 June, Brussels

Forum for Mobility and Society: Decarbonisation of Road Transport
7 June, Brussels

TOC Europe
27 June, Amsterdam

I AM CONNECTIVITY PLENARY MEETING
27 June, Amsterdam

UIC/FIATA Market Place Seminar
14-15 September, Duisburg

EP/COUNCIL MEETINGS

European Parliament
Transport and Tourism Committee
30 May, Brussels
19-20 June, Brussels

Plenary Session
31 May – 1 June, Brussels
12-15 June, Strasbourg

Transport, Telecommunications and Energy Council
7 June 2017, Luxembourg

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