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News from Brussels

COMMISSION PRESENTS MOBILITY PACKAGE

On Wednesday the European Commission presented its mobility package under the name “Europe on the Move.” The package includes a wide-ranging set of initiatives that aim to make traffic safer, encourage fairer road charging, reduce CO2 emissions, air pollution and congestion, cut red-tape for businesses, fight illicit employment and ensure proper conditions and rest times for workers. The first batch includes eight legislative proposals on the following topics:

- Smarter Road Infrastructure Charging – Revision of Eurovignette Directive (1999/62)
- Promoting the European Electronic Toll Service (EETS) – Recast of the Directive on the interoperability of electronic road toll systems in the Community (2004/52)
- Better access to the EU road haulage market - Revision of the Regulations on Access to Road Haulage Market and to the occupation of road transport undertaking (1071 and 1072/2009)

- Revision of Directive on the Use of Hired Vehicles for International Transport (2006/1)
- Enhancement of Social legislation in Road Transport (Revision of Directive 2006/22/EC on implementation of social legislation + Lex specialis on posting of workers in road transport, including specific enforcement measures)
- Enhancement of Social legislation in Road Transport - Revision of Regulation (EC) No 561/2006 on driving and rest periods and of Regulation (EU) No 165/2014 on tachographs
- Proposal for monitoring and reporting system for HDV (lorries and buses) - building upon Proposal for certification procedure of CO2 emissions from HDV

Commissioner for Transport Violeta Bulc when presenting the Package said: "The EU has a unique opportunity to not only lead the modernisation of road transport at home, but also globally. Our reforms will set the foundation for standardised, digital road solutions, fairer social conditions and enforceable market rules. They will help decrease the socio-economic costs of transport, like time lost in traffic, road fatalities and serious injuries, health risks from pollution and noise, whilst serving the needs of citizens, businesses and nature. Common standards and cross-border services will also help make multimodal travel a reality across Europe."

The Press release of the European Commission is available [here](#).

CLECAT: MOBILITY PACKAGE FALLS SHORT OF THE EU'S INTERNAL MARKET AMBITIONS

CLECAT responds in its [Press Release](#) with mixed feelings to the publication of the long-anticipated proposals of the European Commission targeting the road transport sector. Whereas CLECAT recognises that there is clearly added value in better enforcement, simplification and harmonisation of the rules governing the various aspects of road transport, the association, representing the voice of freight forwarders and logistics service providers in Europe, had hoped that the European Commission would come out stronger in the defence of a competitive internal road freight market. CLECAT has contributed in different ways to the extended discussions and consultations on the road sector. To enable and facilitate enforcement, CLECAT has for a long time proposed to do away with the number of cabotage operations which may be carried out within a 7-day period.

Nicolette van der Jagt, CLECAT's Director General noted: "We see no reason why the number of days should now be limited to a 5-day period. In particular, since the package also proposes that all cabotage operations must be subject to local rules on remuneration, the number of days would become obsolete and companies could just as well seek to establish permanent business arrangements."

Ms van der Jagt added: "Our members are most negatively affected by the administrative burden of different minimum wage laws across the European Union. From this perspective, a European solution is indeed better than the current patchwork of regulations. But it is disappointing that the European Commission does not recognise the sector's highly mobile workforce and transnational character. Applying local labour rules and minimum wages to international transport after only 3 days will burden many SME's in Europe, and this is not what we expect from a Commission seeking to create a real internal market, having only recently confirmed its intention to stand behind the ambitions of the Commission's White Paper on Transport seeking to create a real internal market whilst respecting the principle of freedom to provide services, the free movement of goods, and having regard to the principle of proportionality."



The proposals now need to be addressed in the most constructive way by Member States and the European Parliament as it is essential to have regulation in place which seeks to improve the overall efficiency and quality of road freight services, without adding further bureaucracy associated with regulating a sector.

Yet, CLECAT is pleased to see that the Commission has taken on board initiatives to prioritize Europe's investment challenges through a European framework for electronic interoperable distance based charging for the use of road infrastructure, on the conditions that the charging is fair, transparent, simple and non-discriminatory.

On a positive concluding note, CLECAT welcomes recognition that mobility is part of European sustainable growth and competitiveness. The Commission has recognised that freight demand, both within and beyond Europe, is set to increase and that the EU has to face these challenges: road transport - freight and passengers - needs to continue to develop mobility in the most sustainable way, with less emissions, as demand continues to grow.

OTHER SECTOR ASSOCIATIONS RESPOND TO MOBILITY PACKAGE

The International Road Transport Union (IRU) also [believes](#) that the package is 'a missed opportunity.' According to the IRU the proposals fail to bring the necessary clarity and simplicity to the rules governing the EU road freight transport market.

IRU welcomes the introduction of some pragmatic solutions to specific problems such as strengthening of rules of establishment, making it harder for letterbox companies to operate, enhanced cooperation between Member States on enforcement issues, flexibility of the driving & rest time rules to allow drivers to 'reach home' and measures on European Electronic Tolling System.

But the new rules on cabotage could result in yet more differences in interpretation by Member States. It remains to be seen what economic impact the Posting of Workers rules will have on transport businesses.

The sector association BusinessEurope issued a [statement](#) prior to the release of the mobility package, highlighting the need to tackle market segmentation. Existing rules should be simplified and enforceability improved. BusinessEurope Director General Markus J. Beyrer said: "This package is timely and important to support road transport in Europe. We need to create a level playing field and ensure that truck drivers work under fair circumstances. We must avoid market fragmentation and counter national measures that unduly hamper free movement in the single market."

The European Transport Worker's Federation on the other hand [views](#) the Commission's proposals critical, calling them "window dressing proposals" that fail to address social and labour issues in the sector.

IMPLEMENTATION OF THE LOW-EMISSION MOBILITY STRATEGY



**European
Logistics
Platform**

At the third European Logistics Platform (ELP) event of this year around 40 EU policymakers and industry stakeholders came together to discuss the implementation of the low-emission mobility strategy with a particular focus on the urban context. The event was hosted by Michael Cramer MEP, Member of the TRAN Committee and of the ELP Advisory Board. In his introductory remarks, Mr Cramer stressed that "without a change in how we approach



mobility we will not reach the emission reduction goals." He continued that "in order to save mobility and the climate not only technical solutions are necessary but also a change of habit."

Tariel Chamerois, Network Support QSE Manager, DB Schenker and Board Member of CLECAT, in his presentation on *'Urban deliveries in France'* focused on solutions for urban deliveries that are being currently implemented and developed. He underlined that "in order to reduce pollution from urban deliveries a real consolidation system is needed," and continued to describe how his company is consolidating cargo intended for delivery in the city of Paris at two central depots in the North and South of Paris: "By consolidating the whole transport chain, networks like DB Schenker copy-paste the *'Urban delivery bus system'*". In terms of low emission solutions being developed and tested he mentioned electric trucks and gas solutions as well as cargo bikes. He stressed that "in order to be successful in the future it is necessary to raise awareness for the environment, educate our employees and make sure that people within the companies talk to each other about new innovations."

Anders Berger, Director Public Affairs at the Volvo Group, shared his views on *'Moving urban freight and people – clean, quiet and efficient'*. Speaking about the future of mobility in urban areas, Mr Berger explained that the "strongest trend is electro mobility with buses leading the way facilitated by the fact that they follow a scheduled route. Because trucks operate differently, another approach is necessary. For trucks a full spectrum of solutions is required depending on the ranges they cover. Solutions can therefore be either hybrid, electric plug-in hybrid or full electric." His conclusion is clear: "The future in cities is electric!"

Herald Ruijters, Director for *Investment, Innovative and Sustainable Transport* at DG MOVE, discussed *"The Strategy for low-emission mobility"* proposed by the Commission. In his presentation Mr Ruijters noted that "transport and mobility are the arteries of the European economy and every solution to achieve low emission mobility has to be exploited fully. Numbers show that goods transport will increase by 50% over the next 30 years. So, it is clear that there will be more mobility instead of less - also people continue to be more mobile than ever - the challenge therefore is to handle the increased need for mobility while achieving the Paris targets." Mr Ruijters stressed that the means to achieve these goals are among others to "increase efficiency in the system with digitalisation, the realisation of e-freight and multimodality." The discussion is not whether it is for road or rail. The solution has to combine road, rail, air and maritime to cater for that growth and optimize all of them together."

The event was moderated by **Matthias Maedge**, General Delegate of the IRU and member of the ELP.

Maritime

CONGESTION AT PORT OF ANTWERP

Forwarders and carriers are fed up with the delays in the Port of Antwerp. In the past two weeks VEA, the Antwerp freight forwarding organisation, has received many complaints from its members and their transporters about the delays at Kaai 1700. According to VEA director Olivier Schoenmaeckers: "delays can be up to 5 hours. It is a problem that occurs regularly at container terminals in Antwerp, which is very frustrating for transporters, freight forwarders and their customers".

VEA, together with Febetra, the Belgium road transportation organisation, think it is a shame that terminals and shipping companies do not accept their responsibility and, for example for night delivery, do not want to allocate compensation such as the reduction of terminal handling costs or



demurrage and detention costs. According to VEA, the fact that terminals do not even communicate about the congestion is disrespectful towards the other supply chain parties.

Nonetheless, VEA is willing to have an open discussion about the issues to solve the problems, which is necessary for the future of the entire Port of Antwerp. VEA suggest that, even though forwarders and terminals have no commercial relation, a Service Level Agreement might provide a breakthrough for the current issues.

OCEAN NETWORK EXPRESS TO LAUNCH NEXT YEAR

The container businesses of K Line, MOL and NYK will operate under the tradename Ocean Network Express (ONE) from 1 April next year. In a joint statement the Japanese trio said: “The move will allow Ocean Network Express to better meet customers’ needs by providing high-quality, consolidation and enhancement of the three companies’ global network and service structures.”

The joint venture will integrate K Line, MOL and NYK’s container shipping businesses, including global terminals (not in Japan), propelling the new entity into sixth place in the global rankings with a capacity of around 1.4m teu and an approximate 7% market share. The largest carrier of the trio, NYK, with a fleet capacity of 592,000 teu, will have a 38% stake in ONE, with K line (358,000 teu) and MOL (491,000 teu) each having 31%.

Following the merger announcement in October, the three companies said their target of establishing the new joint venture was stemmed for 1 July this year. However, today’s statement did not mention this date but rather that the new joint venture would “officially be announced once all anti-trust reviews are completed”.

The carriers received a major setback earlier this month when the US Federal Maritime Commission rejected their “tripartite agreement” (filed with the FMC on 24 March) that would have allowed the three shipping lines to begin sharing information and conducting joint negotiations from 8 May, ahead of the merger.

GLOBAL CARRIER RELIABILITY FALLS IN Q1

Global carrier reliability has decreased sharply over the past year, with all 18 major container carriers seeing their reliability drop in the first quarter of 2017. The combined fall averaging 10 percentage points.

Several of the largest carriers have declined considerably, with MSC dropping 11.1% and Maersk, who once had ambitions to be the world’s most reliable carrier, dropping 7.1% compared to the same period in 2016. Statistics show Maersk now ranks as the eighth most reliable container carrier. The most reliable carrier in the world is Hamburg Sud, with vessels having arrived on time for 78.9% of its journeys.

Schedule reliability has been declining since the third quarter of 2016 and is now at its worst level since 2014. Many forwarders and shippers have expressed their concerns at the declining service levels, coupled with a lack of available information being provided by carriers regarding sailings and the status of particular consignments.



WORLD CONTAINER INDEX DOWN BY 3.6%

The World Container Index assessed by Drewry, a composite of container freight rates on 8 major routes to/from the US, Europe and Asia, is down by 3.6% to 1446.81/40ft container. The average composite index of the World Container Index assessed by Drewry for the year to date is US\$1,580/40ft container, \$120 lower than the 5-year average of \$1,701/40ft container. It is 54% higher than a year ago. The spot rates on the Asia-Europe trade declined further, resulting in the WCI on Shanghai to Rotterdam dropping by 3% or \$52 to \$1,759 for a 40ft box. Similarly, the rates on Transpacific also declined; Shanghai-Los Angeles and Shanghai-New York fell by another 11% and 5% respectively. We expect rates to level off next week before heading north on the back of the 1 June GRIs.

Source: [Drewry](#), 25 May

I AM INDUSTRY ALLIANCE SEMINAR - CONNECTING SHIPS, PORT & HINTERLAND

At the [TOC Europe conference](#) and exhibition in Amsterdam, the Netherlands, the I AM Industry alliance will host a [seminar](#) on the relationship between industry and policy makers. I AM, of which CLECAT is a founding member, is a political alliance of 22 industry trade bodies engaged in the broad field of maritime transport and logistics. It brings together shipping, port, inland/intermodal/hinterland, equipment/technology, logistics and end-user interests. The session will bring together founder members from different industry segments to update on the mission and focus of I AM and to talk about the relationship between industry and policy makers. CLECAT's Director General Nicolette van der Jagt will also be speaking at the session.

Rail

EC PROPOSAL FOR BETTER PLANNING OF INFRASTRUCTURE WORKS

The European Commission is [proposing new rules](#) that aim to minimise the disruptions caused by infrastructure works on the rail network and to create a more dynamic time table. The new rules will facilitate more coordination for planned infrastructure works and will contribute to more effective management. The new rules also provide a framework for infrastructure works impacting cross-border rail services. This includes early consultation and setting up a task force to prepare timetables and provide diversion routes.

CLECAT welcomes these new rules as they will improve the overall performance of rail transport and will contribute to the reliability and quality of rail transport. Infrastructure works are necessary, but it is also important that the negative effects of such work on rail transport are limited.

The proposal is a delegated act, which include supplements/amendments to non-essential part of EU law. These can enter into force relatively quickly after no objections from the council and the European Parliament.

CHINA-EUROPE RAIL BOOM



China-Europe rail services are set to triple within three years as demand grows and shippers “catch on” to the advantages. Asian media reports that during the recent ‘Belt and Road’ conference, China plans to increase the annual number of trains from 1,800 last year to 5,000 in 2020.

Meanwhile, this week three forwarders developed their services on the route and another city was added. DHL Global Forwarding in conjunction with logistics provider China Brilliant launched a Shenzhen Minsk service; Panalpina is to open a second consolidation point in Shenzhen in July; and Nippon Express this week also launched new services to China. Forwarders expect the demand for rail to increase as more customers are considering the option. Rail transport is increasingly competitive and can offer price- and time advantages over ocean transport. Some however noted that rail may be suitable only for certain transport flows.

Source: [The Loadstar](#), 26 May

Road

GERMANY BANS SLEEPING IN THE CABIN

As of last week (25 May) truck drivers are no longer allowed to take their regular weekly rest of 45 hours inside the truck cabin. Following the debate in the German Parliament the law aims to prevent drivers ‘camping’ in their trucks for extended periods and to improve drivers living conditions. Instead of sleeping inside the cabin, drivers will need to stay at “adequate sleeping facilities”. Violating this law will result in a fine for both the driver and the transport company, up to 500€ and 1.500€ respectively.

Germany follows the example of other EU countries, like France, Belgium and Austria, that have already implemented similar laws. The European Commission’s mobility package also addresses this issue and the legislative proposal contains a similar provision for the regular weekly resting time.

Source: [DSL](#), 24 May

HOW TO HANDLE SOCIAL DISRUPTION FROM TRUCK AUTOMATION?

Governments must consider ways to manage the transition to driverless trucks in order to avoid potential social disruption from job losses, says a new [report](#) published by the International Transport Forum (ITF) with three partner organisations. Self-driving trucks will help save costs, lower emissions and make roads safer. They could also address the shortage of professional drivers faced by the road transport industry, the study says. But automated trucks could reduce the demand for drivers by 50-70% in the US and Europe by 2030, with up to 4.4 million of the projected 6.4 million professional trucking jobs becoming redundant, according to one scenario. Even if the rise of driverless trucks dissuades newcomers from trucking, over 2 million drivers in the US and Europe could be directly displaced, according to scenarios examined for the report.

The report makes four recommendations to help manage the transition to driverless road freight:

- Establish a transition advisory board to advise on labour issues.



- Consider a temporary permit system to manage the speed of adoption.
- Set international standards, road rules and vehicle regulations for self-driving trucks.
- Continue pilot projects with driverless trucks to test vehicles, network technology and communications protocols.

These recommendations were agreed jointly by organisations representing truck manufacturers, truck operators and transport workers' unions, under the auspices of an intergovernmental organisation. This broad coalition of stakeholders lends the call to action particular weight. The report was prepared jointly by the European Automobile Manufacturers' Association (ACEA), the International Transport Workers' Federation and the International Road Transport Union (IRU), the road transport industry's global body and the ITF.

Source: [International Transport Forum](#), 31 May

Customs

EU-NORWAY AGREEMENT ON VAT COOPERATION

The Commission has successfully completed the negotiation of an agreement between the EU and Norway on administrative cooperation, recovery assistance and combating fraud in the field of VAT.

During the month of May 2017, the EU - Norway agreement on VAT cooperation was initialised by Ms Caroline Ederly (Head of Unit in the Taxation and Customs Union Directorate-General) for the EU and Mr Tor Lande (Deputy Director General in the Norwegian Ministry of Finance) for Norway. The initialising of the agreement marked the end of the negotiation process which was launched in June 2015.

Once it has been signed and adopted, this agreement will provide the EU Member States and Norway with a solid legal framework for a sound cooperation to combat VAT fraud and assist each other in the recovery of VAT claims.

WCO UPDATE OF PREFERENTIAL RULES OF ORIGIN GUIDE

The WCO Guide for Technical Update of Preferential Rules of Origin provides practical information on how to conduct a technical update of Rules of Origin in relation to changes in the Harmonized System. The technically updated Rules of Origin may replace the existing ones or be used as a basis for reviewing and amending the former, according to the procedures set out in the applicable free trade agreement.

In order to improve the usability of the Guide, tables correlating different editions of the HS are included in the Annexes to the Guide. They were prepared by the WCO Secretariat based on the Tables correlating different editions of the HS for ease of reference by users and have no legal status. They also indicate the necessity of and applicable methods of or technical updating, according to origin criteria, and should help users who actually deal with the technical update of Rules of Origin in their own administration.

The updated guide can be found here: [WCO Guide for Technical Update of Preferential Rules of Origin](#)



Air

EU LABELS MORE COUNTRIES 'HIGH-RISK'

Air freight costs for shipments to Europe out of Bangladesh, Chad and Kuwait rose yesterday, after they joined a list of “high-risk countries” (RED) under new security regulations. The changes, which came into effect on 1 June, could also mean less freighter capacity entering the countries, according to forwarders, as well as delayed transit times.

One forwarder in Bangladesh noted: “There will be new security measures shortly, implemented by all airlines. Their capacity will reduce due to re-screening methods at transit points, and re-screening charges will be added to freight, with long transit delays for shipments moving to the EU.” Another freight forwarder told The Loadstar: “Airlines may pull down some freighter capacity, as the infrastructure may not cope with the additional air freight security processes.”

The regulations, which require the additional screening of shipments, will lead to extra transit times of two to three days. IAG Cargo has already issued a note to customers, adding a AED40 (\$10.8) security charge per kg, significantly raising costs.

While the export markets from Chad and Kuwait into the EU are not significant, Bangladesh is a different matter. The EU is Bangladesh’s main trading partner, accounting for some 24% of its total trade in 2015 and absorbing 47% of its exports.

But while the measures will increase time and cost, the forwarder said otherwise there would be “no major effect”. “This additional security measure has been mooted for several weeks, so it’s no surprise. There will probably be no major effect, providing facilities can cope with the extra operational processes,” he said.

Other countries deemed high-risk by the EU are Djibouti, Nigeria, Afghanistan, Mauritania, Pakistan, Lebanon, Libya, Iraq, Mali, Niger and Sudan.

Source: [The Loadstar](#)

HEATHROW AIRPORT CARGO CONSOLIDATION APP

Heathrow Airport will start testing a new load consolidation app next month, which allows haulage companies and freight forwarders to match loads to spare capacity by providing data on shipments travelling to and from the airport. The app aims to reduce traffic around the airport, cut costs for forwarders and reduce emissions. So far freight truck companies have welcomed the app, but noted its success hinges on a large number of parties signing up. Other airports, in Europe in particular, are also looking at data-sharing platforms and Heathrow is also in talks with Brussels about apps they can co-develop.



Sustainable Logistics

CONTAINER SHIP WINDSHIELD TO REDUCE FUEL CONSUMPTION

Japanese ocean carrier MOL has successfully completed testing a windshield on the bow of one of its containerships, which it claims has saved fuel and reduced CO2 emissions by around 2%. The windshield was installed on the 2010-built 6,700 teu MOL Marvel in September 2015 and was monitored during its service on the Asia-North America east coast route. The horseshoe-shaped shield encloses the front line of the stacked containers to optimise wind resistance.

Slow-steaming, bulbous bow design and retrofitting and hulls coated with anti-fouling paint are all deployed by the major ocean carriers in a constant quest to reduce fuel costs and associated carbon emissions. Increased fuel costs were the primary reason why container lines generally posted disappointing first-quarter results this year.

Source: [The Loadstar](#), 30 May

7TH GLOBAL MEETING OF LOW CARBON TECHNOLOGY PARTNERSHIPS INITIATIVE (LCTPI)

Smart Freight Centre will co-host the Low Carbon Freight session of the [7th global meeting of Low Carbon Technology Partnerships initiative \(LCTPi\) of World Business Council of Sustainable Development](#).

The event will be held on 19-20 June in Brussels, during the [Sustainable Energy Week](#).

[LCTPi](#) is an action-oriented program that brings together companies and partners to accelerate the development of low-carbon technology solutions to stay below the 2°C ceiling. LCTPi has gathered over 160 global businesses with 70 partners to work collaboratively on the climate challenge across multiply sectors.

The freight session of LCTPi7 will:

1. Examine findings of ITF Transport Outlook on freight
2. Discuss pathways to low carbon freight. Drivers, challenges, opportunities & key messages for policy-makers and businesses by modality
3. Identify new areas of focus for WBCSD's Low Carbon Freight LCTPi, relevant to the European context

During the session SFC will present the Smart Freight Leadership report, highlighting the role of businesses concerning logistics emissions calculations and target settings. Therefore there will be special focus given to the GLEC Framework and the role of the LEARN project.

You can register [here](#) for the event by 7 June.



General

FIATA'S NEW DEPUTY GENERAL DIRECTOR – H.G. KERSTEN

Hans Günther Kersten, formerly UIC Freight Director, has been selected as Deputy Director General of FIATA, the International Federation of Freight Forwarders Associations and has started his mission on June 1st, 2017. Mr Kersten has been designated to succeed FIATA's Director General and CEO Marco Leonardo Sorgetti this September, when he retires. Mr. Kersten has studied Business Administration, Economics and Law at the University of Cologne, Germany. He is a licenced lawyer and has worked in several logistics positions during his career. Previously he was the director of freight at the international railway association UIC. Mr Sorgetti welcomed the arrival of Mr Kersten and looks forward to their cooperation.

Source: [FIATA](#), 1 June

NEW SECRETARY-GENERAL AT INTERNATIONAL TRANSPORT FORUM

Dr. Young Tae Kim has been chosen as the new Secretary-General of the International Transport Forum (ITF) by the transport ministers of ITF member countries at their annual summit in Leipzig, Germany. The International Transport Forum is an intergovernmental organisation with 59 member countries and the only global body with a mandate for all transport modes. Dr. Kim, a Korean national, will succeed Professor José Viegas, who has led ITF since 2012 and whose five-year term ends on 12 August 2017.

The transport ministers also agreed on a [declaration](#) for improved governance for transport. In their joint declaration, Ministers recognise that regulatory and fiscal frameworks may require adjustment to promote innovative mobility solutions and call for responsive regulation to foster innovation. Ministers express their will to create a sound framework for open mobility data and support new approaches to collaboration between the private and public sectors to share data. The declaration also encourages cooperation among all levels of authority to ensure that transport systems in urban areas provide inclusive access to services and sustainable mobility solutions for their rapidly expanding populations.

Source: [International Transport Forum](#), 1 June

GERMAN LEGISLATION FOR CYBER SECURITY

A new German regulation to improve cyber security has clarified the applicability of its provisions for the logistics sector. The BSI-Kritis-regulation defines "critical infrastructure" and includes standards that need to be met to ensure IT security. Infrastructure that is deemed critical has to comply with certain IT security standards and has to collaborate with authorities on (suspected) cyber-attacks and potential security issues.

The German Association for forwarding and Logistics (DSLVL) said this is an acceptable compromise, that establishes common standards and definitions for passenger and freight transport. DSLVL secretary General Frank Huster noted that logistics companies will also have to benefit from these measures, and that they cannot simply become further bureaucratic burdens. Huster added company



requirements cannot remain a “one-way-street”. The sector expects the authorities to set up the necessary security protocols and early warning systems should be part of government services. IT security is an important and complex issue, where authorities and industry stakeholders need to cooperate.

Source: [DSL](#), 31 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

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

19-20 June, Brussels

10-11 July, Brussels

Plenary Session

12-15 June, Strasbourg

3-6 July, Brussels

Transport, Telecommunications and Energy Council

7 June 2017, Luxembourg

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