CLECAT

european association for forwarding, transport, logistics and customs services

NEWSLETTER

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News from Brussels

ESTONIAN COUNCIL PRESIDENCY PRIORITIES

EU2017.EE

On 1 July Estonia took over the rotating presidency of the EU Council. The presidency published its priorities for the 6-month term, where in the area of transport, the Estonian Presidency will prioritise road initiatives of the Low-Emission Mobility Package and active implementation of the Aviation Strategy for Europe.

In land transport, the Estonian Presidency will consider all three pillars of the road initiatives. The Presidency will especially focus on access to the international road haulage market and profession, as well as the proposal on guaranteeing road transport workers' social rights and safety. Discussions will be started also on the road pricing matters.

In aviation, the Presidency will carry on the work of the Maltese Presidency to reach an agreement with the European Parliament on the basic regulation of the European Aviation Safety Agency. The Presidency will also aim for tangible progress on the upcoming proposal on safeguarding connectivity and competition in international transport. A high level of connectivity, fostering fair competition and level playing field between air carriers in the European Union aviation market is vital.

The Presidency will aim to start negotiations with the European Parliament on the directive on qualifications and training for road transport workers, which aims to increase road safety. In addition, some progress will be made on the upcoming rail passenger rights regulation. Based on the interest of Member States and complementary to already negotiated comprehensive agreements, the Presidency may bring forward negotiating mandates with third countries.

In maritime, the Estonian Presidency will start the discussions on the upcoming port reception facilities regulation with an aim to achieve maximum progress. The Estonian Presidency also wishes to facilitate the debate on the International Maritime Organisation´s roadmap to address greenhouse gases of international shipping in order to make good progress towards a proportional, yet ambitious global agreement.

A horizontal priority has been set to work towards eliminating the obstacles to digitisation of transport to achieve a seamless and more effective transport system in Europe. The Estonian Presidency will work on Council conclusions on digitisation of the EU transport sector to bring about further efficiency and administrative simplification within and between the transport modes. The Estonian Presidency will organise a ministerial meeting of transport ministers in September 2017 on the topic of connectivity. A joint session with the energy ministers is also foreseen to take stock of the implementation of the trans-European transport and energy network (TEN) so far. The Presidency also hopes to analyse the results of the mid-term review of the Connecting Europe Facility. It is also time to start discussions on the future financing framework for the TEN networks.

The Estonian Presidency also wishes to facilitate discussions on means to achieve equal air connectivity for all regions in Europe as an important precondition for further economic development, growth and jobs. The matter will be discussed also at the ministerial meeting in September. In the field of postal services, the ambition of the Estonian Presidency is to conclude negotiations on the Regulation on parcel delivery.

The Presidency will aim for a progress report on the proposed Regulation on Privacy and Electronic Communications is a significant complement to European telecommunications and data protection rules. The Council will also begin discussions on the ENISA mandate and measures on cybersecurity standards, certification and labelling. The Estonian Presidency will follow the implementation of the eGovernment Action Plan 2016-2020, and begin a discussion on long-term European plans for eGovernment, culminating in a ministerial meeting and declaration on eGovernment in October.

Source: Estonian Presidency

Rail

2017 MARKET PLACE SEMINAR

The 2017 Market Place Seminar will this year be organised on the 14th And 15th September in Duisburg, Germany. The focus will be on "Inland Hubs: key towards rail freight corridor development" create opportunities for increased cooperation and business development within the rail sector by offering a common platform for railway undertakings, freight forwarders and customers. There will be 4 main sessions focusing on

- transcontinental corridors myth or reality for business development?
- Connecting land-locked regions
- Accessibility of Freight Corridors
- Paperless, on-line and real time
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More information on speakers, detailed programme and registration is available here: http://marketplaceseminar.org/Registration-37.html

DB COMPETITION REPORT 2016

CLECAT was invited earlier this week to a lunch event where the DB Competition Report 2016 was presented.

Whereas the German passenger transport sector saw the highest growth of any mode of transport, in freight transport, European rail companies are working on improving their capacity and competitiveness in order to shift more traffic to rail. They continue to face difficult conditions which put them at a disadvantage compared with road transport. The top three players – DB Cargo, Fret SNCF and PKP Cargo – fell short of the previous year's performance, primarily as a result of significant losses in their domestic markets. SBB Cargo was the outlier and can attribute its high volume to factors such as a significant increase in transalpine freight transport and the acquisition of new major customers. Rail freight transport volumes in Germany fell by 0.4% in 2016, and rail companies had a 17.6% market share in this market.

The report also noted that in terms of the future of rail freight transport in Europe and modal shift ambitions, one thing has become clear: it will be impossible to achieve the objective of the white paper published in 2011 of shifting 30% of road haulage over distances greater than 300 kilometres to rail or inland navigation by 2030 at the current pace.

The German government's master plan for rail freight transport (see below) includes a major decrease in track access charges, which would play a key role in making rail more competitive. The press release from DB also noted that 'Harmonization and control of social standards in rail and road transport in Europe are also expected to have a major effect. The European Commission's mobility package, which is intended to address and modify regulations for road transport, is currently being discussed in Brussels.'

The 2016 Competition Report is available here.

GERMAN RAIL FREIGHT MASTERPLAN

Germany has taken a landmark decision at the end of June to halve track charges for rail freight traffic as part of a collective effort between the government and rail industry to cut road traffic and reduce air pollution. The Government is spending 350 million Euros to cut charges as part of its 'Masterplan for Rail Freight'.

Federal Transport Minister Alexander Dobrindt presented the plan at a summit of rail stakeholders in Berlin, after it was hammered out in a series of meetings between the Ministry of Transport and Digital Infrastructure (BMVI) and the rail freight sector.

Among the key measures are: *reducing costs* – the BMVI says 350 million Euros will be spent on cutting track access charges for operators, who will then have more to spend on innovation; *providing a powerful infrastructure* – new freight routes being built and existing ones expanded, with additional tracks facilitating the use of longer trains; *digitalisation and automation* – innovations such as online booking of train paths will increase network capacity, while digital timetables will also speed up operations.

New and expanded routes include the Rhine Valley, NBS Rhine / Main-Rhine / Neckar, East Corridor & Ruhr-Sieg regions, while the established major corridors connecting Hamburg, Cologne, Frankfurt, Ludwigshafen / Mannheim / Heidelberg / Karlsruhe, Munich and Hanover will become more efficient as a result of the plans.

Minister Dobrindt emphasised that the aim was to shift more freight transport to the environmentally-friendly option of rail, to increase the market share of the sector and to strengthen the industry permanently. "In the coming year the Government will significantly reduce prices for rail freight transport," he said. "To this end we are providing 350 million Euros with the 2018 budget. This will make rail freight transport cheaper. In addition, we are investing in the expansion of the infrastructure, such as the 740-metre network for longer trains, driving the digitalisation and automation of transport and loading processes, and promoting innovation. Companies are relieved and we make them more and more competitive."

Deutsche Bahn, parent company of DB Cargo, Germany's principal rail freight operator, says the plan paves the way for raising the potential of transport companies, increasing the railway infrastructure and improving transport policy for freight. Ronald Pofalla, Infrastructure Manager, said: "Germany's roads are facing a traffic disaster. The noticeable lowering of the track charges will ensure a significant improvement in the competitive position of the freight lanes. In addition to the 740-metre network, the expansion of the east corridor and the loosening of bottlenecks in the major nodes will increase the efficiency of the rail network by means of digitalisation."

The plan (in German only) is available for download in PDF format.

EP BRIEFING ON MULTIMODAL-COMBINED FREIGHT TRANSPORT

The European Parliament has produced an interesting briefing on multimodal and combined transport in Freight Transport. The briefing paper is one in a series of 'implementation appraisals', produced by the European Parliament Research Service (EPRS), on the operation of existing EU legislation in practice.

The Briefing paper is available HERE

Customs

CUSTOMS DECISIONS SYSTEM

With the UCC, the legal basis is provided to ensure a more uniform approach to the processes related to customs decisions. The system supporting the management of customs decisions is called Customs Decisions System (CDS) and will provide a trans-European solution to deal with 22 applications and authorisations. It will ensure harmonisation of procedures for applications, authorisations and their management and the harmonisation of data requirements.

The legal basis also provides for the first time in the functioning of the Customs Union, a unique EU Trader Portal available for trade to access the trans-European IT system, to lodge applications, to monitor the status of their application and to carry out any follow up task. The trader portal can be accessed through a single-entry point, for which economic operators have to use a unique system for authentication and access (UUM&DS).

As of the 2nd October 2017 all the relevant new applications need to be introduced in the new Customs Decisions system. Consequently, from that date no paper-based applications will be handled anymore. The existing authorisations (paper-based) should be re-assessed and introduced in the new system before the 1st of May 2019. Authorisations which were issued between the 1st of May 2016 and the date of entry in production of the system, may not contain all data elements required in the system. In this case, the customs authorities need to request the missing information to the trader before introducing it in the system.

Even though the EU provides a single trader portal to access CDS, it is still possible for Member States to create their own national trader portal in order to process other customs decisions which are out of scope for the European CDS. Some Member states have chosen to exclusively use the EU system, some have chosen a pure national solution, which links to the EU system and others will provide a hybrid approach of national and EU systems. Therefore, how the CDS will work in practice still depends on how a Member State implements the system. Because of that, it is advised that economic operators contact their national customs administration for more information about the use of CDS. Nonetheless, the Commission has provided an e-learning module for CDS, which can be found through this link: Customs Decisions e-Learning

ILLEGAL IMPORT OF CULTURAL GOODS

In July 2017, the G20 called for countries to 'address all alternative sources of financing of terrorism, including looting and smuggling of antiquities'. Similarly, the G7 has called for action on these activities in third countries. The authentic global art and antiques market is estimated at €56 billion of sales in 2016, of which the total value of the European market is around €19 billion.

At the moment, the EU applies prohibitions on goods from Iraq and Syria but there is no general EU framework for the import of cultural goods. Current rules can be exploited by unscrupulous exporters and importers who can use the profits to fund illegal activities such as terrorism. Diverging and ineffective existing national legislation in this area means that EU action is necessary to ensure consistent treatment of imports of cultural goods all along the EU's external borders.

Therefore, the European Commission this week has proposed new rules to clamp down on the illegal import and trafficking of cultural goods from outside the EU, often linked to terrorist financing and other criminal activity. The proposal marks one of the final steps set out in the Commission's action plan to strengthen the fight against terrorism financing.

The new rules foresee a number of actions which should ensure that the importation of illicit cultural goods becomes much more difficult in the future:

- A new common EU definition for 'cultural goods' at importation
- The introduction of a new licensing system for the import of archaeological object
- For other categories of cultural goods, importers will now have to go through a more rigorous certification system
- Customs authorities will also have the power to seize and retain goods

Awareness campaigns targeting buyers of cultural goods, such as professional art market importers but also buyers of cultural goods in Europe are envisaged. In parallel, training sessions for customs officers and other law enforcement services will be organised by Member States in order to improve their ability to recognise suspicious shipments and to co-operate more efficiently in preventing illicit trade.

The proposal for a Regulation will now be submitted to the European Parliament and the Council of the EU. The Commission hopes that this will be swiftly adopted in the co-decision process.

More information can be found on the Q&A website on the illegal import of cultural goods used to finance terrorism

EU-NEW ZEALAND CUSTOMS AGREEMENT

Last week, the EU and New Zealand have signed an Agreement on Cooperation and Mutual Administrative Assistance in Customs Matters. It is considered an important step in strengthening EU-New Zealand relations. The agreement should benefit legitimate trade between the two parties by creating a more secure and trade-friendly environment as their customs authorities will exchange more information to ensure the proper application of customs legislation under the Agreement.

More information about the agreement can be found on the website of DG TAXUD: Cooperation and Mutual Administrative Assistance in Customs Matters

WCO PUBLISHES ITS GUIDELINES ON TRANSIT

On the 10th of July, the World Customs Organisation (WCO) published a set of guidelines in order to improve transit procedures all around the world, especially in landlocked developing countries and transit developing countries.

Through 150 guidelines, sub-divided in thirteen aspects of the transit procedure, the document aims at providing national governments with guiding principles on how to implement an efficient transit regime and supporting the implementation of relevant international agreements, conventions and standards. The Transit Guidelines especially contain a section dedicated to facilitation benefits to be provided to Authorised Economic Operators (AEOs), a section providing guidance on how to implement efficient guarantee system and a section dedicated to improving the partnership with business when developing or reviewing policies and procedures on transit.

The WCO Transit Guidelines are not legally binding, but the WCO recommends customs administrations and other stakeholders to improve their transit operations on the basis of these Guidelines.

The WCO Transit Guidelines are available here. The WCO press release is available here.

WCO AND OTIF SIGN A MEMORANDUM OF UNDERSTANDING

The WCO Secretary General Kunio Mikuriya and the Secretary General of the Intergovernmental Organisation for International Carriage by Rail (OTIF) François Davenne signed on Monday 10 July 2017 a Memorandum of Understanding (MoU) to enhance cooperation between Customs administrations and the railways sector. This is the first formal arrangement on cooperation between the WCO and a railway organization. The signature of this MoU was organized in the margins of the WCO Global

Transit Conference currently being held at World Customs Organization (WCO) Headquarters in Brussels.

The accelerated development of railway transport corridors between Europe and China and the challenges concerning harmonization of transport documents, technical standards and the use of electronic records and simplification of customs procedures require a stronger cooperation between Customs and railways in terms of trade facilitation and regional integration. Both Customs administrations and railways organizations understand the need for heightened cooperation in the light of the ever-increasing share of transcontinental transit via railways. The spheres for more intensive cooperation encompass the removal of obstacles to the crossing of frontiers in international rail traffic, better information exchange, simplification of formalities, enhancement of security and further work on the acceptance of transport documents for Customs formalities.

The Parties to the MoU have committed to support each other with standard-development and technical assistance activities and to define and organize consultations and provide mutual assistance.

Air

TRAN HEARING ON BREXIT AND AVIATION

Airline and airport executives warned of the negative consequences of Brexit on aviation and tourism in a transport committee hearing on 11 July.

Airlines will need to make business decisions about where to fly well before the March 2019 deadline, the CEOs warned. They highlighted the benefits that the single market has brought in terms of travel opportunities and jobs and economic growth and the large flows of tourists between the UK and the other 27 EU countries. Passengers will lose out and the EU27 tourism industry stands to lose some €21 billion in business from the UK following Brexit, especially in Malta, Cyprus and Portugal, they warned.

They stressed the need for certainty and said aviation needed to be dealt with as a priority in the negotiations on a future relationship, especially as there is no “fall back” option, which other sectors may have in the form of WTO rules. No deal could mean no flights between UK and EU-27 immediately after Brexit, warned Michael O’Leary of Ryanair.

MEPs asked the CEOs if they thought the UK should continue to follow the EU rules in the field of aviation following Brexit and if there are current agreements with third countries that could serve as a blueprint for a future relationship. They asked if they are preparing contingency plans in case the negotiators do not reach a deal by the March 2019 deadline. Speakers stressed that as flight schedules are determined a year in advance, decisions relating to the summer 2019 scheduling period would already be made in 2018, highlighting the need for clarity as soon as possible on the Brexit deal, or else they would begin cancelling flights to and from the UK as a contingency.

Source: European Parliament

ENVI VOTE ON AVIATION AND ETS

On 11 July, European Parliament Environment Committee MEPs agreed to exempt international flights until 2020, as proposed by the European Commission, but voted to bring them back under the scheme from 1 January 2021, unless otherwise decided in a review comparing the EU ETS with the international agreement.

"It is sensible that we extend the exemption for international flights to and from the EU until there is greater clarity on the ICAO scheme. However, unlike the European Commission, I believe it must be time-limited so that we can be sure that the CORSIA will deliver its objectives," said Julie Girling, a UK MEP from the ECR group. CORSIA is the proposed new global Carbon Offsetting and Reduction Scheme for International Aviation.

The committee also proposed to increase the share of pollution permits that airlines have to buy from 15% to 50%. "While not asking the aviation industry to pay anything close to the full price for its huge climate impact, the decisions taken today show the resolve of EU lawmakers to ensure all sectors contribute to the efforts of meeting the Paris Agreement goals," said Kelsey Perlman, aviation policy officer at Carbon Market Watch NGO.

Parliament is expected to adopt its final position on the draft law at the plenary session in September. It then has to reach a final compromise with the Council so that the law is agreed on by the end of April 2018, when airlines need to surrender allowances to cover their emissions in 2017.

Aviation accounts for approximately 2.1 % of global CO2 emissions, with more than a half generated by international flights. With the anticipated growth in air traffic, emissions in 2050 are expected to be seven to ten times higher than in 1990, according to ICAO projections.

Source: EurActiv

Maritime

OCEAN FREIGHT RATES UP ONE-THIRD IN FIRST HALF OF 2017

Global spot market freight rates were more than one-third higher in the first-half of 2017, with big increases across most trade lanes providing a "huge correction after a disastrous 2016 for rates", analysis by Drewry reveals.

And with the recovery holding up well in the second quarter, the container shipping analyst believes the recovery should continue throughout the remainder of this year.

Data from Drewry's Container Freight Rate Insight database indicates that Drewry's Global Freight Rate Index was some 36% higher after six months of 2017 versus the same period in 2016, although the container shipping abalyst stressed that last year was "an exceptionally poor one for carriers when it came to securing compensatory rates". When compared to the first half of 2015, spot rates for 1H17 were still 4% lower, it noted.

Analysis shows that despite some seasonal erosion, rates this year overtook monthly averages for both 2015 and 2016 from April onwards. Drewry said the big question was "which of the second-half trends will rates for this year follow - the declining path of 2015, the resurgent 2016 direction, or something in between?"

Examining where the recovery has been the strongest, Drewry said the westbound (WB) Asia to Europe corridor had made the "most prolific" recovery among the East-West headhaul markets. Drewry's Asia-Europe WB Index was up by 61% year-on-year after six months of 2017 and even performed better against the same months in 2015, being higher by around 12%, the analyst noted.

Eastbound Transpacific rates saw "slightly more muted growth this year at 33%, which was insufficient to better the 1H15 average". And spot rates in the Transatlantic westbound market, "which admittedly is more contract-oriented", were lower in 1H17 than in either 1H16 or 1H15.

Drewry reported a similar story in the backhaul direction, with rates from Europe to Asia significantly outperforming the other trades. Eastbound Europe to Asia rates were given a boost earlier this year during a temporary space shortage caused by stronger demand and alliance reorganisation, Drewry highlighted. "As predicted, backhaul rates are gradually softening on this trade and we expect a further weakening in July," it added.

Full story available at: [Lloyd's Loading List]

Sustainable Logistics

IEA STUDY UNVEILS KEY ROLE FOR TRUCKS IN GLOBAL OIL-DEMAND GROWTH

Improving the efficiency of road-freight transport is critical to reducing the growth in oil demand, carbon emissions and air pollution over the next decades, according to the International Energy Agency's latest report, [The Future of Trucks: Implications for energy and the environment].

Trucks are a major contributor to the growth in transport-fuel consumption, as well as rising carbon dioxide and air pollutant emissions. But the sector gets far less attention and policy focus than passenger vehicles. Only four countries have energy-efficiency standards for heavy trucks, compared with about 40 countries with passenger-vehicle standards.

Yet the growth in oil demand from trucks has outpaced all other sectors – including passenger cars, aviation, industry and petrochemical feedstocks – since 2000 and contributed 40% to global oil demand growth, a similar contribution as cars. Today, trucks account for almost a fifth of global oil demand, or around 17 million barrels per day, equivalent to the combined oil production of the United States and Canada. It also accounts for about half of global diesel use, a third of all transport-related carbon emissions and a fifth of NO_x emissions, a key air pollutant.

Trucks are a key enabler of global economic activity and play an essential role in delivering goods or commodities across every point of the economic value chain, from production to sale.

But if no action is taken, oil demand from road freight is projected to grow by 5 million barrels per day by 2050, or around 40% of the projected increase in global oil demand in that period. This growth is expected to lead to a significant increase in carbon dioxide emissions of nearly 900 million tonnes through 2050, or about the same level of emissions growth as from coal use in the power and the entire industry sector combined.

In an effort to address this rise in demand and emissions, the IEA describes a more sustainable policy pathway for truck transport that could reduce energy use in road freight by 50% and emissions by 75% by 2050.

“For far too long there has been a lack of policy focus on truck fuel efficiency. Given they are now the dominant driver of global oil demand, the issue can no longer be ignored if we are to meet our energy and environmental objectives” said Dr Fatih Birol, the IEA’s Executive Director. “Our study highlights the gains that are possible from tighter truck fuel efficiency standards and sets out other cost-effective steps to modernise freight transport.”

The main drivers of oil demand from trucks today are the United States, the European Union and China, while India is emerging as a growing contributor. Economic growth, particularly in Asia, will continue to boost oil demand from trucking in the future.

The IEA highlights three major areas of improvement. First, the trucking sector can improve logistics and systems operations in order to be more efficient. This includes near-term opportunities like using Global Positioning System to optimise truck routing, as well as real-time feedback devices that monitor the on-road fuel economy of trucks.

Greater improvements on that front will require increased cooperation, as well as the exchange of data, information and assets across the entire supply chain. This can help increase the volume or weight of cargo hauled to improve the load on each trip, but also reduce the number of trips during which trucks are running empty, such as travel taken without any load at all after having delivered the goods.

Second, the IEA report finds that energy-efficiency improvements for the existing fleet should include aerodynamic retrofits to reduce drag as well as low-rolling resistance tires. New trucks can use additional technologies that cut idling, use lightweight materials and take advantage of improvements to truck engines, transmissions and drivetrains. Achieving stronger cuts in fuel use, carbon dioxide and pollutant emissions requires the use of hybrids and zero emission trucks.

Finally, using alternative fuels such as natural gas, biofuels, electricity and hydrogen can diversify fuel supply away from oil and also help reduce carbon emissions, especially if produced from low-carbon pathways. While some of the improvements necessary may be expensive or complex, many can be easily accomplished in the near-term by strong policy support, according to the report. Some of these opportunities include tightening fuel-economy standards, making better use of data and providing support for research and development into alternative fuels.

The European Commission is to propose CO2 standards for heavy-duty vehicles in 2018, which CLECAT has supported.

Source: IEA

NEW EEA REPORT TRANSPORT EMISSIONS

Eleven EU Member States breached air pollution ceilings in 2015 mostly due to high emissions from agricultural and transport sources, according to new data and a briefing released today by the

European Environment Agency (EEA). The briefing includes information on countries' 2015 emissions and national ceilings for different pollutants.

Member States recently reported the first information under the new EU National Emission Ceilings (NEC) Directive (2016/2284/EU). The EEA briefing 'NEC Directive reporting status 2017', gives a progress update on how Member States are meeting their emission ceilings under the NEC Directive. The briefing also provides an assessment of the projected emissions reported for 2020 and 2030 in relation to the Member States' reduction commitments for those years set in the new NEC Directive.

The new NEC Directive restricts emissions for five key air pollutants: nitrogen oxides (NO_x), non-methane volatile organic compounds (NMVOCs), sulphur dioxide (SO_2) ammonia (NH_3) and fine particulate matter ($PM_{2.5}$). These pollutants contribute to poor air quality, which remains the single largest environmental health risk in Europe. Further details, including country- and pollutant-specific information, are available in the briefing.

The new NEC Directive establishes a process that allows Member States to 'adjust' the reported emissions in their inventories downwards for compliance checking with the emission ceilings if certain conditions are met. Nine Member States have requested their data be 'adjusted' in this manner; the European Commission is presently reviewing the applications. The numbers of exceeded ceilings described in the EEA's briefing will be lower if these applications are approved later in 2017.

Source: EEA

General

FINAL EC CONFERENCE ON LOGISTICS CLOUD

CLECAT has been invited to final conference on Logistics Cloud, which will take place on 27th of September 2017 in Brussels. The European Commission and the ALICE Platform organized three workshops on Logistics Clouds, which had the objective of consolidating progress and draft future visions and plan for the Logistics sector, as well as to facilitate collaboration and cross-fertilization among different projects. The Logistics sector is considered an area where collaborative innovation is key to address challenges and opportunities, and the concept of the 'Cloud', as something able to change shape and dimension, aims at offering a new way of collaboration, free from predefined boundaries and constraints. The Final Conference aims at presenting the results of the thematic workshops, enhancing awareness of the progress made in the sector, and at fostering further exploitation and implementation of research results.

You will find the meeting's draft agenda and the registration form on the following this link.

EU AND JAPAN AGREED BROAD LINES OF A TRADE DEAL

The European Union and Japan agreed the broad lines of a trade deal on 6 July, promising to iron out the last details within months. European Council President Donald Tusk stressed that the deal is not just about trade but about shared values and committing to the highest standards in areas such as labour, safety, environmental and consumer protection. "Together, we are sending a strong message to the world that we stand for open and fair trade. As far as we are concerned, there is no protection in protectionism. Only by working together will we be able to set ambitious global standards.

The Commission has insisted that the EU-Japan will be the most important bilateral trade agreement ever concluded by the EU and, as such, will for the first time include a specific commitment to the Paris climate agreement.

The Economic Partnership Agreement will remove the vast majority of duties paid by EU companies, which total an annual €1 billion, as well as opening the Japanese market to key EU agricultural exports and increasing opportunities in a range of sectors.

EU officials said they have also secured results in the auto sector. Japanese car makers will get better access to the EU market. The 10% tariff on Japanese cars exported to the EU will be eliminated in stages within seven years.

In addition, an immediate tariff elimination of between 3% and 4% will be applied on approximately 92% of Japanese auto parts. Non-tariff measures are also being agreed, including Japanese alignment with international standards, and regulatory cooperation aimed at creating common standards. At present, South Korean automakers are exporting their cars to the EU on a zero-tariff basis while struggling in the Chinese and US markets.

Full story at: EurActiv

EU STUDY: MAKING THE EU TRANSPORT SECTOR ATTRACTIVE

This week the draft Final Report was published of a study commissioned by the European Commission's Directorate General for Mobility and Transport (DG MOVE). The study addresses two main issues: the extent to which the transport sector is, or is not, seen to be an attractive work place by young people and what can be done to assist the recruitment of young people to the sector.

The study focuses particularly on young people with only low or medium level schooling qualifications, but who might have the motivation and soft skills that employers are increasingly seeking. Wherever possible, the report seeks to identify differences between the views and objectives of young women and men, as well as the attraction of different subsectors, or modes, of the transport sector.
The report and its annexes can be downloaded from the following website: EU Study: Making the EU transport sector attractive to future generations

Forthcoming events

CLECAT MEETINGS

Road Institute/Sustainable Logistics Institute
7 September, Brussels

Joint CLECAT/FIATA Rail Freight meeting
13 September, Duisburg

Supply Chain Security Institute / Air Logistics Institute
24 October, Paris

CLECAT Freight Forwarders Forum 2017

24 November, Barcelona

OTHER EVENTS WITH CLECAT PARTICIPATION

UIC/FIATA Market Place Seminar

14-15 September, Duisburg

Collaborative Innovation Days

27 September, Brussels.

IATA Cargo Security and Facilitation Forum

3-4 October, Barcelona

Brussels ECG Annual Conference

19/20 October, Brussels

International Customs Conference 2017

8-9 November, Düsseldorf

EP/COUNCIL MEETINGS

European Parliament

Transport and Tourism Committee

31 August, 1 September 2017

Transport, Telecommunications and Energy Council

4-5 December, Brussels (Telecommunications & Transport)

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