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## Brussels news

### ELP EVENT ON “SMART INFRASTRUCTURE INVESTMENTS”



**European  
Logistics  
Platform**

The European Logistics Platform organises a dinner event entitled “Smart Infrastructure Investments” on Monday 25th September in the European Parliament. The event will be kindly hosted by Gesine Meissner Member of the TRAN Committee and ELP Advisory Board (S&D).

The TEN-T network is a smart and well thought infrastructure plan for Europe, and its completion is important for the competitiveness of the EU. More investments are needed to make transport better, greener, cleaner and more connected in an increasingly digital world. The Connecting Europe Facility is an effective mechanism so far but there has been oversubscription and there is a risk of further reducing the instrument because of insufficient EU budget. The event will hear on future investment needs as these will be discussed later this month in the Connecting Europe Conference taking place in Tallinn. More acute issues such as the Rastatt incident causing serious problems to rail freight, will also be discussed.

The ELP would like to give members from across the European Parliament's committees and political groups, the European Commission and the Permanent Representations the opportunity for exchanging views on the cross-border infrastructure needs of logistics.

[Registration](#) for the event is open.



## CLECAT ROAD AND SUSTAINABLE LOGISTICS INSTITUTES MEET

The CLECAT Road and Sustainable Logistics institutes met in Brussels on 7 September. The Road Institute discussed in depth the “Europe on the Move” Mobility Package, in particular the proposals on posting of workers in road transport, access to the road haulage market, weekly rest periods and road charging. Delegates also discussed the situation regarding secure parking across Europe, where there is a major lack of investment in adequate secure parking areas, as well as the forthcoming review of the Combined Transport Directive.

The Sustainable Logistics Institute discussed the proposal on monitoring and reporting of heavy-duty vehicle emissions, which also forms part of the mobility package and would provide transparent information on the emissions performance and fuel consumption of HDVs; as well as stakeholder discussions on HDV emissions, the [LEARN project](#), developments in [GLEC](#) and the parliamentary report on the Low-Emission Mobility Strategy.

## STAKEHOLDERS MEET DG HOLOLEI TO DISCUSS HDV EMISSIONS

On 5 September, CLECAT and other stakeholders from the road logistics chain (vehicle manufacturers, operators, shippers, infrastructure managers, fuel producers etc.) met with Henrik Hololei, Director General of DG MOVE, to discuss an integrated approach to reducing HDV emissions by 2030. Transport & Mobility Leuven presented the [study](#) which they have prepared for the group on this subject, and stakeholders presented the various ways in which vehicle, fuel, operations and infrastructure improvements can contribute to reducing road transport emissions.

CLECAT presented the possibilities for load factor optimisation which result from C-ITS, collaboration between supply chain parties and carbon footprinting, particularly implementation of the [GLEC Framework](#) across the supply chain.

## TRAN COMMITTEE EXCHANGES VIEWS WITH DG HOLOLEI

On 7 September, Mr Henrik Hololei, Director General of DG MOVE discussed current and future transport policy issues during the TRAN Committee meeting. He addressed the broader challenges for transport and mobility including: security, investments, decarbonisation, digitalisation and international cooperation. Some of the issues he mentioned included heavy-duty vehicle security and the Commission’s commitment to protect from the risk of terror attacks; investments mainly from the private sector for the TEN-T network; cyber-attacks affecting rail and shipping companies; the IMO roadmap on decarbonisation; the aviation cooperation agreements.

Mr Hololei underlined the importance of the road proposals and the need of accelerating the process of the EASA basic regulation. He announced the upcoming EU initiatives with the revision of the Port reception facilities Directive to be published in the autumn. He also informed that second and third waves of the Mobility Package will be out at the end of this year/beginning of the new year with proposals on clean vehicles, combined transport, infrastructures and alternative fuels.

An exchange of views with MEPs followed. As a response to Mr Wim van de Camp (EPP, NL)’s questions on the Connecting Europe Facility (CEF), Mr Hololei stressed that its midterm review has shown it is delivering well although some of the projects have not started yet. For this reason, the choice of transferring money from the Cohesion Fund to the CEF was taken. Still on CEF, Ms Daniela



Aiuto (EFDD, IT) called on the Commission to address the geographical divide as in certain parts of Europe projects are being financed but Member States are not coming forward with valid projects.

Ms Merja Kyllönen (GUE/NGL, FI) urgently called on measures on multimodal transport and Mr Hololei stated that in line with the EU Low-Emission Mobility Strategy the Commission put forward initiatives with the aim of clarifying ambiguities in the existing legislation and said that the lack of interoperability and obstacles represented by national borders are the main problems.

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## Rail

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### RASTATT DISASTER - OPEN LETTER

On 4 September, the representatives of the European rail logistics, including CLECAT, sent an Open letter to Commissioner Bulc and Federal Minister Dobrindt addressing the severe problems of rail freight on Europe's most important North-South corridor as a consequence of the Rastatt construction site accident.

The important Rhine Alpine European rail corridor was closed on 12 August 2017 because of subsidence during works in South-West Germany and its interruption is likely to last until 7 October 2017 with catastrophic consequences for the railfreight sector.

The letter explains that to date, for the 200 freight trains a day that usually run in the Rhine valley in September, there is in theory diversion capacity for 150 freight trains via Stuttgart-Singen, Brenner and Alsace according to the infrastructure managers. It outlines that the Rhine valley line is the main line for intermodal traffic in Europe considering that around 50% of the trade between Northern Europe and Italy via Switzerland is normally performed by intermodal transport on this axis.

The situation at present is such that the freight railways can manage only 25% of the normal volumes on the re-routings via Germany, France and Austria with intermodal transport being particularly disadvantaged as the diversion volumes of this strongest market segment reach less than 15% of its habitual volume.

Even three weeks after the interruption, the Brenner and Alsace region is not using most of its capacities because of the lack of locomotive drivers. Difficult operational conditions occur also in the case of the diversions via Stuttgart-Singen with consequent cancellation or delays of several days of the majority of trains.

As a consequence of the current situation, the transshipment terminals of intermodal transport along the Rhine Alpine Corridor are congested with containers and are refusing to accept additional loading units. Moreover, production sites in the north and south of the Alps are close to come to a standstill. The economic impact on the industry, the railways, operators and transport companies is estimated to run into billions with the dissolution of decades of investments in the railway.

The Open letter is available [here](#).



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# Road

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## UK ANNOUNCES TRUCK PLATOONING TRIALS

On Friday 25th August, the British Department for Transport announced that trials of semi-automated trucks will begin on Britain's roads next year after the government agreed an £8.1m investment.

The Department for Transport (DfT) and Highways England has commissioned the Transport Research Laboratory to lead the trials, with participation from DAF Trucks, Ricardo, and DHL. Transport minister Paul Maynard says the government believes the technology could reduce fuel bills and emissions and result in less congestion.

"Platooning" connects convoys of trucks by vehicle-to-vehicle communication, allowing them to effectively operate as a single unit – steering, accelerating and braking simultaneously.

The trial will see three-truck convoys controlled by a lead vehicle on regular DHL logistics operations, with driver training and test track trials expected over the coming months. In the early stages of the trial a driver will be present in each truck ready to take control at any time.

It is argued that platooning can reduce vehicle emissions and improve journey times. There is also a view that the trucks will be able to travel more closely together than vehicles with drivers and will thus take up less room on the roads and by travelling at constant speeds will reduce tailbacks and thus improve traffic flows.

Reservations about the trials have been expressed by motoring organisations representing the private motorist. The RHA has expressed a concern that the trial is concentrating too much on the technology and not enough on the safety aspects of the trial.

Source: [BIFA](#)

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# Maritime

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## BULC UNVEILS VISION FOR AUTONOMOUS SHIPPING

Violeta Bulc, the European Commissioner for Transport, this week outlined her vision for the development of autonomous shipping in the EU, and warned executives and workers alike that job roles would fundamentally change as a result.

At a seminar on autonomous shipping at the European Parliament, Ms Bulc described the creation of autonomous vessels as one part of a wider platform of "a fully integrated multimodal network", which would see the end of an era in which transport systems have developed in mode-by-mode silos with their true cost to society and the environment often hidden.

"A fully integrated transport system will be highly automated and therefore safer and more efficient. Users, the infrastructure and the cargo will be connected to each other. Data will allow us to manage capacity better, be it a road, a container or a parking lot.



“In such a system, an autonomous vessel will arrive in port and, thanks to the internet of things, the cargo itself will be aware where it needs to be and by when. Trains will no longer leave ports half-empty and the cargo will arrive at its destination on time and in perfect condition, having produced much less CO2, air pollution, noise and accidents than would be the case today,” she said.

She admitted, however, that this was a “perfect scenario”, and called for patience from regulators in reducing the environmental cost of transport. “But one thing is certain,” she added, “the day of thinking in vertical silos is gone. When it comes to transport, we have got to think in terms of ecosystem.”

She recognised this would lead to huge changes to workforce, adding that certain jobs “that we have not even thought about yet” were set to be created, and predicted it could mean the end of traditional seafaring roles.

“People working in the sector will be impacted. I don’t foresee job losses, but I do foresee job changes. The transition will require new, innovative skills, making the sector more attractive for the younger generation. In future, the sector will offer a wider variety of opportunities. There will be different business models that the future autonomous shipping industry will have to create. In this new model, there will be a shift from on-board to on-shore employment,” she explained.

Cyber-security was another huge challenge, she said – a large number of companies in the sector having already been hit by cyber-attacks – and the potential for widespread damage enormous. She said: “20% of shipping companies have admitted having suffered cyber-security incidents/attacks, but the number of cases could be much higher in reality – companies don’t want to publicly admit it. Delays due to cyber-attacks are one thing, but deliberate crashes are quite another.”

She claimed that the EU would look to move the development of the technology up its agenda, particularly with China so ambitious in the sector, and hinted that regulators would need adopt a relatively light touch in their approach to new shipping structures. “We will have to think about how to regulate new ownership structures, where sharing of resources among operators becomes more and more common. Ports will become truly integrated clusters for industry and transport.

“But who will pay for the infrastructure, and how will these costs be recouped? We see the challenges in relation to the so-called sharing economy with platforms such as Air BnB and Uber – this is likely to be an even bigger challenge into the future. “While we will have to regulate to some extent, we must also get the balance right so as to encourage innovation,” Ms Bulc concluded.

Source: [The Loadstar](#)

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## Customs

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### EU SEEKS NEW RULES ON INTERNAL BORDER CHECKS

Dimitris Avramopoulos, the EU commissioner for migration, told reporters in Brussels on Wednesday 6 September that a proposal will soon be put forward to reform the so-called Schengen Borders Code. According to EUobserver, one EU commission official noted that a possible option for the reform would be to allow the states to use terrorism, and not migration flows, as a basis for internal controls.



A new legal basis, based explicitly on terrorism, could allow the same states to then continue the border controls after the November deadline and possibly without limits on the extensions. The announcement comes ahead of a November deadline for Austria, Denmark, Germany, Sweden and non-EU member state Norway to lift their internal checks.

It also follows [previous statements by Avramopoulos](#), who told reporters over the summer that the countries would no longer be able to prolong border controls for another six months. All five over the summer had demanded the six-month extensions, as part of a wider effort to prevent migrants from moving north of Greece and elsewhere. Those controls should end in November, given that the code imposes a two-year limit on the six-month extensions, for reasons linked to migration movements. Avramopoulos noted on Wednesday: "There are some countries that have presented justified reasons in order to ask for an extension of internal border controls, but this period is approaching its end and it is not legally justified to prolong it,".

But intense pressure from Germany and France, along with other EU states, who want the rules reformed, appears to have eased the commission's position, as it is now preparing to launch a reform of the code. Schengen states are currently only allowed to temporarily reintroduce controls at the internal borders when there is serious threat to public policy or internal security.

Source: [EUobserver](#)

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## Air

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### CARRIERS PUSH UP AIR FREIGHT RATES AS DEMAND REMAINS STRONG

Airlines are hiking air freight rates "significantly" as demand remains strong, and it could grow further. On September 5, Lufthansa Cargo announced that its net cargo rates in western Europe would rise between 5% and 10% from October 1, and even higher in other regions.

In a note to customers, it said: "The demand in the airfreight industry has increased noticeably. We expect this trend to continue and anticipate a renewed increase in demand in the fall." Pointing to its anticipated rate rise in Europe, it added that, "depending on the route, [it could be] significantly more than that. The rate adjustment will occur gradually and on a region by region basis".

One senior air freight industry executive commented: "In general, the market is indeed strong enough for that. But I have grown wary of these general announcements, as many have fallen through."

He added: "A better way is to act and negotiate with customers. If it takes place then it's great, but these announcements typically don't mean a lot, by historical track record."

However, indications show that there is likely to be a strong end to the year for carriers, while for forwarders, it will depend on whether they can pass on rising costs to customers.

"Rates are going north, and it isn't even busy for the peak period yet," said one air freight forwarder.

"The air freight market is very busy and congested in some areas. Also China is about to get very busy with the launch of the new iPhones, and lots of other tech products seeping into the market. And that's without ecommerce, which will get very busy on air freight."



Executives indicate that transpacific eastbound is gearing up for a very busy December, owing to an anticipated e-commerce rush.

Source: [The Loadstar](#)

## BRUSSELS E-AWB PROGRAMME TAKES OFF

On 1 October, Brussels Airport will officially switch to electronic Air Waybills. Last Monday Air Cargo Belgium organised an E-AWB engagement day to introduce the programme to the community.

“Switching to e-AWB is one of the initiatives to grow into an efficient airport,” said Alban François AWB secretary and chairman of the organisation’s e-freight working group. Brussels Airport has been part of the IATA e-AWB 360 programme since the beginning of this year.

ACB had invited Stéphane Noll, IATA’s Regional Cargo Manager Europe to highlight the importance of the e-AWB in the air cargo value chain. In 2016, aviation carried 52 million freight tonnes at a trade value of 6.8 trillion USD, Stéphane said. “The key drivers for air cargo are safety, speed, reliability (due to the slot system) and connectivity. Air cargo also offers direct access to land locked countries, some of whichever have no access to international waters.”

“An IATA study has revealed that countries with more developed air cargo connection and smarter borders are more integrated into the Global Value Chains. So the air cargo customer experience through BRU will be critical to connect global markets to power the Belgian economy.”

Last June the air cargo industry produced more than 2.3 million air waybills, 75% of which were generated in Europe, Asia-Pacific and North-Asia. On the legally feasible trade lanes, e-AWB penetration was 50.1%. With a penetration rate of 38.8% Europe was still lagging behind compared with North-Asia (62.6%), Asia-Pacific (50.1%), the America’s (46.2%), Africa (67.6%, entirely due to Johannesburg Airport and the dominant position of SAA) and the Middle East (72.1%). In Belgium, the penetration rates mirrored the European one.

The e-AWB 360 programme is based on three pillars: Single Process, Airport SOP (Standard Operating Procedure) and Communication. ‘Single Process’ implies that all the stakeholders in the air cargo supply chain adopt the same course of action when delivering cargo.

This Single Process is the base on which the SOP is built. The SOP is a set of directives and principles to which carriers, freight forwarders and ground-handling agents have to commit themselves with import, export and transit consignments. ACB’s e-freight working group has dedicated a full year’s work to set this up. The SOP was disseminated in the BRUCargo community for feedback.

Eventually 12 airlines have agreed to join the programme: Air Canada, Air France, American Airlines, Brussels Airlines, Cathay Pacific, Delta Air Lines, Finnair, KLM, Lufthansa Cargo, Qatar Airways, Swiss and United Airlines. This SOP was introduced to the community on 31 August last year and was finally ratified by the Board of ACB exactly a year ago, on September 4, 2016.

Coordinated and synchronized communication will ensure that e-AWB is the preferred means for shipping cargo from eAWB360airports, among which BRU. “E-Freight will be the next step,” said Alban François, “taking the paper completely out. Our mission is to replace end-to-end paper documentation by electronic data exchange and our vision consists in being a pioneer for paperless communication & documentation via a community driven approach.”



# Sustainable Logistics

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## STUDY FOR EP ON DECARBONISATION OF EU TRANSPORT

The European Parliament has published a [study](#), carried out for the Transport Committee by CE Delft and TERP, on Decarbonisation of EU Transport. The report assesses the impact of existing or developing European strategies to reduce transport emissions, and sets out how the goal of decarbonisation of EU transport by 2050 can be achieved. The report argues that very significant GHG reductions are still required in transport in order to meet the EU's goals and those of the Paris Agreement. The study suggests targeting vehicle efficiency, boosting the development of renewable energy sources in transport, improving the efficiency of the transport system and adequately addressing aviation and shipping emissions. The study argues that in the longer term, curbing of transport demand may become necessary if the decarbonisation goal is to be met.

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## General

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### COMMISSION GUIDANCE ON E-COMMERCE IMPACTS ON FORWARDERS AND LSP'S

This summer the Commission has issued [guidelines to help national market surveillance authorities better control products sold online](#). The guidance aims to assist Member States in the enforcement of EU legislation on the market surveillance, safety and compliance of non-food products. This guidance, however, also concerns to a large extent regular services and processes of forwarders, logistic service providers and customs brokers, who might not be directly involved in e-commerce.

According to the European Commission, 55 per cent of Europeans this year will buy products online and have them delivered to their door, "escaping the authorities' traditional controls". The fear is that dangerous products not in line with EU product safety laws – such as counterfeits, products containing substances banned in the EU or those that carry falsified certification – will unwittingly enter the EU market.

Notably, the guidance touches on the new e-commerce trend of “fulfilment services for marketplace sellers”, such as Amazon's Fulfilment by Amazon. These services include product storage, packaging and delivery to customers, and dealing with returns. Such services, however, can also be services of “regular” logistics service providers and forwarders, which might not deal directly with e-commerce, but still have a distribution, warehousing or other role in the supply chain. According to the guidance the role of fulfilment service providers raises questions linked to their responsibilities under the EU product legislation. The guidance for example says:

"This is the case especially when the economic operator providing the goods is located outside the EU and the agreement to supply the product is concluded directly between that economic operator and the consumer or other end-users in the EU, without any identifiable economic operator within the EU to be held accountable (for example, an importer or an authorised representative). In such a case, the



only identifiable actor in the supply chain in the EU is often the fulfilment service provider. Experience has shown that their readiness to collaborate with authorities varies significantly."

Specifically for customs, the guidance, for example, mentions that where products offered for sale online enter the EU from third countries, cooperation between market surveillance authorities and customs should also be sought to control and stop shipments of products at the border. According to the Commission, this is crucial when a shipment directly arrives from outside the EU to an EU customer and where no economic operator is present in the EU. This stopping of the goods also should include goods sent through postal services.

The guidance also mentions a definition of a declarant in the customs declaration, which, although it refers to the UCC, is not in line with the Union Customs Code. According to article 5(15) of the UCC, the declarant is the person lodging a customs declaration in his or her own name or the person in whose name such a declaration or notification is lodged. Therefore, this person is liable for the declaration. In the case of representation, the declarant/liable person is not the person making the declaration, but nonetheless this guidance gives a definition which states that the person making the declaration is the declarant, which would undermine representation.

The guidance was produced by the Commissions DG for Justice and Consumers and for some issues, like mentioned above, it seems as if not enough thought was put into this guidance. CLECAT was not consulted on this matter, but will still address some issues to DG JUST and DG TAXUD.

## EU PLATFORM FOR INCREASING FEMALE EMPLOYMENT AND EQUAL OPPORTUNITIES IN TRANSPORT

On 27 November 2017, the President of the European Economic and Social Committee (EESC) Georges Dassis and Commissioner Violeta Bulc will officially launch the EU Platform for change aiming at increasing female employment and equal opportunities in the transport sector. Stakeholders from all transport sectors will be able to make visible their concrete actions in favour of women's employment and to exchange good practices.

The event will comprise a session where participants will be able to have a hands-on approach on the functioning of the Platform, while reflecting on a few key topics such as the opportunities brought about by innovation, the setting up of targets for female employment and the feasibility of more flexible shifts to increase work-life balance.

The high level event will be held in Brussels, in the premises of the European Economic and Social Committee, between 14.30 and 18.30 hrs.

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## *Forthcoming events*

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### CLECAT MEETINGS

Joint CLECAT/FIATA Rail Freight meeting  
13 September, Duisburg

BREXIT Working Group meeting



21 September, Brussels

DIGIT Working Group meeting

22 September, Brussels

Customs and Indirect Taxation Institute

20 October, Brussels

Supply Chain Security Institute / Air Logistics Institute

24 October, Paris

Maritime Institute

23 November, Barcelona

CLECAT Freight Forwarders Forum 2017

24 November, Barcelona

CLECAT Board meeting

24 November, Barcelona

## OTHER EVENTS WITH CLECAT PARTICIPATION

LEARN workshop on research gaps

12 September, Berlin

LEARN General Assembly

13 September, Berlin

UIC/FIATA Market Place Seminar

14-15 September, Duisburg

World Bank Group Trade Facilitation Event on Coordinated Border Management

19, 20 September, Montenegro

ELP dinner event on Infrastructure Funding

25 September, Brussels

Collaborative Innovation Days

27 September, Brussels

IATA Cargo Security and Facilitation Forum

3-4 October, Barcelona

FIATA WORLD CONGRESS

4-8 October, Kuala Lumpur

ECG CONFERENCE

20 October, Brussels

DIGITAL TRANSPORT DAYS CONFERENCE

8-10 November, Tallinn



## THE FUTURE OF TRANSPORT 2017

6 December, Brussels

### EP/COUNCIL MEETINGS

#### European Parliament Transport and Tourism Committee

7 September 2017  
25 September 2017  
11, 12 October 2017  
9 November 2017  
22, 23 November 2017  
4 December 2017

#### Transport, Telecommunications and Energy Council

19-21 September 2017, Tallinn (Informal meeting of Energy and Transport ministers)  
24 October 2017, Luxembourg  
4-5 December, Brussels (Telecommunications & Transport)

#### Contact

***Nicolette van der Jagt***  
*Director General CLECAT*

Rue du Commerce 77, B-1040 Brussels, Belgium

Tel +32 2 503 4705 / Fax +32 2 503 47 52

E-mail [nicolettevdjagt@clecat.org](mailto:nicolettevdjagt@clecat.org) / [info@clecat.org](mailto:info@clecat.org)

 @CLECAT\_EU

[www.clecat.org](http://www.clecat.org)

