

### Table of content

ELP DEBATE – ‘THE FUTURE OF MULTIMODAL TRANSPORT’	P 1	NEW DSV RAIL FREIGHT SERVICE LINKS SPAIN AND CHINA	P 6
WORK PROGRAMME BULGARIAN PRESIDENCY	P 2	INVESTIGATION INTO ROMANIAN STATE AID FOR RAIL FREIGHT	P 6
REVISION COMBINED TRANSPORT RULES	P 3	30 <sup>TH</sup> ANNIVERSARY OF THE HARMONIZED SYSTEM (HS)	P 7
NEW CALLS FOR MORE SECURE PARKING	P 3	NEW RULES TO PREVENT TAX EVASION	P 8
LIEGE AIRPORT INVESTS €50 MILLION IN CARGO FACILITIES	P 4	TOWARDS ZERO EMISSIONS ON LOGISTICS BY 2050	P 8
EC APPROVES ACQUISITION BY LUFTHANSA OF LGW	P 4	TRA 2018 – TRANSPORT RESEARCH AND INNOVATION CONFERENCE	P 9
UPDATE ON AVIATION SAFETY RULES AND NEW RULES ON DRONES	P 5	FORTHCOMING EVENTS	P 9
CHINA’S WASTE IMPORTY CHANGES IMPACTING FREIGHT SECTOR	P 5		

---

## Brussels news

---

### ELP DEBATE - ‘THE FUTURE OF MULTIMODAL TRANSPORT’

**European  
Logistics  
Platform**

The European Logistics Platform is organising an interactive forum on the future of Multimodal Transport on the 30th January at the Stanhope hotel in Brussels. The event will be hosted by Wim van de Camp (EPP) member of the ELP Advisory Board and of the TRAN Committee.

The European Commission has announced that the year 2018 will be the multimodal year and therefore the ELP dedicates the first event of the year on the freight transport logistics perspective with regards to multimodal freight options. What is the customers’ perspective on the need for multimodal transport? How can intermodal operators provide the right services and adapt to market needs? What is the vision of the European Commission on its role in support of more multimodal freight transport operations? These and other questions will be addresses during the lunch debate.

The Customers’ perspective on the need for multimodal transport will be given by Rickard Backlund from SSAB Europe and Bram Bellemans from Aurubis . Sam Bruynseels, Managing Director Lineas Intermodal will also give the service providers' perspective. DG MOVE will also be given the floor.

Members from across the European Parliament's committees and political groups, the European Commission and stakeholders are invited to join the debate on the 30<sup>th</sup> January.

Please save the date or secure your seat by sending an email to [info@europeanlogisticsplatform.eu](mailto:info@europeanlogisticsplatform.eu)



On-line registration will open shortly.

## WORK PROGRAMME BULGARIAN PRESIDENCY



On January 1, 2018, a decade after its accession to the EU, Bulgaria took over the rotating Presidency of the Council of the EU for the first time.

Priorities and the workprogramme of the Bulgarian Presidency related to transport were presented to the EU Transport Ministers on the 5th December.

With regard to intermodal issues and networks, the Bulgarian Presidency announced that it intends to open the second Mobility Package and will begin to work at expert level on the revision of the Directive on the establishment of common rules for combined transport. Future solutions in the field of intermodal transport will be further discussed at the Ministerial Meeting of Transport Ministers on March 19th-20th, 2018 in Sofia under the theme “Multimodal Transport for Europe.”

Deputy Minister of Transport, Angel Popov noted that agreements on the first Mobility Package should be based on “fair and balanced solutions that take into account the need for adequate protection of drivers, together with the exercise of fundamental right to provide services freely.” In order to guarantee such a balanced approach, compromise solutions will be sought for electronic road toll systems, as well as for driving time and special legislation on the posting of drivers.

With regard to **civil aviation**, work will be undertaken on the proposal for a Regulation on safeguarding competition in air transport. In order to achieve a common approach, the Competent Civil Aviation Authorities will be invited to participate on the conference on “Air Transport – a bridge for integration of Southeast European Countries”, that will be held on 28<sup>th</sup> February in Sofia.

The financing of the **rail transport** will be discussed by stakeholders in a discussion forum on “Financing rail transport in the context of the multiannual financial framework after 2020” to be held on January 31st 2018 in Brussels. The rail transport will also be the focus of a high-level expert summit on “European Union Support for the Rail Transport Development in Bulgaria and the Western Balkans: current opportunities and future prospects” to be held on April 13th, 2018 in Sofia. The discussion on the draft Council conclusions on a “Single European Rail Traffic Management System” which will be presented for adoption by the Council of Ministers of Transport will be finalized during the Bulgarian Presidency.

With regards to **maritime transport**, work on the European Commission’s proposal for a Port Reception Facilities Directive will be launched within the Maritime Transport Working Group. Moreover, Bulgaria will host the “European Maritime Day” event, that will be held from 31st May to 1st June, in Burgas.

Please [click here](#) to access information from the Bulgarian delegation on the Work programme of the incoming Presidency.



---

# Road

---

## REVISION COMBINED TRANSPORT RULES

CLECAT is consulting its members on the new proposed rules on Combined Transport. The main European legislation promoting intermodal transport is currently being revised. The current legislation allows EU countries to put in place support measures to initial road + non-road leg of minimum 100km + final road leg cross-border transport journeys. The idea is to incentivise a shift away from pure road transport. The current legislation contains outdated provisions. The proposed new EU rules seek to create improved incentives for intermodal, also allowing for more flexibility. Support measures will now be allowed for national intermodal operations; investments into transshipment terminals will be promoted. On the other hand the obligation for a minimum 100km non road leg journey is removed.

CLECAT is of the opinion that the legislative process must ensure that the revised Directive does not hinder CT operations through an excessive administrative burden. This includes in the process to obtain an exemption from the road leg distance limitations, and for providing proof of a CT operation. Furthermore, the retention of the 'cabotage exemption' for combined transport is welcome, but coherence with the other mobility package proposal on posting of workers must be ensured, in order to avoid redundancies and contradictions in the legislative framework.

CLECAT's preliminary position will be discussed next week at an informal meeting with other European associations interested in the Commission's proposal.

## NEW CALLS FOR MORE SECURE PARKING

Hauliers are calling for more secure parking areas across the EMEA region after a report from the Transported Asset Protection Association (TAPA) found that 85.1% of all cargo theft reported to it in November occurred at unsecured locations.

The report coincides with claims in the UK that London's police may not pursue "lower-level, higher-volume" crimes, including vandalism, vehicle crime and fuel theft. Citing news reports, the Road Haulage Association (RHA) said plans from the Metropolitan Police Force not to investigate certain crimes was a "worrying development". The RHA claimed a lack of government action on providing secure lorry parks would only compound the issue.

November figures from TAPA show the UK and Germany had the highest incident rates, accounting for some 89.1% of crimes, with 93.9% of UK incidents occurring at unsecured parking locations. More than €1.5m worth of goods were stolen in the UK from parked vehicles, with the largest single theft occurring on 6 November in Barking when thieves took some €337,268 worth of clothing.

The association said that to have "any hope" of reducing the level of cargo losses, governments across the EMEA region would need to introduce secure parking. Overall figures indicated a 12.1% year-on-year drop in incidents, but the report noted figures from the Netherlands had not been collated and would "almost certainly" indicate an upward trend.

CLECAT likewise calls for greater provision of secure parking in Europe, which is essential for the protection of goods and drivers. While the EU has previously made extensive funding available, and



industry constantly stresses the need for greater provision, a concerted approach including providers, users and authorities is required in order to improve the situation.

---

## Aviation

---

### LIEGE AIRPORT INVESTS €50 MILLION IN CARGO FACILITIES

Belgium's largest cargo airport, will invest more than €50m in new cargo facilities in 2018 in expectation of attracting more freighter flights. Liege Airport was one of the main beneficiaries from operators being forced to find alternative airports due to the shortage of slots at Schiphol Airport, and expects an increase in volume during 2018. The number of volumes handled last year will be released after the volumes for December have been calculated, but it seems like 2017 was a record year with more than 700,000 tonnes handled. Luc Partoune, CEO of Liege Airport stated that the increase seen in 2017 "shows no sign of slowing down in 2018".

In order to anticipate and face the growth of the volumes, the airport will build 20,000 m<sup>2</sup> of new cargo facilities. Moreover, it has been decided that Liege Airport will invest in four new parking areas for large aircraft at a cost of €30m. The new parking areas will be fully operation in 2019.

Source: [Lloyds loading list](#)

### EC APPROVES ACQUISITION BY LUFTHANSA OF LGW

On 22 December 2017, the European Commission approved under the EU Merger Regulation Lufthansa's proposed acquisition of certain Air Berlin assets, through the entity Luftfahrtgesellschaft Walter GmbH ('LGW'). The decision is conditional on Lufthansa's compliance with commitments to avoid competition distortions.

This is because Lufthansa decided to drop the rest of the initially proposed transaction, i.e. its acquisition of NIKI Luftfahrt GmbH ('NIKI'), during the course of the Commission's merger review process. Following Lufthansa's decision to drop NIKI, the Commission limited its investigation to the impact of the remaining part of the transaction (i.e. the acquisition of LGW, including additional Air Berlin aircraft, crew and slots) on competition. The Commission's investigation found that the increase in Lufthansa's slot portfolio at Düsseldorf airport, through the acquisition of LGW, was likely to adversely affect passengers in terms of fares and/or choice of services. The Commission therefore concluded that the acquisition of LGW by Lufthansa would raise competition concerns at Düsseldorf airport. To address the competition concerns identified by the Commission with regard to the acquisition of LGW, Lufthansa offered a set of commitments.

Thanks to these commitments, Lufthansa's slot holding at Düsseldorf airport would only increase by 1%, compared to a scenario without the transaction. 50% of slots at Düsseldorf airport will be held by Lufthansa's competitors. This means that the effects of Lufthansa's acquisition of LGW would be limited. The Commission therefore concluded that the proposed transaction, as modified by the final commitments, would no longer raise competition concerns.

Source: [European Commission](#)



## UPDATE ON AVIATION SAFETY RULES AND NEW RULES ON DRONES

On 22 December 2017, EU ambassadors endorsed the deal concluded with the European Parliament on 29 November on revised common safety rules for civil aviation and a new remit for the European Aviation Safety Agency (EASA). The reform includes the first ever EU-wide rules for civil drones, that will allow remotely piloted aircraft of all sizes to fly safely in European airspace and will bring legal certainty for this rapidly expanding industry. The purpose of the new rules is to create the right conditions so that the EU has the capacity to handle the expected air traffic increase of 50% over the next 20 years and to ensure that the EU aviation sector is prepared for tough global competition.

The rules on drones will provide the basic principles to ensure safety, security, privacy and the protection of personal data. There will also be rules on the noise and emissions generated by drones, as is the case for any other aircraft. Higher-risk drone operations will require certification, while drones presenting the lowest risk will simply need to conform with the normal EU market surveillance mechanisms. Drone operators must be registered if they operate drones which can transfer more than 80 Joules of kinetic energy upon impact with a person. This threshold can be amended in the future without lengthy procedures by means of delegated act to take account of developments in this area.

In relation to areas other than the registration threshold, the EASA will develop more detailed rules on drones on the basis of the principles laid down in the regulation, and these detailed rules will be enacted through a Commission implementing act. The EASA has already published a 'prototype' regulation for drones.

The agreement extends the EASA's mandate to safety-related aspects of security, such as cyber security, and to the protection of the environment. It establishes a framework for the pooling and sharing of aviation inspectors and other specialists to support member states in certification and oversight tasks. The agreement will also create a new support mechanism for member states that will include technical assistance for certification, oversight and enforcement tasks. In addition, the text provides new rules for the safe provision of ground-handling services and closes a number of other safety gaps.

The text must be formally approved first by the Parliament and then by the Council (agreement at first reading). The procedure is expected to be completed in spring 2018.

Source: [EU Council](#)

---

## Maritime

---

### CHINA'S WASTE IMPORT CHANGES IMPACTING FREIGHT SECTOR

New Chinese restrictions on imported waste, introduced since 1 January, are set to have significant implications for the international freight transport, logistics and supply chain sectors – particularly for backhaul east-west intercontinental container shipping trades, although the changes are also likely to lead to rising costs to supply chains from higher packaging costs.

China announced last July that from 1 January it would impose much stricter quality restrictions on imported cardboard, as well as banning the import of 24 types of waste material, including plastic and mixed paper, as part of president Xi Jinping's drive to clean up China, environmentally.



The new quality standards mean cardboard will only be accepted by China if the material is almost completely uncontaminated with other waste products: contamination rates must be below 0.5%, rather than the 1.5% previously applied. This means cardboard that still contains staples or is contaminated with dirt could be rejected and sent back on container ships to the countries of origin.

Countries including the US and the UK export millions of tonnes of cardboard and other waste products to China each year for recycling, but some or all of this could be rejected under the new restrictions. Indeed, container line Maersk reported a drop in waste cargo into China even before the 1 January changes, but expected some measure of rebound as exporters adapt to the new regulations.

Other lines, such as Hapag-Lloyd, told customers as early as last September that they would stop accepting cargo of scrap plastic and waste paper from Europe, the US and Asia that are due to arrive at Chinese ports after 31 December.

Peter Sand, chief shipping analyst at shipping industry association Bimco, stressed that the changes did not amount to a total ban on imported waste products, but on the import of 24 of the dirtiest and most polluting types of waste, ranging from household plastic waste to unsorted paper, and recycled textiles to slag.

Full story at: [Lloyd's Loading List](#)

---

## Rail

---

### NEW DSV RAIL FREIGHT SERVICE LINKS SPAIN AND CHINA

Logistics company DSV started in November 2017 a rail freight service between Zaragoza, in central Spain, and Zenghzou, the central China logistics hub. The first container departed on November 23 and arrived on December 18. The transit time takes an average of 26 days between the two cities and DSV expects to reduce it in the coming months. The new rail freight service works once a week for consolidated merchandise and daily for complete containers.

With the establishment of this new rail service DSV has connected the central China logistics hub with one of the key logistics hubs in Spain, as it connects perfectly with the manufacturing hubs in the North of the country (Basque Country and Navarre) and the east (Valencia and Catalonia). The service carries mainly manufactured foods for General Motors, Mercedes, Volkswagen and Ford factories in the referred areas of the north-east side of Spain.

Sources: [Railfreight](#)

### INVESTIGATION INTO ROMANIAN STATE AID FOR RAIL FREIGHT

The European Commission has opened an in-depth investigation into Romanian state support for rail freight operator CFR Marfa. It is feared that the debt write-offs may give unfair advantage to the operator in a highly competitive market. The investigation comes after the Association of Romanian Private Rail Freight Operators filed a formal complaint alleging that CFR Marfa had received State aid.



EU Competition Commissioner, Margrethe Vestager, stated: “CFR Marfa is the incumbent in this market in Romania and has benefited from the cancellation of public debts and the failure of public creditors to collect debts owed to it.” Now the Commission needs to assess whether private investors would have acted in the same way as the public authorities did.

Under EU Competition rules a State intervention in a company can be accepted if it was carried out at conditions that a private investor would have acted. In the case it is found that the state intervention gave the rail operator a selective economic advantage over its competitors, it will constitute State aid. In the case the Commission concludes that the debt write-offs constitute State aid, it will have to assess whether it is justified under the rules of EU on general block of exemption rules.

Source: [Railfreight](#)

---

## Customs

---

### 30TH ANNIVERSARY OF THE HARMONIZED SYSTEM (HS)



2018 marks the 30<sup>th</sup> Anniversary of the Harmonized System (HS) which came into effect on 1<sup>st</sup> January, 1988. The HS allows a world of many languages to speak with one. A multipurpose nomenclature for trade, the HS is one of the most successful instruments developed by the World Customs Organization. Its Convention has 156 Contracting Parties and the HS is used by more than 200 countries, territories and Customs or Economic Unions. It forms the basis for Customs tariffs and statistical nomenclatures around the world, and is used for around 98% of world trade.

As an international standard with global application, the HS plays a key role in facilitating world trade. The HS is used as the basis for Customs tariffs, Trade policies and quota controls, Collection of international trade statistics and data exchange, Rules of origin, Trade negotiations such as the WTO Information Technology Agreement and Free Trade Agreements, Monitoring of controlled goods, for example, chemical weapons precursors, hazardous wastes and persistent organic pollutants, ozone depleting substances and endangered species and many customs controls and procedures, including risk assessments and profiling, electronic data input and matching and compliance activities; and Economic research and analysis.

Currently the WCO is in the 6<sup>th</sup> edition of the HS and in the process of preparing the Seventh Edition of the HS (HS 2022). During the life of the HS, there have been 60 meetings of the Harmonized System Committee (HSC) where 4,144 agenda items were discussed, 10 Recommendations were produced concerning the application of the HS Convention, 2280 classification decisions made and 871 Classification Opinions adopted to ensure the harmonization of classification. On the occasion of the 30th anniversary, the WCO calls for the international Customs community, in partnership with the international trade community, to continue to be proactive and pursue its efforts to develop and maintain the HS, especially in terms of the application and uniform interpretation of the HS, so as to safeguard and further grow the benefits of this success.

Source: [World Customs Organisation](#)



## NEW RULES TO PREVENT TAX EVASION

The Commission has welcomed the entry into force of new rules obliging Member States to give tax authorities access to data collected under anti-money laundering legislation. As of 1 January 2018, national tax authorities will have direct access to information on the beneficial owners of companies, trusts and other entities, as well as customer due diligence records of companies. The new arrangements should give a boost to tax authorities in the fight against the types of structures highlighted in the 'Paradise Papers'.

The new amended rules are enshrined in the Directive on Administrative Cooperation ([Directive 2011/16/EU](#)).

Source: [EU Commission DG TAXUD](#)

---

## General

---

### TOWARDS ZERO EMISSIONS ON LOGISTICS BY 2050



CLECAT participated in the ALICE Plenary meeting of 13th December. The meeting focused on the reformulation of the ALICE roadmap and the strategy and focus of ALICE for the next 2-3 years. ALICE Plenary members voted to work towards the creation of the physical internet for transport by 2030 and zero emissions from freight transport by 2050. Moreover, work will be carried out on identifying interim milestones and targets as well as the technologies and practices that should support reaching the targets. The ALICE Plenary also voted in favour of the creation of a dedicated working group on sustainability (previously sustainable, safe and secure supply chains).

The first step towards the “2050 Zero Emissions Logistics” will be the celebration of two workshops on the 8-9 of March that will be led by ALICE renewed Working Group on Sustainability in collaboration with the LEARN project. The workshop on the 8<sup>th</sup> of March will look into the status and developments in logistics emissions accounting and try to develop ideas on how to get data. The workshop on the 9<sup>th</sup> of March will discuss the status and developments in logistics emissions reduction until 2050, and identify priorities for research and innovation. Both workshops will take place in Procter & Gamble Brussels Innovation Center (BIC), and ALICE and LEARN members/partners will be given the opportunity to pre-register ([registration link](#)) by 19 January 2018 before registration is open up to a wider audience.

The European Technology Platform ALICE is set-up to develop a comprehensive strategy for research, innovation and market deployment of logistics and supply chain management innovation in Europe. ALICE is based on the recognition of the need for an overarching view on logistics and supply chain planning and control, in which shippers and logistics service providers closely collaborate to reach efficient logistics and supply chain operations. CLECAT’s Director General Nicolette van der Jagt is a Member of the Steering Committee of ALICE.





## TRA 2018 - TRANSPORT RESEARCH AND INNOVATION CONFERENCE

European Commission's DG RTD and DG MOVE are co-organising, with the Austrian Ministry for Transport and Innovation, the 7th edition of Transport Research Arena (TRA), to be held in Vienna from 16 to 19 April 2018.

TRA is the largest Transport Research and Innovation Conference in Europe. This biennial event brings together all the stakeholders of the transport system. It brings researchers, industries and public bodies together and provides a forum to discuss with policy makers about the challenges and opportunities the industry faces. The seventh edition of this biennial event will have as overarching theme "A Digital ERA For Transport - *Solutions for Society, Economy and Environment*".

The Conference brings together all the stakeholders of the transport system, bringing researchers, industries and public bodies closer to each other and providing a forum where they can exchange with policy makers on the challenges and opportunities the industry faces. The main TRA sessions fully reflect the multimodal and multidisciplinary nature of the transport sector and, for this reason, address all stakeholders regardless of mode.

TRA is run by the European Commission together with the Conference of European Road Directors (CEDR), the European Transport Research Alliance (ETRA), the European Technology Platforms on road (ERTRAC), rail (ERRAC), maritime (WATERBORNE TP), logistics (ALICE), aviation (ACARE) and construction (ECTP). The Austrian Ministry of Transport and Innovation is the host and co-organiser of this seventh edition.

[More information on the conference](#)

---

## Forthcoming events

---

### CLECAT MEETINGS

#### CLECAT Road Institute

7 February, Brussels

#### CLECAT Workshop on the EU Customs Data Model

7 February, Brussels

#### CLECAT Customs & Indirect Taxation Institute

8 February, Brussels

#### Supply Chain Security Institute / Air Logistics Institute

28 February, Brussels

#### ALICE – LEARN Event

7-8 March, Brussels

#### CORE Final Event

28 March, Brussels

#### CLECAT Customs Conference



28 March, Brussels

## OTHER EVENTS WITH CLECAT PARTICIPATION

### WOMEN IN TRANSPORT PLATFORM

23 January, Brussels

### ELP LUNCH DEBATE | THE FUTURE OF MULTIMODAL TRANSPORT

30 January, Brussels

### FIATA WORKING GROUP SEA

8-9 February, London

### TEN-T DAYS 2018

25-26-27 April 2018, Ljubljana

### 25<sup>th</sup> ITS World Congress

17-21 September, Copenhagen

## EP/COUNCIL MEETINGS

### European Parliament Transport and Tourism Committee

11 January 2018

22, 23 January 2018

### Transport, Telecommunications and Energy Council of the European Union

26 January 2018

#### 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)

