

Newsletter Issue 3/17 January 2014

MARITIME TRANSPORT

MARITIME THEMES TO 'UNDERPIN' GREEK PRESIDENCY

Greece, being a maritime nation by tradition itself, recognises that Europe is bound with, and dependent on, the sea. As such, EU maritime policies constitute one of the key issues on which the Greek presidency will focus, a horizontal theme that will underpin all the priorities of the presidency. The goal of the upcoming Greek presidency's efforts in the field of maritime policies is twofold: first, to promote actions that will allow us to fully exploit the potential of the marine and maritime sectors and second, to safeguard and further our interests in the maritime commons.

In tandem with this, the main idea is to redefine and restart the EU's maritime policy in all its aspects, in a way that the maritime policy is not confined solely to issues of growth and development but takes into account Europe's overall strategic interests at sea. As far as our first goal is concerned, the maritime and marine sectors offer areas for sustainable growth and employment, and Athens will focus on the following to capitalise on the opportunities which the two sectors offer: Within the framework of the integrated maritime policy, Athens will place particular focus on intersectional and trans-border co-operation. Emphasis will also be placed on "blue growth" to further develop the growth potential of Europe's blue economy. The Greek presidency is expected to play a decisive role in the adoption of a European Commission Directive on Maritime Spatial Planning. Furthermore, Greece will also play its role in updating the EU Maritime Strategy to cover the period up to 2018.

It goes without saying that in the course of its presidency, Greece aims to closely cooperate with its fellow Member States. Athens has been already co-ordinating with Rome which will take over the rotating EU presidency from Greece [*as of 1st July 2014*] in an effort to work towards a common policy agenda for 2014 with some focus on sensitive issues for the European northern Mediterranean countries, as the 'year of the Mediterranean'.

Article from Greek MEP Georgios Koumoutsakos, Member of the European Parliament's Transport (TRAN) Committee (Source: The Parliament Magazine, 9th January 2014)

MINI-HEARING ON INLAND WATERWAYS (NAIADES II)

The European Parliament's Transport and Tourism Committee held a 'mini-hearing' on the Commission's Naiades II proposal "Towards quality inland waterway transport" on the 9th January. The first part of the hearing dealt with the integration of inland waterways in the transport chain. Experts stressed the need for adequate infrastructure, including River Information Services (RIS), integration of inland waterway transport into multimodal transport logistics chains and urban mobility plans, inland ports' key role in logistics, optimisation in

freight terminals, as well as stakeholders' co-operation and co-ordination with EU institutions and other river commissions. There was clear agreement that the inland waterway transport sector should be given more attention. Members thought that an overall coherent river system in Europe with river interconnections and certified core inland ports was needed. Other modes of transport should also be considered in this system in order to ensure the development of an integrated intermodal logistics chain. Members stressed the need to promote intermodal concepts. However, they questioned whether the sector had done enough to promote inland waterway transport's advantages over other transport modes. Members and speakers pointed at difficulties in accessing finance and EU funds. The Marco Polo Programme's access conditions had been so strict that funds could not be used by the sector.

The second part of the hearing concentrated on the modernisation of the inland waterway fleet. Experts explained that there was a huge potential for innovation. They stressed that greening of the fleet should be encouraged to retain the inland vessels' advantages in terms of energy efficiency and emissions. Speakers, however, acknowledged that the fleet renewal rate and integration of new technologies were very low in this sector. Members welcomed the Commission's proposal Reserve Funds to be used for greening the fleet. Some Members were, however, concerned that the unanimity required to release funds would still prevent their use. Other Members thought too much emphasis had been put on LNG as a fuel, while other alternative fuels such as ethanol could also provide environmental advantages. Members also indicated that funds should be used to improve navigation safety, in particular through the development of anti-collision technologies and training programmes for crews.

EU TO SUPPORT INLAND WATERWAY IMPROVEMENTS IN NORTHERN ITALY

The European Union is set to support with €4m from the TEN-T Programme adjustment works on the Ferrarese waterway, in order to improve the economic efficiency and competitiveness of inland navigation in the region. The project, selected for funding under the 2012 TEN-T Annual Programme, aims, within the framework of the Mediterranean corridor, to enhance the fairway conditions and capacity of the Ferrarese Waterway to class Va (a waterway capable of accommodating vessels of between 1,500 and 3,000 tonnes and up to 110 metres in length), which links the Po river to the Adriatic Sea at Porto Garibaldi. Porto Garibaldi is a strategic hub for the exchanges between the East Mediterranean and the Black Sea. Specifically, the funding will contribute to works to adjust the existing section of the Pontelagoscuro basin along the Boicelli up to Po di Volano and strengthening the link with the Port of Ravenna through the connection to the sea in Porto Garibaldi.

ROAD

SMART TACHOGRAPHS AGREED BY EP PLENARY

Specifications for a new generation of digital tachographs informally agreed by the Parliament and Council negotiators in May were endorsed by Parliament on Wednesday, 15 January in the plenary session in Strasbourg. "Smart" tachographs aim to better enforcement of driving and resting times, make fraud more difficult, enhance road safety and reduce controls for businesses.

"The revised rules represent a balance between road safety and working conditions on the one hand and respect for private life and the data of drivers on the other hand. Parliament supported the introduction of the smart tachograph because it would improve enforcement of rules and reduce the administrative burden for transport companies which use tachographs in the medium and long term," said the rapporteur, Mrs Silvia-Adriana Ticau (S&D, RO).

Under the revised rules, smart tachographs will be fitted to new vehicles within three years once the Commission has set out the technical specifications. Fifteen years after that, they will have to be fitted, or retrofitted, to all vehicles used for professional transport. The "smart" tachographs, will be able to automatically record speed and distance, start and final location. They will also enable downloading and remote checking, via wireless data transmission to control authorities, for easier detection of misuse or manipulation. No fines or sanctions can be imposed solely on the basis of remote- control checks but the new system will help reduce roadside checks for companies and target "black sheep".

MEASURES TO INTERNALISE OR REDUCE TRANSPORT EXTERNALITIES PRESENTED TO EP

The European Commission recently presented its 'Staff Working Document "Summary of measures that internalise or reduce transport externalities' linked to the "Eurovignette Directive" to the TRAN Committee of the EP.

The existing regulatory instruments appeared not to completely cover the external costs in the different transport modes while there were large differences between Member States in the level of charges and how these revenues were used. Revenues appear to be weakly connected to externalities and did not provide sufficient incentives to users. The general feeling from the Committee was that this document lacked details of specific projects in Member States. Several MEP expressed the wish for a clear commitment from the Commission and requested a strong initiative to be taken soon.

For the full Staff Working Document, please follow the [LINK](#).

IRU PUBLISHES SAFE LOAD SECURING GUIDELINES TO FURTHER INCREASE ROAD SAFETY

The IRU International Commission on Technical Affairs (CIT) published on 13 January the International Guidelines on Safe Load Securing for Road Transport to promote safe load securing practices to all stakeholders involved in the transport of goods by road and further increase road safety.

While the IRU guidelines are primarily based on a European standard on load restraining on road vehicles (EN 12195-1:2010), they also include other safe practices observed across the road transport industry, such as timber and vehicle transport as well as others, not covered by the European standard.

Rules on safe cargo securing vary from one country to another, or do not even exist in some countries and regions, making it difficult for road transport operators to know the minimum requirements for international journeys. Moreover, loads that have not been properly secured can fall off, affect a vehicle's balance and sometimes even tip it over.

Please see the IRU's International Guidelines on Safe Load Securing and the following [LINK](#).

ECOTAX UNLIKELY IN 2014

According to news articles in the French press the French ECOTAX is unlikely to be introduced before the end of 2014. The French Eco-tax is a national road tax introduced by the government, applied on all freight movements on the French territory, to reduce the environmental impact of road freight transport by encouraging the use of different modes of transport. Originally due to begin in September 2013, then January 2014, the tax was postponed again by the French Prime-Minister, Jean-Marc Ayrault, after strong protests from the hauliers, farmers and freight forwarders.

RAIL

FERRMED EVENT ON MULTIMODAL TRANSPORT

FERRMED will organise "Efficient Multimodal Transport in EU through Ferrmed standards" in the EU Parliament in Brussels on March 4th 2014. CLECAT has been invited to deliver a speech. Registration: www.ferrmed.com.

PRIVATISATION OF CROATIAN RAILWAY FREIGHT BUSINESS COLLAPSES

The planned sale of a 75% stake in HZ Cargo has been abandoned following the collapse of negotiations with Grampet Group, the Ministry of Transport announced on January 13.

A call for expressions of interest in the privatisation of the national railway's freight business had initially attracted seven responses, with Rail Cargo Austria, Czech investor AWT and Grampet Group submitting bids in mid-2013. Only Romania-based Grampet's bid was deemed to be valid.

For the full article on RAILGAZETTE.COM

AVIATION

SWISS COMMISSION FINES AIRLINES OVER FREIGHT CARTEL

The Swiss Competition Commission (COMCO) has fined 11 airlines a total of 11 million Swiss francs (US\$12.2 million) regarding a freight cartel. The investigation of the Competition Commission revealed that the airlines had agreed on freight rates, fuel surcharges, war risk surcharges, customs clearance surcharges for the U.S. and the commissioning of surcharges. All those elements are part of the price that is charged for airfreight transport. COMCO described it as a horizontal price agreement case.

The COMCO fines the following airlines: Korean Air Lines Co. Ltd., Atlas Air Worldwide Holdings, Inc. (Polar Air Cargo Worldwide, Inc.), AMR Corporation (American Airlines), United Continental Holdings, Inc., SAS AB (Scandinavian Airlines), Japan Airlines Co., Ltd., Singapore Airlines Limited, Cathay Pacific Airways Limited, Cargolux Airlines International S. A., British Airways Plc. and Air France-KLM SA. COMCO said Deutsche Lufthansa AG, as part of the cartel, triggered the legal proceedings by self-denunciation and avoided a fine. As a subsidiary of the Deutsche Lufthansa AG, Swiss International Air Lines AG also benefits from full immunity from

the sanction. After the initiation of the legal proceedings, British Airways, Cathay Pacific Airways, Japan Airlines, Air France-KLM SA and Cargolux submitted leniency applications and received substantial reductions of the sanctions.

For the full article [HTTP://WWW.AIRCARGOWORLD.COM/AIR-CARGO-WORLD-NEWS/2014/01/SWISS-COMMISSION-FINES-AIRLINES-OVER-FREIGHT-CARTEL/6072](http://www.aircargoworld.com/air-cargo-world-news/2014/01/swiss-commission-fines-airlines-over-freight-cartel/6072)

AIR FRANCE-KLM TO CUT FREIGHT FLEET FURTHER

Air France-KLM is to take additional measures to reduce its freighter fleet. The combined carrier is planning to withdraw two of KLM-Martinair Cargo's freighters next summer, one MD-11F and one B747-400 ERF, the fleet being down-sized to a total of eight aircraft.

Last September, Air France announced it was re-focusing its cargo fleet on two B777F with the phase-out of its five B747-400 Extended Range Freighters (ERFs), only two of which are in service. 70% of the French flagship carrier's cargo traffic is now transported on its passenger flights.

Air France Cargo chief, Alain Malka said retiring the B747Fs in spring 2015 was "*a crucial element in returning the company to profitability.*" The move will lead to 160 jobs being axed at its G1XL hub at Paris Roissy-CDG Airport. "*The B747Fs represent 10% of our activity but 30% of losses. We can't be profitable while they are in the fleet. We expect a marked improvement in our performance in 2014 and 2015 and positive financial results in 2016,*" Malka added.

Air France-KLM reported an operating loss from its cargo business of €184 million for the first nine months of last year, better than the same period in 2012 (€203 million). Full-year financial figures have yet to be released. Its 2013 cargo traffic, expressed in freight tonne kilometres, fell by 4.6% on 2012 with capacity down 2.7%, leading to a 1.3 point decline in load factor to 64.4%. Please see more details at the following [LINK](#).

CUSTOMS

UNION CUSTOMS CODE

The European Commission invited the member states and the members of the Trade Contact Group, including CLECAT, to comment on the first draft of the Union Customs Code implementing and delegated acts (see circulars 2014/7 and 8). There will be two review cycles, the first running from January to July 2014, the second running from August to December 2014.

DG TAXUD'S MANUAL FOR IPR DECLARATION

In order to facilitate the lodge of the new standard forms for the application for action and for the extension request, which came into force on the 1st of January 2014 (see CLECAT newsletter 2013/41), DG TAXUD published a manual for the right-holders. This manual explains the procedure for submitting an application for action or a request for extension of the period during which customs authorities are to take action.

The manual is available [HERE](#) and its annexes (new forms to be used) [HERE](#).

NEW CUSTOMS CODE SECTION AVAILABLE ON DG TAXUD'S WEBSITE

DG TAXUD announced that a new Customs Code section including a new page dedicated to the Union Customs Code is now available on its website. It contains information on the current situation regarding the implementation of the Union Customs Code and will be updated regularly according to the developments expected in 2014.

The new Customs Code section is available [HERE](#).

VAT RATES

The EC published the 2014 version of the [list of VAT rates](#) applicable in the European.

GENERAL

CHANGES IN EU CO-FUNDING PROGRAMMES

The integration of transport networks was until recently supported by funding awarded by the European Union for dedicated national or cross-border projects, including Motorways of the Sea projects, called the Trans-European Transport Network (TEN-T). The Marco Polo programme was the second leg of the EU's co-funding mechanism with a relevance to maritime transport. It aimed at providing EU funds to companies whose projects shift cargo off the road and make transport more multimodal and thus more sustainable.

For the period 2014-2020, the Commission changed the TEN-T approach with a new dualistic philosophy. The EU transport network will be divided between what is called the "core network" (focused on important transport axes crossing the continent) and the so-called comprehensive network (which encompasses all other hubs and axes). Priority will be given to the development of the former with a deadline of 2030 whereas the deadline for the development of the latter is the year 2050.

This new initiative will be financed through a new umbrella instrument, the Connecting Europe Facility (CEF), which was also agreed upon late last year and has a budget of over 26 billion Euro. The Marco Polo programme is set to merge with the TEN-T programme and will also be financed through the CEF.

The Commission is now in the process of appointing the new TEN-T coordinators for the 2014-2020 period while last week a Communication entitled '[BUILDING THE TRANSPORT CORE NETWORK: CORE NETWORK CORRIDORS AND CONNECTING EUROPE FACILITY](#)' was adopted, outlining the Commission's ideas on the implementation of the Core Network of the TEN-T Regulation.

The Executives Agencies previously managing these two European co-funding programmes have also undergone changes. The TEN-T Executive Agency will from now on be called [INEA](#) (Innovation and Networks Executive Agency) and will manage the relevant transport development parts of the new Connecting Europe Facility, as well as a part of the Horizon 2020 programme, the EU's financial instrument for the research area. INEA will continue to manage the remaining 2007-2013 TEN-T Programme projects, as well as the remaining

projects from the Marco Polo Programme, which it takes over from the Executive Agency for Competitiveness and Innovation.

The European Agency for Competitiveness and Innovation, which until now managed the Marco Polo programme, became the Executive Agency for Small and Medium-sized Enterprises ([EASME](#)), and will focus on a variety of EU programmes, including the European Maritime and Fisheries Fund.

INEA FUNDS STUDIES ON LIQUEFIED NATURAL GAS (LNG) BUNKERING INFRASTRUCTURE

The European Union will support with just over €1 million from the TEN-T Programme a series of studies to analyse the potential introduction of liquefied natural gas (LNG) infrastructure in Spain and France.

The studies, selected for funding under the 2012 TEN-T Multi-Annual Call, aim at determining the feasibility of implementing LNG bunkering facilities in the Port of Roscoff (northwest France) and the Port of Santander (northern Spain). They take into account the conformity of the infrastructure and equipment with the standards for risk prevention, environmental protection and the eventual constraints, revealed by the impact assessments and the public inquiries.

LNG is rapidly emerging as a more environmentally friendly fuel for the maritime sector and its uptake is encouraged by the European Union. The European market for LNG for maritime transport is presently limited and infrastructure to cater for the small-scale supply of LNG is almost non-existent

Please find further details at the following [LINK](#).

REGISTRATION OPENS FOR INTERNATIONAL TRANSPORT FORUM'S SUMMIT

CLECAT and FIATA are preparing a joint position paper in preparation for the discussions which will be held at the 2014 Summit of the International Transport Forum at the OECD. The Summit will take place on 21-23 May in Leipzig, Germany. The Summit theme is "Transport for a Changing World: Understanding Trends – Shaping Responses".

"Immense changes are taking place at local, regional and global level", said Frédéric Cuvillier, French Minister for Transport, Maritime Affairs and Fisheries: "Transport can, and must, provide answers. To achieve this, we need to decipher the forces at work, adapt to them and, where possible, anticipate them." France holds the 2014 presidency of the ITF. ITF Secretary-General José Viegas invited decision makers from transport and related sectors to attend the 2014 Summit in Germany in May and contribute to the debate about transport's role in a changing world:

"The Leipzig Summit will seek a better understanding on how megatrends will really impact transport, particularly new technologies, demographic change, different lifestyles, climate change and the shifting economic balance", said Viegas. "With good policies in place that proactively respond to megatrends, transport itself can transform societies for the better by furthering social inclusion, economic growth and environmental sustainability."

Summit programme and registration at www.internationaltransportforum.org/2014

FORTHCOMING EVENTS

- 30 January 2014, 20th Meeting of the EU-U.S. Transport Security Cooperation Group Brussels
- 31 January 2014, TFL Journées Internationale de Transport, Paris
- 4 March 2014, FERRMED Conference: "Efficient multimodal transport in Europe through FERRMED standards" EU Parliament in Brussels

CLECAT MEETINGS

Customs Institute

- 5 February

Security Institute

- **CHANGE:** 6 May (morning)

Air Freight Institute

- **CHANGE:** 6 May (afternoon)

Maritime Institute

- **CHANGE:** 7 May (morning)

Sustainable Logistics Advisory Body

- **CHANGE:** 7 May (afternoon)

Road Institute

- 19 March 2014, Zurich (joint meeting with FIATA)

Board and General Assembly

- 3rd June, Brussels

EUROPEAN PARLIAMENT TRAN MEETINGS

- Monday, 20 January 2014
 - Monitoring, reporting and verification of carbon dioxide emissions – consideration of amendments / Cramer
 - Aviation ETS – consideration of amendments / Grosch
- Tuesday, 21 January 2014, morning
 - Monitoring, reporting and verification of carbon dioxide emissions – vote / Cramer
 - Exchange of views with Mr Patrick Ky, Executive Director of EASA
- Tuesday, 21 January 2014, afternoon
 - Presentation of Presidency's priorities by Greek Minister of Shipping, Maritime Affairs & the Aegean, Mr Miltiadis Varvitsiotis
 - Presentation of Presidency's priorities by Greek Deputy Minister of Infrastructure, Transport and Networks, Mr Michalis Papadopoulos
 - Weights and Dimensions Directive – consideration of amendments / Leichtfried

COUNCIL

Transport Council

- 14 March 2014