

Newsletter Issue 3 / 23 January 2015

NEWS FROM BRUSSELS

LATVIAN TRANSPORT MINISTER AND DG MOVE DIRECTOR GENERAL IN TRAN COMMITTEE

The priorities of Latvia's EU Council Presidency were outlined in the European Parliament's Transport (TRAN) Committee this week. Latvian Transport Minister Andrijs Matīss told the TRAN Committee that the Juncker investment proposal and the fourth rail package were priorities for the Latvian Council Presidency. The Minister emphasised the economic importance of enhancing connectivity by means of multi-modal transport systems. This needed to be reflected in the Trans-European Networks for transport. There would also be a meeting to promote Europe-Asia Transport links. Technical standards for inland waterways, the ports proposals and transport statistics legislation also all needed work. Members expressed concern that the Juncker plan should not undo the achievements of the Connecting Europe Facility. There was particular concern about the impact of the German minimum wage on road hauliers. Members also called for further work to enhance road safety and for transport's impact on climate to be given more attention. Mr Matīss replied that the instrument set up under the Juncker plan would be available in all Member States and would not threaten funds that had been allocated. Transport was one of the sectors with the highest added value and potential for growth. Investment in and development of the TEN-T network will be discussed at a ministerial meeting in March.

The TRAN Committee also held an exchange of views with Director General of DG MOVE, Mr João Aguiar Machado. The DG focused on the ongoing legislative work in the transport area and presented the Commission's work programme for 2015. This included evaluation of the existing legal framework; various repeals and withdrawals of obsolete legislation; reassessment of the White Paper; and implementation of Commission President Juncker's investment plan. Members questioned whether the latter would include the transport sector as it was not mentioned among the top 10 priorities. Mr Machado reassured members that transport would benefit from the investment plan as it remains one of the main contributors to economic growth. He thought the enforcement of existing legislation, rather than new proposals, was the key to improving working conditions and competitiveness of the sector.

Source: European Parliament TRAN Committee, 21st January 2015

ROAD

COMMISSION INVESTIGATES MINIMUM WAGES IN GERMANY

Discussions continue about the impact of the minimum wages in Germany. As Germany also imposes this law on non-German undertakings, every transport and logistics company with operations in Germany has to comply with this national German legislation. In response to letter

from CLECAT to the European Commission on the minimum wages in Germany , expressing serious concern about the fact that the legislation also applies to international transport, CLECAT has been advised by the Commission that the services are investigating the matter thoroughly to determine whether such national provisions can legitimately be applied to all national and international operations, including transit and cabotage, and whether they can be considered effective and proportionate.

EU FUNDS FOR SWEDEN'S MOTORWAY

As reported in last week's Newsletter, the Commission has identified the investment needs of nine major European transport corridors. Each corridor comes with a preliminary list of projects that were specifically chosen in order to develop the EU's transport network. For example, the Scandinavian-Mediterranean corridor will be upgraded to "link major urban centres and ports of Scandinavia and Northern Germany", continuing all the way down to Italy and Malta. Another initiative will include the Baltic countries and the eastern member states that will see their road and rail transport systems modernised, as well as improved connectivity with the West. A working plan will accompany the upgrading of each corridor. These strategies, however, will first have to be made available to the public, and will be pending approval from the member states and EU institutions.

The Commission agreed on Friday last week to co-finance a project as part of the Scandinavian-Mediterranean corridor. The EU will contribute with more than €1 million to studies on constructing a missing section of a motorway between Sweden and Denmark. "The studies will come up with an Environmental Impact Assessment, archaeological investigations, design of the road plan, and preparation of parts of the tender documentation prior to starting the construction works," said the Commission in a statement.

Source: [Euractiv](#), 19/01/2015

TRAN COMMITTEE APPROVES CROSS-BORDER EXCHANGE OF INFORMATION ON ROAD SAFETY

The TRAN Committee approved the agreement on cross-border exchange of information on road safety related to traffic offenses this week. The proposed Directive aims to ensure a high level of protection for all road users in the Union by facilitating the cross-border exchange of information on road safety related traffic offences and thereby the enforcement of sanctions, where those offences are committed with a vehicle registered in a Member State other than the Member State where the offence took place.

The legislative proposal is available [here](#)

AIR

TSA NEW SECURITY LIKELY TO CAUSE CONFUSION SAYS TIACA

New security rules issued by the TSA are likely to cause confusion for forwarders tendering cargo for freighter flights. TIACA said it was "disappointed" with the timing of the new "interim" security measure, but has denied it has insufficient influence at the Administration. Last week TIACA warned the market that the TSA had updated its Security Program for all-cargo aircraft travelling from, to or within the US. The update was posted on 29 December, during the holiday period, and gave freighter

operators and forwarders just 32 working days to make the change. While the exact rule changes cannot be publicised, they relate to procedures for tendering cargo for freighter flights, and the onus is on carriers to inform relevant parties.

Affected companies may notify the TSA if they are unable to implement the updates in time, but this could lead to further confusion in the industry, said one source in the US. “One carrier may apply for a delay to implementation, but another may not. This will make life more difficult for forwarders who will have to tender cargo under different rules for different carriers.” While TIACA members had received the news, the source said that the TSA does not publicise updates, but expects relevant companies to check the secure website where changes are announced. It is not the first time the TSA has introduced rule changes with very little time for industry to implement them. However, TIACA’s closer association with the TSA was intended to give the air cargo industry a stronger voice at the table, and both the timing of the notice and the fact that the security rules themselves “do not address the risk-based approach” that TIACA had called for, has cast some doubt over how strong the relationship is.

Source: [THE LOADSTAR 20/1/2015](#)

STATE OF PLAY ON AVIATION AGREEMENTS

Mr Margus Rahuoja, Director Aviation and International Transport Affairs of DG MOVE gave this week a general overview to the European Parliament on ongoing negotiations on aviation agreements. In terms of the objectives of the EU's Aviation Policy, the Commission referred to its Work Programme and upcoming review of the aviation policy that will propose new approaches to tackle challenges that the sector is facing today. Members expressed concerns regarding the Transatlantic Trade and Investment Partnership negotiations, blocked aviation files and the forthcoming European Court of Justice ruling in connection with the conclusion of large scale air agreements.

Source: TRAN Newsletter

MARITIME

NEW STUDY “IMPROVING THE CONCEPT OF MOTORWAYS OF THE SEA”

“Improving the concept of ‘Motorways of the Sea’” is a recent study commissioned by the TRAN Committee of the European Parliament, providing an overview of the Motorways of the Sea programme. The report gives the history of the Motorways of the Sea programme and uses this as a basis for recommendations and possible scenarios for improving the concept of MoS. On the basis of the research carried out, three principal barriers have been identified. These barriers are as follows:

- Stakeholders are not sufficiently aware of the programme
- Lack of continuity once the project funding has stopped
- Cooperation between stakeholders is not always optimal.

The impact of the programme is lower than expected by the Commission and therefore possible scenarios for improving the concept of Motorways of the Sea and its visibility have been formulated. A general recommendation to be addressed in all potential scenarios is to increase the visibility of the Motorways of the Sea. The study is available [HERE](#)

SHIPOWNERS AND REGULATORS LINE-UP TO SPEAK AT ESW CONFERENCE

Violeta Bulc, European Transport Commissioner, will join the heads of the European and Global shipping industry as speaker at the inaugural flagship conference on the 4th March as part of European Shipping Week 2015.

Other speakers confirmed as attending include Tor Egil Svensen, CEO Maritime, DNV GL; Philippe-Louis Dreyfus, President of Louis Dreyfus Armateurs; Dan Sten Olsson, CEO of Stena Sphere; as well as Mark Dickinson, General Secretary of Nautilus International. Emanuele Grimaldi, Managing Director of the Grimaldi Group has also confirmed his attendance as has Alfred Hartmann, Chairman of the Supervisory Board at Hartmann AG; as well as Fotis Karamitsos, Director of Maritime Transport at the European Commission, and Markku Mylly, Executive Director of the European Maritime Safety Agency.

The conference will address issues such as the sustainability of European shipping; how does it compare to its global competitors; and to what extent can innovation foster sustainability will all come under the spotlight. Other questions to be debated at the conference include the overall competitiveness of EU shipping and how it can maintain the benefits of its competitive edge in the face of mounting global competition.

CLECAT has been invited as a guest and is looking forward to join the event.

RAIL

WORKSHOP ON RAIL CARGO THEFT

CLECAT participated today in the first workshop on rail cargo theft organised by UIC on behalf of the Commission. DG MOVE is gathering intelligence on rail theft to have a more informed view of the extent of this phenomenon across all market segments of rail freight so to address it adequately. Although occurrences of rail cargo theft and vandalism are recorded on a company or on a national basis, the frequency with which they happen in rail freight is not precisely known, nor is their economic impact at sector level.

The methodology proposed is to run 3 stakeholder workshops between January and June 2015 so to provide the Commission with valuable first-hand experience and feedback on the current market situation. The workshops will lead to:

- The development of a common understanding of rail cargo theft and vandalism existing incidents (by type of product, modus operandi of the theft, any other relevant and distinguishable elements etc.)
- The segmentation of the various incidents
- The inventory of available data and ensuing gap analysis (what data is available / what is missing)
- Information on the geographical coverage of the various occurrences
- An assessment of the cost impact of rail cargo theft including operational costs
- Recommendations in line with stakeholders' needs.

CLECAT is also participating in a parallel workshop on theft in road freight transport. The second meeting will take place in the beginning of February.

NEW PUBLICATION ON RAIL FREIGHT IN EUROPE

The Centre on Regulation in Europe (CERRE) has recently published a series of studies on "Development of rail freight in Europe: what regulation can and cannot do". The objective of the studies is to understand why competition has been successfully implemented in some cases, and why, in other cases, it has on the contrary led to a decline in the modal share for rail freight.

The project focuses on three sets of issues: structural factors affecting demand, organisational challenges faced by rail operating companies and their responses, and challenges for rail freight regulation. The studies also provide an overview of the state of rail freight transport in a selected number of Member States: [Belgium](#), [France](#), [Italy](#) and [United Kingdom](#) with regard to market share, economic performance, rail regulation and political framework conditions. The reports highlight that competition is now a reality for rail freight in Europe and the development of rail freight business needs a stable regulatory horizon. "One way or another the stakeholders in the railway sector will have to let go of the natural monopoly, because only through the arrival of new competitors will the impasse of old habits gradually be broken" the study concludes.

The studies on rail freight in Europe are available [here](#)

CUSTOMS

REVISED VERSION OF THE WCO SAFE FRAMEWORK OF STANDARDS

The WCO has recently confirmed that a new version of SAFE Framework of Standards is foreseen for 2015. Adopted in 2005 to secure and facilitate global trade, the WCO adopted various revised versions of the SAFE Framework. In 2007, there was the incorporation into its text of detailed provisions on conditions and requirements for Customs and Authorized Economic Operators (AEO), initially developed in a separate document. In 2010 the WCO issued its SAFE Package which brought together all WCO instruments and guidelines that support implementation of the SAFE Framework. While today the SAFE Framework rests on two pillars of Customs-to-Customs network arrangements and Customs-to-Business partnerships, the new revised version will incorporate a third pillar on Customs-to-other government agencies cooperation as well as pre-loading air cargo information.

CLECAT MEETS RAPPORTEUR ON THE UCC DAS

MEP Philippe Juvin, Rapporteur on the Union Customs Code (UCC) Delegated Acts (DAs) at the European Parliament organized three meetings with the Trade Contact Group (TCG) and DG TAXUD representatives to discuss and review positions on the Das.

The last meeting was held on 19th January 2015 in the European Parliament in the presence of the Shadow Rapporteurs and a delegation of the DG TAXUD including the Director of the Customs Directorate Mr Kermode. CLECAT and other members of the TCG had the opportunity to highlight the problems that economic operators face with regards to the DAs.

CLECAT PARTICIPATES IN AMCHAM MEETING ON SECURITY

CLECAT participated this week in a conference hosted by AmCham on 'Facilitating Secure Trade and Economic Growth- Customs and Border Security Risk Management.' The conference started with an opening address by Heike Barczyk, Deputy Director Compliance and Facilitation, World Customs Organization, who discussed among other issues SAFE framework of standards, coordinated border management system and how to ensure the security of EU citizens by providing them with genuine goods. Following the opening address there was a panel discussion on how customs can contribute to the secure, safe and business continuity in the supply chain. The panel focused on the importance of a balance between trade facilitation and security. Panellists also discussed how advanced data and IT solutions can help to facilitate trade. The keynote speaker was Heinz Zourek, Director General, DG Taxation and Customs Union, European Commission. He provided insight on the harmonised VAT reform and the need for IT solutions, benefits for the Authorised Economic Operators and the growing influx of counterfeited goods from both outside and inside Europe.

GENERAL

CLECAT WELCOMES MAURO GIFFONI TO THE CLECAT SECRETARIAT



On January 15th Mauro Giffoni joined the CLECAT Secretariat as a Customs Policy Advisor. Mauro Giffoni started his career 18 years ago with a stage at DG Taxation and Customs Union of the Commission. Mauro worked for various private companies before he created his own consultancy in customs matters. He worked as an advisor for Confiad for several years, through which he gained valuable experience in representing the interest of the industry towards the European institutions. Mauro is also professor of customs legislation at the "Ecole Supérieure des Sciences Fiscales de l'ICHEC" in Brussels and author of various publications on customs.

EU TO SUPPORT EUROPEAN ITS AND CROSS-BORDER TRAVELLER INFORMATION SERVICES

The EU's TEN-T Programme will co-finance with over €50m the deployment and use of Intelligent Transport Systems (ITS) on European highways to improve their safety, security and efficiency. Close co-operation among 20 EU Member States, road authorities and private stakeholders will improve and support ITS on the main European road network. It will provide safety and traffic related information to all users and ensure the interoperability of ITS services across the EU. ITS will be deployed in five separate projects, each of them focussing on a specific part of Europe. Examples of ITS services deployed by these projects are:

- Intelligent truck parking services, based on common European standards to find available, safe and secure parking places for trucks;
- Road navigation services with reliable information on travel conditions, to plan the most cost-efficient journeys and receive accurate travel time estimations.

The projects will also improve traffic management and the cross-border exchange of information among the EU Member States, thus reducing delays due to traffic congestion and increasing the safety level in the European roads. The projects were selected for EU funding with the assistance of external experts under the TEN-T Multi-Annual Call 2013, priority 'Intelligent Transport Systems'.

Source: INEA, 22nd January 2015

FORTHCOMING EVENTS

CLECAT MEETINGS:

Customs and Indirect Taxation Institute

- 20 February

Security Institute

- 10 March a.m, Brussels

Air Logistics Institute

- 10 March p.m.

Maritime Institute

- 11 March a.m.

Sustainable Logistics Institute

- 11 March p.m.

Road Institute/Joint meeting with FIATA

- 17 March p.m. Zurich

Rail Institute / joint meeting with FIATA

- 23-24 April Vienna

Board General Assembly

- 2 June 2015, Brussels

Freight Forwarders Forum

- 19 November 2015

OTHER EVENTS with CLECAT PARTICIPATION

EESC Conference, Brussels

- 29 January at 10:00-17:00

Alice Conference, Schiphol Airport Amsterdam

- 11 February 2015

European Shipping Week Conference, Brussels

- 4 March 2015

ELP Lunch meeting, European Parliament

- 17 March 2015

iCargo Final Event, Transport Logistics Trade Fair, Munich

- 6 May 2015 at 12:00-17:00

ITF Summit Leipzig

- 27-29 May 2015

EP TRAN Committee

- 29 January 2015, Agenda is available [HERE](#)
- 23/24 February (afternoon)
- 24 February (morning and afternoon)

Council (Lithuanian Presidency)

- Transport Council, 13 March 2015
- Transport Council, 11 June 2015.