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News from Brussels

DG MOVES LAUNCHES SURVEY ON ELECTRONIC DOCUMENTS

On 4 February 2016, DG MOVE launched a survey on the use of electronic transport documents and their acceptance by Member States authorities as part of activities in the framework of the Digital Transport and Logistics Forum (DTLF).

The Forum established a subgroup, of which CLECAT is a member, which aims at addressing the use of electronic transport documents and their acceptance by Member States authorities. Its objective is to identify what kind of challenges stakeholders in the area are meeting and what support they would possibly need, for instance in terms of best practices exchanges.

The survey, drafted by the sub-group, seeks to understand the legal and regulatory framework to enable effective paperless processes in road, air, maritime, inland waterways and rail transport. The survey focuses on international electronic transport documents, mainly the consignment notes, such as eCMR, e-Air Waybill or CIM, SMGS and common CIM/SMGS Consignment Note, as well as other documents needed for customs' purposes, transport of waste, transport of radioactive materials etc. Also electronic freight transport documents which are used on a national basis are relevant to take into account.

The survey is available [here](#).

SAVE THE DATE: POST COP21 – THE IMPACT FOR THE EU TRANSPORT AND LOGISTICS POLICY

The European Logistics Platform will organise a dinner event on **Monday, 22 February 2016 at the Stanhope Hotel** on Post COP21 and the impact for EU transport and logistics policy.



The event will be hosted by Member of the European Parliament Wim van de Camp. In December 2015, 195 countries adopted the first-ever universal, legally binding global climate deal at the Paris climate conference (COP21). The agreement sets out a global action plan to combat climate change by limiting global warming to well below 2°C.

Members from across the European Parliament's committees and political groups, the European Commission and the Permanent Representations are invited to discuss the COP21 outcome and implications for EU transport and logistics policy. In case of interest please contact the ELP Secretariat at INFO@EUROPEANLOGISTICSPLATFORM.EU

Road

SAVE THE DATE: ROAD CONFERENCE 19 APRIL

CLECAT has been invited to the 2016 European Commission High Level Road Conference taking place on the 19th April in Brussel. Member States, Members of the European Parliament and key stakeholders are invited to discuss possible new Road Initiatives. The discussions will focus on whether economic, social and environmental objectives of the current legislation are met as well as on how the legislation could possibly be enhanced.

CLECAT has been invited to take part in the panel session to discuss market access issues in road transport.

POLAND CONTINUES TO DOMINATE EU ROAD FREIGHT

Poland has consolidated its position as Europe's leading international road haulage nation, according to the latest annual figures published by France's road freight data agency, the Comité National Routier (CNR).

According to figures published this week, Polish trucking firms clocked up 154,303 million tonne kilometres of international traffic movements in the most recent year where figures are available, 2014, up 4.8% on the previous year. Polish hauliers alone now carry one-quarter of international road freight in the EU and account for 28% of the cabotage market.

Second behind Poland was Spain (+3.1%) followed by Germany (-3.9%). UK hauliers were ranked in 19th place in a table of the 28 EU Member States (excluding Malta) plus Switzerland, with UK hauliers' international traffic declining by 8.3% in 2014. Of the top 10-ranked countries for international traffic, Romania (+6.9%), Lithuania (+6.3%) and Hungary (+4.9%) posted the highest growth, compared with 2013. Total international road freight traffic growth across the EU was limited to 0.9% in 2014 compared to 6.1% for the previous 12 months, marking down 2014 as a year of stagnation.

Source: [Lloyd's Loading List](#), 02/02/2016



PERMIT DISPUTE HITS ROAD HAULS BETWEEN POLAND AND RUSSIA

Cargo movements between Poland and Russia have been suspended this week because of an impasse between the two countries on the renewal of an existing agreement on permits. The permits allow Polish trucks to carry freight into Russia via Belarus, which is part of the Russian Customs Union. On Tuesday (February 1st), drivers from Poland attempting to enter Russia via this route were prevented from doing so.

The dispute concerns the fact that Russia has increased the penalties for violation of the permits, while at the same time having reduced the number of permits available for Polish hauliers. At the same time it is requesting an unlimited number of transit permissions for Russian trucks, which make comparatively fewer journeys into Poland.

Russia changed its internal rules for foreign carriers and is threatening almost all loads, given that many pass through countries other than Poland or Russia. This is against WTO rules and the bilateral agreements established in 1996, according to Szeliegowski.

Full article at [Automotive Logistics News](#), 03/02/2016

Rail

T&E EVENT ON SWL TRANSPORT

CLECAT participated last week in an event organised by Transport and Environment on Single Wagon Load Transport in Europe. T&E organised the event to discuss single wagon loads (SWL) and their potential growth in the future. The SWL service is decreasing in Europe (decreased 10% between 2005 and 2010) due to the difficulty for a train operator to make it profitable. However, companies who wish to transport more goods by rail are eager to have such a service made available. A group of experts including Claus Doll (Fraunhofer), Wolf-Dietrich Geitz (Railistics), Marc Verelst (P&G), Pascal Boeuf (Solvay), Alfred Pitnik (Rail Cargo AG), and Tony Berkeley (ERFA) presented the major roadblocks to providing SWL.

Air

YIELD DECLINE BRINGS A 'NEW NORMAL' TO GLOBAL AIR CARGO

Yields in the air cargo market fell by a “whopping” 15% year-on-year in 2015, according to the latest data by WorldACD. While the impact was mitigated by the falling cost of fuel, volumes increased by a mere 2% – even with the transpacific windfall at the start of the year. Growth slowed through the year: from 4% in the first quarter, to 2.5% and then dwindled to just 1% in both the third and fourth quarters. December saw an increase of 2.1% in volumes, however, while Europe was one bright spot. Growth rose from 1.1% in Q1 to 3% and 4% in the second and third quarters, while the last three months enjoyed an impressive 6% growth.

IATA's figures broadly reflect those of WorldACD. Air freight volumes, it said, rose 2.2% in the year. But load factors declined from 45.7% in 2014 to 44.1%. It was, said IATA director general Tony Tyler, “a ‘new normal’ of cargo, growing in line with general rates of economic expansion”.



UPS, announcing its fourth quarter results this week, supported the view that market conditions were still challenging in freight. Richard Peretz, CFO, said in an analysts' call: "Total export shipment growth slowed, reflecting the execution of ... pricing initiatives along with varying market growth rates around the world. Imports from Europe into the US were strong for the fourth consecutive quarter aided in part by the appreciating US dollar." But he added: "Organic revenue growth declined due to two factors: first, ongoing weakness in both forwarding and US LTL markets; and secondly, the continuation of our targeted revenue management actions. "Market conditions continue to challenge UPS freight as they saw tonnage decline about 12%."

Jim Barber, president international, noted the "continued gap of demand and capacity". And the management added that inventory overhang continues to dampen the market. "US inventory sales ratio has come down slightly but it still remains elevated, certainly indicating we've got a continued overhang of inventories in the economy and customers are obviously attempting to work them down," explained Alan Gershenhorn, CCO. However, UPS noted that despite a slowdown in freight, there remained considerable growth in some markets. CEO David Abney said: "Although the industrial side of the economy has slowed, the explosive growth of e-commerce continues to create great opportunity." IATA's Tyler, meanwhile pointed out that modernisation would help boost the air cargo industry's value to its customers. "The industry is moving forward with an e-freight transformation that will modernise processes and improve the value proposition. The faster the industry can make that happen, the better."

Source: [The Loadstar](#)

Maritime

FIRST CERTIFIED SUSTAINABLE SHIPPING LOAN

CLECAT has been advised by the CLEAN Shipping Index, of which CLECAT is a member, that banks and investors start to use the Clean Shipping Index when financing new ships. A Press release from Anthony Veder Group (Issuer), ABN AMRO (Sole Arranger) and Delta Lloyd Asset Management (Sole Investor) announced the first sustainable shipping loan. The loan is fully certified according to the Clean Shipping Index Guidelines by Bureau Veritas, which also verified the sustainable credentials of this transaction. This is a landmark transaction in the global shipping industry which to date, has not joined the ranks of verified sustainable financing.

The press release is available [here](#), 22/01/2016

Customs

GEORGIA AND TURKEY CREATE DIGITAL LINK WITH E-TIR

Georgia and Turkey have taken a significant step in strengthening the digital link between them by agreeing to electronically exchange customs data so that transport across the Georgian-Turkish borders will be faster and cheaper. A protocol was signed recently on electronic data exchange in the framework of a joint eTIR Pilot Project. The protocol was signed on 26 January in Ankara on the occasion of International Customs Day. Turkey and Georgia have long been important trading partners and the volumes of trade between them are on the rise. In 2015, 17% of Georgian imports originated from Turkey and the total trade between both countries reached USD 1.5 billion. One of



the factors that allow this trade to flow so freely between the two countries is their use of the TIR procedure. The eTIR pilot project will improve the benefits brought by the TIR Procedure by ensuring the advanced electronic exchange of data related to TIR transports crossing the Georgian-Turkish borders. One of the key aims is to improve risk assessment procedures, that is to say allowing governments to evaluate the risk of a TIR transport passing through their countries well in advance of it reaching their border and, thus, help to prevent smuggling, terrorism, illegal trade and immigration.

The eTIR pilot project between Georgia and Turkey started as part of the UNECE led project "Strengthening the capacities of developing countries and countries with economies in transition to facilitate legitimate border crossing, regional cooperation and integration" and represents a significant step towards the full computerization of the TIR procedure. Signing the protocol demonstrates the willingness of both countries to integrate the computerization of the TIR procedure in their overall effort to improve the work of customs administrations by means of the use of Information and Communication Technologies.

To read more please visit: <http://www.unece.org/info/media/news/transport/2016/georgia-and-turkey-create-digital-link-with-etir/doc.html>

Sustainable logistics

EUROPEAN AVIATION: FIRST ENVIRONMENTAL REPORT POINTS AT SUSTAINABILITY CHALLENGE

The European Commission has published the first European Aviation Environmental Report, the result of close collaboration between the EC, the European Aviation Safety Agency (EASA), the European Environment Agency (EEA) and EUROCONTROL. The main objective is to provide a regular overview of the environmental performances of the sector in order to plan suitable policy making measures. The report includes key performance indicators on noise, greenhouse gas emissions and air pollution. Among the findings, forecast scenarios for the next 20 years show that with the expected increase in traffic the environmental sustainability of the sector will be increasingly challenged.

For more information see [DG MOVE Website](#)

ECSA CALLS FOR CLEAR AND LONG-TERM POSITION WITH REGARD TO SCRUBBER WASHWATER

On Friday 29 January, European Environment Commissioner Karmenu Vella visited the DFDS vessel "Magnolia Seaways" in the port of Ghent. The purpose of the ECSA-organised visit was to demonstrate how a scrubber functions on-board a modern day vessel and explain the challenges arising from the operation of such equipment.

Following the visit, Commissioner Vella said: "The Commission supports innovation in emission abatement technology and 'early-movers' such as DFDS provide valuable data. The European Commission, DFDS and ECSA are committed to ensuring that alternative compliance technology is truly sustainable. We should be extra vigilant to make sure that in complying with air quality/emissions legislation, such as the Sulphur Directive, we also avoid a transfer of pollution from air to water. To that end, we actively engage with the European Sustainable Shipping Forum (ESSF) and the IMO to facilitate an exchange of data and user-experience."



As a transposition of IMO MARPOL Annex VI, the EU Sulphur Directive 2012/33/EC requirements impose since 1 January 2015 that ships sailing in the SECAs (Sulphur Emission Control Areas - the Channel, the North Sea and the Baltic Sea) use bunker fuels with a sulphur content of maximum 0.1% or that the same level of emissions is reached by the use of alternative fuels or compliant abatement technologies.

ECSA then mentioned the EU Water Framework Directive (WFD) as a source of concern for European shipowners regarding scrubber washwater. It called Member States to define a clear and long-term position with regard to scrubber washwater and estimated that any restrictions introduced on the use of open loop scrubbers should not be applied to existing installations. It concluded that the current uncertainty and lack of harmonisation not only jeopardises investments already made by operators, but also hampers the uptake of scrubber technology which might be further encouraged with the introduction of the 0.5% sulphur requirement introduced in 2020 in the territorial seas, exclusive economic zones and pollution control zones of Member States as prescribed by the Sulphur Directive.

The full article is available [here](#).

General

ALICE MEETINGS IN VIENNA

CLECAT participated earlier this week at the 2-day workshop organised in Vienna at the Vienna Business and Economic University. The workshop discussed the *“Truly Integrated Transport System for Sustainable and Competitive Logistics”* document prepared in collaboration with other Transport European Technology Platforms.

- Discussed the development of the **Implementation Plan of ALICE Research and Innovation Roadmaps** that will drive medium (2018-2020) and long, beyond 2020, research and innovation projects implementation.
- Review the milestones for reaching the interconnected logistics system (physical internet) included in all roadmaps.

The European Technology Platform ALICE was set-up to develop a comprehensive strategy for research, innovation and market deployment of logistics and supply chain management innovation in Europe. The platform supports and assists the implementation of the EU Program for research: Horizon 2020. 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.

For more information: <http://www.etp-logistics.eu/>

CLECAT JOINS ITF CONSULTATION DAY

CLECAT will participate at the 2016 International Transport Forum (ITF) annual consultation meeting which will be held on the 17th of February at the OECD in Paris. José Viegas, ITF Secretary-General will present the ITF response to COP21, in relation to the theme of the “Decarbonizing Transport project”.

The purpose of the consultation is to engage the participants in a dialogue around the main themes of the forthcoming ITF Summits in 2016 and 2017, through roundtable discussions where the participants will be able to share their perspectives. The upcoming 2016 Summit will be held from



18-20 May in Leipzig, Germany, under the Presidency of Denmark and it will explore the theme of “Green and Inclusive Transport.”

Whereas the 2017 Summit will focus on the theme of “Governance of Transport”, and during the important annual Consultation Day in Paris there will be also the opportunity to identify topics that could be included in the programme.

Moreover, CLECAT together with FIATA, Smart Freight Centre, IRU and the ESC, is organizing a side event which will be held on the 20th of May entitled ‘Business and government for Smarter Freight.

More details will follow closer to the ITF summit dates. For more information please visit the ITF's website at <http://2016.itf-oecd.org/>.

Forthcoming events

CLECAT MEETINGS

Air Logistics Institute

2 March 2016, Brussels

Supply Chain Security Institute

2 March 2016, Brussels

Road Workshop on Market access

3 March 2016, Brussels **NEW!**

Sustainable Logistics Institute

3 March 2016, Brussels

Customs and Indirect Taxation Institute

4 March 2016, Brussels

Board/General Assembly

22 June 2016, Rotterdam

Rail logistics institute

22 June 2016, Rotterdam

OTHER EVENTS WITH CLECAT PARTICIPATION

SHORT SEA SHIPPING High level conference

15 February, Amsterdam

ACEA Stakeholders event

16 February, Brussels

ITF Consultation Meeting

17 February, Brussels

DTLF Plenary meeting

16 March & 20 September



ELP Dinner, POST COP21 – the IMPACT FOR THE EU TRANSPORT AND LOGISTICS

22 February, Brussels

SITL – CLECAT/TLF/ESC workshop

22 March, Paris

Road Freight Conference

19 April, Brussels

ITF 2016 Summit on Green and Inclusive Transport

18-20 May Leipzig, Germany

Conference on the rail freight corridors, NL Presidency

21 June Rotterdam, Netherlands

European Parliament Transport Committee

Draft agenda:

- 15 February 2016, Brussels
 - Announcement of Council's positions at 1st reading and draft recommendations for 2nd reading on 4th Railway Package Technical Pillar
 - Social Dumping - consideration of draft opinion;
- 16 February 2016, Brussels
 - Hearing on Road Transport Safety

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