CLECAT european voice of freight logistics and customs services •

Newsletter Issue 8 / 27 February 2015

NEWS FROM BRUSSELS

ELP EVENT ON THE IMPACT OF DIGITALIZATION OF TRANSPORT ON THE EUROPEAN ECONOMY

The European Logistics Platform will organise a lunch event on the 17th March at the Renaissance hotel in Brussels on the impact of digitalisation of transport on the European economy.

Speakers will include **Keir Fitch**, Head of Unit DG Move, Logistics and Innovation, **Monika Heiming**, Executive Director of EIM, and **Kee Kras** from the Association of European Airlines.

In 2011, the EU Commission published its White Paper on Transport to pave the way for a Single European Transport Area that should lead to a competitive and resource efficient transport system. One of the main goals was the development of a European transport research, innovation and deployment strategy for transport. Digitalization remains certainly the most important aspect when it comes to innovation in the field of freight transport. Fostering a digitalized logistics sector is supposed to entail remarkable effects on the European economy. Better connections and the deployment of innovative ICT across all transport modes lead to a more sustainable, efficient and future-orientated transport system of the European Union. The ELP lunch event will debate concrete steps for the enhancement and sustainable development of the EU's digitalization process in the logistics industry.

The event will be hosted by Wim van de Camp MEP, Rapporteur on the INI report on the White Paper on Transport.

EP HEARING ON WHITE PAPER ON TRANSPORT

On Tuesday, 17 March 2015, Wim van de Camp will present his working document on the White Paper on Transport followed by a Hearing on the White Paper on Transport: "taking stock and the way forward towards sustainable mobility" in the afternoon.

According to CLECAT the White Paper actions should be prioritized on the following issues:

- The logistics sector is best placed to consider transport as a system rather than a collection of individual modes, and this way of thinking must be adopted by the whole transport sector and policy makers. The goal must be to make all modes and the connection between them as efficient and sustainable as possible - through infrastructure, ICT and open markets.
- *Digitalisation* - the future is transport and logistics is digital. The European Commission has outlined its intention to cooperate with industry to promote a digital transport agenda, offering the necessary coordination and legislative framework – such as standardisation for electronic documents, access to data, confidentiality etc. This should remain a key priority to

make it easier for business to operate in a single European market, simplifying the performance of administrative formalities and thus reducing red tape

- *Innovation* - Research and Development in the area of logistics remains key: with the support of innovation, network integration will need to evolve from static attributes of services and equipment such as interoperability, to dynamic services allowing for resilience and responsiveness to be developed.
- *Investments* in infrastructure and good projects which are demand driven and in support of economic needs remains key.
- The success of this will be strongly dependent on the success of key policies aimed at market opening, international cooperation and agreements safeguarding competition in international transport and trade, and greater innovation to improve the efficiency of all modes of freight transport.

These issues will also be addressed by Marc Huybrechts, President of CLECAT at the Hearing of the European Economical and Social Committee in Brussels on the 6th March.

Open letter to PermRep on 4th Railway Package

CLECAT and ESC have written an open letter to Transport Advisors of the permanent representation of EU member states on the 4th Railway Package sharing views regarding the further deliberations on the 4th Railway Package.

The letter reads: “We would like to stress the importance of maintaining the key principles of the Commission’s proposals, promoting a more independent management of the infrastructure and a greater level playing field between all operators. It is only through these important reforms to the political pillar that improved conditions for all players on the rail market can be secured which will ultimately lead to a better quality of service to the users of rail freight.”

CLECAT and ESC strongly support the greater responsibilities of the infrastructure manager which will allow it to improve its performance and better manage the network in response to the needs of the users. As a natural monopoly, the IM must be fully independent from any other railway undertaking in the development, operation and maintenance of the rail network. CLECAT and ESC are concerned that an only partially independent IM will not create a level playing field for operators.

The letter also re-states the point made in the joint press release with ERFA last week on the Coordination Committees: “Shippers and freight forwarders believe that they are important to ensure that the rail network is developed, in consultation with the needs of all users.” However the new text discussed in Council, removes the obligation to set up coordination committees.

ROAD

EU Parliament: Transport MEPs confirm deal to make lorries safer and greener

The rules agreed informally by Council Italian presidency and Parliament negotiators last December and approved unanimously on Tuesday in the TRAN committee (rapporteur Jörg Leichtfried) would allow manufacturers to increase the length of lorry cabs, if these changes improve road safety and environmental performance. Additional 15 cm length extensions would be allowed for intermodal transport of 45-foot standard containers to ease delivery of goods using several modes of transport. The agreement now needs to be approved in Plenary.

EUROPEAN UNION PUBLISHES NEW GUIDELINES FOR ROAD CARGO SECURITY

The European Commission has published the 2014 European best practices guidelines for cargo securing for road transport. The purpose of these guidelines is to provide basic practical advice and instructions to all persons involved in loading/unloading and securing cargo on vehicles, including carriers and shippers. They should also be useful for enforcement bodies performing technical roadside inspections in accordance with Directive 2014/47/EU and rulings of courts of law. It could also serve as a basis for Member States when taking the necessary steps for putting into practice the training of drivers, in accordance with Directive 2003/59/EC, on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers. The guidelines aim to provide a guide for adequate cargo securing for all situations that may occur in normal traffic conditions. The guidelines should also serve as a common basis for both practical application and enforcement of cargo securing.

The new European Guidelines on Cargo Securing for Road Transport provide basic practical advice and instructions to all stakeholders involved in loading, unloading and cargo securing, including carriers and shippers.

The guidelines are available here

SHARP DECREASE OF DIESEL PRICE NOT YET REFLECTED IN TRANSPORT RATES

Capgemini Consulting, jointly with Transporeon published the 23rd edition of the Transport Market Monitor outlining developments in European road transport. In summary it concludes that

- the price index decreased by 1.2% in Q4 2014 (index 98.2), compared to the price index in Q3 (index 99.4).
- when comparing the index level of the previous year (index 101.2), Q4 2013, the price index is 3.0% lower.
- on Q4 2014, the diesel index decreased to an index 93.7 (-7.2), following the sharp decrease of oil prices.
- the capacity index increased further to 90.0 (+5.0%)

Source: Transport Market Monitor

EEA REPORTS TO EP ON ENVIRONMENTAL PRESSURES LONG-DISTANCE TRANSPORT

Professor Hans Bruyninckx reported to the Transport Committee of the European Parliament that while the overall environmental performance of transport was improving, it was the only major economic sector which emitted more greenhouse gas (GHG) than in 1990 due to increasing demand. Freight and long-distance passenger transport together accounted for up to three-quarters of transport's GHG emissions. MEPs acknowledged that efforts were still needed to reach the EU long-term objective of a 60% cut in transport emissions by 2050 compared to 1990. Members stressed that, to reach the set objectives, EU transport policies such as the Single European Sky should be implemented urgently. In addition, they emphasised the need for all existing transport modes to improve their environmental performance as mobility patterns could not change completely. Many Members' comments also focused on urban mobility, in particular on the need to re-think urban planning, implement new technologies and use soft mobility means. They called for reflection on transport pricing at an EU level.

CLECAT would like to repeat that the Report of the European Environmental agency TERM 2014 Report, "Focusing on environmental pressures from long-distance transport" noted that **"**the environmental benefits of a large-scale modal shift" (from road to non-road modes) are not precisely known and may differ considerably from that suggested by the existing average performance per mode.

SAFER, MORE SECURE RUSSIAN ROAD TRANSPORT NETWORKS THANKS TO TRANSPARK

The Russian Ministry of Transport, Federal Road Agency, State Company Russian Highways and International Road Transport Union (IRU), signed an agreement during the 77th Session of the UNECE Inland Transport Committee (ITC), to increase the safety and security of drivers and goods by providing data to TRANSPark on the location of secure parking areas along Russian Federal roads.

Russian Deputy Minister of Transport, H. E. Nikolay Asaul, said, "It is our responsibility to increase the safety and security of drivers and goods travelling along Russian road transport networks. TRANSPark is an excellent tool that will help us accomplish this."

Director of the UNECE Transport Division, Eva Molnar, commented, "Truck drivers have a difficult life and they are often exposed to danger. I am glad that the ITC witnessed the conclusion of this important agreement to improve their working conditions and hope that many other countries will follow the example."

TRANSPark is a free-of-charge IRU app that helps commercial drivers and road transport managers search, locate and contact over 4,000 parking areas in some 40 countries worldwide. It lists the security features and amenities available within each parking area and adds an extra level of security and comfort for drivers, who have to follow strict driving and rest time rules that sometimes force them to stop at unsafe roadsides or insecure parking areas.
Source: IRU, 25/02/ 2015

AIR

AIR FREIGHT PRICES FALL IN JANUARY

Despite solid signs of rising volumes on key lanes, air freight rates on the major east-west trades fell in January to their lowest level since May, according to figures from Drewry.

The analyst's East-West Air Freight Price Index, a weighted average of all-in air freight 'buy rates' paid by forwarders to airlines for standard deferred airport-to-airport air freight services on 21 major east-west routes for cargoes above 1,000 kg, dropped to $3.23 per kilogramme last month, including the three components of the base rate, fuel surcharge and security surcharge. This was down from $3.50 in December and the 2014 high of $3.92 recorded in November when the index reached 120.8 points.

Drewry said the decline was down to a "post-peak-season lull" in trade. "Drewry's East-West Air Freight Price Index fell 8.3 points in January to 99.6 points, bringing the index down to its lowest level since May 2014," said the company's Sea & Air Shipping Insight report. The analyst said the drop in air freight priced had been expected and was due to seasonal factors.

“Drewry expects air freight pricing to have recovered temporarily through February, supported by tighter capacity conditions in the run up to Chinese New Year,” said the report. “However, thereafter we anticipate some softening in rates before capacity tightens with the onset of the Northern Hemisphere spring season in April.”

It was unclear at the time of writing to what extent the fall in pricing in December and January reflects lower fuel surcharges, which were expected to fall due to lower jet fuel costs. However, anecdotal analysis suggests that most airlines have so far failed to pass on the savings in their fuel costs to customers in the form of significantly lower fuel surcharges, despite a 45% drop in jet fuel costs since July 2014.

Source: LLOYD’S LOADING LIST

MARITIME

EU SUPPORT FOR GREENER SHIPS IN BALTIC

The EU's TEN-T Programme will provide over €2 million of support for the upgrade of two ferries navigating in the Baltic Sea to the mixed use of electricity and fuel. The new hybrid propulsion system will help to considerably reduce the environmental impact of ships, as well as secure the operability and stability of the vessels.

A new EU regulation requires all vessels travelling in European waters to cut down the emission of sulphur oxide (SO) from 2015 onwards to decrease environmental pollution. This project will retrofit two ferries ensuring the link between Rødby (Denmark) and Puttgarden (Germany) with a hybrid propulsion system using electricity and fuel. Thanks to the most size-efficient bunker consumption, SOX and particle matter from ship exhaust gases will be reduced by up to 99% and 88%, respectively. Bunker consumption savings will result in about 15% less CO2 emissions.

The project was selected for EU funding with the assistance of external experts under the TEN-T Multi-Annual Call 2013, priority 'Motorways of the Sea'. Its implementation will be monitored by INEA, the European Commission's Innovation and Networks Executive Agency. The project is to be completed by December 2015.

Source: INEA

DB SCHENKER AND MAERSK LINE: 20% LESS CO2 PER OCEAN CONTAINER BY 2020

DB Schenker Logistics and Maersk Line have signed a six-year strategic agreement on reducing CO2 emissions from ocean freight. The partnership emphasises the companies’ shared commitment to sustainable growth. Maersk Line will undertake to reduce the CO2 emissions of every container it ships on behalf of DB Schenker Logistics between now and 2020 by 20% compared to 2014 levels.

“This is the first agreement between a global logistics services provider and a container shipping company,” says Dr Karl-Friedrich Rausch, Chief Sustainability Officer of Deutsche Bahn AG and Management Board Member for Transportation and Logistics at DB Mobility Logistics AG. “Maersk Line is an important partner for us. Together, we will increase our freight volumes and share responsibility for protecting the climate. The agreement is a milestone because we are incorporating aspects of sustainability into our business relationships.”

The objective of the six-year agreement is to fuel customer interest in sustainable ocean freight on the market by bringing aspects of sustainability into business decision-making processes. "The partnership encourages greater transparency on sustainable container transportation which can drive significant sustainability improvements in the industry," says Vincent Clerc, Chief Trade and Marketing Officer in Maersk Line. "By integrating sustainability elements into the purchasing decisions, we jointly strive to change the procurement process in container shipping fundamentally."

Source: DB Schenker, 22/01/2015

TENTATIVE AGREEMENT IS REACHED IN US WEST COAST PORTS DISPUTE

Shipowners and dockworkers reached a tentative deal on 20 February to end a protracted labour dispute that had jammed ship traffic at ports along the US West Coast and taken a deepening economic toll on farmers, retailers and merchants across the United States.

US Secretary of Labor Thomas E. Perez, who was despatched to California to intervene in the protracted negotiations, said that normal operations at the ports would resume, ending months of slowdowns and work stoppages that had resulted in heavy congestion as huge container ships waited for weeks to be loaded and unloaded. "The parties have agreed to ensure there are fully operational ports up and down the West Coast," he told reporters in a conference call.

Mr. Perez said the tentative agreement for a five-year contract was "fair for both workers and the businesses operating at the ports." Officials did not disclose the terms of the deal, which would cover about 20,000 West Coast dockworkers and must now be approved by members of the International Longshore and Warehouse Union.

But analysts said the deal would not immediately resolve the congestion that has cost businesses millions of dollars and left goods stranded on ships, waiting to be unloaded, or in warehouses, waiting to be shipped to Asian markets. Even as normal operations resume here at the ports of Long Beach and Los Angeles, the busiest in the nation, analysts said it would take months to clear the backlog.

Analysts and business groups said the dispute had left both sides bruised and may have inflicted permanent damage on companies that were unable to fill overseas orders on time, or had to scramble to find alternate ports for their goods. Matthew Shay, president of the National Retail Federation, pointed out in a statement that farmers, manufacturers, retailers and transportation businesses had all suffered.

Source: BIFA Newsletter, 25/02/2015

LINER SHIPPING RELIABILITY FALLS TO RECORD LOW

Liner service reliability fell to a record low in January as the effects of US West Coast congestion and the phasing-in of new alliance services took their toll, according to the Carrier Performance Insight.

The overall on-time performance for the three key East-West trades slumped to a disappointing 48.6 percent in January, down by 9.4 percentage points on December, which itself was one of the worst months of 2014.

On a trade lane basis, the Transpacific (based on 3,351 voyages) was the worst offender with an on-time performance of just 36 percent in January, down from 47 percent in December. The smaller Transatlantic trade (437 voyages) fared little better on 45 percent, down by 1.4 points against the previous month, while the Asia-Europe trade (7,697 voyages) fell by 10 points to 54 percent, its worst performance since August.

"The sizeable margin between the most and least reliable shipping lines reemphasises that not all carriers are the same. It also demonstrates how vital it is for retailers and manufacturers to fully understand the relative performance of different carriers and associated liner services in order to support procurement decisions Heaney" said Simon Heaney, senior manager of supply chain research at Drewry.

"Shippers are getting much lower value for money at the moment as reliability is falling from an already low point, while all-in freight rates are rising. We expect reliability to improve in the coming months as new alliance services settle down and each carrier group seeks to make their new services more attractive to customers" he added.

Source: BIFA Newsletter, 25/02/2015

EC ASKS LATVIA AND ROMANIA TO ENACT EU RULES ON SULPHUR EMISSIONS FROM SHIPS

The European Commission is asking Latvia and Romania to transpose EU legislation on the sulphur content of marine fuels in their domestic law and to communicate the transposition measures to the Commission. This obligation had to be fulfilled by 18th June 2014.

The revised legislation on the sulphur content of liquid fuels aims to reduce the emissions of this air pollutant by setting maximum sulphur content levels for heavy fuel oil and gas oil. It also incorporates new standards set by the International Maritime Organisation into EU law to ensure their proper and harmonised enforcement by all EU Member States.

After missing the original deadline, Latvia and Romania were sent letters of formal notice on 22nd July 2014. The Commission is now sending reasoned opinions, identifying the gaps in national legislation and required remedies, and if the Member States in question fail to act within two months, the cases may be referred to the EU Court of Justice. This procedure may bring the Commission to ask financial sanctions before the Court if the Member States do not transpose the EU directive.

Source: European Commission, 26/02/ 2015

RAIL

INFRASTRUCTURE - TEN-T - CONNECTING EUROPE

The European Commission welcomes the agreement between France and Italy to move ahead with the Lyon-Turin project. Earlier this week, France and Italy have formally agreed to go ahead with the Lyon-Turin project, which will pave the way for the construction of the 57km long base tunnel. This will form the main part of the new railway link Lyon-Turin. Both Governments signed an amendment to their 2001 Treat on Lyon-Turin and also signed a joint application for EU co-funding of the construction works to be carried out between 2014 and 2020.

"With these two steps France and Italy have taken today major decisions towards implementing this key project" says Laurens Jan Brinkhorst, European Coordinator for the Mediterranean Corridor, adding: *"Following last week's final approval of the project design by the Italian Government the Lyon-Turin project is now irreversible and this is a major success for all parties involved."*

Source: DG MOVE Website, 24/02/2015

ERFA: Noise reduction must not jeopardise competitiveness of rail

ERFA, representing new entrants on the rail market, issued a press release yesterday on the issue of noise reduction in rail freight stressing the stresses the need for workable solutions that do not jeopardise the competitiveness of the rail sector.

ERFA noted that 'the Connecting Europe Facility funding available for noise retrofitting is a start, but will not get us very far in terms of covering the costs for retrofitting, or especially the higher operational costs linked to these quieter braking systems.'

ERFA believes the financing of the noise problem must be properly addressed, taking serious account of the additional long-term costs of quieter brakes, and the danger this implies for negative modal shift back to the road. In view of the forthcoming EU Communication on rail noise, ERFA seeks to stress the added value of targeting incentivisation schemes at wagon keepers, who bear, at least initially, both the cost for retrofitting and the higher operational costs.

Direct funding for wagon keepers would result in quicker retrofitting, less administrative burden, prevent discrimination between state-owned and private operators and create advantages both for the environment and competitiveness of the rail sector.

ERFA is determined that night bans or operational restrictions for noisy wagons and trains should be avoided at all costs, which is the risk if this problem is not properly addressed, and wishes to see any future EU action designed in such a way so that it really gets to the heart of the matter.

For the full release see: ERFA Press Release, 26/02/2015

Commission asks Luxembourg to transpose EU rules on rail interoperability

The European Commission has asked Luxembourg to correctly transpose EU rules on railway interoperability (Directive 2008/57/EC), particularly regarding vehicle authorisation and the marking of rail vehicles. The directive establishes the conditions for interoperability, i.e. the compatibility of infrastructure, rolling stock, signalling and other subsystems of the rail system, within the European rail transport system; and thus enables the rail sector to compete more effectively with other transport modes. EU legislation on railway interoperability needs to be applied in all Member States to allow citizens to travel easily through Europe and to promote a safe and environmentally friendly transport mode. The legislation should have been in place since July 2010. If Luxembourg fails to react satisfactorily, the Commission may refer the matter to the EU Court of Justice. The Commission opened infringement proceedings against Luxembourg on the matter in July 2014, and a reasoned opinion is now being sent. Luxembourg has two months to reply to the Commission.

Source: European Commission, 26/02/2015

Transporting goods from Asia to the EU – What role for intermodality?

CLECAT participated on the 24th February to the debate on the role of intermodality in the transport of goods from Asia to the EU organised by the Community of European Railway and Infrastructure Companies (CER) and the Latvian Presidency. The event was a good occasion to reflect upon current obstacles preventing rail and rail-road combined transport from realising their full potential, and on possible policy measures to reinforce the competitiveness of the terrestrial Euro-Asian link against the currently dominant maritime route.

The debate focused on how the terrestrial route from Asia to Europe may constitute a viable alternative to the maritime routes (via the Suez Channel or via the Cape of Good Hope). The terrestrial route can potentially cut transit time by up to two thirds compared to the maritime alternatives. In addition, the use of rail-road combined transport can decrease energy consumption by this same proportion compared to maritime transport and significantly more compared to transporting goods by air and thus contribute to the EU environment targets and the Transport White Paper ambitions.

Deputy State Secretary of the Latvian Ministry of Transport Dins Merirands said: “While most of the traffic between Asia and Europe uses maritime routes, I believe that further development of inland transport routes would provide additional credible and competitive transport options. I also truly believe that railway transport can be more competitive both in terms of time and cost when production areas are situated relatively far from the ports, such as in China and India, and cargo is destined for southern or eastern European countries. Therefore, it is important to stress that Euro–Asian rail transport, and its intermodal combination with maritime and road transport, has already proved that it is a feasible and competitive transport option.”

CER Executive Director Libor Lochman added: “The projected increase of trade between Asia and Europe and the perspective of medium-term energy scarcity and rising energy prices urgently necessitate the development of a terrestrial alternative to maritime and air transport on the Euro-Asian axis. Rail-road combined transport and rail transport have strong assets, such as speed, safety, sustainability and energy efficiency.”

Source: CER, 25/02/2015

CUSTOMS

EU Risk Management Strategy

Commission identified in the report on ‘Customs 2020 Project group supporting analysis of the implementation feasibility for Objectives 1-2 of the EU Risk Management Strategy’, the need for high quality data on supply chain movements (Objective 1), and its proper availability and exploitation for risk management (Objective 2). These requirements are basic elements for the ENS.

The objective of the feasibility study is to analyse and recommend, more coherent, effective and cost-efficient options to achieve the Objectives 1 and 2 of the EU Strategy and Action Plan for customs risk management accommodated with appropriate IT solutions.

Imports of certain ring binder mechanisms

Commission initiated an expiry review of the anti-dumping measures applicable to certain ring binder mechanisms, currently falling within CN code ex 8305 10 00, originating in the People's Republic of China and extended to Vietnam and Lao People's Democratic Republic.

The measures currently in force are a definitive anti-dumping duty imposed by Council Regulation (EU) No 157/2010.

Source: Official Journal of the European Union, 25.2.2015.

Imports of certain rainbow trout

Commission imposed, as from 28th February 2015, a definitive countervailing duty on imports of rainbow trout (Oncorhynchus mykiss), currently falling within CN codes ex 0301 91 90, ex 0302 11 80, ex 0303 14 90, ex 0304 42 90, ex 0304 82 90 and ex 0305 43 00 (TARIC codes 0301919011, 0302118011, 0303149011, 0304429010, 0304829010 and 0305430011) and originating in Turkey.

Source: Official Journal of the European Union, 27.2.2015

Consultation on customs legislation on controls of cash entering/leaving the EU

On 27 February 2015, the European Commission opened a public consultation regarding a potential review of customs legislation on controls of cash entering or leaving the EU.

The objective of the consultation is to gain inputs regarding a review of Regulation 1889/2005 "on controls of cash entering or leaving the Community", entered into force in 2007. This regulation imposes, inter alia, an obligation for physical persons entering or leaving the European Union who carry cash or cash-equivalents of 10 000 Euro or more to file a declaration with customs or other competent authorities and enables competent authorities to temporarily hold the cash in case of non-declaration or incorrect declaration pending further investigation and possible confiscation/forfeiture after judiciary intervention. It provides for the possibility of sharing information with competent authorities in other Member States, with the Commission or with third countries under certain circumstances. Finally, the Regulation imposes Member States to provide for penalties in case of non-declaration, even if after investigation there are no indications of illicit activity. Regulation 1889/2005 does not apply to natural persons carrying cash or cash equivalents between two Member States.

On the basis of the experience related to the implementation and discussions with Member States, the Commission concluded that there may be a scope for improvement in the regulatory framework and/or the implementation procedures. The Commission therefore launched the consultation to obtain opinions of stakeholders on the different possibilities considered.

The consultation will remain opened until the 1st of June 2015. More information are available HERE. The questionnaire related to the consultation is available HERE. The answers have to be provided on an online survey available HERE.

• Rue du Commerce 77 • B-1040 Brussels • Belgium •
• tel. + 32 2 503 47 05 • fax + 32 2 503 47 52 • email info@clecat.org • url www.clecat.org •

SUSTAINABLE LOGISTICS

ENERGY UNION PUSHES FOR E-MOBILITY AND ALTERNATIVE FUELS IN TRANSPORT

The European Commission plans further steps to decarbonise the transport sector through a shift to alternative fuels and electro-mobility, according to its new ENERGY UNION STRATEGY, which was presented on 25 February.

The transport sector is responsible for a quarter of EU carbon emissions and consumes more than 30% of the EU's total energy intake. The use of alternative fuels like biodiesel, electricity, or liquefied natural gas, could increase the sector's energy efficiency and reduce carbon emissions, the Commission believes.

According to the strategy, the Commission will take steps to encourage "a gradual transformation of the entire transport system". It intends to promote the development of better infrastructures, such as refuelling and recharging stations, to help different modes of transport switch to using alternative fuels. The Commission plans to take action in order to create the right market conditions for increased deployment of alternative fuels, through a mixture of national, regional and local initiatives supported by the EU.

Other measures supporting the executive's plans to move away from fossil fuels to a climate-friendly sector include road charging schemes based on the "user-pays" principle, emissions standards for cars and vans, and a revision of the taxation of heavy goods vehicles. New legislative proposals are expected to be published throughout 2016 and 2017.

In January, a coalition of eight green NGOs sent a letter to 28 EU Commissioners asking "to plant the electrification of transport at the heart of the European Energy Union". While no concrete proposal is planned on e-mobility as part of the Energy Union strategy, other transport laws could include provisions that would have a knock-on effect. E-mobility also received the support of the EU energy ministers at their last meeting on 6 February. Many member states already provide subsidies and tax incentives to increase sales of electric vehicles.

Source: EURACTIV, European Commission strategy document

GENERAL

HOW TO ENSURE SECURITY AND CUSTOMS COMPLIANCE IN GLOBAL SUPPLY CHAINS?

PARIS SITL
International Week of Transport and Logistics

CLECAT, TLF and ESC are jointly organising a seminar on how to ensure compliance in global supply chains on Thursday 2 April at the SITL International Week of Transport and Logistics in Paris.

Three panels will discuss how customs can contribute to the secure, safe and business continuity in the global supply chain. What is needed to ensure the balance between trade facilitation and security. How to embrace digitalisation and new IT solutions whilst remaining competitive?

Confirmed speakers include Lothar Moehle, Director Air Security Standardization, DB Schenker, Damian Viccars, World Shipping Council, David Hesketh, Senior Business Officer, HM Revenue &

Customs, Jean François Auzéau, Directeur Douane / Customs Manager, Ziegler Group, Marc Huybrechts, President CLECAT.

The event is addressed to all those involved in global supply chains that will need to be ready to comply with the new Union Customs Code and the related Commission Acts applicable as from May 2016.

For more info: HTTP://WWW.SITL.EU/

European Shipping Week

CLECAT is looking forward to attend a number of important shipping events in Brussels next week including the flagship European Shipping conference to be held as part of the European Shipping Week 2015, in order to discuss issues crucial to the shipping sector. Themes under discussion include driving innovation within shipping; plugging the maritime skills gap and focusing on the important role a highly competitive and efficient shipping industry will play in Europe's future well-being.

Click HERE for the conference programme and details of the high level speakers.

CLECAT will also attend EBU's Inland Waterway Transport (IWT) Event 2015.

To view the program and register click here .

FORTHCOMING EVENTS

CLECAT MEETINGS:

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 Glattburg

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

EBU Inland Waterway Transport Event 2015, Brussels

- 3 March 2015 at 14:30-17:10

European Shipping Week Conference, Brussels

- 4 March 2015

22nd Meeting of the EU-U.S. Transport Security Cooperation Group, Brussels
- 5-6 March 2015

Hearing on the White Paper on Transport EESC
- 6 March 2015

ELP event on digitalisation of Transport
- 17 March 2015

ERFA Conference and dinner
- 24 March 2015

CLECAT/TLF/ESC Seminar - How to ensure Security and Customs Compliance, SITL, Paris
- 2 April 2015

ITS Conference 2015: A Digital Strategy for Mobility: from capacity to connectivity, Brussels
- 24 April 2015

40th Plenary Meeting of the Trade Contact Group
- 24 April 2015

iCargo Final Event, Transport Logistics Trade Fair, Munich
- 6 May 2015 at 12:00-17:00

ITF Summit Leipzig
- 27-29 May 2015

European Parliament

EP TRAN Committee
- 16 March 2015 (afternoon)
- 17 March 2015 (morning and afternoon)

Council (Lithuanian Presidency)
- Transport Council, 13 March 2015
- Transport Council, 11 June 2015.