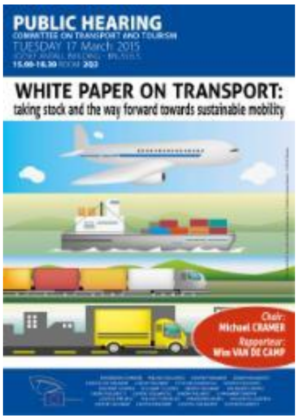
CLECAT european voice of freight logistics and customs services •

Newsletter Issue 10 / 13 March 2015

NEWS FROM BRUSSELS

COMMISSION LAUNCHES CONSULTATION ON THE 2011 WHITE PAPER ON TRANSPORT

The European Commission has launched a public consultation on a mid-term review of the 2011 White Paper on Transport. The consultation aims at assessing the progress in implementation of the 2011 White Paper and identifying key challenges for transport policy, as well as providing suggestions for refocusing the strategy in the next year. After analysis of the contributions a summary report will be published on this webpage. The contributions will feed into the stock taking of the 2011 White Paper on Transport.



The consultation itself, as well as a background document, can be found HERE (deadline for response s 2nd June 2015 – the consultation will last for 12 weeks). The TRAN Committee will hold a hearing on 17.03.15 from 15:00-18:30.

The TRAN Committee of the European Parliament will hold a hearing on 17.03.15 from 15:00-18:30 The working document of the Rapporteur Mr van de Camp is available HERE. Three panels of experts have been invited to make the presentations. The event can only be followed by WEBSTREAMING. CLECAT will publish its position paper early next week.

CLECAT INSTITUTES MEET FOR WIDE RANGE OF DISCUSSIONS

The CLECAT Supply Chain Security, Air Logistics, Maritime Logistics and Sustainable Logistics Institutes met in Brussels on 10-11 March.

The Supply Chain Security Institute discussed a range of issues across transport modes, including the European Commission's plans to allow forwarders access to the EU database of validated supply chain entities, where the European Commission policy officer for air cargo security, Francesco Faiulo, briefed delegates on developments. Updates were also received with regard to the EU's customs security measures for maritime and air cargo. A discussion was held regarding cybersecurity threats in maritime transport, where the electronic bill of lading has been identified as a key vulnerability in the supply chain. Members were also updated on the EC project on cargo theft, while PIFFA presented their "Vademecum of a Secure Forwarder". Jens Poggensee, nominated by DSLV, was elected Vice-Chair of the Institute.

The Air Logistics Institute discussed numerous developments in air transport, including Cargo 2000, eFreight, regulatory developments (open skies, slots) and possible future strategic issues for the air cargo industry. TLF gave a presentation on issues encountered at Paris Charles de Gaulle airport with regard to submission of e-Air Waybills through the French national cargo community system.

At the Maritime Logistics Meeting the secretariat provided an update on the latest status of the EU's proposed Ports Regulation, where the European Parliament is still resume its work on the proposal, as the Parliament's rapporteur wishes to ensure a link with state aid reform. Members also discussed the implementation of the IMO regulation on container weighing, and discussed the European Commission's current consultation on the Mid-Term Review of the EU Maritime Transport Strategy. Maurizio Fasce, nominated by FEDESPEDI, was elected Chair of the Institute.

The Sustainable Logistics Institute discussed work towards establishing a global methodology for calculating the carbon footprint of freight transport, as well as the EU's 2030 Energy and Climate Strategy and Energy Union Strategy. Presentations were given by Erik van Agtmaal of 4Benefit on EU Energy Efficiency Audit requirements, and by Christine Buck of ACEA on vehicle manufacturers' proposals for a pan-industry strategy to reduce road transport emissions. Joakim Stoppenbach, nominated by SIFA, was elected Vice-Chair of the Institute.

MAIN RESULTS OF THE TRANSPORT COUNCIL OF TODAY 13TH MARCH

Railway market opening and governance
The Council held a public policy debate on two proposals to **improve rail services** in the EU (fourth railway package). The proposals aim to **liberalise passenger services** and **strengthen the governance of railway infrastructure**. "Today's productive debate will help us to move forward to foster the performance and competitiveness of the European railway sector. We aim at reaching a general approach on both proposals by the end of our presidency", said Anrijs Matīss, the Latvian Minister for Transport, who chaired the meeting.

Watch the railway debate

Transport policy and growth and jobs
Ministers also discussed ways in which **transport policy** can boost **competitiveness, growth and jobs**. Ministers considered, among other things, how the EU transport network could be made more effective in the context of increasing global competition. "The EU transport industry directly employs more than 10 million people and accounts for about 9% of GDP. Growth, jobs and investment are generated by increased internal mobility and more effective external links", said Minister Matīss. Ministers' views will be summed up in a joint synthesis report, which will be submitted to the March European Council as part of the annual European Semester process.

Forthcoming ASEM transport ministers' meeting
Under any other business, the presidency briefed ministers on the third **ASEM transport ministers' meeting** on the development of Euro-Asia transport connections. The meeting will take place in Riga on 29-30 April.

Aviation
The presidency also briefed ministers on the outcome of the conference on **Remotely Piloted Aircraft Systems (RPAS or drones)** in Riga on 5-6 March 2015. "There is an emerging market of RPAS. We need to create a favorable investment climate and clear rules to further develop the drone industry in Europe to maintain its leading position", said Minister Matīss. Aviation issues - in particular the role of **aviation as a key driver for economic growth** - were also the topic of ministers' working lunch. The debate will contribute to the preparation of the Commission's upcoming Aviation package.

Open letter to Transport Ministers

CLECAT, ERFA, EPF, ESC, T&E and UIRR have send an OPEN LETTER to Transport Ministers meeting in Brussels today calling on them to push through important changes to the Market Pillar of the 4th Railway Package. The main message is that simple changes to the rail sector will help the transition from monopoly service provider to a rail sector that is attractive, innovative and dynamic.

More particularly the associations draw the attention to the following:

- More cooperation and coordination in the rail sector - the Coordination Committees, as envisaged by the original proposals in the 4th Railway Package, will bring together all the users, including the customers of the rail network to work together with the infrastructure manager in improving the performance and customer-orientation of the rail network.
- A real level playing field for those that play by the rules - It is important that Member States are able to protect their own operators from unfair competition.
- An infrastructure that supports efficient rail services - It is vital that customer choice should not be undermined by the structure of the railway sector.

The text of the letter is available here

Associations warn against risks of shifting CEF money to EFSI

A few days prior to the Transport Council a group of EU transport associations, including the European Sea Ports Organisation, the European Federation of Inland Ports and the Community of European Railway and Infrastructure Companies submitted an Open Letter to Transport Ministers to voice their concerns on the way the European Union is tackling transport infrastructure financing and development.

The full text of the letter can be downloaded here

Breakfast meeting with transport stakeholders in view of LUX & NL Presidencies

CLECAT and other European Stakeholder organisations were invited this morning to a breakfast meeting organised by incoming Luxembourgeois and Dutch EU Presidencies at the Dutch Permanent Representation to the EU. Ministers, Mr. François Bausch, Ms. Melanie Schultz van Haegen and Ms. Wilma Mansveld were present and participated in the lively table discussions on a broad range of issues.

The minister confirmed the interest of the Netherlands in smarter regulation, innovation, smart cities and sustainable logistics. The EC should be more than a 'regulation machine' and support best practices. Mr Bausch from Luxembourg announced that the workprogramme of his Presidency will be prepared with the Commission in April but that a number of initiatives are already planned such as an informal council on the 7th October and a debate on social dumping.

(Picture Dutch Transport Minister Melanie Schulz opens the meeting from Patrick Verhoeven)

ROAD

European Parliament backs deal to make lorries Safer and Greener

The EP approved rules on 10th March that allow manufacturers to increase the length of lorry cabs if this improves road safety and environmental performance. These rules were agreed informally by the Italian Council Presidency and Parliament negotiators last December. The changes to the Weights and Dimensions Directive approved by Parliament allow manufacturers to use new designs for lorries, which may exceed current weight and length limits if they improve overall environmental and safety performance. Road safety and fuel efficiency will be increased by:

- more rounded lorry cabs would increase the driver's field of vision making it easier to see vulnerable road users, such as cyclists, and reduce drag;
- a deflective shape would reduce the impact of collision;
- an additional weight allowance (up to 1 tonne) for alternative fuel powertrains/engines would encourage take-up of greener technologies;
- aerodynamic flaps added at the rear of the lorry would help cut fuel consumption and emissions.

Other improvements:

- more efficient freight transport: an additional length allowance (15cm) for the intermodal transport of 45-foot standard containers would ease goods deliveries using several modes of transport;
- stricter enforcement of weight limits and better information for the driver: Member States should take specific measures to identify vehicles that are likely to have exceeded the relevant weight limits; data in on-board weight sensors should also be made available to the driver.

The new rules also provide for the Commission to review the directive three years after national rules are in place. Member States have to put relevant national rules in place within two years of the entry into force of the revised directive. The text now has to be formally approved by the Council of the European Union.

Source: EP press release

CLECAT/TLF Seminar in Paris ' How to Ensure Security and Customs Compliance'

CLECAT, TLF and ESC are organising a Seminar entitled "Global Supply Chains in Air and Sea Freight: how to ensure Security and Customs Compliance?" at the SITL on April 2 in Paris.

The programme will consist of three main panels:

- Global Supply Chain: understanding and adapting to dramatic change 2015/2020
- New models: the submission of advance safety and security declarations
- Innovate and collaborate to win competitiveness and security: the CORE Project example

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 and others.

For the full programme CLICK HERE

MARITIME

K+N AND MAERSK EXCHANGE ON SHIPPING RELIABILITY

The head of the world's largest sea freight forwarder has called for ocean carriers to offer better quality services just as the biggest container line has stopped providing a premium product because customers were not prepared to pay higher rates.

In the keynote address to the TPM conference in Long Beach, Kuehne+Nagel International board chairman Karl Gernandt said lines had concentrated too much on lowering costs through alliances and larger ships, savings which are then passed on to customers through "discounted" services rather than on providing a higher level of service at undiscounted or premium rates.

Speakers at a shipper panel during the same event, from companies such as Estee Lauder, Dow Corning and Nexteer Automotive, indicated that service quality was more important than price when negotiating contracts with ocean carriers. Likewise, Gernandt said it was time for carriers to offer more choice of services, priced according to quality. "The current reliability arrangement seems to work for many customers and much of the cargo that moves. However, there needs to be a higher service choice. I'm not saying that the current level of service needs to end," he told delegates.

Yet just hours after Gernandt made his plea, Maersk Line chief executive Søren Skou publicly confirmed for the first time that its premium-priced Daily Maersk product, which included compensation payments to customers if delivery times were not met, had been withdrawn because it had not been commercially viable. Daily Maersk had provided daily cargo cut-offs at specified ports in Asia and guaranteed arrival times in Europe. Gernandt compared carriers' schedule reliability with the performance standards of his own company. K+N has key performance indicators that include reliability, which are always 90% or higher. "On the other hand, carrier schedule reliability generally ranges from 65% to 85%... in good years," he said.

His views on better quality or more bespoke container services were echoed by former Clarksons director Martin Stopford who said the industry's current business model, based largely around bigger ship sizes, had not produced good returns. The net profits of seven liner companies with revenues of about $75bn averaged $1.5bn a year between 1996 and 2011, he calculated, representing approximately 2% of turnover. "I believe that tomorrow's world would benefit from more differentiated container services," said Dr Stopford.
Source: LLOYD'S LOADING LIST

MCA ISSUE CONSULTATION ON CONTAINER VERIFICATION

The Maritime Coastguard Agency (MCA) has issued a consultation document for the UK implementation of the revised provisions of SOLAS VI Chapter 2, which requires the verification of the gross mass of packed containers from 1 July 2016. The MCA consultation document can be viewed on the website of the British International Freight Association - BIFA. BIFA highlight two specific questions of note within the consultation document:

- How many companies would seek to apply for validation in order to be approved to use Method 2, as defined I the Guidance Notes?
- Is two years an appropriate period of validation for the use of Method 2?

For more information please click here
Source: BIFA News, 4/03/2015

SHIPPING INDUSTRY MUST SUPPORT CO2 TARGET FOR SECTOR, SAY TRANSPORT GROUPS

The Clean Shipping Coalition (CSC) is calling on shipping industry leaders to support a carbon emissions reduction target for their sector. The CSC, the global NGO coalition campaigning for cleaner shipping, said that as the only remaining major economic sphere yet to tackle its carbon emissions, shipping must act urgently to do their part to keep the global temperature increase below 2 degrees. Last year's third International Maritime Organisation study on greenhouse gas (GHG) emissions predicted shipping emissions to grow up to 250% by 2050, threatening to undermine other initiatives to keep global warming below dangerous levels. The CSC wrote to seven industry groups, and in addition to a target, is calling on them to work with EU Member States and others attending the IMO's environment committee (MEPC 68) session in May this year for an early agreement on mandatory fuel-burn reporting for ships.

The CSC also called on industry groups to push for transparent reporting of ships' energy performance. This information will enable shipping users in Europe and worldwide to identify the most efficient ships and practices, leading to increased competition, fuel savings and emissions reductions, and a level playing field for all players. CSC President and Senior Policy Advisor at Seas At Risk John Maggs said: 'Shipping industry groups are on record as supporting efforts to promote sound environmental stewardship, but now they must deliver by pushing for both an emissions cut target and the measures to make it happen. They must join with other industry organisations and IMO Member States to publically support this approach and seek these measures at IMO and in time for Paris.'

Last year's GHG study by the IMO found that projected growth in demand for shipping will wipe out any improvements in ship efficiency. The European Commission last month said a climate deal in Paris later this year must cover 100% of emissions in all sectors, including shipping. The CSC letter and the IMO study can be downloaded HERE.

PARLIAMENT IS 'CRITICAL PLAYER' IN NEW EU PORT SERVICES REGULATION

In an article in the Parliament Magazine, the rapporteur on the port services proposal, Knut Fleckenstein MEP, sets out his views on the current status of the proposal. The Council adopted its position on the proposal in October 2014, while the Parliament has still to do so, having been delayed by the 2014 elections.

However, Mr Fleckenstein states that the political changeover is not the only reason for the Parliament's slow pace. Confirming the position he stated when CLECAT met with him in December 2014, Mr Fleckenstein notes that from the beginning, he has stressed the link between the port services regulation and EU state aid rules. "The legal uncertainty regarding state aid rules in the port sector is a high concern for us. I am not prepared to make any decisions on the regulation without a signal from the commission as to what approach it plans to take in terms of state aid. We need a solution that secures investments for a sustainable port infrastructure, which is essential for ports to operate properly", he says in the article.

Mr Fleckenstein also raises concern at the liberalising elements of the proposal's market access chapter, even with cargo handling removed. He further notes that there may be a possibility of the market access chapter being deleted entirely and the eventual legislation focusing primarily on

transparency. Mr Fleckenstein says "I am in full support of regulating financial transparency requirements at European level. Often cited as the prerequisite for sector specific state aid rules, I am committed to finding a solution that provides clarity about the structure of port service charges and transparency for infrastructure charges. It goes without saying that ports need to be transparent when it comes to the involvement or use of public money."
The full article may be found here: The Parliament Magazine, 24/02/2015

Commissioner Bulc's speech at the European Shipping Week

The speach made by Transport Commissioner Violeta Bulc at the European Shipping Week Conference is now available (HERE.) The Commissioner highlighted that Europe needs a top-quality shipping sector that can compete internationally. Shipping in fact must remain at the forefront of innovation to stay competitive. Commissioner Bulc underlined that to improve the competitive environment for shipping she will push hard for simplified reporting formalities and interoperable IT solutions. Digital solutions play a key role for simplifying procedures. She stressed that digitalisation of maritime transport is a key to better integrate maritime transport into the logistic chain. For this reason, the digitalisation of maritime transport and of transport and mobility in general will be one of her priorities. The Commission will work hard to see the International Maritime Organisation develop global rules which serve European interests.

The Commissioner repeated her ambitions to strengthen the competiveness of the EU shipping industry in an interview with the **Parliament Magazine** - explaining that she and her team are "particularly active on four fronts: administrative simplification, improving the environmental performance of the sector, giving financial support to infrastructure and innovative logistics services, and promoting the seafarer profession". The Slovenian commissioner says, "Today, vessels sailing between EU ports encounter a significant number of complex procedures. On 1 June 2015, a directive on so-called reporting formalities will come into force. This directive will simplify and harmonise the administrative procedures imposed on ship masters and shipping companies, by abolishing paper submissions and introducing the principle of 'reporting only once' through the establishment of national single windows".

The full article is available here

RAIL

Support programs for investment in last mile infrastructure for rail freight

The Directorate General for Mobility and Transport (DG MOVE) has appointed a Consortium of consultants formed by **PricewaterhouseCoopers (PwC),** as main contractor, together with **Panteia, Hacon** and **CER** to conduct a study on *support programmes for investment in last-mile infrastructure for rail freight*.

Within the study, the European Commission is launching a stakeholder consultation, designed to help the Commission and the Consortium gather valuable information on existing dedicated support-programmes and instruments in European countries. The consultation will also focus on other programmes and instruments at EU and national level which have been or could be used for investment in last-mile infrastructure. Additional incentives and supportive conditions are also part of the scope of the consultation. The deadline for the completion of the survey is **30 April 2015.**

To access the questionnaire click here

AIR

GLOBAL AIR FREIGHT PRICES RISE DUE TO FUEL SURCHARGES

Hong Kong-based AAA Advisory ("Triple A") has published in its recent monthly Fuel Surcharges Monitor that shippers paid in 2014 on average 41.7 points higher fuel surcharges globally than back in 2010. Different to the average freight rates that have been eroded since then by minus 4.2 points, the increasing fuel surcharges caused an overall "all-in price" increase in 2014 of 32.3 points for the shippers of global airfreight goods.

"And this is only the tip of the iceberg, because of the changing billing method from charging the actual shipment weight to now charging the dimensional weight as most recently introduced in Japan and in South Korea varies by country, market and carrier," said Dirk Steiger, CEO of Triple A.

"Some of our clients, in particular shippers of light weight but large packaging hi-tech commodities or pharmaceutical goods that cannot be co-loaded in a consolidation, have been hit even harder than the above figures indicate," Steiger stated. "While in the past forwarders have been able to move urgent shipments as direct loads at attractive prices, there's now often no more real alternatives to consolidated shipments to retain pricing on a reasonable level, but bearing all the known risks such as longer time in transit, etc." "There are still plenty of tons of air freight every single day where the value of the goods does not necessarily justify the high expenses of air freight shipping plus an extra from too high surcharges, but this volume is needed by the air carriers and capacity providers to keep their massive capacity filled up reasonably."

On top, the administration has become extremely difficult because surcharges are different in almost any market, by currency, by distance, by carrier and whether price per kilogram is charged on actual or dimensional weight. "For a large multinational shipper (as well as their freight forwarders), the administration has become a true nightmare, resulting in the fact that these shippers are looking more and more for alternatives". Of course, forwarders have tried to be as creative as possible in continuing long-term fixed-price contracts but this will become increasingly difficult for them. Maybe the task of Emirates will now set a trend in going back to so-called "all-in prices". However, so far it's uncertain if most of the other cargo carriers are planning to follow suit, willing to change their current pricing models to become more transparent and consumer friendly."

The Fuel Surcharges Monitor (FSC.M) is published since 2008, covering approx. 90 per cent of all global airfreight traffic conveniently in single currency and aggregated onto 27 key trade lanes. It helps to find suitable and easy-to-administer arrangements for frequent airfreight shippers and their service providers. The publication is updated monthly and widely supported by major forwarders.
Source: CARGOFORWARDER GLOBAL

IATA CALLS FOR FURTHER ACTION ON 'THREE VITAL ASPECTS OF CARGO BUSINESS'

The International Air Transport Association (IATA) has called for further action on what it considers to be three vital aspects of the air cargo business: transitioning to paperless freight processes, a focus on global handling standards for pharmaceutical freight, and tough action to ensure the continued safe transportation of lithium batteries by air. "Air cargo has had a challenging few years. 2014 saw the first significant boost in volumes since 2010, a trend we expect to continue this year. Revenues, however, are still down from the 2011 peak, and yields are falling for the fourth straight year. I am a cargo optimist. But business improvement will only come by constantly improving the value of cargo. There is a long haul ahead to recapture lost revenues, nevertheless the prospects for the future are bright because the industry is really starting to act strategically and plan for the future," said Tony Tyler, IATA's Director General and CEO at the opening of the 9th World Cargo Symposium in Shanghai, China.

The transition to paperless freight finally saw lift-off in 2014, he said as the industry exceeded 24% global e-Air Waybill (e-AWB) penetration. Key to the improvement was enhancing collaborative work across the air cargo chain and with customs authorities. A growing number of routes around the world now have the necessary regulatory approval, including, from November 2014, Shanghai.

"We still have work to do to help businesses transition, but there has been a big change in the mentality of the industry. We can now look ahead and plan for the digitization of other air cargo documents, through a collaborative industry approach." The industry is aiming to achieve 45% e-AWB penetration in 2015 and 80% in the following year.

Secondly, global handling standards for pharmaceutical goods will be an essential step towards air cargo improving its share of the US$60 billion a year pharma logistics market. The industry needs to meet customer demands for the integrity of their goods, while complying with increasing amounts of regulation from global authorities, Tyler underlined.
Thirdly, the continued safe transportation of lithium batteries remains a key concern for the industry. *Source:* *LLOYD'S LOADING LIST*

CUSTOMS

MODERNISING CROSS-BORDER VAT

CLECAT participated to the meeting organised by DG TAXUD, on modernising cross-border VAT for business to consumer e-commerce on 9th March. The Commission made a presentation on how it envisages to modernise VAT rules regarding importation of small consignments (below 150 EUR). The objective is to remove the VAT exemption threshold on the importation of small consignments, due to the distortion it creates with domestic and intra-EU trade.

IMPORTS INTO THE UNION OF MOLYBDENUM WIRE

The European Commission has notified that an investigation is initiated in order to determine if imports into the Union of molybdenum wire, containing by weight at least 99,95 % of molybdenum, of which the maximum cross-sectional dimension exceeds 4,0 mm but does not exceed 11,0 mm and currently falling within CN code ex 8102 96 00 (TARIC code 8102960020) originating in the People's Republic of China, and if imports into the Union of molybdenum wire, containing by weight 97 % or more but less than 99,95 % of molybdenum of which the maximum cross-sectional dimension exceeds 4,0 mm but does not exceed 11,0 mm and currently falling within CN code ex 8102 96 00 (TARIC code 8102960040) originating in the People's Republic of China, are circumventing the measures imposed by Implementing Regulation (EU) No 511/2010.
Source: OFFICIAL JOURNAL OF THE EUROPEAN UNION, 11.3.2015.

IMPORTS OF TUBES AND PIPES OF DUCTILE CAST IRON

On 11th March, the European Commission initiated an anti-subsidy proceeding concerning imports of tubes and pipes of ductile cast iron (also known as spheroidal graphite cast iron), originating in India.
Source: OFFICIAL JOURNAL OF THE EUROPEAN UNION, 11.3.2015.

GENERAL

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

TT CLUB WARNS OF CONCENTRATION OF CAUSES OF CLAIMS IN THE TRANSPORT INDUSTRY

The TT Club has warned the global supply chain industry that there is a persistence of claims in a number of loss types. The leading international transport, freight and logistics insurance provider found that 66% of its claims by number and 62% by value over a five year period can be categorised into just five causes.

The analysis, which was conducted on 7,000 insurance claims each costing more than USD10,000 recorded between 2010 and 2014, totalling USD425 million, revealed that the same five generic causes identified in its previous five year analysis continue to disrupt and cost dearly. The TT Club draws particular attention to the continuing concentration of these causes, rather than the ordering of each individual cause since these proportions can be volatile, especially in terms of headline claim value.

Peregrine Storrs-Fox, Risk Management Director at the TT Club, says, “Risk management and loss prevention initiatives really can be effective in reducing not only losses, but also the largely hidden costs of disruption that ensues. There are many prevention strategies and actions that can be put in place to reduce costs and occurrence of claims, and these should be of paramount importance for the transport industry”.

It is notable that traffic accidents and collisions are significant through the transport industry, firstly outside the port/terminal area, where the cost is USD68 million, but also similar incidents within the port/terminal operations, accounting for a further USD57 million in the statistics. Thus, the entire industry – represented by freight forwarders, logistics operators, container shipping lines, and ports and terminals – are exposed. The detailed causes may be varied, but it is striking that these broad causes dominate. The biggest issues for collisions within cargo handling operations continue to be quay crane boom to ship collisions and overall stack collisions. In these instances, emerging technologies can almost eliminate the risks, particularly where combined with automation.

The remainder of the top five causes include theft, fire and cargo packing. Theft accounts for USD54 million, where the most vulnerable part of the supply chain, unsurprisingly, is whilst cargo is in transit, although standard site security measures continue to prove critical to reduce theft. A clear emerging risk is cybercrime as internet capabilities are used increasingly to identify, track and intercept cargo. Top five most costly insurance claims made by freight forwarders, logistics operators, container shipping lines, and ports and terminals:

- Traffic accidents USD68 million (16.1%)
- Handling equipment collisions USD57 million (13.5%)
- Theft USD54 million (12.7%)
- Fire USD44 million (10.5%)
- Cargo packing USD41 million (9.8%)

Source: BIFA News, 26/02/2015

FORTHCOMING EVENTS

CLECAT MEETINGS:

Road Institute/Joint meeting with FIATA

- 17 March Glattbrug

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

ELP event on digitalisation of Transport

- 17 March 2015

FIATA Headquarters, Zurich

- 18-21 March

ECG Conference and dinner

- 24 March 2015

ERFA Conference and dinner

- 24 March 2015

GLEC Multi Modal Action Group Meeting, Schiphol Airport

- 31 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.