european voice of freight logistics and customs services •

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NEWS FROM BRUSSELS

CLECAT OUTLINES ITS POSITION ON THE WAY FORWARD FOR EU WHITE PAPER

MEP Wim van de Camp, Rapporteur of the TRAN Committee in the European Parliament on the implementation of the 2011 White Paper on Transport: taking stock and the way forward towards sustainable mobility (2015/2005(INI)) has published his draft report which will be presented in the next TRAN meeting on 14.04.15. He stresses that the mid-term review of the White Paper should maintain the level of ambition of the goals set in 2011. The report contains a set of actions that need to be taken to achieve those goals.

The draft report of Wim van de Camp is available **HERE**.

Timetable for European Parliament on the White Paper:

- Deadline for amendments 20 April 2015
- Vote in TRAN Committee 28 May 2015
- Vote in plenary July 2015

SUCCESSFUL CLECAT/TLF/ESC EVENT AT THE SITL 2015 ON CHANGES IN CUSTOMS RULES

CLECAT, TLF and ESC organised a successful event yesterday 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 panel started with an outline on the major changes in EU and global customs that are expected to impact on the global supply chain in the coming years. The Commission regulations for the implementation of the UCC are scheduled to be adopted in May so that they, in principle, can take effect as of May 1, 2016.

It followed by a debate on the submission of advance safety and security declarations and the impact this will have on business. The European Commission has been working to rewrite the European Union’s advance cargo data reporting requirements for quite a while. CLECAT and ESC supported the WSC in their strong opposition to the Commission’s proposal to require the identity of the buyer and seller of goods being imported into the EU to be a part of a carrier’s ENS filing. Unfortunately, the serious concerns raised about the proposal so far has been unsuccessful to date. The Commission regulations for the implementation of the UCC are scheduled to be adopted in May so that they, in principle, can take effect as of May 1, 2016.

The last session discussed the need for innovation in logistics and demonstrated some very practical cases which are currently tested in the CORE project.

Mr Marc Huybrechts spoke about the impacts of all these dramatic changes on the profession of the freight forwarder and customs agents. With the new customs code that amount of data will go up rather than down, especially for freight forwarder who in the future will be allowed and required to file parts of the security entry summary declarations. The days are over that freight forwarders or Logistic Service Providers were thinking in terms of “transport hardware” with the focus most of all on the physical movement. Their real job today starts when a shipper calls them to the drawing board and when they start thinking together about solutions for their supply chain. So where is the innovation? The innovation is in more and better collaboration.’

ROAD

SAVE THE DATE – HEARING ON SOCIAL ISSUES ON ROAD TRANSPORT

The TRAN Committee of the European Parliament is organising a hearing on the road haulage market and its social dimension, including the impact on safety. The hearing will take place on 5 May 2015 at 15:00.

CLECAT as the association of the "users" of the road haulage market has been invited to talk about the position of the freight forwarders during this event.

SAVE THE DATE - "DRIVING ROAD DECARBONISATION FORWARDS", 18 JUNE 2015

European Commissioners Arias Cañete, Bieńkowska and Bulc, responsible respectively for Climate and Energy, Industry and Transport, are holding a high-level conference in Brussels on 18th June to discuss the next EU level actions on road transport decarbonisation. CLECAT is invited to join the debates.

Road transport provides vital functions for European society. At the same time it is responsible for around a quarter of the EU's final energy consumption and about a fifth of its CO_2 emissions.
The importance of the sector has meant that the decarbonisation of road transport is challenging. The European Council in its conclusions of October 2014 invited the Commission "to further examine instruments and measures for a comprehensive and technology neutral approach for the promotion of emissions reduction and energy efficiency in transport, for electric transportation and for renewable energy sources in transport also after 2020". The Commission's Energy Union Communication identifies a series of actions to be taken in this field in the coming years.

MARITIME

ASIA-EUROPE TRADE FORECASTS MAKE FOR GRIM READING FOR BOX LINES

Worrying signs of a major disconnect between supply and demand on the Asia – North Europe trade lane comes from the latest Global Port Tracker: North Europe Trade Outlook which predicts ocean freight growth in 2015 at below 3% year-on-year on the route. Combined with Alphaliner’s estimate of a 9.1% capacity hike on the lane, it will exert significant extra pressure on spot freight rates that have already plunged by more than 50% since the beginning of the year. Capacity growth is being fuelled by the injection of 50 ultra-large container vessels (ULCVs) during the year as shipping lines scramble to operate ships with the lowest unit cost. With a general acceptance by carriers that freight rates will for the foreseeable future at best maintain the status quo, lines are backed into a corner and have no other option than to cut costs further; hence the mad rush to deploy the ULCVs.

But these behemoths must be filled week after week to achieve savings, and the Global Port Tracker report will not be an encouraging read in the boardrooms of Asia – Europe carriers. According to its trade outlook calculations, the first half of 2015 is projected to be flat for Asian imports to North European ports and show only a 1.8% gain for exports, compared to the same period of the previous year. Growth will re-emerge in the second six months, predicts the report, but nevertheless for the full year this would result in just a 2.1% increase for the headhaul trade to 15.3m teu, and a slightly better 2.6% growth to 12.3m teu on the back haul.

Joint author of the report, which tracks cargo volumes at six North European ports, Ben Hackett commented that it was uncertain why increased consumer confidence in European states was not translating into increased expenditure on goods. "It is unclear why the consumers are not yet ready to go on a shopping spree," said Mr Hackett, "Perhaps it is the unpredictably of domestic politics…or the uncertainties of the situation in Ukraine," he suggested. Mr Hackett also opined that globalisation may now have reached an equilibrium whereby only a few industries are still moving sourcing and output to Asia. He argued that there was evidence of more investments in Eastern Europe – closer to end markets. "These are changes that the container shipping industry needs to take into account when they consider their investments in additional capacity," said Mr Hackett. Nonetheless, the 'race to the top' of the biggest containership league by Asia – Europe container lines shows no sign of letting up, as the players prepare to go all in at the 'casino' with big vessel orders. In fact, the carriers that can find the money of some $150m per ship are queuing up to place orders at South Korean or Chinese yards. This was in evidence this week in confirmations from CMA CGM and OOCL that they were following Japanese carrier MOL in placing orders for ships of 20,000 teu plus.

Source 04.02.2015 Loadstar

PANEL DISCUSSION ON DIFFERENTIATED PORT INFRASTRUCTURE CHARGES

CLECAT will participate in a panel discussion organised by the European Commission DG MOVE on April 27 on differentiated port infrastructure charges to promote environmentally friendly maritime transport activities and sustainable transport. The panel will review and discuss the methodology and preliminary results of a study launched by the Commission to analyse the application by ports of differentiated port infrastructure charges based on environmental or sustainability criteria. The discussion will aim at integrating stakeholders' views and needs into the development of the further research work.

EU TO CO-FINANCE GREENER AND SMARTER CARGO MANAGEMENT FROM ROTTERDAM PORT

The EU's TEN-T Programme will support with nearly €570,000 the pilot launch of an IT solution helping to match truck schedule in Rotterdam port. The new tool Boxreload is expected to reduce the number of lorry journeys leading to environmental and business benefits.

Road hauliers carrying goods often travel one way with empty containers. Managing better the truck schedule, especially for SMEs, to match freight journeys would most likely lead to cuts in freight operating costs, fuel usage, and ultimately carbon emissions. It will also contribute in reducing traffic in port congested areas.

The aim of this project is to test Boxreload, an IT freight tool, on competing hauliers operating in the Rotterdam area. The tool's effectiveness will be assessed in terms of business sustainability, empty journeys and CO_2emissions saved, and the results will be widely shared in the transport industry.

Previous studies have already demonstrated that the solution works from a technical perspective and has business benefits. A pilot deployment is now required to further define the solution, demonstrate its commercial viability on a larger scale and facilitate deployment in other locations.

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

Source: DG Move Newsletter, 25/03/2015

TEN-T: EU-supported Italian and Spanish ports to test 'greener' equipment

The EU's TEN-T Programme will support with €3.1 million a project to test energy-efficient and emission-reducing equipment in the ports of Valencia (Spain) and Livorno (Italy). The project aims to establish examples of best practice in smart energy management and in use of alternative fuel in European ports.

The European project consortium led by Valenciaport Foundation plans to pilot nine real-life trials of last generation port container machinery and energy management systems to reduce pollutant carbon emissions and to increase the energy efficiency in both ports.

Specifically, the two year-long initiative will focus on implementing a smart energy management system including dynamic (on-demand) lighting for the whole container terminal and on adapting equipment such as cranes and tractors to alternative fuels LNG and electricity.

The new system is expected to reduce significantly the current energy consumption in the port container terminals. For example, the piloted crane could use up to 50% less fuel than a standard full diesel crane, and the dynamic lighting could reduce the energy consumption at the port by 30% .

The pilot results will be made public in five communication events organised throughout the duration of the project. In addition, standards and policy recommendations based on the project results will be defined to encourage the adoption of these technologies by a critical mass of port container terminals in the EU.

The project was selected for €3.1 million funding with the assistance of external experts under the TEN-T Annual Call 2013, priority 'Measures to promote innovation and new technologies for transport infrastructure'. 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: DG MOVE Newsletter, 24/03/2015

RAIL

INFORMATION ABOUT LAST MILE INFRASTRUCTURE FOR RAIL FREIGHT

The structure of the European rail freight market has profoundly changed over the past decades and road competition is further increasing. This situation is particularly challenging for last-mile operations. An easy and quick access to information about last-mile infrastructure for rail freight would improve service planning, in particular across borders.

DG MOVE has therefore taken the step to support the market with a customer-oriented web-based portal offering all the necessary information on last-mile infrastructure, be it terminals, industrial sidings, stations, shunting yards etc. through the study on "User-Friendly access to information on last-mile infrastructure for rail freight" (Contract MOVE/B2/827-2013). Project partners are HaCon and UIC supported by UIRR, Triona and IT Kreativa. In the context of this study two stakeholder workshops are organised in order to assess market needs or constraints as the case may be but as also information accessibility. As mentioned by Mr Troche, DG Move, in his introduction, the workshops will help identify user needs, supplier needs, as well as potential constraints that may be faced in the development of a pilot information portal. The first workshop was very fruitful with very concrete output. It was attended by all representatives of the logistic chain. An initial long list of needs was established which will form the basis of an online questionnaire that will complement the information gathered through the workshops. The second workshop will take place in Budapest on 21 April.

CLECAT members who are interested in joining the meeting are invited to contact the CLECAT secretariat.

CUSTOMS

EU CUSTOMS COOPERATION WITH GEORGIA, REPUBLIC OF MOLDOVA AND UKRAINE

On 1 April 2015, the European Commission (DG TAXUD) opened a new webpage dedicated to the Association Agreements signed between the EU and Georgia, Moldova and Ukraine in 2014. The webpage provides the complete Association Agreements and the agendas describing the agreed priorities for the period 2014-2016.

The Commission also published the Strategic Frameworks endorsed by the EU together with Georgia, Moldova and Ukraine. These Frameworks are the basis for the customs cooperation between the EU and these countries. They are based on priorities such as safe and fluid trade lanes, risk management and fight against fraud, and investment in customs modernization.

The medium-term priorities for Georgia, Republic of Moldova and Ukraine will be accession to the Regional Convention on pan-Euro-Mediterranean preferential rules of origin, the Convention on a common transit and implementation of the Authorised Economic Operator schemes.

See also DG TAXUD's WEBPAGE on the Customs cooperation with Georgia, Republic of Moldova and Ukraine.

GENERAL

REGISTRATION NOW OPEN FOR 2015 SUMMIT ON "TRANSPORT, TRADE AND TOURISM"

The 2015 ITF Summit theme is ***Transport, Trade and Tourism: Mobility for a connected world***. Trade and tourism are important engines of economic growth but they depend on effective transport systems. Yet transport faces huge challenges as a provider of human mobility and facilitator of goods exchange. Trade patterns will shift, creating uncertainty for supply chains. Growing numbers of tourists will put pressure on international and domestic transport networks around the world, highlighting the need for more sustainable and accessible services and infrastructure. How transport should respond and meet these challenges will be at the centre of debate at the 2015 Summit.

At the 2015 Summit, **FIATA** and **CLECAT** are organising a Side Event entitled ***Logistics connectivity: The key facilitator of global trade***, which the organisers hope you may be able to attend. The Side Event will address the global nature of logistics as the main facilitator of global trade, in the perspective of how the global and regional dimensions interact to build a scenario where stakeholders benefit from one another. The Summit **programme** is available at www.internationaltransportforum.org/2015.

E-COMMERCE TO BE PROBED BY EU COMMISSION

On March 26, 2015, Margrethe Vestager, the EU Commissioner for Competition, unveiled a plan to conduct a competition inquiry into the e-commerce sector. Vestager's proposal will be vetted by the College of Commissioners in the coming weeks.

Pending formal adoption of Vestager's proposal, it appears that the announced sector inquiry will focus on private (in particular, contractual) barriers to cross-border e-commerce in the EU in both digital content and goods. Among other things, the European Commission may scrutinize:

- The geo-blocking of online services, including online video streaming and gaming
- The portability of digital content from one digital platform to another
- Contractual obligations for online sales in distribution agreements

The proposed launch of a sector inquiry indicates that the European Commission is concerned that: (i) cross-border e-commerce in the EU is not working as well as it should, and (ii) breaches of EU competition rules may be a contributing factor to this. It is also likely that the results of the sector inquiry will feed the European Commission's legislative initiatives in relation to the upcoming Digital Single Market package.

EU TO INVEST EUR 1BN IN BALKAN INFRASTRUCTURE DEVELOPMENT

The EU will allocate close to EUR 1bn for projects on infrastructure improvement in countries of the Western Balkans, EU Commissioner for European Neighbourhood Policy and Enlargement Negotiations Johannes Hahn said, quoted by Novinite. The statement was made during EU Commissioner visit in Kosovo's capital Pristina, where Serbian Deputy PM and Foreign Minister Ivica Dacic, Macedonian Foreign Minister Nikola Poposki and Transportation Minister Mile Janakieski, Kosovo's Infrastructure Minister Lutfi Zharku and other government representatives attended the

meeting. "Projects in the sectors of infrastructure, transportation and energy are key for the economic development, the attraction of new investments and creation of new employment opportunities," said Hahn. The blueprints of the priority infrastructure projects on the development of the Western Balkans will be further announced in Vienna in August 2015.
Source: Railway Pro, 26/03/2015

FORTHCOMING EVENTS

CLECAT MEETINGS:

Rail Institute / joint meeting with FIATA
- 23-24 April 2015, Vienna

Board / General Assembly
- 2 June 2015, Brussels

Customs and Indirect Taxation Institute
- 26 June 2015, Ljubljana

Air Logistics Institute
- 13 October 2015 (morning), Brussels

Supply Chain Security Institute
- 13 October 2015 (afternoon), Brussels

Road Logistics Institute
- 14 October 2015 (morning), Brussels

Sustainable Logistics Institute
- 14 October 2015 (afternoon), Brussels

Maritime Logistics Institute
- 18 November 2015, Brussels

Freight Forwarders Forum
- 19 November 2015

OTHER EVENTS with CLECAT PARTICIPATION

FERRMED Conference, Brussels
- 22 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

Panel discussion on differentiated port infrastructure charges, Brussels
- 27 April 2015 at 14:30-17:30

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
- 13 April (afternoon)
  Agenda available HERE
- 14 April (morning and afternoon)
  Agenda available HERE

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