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News from Brussels

ITF SIDE EVENT: BUSINESS AND GOVERNMENT FOR SMARTER FREIGHT



Registration is now open for the ITF Side Event organised by CLECAT, FIATA, ESC, IRU and Smart Freight Centre (SFC) which will take place on the 20th of May 2016 in Leipzig (Germany). The side event will explore opportunities for business and

governments to work towards 'smarter freight'. The programme is available [here](#).

The private sector must do the heavy lifting in realizing low carbon, efficient and competitive freight ("smart freight"). However, governments must help to overcome market and policy barriers to accelerate the uptake of solutions and innovation.

Program details are available at: <http://2016.itf-oecd.org/business-and-government-smarter-freight>



BELGIAN TOLL READINESS QUESTIONNED

Following an increasing number of complaints from transport operators and IRU member associations from various EU Member States over the last few days, IRU questions if Belgium is ready for the entry into force of its new heavy goods vehicle toll today, on 1 April 2016. Complaints reported include the non-delivery of on-board units (OBUs), technical problems and unclear installation and user guidelines.

These are very serious problems which would force transport operators to either purchase OBUs for a second time using vending machines at border crossings with the need to repeat the administrative requirements or face penalties. IRU will continue to closely monitor further developments and will not hesitate to intervene with authorities at the appropriate level, including with the European Commission, if necessary.

Starting from today, kilometer charging applies for HGV of over 3.5 tons in Belgium. All these trucks need to be equipped with an On Board Unit that is switched on when driving on public roads. This OBU will only charge the kilometres driven on paying toll roads and its use will be controlled; fraudulent or non-use will be fined.

More information can be found at the website [Viapass](#).

EUROPEAN TRUCK PLATOONING CHALLENGE

The Netherlands has as one of its priorities during its Presidency of the European Union initiated the 'European Truck Platooning Challenge.' Truck platooning comprises a number of trucks equipped with state-of-the-art driving support systems – one closely following the other. This forms a platoon with the trucks driven by smart technology, and mutually communicating. Truck platooning is innovative and full of promise and potential for the transport sector.

Although the routes have not been finalized, the organizers are hoping that main European ITS corridors will be used, such as the Nordic Way and Rotterdam-Frankfurt-Vienna highway. The pilot involves various brands of automated trucks, driving in columns on public roads from several European cities to the Netherlands. The aim is to bring platooning one step closer to implementation. According to the Netherlands truck platooning can become a reality in Europe by 2020.

At the same time, realisation will depend on bringing together member states and private parties with a view to crossing borders while harmonising policies and technical issues. Close cooperation between significant partners in the truck industry, logistics services, research institutes and governmental can realise the 'big picture'. Truck platooning will become routine.

An event on European truck platooning called 'Landing of the Truck Platooning Challenge', will take place on 6 April in Rotterdam.

More information about the programme of the event available [here](#).

To learn more about how platooning works see the [video](#).



NEW INTERPRETATION DRIVING REST TIME IN FRANCE

A new interpretation of the driving and rest rules for double-manned trips has seen drivers fined thousands of euros in France. Police have apparently recently decided the 45 minute break period after two 4.5hr driving sessions must be taken in a stationary vehicle.

One man was reportedly fined €17,000. The new rule is in clear contravention of the European Commission's Guidance Note 2 on Driver's Hours – it says that 45mins of the POA period of availability of a second crew member in a moving vehicle can be regarded as a 'break'.

Rail

BUSINESS EVENT ON RAIL FREIGHT CORRIDORS & TEN-T DAYS

The Dutch Presidency is organising a Business Conference organised on Rail Freight Corridors and the development of rail freight in Europe on the 21th June in Rotterdam. The event is organised in cooperation with the European Commission, in the margins of the TEN-T Days in Rotterdam.

This event will address the mid- to long-term strategy for rail freight and the Rail Freight Corridors. In terms of timing, this event falls within the ongoing evaluation, by the European Commission, of the effectiveness of the Rail Freight Corridor Regulation (Regulation 913/2010/EU). The conference will address a wide range of topics relevant for rail freight, including capacity allocation, the logistic supply chain, operational efficiency, digital rail/ICT, the governance of the Rail Freight Corridors and rail noise. The International Union of Railways (UIC) organises the World Rail Freight Conference on 22-24 June 2016, at the same venue in Rotterdam.

Earlier this week the European Commission opened the online registrations for the TEN-T Days that will take place in Rotterdam from 20 to 22 June.

This yearly high-level meeting on EU infrastructure policy – the Trans-European Network for Transport (TEN-T) and the Connecting Europe facility (CEF) – will gather several key players in the transport sector: EU Ministers, Members of the European Parliament, the European Commission, the TEN-T Coordinators, the European Investment Bank, Ministers from Europe's neighbouring countries and the whole TEN-T stakeholders community including project promoters and private investors.

Moreover, a TEN-T Days Exhibition will feature an indoor showcase of over 100 different TEN-T, CEF, H2020 and Shift-to-Rail projects and initiatives, all contributing to European transport research and infrastructure.

More information about the conference and about the programme available [here](#).

Air

SECURITY SCREENING REGULATORY CHANGES IN INDONESIA

Indonesia has confirmed the introduction of a new requirement under regulation KP 152/2012 on Air Cargo and Mail Security to move the screening of all air cargo and mail to outside the



airport secured area. This will significantly change the aviation security environment at all Indonesian airports. Airlines have raised serious concerns about this which prompted IATA to send a letter to the Indonesian Directorate General of Civil Aviation (DGCA) asking to continue the screening inside the airport security restricted area.

IATA has issued a full [Indonesia operational security advisory](#) for air carriers to comply with the regulation. Aviation security stakeholders, including CLECAT, are continuing to raise this issue with the European Commission within the Stakeholder Advisory Group on Aviation Security, given the impact of these measures on the EU ACC3 programme.

Source: [IATA](#)

Maritime

ANTWERP: CENTRAL BOOKING PLATFORM ALMOST LIVE

The Central Booking Platform (CBP) providing logistics operators with a tool to organise their freight flows in a sustainable and efficient way will be operational as of 18 April.

VEA (Antwerp Forwarders Association), Waterwegen & Zeekanaal (waterway operator), De Scheepvaart (waterway infrastructure manager) and Antwerp Port Authority will jointly open the booking platform. This neutral platform will enable Flemish logistics players to send consolidated consignments by barge and rail, in response to the growing demand for their freight flows to be carried in a more environment-friendly way.

The impetus for setting up the CBP came from two main considerations, namely that 40% of containers travel back and forth empty between the ports and the inland terminals, and that logistics service providers still make too little use of the possibilities of rail and barge transport. Collaboration between the different operators and consolidating their volumes is increasingly seen as the best solution for making better use of the limited capacity and infrastructure. This is particularly true of Antwerp, which is known as a port with many forwarders sending large volumes to and from the European hinterland.

The CBP will serve as a neutral transport organiser, offering the most suitable intermodal solution to the customer by making use of existing connections and service providers in the market.

MSC AND INTTRA PARTNER FOR CONTAINER WEIGHT SUBMISSION

Mediterranean Shipping Co (MSC) has signed a partnership agreement with container shipping booking platform INTTRA to help shippers making bookings complying with new container weight regulations. MSC will use INTTRA's eVGM (electronic verified gross mass) software for receiving VGM submissions from shippers.

Under the new regulations, beginning 1 July, shippers must deliver a VGM document to their carrier that confirms the weight of the container and its contents, either by having the container weighed or by having the contents weighed and added to the box's tare weight. A box with no VGM will not be loaded on the vessel.

As what is officially an amendment to the International Maritime Organization's Safety of Life at Sea looms closer, carriers have begun to issue guidelines to shippers and forwarders on how to submit the VGM documentation.



For example, OOCL last week set up a VGM guidelines page on its website, but in terms of how customers would actually submit the information, the Hong Kong-based carrier said: “OOCL highly encourages shippers to provide the information through electronic means, and we will publish details and guidelines on this communication method at a later date.”

By signing up with INTTRA, MSC appears to have effectively outsourced various issues, such as a where in an EDI booking form the VGM field should be placed. MSC chief technology officer Fabio Catassi said: “INTTRA’s eVGM tool will help us to make it as easy as possible for our clients to submit VGMs digitally. We believe this tool will help minimise potential disruption to our customers’ shipments and additional costs associated with terminal storage or transportation.”

INTTRA’s eVGM software comes in two versions, for carriers and shippers, and can also facilitate transmission of VGMs from carriers to terminals – another step required before a container can be loaded – and provide the necessary audit reporting.

CLECAT’s [guidelines](#) on container weighing recommend the use of electronic transmission of VGM data as an efficient solution for forwarders and shippers.

Source: [The Loadstar](#)

NOX LIMITS FOR SHIPPING IN EUROPE

The rules that allow for certain sea areas to be designated an ECA are set in the International Maritime Organisation’s Marpol convention. They allow limits to be set for sulphur, NOx and particulate matter. Sulphur standards for the Baltic and North Seas have already been tightened but so far only the North American and Caribbean ECAs have lower NOx limits.

Now the Helsinki Commission – grouping the nine countries with Baltic coastlines – and the EU have agreed to apply to the IMO for stricter NOx emissions limits to apply in the Baltic. The application is expected to be considered by the IMO’s marine environment protection committee (MEPC 70) in October 2016 along with a parallel application for an ECA in the North Sea and English Channel. Shipping in the Baltic Sea causes more than 13,000 tonnes of airborne nitrogen to be deposited each year, worsening the existing problem of eutrophication.

Moves to have NOx included in the Baltic ECA were first discussed in 2007, but a series of environmental and economic studies to justify the NOx limits have taken several years to complete and in 2014 Russia failed to join its Helcom partners in agreeing to go forward with an application to the IMO. This coincided with Russian moves to delay the Tier III implementation dates for all NECAs which resulted in the fixed date in MARPOL for new ECAs to apply to North America only. As a consequence, under the forthcoming Baltic and North Sea applications, ‘Tier III’ NOx requirements for new ship engines would apply only from 2021.

Source: [Transport & Environment, 30th March 2016](#)

TOP 10 ENVIRONMENTAL PRIORITIES OF PORTS

On 23 March, ESPO released the results of its recent environmental review 2016 during the PORTOPIA conference in Lisbon. The aim of the review is to update the top 10 environmental priorities of European ports and to produce further benchmark figures in key areas of port environmental management.



Air quality remains the number one priority of European ports, as in 2013. This is fully in line with the priority given to the subject at EU political level. The implementation of the Sulphur Directive and the ongoing political process on the air quality package have a clear role to play here.

Overall, all the priorities of the 2013 top 10 remain in the top 10 of 2016. There are though some variations in the ordering of the priority items. The relationship with the local community, port development and water quality are gaining importance. On the other hand, the handling of port waste, and dredging move down the top 10 scale.

Energy consumption becomes the second priority issue of European ports. Since 2009, the importance of energy consumption has raised year over year. One of the reasons is, of course, the direct link between energy consumption, and the carbon footprint of the ports and Climate Change.

Full article available [here](#).

PORTOPIA Sustainability Report available [here](#).

Customs

VAST OPERATION SEIZES FAKE FOOD AND DRINK WORLDWIDE

More than 10,000 tonnes and one million litres of hazardous fake food and drink have been seized in operations across 57 countries in an INTERPOL-Europol coordinated initiative to protect public health and safety.

Operation Opson V, resulted in seizures ranging from more than 85 tonnes of olives which had been 'painted' with copper sulphate solutions to enhance their colour recovered by Italian customs to three illicit factories producing counterfeit alcohol in Greece. In the UK, authorities recovered nearly 10,000 litres of fake or adulterated alcohol including wine, whisky and vodka. In Hungary, Italy, Lithuania, and Romania, customs and police authorities discovered counterfeit chocolates, sweets and non-alcoholic sparkling wine aimed at children and destined for export to West Africa. Customs officers at Zaventem airport in Belgium discovered several kilos of monkey meat and in France, officers seized and destroyed 11 kilos of locusts and 20 kilos of caterpillars.

Involving police, customs, national food regulatory bodies and partners from the private sector, checks were carried out at shops, markets, airports, seaports and industrial estates between November 2015 and February 2016. A number of arrests were made worldwide throughout the operation and investigations are continuing. Among the aims of the operation is to identify and disrupt the organized crime networks behind the trafficking in fake goods and enhance cooperation between the involved law enforcement and regulatory authorities.

In a number of cases, checks at airports identified international travellers importing illicit products and false labelling again proved to be a common thread for all types of foodstuffs around the world.

First launched in 2011, the Opson operations have grown from involving just 10 countries across Europe, to involving nearly 60 countries in every region of the world resulting in the seizure of tens of thousands of tonnes of fake and substandard food and drink.

Source Europol – Full article available [here](#).



CHINA IMPOSES NEW TAX ON E-COMMERCE IMPORTS

Lloyds' Lloyd's List reported today that China plans to impose new tariffs on cross-border e-commerce imports that would significantly increase the cost of many items such as food, health care products, and low-price cosmetics, according to a report in Asia Times. From 8 April, buyers of all imported goods purchased online will have to pay a 17% value-added tax and a consumption tax, if applicable, according to the Ministry of Finance, the General Administration of Customs and the State Administration of Taxation. In addition, goods imported in bulk through other channels will be subjected to an additional tariff, Asia Times reported. The new rules will also eliminate a duty-free exemption for goods whose tax payable does not exceed 50 yuan. Packages whose value exceed CNY2,000 and goods mailed to one person in excess of CNY20,000 every year will be taxed more heavily as general trade items, Asia Times added.

The moves are intended to encourage Chinese buyers to source products domestically. Analysts doubt whether the changes will significantly deter Chinese buyers from sourcing higher-value products from overseas, but may limit demand for low-cost items. Chinese e-tailer Tmall predicted that the changes would encourage smuggling.

Meanwhile, the US has recently moved in the opposite direction. One of the key features of the country's 'Trade Facilitation and Trade Enforcement Act of 2015', which came into force last month, included raising the de minimis value for import tariff exemptions from US\$200 to \$800, forwarder Expeditors observed.

Lloyd's List | Friday, 01 April 2016

Sustainable logistics

IMPACT OF COP21 ON EU TRANSPORT POLICY

On 4 April CLECAT will participate to the public hearing 'The impact of the conclusions of COP21 on European transport policy' organized by the European Economic and Social Committee in cooperation with the TRAN Committee of the European Parliament. The hearing will review ideas on how to steer the ongoing radical change in the transport sector.

The Paris COP21 (December 2015) resulted in a historic agreement. However, significant efforts will need to be made in the coming years to translate the ambitious commitments into concrete action. Implementation will affect many sectors, particularly transport, which is responsible for a large proportion of greenhouse gas emissions.

The COP21 agreement is the first ever to commit all the UN Member States to accelerating the reduction in greenhouse gas emissions. As transport is one of the sectors producing the most greenhouse gases, the COP21 agreement will have a substantial impact on the transport sector and people working in it. The sector will experience radical change, affecting all areas of life.

More information about the hearing and its programme available [here](#).



General

NSAB STANDARD CONDITIONS

Freight forwarding is a field of economic activity that is not subject to proper uniform legislation. This is why the Nordic countries developed standard conditions; the General Conditions of the Nordic Association of Freight Forwarders. The newest version is known as NSAB 2015 entered into force on the 1st January 2016.

The NSAB conditions, the use of which is relatively well established, define the rights and obligations of the forwarders and contractors. The conditions also define the responsibilities of the forwarders according to various transport conventions and regulations.

The NSAB 2015 Conditions are available [here](#).

CARGO CRIME UPDATE

TAPA's monthly Cargo Crime Update 'Vigilant' reports in its March Magasine on the Europe's migrant crisis and its impact on cross-border trade.

It further provides new cargo crimes reported to TAPA EMEA's Incident Information Service (IIS) in February. The system recorded data on 132 new cargo crimes in February, a further increase on the 92 incidents reported in January 2016. Data for February 2016 shows freight thefts in 14 countries in EMEA, including five involving losses in excess of €100,000.

Only 22 or 16.7% of last month's incident reports included a value. These represented a total loss of €1,214,838 and produced an average loss for the month of €55,219.

Source: [TAPA EMEA Newsletter, March 2016](#)

Forthcoming events

CLECAT MEETINGS

Customs and Indirect Taxation Institute

10 June 2016, London

Board/General Assembly

22 June 2016, Rotterdam

Rail logistics institute

22 June 2016, Rotterdam

OTHER EVENTS WITH CLECAT PARTICIPATION

The impact of the conclusions of COP21 on European transport policy

4 April, Brussels



Landing of the Truck Platooning Challenge

6 April, Rotterdam

EC High Level Road Freight Conference

19 April, Brussels

Port Finance International

20-21 April Antwerp, Netherlands

2016 Better Enforcement for Road Freight Transport

26 April, Brussels

European Rail Summit

10 May, Brussels

Contact Group UIC / FIATA Meeting

12-13 May Shenzhen, China

ITF 2016 Summit on Green and Inclusive Transport

18-20 May Leipzig, Germany

TEN-T Days and Dutch Presidency Conference

22-23 June, Rotterdam, Netherlands

UIC Rail Freight Conference

22-23 June Rotterdam, Netherlands

EP/COUNCIL MEETINGS

European Parliament

Transport and Tourism Committee

7 April, Brussels

25/26 April, Brussels

Council of the European Union

Transport, Telecommunications and Energy Council

6 June 2015

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