CLECAT european voice of freight logistics and customs services •

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NEWS FROM BRUSSELS

TRAN MEETING: CONSIDERATION OF DRAFT REPORT ON THE WHITE PAPER ON TRANSPORT

The Rapporteur Wim van de Camp (picture) presented his thoughts on the implementation of the White Paper on Transport and the mid-term review planned by the Commission for later this year. A stock-taking exercise is necessary to obtain an overview of the state of play in the implementation of the 40 initiatives and 131 action points listed in its Annex. The purpose of the mid-term review should be to maintain the level of ambition of the objectives set in 2011, and to increase and streamline the efforts to meet them. The Rapporteur proposes a set of actions needed to achieve the goals set out in the White Paper, including:

- promoting economic growth and maintaining the competitiveness of the European transport industry;
- developing a modern transport infrastructure in Europe;
- putting innovation in the service of transport users;
- mitigating the environmental impact of transport including by decarbonising transport and reducing greenhouse gas emissions;
- shifting the balance between modes of transport and ensuring co-modality;
- putting people at the heart of transport policy by promoting safety and quality of transport services; and improving social conditions and preventing social dumping.

The draft report was well received by the Committee. Its presentation was followed by a long and a lively debate, as the implementation of the White Paper lies at the heart ensuring the sustainability of the transport system. From the side of the European Commission, Mr Olivier Onidi, Director European Mobility Network DG MOVE, stressed that the analysis of the draft report is robust. He mentioned that a particular focus should be given on achieving the completion of the 4th Railway Package and on setting a clear framework for ports. Mr Onidi supported the further strengthening of a number of initiatives that would help working conditions of the transport sector and avoid social dumping. As for the innovation aspect, he suggested a more door-to-door approach of the overall mobility system by accelerating the intake of technology in the transport sector with a strong focus on interoperability.

Timetable foreseen:
Deadline for amendments: 21 April 2015
Vote in TRAN Committee: 28 May 2015
Vote in plenary: July 2015

• 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 •

COMMISSION SETS UP DIGITAL TRANSPORT AND LOGISTICS FORUM

The European Commission has confirmed the creation of a Digital Transport and Logistics Forum (DTLF), which will aim at further supporting digitalisation of freight transport and logistics over the next three years. It will bring together Member States and stakeholders from all transport and logistics communities with the aim to identify challenges and areas where common action in the EU is needed, to provide recommendations, and to work on the implementation of these recommendations where appropriate. This includes ten places for representatives of freight forwarders and third/fourth party logistics providers.

Key challenges for discussion which have been identified by the Commission already include:

- Repeated data submission into different systems due to non-interoperable standards – the Forum may discuss common language/format for data exchange
- Lack of interconnected systems and insufficient confidence in the protection of sensitive data
- Non-recognition of e-transport documents by authorities, banks and insurance companies
- Lack of collaboration and data-sharing in order to create new business opportunities

The DTLF will operate with the following structure: a plenary will meet two or three times a year; between plenary meetings, experts will meet in non-permanent technical working groups to address specific barriers to digitalisation of freight transport and logistics.

The Commission wishes to receive applications for membership of the Forum by 17 May. Criteria include representativeness and market share, scope of competence and experience in transport and logistics, and experience and hierarchical position of the organisation's proposed representative.

CLECAT will look to establish a strong representation in the Forum.

Source: European Commission, 15/04/2015

CEF FUNDS TO BE USED FOR EFSI ONLY AS A LAST RESORT, SAY TRANSPORT MEPS

Parts of the Commission's proposals for the European Fund for Strategic Investments, which foresee the reallocation of €3,3bn from the Connecting Europe Facility to provide a part of the €16bn for the guarantee fund should be deleted, Transport MEPs suggested in their opinion approved on April 14. This target amount should instead be met by gradual budgetary commitments to the guarantee fund to be decided in the frame of the annual budgetary procedure, they add.

The parliament position on EFSI is currently being drafted in the economic affairs and budget committees and still needs to be approved in Plenary.

Instead of cutting CEF funds to finance EFSI, gradual budgetary commitments, margins and the flexibility instrument available under the MFF 2014-2020 should be used to fund the "Juncker Plan", Transport and Tourism committee MEPs say. Funds from multiannual programs under heading 1A (e.g. CEF and Horizon2020) should only be used as a last resort, if need for them is demonstrated by actual demand and if these programs prove to be under-committed.

The opinion welcomes the EFSI proposal and reiterates the "irrevocable and unconditional" nature of the EU guarantee, but stresses an urgent need to address the investment deficit. The guarantee fund should not hamper programmes, which already serve the purpose of investment and aim to foster competitiveness and growth, they add.
Source: European Parliament Press Releases, 14/04/2015

ROAD

GERMAN GOVERNMENT DEBATES ALTERING MINIMUM WAGE LAW

On 10th April Germany's minimum wage reached its 100th day since taking effect at the start of this year. But two weeks before a meeting of coalition leaders, a new dispute has arisen among the ruling parties over corrections to the measure. Because of lower wages in other EU states, Labour Minister Andrea Nahles called for clarification that applicable minimum wage law should be taken from the country where work is performed. "We have realised this basic principle and now the French have followed suit," she said. This principle should become enforceable at the European level," Nahles emphasised. "If we depart from this basic principle, we will have created a large loophole for circumventing the minimum wage in Germany," she warned. In Nahles' view, the minimum wage has been a success. "We are strengthening the income of the working population. Around 50,000 people do not have to supplement their living with the Hartz IV [unemployment benefit]," the Labour

Minister explained in Berlin. "We have no job losses," she indicated, "and a significant majority in Germany is in favour of the minimum wage." A considerably large majority of Germans (86%) does think it was right for the government to introduce a legal minimum wage. This was revealed by an *infratest dimap* poll conducted on behalf of the Confederation of German Trade Unions (DGB) in March. According to the survey, there is also a majority in favour of the legal wage floor among supporters for every one of the political parties. As many as one in four (79%) supporters of the centre-right Christian Democratic Union (CDU) and its Bavarian sister the Christian Social Union (CSU) support the measure, the poll showed. Almost all European states already have a minimum wage of their own. In Germany, the law took effect in conjunction with a regulation on strengthening free collective bargaining. The nationwide minimum wage of €8.50 amounts to about 52% of the country's median hourly wage. As a result, Germany is below the lowest wage permitted in France, Belgium and the Netherlands. During a visit to several companies, Nahles rejected demands, most notably from the centre-right, for far-reaching changes to the recordkeeping requirement on the minimum wage in small business, for example.

A coalition committee is expected to discuss the measure on 23rd April. The centre-right parties, Chancellor Merkel's Christian Democrats, and Bavaria's Christian Social Union, are insisting that corrections be made to the recordkeeping requirement. It concerns small businesses and mini-job (low paid, temporary employment) labourers, but also the CDU's calls for lowering the income threshold of €2,958 per month, for which proof of payment is required. Nahles accused the CDU and CSU of attempting to undermine the minimum wage law. "Whoever wants to cross-out the documentation of working hours that are later supposed to be compensated at €8.50, for mini jobbers or others, [...] is basically opening the floodgates for circumvention of the minimum wage," Nahles warned. "That is why a change to the minimum wage law on this point is out of the question for me." Bavarian Labour Minister Emilia Müller (CSU) also called for removing documentation requirements for mini jobbers, along with employer liability for subcontractors.

The centre-right and industry associations are trying to point a gun at the minimum wage under the pretext of cutting red tape, the Bundestag MP told the *Neue Osnabrücker Zeitung*. But a minimum wage that cannot be monitored is worthless, she said. “None of the horror scenarios predicted by the minimum wage’s opponents have occurred. On the contrary, the legal minimum wage is having a positive effect on the economy. It is already a success story,” said the federal chairman of the construction workers’ union IG BAU, Robert Feiger. As of 30th June 2016, the level of the existing minimum wage will be evaluated for the first time. After this procedure, unions and employers in the minimum wage commission will discuss how high the wage floor should be from 1st January 2017.
Source: EurActiv, 10th April 2015 (extract)

CO2 Challenge Initiative

CLECAT participated in a meeting organised by ACEA on the 14th April reviewing the CO2 comprehensive approach to reducing road transport emissions. The meeting which was the first of a series of workshops addressed the following key themes: alternative fuel options, the potential of Intelligent Transport Systems to reduce CO2 emissions, the impact of infrastructure and the potential of involving the driver through more attention to eco-driving. The findings from these workshops, the first of which on fuel options took place on 14th April, will be included in a report which will be published later in 2015 to be used to contribute to an informed debate on what options should be explored to further address the CO2 challenge from transport.

MARITIME

Norwegian shipowners pessimistic about 2015

The Norwegian Shipowners' Association says its 150 members are less optimistic than last year about the prospects for increased turnover and profits. The operators of the world's sixth largest shipping fleet by market value cite falling oil prices, heightened geopolitical tensions and sluggish, uncertain growth in the global economy.

"We have seen a marked negative shift in just a short time. 2015 will be a challenging year for Norwegian maritime companies, but we must be prepared for 2016 to be even more challenging," said association CEO Sturla Henriksen. Shipowners expect their turnover to rise by only 2.3 percent in 2015 to NOK 268 billion, compared to 6.0 percent in 2014. Operators of deep-sea vessels forecast turnover to rise 5.1 percent in 2015 compared to actual growth of 3.2 percent last year, while short-sea shipowners anticipate a 2.5 percent increase this year compared to a 5.5 percent rise in 2014.

Source: Freightweek, 10/04/2015

Congestion worsening at Rotterdam, barge operators claim

Congestion and waiting times for the port of Rotterdam’s barge operators have increased further in April, justifying the implementation of congestion surcharges, barge operators claim.

The managing director of leading intermodal and barge operator, Contargo, Heinrich Kerstgens, confirmed to *Lloyd's Loading List.com* that the company would be going ahead with its as planned introduction of a congestion surcharge from 15 April on containers carried to and from the Port of Rotterdam. "As you can imagine, our customers are not happy with the current situation but they understand our problems and accept their share of the extra costs we are facing," he explained.

Other barge operators were imposing a surcharge too, Kerstgens said. "Some introduced it on Monday this week and others plan to do so later," he said. Fellow operator TMA Intermodal said that due to barge service delays to and from Rotterdam, it was also looking to introduce a congestion surcharge but had encountered resistance from customers. "Negotiations continue," a spokesman *Lloyd's Loading List.com*. Asked whether the congestion situation at Rotterdam had improved at all since the start of the month, Kerstgens replied: "No, waiting times increased again by around 6% compared to March. "The seaport throughput times are very volatile and vary from 33 hours (the normal level) to 88 hours - a total disaster - in April so far. We also had to unload some barges at other terminals to somehow keep the sailing schedules." He added that Contargo had yet to decide on whether to introduce a congestion surcharge at the port of Antwerp too, although Antwerp insists that it has no significant congestion problems.

Source: LLOYD'S LOADING LIST, 15/04/2015

NEW SHIPS 10% LESS FUEL EFFICIENT THAN THOSE BUILT IN 1990

New ships built in 2013 were on average 10% less fuel-efficient than those built in 1990, according to a new study, commissioned by Seas At Risk and Transport & Environment. It also shows that container ships built 30 years ago already, on average, beat the so-called 'Energy Efficiency Design Index' standard that the International Maritime Organisation (IMO) has set for new ships built in 2020. The standard is up for review next month.

This first ever study of the historical development of the design efficiency of new ships finds that bulk carriers, tankers, and container ships built in 2013 were on average 12,8 and 8% less fuel efficient than those built in 1990, a quarter of a century ago.

The findings contradict claims that shipping has been constantly improving its environmental performance. They also demonstrate that market forces by themselves don't result in more fuel efficient ships being built. Oil prices in the late 1980s and early 1990s, the time when new ships were historically most fuel efficient, were around a quarter of the levels seen in the 2008-2013 period (ca. $25 vs. $100 per barrel, in today's prices). John Maggs, policy advisor at Seas At Risk and President of the Clean Shipping Coalition, said: "Now we know that we cannot rely on rising fuel prices, other market forces or the good intentions of industry to solve shipping's climate problem. Instead we need a clear and ambitious target for reducing ship greenhouse gas emissions and legally binding measures to get us there." The IMO will review the stringency levels of its Energy Efficiency Design Index (EEDI) – the efficiency standards for new ships – during a meeting of its Marine Environmental Protection Committee (MEPC) in London next month (11-15th May).
Source: Transport & Environment, 10th April 2015

RAIL

FIATA/UIC/CLECAT MEETING IN VIENNA THIS WEEK ON RAIL FREIGHT

CLECAT will participate in the meeting of the Permanent Contact Group UIC-FIATA on 23-24 April in Vienna, Austria. The key aim of the meeting is to provide a lively exchange platform for railway undertakings and freight forwarders and their representatives and to create an opportunity to brainstorm on effective transport solutions and Railway transport attractiveness. Questions for debate are the following:

- Market Challenges: How to open the rail market to more customers and increase its potential?

- Development in infrastructure, legal environment and unification as a factor to increase the rail market.
- Border crossing procedures and trade facilitation

Stakeholder meeting on Wagonload Transport

CLECAT will participate in a meeting organised at the offices of the CER tomorrow to discuss measures on SWL traffic. PwC's study last year on SWL traffic in Europe gave a reasonable understanding of the current situation. Wagonload traffic is an important rail service for both ports, industries and the rail sector and a further decline would result in great economic damage. Now stakeholders will be reviewing the recommendations and review strategies to encourage business and the Commission to seek for solutions in the short and medium-term future.

EU to help Member States switch to a common train control system

The EU's TEN-T Programme will support with over €15 million the development and installation of the common European Train Control System (ETCS) in Belgium, Luxembourg, Denmark and The UK. The new system is expected to improve the interoperability, safety, reliability and capacity on European railways. Sevenseparate projects aim to contribute to the deployment of the European Rail Traffic Management System (ERTMS) in the EU and enhance interoperability of European rail services. While increasing the overall capacity of the rail network, the projects are expected to boost freight and passenger traffic safety and improve the timekeeping of trains.

The projects were selected for EU funding with the assistance of external experts under the TEN-T Multi-Annual Call 2013, priority 'European rail traffic management system'. Their implementation will be monitored by INEA, the European Commission's Innovation and Networks Executive Agency. The projects are to be completed by December 2015.

Source: European Commission, 13/04/2015

AIR

European air traffic management gets a boost from EU funds

The EU's TEN-T Programme will co-finance with nearly €800,000 the first step towards bringing together two different European air traffic management (ATM) systems. Their convergence towards a common technical platform by 2025 is expected to increase the capacity of air travel, improve its efficiency and safety and cut down on flight costs.

European air navigation service providers are currently using different ATM systems which were developed based on national requirements. Such fragmentation is leading to higher fees for the use of air traffic management infrastructure, including the costs for technological development, maintenance and training of air traffic controllers. This project brings together French air navigation service provider and several members of COOPANS alliance (the service providers in Austria, Denmark, Ireland and Sweden) to set up solid foundations for the convergence of their respective ATM systems towards a common technical platform by 2025.

The project is expected to facilitate the completion of the Single European Sky initiative (SES), which aims to increase Europe's airspace capacity, reduce the risk of accidents and the environmental impact of flights and cut the costs for passengers.

In an article from the Parliament Magazine Franck Proust MEP, EPP Group, stressed that the Single Sky II would be extremely useful in making the European sky more efficient and a delay at any stage of the process will come at a high price, as much for Europeans as for public authorities and businesses. Mr Proust called on Member States to end their obstruction of the Single Sky, particularly Spain and the UK who are disputing the European legal status of Gibraltar airport and thus blocking the completion of the legislation.

Source: European Commission, 14/04/2015

GENERAL

CLECAT AND FIATA AT THE ITF: BOOSTING GROWTH THROUGH LOGISTICS CONNECTIVITY

International Transport Forum 2015 annual summit

Announcing the side event at the ITF in Leipzig, CLECAT and FIATA have published the following article in Lloyds' Lloyding List:

HTTP://WWW.LLOYDSLOADINGLIST.COM/FREIGHT-DIRECTORY/ADVICEANDINSIGHT/BOOSTING-GROWTH-THROUGH-LOGISTICS-CONNECTIVITY/62367.HTM#.VTSUB2CCS1S

At a side event themed logistics connectivity and trade facilitation organized by CLECAT and FIATA in Leipzig on 29 May, the 2 associations will demonstrate that a successful logistics sector is both a cause and effect of stronger and more sustainable development through greater connectivity in the world.

FORTHCOMING EVENTS

CLECAT MEETINGS:

Rail Institute / joint meeting with FIATA/UIC
- 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

<u>OTHER EVENTS with CLECAT PARTICIPATION</u>

FERRMED Steering Committee

- 21 April 2015

7th European Logistics Summit

- 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

Conference "Driving Road Decarbonisation Forwards", Brussels

- 18 June 2015

FERRMED Conference, Brussels

- 17 November 2015

EP TRAN Committee

Planned draft agenda

Monday, 4 May 2015, afternoon

- Presentation of the Common Progress Report of the European Coordinators, by Mathieu Grosch and Pat Cox
- Exchange of views with Mr Brenner, Executive Director of Eurocontrol
- White Paper on Transport - consideration of amendments / van de Camp
- Port Services - Exchange of views / Fleckenstein

Thursday, 5 May 2015, afternoon

- Hearing on Road Haulage Market
- Exchange of views with Commissioner Bulc on the Commission's Work Programme 2016

Council (Lithuanian Presidency)

- Transport Council, 11 June 2015.