

Newsletter Issue 17 / 1 May 2015

NEWS FROM BRUSSELS

EUROPEAN COMMISSION ITS CONFERENCE DISCUSSES DIGITAL MOBILITY

CLECAT attended the European Commission's 2015 ITS Conference, on a Digital Strategy for Mobility, on 24 April. Discussions addressed the potential for Big Data to revolutionise mobility in Europe, and the necessary EU actions to make this work.

The EU Transport Commissioner, Violeta Bulc, said that solutions are required to integrate the right technology in order to serve behavioural challenges. The European Commission's role will be to set a framework for fair access and competition, economies of scale, growth and competitiveness, as well as common standards for interoperable physical and digital infrastructure.

Hermann Meyer, CEO of Ertico, said that in the future, organisations will have market power due to the customers they have, but in order to do so they will need the right organisational, legal and technical framework for access to appropriate data. He said that at present discussion is too oriented on technical developments, and needs to look more at what the market will be like in the future and what needs to be done to reach that point. This requires market scenarios and large scale pilot projects to be developed.

The European Commission Vice-President responsible for the Digital Single Market, Andrus Ansip, called for an integrated approach to standardisation so as to enable the flow of data across sectors. In this regard he highlighted eFreight as an excellent example of the ITS concept contributing to traffic management, reducing delivery times and last mile congestion.

CALL OF INTEREST FOR EXPERTS FOR EC DIGITAL TRANSPORT AND LOGISTICS FORUM

CLECAT had a meeting earlier this week with DG MOVE, unit on logistics policy, to discuss the EC Digital and Transport Forum. CLECAT members are reminded that the Commission wishes to receive applications for membership of the Forum by 17 May. This is a unique opportunity for freight forwarders to address the challenges for digital transport and it is important that the freight forwarding industry is well represented.

The Forum will provide an opportunity for national administrators, business operators, experts and policy makers to discuss a number of issues, focusing in particular on:

- a) Where to act: in which areas are there market failures that would need to be corrected by action at European level?
- b) What to do: recommendations for actions at EU level capable of addressing these problems
- (c) How to build on and further develop the numerous existing projects and best practices.

The digital forum is a priority for Commissioner Bulc who has well recognised that there are a number of obstacles that prevent the full exploitation of opportunities for digitalisation; Existing

systems that handle data are fragmented and rarely interoperable, which complicates sharing and pooling of data; a climate of trust is needed for data sharing; and e-transport documents are not recognised by all stakeholders in the supply chain.

The Forum will be organised around plenaries and specific workshops addressing questions outlined in the [background document](#) which is available [HERE](#).

CLECAT JOINT INDUSTRY CALL TO REVITALISE SHORT SEA SHIPPING

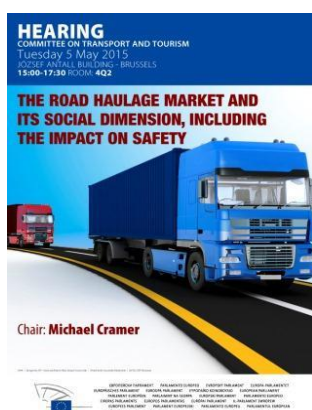
CLECAT and other maritime stakeholders have joined an initiative led by the European Community Association of Ship Brokers and Agents (ECASBA), sending a letter to EU Member States and the European Commission and calling for various measures to be taken in an effort to revitalise the EU's Short Sea Shipping policy, which has widely been recognised as a sustainable form of intra-European transport and a viable solution to traffic congestion. This call comes almost a year after the Informal Maritime Ministerial meeting in Athens, which issued a statement, better known as the "Athens Declaration". In it, Ministers recognised the importance of the shipping sector to the European economy and called on the European Commission and Member States to "make all relevant efforts to reach a high-ambition agreement for shipping".

Nicolette van der Jagt, Director General of CLECAT, welcomed the joint industry initiative and noted that there are still many unnecessary and duplicative administrative burdens, cumbersome and repetitive customs procedures and reporting formalities. "Short sea shipping and ports are part of the larger transport system. Therefore, the goal must be to make all modes and the connections between them as efficient and sustainable as possible not only through infrastructure but also connected ICT systems."

The joint letter is available [HERE](#).

ROAD

TRAN HEARING ON THE ROAD HAULAGE MARKET



CLECAT has been invited to address the TRAN Committee of the European Parliament at the Hearing on the Road Haulage market and its social dimension, taking place on the 5th May in Brussels. The hearing will focus on the future challenges of the European haulage market and haulage market actors. It will take into account various social and safety aspects such as possible update of safety requirements and a possibility of introduction of a social transport package to ensure working and social conditions for drivers.

Mr. Roberto Parrillo, President of the Road Transport Section, European Transport Workers' Federation (ETF), Michael Nielsen, General Delegate to the EU, International Road Transport Union (IRU) and Tommy Pilarp, vice-chair of the Road institute of CLECAT. A key note speech on EU legislation on social conditions in the road haulage will be given Fotis Karamitsos, Director MOVE D, European Commission.

The agenda is available [here](#)

CLECAT ATTENDS 3RD ROAD CARGO THEFT WORKSHOP

CLECAT attended the third and final workshop on road cargo theft on 28 April, organised by CORTE as part of a European Commission project on cargo theft. The workshop discussed issues to do with data on cargo theft incidents, particularly data mapping and data mining. A presentation was given by TAPA on their database which includes a mapping tool, soon to be launched, which displays reported incidents on a map which can be narrowed down by incident type, type of goods etc.

Tommy Pilarp of CLECAT member SIFA gave a presentation on the situation in Sweden. In Sweden, incidents are not reported as cargo theft if the goods are stolen in a terminal, but only if the incident actually occurred on the open road. Household goods are the main target for thefts in Sweden, often while trucks are parked, during the night. A new and increasing trend is for thefts from parked city distribution trucks in urban areas, during delivery.

Regarding access to data, many participants noted the difficulty of receiving information from insurance companies, and the importance of establishing liaisons between law enforcement, public prosecutors and insurance companies. It was also mentioned that data must distinguish between different types of vehicles, for instance, in order for it to be usable.

The Commission is to organise a conference on 6-7 October bringing together the work of the road cargo theft workshops, along with that of the projects other streams on rail cargo theft, metal theft and graffiti. The conference will address gaps in current knowledge and practice, as well as what additional work needs to be done and what can be done with incident data.

EUROPEAN COUNCIL APPROVES EXEMPTIONS FOR GREENER AND SAFER LORRIES

The Council has approved changes to the 1996 directive on vehicle size that now allow lorry manufacturers to exceed current length and weight limits to use designs that will improve road safety and fuel efficiency. Chief among these designs are new longer and round cabs and foldable aerodynamic flaps that improve fuel consumption and increase vehicle safety. For further reading on the rule change please visit:

<http://www.consilium.europa.eu/en/press/press-releases/2015/04/20-safer-greener-lorries-approved/>

MARITIME

POOR INFORMATION FLOW FROM CARRIERS WORSE THAN BLANKED SAILINGS, SAY SHIPPERS

Shippers and forwarders are becoming increasingly concerned at the threat to their supply chains from confused messages coming from some container lines over revised ETAs of their goods. They blame strategy of ocean carriers to blank sailings with little or no notice, according to participants at the Multimodal 2015 conference in Birmingham.

Carriers on the Asia-North Europe tradelane, for example, have axed several sailings scheduled for this month and next in a desperate attempt to arrest the decline of spot rates – now at all-time lows of less than \$300 per teu.

The carriers also hope that removing as much as 25,000 slots a week will help support proposed general rate increases (GRI) stemmed for 1 May, so far ranging from \$800 to \$1,300 per teu.

According to shippers, the problems stem from the loose arrangements of the vessel-sharing alliances, compared with those of the old-style conferences, whereby member lines are obliged to make their own schedule change announcements, but in many cases nothing is published on company websites.

The issue of carrier service quality is becoming increasingly prominent, and was discussed by CLECAT members at the Maritime Logistics Institute meeting in March.

Source: [The Loadstar](#), 29/04/2015

SHIPS' CO2 EMISSIONS: MEPS APPROVE NEW REPORTING RULES

Draft EU rules requiring ship owners using EU ports to monitor and report CO2 emissions each year received the support of the European Parliament on April 28. The new rules, already informally agreed with the Council of Ministers, will apply from 2018 on to ships over 5,000 gross tons, regardless of the country in which they are registered, as a first step towards cutting their greenhouse gas emissions.

[The text](#) establishes an EU-wide system for monitoring, reporting and verification (MRV) of greenhouse gas emissions from shipping, in order to improve the information about ship efficiency and emissions and to encourage reducing emissions and fuel consumption.

"Maritime transport does not come under any greenhouse-gas emissions reduction measures" said José Inácio Faria (Liberal, Portugal), who drafted the [second reading recommendation](#) approved on April 28. "What we are looking at today is a first step to reduce emissions. If nothing is done, shipping emissions will go up by about 50% by 2030", he said.

"This legislation is applicable to all ships using European ports, and will be an opportunity to influence negotiations within the International Maritime Organisation (IMO). We need to make sure that cooperation with our international partners is kept to, and make sure these steps give rise to an ambitious international agreement", he added.

The MRV requirements will apply to CO2 emissions arising from voyages to, from and between EU ports. All ships over 5,000 gross tons will be covered, with the exception of: fishing vessels (catching and/or processing); warships; naval auxiliaries; wooden ships of a primitive build; ships not propelled by mechanical means and government ships used for non-commercial purposes.

The plans also aim to minimize the administrative burden on companies and make the measurements as accurate as possible. Ship efficiency - measured in relation to the amount of cargo carried - will have to be reported for all categories of ships. However, detailed specific rules were introduced for each ship category.

Where an owner's report on ship emissions meets the requirements, an independent verifier should deliver a document certifying compliance. Ships will have to carry these documents on board and will be subject to inspection by EU member states, who will also establish penalties for infringements. International maritime shipping remains the only means of transport not yet included in EU measures to reduce greenhouse gas emissions. This sector currently accounts for 4% of all EU greenhouse gas emissions, which are set to rise substantially in future.

The text will be put to a vote in a forthcoming Council of Ministers meeting in order to come into force on 1 July 2015.

Source: [European Parliament Press Release](#), 28/04/2015

RAIL

ERFA UPDATED POSITION ON GOVERNANCE

In reaction to the latest version of the new compromises on the 4th Railway Package ERFA raises concerns over weakened independence requirements of the infrastructure manager and urges caution over the "association" of railway undertakings in traffic management. See the full paper [HERE](#).

ERFA and CLECAT have in a recent paper again referred to their strong belief that an efficient management of the infrastructure can best be achieved by building on the essential functions of the infrastructure manager (already defined by the Recast regulation as path allocation and charging) and extending its role to comprise all functions and full independence linked to the operation, maintenance and development of the rail infrastructure.

WORKSHOP ON COOPERATION BETWEEN EU RAIL FREIGHT CORRIDORS AND OSJD CORRIDORS

On June 18-19 the Commission is organising the second workshop on co-operation between EU Rail Freight Corridors and OSJD Corridors, with the main target group being OSJD members, EU Member States, RFC Executive and Management Boards.

Ivan Petrov, the chair of the rail committee of CLECAT has been invited to provide a presentation on the prospects for rail on the Europe-Asia axis and in particular to indicate which areas (barriers, challenges) should be tackled in a future co-operation between RFCs and OSJD corridors.

AIR

GULF CARRIERS 'RECEIVED \$ 42 BILLION IN SUBSIDIES'

Gulf airlines Qatar Airways, Etihad Airways and Emirates have received at least \$42 billion in subsidies and other unfair government benefits since 2004, according to a two-year investigation commissioned by a lobbying organization backed by several US airlines.

The so-called 'Partnership for Open & Fair Skies' (POFS) released a massive cache of Gulf carrier financial documents obtained during the global two-year investigation into the alleged multi-billion dollar subsidies provided by Qatar and the United Arab Emirates (UAE) to Qatar Airways, Etihad Airways and Emirates.

The organisation said: "Although this voluminous record offers clear evidence of those state-owned carriers' violations of Open Skies policy, all three airlines have strongly resisted calls to provide a full accounting of their subsidization." It said in light of Qatar and Etihad's "continued refusal to publicly

release their financial statements and Emirates' limited release of financial information", the Partnership also called on the Gulf airlines to open their books.

"With the US government now investigating the Gulf carriers' massive subsidies, Qatar Airways, Etihad Airways and Emirates must open their books and offer the same level of financial transparency that US airlines provide," said Jill Zuckman, chief spokesman for the Partnership for Open & Fair Skies.

Last month, the Partnership praised the European Union for also taking steps towards addressing the issue. Violeta Bulc, the EU Transport Commissioner, announced that she will seek a new mandate from EU member states to open talks with Middle East states on a comprehensive air services agreement to address any possible unfair competition from subsidized, state-owned airlines.

"We applaud the EU for taking this important step. It's a strong signal of the momentum that's been generated as more and more people learn about the billions of dollars in unfair subsidies that Qatar and the UAE are pumping into Qatar Airways, Etihad Airways and Emirates Airline," said Jill Zuckman, spokesperson for the Partnership for Open & Fair Skies.

"European countries understand all too well that the subsidies the Gulf carriers receive are distorting the marketplace and costing jobs. We believe the United States government should follow suit and similarly ask to freeze additional flights."

In the last few weeks, several airlines (British Airways, Iberia and Air Berlin) have all left the Association of European Airlines in protest at the association's stance vis-à-vis the Gulf carriers, which they view as excessively protectionist.

Source: [Lloyd's Loading List](#), 28/04/2015

CUSTOMS

INFORMAL MEETING WITH MEMBER STATES

On April 28 2015 CLECAT participated in an informal meeting with the Customs Attachés of Austria, Finland, France, Ireland, Spain, Sweden, the Netherlands and the United Kingdom and other trade associations to discuss on the Union Customs Code Delegated and Implementing Acts and on the proposal directive on sanctions and infringements. CLECAT had the opportunity to raise again its concerns about the problem for freight forwarders to comply with the particular data-requirements ('buyer and seller' and '6 digit code'), due to the difficulty to obtain these data from the customers.

GENERAL

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



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.

SAVE THE DATE: TEN-T DAYS 2015 TO BE HELD IN RIGA, LATVIA 22-23 JUNE

TEN-T Days 2015 will be held on June 22-23 in Riga, Latvia. European Commissioner for Transport Violeta Bulc, in cooperation with the Latvian Presidency of the Council of European Union, Minister of Transport Anrijs Matīss, invites Ministers, Members of the European Parliament and key stakeholders to discuss the development of the TEN-T network, with a special focus on the Core Network Corridors, their implementation and financing.

Source: [European Commission News](#), 27/04/2015

FORTHCOMING EVENTS

CLECAT MEETINGS:

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

EP hearing on the road haulage market and its social dimension

- 5 May 2015

iCargo Final Event, Transport Logistics Trade Fair, Munich

- 6 May 2015

International Conference on Fair Competition in Road Transport, Bucharest

- 8 May 2015

ITF Summit Leipzig

- 27-29 May 2015

Conference “Driving Road Decarbonisation Forwards”, Brussels

- 18 June 2015

Workshop on co-operation between EU Rail Freight Corridors and OSJD Corridors, Brussels

- 18-19 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

Thursday, 5 May 2015, morning and afternoon

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

Council (Lithuanian Presidency)

- Transport Council, 11-12 June 2015