european voice of freight logistics and customs services •

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

At the 2015 ITF Summit in Leipzig, CLECAT and FIATA hosted a panel debate 'BOOSTING GROWTH THROUGH LOGISTICS CONNECTIVITY'. The debate addressed the global nature of logistics as the main facilitator of global trade. The debate was moderated by **Christian Doepgen**, Chief Editor International Transport Journal (picture).

In a welcoming statement **Francesco Parisi, President FIATA**, noted that ensuring convenient access to global trade by providing logistics connectivity is the best political investment policy makers can make: it will foster growth, allow for energy-savings and promote the sustainability of logistic and global trade for a convenient time in future.

Pawel Stelmaszczyk , Advisor for the European Mobility Network at DG MOVE explained how the Commission continues to push forward work on trans-European transport networks and promoting cross-border transport connections. **Andrea Galluzzi** made the case for Rail Freight Corridor 6 and how this corridor fitted within this approach and how it would support rail freight in Europe. He also elaborated on the prospects *for rail on the Europe-Asia axis, also within a future co-operation between RFCs and OSJD corridors.*

Nicolette van der Jagt from CLECAT called for harmonised performance targets along the corridors and for the removal of regulatory bottlenecks. **Oliver Peltzer,** Commission Vice-Chair Trade Facilitation Committee, of the ICC, supported this and highlighted the need of more cross border continuity and reliability through facilitation stools such a single window for customs, safety and security.

Jean-François Arvis from the **World Bank** said that "the World Bank carefully continues to monitor the performance of logistics as the backbone of international trade with the production of the Logistics Performance Index (LPI). Its title, 'Connecting to Compete' captures the essence of this discussion", he said. There is a strong link between economic development and progress in improving logistics, through this evolution toward greater sophistication and value added. Depending on where you are, logistics can be een as either a cost or an opportunity. Traders in poor countries continue to lament high logistics costs. Emerging economies wants to develop greater value-added in logistics hubs (thinking of examples like Singapore). Contrary to the popular belief this is not about transportation costs. The cost of moving goods is disproportionally high in developing countries because of the unreliability of unsophisticated supply chains, resulting in higher inventory. On average, developing countries experience trade costs 2 or 3 times higher than mature economies.

Miodrag Pesut, **Chief of Transport Facilitation at UNCTAD**, (picture) explained how the development of Euro-Asian land transport corridors can foster intermodal transport integration and connectivity between Europe and Asia. He noted that speed, cost, and reliability of global transport and logistics networks depend crucially on the ability of border agencies to clear goods efficiently and at the same time to preserve important security and safety objectives.

In the conclusion, panel members thought that a well performing logistics system is indispensable for maintaining the competitiveness of a country/region and conducive do creating the business opportunities that make countries and regions thrive. Amongst participants, listening to the panel Mahmoud Ben Romdhane, Minister of Transport of Tunesia (picture).

Participating to a number of other high-level panel sessions at the ITF CLECAT welcomed the Declaration of Transport Ministers issued on the 28th May is available at: HTTP://WWW.INTERNATIONALTRANSPORTFORUM.ORG/PRESS/PDFS/2015-05-28-MINISTERIAL-DECLARATION-.PDF

UN SECRETARY-GENERAL URGES TRANSPORT MINISTERS TO ACT ON CLIMATE CHANGE

UN Secretary-General Ban Ki-moon has urged the world's transport ministers to accelerate efforts to combat climate change and "find new green solutions". "I urge all of you to accelerate your efforts", Ban said in a video message released ahead of the annual meeting of transport ministers during their global summit in the German city of Leipzig. "It is time to reshape the world's transport systems for a cleaner, safer and more sustainable future." Ban called sustainable transport "a common thread" linking the upcoming UN Summit in September in New York and the COP21 climate change conference in Paris in December. In New York, world leaders will define a post-2015 development agenda. In Paris, governments will seek to agree on concrete actions to limit the effects of global warming.

Webcast: WWW.INTERNATIONALTRANSPORTFORUM.ORG/2015

ITF Study on Impact of Mega-Ships on Transport Chain

The International Transport Forum has published a STUDY on the impact of Mega-Ships, which was the subject of a debate at the ITF in Leipzig on 29 May. The study assesses the effect of growing ship sizes on the rest of the transport chain, and provides a set of policy recommendations.

The study finds that there are cost savings which come from mega-ships, but they are decreasing and might not even be realized. Furthermore, the transport infrastructure costs of mega-ships could be substantial, along with rising supply chain risks such as insurability and potential salvage in case of accidents. Other risks include service and cargo concentration, reduced choice and more limited supply chain resilience as the development of larger ships coincides with consolidation into the four shipping alliances.

Policy recommendations include aligning incentives, by ensuring that port dues to not provide incentives for using the largest ships, clarifying application of state aid rules to the ports sector and linking state aid to commitments to covering costs related to mega-ships such as additional dredging needs. The study also calls for optimised use of infrastructure capacity and upsizing of hinterland transport modes in order to accommodate larger ships, as well as coordination between port authorities on future port development and focusing hinterland link investment on a limited number of ports.

Commissioner Bulc's vision for EU Transport

Commissioner Bulc has issued a VIDEO presenting her vision for EU transport as well as the policies that she is set to promote over the next five years. Her vision for transport is built on four pillars: people, growth and employment, innovation as well as competitiveness and sustainability.
She also presented this vision at a panel debate at the ITF. HTTP://2015.INTERNATIONALTRANSPORTFORUM.ORG/VIDEOS She said, 'If there is no model for resilience, there is no model for development. We need to become more connected to address the challenges we face in transport. That is why at the level of the EU we want to create a single European Transport Area.'

NEWS FROM BRUSSELS

Better use of infrastructure through automatisation in Road Freight Transport

The ELP organises on Wednesday 17th June a lunch debate hosted by Inés Ayala Sender MEP on better use of infrastructure through automatisation in road freight transport with speakers from VOLVO, TLN and the European Commission.

The European Commission recently published its strategy on a Digital Single Market in order to enhance Europe's position as a global leader in the digital economy. The third pillar of this strategy aims at maximising the growth potential of the European digital economy which entails the promotion of ICT Infrastructures and smart innovations like e-Transport. The automatisation process of vehicles reflects one of the key aspects in this regard. Possible results of this policy combination are the emerging field of car-to-car communication, vehicles-to-infrastructure communication and autonomous driving technologies. All of these technologies will lead to less road congestion, less traffic accidents, road casualties and, last but not least, massive savings of fuel. The ELP lunch event will debate concrete aspects with regard to the implementation of such Intelligent Transport Systems.

Therefore, Members from across the European Parliament's committees and political groups, the European Commission, the Permanent Representations and stakeholders are invited to join the ELP in discussing how to enhance and promote the automatisation process and all corresponding developments that show great potential for the transport and logistics sector.

Since participation is **limited** you are kindly asked to confirm your attendance by sending an e-mail to INFO@EUROPEANLOGISTICSPLATFORM.EU as soon as possible.

CONSIDERATION OF AMENDMENTS TO DRAFT REPORT ON TRANSPORT WHITE PAPER

On May 28, the European Parliament Transport Committee considered members' amendments to the Draft Report on the implementation of the White Paper on Transport. Rapporteur Wim van de Camp welcomed the amendments submitted, noting that most of the amendments are very detailed and focused prevalently on sustainability, social problems in transport, intelligent and green transport.

During the exchange of views Members stressed the importance of the following: enhancing fair competition; giving more attention to the issue of road safety; a major focus on the social aspect related to transport; improving efficiency of the transport system; accessibility of inter-modality. S&D shadow rapporteur Claudia Tapardel hoped that the desire to reach a compromise will not dilute the text of the draft report. Conservative shadow rapporteur Kosma Zlotowski noted that decarbonisation policy and alternative fuel should be taken into account in the White Paper on Transport. 'Transport plays a major part in climate change, for this reason the transport of the future should not depend on fossil fuel' emphasised Karima Delli MEP (Green, France).

Commission representative Olivier Onidi welcomed the draft report as well as the amendments submitted. He stressed the importance of giving full attention to the internalisation of external costs; the creation of a road agency as an important tool to help member states; a focus on port policy that deserves to be at the centre of the transport policy; urban transport; digitalisation and access to data. The committee will vote on the draft report and amendments on July 14.

MARITIME

DRAFT EUROPEAN PARLIAMENT REPORT ON PORTS PROPOSAL PUBLISHED

The European Parliament's rapporteur for the proposed Port Services regulation, Knut Fleckenstein MEP, has published his DRAFT REPORT ON THE PROPOSAL. Mr Fleckenstein makes numerous amendments to the proposal, including:

- Removal of references to opening up market access. Mr Fleckenstein proposes reorienting the market access chapter of the proposed regulation towards the organisation of port services, focusing on the minimum requirements for provision of port services and reasons for limiting the number of service providers at a port, without imposing a single model on all ports.

- Mr Fleckenstein proposes amendments which would increase the transparency of the procedure for limiting the number of service providers, and respecting the position of ports which are already more liberalised than others, but also increases the conditions under which the number of providers may be restricted.
- On infrastructure charging, Mr Fleckenstein has amended the proposal to enable the managing body of the port to set the charges autonomously according to their business strategy.
- Mr Fleckenstein supports the idea of consulting the port users adequately, but wishes to avoid a "one-size-fits-all" set-up. He proposes that different arrangements for consultation should be possible, as long as all users are consulted adequately.
- Mr Fleckenstein refers to "independent supervision" rather than to an independent supervisory body to shift the emphasis from the set-up of this body towards its task, namely the provision of an independent complaint mechanism. It is necessary that all users are informed and have the possibility to file a complaint to an independent body. He clarifies that existing bodies can serve as such a body without any added bureaucratic burden.

While many of Mr Fleckenstein's amendments are pragmatic, the reorientation of the proposal away from market access raises concern. The CLECAT secretariat will assess Mr Fleckenstein's amendments and will maintain contact with the European Parliament and other stakeholders with a view to preserving the principle of open market access.

Mr Fleckenstein will present his draft report to the Transport Committee at its meeting on 15-16 June, and other members of the committee have until 22 June to table their own amendments. The committee is expected to vote on the draft report in September, but Mr Fleckenstein may decide to postpone the vote until clarification is received from the Commission regarding the state aid rules for ports.

ESPO Ports Policy Debate shows willingness to land with Port Regulation

On May 22, the port industry discussed the state of play of the port regulation with Parliament and Commission. One year after the European elections, work seems to move forward with the new Transport Committee. In the debate held at the ESPO conference, all speakers - Commission, Members of the European Parliament and ports - generally expressed the wish to find an agreement on the text of the port regulation.

As Rapporteur on the port regulation, Mr Knut Fleckenstein outlined the main elements of his draft report, published on 22nd May. He confirmed his position in favour of more autonomy for ports and stressed the importance of transparency in the public funding of ports. He also wants to ensure that a complaint mechanism exists for port users when necessary.

In addition, he highlighted the new elements in his report, in particular the deletion of the market access provisions and instead pleaded for flexible organisation models. He further emphasized the close connection between the port regulation and clear rules on state aid for ports. Therefore, no concrete date has been set for the vote of the report, since this will depend on the progress on the state aid discussions. Moreover, he asked to include ports into the general block exemption regulation and stated that introducing a simple threshold for investments would not be enough.

Fotis Karamitsos, Acting Deputy Director-General at DG MOVE, presented the importance of having the regulation and said in that respect: "Don't let the courts make the policy for you!" Mr Karamitsos further expressed his support for the Council approach but pleaded for restoring the autonomy on ports charging as proposed by the Commission. He also said that transparency is a pre-condition for more clarity on state aid.

Greek MEP Elissavet Vozemberg, Shadow Rapporteur for the port regulation, pleaded for a European framework for market access for port services and for financial transparency in ports. On the latter, she asked to exempt small ports. She also called for more autonomy for the ports.

Miltiadis Kyrkos, Greek member of the Transport Committee, stressed the need for a "contemporary" framework for ports and added that transparency in the use of public funding is paramount for fair competition.

"The debate of this morning has shown willingness to land with a port regulation. It is clear that all positions are not set yet and more work will be needed to come to a realistic compromise. ESPO will continue its constructive dialogue with the Rapporteur and Shadow Rapporteurs. Moreover, we are happy to see that the autonomy principle is broadly supported by the Commission and Parliament", said Isabelle Ryckbost, ESPO Secretary General.

All presentations are available on the ESPO website.

Source: ESPO, 22/05/2015

CONTARGO ADAPTS ROTTERDAM CONGESTION SURCHARGE

European barge and intermodal operator Contargo, which last month introduced a surcharge on containers carried to and from the Port of Rotterdam due to mounting congestion and longer waiting times at the Dutch seaport, has announced that in future the levy will be calculated on the basis of an independent Port Stay Index (PSI).

The company said that while the situation has improved slightly at Rotterdam, "current data measurements do not yet show signs that the situation is returning to normal".

Contargo added that "a transparent, neutral key parameter" had been developed by trade body CBRB (Centraal Bureau voor de Rijn en Binnenvaart) that measured the average handling time per container in the seaport based on data supplied by member firms.

"This PSI has been measured by the CBRB since mid-April and is published weekly. Once a month, Contargo calculates a monthly average from these statistics, which is then used as the basis for calculating the congestion surcharge," Contargo said.

"From 1 June 2015, the congestion surcharge will be determined according to this key value, with a two-month time delay, meaning that the throughput times for April will be taken as a basis for the congestion surcharge in June, the May figures will be used to determine the surcharge in July, etc. This will work exactly like the familiar bunker surcharge system (BAF), which has been in use for years."

Contargo said the current PSI can be found on the extreme right of its homepage under the heading 'Seaport Congestion'.

Source: Lloyd's Loading List, 27/05/2015

RAIL

INDUSTRY CALLS FOR CO-ORDINATED EUROPEAN ACTION ON METAL THEFT

A joint statement calling for EU-wide action against metal theft was issued on May 26 by a coalition of 11 associations representing the rail, public transport and energy sectors. The coalition aims to raise awareness about the negative effects of metal theft on the functioning and quality of services of general interest and its overall impact on public life. The signatories include CER, Eurelectric, UITP and railway police association COLPOFER.

The statement calls on EU policy makers to take action in three areas:

- Legislative action to implement and enforce minimum standards for the sale of waste and scrap metals, including the consideration of new rules requiring buyers and sellers to be registered and identified;
- Enhancing international co-operation to tackle the cross-border nature of metal theft;
- Dissuasive action including the development of common definitions and sanctions across the EU.

The coalition said it was important for policy makers to recognise that the impact of metal theft on businesses, customers and society is much greater than just the scrap value of the metal stolen. 'Metal theft happens every day across Europe and results in the disruption of many services of general interest, such as public transport, railways, energy networks and telecommunications', said UIC. 'Metal theft not only causes huge economic losses for businesses and society but can also create potential risks for the safety of companies' staff and citizens, and has negative impacts on the quality of services and security of supply.'

Source: Railway Gazette, 27/05/2015

NEW LAW COULD WORSEN GERMANY'S RAIL CRISIS

A new law passed on 22nd May by the German parliament would limit smaller unions' rights to collective bargaining and adds another volatile element to the mounting sense of disarray the nation's train service has been thrown into after a long series of strikes. The new measure, called the Tarifeinheitsgesetz or Unitary Pay-Scale Law, outlines new rules for dealing with collective wage bargaining within a company and was approved by parliament after an acrimonious debate.

And it adds a new wrinkle to the labour-management confrontation that has roiled Germany's rail sector. The most recent strike by German train engineers was called off earlier than planned on 21st May amid growing discontent that was threatening to turn the public against the union representing the engineers - an organization that has increasingly come to annoy politicians as well as many other unions. The union, known as GDL, said it will refrain from strikes until 17th June as it heads back to the negotiation table and tries to reach a deal for higher wages with Deutsche Bahn AG, Germany's largest rail company.

It was the latest confrontation in a year-long battle between unions and Deutsche Bahn that interrupted passenger and cargo train service, caused possibly hundreds of millions of euros in lost economic productivity, and created a weary public tired of disruptions.

Alexander Dobrindt, the German minister of transportation, criticized the GDL, raising the possibility of legally forcing the union to the negotiating table. Many observers say a central reason for the ongoing battles with Deutsche Bahn revolves around rival unions jockeying for power as German Chancellor Angela Merkel's government seeks to put in place the new law, which could limit the ability of smaller unions to strike. Under current law, multiple unions organized within the same company can negotiate terms for their members independently, leading to complex wage systems — some engineers get paid according to GDL wage agreements, others according to EVG's — which some experts say creates unnecessary costs and harms social cohesion.

Full story at Politico, 26/05/2015

AIR

UNMANNED AIRCRAFT ARE THE FUTURE FOR AIR CARGO – 'BUT WE NEED TIME TO GET IT RIGHT'

More than 30 mostly European organisations are pressing for the development of unmanned cargo aircraft (UCA). Forwarders, shippers, universities and aircraft manufacturers, grouped under the name Platform for UCA (PUCA), are researching technological and regulatory issues and hoping to attract investment. UCAs are expected to be cheaper and more efficient than piloted aircraft, and PUCA sees commercial possibilities in those with a 10-tonne payload, to cover thin traffic routes.

"We don't believe there's a market for big aircraft," said Hans Heerkens, assistant professor of the University of Twente and chairman of PUCA. "There are many areas where you can't transport cargo efficiently, and we think these aircraft would be especially good for areas without high volumes of freight or passengers – like Wales, or Eastern Europe."

The group's plans, which could take 15 to 20 years to come to fruition, are backed by the European Shippers' Council (ESC). "We believe in the development of drones and bigger unmanned cargo aircraft, not for the next five or 10 years, but definitely over the next 20 years," said Joost van Doesburg, ESC airfreight policy adviser.

One of the challenges will be airspace, and SESAR, the single European sky project, is already considering how it could work. While Airbus, which is also involved in the project, is advocating "sky tunnels" for unmanned aircraft, to ensure they are not in the same space as traditional aircraft, PUCA is calling for a worldwide standard to allow the aircraft to operate and integrate in manned aircraft airspace. Mr van Doesburg added: "Rules for landing rights should probably also change for this breakthrough technology."

"Right now, everyone is waiting for everyone else," said Mr Heerkens. "Shippers and operators are saying 'show us the aircraft', manufacturers are saying 'tell us if you want it, and we'll build it', and governments are saying 'we can look at it if the market asks'. "I don't see this as a solution for a regular airline, like British Airways. But FedEx is conducting research into certain aspects, for example taxiing to the hangar. And Airbus has shown interest. There are also a number of armed forces involved. Unmanned aircraft have so many possibilities."

Mr van Doesburg added: "Other industry associations should also be involved in this innovation. We can now advise and assist this group to understand what we need as an air cargo industry."

Source: The Loadstar, 26/05/2015

Schiphol now has 'e-Fast' delivery

Air France KLM Martinair Cargo has joined forces with Rhenus and Cargonaut to realise the successful launch of e-Fast Delivery, a unique concept to simplify the cargo delivery process.

Since 13 May, truck drivers have been able to deliver air cargo at Amsterdam Airport Schiphol directly to designated loading docks without first stopping at the documentation desk. The new e-Link system sends an automatic message to the Warehouse Management System. The handler then checks that the shipment is ready for carriage (RFC), the shipment is secure and the shipment is paperless.

Upon arrival at the KLM Cargo area, the drivers scan their ACN (recognized road haulier) card and, if it meets all three conditions, they can drive straight to the loading dock.

This innovative concept is just one of the e-Freight developments to which Air France KLM Martiniar Cargo is strongly dedicated. E-Freight aims to replace paper documents with electronic alternatives in the airfreight industry.

By switching to e-Freight, the delivery process for shipment is arranged more efficiently and is less error-prone. It saves time and money, both for the customers and the airline.

The project was made possible thanks to a contribution from the European Regional Development Fund of the European Union.

Source: Freightweek, 19/05/2015

GENERAL

The Finnish Freight Forwarders' Association updates its name

The Finnish Freight Forwarders' Association updates its name to better reflect the current activities of its members and organization. From 1st June 2015 the association will be called the Finnish Freight Forwarding and Logistics Association.

"Many of our members have already long been significant and versatile logistics service providers, so it's natural to update the name of the association to correspond to the activities of our member companies and association", says Managing Director Petri Laitinen.

The association promotes the interests of freight forwarding companies and logistics service providers operating in Finland and focuses on business and labour market policy matters.

The association has around 70 member companies, which together take care of a major part of the transportation related to Finnish export and import and warehousing and logistics services linked to export and import.

In Finnish the association uses the name "Suomen Huolinta- ja Logistiikkaliitto ry" and in Swedish "Finlands Speditions- och Logistikförbund rf".

EUROPEAN FORWARDERS EXPECT GROWTH IN MAY AND JUNE

European freight forwarders on average reported an increase in volumes in April compared with the previous two months and expect volumes to continue to grow in May and June, according to the latest edition of Danske Bank's European Freight Forwarding Index.

The overall index of "current volumes" across all modes of transport came in at 55 in April compared with March's figure of 58, indicating a slight slowing of month-on-month growth. However, any figure above 50 indicates growth, on average, among the more than 100 European freight forwarding companies polled compared with the previous two months, seasonally adjusted.

And the "forward index" scores came in at 61 for May and 60 for June, which indicate an expectation of further increasing volumes for this month and next, on average, across air, sea, and road freight among the European forwarding companies that responded.

Looking at the different modes of transport, the "current volumes" figure for road of 57 indicates higher volumes in April compared with the prior two months. And the "forward index" for road came in at 61 for June, with the figure for May standing at 68, providing an indication of strong growth in road volumes this month and continuing growth in June.

The Seafreight index of 50 in April slipped from 63 in March, indicating relatively flat volumes in April compared with the previous two months and a slowing in the rate of month-on-month growth. Expectations for Seafreight, measured in the "forward index", came in at 60 in June and 56 for May, and suggesting increasing volumes for these two months.

Meanwhile, the "current volumes" Airfreight index of 57 dropped slightly compared with the 63 figure in March, indicating higher volumes compared with two months ago but a slowing in the rate of growth. And expectations for Airfreight, in terms of the "forward index" figure, came in 54 for May and 57 for June, indicating further growth in volumes expected over these two months.

There were, however, some significant variations from country to country, with Denmark scoring highly with a figure of 69 for both current volumes and expected volumes, for example. Germany, in contrast, reported a figure of 45 for current volumes and 50 for expected volumes, while the Benelux region reported a figure of 80 for its current volumes but just 50 for its "future volumes" index.

And in a reversal of that trend, forwarders from Eastern Europe reported a figure of 42 in terms of the "current volumes" index for April, compared with a figure of 75 in terms of future expected volumes. Meanwhile, UK Freight forwarders reported flat volumes in April with a "current volumes" index figure of 50, but are optimistic about the coming two months, reporting a "future volumes" index figure of 65.

Source: Lloyd's Loading List, 22/05/2015

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

CLECAT Freight Forwarders Forum
- 19 November 2015

OTHER EVENTS with CLECAT PARTICIPATION

High-Level Conference 2015 - "A Social Agenda for Transport"
- 4 June 2015

US-TSCG meeting
- 4 June

ELP event - Better use of infrastructure through automatisation in Road Freight Transport
- 17 June, EP Brussels

EC 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

CORE/EUROSKY Exploitation workshop
- 18 June Brussels

FERRMED Conference, Brussels
- 12 November 2015

EU meetings

Transport, Telecommunications and Energy Council
- 8 June 2015, Luxembourg
- 11-12 June 2015, Brussels

European Parliament

Plenary Session
- 8 - 11 June 2015, Strasbourg
- 24 June 2015, Brussels

Transport Committee
- 15-16 June 2015, Brussels
- 29 June 2015, Brussels