CLECAT european voice of freight logistics and customs services •

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NEWS FROM BRUSSELS

EC HIGH LEVEL CONFERENCE ON 'A SOCIAL AGENDA FOR TRANSPORT'

Yesterday, CLECAT participated in the high-level conference on 'A social agenda for transport' hosted by the European Commission. In her opening SPEECH Commission Bulc outlined the challenges for a social agenda for transport. Addressing the challenge of improving **employment and working conditions** she noted that an extensive social legislation is already in place in the transport sector. However, enforcement of existing rules is sometimes difficult**.** In addition, the current economic situation has led to increased competition and pressure to reduce costs, and the development of dubious employment practices such as letter box companies or fake self-employment. **Social dumping** has become a critical issue. She gave the example, "*Too often, truck drivers like Radu, 30, from Bucarest, are hired through a very complex mix of companies, subsidiaries, agencies based in different EU Member States, some of which have no real existence. As a result, they are hired at the lowest possible cost and they are not protected whenever problems arise.*

She continued: "Another road transport issue has made the headlines of the last few months. Can a Member State impose a minimal wage to foreign road transport carriers operating on its territory? We need to strike the right balance between social and internal market concerns and make sure that agreed rules are implemented in practice. While we support the establishment of a minimum wage, the Commission has decided to invite the German government to further reflect how their proposed rules can avoid disproportionate administrative burden and be made compatible with fundamental EU freedoms, such as the right to provide services and the free movement of goods. I believe that we should reflect at EU level on these issues to avoid the fragmentation of the internal market. **We need to move away from uncoordinated national initiatives and work more on coherent European responses.**"

Continuing, she noted, "considering our legal constraints, we might only be able to address some of the issues under EU law but this is not the only way forward. I believe that **enforcement is probably the key issue** in this field. Together, we have to find ways to improve enforcement both at national and at EU level. We can also take informal steps such as the sharing of good practices across transport sectors and across countries."

During one of the panel discussions on the topic, Tommy Pilarp of the Swedish International Freight Forwarders' Association, made an intervention underlining the need for clarification on a number of rules governing road transport; as this was leading to unfair situations and fines for parties in the supply chain. IRU General Delegate to the EU, Michael Nielsen, expressed supports for the creation of an EU Road Transport Agency that should promote legal clarity and increased enforcement efficiency to the benefits of the industry, enforcers and Authorities. The IRU also welcomed the launch of the EC study on sharing economy practices in transport, as well as the start of infringement proceedings against Germany concerning the application of its minimum wage legislation to international transport operations.

During one of the panel sessions dealing with the role of sectoral social dialogue in the transport sector, the Commission's stated intention for a 'new start' for social dialogue in the EU was strongly welcomed. The panel featured six chairs/co-chairs from different EU sectoral social dialogue committees of the transport sector. The representative of the ports sectoral social dialogue committee Lamia Kerdjoudj-Belkaid noted that more respect and support for sectoral social dialogue is desirable from the side of the EU Member States. She also noted that besides issues such as safety and security, the competitiveness of the industry needed to be taken into account.

Further information about the conference is available on the European Commission's webpage.

Next ELP lunch event on 17 June on automatisation in Road Freight Transport

European Logistics Platform

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.

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.

Transport Council to discuss Fourth Railway Package next week

On Thursday next week, EU Ministers for Transport will gather in Luxembourg to discuss among other issues the Fourth Railway Package. CLECAT is hopeful that the Council will reach a common agreement on the technical pillar which will allow for further progress on the governance pillar under the Luxembourg Presidency.

Member States have been working intensively on both the Market and the Technical Pillars in the last months, in view of achieving an agreement by the end of the Latvian semester. However, progress has been slow. CLECAT continues to be in favour of an adoption of the full 4th Railway Package, both the political and technical pillar.

The Council will also seek to adopt a general approach on technical requirements for inland waterway vessels. The draft directive aims to revise the current directive to create a more coherent legal framework for inland navigation in Europe.

CONFERENCE ON EU STRATEGIC INVESTMENTS FUND AND THE TEN-T

On Tuesday 2 June CLECAT attended a conference on challenges and opportunities of the European Fund for Strategic Investments (EFSI) and the Trans-European Network, hosted by the representation of Saxony-Anhalt in Brussels.

The EFSI seeks to mobilise funding for large-scale investments, through a €16 billion EU guarantee which will draw on the Connecting Europe Facility (CEF, designed to fund the Trans-European Network), among other EU sources. Its specific objectives are to address market gaps, mobilise private investment, and boost growth and jobs.

The Socialist & Democrat coordinator on the European Parliament Transport Committee, Ismail Ertug MEP (Germany), told the conference that German transport infrastructure requires €7 billion annually in renewal costs alone, highlighting the significance of the €26.3 billion to be provided by the CEF for the next 10 years. Mr Ertug said that as the CEF funds projects to remove bottlenecks, bridge missing links, create efficient and sustainable transport, and develop hinterland connections, EFSI projects funded using CEF money should meet these objectives.

Herald Ruijters, Head of Unit for the TEN-T at the European Commission DG MOVE, highlighted the impact on TEN-T funding of the EFSI. He noted that among others, €30 million will be provided for dedicated rail connections, including to ports, and €13 million to increasing port capacity. A European Investment Advisory Hub will be set up to aid in selection of projects to receive funding.

Matthieu Grosch, the TEN-T coordinator for the Orient-Eastern Mediterranean corridor, gave an overview of the issues at stake in this corridor. These include the fact that a train from Athens to Hamburg would need to comply with seven different signalling systems, change locomotive at least six times, replace an electric locomotive with a diesel one four times, deal with reduced length limits, a lower maximum axle load, and an 80kmph speed limit on 500km of track. Other critical issues on OEM corridor include the insufficient navigability of the Elbe and rail infrastructure bottlenecks.

TEN-T COORDINATORS PRESENT TO TRAN COMMITTEE

On the 28th May, coordinators of the Atlantic and Orient-Eastern Mediterranean TEN-T corridors presented an overview of their corridors' work plans to the TRAN Committee of the European Parliament.

The Atlantic corridor coordinator Carlo Secchi provided Members with a comprehensive overview of the work plans of the Atlantic Corridor which connects the Iberian Peninsula with France and Germany and, in broader terms, the EU with its international trade partners across the Atlantic.

Mr Secchi outlined ongoing work on Franco-German projects and the studies currently underway for projects on both the Spanish-Portuguese and the French- Spanish borders. Electrification has been achieved for 90% of the rail system of the corridor. However, there are 4 different power systems in place and ERTMS implementation accounts for only 7%. This is expected to speed up towards 2020. Mr Secchi highlighted the challenges posed by the different rail gauges in use. He also pointed out issues related to maritime Liquefied Natural Gas (LNG) deployment and interoperability of road tolling systems.

Considering the main objectives of the work plan, Mr Secchi underlined the need to enhance multimodality and interoperability and exploit the external dimension by boosting maritime transport. According to the Coordinator, the mobilisation of the necessary resources will be the key challenge for the development of the corridor. In view of the economic situation and already oversubscribed Connecting Europe Facility (CEF), the main focus needs to be on making the best use of available resources and tapping into additional funds, possibly using synergies with the EFSI.

Mr Grosch (picture) presented the work plans and overview of the Orient and East-Mediterranean Corridor that connects central Europe with the maritime interfaces of the North, Baltic, Black and Mediterranean seas. In his introduction, he noted that the corridor spans nine Member States and covers many airports, inland waterway and maritime ports. He explained complying with the TEN-T criteria has been a top priority in drawing up the work plan. In the rail sector, the following issues pose particular problems regarding cross-border connections and interoperability:

- non-uniformity in safety systems;
- the existence of three different power systems on electrified lines;
- discrepancies of operational speed levels and axle loads;
- train lengths; and a lack of ERTMS implementation.

Regarding inland waterways, the navigability of the Elbe river in Germany and the Czech Republic remains a concern, in terms of stable water levels throughout all seasons, flood management and compatibility of existing infrastructure such as bridges. For maritime ports, it will be particularly important to ensure sufficient connections to the road and rail networks beyond the immediate port hinterland. Mr Grosch underlined the need for a truly multimodal system to take the load off the ports and contribute to the economic development along the corridor as a whole. Overall 280 projects across all transport modes have been considered for the work plan, requiring a total of €47.4 billion in funding. €25.6 billion would need to be spent on critical issues (of which €15.8 billion still need to be financed), therefore a coherent prioritisation of projects will be crucial. According to Mr Grosch, the key priorities for this corridor will be:

- cross-border links and bottlenecks for rail;
- road and inland waterways;
- the development of last mile connections;
- the use of alternative fuels;
- Intelligent Transport Systems and Vessel Traffic
- Management and Information Systems in ports;

Source: TRAN Newsletter, 28/05/2015

ROAD

JUNCKER SAYS THE EC WILL CHALLENGE GERMANY'S ROAD TOLL LAW

The European Commission will consider a legal challenge against Germany over road tolls that appear to violate EU antidiscrimination laws by targeting foreign motorists, the Commission's president said.

In the Süddeutsche Zeitung on 1st June, Jean-Claude Juncker said the toll - which the Merkel government passed in March - does not appear to conform with EU rules prohibiting discrimination against foreigners. "We have considerable doubts that the law succeeds (in preventing discrimination against foreigners),'' Juncker stated. "The Commission, as the guardian of the EU treaties, now has to explore whether the treaties have been violated - if necessary at the European Court of Justice."

The toll, which Germany's parliament approved in March, will force foreign car drivers to pay up to 130 euros ($143) a year for using the country's motorways. German drivers would also pay the toll, but would be receive a corresponding reduction in automobile taxes, which critics inside and outside the ruling grand coalition say contravenes EU rules. Juncker's comments follow a report in Die Welt on Saturday that quoted Commission sources saying it planned to launch a legal challenge against Germany.

For the FULL STORY, Euractiv, 1/06/2015

CAR MAKERS GEAR UP FOR NEXT CO2 EMISSION CUTS

As the EU prepares for tough negotiations on reducing CO_2 emissions from cars post-2020, industry lobbyists, green campaigners and the European Commission alike seem to agree on one thing: deeper emission cuts from road transport will require a more "holistic" approach.

On June 18, the European Commission will fire the starting gun on the next round of talks to reduce emission from the road transport sector. A formal legislative proposal on reducing car's CO_2 emissions will not be tabled before 2016 but lobbyists of all kinds are already lining up their arguments.

For carmakers, the matter is clear: cutting CO_2 beyond the 95 grams per kilometre currently required by 2020 will call for "a comprehensive approach" that looks at other things than mere fuel efficiency improvements. A holistic approach will be needed to tackle CO_2 emissions from the transport sector as a whole – beyond the private vehicle.

Miguel Arias Cañete, the EU's Climate Action and Energy Commissioner, says he wants "a holistic approach" to reducing transport emissions. This, he said, means "not just tackling CO_2 emissions from cars, but analysing how we can deal with the transport sector as a whole, assessing how electro-mobility is going to be deployed, roads, etc." Nothing is decided at this stage as the Commission has not yet launched its public consultation.

Cañete said the proposal on CO_2 from cars will be closely coordinated with other Commissioners – Ms Bieńkowska, Ms Bulc, Mr Vella – in charge respectively of industry, transport and the environment, so it won't be just a climate initiative. "It has to be well coordinated, also with the reform of the ETS and the goal of raising the share of industrial activity to 20% of the EU's GDP," Cañete stressed.

Timetable:

- 18 June 2015: Commission Stakeholder conference on transport and CO2
- By end 2015: Commission to launch a public consultation on reducing CO2 emissions from transport, including impact assessment studies
- 30 Nov.-11 Dec.: UN climate conference (COP 21) in Paris
- 2016: Legislative proposals expected to come out on CO2 targets post-2020

Full ARTICLE: EurActiv, 29/05/2015

TAPA NEWSLETTER

The May issue of TAPA's newsletter 'Vigilant' provides again an interesting overview of cargo crime in Europe and beyond. TAPA EMEA's own Incident Information Service (IIS) Report for Q1 2015 shows an average loss value of €210,365. In April, IIS says the average loss for cargo crime incidents that stated a value was €270,652. In the US it is a very similar story, with one expert quoting a 25% year-on-year rise in the value of cargo losses in the United States in Q1 to $256,966.

It reports on a study by TAPA member FreightWatch International called 'European Cargo Crime Threat Assessment' produced by its Supply Chain Intelligence Center. The study provides a detailed insight into cargo crime trends in Europe's major markets. According to the study, the six countries reporting the highest number of incidents in 2014 are: France (Paris area), Italy, Germany, Russia, UK, south-east Netherlands and Rotterdam.

Source: Vigilant Magazine, 05/2015

MARITIME

CONTAINER SHIP RELIABILITY REACHES NEW HIGH AS CONGESTION AND ALLIANCE ISSUES FADE

Container service reliability reached a data-series high in April with the aggregate on-time performance for the three key East-West trades rising to 67.6%, up by 4.1 percentage points on March, according to Carrier Performance Insight, the online schedule reliability tool provided by Drewry Supply Chain Advisors.

The previous best since Drewry's new data series started in May 2014 was achieved in October last year (64.3%) after which the industry struggled to cope with heavy port congestion on the US West Coast and the implementation of new alliance partnerships and services.

Indicative of the return to 'normal' operations on the USWC the Transpacific trade saw the biggest improvement in April with on-time reliability rising by 15.1 points to 54%. However, Transpacific reliability remains about 20 points down on the series peaks of June and July 2014. Reliability on the Asia-Europe trade improved for the third consecutive month in April, while the Transatlantic bucked a six month declining trend with a higher performance.

The most reliable carrier in April was Maersk Line with an average on-time performance of 85%, followed by OOCL (77%); MOL and NYK (both 74%). At the bottom of the rankings were Wan Hai (51%) and PIL (40%).

"Drewry expected the upturn in reliability following the end of the exceptional circumstances," said Simon Heaney, senior manager of supply chain research at Drewry. "We expect further improvements in the next few months, but as on-time performances are approaching the historical ceilings, they might only be marginal."

Source: BIFA NEWSLETTER, 20/05/2015

MAERSK LINE IN SPOTLIGHT WITH ULTRA-LARGE VESSEL DELIVERY

With the twentieth and final delivery of its Triple-E series of 18,270 teu ultra-large container vessels (ULCVs) due to take place this month, Maersk Line announced on 2 June the next phase of its fleet expansion with an order for what will become the largest ships in its fleet. Maersk Line chief executive Soren Skou placed a new order for 11 Triple-E next generation 19,630 teu vessels for delivery in 2017 and 2018. The ships represent a capacity increase of 1,360 teu on the original Triple-Es, or 7.4%, while in terms of physical dimensions – with a length of 400 metres, beam of 58.6 metres and a draught of 16.5 metres – they are virtually identical to the first generation.

The new vessels are also considerably cheaper than the $185m per unit that Maersk forked out for the original Triple-Es in 2011. The company said yesterday the order was worth $1.8bn, representing a per ship price of $163.6m. This puts it on a par with its carrier rivals, which have been paying in the $150-160m for more recently delivered UKCVs, such as the CSCL Globe and MSC Oscar. There is also an option for six additional units.

Maersk said the new vessels will operate its Asia-Europe service, replacing smaller, less-efficient ships. The Maersk orderbook currently stands at total of around 370,000 teu – comprising a final Triple-E; seven Baltic feeder vessels; eleven 9,500-10,00 vessels, which it will take on long-term charter over the course of this year and the next; and eleven 19,630 teu vessels – which would rise to 485,000 teu if the six options are exercised.

In response to the report on challenges presented by mega-ships (see newsletter 21), Maersk responded that it does not recognize the scenario of problems presented in the report. Amdi Krogh, vice president for Head of Assets & Deployment, said that the difference in savings on a twenty foot container on a new mega-vessel and an older 14,000 teu container ship can reach up to $500, which is somewhat higher than in the report.

Regarding the perceived reduction of options for customers resulting from the concentration of services and freight, Mr Krogh said that "when volumes go up, it requires investments in terminals and ports as well. This is a very natural consequence of the fact that volumes are growing in global trade. At Maersk Line, we invest in the most efficient vessels and of course we are in continuous discussions with out terminal operators about what they need, but we don't put increased pressure on them." He added that Maersk do not believe that larger ships are putting pressure on hinterland and wider transport networks, saying that the development has been an interaction between shipowners and the port operators, and a natural consequence of growing global volumes.

Source: THE LOADSTAR, SHIPPING WATCH

RAIL

EUROPEAN COURT OF AUDITORS AUDIT ON RAIL FREIGHT

CLECAT had a meeting with the European Court of Auditors this week on a performance audit concerning the transport of goods by rail. The auditors have visited five Member States and are in the final stage of drafting their report. They have met with CLECAT and some other stakeholders to discuss the main reasons explaining the persistent unsatisfactory situation of rail freight transport performance in terms of modal share and volumes transported in average in the EU and the potential recommendations which could be addressed to the European Commission and to the Member States in order to improve this situation.

AIR

CLECAT ATTENDS EU-US AVIATION SECURITY COOPERATION MEETING

On 4 June, CLECAT attended the 22nd meeting of the EU-US Transport Security Cooperation Group on aviation security. The twice-yearly meeting brings together the European Commission, the US Transportation Security Administration and industry to discuss common issues concerning air transport security.

Industry stakeholders presented a joint set of positions and questions to the regulators concerning a range of transport issues. Both the EU and U.S. recognised the importance of the mutual recognition arrangements in the field of air cargo and mail security. They intend to continue with these arrangements, whereby air carriers operating from the U.S. benefit from a waiver from ACC3 rules and air carriers operating from the EU to the U.S. benefit from alternative procedures recognising the EU air cargo and mail security rules applied in place of U.S. Emergency Amendments & Security Directives. TSA confirmed that the recent changes to the All-Cargo Security Program do not impact upon the cargo recognition arrangements.

Both sides also confirmed that work to ensure common principles for the implementation of Pre-Loading Advanced Cargo Information (PLACI) are being pursued with the intention of avoiding duplication, facilitating mutual recognition, and delivering compatibility with international standards as work continues in ICAO and the WCO.

AIR FREIGHT MOMENTUM SLOWS

The International Air Transport Association (IATA) released data for global air freight markets showing a 3.3% increase in cargo volumes (freight tonne kilometers or FTKs) in April 2015 compared to April in the previous year. While there is growth compared to the same month in 2014, there has been no actual growth in aggregated global cargo volumes since late last year.

At a regional level, only the Asia-Pacific and Middle Eastern airlines reported growth in April. North American carriers reported essentially flat demand, while Europe, Latin America and Africa all reported declines when compared to 2014. April data also revealed a slowdown from the growth for the first quarter of 2015, which averaged 5.3%, in line with a recent weakening in world trade growth. Despite a cyclical pick-up in the global economy, acceleration in trade and air freight demand is unlikely in the near term as business confidence and export orders are flat or declining.

Also of note was the significant capacity increase of 5.5% in April 2015, driving the load factor down to its lowest for the past 12 months.

Source: IATA Press Release, 4/06/2015

'MEPs must resist airlines' rebuff of global climate measure'

Environmentalists have called on MEPs to ensure the environmental integrity of the current EU ETS for aviation is not abandoned in return for nothing from the global aviation industry. The caution followed comments by IATA that a global market-based mechanism to tackle aviation's carbon emissions won't be ready by 2016 as agreed.

Members of ICAO agreed in 2013 to develop a global measure for 2020 to reduce airlines' CO2 emissions, with the details to be agreed by its next assembly in 2016. As part of those negotiations, the EU agreed to suspend its directive requiring flights between Europe and destinations or places of origin outside the EU to report their emissions and surrender allowances for some of them. The directive remains in force for flights exclusively within Europe.

T&E, said: 'The aviation industry's efforts to soften up the EU for a weak outcome at the 2016 ICAO assembly must be rebuffed. Europe must make clear to airlines that it has a right and an obligation to regulate carbon emissions from European flights, and that right will no longer be forfeited after 2016.'

Meanwhile, non-European airlines are coming under increasing pressure to comply with ETS rules for the current scope – intra-EU flights. Earlier this month it was confirmed that Saudia Airlines had been fined €1.4 million by the Flemish regional government for breaching EU carbon emissions rules, making it the first big non-EU carrier to be fined for ETS non-compliance.

Source: Transport & Environment News, 2/06/2015

EU tries to devise aviation strategy with Gulf carriers

The European Commission and Gulf carriers "have made progress" in talks to address allegations that airlines from the GCC have received unfair government subsidies to spur their expansion in the West. The creation of a new aviation strategy with bilateral agreements intended to prevent such disputes from recurring is a key objective of the talks, it emerged last week.

European Commissioner for Transport, Violeta Bulc, told *The National* newspaper: "We had a very successful meeting with the Gulf countries a couple of days ago in Doha and progress has been made. The talks were very friendly and much more encouraging than the previous one."

Commissioner Bulc added that Brussels hoped to agree a new aviation strategy with the Gulf. "We hope to proceed with bilateral discussions with the major carriers in the Gulf, and right now we are putting together an aviation strategy and aviation bilateral agreements will be part of that strategy. We are submitting [them] to the [European] commission in the autumn and as soon as it gets approved then we will proceed with all the actions. We hope negotiations will start this year, but it all depends on how successful we are going to be."

Etihad chief executive James Hogan pledged last week to continue the airline's planned expansion across the world, despite "the rise in aggressive protectionist sentiment in Europe and the US".

Announcing Etihad's annual results, Hogan said: "Both Etihad Airways and its partner airlines are being targeted. These attempts to limit competition are detrimental to consumer choice. They threaten to damage the significant progress that our airline has made in offering improved travel connections, product and service standards, and value for money."

Source: ArabianSupplyChain.com, 1/06/2015

CUSTOMS

CLECAT and shipping associations quiz Member States on Reporting Formalities

In an effort to gather much needed information and to obtain some clarity regarding the current situation, CLECAT and other industry associations have sent EU Member States a questionnaire to ascertain which systems countries are putting in place to comply with the Reporting Formalities Directive, which entered into force on June 1st. The Directive was part of a wider Commission initiative to reduce administrative formalities for shipping and increase the ease of doing business.

The questionnaire seeks to determine the data required by each Member State from ships calling at their ports, and in which format. Questions also cover whether maritime formalities are only to be submitted once to a single authority which may then share data with others, as well as the existence of single reporting mechanisms and any interim mechanisms to be used should the deadline not be met.

The questions may be found in full HERE.

Former Yugoslav Rep. of Macedonia to join NCTS Convention as from 1 July 2015

On 29 May 2015, the European Union officially recognised the Former Yugoslav Republic of Macedonia as future part of the NCTS Convention in a Decision published in the Official Journal. In February 2015, the Former Yugoslav Republic of Macedonia had already completed the Pre-conformance Testing phase, proving its compliance with the essential legal, structural and information technology requirements which are preconditions for accession (see CLECAT Newsletter 12/2015). The Former Yugoslav Republic of Macedonia has now to fulfil the technical conditions for accession before obtaining its official invitation to join the Convention.

The Former Yugoslav Republic of Macedonia shall be invited to accede to the Convention as from 1 July 2015. Please refer to the OJ (pages 71 to 83) for more information.

SUSTAINABLE LOGISTICS

Presentation of draft opinions: Energy Framework Strategy and Paris Protocol

At the European Parliament Transport Committee meeting on 28 May, Rapporteurs Henna Virkkunen (Centre-right, Finland) and Bas Eickhout (Greens, Netherlands) presented respectively two opinions: “Towards a European Energy Union” and “Towards a new international climate agreement in Paris”.

The two opinions are linked to the Commission's package on the European Energy Union. The Rapporteurs welcomed the Commission's vision of a sustainable, low-carbon and climate friendly Energy Union and highlighted the importance of transport in the future energy and climate policies. They insisted on the need for efficient policies to support the introduction of new technologies that will increase the efficiency of transport systems and reduce Greenhouse Gas (GHG) emissions. They also highlighted the need for the introduction of a fair pricing system for transport infrastructure.

While the Commission representatives generally supported the two opinions, some Members called for more active involvement of the Commission in the negotiations of emissions reductions in the air and maritime transport. One Member raised the cost of changes in energy technology and suggested cabotage as a possible improvement for the efficiency of haulage transport.

Deadline for amendments 5 June 2015
Vote in TRAN Committee 14 July 2015
Vote in ENVI Committee (Framework Strategy) September 2015
Vote in ITRE Committee (Paris Protocol) September 2

Source: TRAN Newsletter, 28/05/2015

GENERAL

STAKEHOLDER CONSULTATION: PREPARATION OF EU GUIDELINES ON URBAN LOGISTICS

CLECAT has been invited to take part to an online consultation on the preparation of European non-binding guidance documents (NBGD) on urban logistics. This consultation is part of a European Commission (DG MOVE) mandated study on facilitating the preparation of European non-binding guidance documents (NBGD) on urban logistics. The consortium responsible for this study is formed by Ecorys, University of Antwerp, University of Lisbon and Prof. Dablanc of IFFSTAR.

The aim of this questionnaire is to identify key urban logistics challenges and user expectations regarding the upcoming non-binding guidance documents.

The survey is available HERE

CLECAT will prepare a draft response for approval of members in the coming weeks.

FORTHCOMING EVENTS

CLECAT MEETINGS:

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

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

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

<u>EU meetings</u>

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

European Parliament

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

Transport Committee
- 15 June 2015, Brussels, (afternoon)
- 16 June 2015, Brussels, (morning and afternoon)
- 29 June 2015, Brussels