CLECAT european voice of freight logistics and customs services •

# Newsletter Issue 24 / 19 June 2015

## NEWS FROM BRUSSELS

### CONFERENCE "DRIVING ROAD DECARBONISATION FORWARDS"

Yesterday, a high level conference - including three European Commissioners - was held in Brussels to discuss cutting carbon in the road transport sector. Commissioners Miguel Arias Cañete, Elżbieta Bieńkowska and Violeta Bulc, responsible respectively for climate action and energy, internal market and industry, and transport, discussed with stakeholders the decarbonisation of road transport in the context of the Energy Union and EU climate, transport and competitiveness policy. The aim of the conference was to discuss EU level actions that could aid road transport decarbonisation and reduce greenhouse gas emissions.

Road transport accounts for nearly 30% of the EU's energy consumption and about a fifth of its carbon emissions. This is part and parcel of the Juncker Commission's ENERGY UNION priority project which takes a comprehensive view on technologically-neutral solutions for decarbonising road transport as well as addressing electricity and other renewable energy sources. The EU has committed to reducing its greenhouse gas emissions by 30% in the sectors not covered by the EU Emissions Trading System by 2030. Transport is the largest of these sectors accounting for nearly a third of emissions, and road transport is the dominant emission source within the overall transport sector. The challenge is to outline how the needed emissions reductions will be delivered.

In three panels Commissioners discussed future challenges and issues such as changing behaviour, promoting innovation and the role of the single market. Vice-President for Energy Union Maroš Šefčovič gave a VIDEO-PRESENTATION 'driving road decarbonisation forward' highlighting that the European Commission will tackle road transport decarbonisation in an integrated and cross-service manner as part of the non-ETS targets which will be presented in a road map next year. He invited the road transport to be part of the discussion which is crucial to optimise the positive effect of policy making. Commissioner Violeta Bulc addressed decarbonisation within the overall strategy for transport. She noted that decarbonisation of transport should not be thought of as a cost but as an investment and highlighted the importance of an integrated approach by looking at the transport sector as a whole, including all modes of transport.

### BETTER USE OF INFRASTRUCTURE THROUGH AUTOMATISATION IN ROAD FREIGHT TRANSPORT

European Logistics Platform

At the eighth event of the European Logistics Platform (ELP), around 50 EU policymakers and industry stakeholders came together to discuss the advantages of automatisation in Road Freight Transport with regard to infrastructure usage. The event was hosted by Inés Ayala Sender MEP, Member of the Transport Committee, who underlined the importance of seizing the opportunities of ITS in the transport sector. She highlighted that 'the EU Digital Agenda is a big new opportunity to raise the profile of logistics, and show the best profile of the logistics sector through greater efficiency and making better use of capacity.'

The event discussed different stakeholder perspectives with regard to the challenges and opportunities of automatisation in transport. Claire Depré, Head of Unit 'Intelligent Transport Systems' (ITS) in DG MOVE, elaborated on the Commission's agenda to boost ITS digital mobility. She explained why the Co-operative Intelligent Transport Systems (C-ITS) Platforms have been established, highlighting that there is no interest in automatisation if vehicles and infrastructure are not connected. She noted the urgency of the C-ITS challenge, particularly the need to move from research and development to deployment for the EU to remain competitive.

For the automotive sector, Peter Kronberg, Safety Director of Volvo Group gave some insight on how the Volvo group is working towards the efficient and safe automation of commercial vehicles through the step-wise deployment of new technologies. Mr Kronberg noted that as the drivers for automation are so obvious with improved traffic flow, productivity and environmental efficiency, further automation will happen although challenges remain; these being optimised infrastructure for automated vehicles and the deployment of C-ITS. Bastiaan Krosse from the Dutch Research Institute TNO gave a presentation on how 'platooning' works in practice by presenting an ongoing pilot project in the Netherlands. He showcased that by linking trucks into road-trains or platoons, significant opportunities are presented to increase the capacity of roads and reduce congestion, save fuel, and improve safety.

In conclusion, Nicolette van der Jagt, vice-chair of the European Logistics Platform said: "Europe needs to foster solutions based on state-of-the-art information and communication technologies, particularly in the field of the efficiency and service level in logistics chains. At the same time, the development of interoperable intelligent transport systems (ITS) has to be pursued to improve efficient road and synchro-modal transport. Better connections and the deployment of innovative ICT across all transport modes will lead to a more sustainable, efficient and future-oriented transport system of the EU.'

## CORE/EUROSKY Exploitation Workshop

On 18 June CLECAT attended a workshop hosted by EOS on exploitation of the CORE and EUROSKY research projects.
The workshop was designed to show the practical, commercial results of the projects for achieving greater supply chain security and resilience.

Solutions presented included the Multi-method threat and vulnerability assessment (MTVA) which creates a Security Management System for logistics. The MTVA includes a certification module for AEO/ISO28000, as well as a risk assessment module which assists with the design and planning of supply chain networks and with the design of countermeasures for network resilience which reduce the cascading effect of disruptive events.

The ConTraffic platform, for route-based risk indicators for containers, was presented. The platform brings together information on the container's routing which may not be evident from the information provided in the bill of lading or import declarations, but which may have an effect on the container's security. This includes route information such as dates and times, means of transport and logistic events involved in transportation during a given period, so as to give a better picture of the container's history and enabling a fuller risk assessment.

The Smart Semantic Space was presented, which would visualise data and provide geo-spatial identification of information relating to consignments or containers, in order to access information which may not otherwise be obvious. This could aid in rapidly identifying patterns and connections in data and any anomalies which may indicate suspicious activity. It is estimated that better data would save €22 per TEU.

CLECAT is a partner in the word-wide largest supply chain security project CORE which was launched mid-2014. CORE aims to enhance the efficiency, speed and reliability of legitimate trade and logistics whilst enhancing the effectiveness of supervising global trade and safeguarding the supply chain security. Contrary to 'traditional research, CORE is building on the results of available knowledge and technology (Cassandra, CONTAIN, SUPPORT, SAFEPOST, EUROSKY, e-Freight ) backed up by participating industries. Implementation-driven R&D will be then undertaken designed to discover gaps and practical problems and to develop capabilities and solutions that could deliver sizable and sustainable progress in supply chain security across all EU Member States and on a global scale.

# ROAD

## EC LAUNCHES INFRINGEMENT CASE ON NEW ROAD CHARGING SCHEME FOR PRIVATE VEHICLES

Yesterday, the European Commission announced that it has launched an infringement procedure on German new road charging scheme for private vehicles. Germany adopted on 8 June 2015 a law introducing a road charging scheme for cars. At the same time, it passed a law ensuring that vehicles registered in Germany benefit from a deduction of the road charge from the annual vehicle tax bill. This will lead to a *de facto* exemption from the charge for cars registered in Germany - and only for those cars.

Commissioner for Transport Violeta Bulc said: "*A toll system can only be compliant with European law if it respects the fundamental Treaty principle of non-discrimination. We have serious doubts that this is the case in the final text of the relevant German laws. We are now acting swiftly to clarify these doubts through an infringement procedure in the interest of EU citizens*."

The Commission's main concerns are on indirect discrimination based on nationality. Two features lead to such discrimination. The first is the fact that, effectively, German users – and only those - will not pay the road charge because their vehicle tax bill will be reduced by the exact amount of the charge. The second is that the price of short term vignettes, which are typically bought by foreign users, is disproportionally high.

The German authorities now have two months to respond to the arguments put forward by the Commission in the letter of formal notice. Should the Commission consider that the reply to the letter of formal notice is not satisfactory, it will consider addressing a Reasoned Opinion to Germany. Source: EC Press Release, 18/06/2015

## RUSSIA RE-OPENS 34 BORDER-CROSSING POINTS TO TIR

Further to the announcement of the Federal Customs Service of the Russian Federation (FCS RF) last week, 34 border-crossing points with Azerbaijan, Estonia, Finland, Georgia, Latvia, Lithuania, Mongolia, Norway, Poland and Ukraine are now re-opened to TIR. The final list of Russian border-crossing points is still being worked out by FCS RF in Russia thus practical difficulties cannot be totally excluded at this stage. Transport operators are nonetheless recommended to use TIR Carnets when performing their transport and transit operations in Russia through border crossing points listed below.

Source: IRU, 18/06/2015

## HGV ROAD USER LEVY CRUISES PAST REVENUE PREDICTIONS

The HGV road user levy in the UK has risen slightly more than originally thought during its first year of operation, with foreign-registered vehicles paying £46.5m to use UK roads. Transport minister Andrew Jones said the charge had "proved to be a great success" and had raised a total of £192.5m, with £146m coming from UK-registered vehicles (who have the fee off-set via reduced Vehicle Exercise Duty, making the measure cash neutral for most). "Receipts from foreign vehicles are significantly ahead of the projected £21m," he said. Jones explained that the reason for the original estimate being exceeded was due to the predominance of foreign HGVs paying the higher daily charge, rather than the lower annual or monthly levies. The vast majority (97%) of transactions are made through an online portal using registered accounts. "Officers in Great Britain and Northern Ireland have issued over 3,000 fixed penalties for levy offences during its first year raising more than £900,000 in fines," Jones added. In March ahead of the upward revision, the government said the annual total from non-UK registered vehicles was £44m.

Source: COMMERCIAL MOTOR, 18/06/2015

## TAPA EMEA PRAISES BRITISH AND DUTCH POLICE TO PREVENTING SUPPLY CHAIN CRIME

The Transported Asset Protection Association (TAPA) has praised the proactive approach of British and Dutch law enforcement agencies in helping to support the supply chain resilience of major manufacturers and logistics services providers in Europe. The proactive data and intelligence sharing of the British and Dutch police is helping TAPA EMEA members to manage risk and operate more secure supply chains.

Cargo crime data recorded by TAPA EMEA's Incident Information Service (IIS) in the first quarter of 2015 shows the UK and the Netherlands with the highest levels of reported incidents, accounting for over 67% of the 206 freight thefts or attempted thefts in the three months to the end of March.

The UK recorded 70 cargo crimes in IIS in Q1 2015, a 133% rise over the 30 incidents recorded in the same period of 2014. The Netherlands saw a 17% increase year-on-year with 69 incidents. The 206 new cargo crimes included 18 incidents with a loss value in excess of €100,000. Only 30.5% of recorded crimes in the quarter gave a loss value but the total for these thefts still exceeded €13,250,000, resulting in an average loss value for the quarter of €210,365.

Thorsten Neumann, Chairman of TAPA EMEA, said: "We are well aware that the level of cargo crime in the EMEA region and, indeed, globally is massively under-reported. Whilst highlighting the UK and the Netherlands as hotspots for incidents, what this latest data for Q1 demonstrates more than anything is the growing importance our police partners in these countries are giving to tackling the problem of cargo crime. By collecting and sharing intelligence, they are setting an example we hope other law enforcement agencies in our region will follow. "The UK and the Netherlands are certainly not the only countries under threat from organised cargo crime gangs. In Q1, TAPA EMEA gathered information on increasingly-violent crimes in 14 countries. This is vital if we are to understand the full scale of the problem" Neumann concluded.

## Stowaways 'contaminating' perishable freight

Lloyd's Lloyding List reported this week that the UK fresh produce industry claims that each month its members are being forced to bin food shipments imported from the European mainland worth close to £2 million each month as a result of migrants breaking into trucks and 'contaminating' loads, with the rising threats leading some hauliers to avoid Calais-Dover crossings. Some shippers and hauliers are now avoiding Calais as rising migrant issues add to costs.

*Lloyd's Loading List.com* reported last month how *some* forwarders were increasingly moving their international road freight to longer UK-European crossings despite the greater expense and time involved, because of the growing threat to their drivers and vehicles from would-be migrants around the French port of Calais. Road freight operators said conditions around Calais had got worse in recent weeks, with an increasing number of incidents of damage to their vehicles as would-be migrants attempt to stow away in trucks that are heading to the UK.

The British International Freight Association (BIFA) also warned that a significant recent increase in would-be illegal immigrants attempting to stow away on trucks passing through the Calais Eurotunnel terminal and ferry port was causing major problems and threatening the future of cross channel trailer services. BIFA director general Robert Keen said that the trade association's members were reporting increasing difficulties being caused by the growing numbers of illegal immigrants attempting to board trucks heading for the UK. "Our members' cross-channel trailer services are being directly targeted by the migrants, putting the security of drivers, vehicles, and customers' loads at risk," Keen said. "This can cause long delays to the scheduled arrival times of trucks in our members' depots, jeopardise the delivery of freight for their customers, and cause huge inefficiencies in their transport planning.

"Without action now from the authorities in France and the UK, I believe there is a good chance that if the situation continues, international transport sub-contractors will start to refuse to operate on the Continent-UK cross-channel market, due to the personal and financial risks that they and their staff are now taking." He said BIFA was pressing the authorities to step up their protection of the routes across the Channel "and fulfil their obligations to let trade move unhindered before serious damage is done to this strategic freight route".

BIFA said it had always encouraged its members to take strong measures to secure their vehicles from the start of their journey to the Calais area and urged their drivers to stay vigilant and accountable for their trucks and loads. It also welcomed the news that Eurotunnel had converted its existing terminal parking area into an extended pre check-in zone in order to provide increased security for approximately 150 additional trucks on site and was also pleased that later this year, Eurotunnel will be opening extended terminal facilities and a new secure truck park, which should further reduce the ability of migrants to climb aboard vehicles.

Full story Lloyd's Loading List, 15/06/2015

# MARITIME

## Maritime Competition summit between EU, US and China

Representatives from the maritime regulatory authorities of the European Union, the People's Republic of China and the United States met on 18 June in Brussels to discuss antitrust and regulatory issues in maritime transport. The delegates confirmed their renewed intention to cooperate on these matters. Hosted by the European Commission's Directorate-General for Competition, this was the second official meeting between the three authorities, following the first maritime regulatory summit that took place in Washington in December 2013.

The discussions focused on the global trend towards increased cooperation in the liner shipping market, as well as on regulatory and policy issues related to ports. With the continued growth in scope of carriers' cooperation, the authorities considered that monitoring of the sector warrants ever closer contact and better communication between competition and regulatory authorities.
Delegates also discussed their respective enforcement activities and highlighted each authority's priority issues such as port congestion.

The summit concluded with the following joint statement by the European Commission, the Federal Maritime Commission and the Chinese Ministry of Transport: "Today's exchanges have been a valuable opportunity to foster cooperation between our three authorities. We have identified areas of common importance and we look forward to continuing our constructive dialogue."

To coincide with the meeting, the European Shippers Council adopted a WHITE PAPER ON MARITIME COMPETITION, arguing that the evolution of the market towards four alliances with impressive market shares in certain trade lanes (for example, the G6 has over 45% market share on routes between North America and North Europe) and their global reach requires a review of the procedures and safeguards in place until then.

The ESC highlights the importance of prior control and monitoring for cooperation between ship operators. Shippers particularly called on participants in this global summit to jointly define the concept of “relevant market” used in competition analysis so that market shares are calculated uniformly.

They also recommend the creation of a harmonized global file submitted by the ship operators to the competition authorities. It needs to include all the information needed to properly analyse the actual scope of cooperation as well as its governance structure and nautical resources used. These files must be filed for all technical and operational cooperation, whatever their sizes, and must be open to feedback from other market players.

CLECAT is monitoring developments around maritime competition and the alliances closely.

## RAPPORTEUR PRESENTS PORT SERVICES REPORT IN PARLIAMENT

On 15 June the European Parliament’s Rapporteur on the Port Services proposal, Knut Fleckenstein MEP, presented his DRAFT REPORT to the Transport Committee. He emphasised that financial transparency, social aspects and training, and independent supervision were at the core of his report. He explained that market access aspects had been removed from the Commission Proposal as views on this issue were widely divergent.

Due to the diversity of port management models in the Union, Mr Fleckenstein thought that a one-size-fits-all solution would not be desirable. His amendments would give ports the autonomy and freedom to organise their own services and business model.

The Rapporteur stressed the importance of substantial public money being invested in the port sector. Therefore, it was of utmost importance to ensure financial transparency. This should boost competitiveness and ensure a level-playing field amongst actors. With regard to state aid, he recalled that the Commission was currently revising block exemption regulations. How ports will be taken into account will be a crucial point in relation to the Port Services Regulation. Members agreed that clarity was needed.

Other MEPs gave broad support to Mr Fleckenstein's proposals, but the centre-right EPP's shadow rapporteur Elissavet Vozemberg and their coordinator Wim van de Camp both said that market access and financial transparency are inherently linked and cannot be separated. Gesine Meissner, shadow rapporteur for the liberal ALDE group, supported the removal of the market access elements saying that it was practical and took account of differences between port business models. Peter van Dalen and Jacqueline Foster from the conservative ECR group both called for the regulation to cover pilotage and several other services.

The CLECAT secretariat is assessing 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. The committee is expected to vote on the draft report in September.

## MARITIME CARBON EMISSIONS COULD INCREASE BY 250% IF LEFT UNCHECKED

Left unchecked the carbon emissions from international maritime shipping could increase by 250 per cent, according to the Global Shippers' Forum. The assessment by the International Maritime Organisation (IMO) is highlighted in the fourth edition of the GSF Maritime Emissions policy briefing which was launched this month. The policy briefing states that at present carbon emissions from international maritime shipping make up 2.2 per cent of the global total, but left unchecked could increase by as much as 250 per cent in the period to 2050.

The GSF briefing also examines the latest developments within maritime emission policy, and the sector's role in reducing carbon emissions, all prepared with the perspective of the shipper in mind. Participating in the Clean Cargo Working Group meeting in Rotterdam last week Chris Welsh, GSF Secretary General, highlighted the need for shippers' views to be taken into account as the IMO takes steps to address how shipping can reduce emissions and the EU starts to look at the technical details of its proposed MRV regulation. He said: "Shipping already offers a high carbon efficient mode for transporting goods, carrying approximately 90 per cent of all world trade. However, it is predicted to grow significantly in pace with world trade and currently has no regulatory mechanism to restrain the future growth of greenhouse gas emissions."

"The IMO is making useful progress towards solutions to reduce shipping emissions and within the last year GSF has taken steps to expand its influence at IMO. We remain convinced that shippers can help influence the debate and ensure there is a cost-effective approach to greenhouse gas (GHG) reduction" Welsh concluded.

Source: Global Shippers Forum, 16/6/2015

# RAIL

## INFORMAL DEAL ON TECHNICAL PILLAR OF 4TH RAILWAY PACKAGE REACHED

An informal deal to remove the technical obstacles that differing national standards and procedures place in the way of rail operators and rolling stock manufacturers was struck by MEPs and EU and the Latvian Presidency of the Council of Ministers on Wednesday. This deal, on the "technical pillar" of the 4th Railway Package should cut the time and cost involved in certifying that operators, locomotives and carriages meet safety and technical standards.

For cross-border services, applications for safety certification and authorisation of locomotives and carriages will be made to the European Railway Agency (ERA), says the agreed text. For services within a member state, operators and manufacturers would be able to choose whether to apply either to the ERA or to the national authorities.

Parliament's negotiators ensured that the new certification and authorisation arrangements would be operational within 3 years of the entry into force of the new rules. EU member states may extend this period by one year, if they notify the ERA and the European Commission and justify the extension. The agreement also provides for further harmonization of technical standards over time.

"This could be the breakthrough for the European Railway Area. We have managed to overcome separate national procedures and create EU-wide rules that will help industry to make trains cheaper and safer. Instead of 26 national procedures, manufacturers will be able to use just one procedure in Europe. The ERA will help overcome more than 11,000 national rules. This lays the foundation for the European Railway Area," stated Michael Cramer (Greens/EFA, DE), Transport Committee chair and rapporteur for the railway safety directive.

Izaskun Bilbao Barandica MEP, ALDE member of the European Parliament's Transport Committee and rapporteur for the interoperability directive said following the deal: "*Railways are central to Europe's competitiveness, but all too often their development is limited by barriers that existed before the formation of the European Union. Europe needs integrated and efficient mobility, which is more streamlined than the current system*. *We need a single railway area, where operators and manufacturers of infrastructure and rolling stock can provide improved, cheaper services to passengers and companies that move goods*." He added that "*The interoperability directive is a step in that direction: it simplifies procedures, eliminates barriers, facilitating the emergence of cross-border services and aims to open a market that has a lot of potential to improve the lives of citizens, the competitiveness of enterprises, create jobs and wealth and provide a cleaner and sustainable alternative transport system*."

Commissioner Bulc twitted earlier this week that there is progress on the technical part of the 4$^{th}$ Railway Package noting: 'Negotiations on technical part of 4th railway package just completed with good outcome. Now market part must catch up!'

The informal deal on the 4th railway package technical pillar files still needs to be approved by the Committee of Permanent Representatives of the Council and Parliament's Transport and Tourism Committee and then the Council and Parliament as a whole. Representatives of the incoming Luxembourg Council Presidency said that they would aim to achieve a Council position on the political pillar files at the October Council meeting.

## ERFA PRESS RELEASE: 16TH JUNE 2015 - DELIVERANCE DAY FOR THE RAIL RECAST DIRECTIVE

This week ERFA has issued a press release on the Rail Recast Directive 2012/34/EC which finally came into force on June 16.

EU Member States are expected by now to have transposed into national law the European Directive. ERFA urges EU Member States to ensure timely and effective implementation of the many provisions included in the Recast Directive, thereby supporting rail to achieve ambitious growth targets and play a central role in the sustainability of the transport system.

ERFA expects significant progress in the rail sector from the Rail Recast Directive. Many of the new measures can help to attract more and new customers to rail. The rail newcomers have often struggled against the out-dated structures that still prevail in the rail sector and that hark back to an era when national rail monopolies were the norm.

For real results-orientated impact of these legislative changes ERFA counts on the national governments to not only abide by the letter of the law, but also its spirit. Customers, society and the environment must win from these changes if rail is to have a credible future in Europe. A practical guide to the implementation of the Recast can be found on the ERFA website http://www.erfarail.eu/.

# AIR

## New Lobbying Alliance of EU's 5 Largest Airlines

The CEOs of Europe's five largest airline groups (Air France-KLM, easyJet, International Airlines Group (IAG), Lufthansa Group and Ryanair) met collectively on 17 June and agreed to work together to lobby for the development of a new EU Aviation Strategy that will support growth and jobs across Europe, strengthen the sector and give customers lower fares and more choice.

The meeting took place in Brussels in response to the European Commission consultation on a new EU Aviation Strategy. The five agreed a vision for this strategy that would match the revolution in aviation that the liberalization of Europe's airline sector created a generation ago, through the creation of the internal aviation market.

The five airlines identified four measures that would support the Commission's objectives of enhancing the competitiveness of the European air transport industry both at European and international level:

- The development of an EU Aviation strategy with a plan for a simple efficient regulatory structure.
- Lowering the cost of the EU's airports by ensuring that monopoly airports are effectively regulated and that security charges are efficient. This could be achieved by reforming the Airport Charges Directive.
- Delivering reliable and efficient airspace by reducing the cost of ATC provision; ensuring that ATC strikes do not cause disruption across Europe; resetting the Single European Sky strategy by focusing on using new technology to make efficiency savings; and using SESAR funding to drive compliance with the Single Sky framework.
- Stimulating more economic activity and jobs by creating the right regulatory environment, removing passenger taxes and unreasonable environmental taxes.

The CEOs confirmed their support for the liberalization of the whole aviation value chain and for pro-competition policy and regulation within the EU. They also confirmed their opposition to the provision of state aid, as a general principle, to airlines and airports. They agreed that EU and national regulation and policies should support the efficient delivery of services, and that this includes the need for efficient operations to minimise the environmental impact of aviation.

The meeting follows the departure of IAG's airlines British Airways and Iberia and their OneWorld alliance partner Air Berlin from the Association of European Airlines, in protest at the AEA's supposedly protectionist stance vis-à-vis the Gulf carriers (Qatar Airways is a large shareholder in IAG and Etihad owns a stake in Air Berlin). While the CEOs said that competition with the Gulf remained an issue where they did not all agree, it is believed that the meeting may precipitate the formation of a new industry association later in 2015. The CEOs did not comment on whether they would leave the AEA and the European Low Fares Airlines Association (ELFAA) but opened the door to other members of those associations to join them in their new grouping.
Source: Air Transport World

## CUSTOMS

### WCO adopts Revised SAFE Framework of Standards

At the WCO Council meeting which took place in Brussels from 11 to 13 June, the Council celebrated the 10th Anniversary of the SAFE Framework of Standards to Secure and Facilitate Global Trade. The WCO adopted the third pillar, Customs to Other Government Agencies and Inter-Government Agencies, as well as the incorporation of standards for "Pre-loading Advance Cargo Information" with respect to air cargo to facilitate a first layer of security risk analysis in collaboration with civil aviation authorities.

### Union Customs Code - Implementing Act (IA) and Delegated Act (DA) - Update

According to CLECAT's most recent information, the Commission Inter-Services Consultation has been finalised and the final versions of the UCC IA/DA are being sent to the translation services of the European Commission. There have been delays in the Commission due to issues raised by the Anti-Fraud Unit (Olaf) and DG Budget. These issues have been solved, opening the door to their final adoption, and the Commission would start then its final review of the wording and the structure. The final version of the IA/DA would be circulated to other stakeholders, including trade, at the beginning of July.

The Commission expects the internal formal endorsement of the IA/DA during the last meeting of the College of Commissioners before the summer break, i.e. the 22nd of July 2015. The IA/DA would then be sent to the European Parliament and the Council which would have two months to give their agreements. The Commission plans to finalise the procedure of adoption by the end of September this year at the earliest.

### EU and Japan make progress towards digitalised procedures

During the 7th EU-Japan Joint Customs Cooperation Committee on 10 June 2015, top-level customs officials discussed bilateral cooperation and took an important step towards the creation of an IT system which will support automated data exchange between Japanese and EU customs authorities for the mutual recognition of Authorised Economic Operators by signing the Interface Control Document which constitutes the technical specifications for these exchanges. The EU and Japan have mutually recognised their respective 'trusted trader' programmes in respect of security requirements in 2010, and the Mutual Recognition Agreement has been fully implemented since 2011. The digitalisation of customs procedures therefore represents a new step in EU-Japan cooperation.

The EU and Japan also confirmed their willingness to strengthen cooperation between their customs authorities with the objective of identifying and mitigating threats which may affect international trade routes. Facilitating trade by exploring new mechanisms, such as accelerated trade lanes, to support exporters in both the EU and Japan was also a key priority of the meeting.

## GENERAL

### TEN-T COORDINATORS PRESENT TO TRAN COMMITTEE

On the 16th June, coordinators of the North Sea-Baltic, Rhine-Danube and Mediterranean corridors gave presentations of their corridors' work plan to the TRAN Committee of the European Parliament.

The North Sea-Baltic corridor coordinator Catherine Trautmann highlighted several critical issues within the Corridor, such as interoperability, problems arising from differences in track gauges, axle loads and train length regulations. The fact that the European Rail Traffic Management System (ERTMS) is deployed at only 3 out of the 8 border crossings was also mentioned. Rail freight capacities in urban nodes and port capacities in relation to the Motorways of the Seas, including connections to port hinterlands, were highlighted. Ms Trautmann added that the road sector needed to address bottlenecks in urban areas, safety issues and the use of alternative fuels. There are 291 different investment projects for this Corridor which makes project prioritisation essential.

The Rhine-Danube corridor coordinator Ms Karla Peijs gave an overview of this corridor which connects central regions around Strasbourg and Frankfurt to the Black Sea via Southern Germany, Vienna, Bratislava and Budapest. The Rhine-Danube corridor has also an additional branch connecting Munich, Prague, Zilina and the Ukrainian border. The Main and Danube waterways provide the backbone to the Corridor. In her presentation, Ms Peijs highlighted: the modernisation of cross-border connections; the removal of bottlenecks, in particular in Austria, Slovakia, Hungary and Romania; the upgrade of the Danube and Sava rivers to allow sustainable and reliable transport; and national bottlenecks. She also pointed out that around €64 billion of investment is needed, which will be divided across the different transport sectors with 65% going to rail.

According to Ms Peijs the main priorities for this corridor will be: cross border links for rail and inland waterways; major rail connections, particularly in Romania; the development of a multimodal network for ports and inland waterways; urban nodes; the implementation of ERTMS; River Information Services and the Intelligent Transport Systems; and a modal shift away from road transport.

The Mediterranean corridor coordinator Mr Laurens-Jan Brinkhorst stressed that this corridor links the South-Western Mediterranean region to the Hungarian border with Ukraine and stretches about 3 000 km. He underlined that the main issues for the Mediterranean corridor are: the need to alleviate capacity constraints and counteract line saturation; cross border issues and the need to upgrade and modernise; interoperability questions arising from the use of different rail gauges, varying maximum train lengths, axle loads and signalling systems; and issues of multimodality, as last-mile connections are not always ensured. Mr Brinkhorst highlighted the following priorities for the corridor: completion of missing key sections, such as the Lyon-Turin or Montpelier-Perpignan sections; ensuring full interoperability across the entire corridor; full connectivity of maritime and inland waterway ports; the successful and efficient deployment of ERTMS; and the development of urban nodes. He stressed that in order to achieve these priorities, a change from a national to a European mind-set is essential.

Source: TRAN Newsletter, 16/06/2015

# 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

## OTHER EVENTS with CLECAT PARTICIPATION

**Digital Transport and Logistics Forum**
- 1-2 July 2015, Brussels

**ALICE Plenary & IPIC conference**
- 6-7 July, Paris

**IPCSA seminar on Cybersecurity**
- 15 July, London

**FIATA Working Group Road Transport meeting**
- 25 August 2015, Varna Bulgaria

**FIATA 2015 World Congress**
- 8 – 13 September, Taipei

**FERRMED Conference, Brussels**
- 12 November 2015

## EU meetings

**European Parliament**

Plenary Session
- 24 June 2015, Brussels

Transport Committee
- 29 June 2015, Brussels