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News from Brussels

UK REFERENDUM: CLECAT FOLLOWING EFFECT ON TRADE



CLECAT has been following closely the results of the 23 June referendum in the UK, which saw British voters choose to leave the European Union. Nicolette van der Jagt, Director General of CLECAT said that she had hoped for a different outcome, and that the EU will in the future miss policy input of a country which has been a driving force for the single market, better regulation and open global trade.

While the terms of Britain's leaving the EU remain to be negotiated, Brexit will surely have an impact on trade and the logistics sector. The transport and logistics sector is currently subject to an extensive body of EU regulation, which may require replacement or full renegotiation, including for market access, safety, security and environmental protection.

Tariffs may be reintroduced on trade between the UK and EU, creating new challenges for trade, along with the potential for other new customs rules. Nonetheless, existing international obligations, such as those issued by ICAO and the IMO, will remain in force.

CLECAT will continue to follow the negotiation proceedings for Britain's secession from the EU and their effect on freight transport, and will keep members informed of the effect of Europe's new dynamics on their businesses. It is hoped that the impact of the uncertainty during these negotiations will be minimal for trade. CLECAT has EU members and non-EU members in its membership like Norway, Turkey and Switzerland and will continue to support the business of the

freight forwarding industry and the efficient movement of goods for their clients. Britain may in the future be out of Europe but it will remain an important partner for EU member countries.

CLECAT's member, BIFA noted in a press release that 'in the run up to that exit it will campaign to ensure that the movement of the UK's visible import and export trade does not become overburdened by over complicated trade procedures.'

British International Freight Association (BIFA) Director General, Robert Keen says: 'BIFA is a neutral body and will now be looking at the ways in which we can support our members as the forthcoming legislative changes become apparent between now, the day that the UK formally triggers the resignation process and the date the country's exit becomes effective'. He added that 'it is too soon to start speculation on the outcome of two years plus of negotiations regarding trade deals and movement of goods. 'We will be making sure that those undertaking the negotiations recognise the fundamental role that our members' freight forwarding services, including customs processing, play in underpinning the movement of the UK's visible trade with Europe.'

TEN-T DAYS 2016: STIMULATING INNOVATIVE INVESTMENT IN TRANSPORT INFRASTRUCTURE



CLECAT attended On Monday and Tuesday this week, the TEN-T days in Rotterdam.

Ministers from 22 European Union Member States and over 2,800 transport experts and CEOs joined the 2016 edition of the high-level transport conference "[TEN-T Days](#)" in Rotterdam.

For those that could not be present at the event, or missed some of the sessions, since quite a few events took place in parallel, you can review the sessions [here](#) (webstreaming).

On 20 June, work plans highlighting progress on the nine [Core Network Corridors](#) were presented, identifying mature, promising projects for investments. The Ministers affirmed their strong commitment to TEN-T implementation and investment by endorsing the so-called "Declaration of Rotterdam."

On 21 June, and for the first time, a dedicated "Investors Conference" explored how to make the best use of the [European Fund for Strategic Investments \(EFSI\)](#) and other sources of funding, in order to boost transport investment and to deliver smarter, better and safer mobility for all Europeans.

RAILWAY SECTOR DECLARATION ON BOOSTING INTERNATIONAL RAIL FREIGHT

On 21 June, the rail sector and its customers, represented by CLECAT, CER, EIM, ERFA, ERTMS Users Group, ESC, UIP, UIRR, and UNIFE, and supported by the Rail Freight Corridors, presented a declaration at the TEN-T Days in Rotterdam, committing themselves to the aim of enhancing the competitiveness of the Rail Freight Corridors for the benefit of all customers, and to improving the quality, reliability and efficiency of transporting goods by rail across Europe.

The sector declaration complements the one presented by the Transport Ministers of the EU member states, and seeks to boost the development of rail freight transport. Both declarations were



presented at the Business Conference on Rail Freight Corridors organised during the TEN-T Days in Rotterdam on 21 June 2016.

The sector declaration identifies important measures which are needed to improve the competitiveness of the Rail Freight Corridors in order to make rail freight a more attractive option for all customers, to enhance the operational efficiency of rail freight operators, and to ensure adequate capacity for all users. One such measure includes a single list of important operational issues to be resolved for improving international rail freight, updated annually by the advisory groups of railway undertakings, and proposed to rail freight corridors in order to support their action plan. Additionally, the corridors will continue providing and improving an adequate, generic and comparable set of key performance indicators (KPIs) on the quality of service at regular intervals, and in consultation with the stakeholders, taking into account already existing work carried out by the sector.

All signatories of the declaration jointly state: "The sector declaration, in combination with the ministerial declaration, is an unprecedented effort to increase the competitiveness of international rail freight, unlocking its growth potential, and promoting rail's key role in a sustainable transport system. It shows that the European rail sector and member states are pulling together on the same string with a common goal in mind: boosting international rail freight for the benefit of the whole sector, particularly shippers and other end-users. All parties are committed to working together towards that goal."

The sector declaration can be downloaded [here](#).

CLECAT GENERAL ASSEMBLY MEETS IN ROTTERDAM



CLECAT's General Assembly met on 22 June at hotel New York in Rotterdam. The meeting discussed numerous topics including the Association's overall strategy and latest developments in policy-making. Key policy challenges agreed by delegates included the forthcoming EU Road Initiatives, the implementation of the Union Customs Code, the implementation of the SOLAS Container Weighing amendment and maintaining a cargo focus for the EU Aviation Strategy.

Some members took the opportunity to attend the TEN-T days which took place earlier this week in Rotterdam. Members also enjoyed a port tour organised by the Port of Rotterdam, presenting the strategy of the Port of Rotterdam with regards to its hinterland connections, modal shift and innovation.

Rail

T&E WORKSHOP: PUTTING RAIL FREIGHT ON THE RIGHT TRACK

On 5 July CLECAT will attend the next Rail Freight Workshop organised by Transport & Environment (T&E) entitled: Putting Rail Freight on the Right Track, How to make rail more attractive for shippers.

T&E started a project at the end of last year to better understand the complexity of rail freight and what can be done to support efforts made by companies to shift their goods onto rail, as well as the role of policy in promoting such efforts. A number of CLECAT members offering rail freight services to their clients have been interviewed. As such Don van Riel, Managing Director at Trimodal Europe, FENEX member will be part of the panel debate.



T&E has understood that the complexity of rail freight, combined with the competitive disparity between modes, means that shippers are often disheartened and continue to transport their goods by road. The workshop will address questions such as: Are railway operators offering the best services possible? Are they marketing their services enough to potential clients? What market areas have the best growth potential for rail? How do we make sure that efforts made by shippers to transport more by rail are successful so that more companies make the switch?

Other speakers include Robert Ziegler, Head of Operations at DHL Freight, Pieter van den Bold, Managing Director at Innovatrain, Tanina Lisi Cervone, Emena Project Team lead for Nestlé.

Road

IRU LODGES COMPLAINT AGAINST TIROL SECTORAL TRAFFIC BAN

IRU has submitted a formal complaint with the European Commission over the proposed measure which will ban trucks over 7.5 tonnes carrying certain goods on a section of the A12 in the Inn valley in Tirol, Austria. IRU contacted Commissioner Bulc (Transport), Commissioner Bieńkowska (Growth) and Commissioner Vella (Environment) calling for the European Commission to undertake the appropriate legal action to prevent the ban's entry into force on 1 November 2016.

Tirol has attempted twice in the past to introduce such a ban, with the European Court of Justice ruling in both cases that the measure would not comply with EU law. Tirol is going ahead with the current ban despite the critical outcome of the European Commission's reasoned opinion, issued in March 2016, which states that the measure fails to comply with the principle of proportionality.

Maritime

SHIPPERS BLAME ULCVS FOR CAUSING CONGESTION AND DELAYS AT EUROPEAN HUB PORTS

Despite a reduction in weekly capacity and port calls on the main Asia-Europe trade, both carriers' customers and suppliers said they were continuing to struggle with the cargo peaks caused by the continuing deployment of ultra-large container ships on the trade.

According to Dynamar data, presented by the analyst's senior shipping consultant Dirk Visser at last week's TOC Container Supply Chain event in Hamburg, in 2015 there were 21 weekly services between Asia and North Europe deploying 229 ships with a total capacity of 2.9m teu, equating to an average vessel size of 12,700 teu, and offering 96 calls, 10 of which are double calls.

In comparison, Mr Visser said, this year there are 17 weekly services deploying 188 ships. Total capacity is 2.73m teu, which means average vessel size has jumped to 14,500 TEU average, while total port calls has been reduced to 82 per week, nine of which are double calls.

With pretty flat volumes, this transition indicates that cargo has become increasingly concentrated on larger ships, a trend that Filip DeGroote, transportation director for the EMEA region for Black & Decker, described as having "a really disturbing effect on our supply chain from a destination standpoint, because what we see now is bigger batches of cargo arriving".



He said: “For us, Antwerp is a very important port, and the bigger ships are creating congestion at the quay, congestion at the port gates and on the roads around the city – from a road traffic perspective Antwerp congestion is terrible.

“But we are doing a lot of intermodal so that also means our barges are not getting all the containers to transport to the inland terminals, and that is causing additional delays in our supply chain.

“We are not interested in a port-to-port transit time, we are interested in door-to-door, and what we see with the larger vessels is that unloading is horrible, and as we are using barges into our hinterland, that is also disturbed,” he told The Loadstar on the sidelines of the conference.

Black & Decker’s state-of-the-art main European distribution centre is located at Tessenderlo, and is linked to Antwerp by the Albert Canal.

Stephen Behn, member of the executive board of Hamburg terminal operator HHLA, also outlined how the arrival of a ULCV can dominate intermodal services out of the German gateway, which has nearly 50% of its inland container movements carried by rail.

“Large ships put a huge strain on the inland transport system, especially the rail system. We have a lot of cargo going from and to the port by rail and for a large vessel coming from the Far East we normally have 53 trains, as an average, waiting for that cargo.

“That means that bigger ships put severe pressure on the inland system which is characterised by bottlenecks anyway. There is also the conflict between freight and passenger trains, and here’s another problem with the big ships – everybody wants more cargo on the rail but it’s a big problem if we have 53 trains on Monday and Tuesday, but none on Thursday and Friday,” he said. Dr Behn called for shipping lines to provide terminals with more information to better plan inland distribution.

“We try to find solutions to get better information about the cargo, but the shipping lines are not working on Saturday and Sunday. So we only get the information on noon Monday about a container which unloaded on Saturday, and that creates further bottlenecks.”

Source: [The Loadstar](#)

Customs

CORE WORKSHOP ON THE INTERNET FOR LOGISTICS

On 21 June CLECAT attended a workshop in Rotterdam held by Dutch Customs, in the framework of the CORE project, on Building the Internet for Logistics. The workshop presented and discussed how the CORE project is working to develop connected logistics chains in order to enable more efficient data and goods flows for trade facilitation and security purposes.

An Internet for Logistics would consist of smart tracking of shipments and chain-oriented government supervision, in keeping with the CORE project’s principles of increasing supply chain resilience and security while reducing compliance costs. Maersk demonstrated that 20% of the retail cost of goods derives from border-related costs, which can be reduced through digitalisation and the use of data pipelines in order to speed up and facilitate compliance.



Maersk demonstrated the data pipeline which they are developing as part of the CORE project, which will enable trade parties to make documentation available electronically for use by whichever agency requires them, thus avoiding the need for multiple paperwork submissions. Owners of documents will retain control over them, with the ability to grant access for parties seeking to view them, thus addressing data security concerns.

Dutch Customs presented the customs dashboard which they have been developing, which will give greater insight into whole trade lanes, enabling earlier and more extensive risk assessment. It was agreed by participants that the Internet for Logistics would bring great benefits in terms of cost reduction and trade facilitation, but requires greater awareness among business, particularly with regard to reassuring traders on the security of their data.

COUNCIL REAFFIRMS CRUCIAL ROLE OF CUSTOMS IN FIGHT AGAINST WILDLIFE TRAFFICKING

On the 20 June 2016, the Council of the EU adopted its conclusions on the Commission's proposal for an EU Action Plan against Wildlife Trafficking (EUAP).

In its conclusions, the Council welcomes the proposal made by the Commission for a EUAP as an important instrument with concrete proposals to raise awareness and step up action at all levels.

While the Council calls for improving cooperation, coordination, communication and data sharing between national implementation and enforcement agencies, as well as with agencies in third countries and other wildlife enforcement networks, it also emphasises the key role to be played by customs in combating wildlife trafficking. Wildlife trafficking is seen as one of the world's most profitable organised criminal activities, facilitated by corruption and weak governance structures, that in some regions threatens national security and fuels conflicts by providing funding to militia and terrorist groups. EU Customs are crucial for stopping merchandises coming from this traffic and for preventing them to enter in the EU market.

The Council conclusions are available [here](#). The Commission's proposal for an EU Action Plan against Wildlife Trafficking (EUAP) is available [here](#).

Sustainable logistics

FIRST CARBON ACCOUNTING METHOD LAUNCHED FOR GLOBAL LOGISTICS SUPPLY CHAIN

A universal method to calculate the carbon footprint of the logistics supply chain was released yesterday by the Global Logistics Emissions Council (GLEC) in Washington. GLEC, of which CLECAT is a member, is a group of companies, industry associations and programs, and backed by leading experts and other stakeholders.



"For the first time, emissions can be calculated consistently at a global level covering road, rail, inland waterways, sea, air and transshipment centers," said Sophie Punte, Executive Director of Smart Freight Centre (SFC), a global non-profit organization that leads the GLEC.



Freight and logistics generate around 6 percent of global greenhouse gas (GHG) emissions. Companies are increasingly being asked to report and systematically reduce emissions, giving companies with a smaller carbon footprint a competitive advantage. Until now, comparing emissions across different modes of transport could be like comparing apples to oranges because so many methodologies exist.

The GLEC Framework for Logistics Emissions Methodologies combines existing methods into one framework and fills the gaps. It also carries the World Resources Institute 'Built on GHG Protocol' mark, making it compatible with global carbon accounting standards. "This has been a major international collaborative effort, and a milestone for shippers, carriers and logistics service providers who have been waiting for a harmonized cross-modal calculation method," said Alan Lewis, SFC's GLEC Director.

Leading multinationals including DB Schenker, Deutsche Post DHL Group, HP, Intel and Kuehne+Nagel have already committed to adopting the GLEC Framework.

"GLEC's new emissions framework will help HP calculate our GHG footprint consistently across our global supply chain while improving reporting processes and business decisions," said Mike Passon, Sr. Director for HP Global Logistics Procurement & Partner Management. "HP is excited to partner with our carriers and other shippers to implement the GLEC Framework globally."

"Global standards and collaboration within our supply chain are key to reducing our environmental footprint and meeting the demands of our customers," commented Roger Libby, Head of Corporate Public Policy at Deutsche Post DHL Group in Washington, DC. "We see the GLEC Framework as an essential tool in our own progress toward improving the carbon efficiency of our network by 30% by 2020, as compared to 2007."

GLEC will now focus on encouraging widespread adoption by businesses of the framework, and embedding it in green freight programs, carbon-footprint calculation tools, and other standards. Work will also continue to fill remaining gaps and expand the framework with Black Carbon and air pollutants. Green freight programs, such as US SmartWay, BSR's Clean Cargo Working Group (CCWG), Green Freight Asia, Lean & Green and other national programs play an important role going forward.

The GLEC Framework for Logistics Emissions Methodologies 1.0 is available [here](#).

Promotion events to raise awareness of the GLEC Framework will be held in Brussels on 15 November 2016.

General

FEPORT SECOND ANNUAL STAKEHOLDERS' CONFERENCE

FEPORT, the Federation of European Private Port Operators and Terminals, has announced that the second annual Stakeholders' conference will take place on 1 December 2016 in Brussels. Transport Commissioner Bulc will be attending the event, to be moderated by Craig Eason (Lloyd's List).

CLECAT participated in the first event in 2015, which debated in particular the need to mitigate the cascading domino effects of the increase in size of ships on the whole logistics chain.



We are looking forward to participate in the second stakeholders' conference, which will further debate cooperation between the land side and the sea side, and the challenges of the existing infrastructure and IT systems; converting 'weaknesses' and 'threats' into 'strengths' and opportunities for EU supply chains.

CONFERENCE ON 'LAW AND LOGISTICS: THE WAY FORWARD'

The Antwerp Forwarding Association, Forwarderlaw and Flows are organising a conference in Antwerp on the 12 and 13 October addressing the legal issues of the international logistics, transport and forwarding industry.

The Conference presents a unique occasion to hear insights from a panel of lawyers including:

- Ik Wei Chong (China) - "Practical aspects of defending transportation claims in China"
- Prof. Dr. Ralph De Wit (Belgium) - "Complex Logistics Agreements"
- Gavin Magrath (Canada) - "SOLAS and VGM – global implementation" (with Arnold Van Steenderen)
- Arnold J. van Steenderen (Netherlands) - "SOLAS: container weight verification" (with Gavin Magrath)
- Dr. Wouter Verheyen (Belgium) - "The transport architect: new kids on the block?"
- Prof. Dr. Simone Lamont-Black (Germany) - "Damages for fear of damages"
- Dr. Jean-Michel Moriniere (France) - "Middle East perspective on damage and penalty clauses found in logistics services agreements"
- Adry Poelmans (Belgium) - "A Freight Forwarders' liability for lack of information"
- Marco Remiorz (Germany) - "Beauty or Beast: Germany's new forwarding and transport conditions"
- Arthur Nitsevych (Ukraine) - "Risks for logistic service providers delivering cargo to Black Sea countries"
- Prof. Dr. Rhidian Thomas (UK) - "Understanding the agreements of commercial people – the common law approach"
- Helen Noble (Ireland) - "The Irish Freight Forwarders Terms and their incorporation into transatlantic contracts"
- Henrik Thal Jantzen (Denmark) - "The Freight Forwards legal position in the Nordic Countries"

More information on the conference is available [here](#).

Forthcoming events

CLECAT MEETINGS

Road Logistics Institute

20 October, Berlin

Sustainable Logistics Institute

20 October, Berlin

Supply Chain Security Institute

21 October, Berlin

Air Logistics Institute

21 October, Berlin



OTHER EVENTS WITH CLECAT PARTICIPATION

T&E Rail Freight Workshop

5 July, Brussels

European Transport Forum

27 September, Brussels

GLEC session

15 November, Brussels

ELP Forum on the future of Logistics

15 November, Brussels

2016 FREIGHT FORWARDERS FORUM

16 November, Brussels (morning)

Conference 'Law and logistics: the way forward'

12/13 October 2016, Antwerp

FEPOR Second Annual Stakeholders' Conference

1 December, Brussels

EP/COUNCIL MEETINGS

European Parliament

Transport and Tourism Committee

11/12 July, Brussels

1 September, Brussels

Council of the European Union

14 October 2016 - Transport, Telecommunications and Energy Council

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