CLECAT
european association for forwarding, transport, logistics and customs services

NEWSLETTER

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News from Brussels

FFF16 “AIR CARGO LOGISTICS: GROUND FOR CHANGE?’

FFF2016 Freight Forwarders Forum

The Freight Forwarders Forum 2016, entitled “Air Cargo Logistics: Ground for Change?”, will be held on 16 November in partnership with Brussels Airport, at the nearby Van Der Valk Hotel. The event is organised with the support of Brussels Airport.

The event will in three sessions a number of important issues industry is faced with including: ‘Embracing “e-business” – what’s in it for the users?’, ‘Adding value to the Air Logistics Supply Chain’ and increasing security through border management and efficient regulatory programmes.

Already confirmed speakers include **Gordon Wright**, Head Cargo Border Management, International Air Transport Association (IATA) **Alain Lumbroso**, Economist at the International Transport Forum; **Lothar Moehle**, Director Security Standardisation at DB Schenker; **Steven Polmans**, Head of Cargo, Brussels Airport, **Christian Doepgen** of the International Transport Journal; and **Ariaen Zimmerman**, Executive Director of CargoiQ.

The full conference programme will be released shortly but for now save the date!

HIGH LEVEL CONFERENCE ON CUSTOMS: MAKING A DIFFERENCE IN MODERN TRADE?

CLECAT President Steve Parker will be a key note industry speaker at the High Level Conference on “EU Customs – Making a difference in modern trade?” taking place on 7 September 2016 at the World Customs Organisation in Brussels.

The conference is to be opened by Commissioner Pierre Moscovici who is providing the opening address, and is co-organised by AmCham EU, CLECAT, EuroCommerce supported by EurTradeNet, the European Express Association, the Foreign Trade Association, IATA and the World Shipping Council.

The conference, which will be attended by leading company representatives, industry experts and top regulators, aims to challenge attitudes on the role customs play as an economic driver, both in Europe and on the global market. In particular, participants will seek to identify the areas that hold customs policy and procedure back from playing a more central and positive role in trade facilitation, without undermining the controls necessary for safety, security and equal treatment.

The event is by invitation only. Please contact CLECAT in case you would like to join us at this key event. CLECAT's Customs Committee will meet in the morning prior to the event to discuss in particular the issues related to the implementation of the UCC. Even with the UCC there are still too many possibilities for Member States to decide how they will interpret and implement certain rules. This non-uniformity results in uncertainty for traders and intra-EU competition.

Road

NEW 'SMART' TRUCK ZONE OPENS IN CALAIS

The Port of Calais opened a "smart" and "more secure" reception zone for trucks, which it says will greatly facilitate their transit through the French Channel port. Located on a 4-hectare site and equipped with 15 lanes, the new facility can handle up to 300 HGVs at any one time and will "optimise the arrival of the 1.9 million HGVs that use the Port of Calais each year and assure a more secure passage to Dover", the Port Boulogne-Calais Authority said. Directly accessible from the A16 and A26 motorways, its opening coincides with the introduction of free wireless access throughout the port. The authority underlined that the new facility "will substantially reduce the waiting time for lorries, which will now be more efficiently directed lane by lane to the different check-in points.

This new process will also optimise flow management taking into account the ferry companies and lorry type." By the end of September, the operation of the new truck zone will be automated using a signalling system, backed up by CCTV provision and new security fences. On the busiest days, Calais's existing truck waiting area will continue to offer the capacity for up to 800 trucks, bringing total capacity to 1,100 HGVs. This new equipment fully reflects our commitment to streamline access to the port and to increase security.

Source: Lloyd's Loading List, 9th August 2016

Also in Lloyds' Loading List, it was reported that the situation in Calais is again getting worse with the UK's Freight Transport Association (FTA) saying 'urgent action is needed after a lorry driver described how hundreds of migrants were marched from trucks in Calais and lorry roofs were slashed to shreds as stowaways tried to escape from queuing vehicles.'

Customs

WTO FORUM ON INCLUSIVE TRADE 27-29 SEPTEMBER

CLECAT's Director General Nicolette van der Jagt will take part as a panel speaker in session organised by the European Commission at the WTO entitled "The Union Customs Code – setting the frame for a level playing field supported by digitalization. ' The Forum will take place from 27-29 September at the WTO headquarter in Geneva.

Under the theme "Inclusive Trade", the Forum will be an opportunity to discuss how a wider range of individuals and businesses can participate in the trading system and how WTO rules can help to ensure everyone benefits from trade. At a time when the business environment is changing and world growth is slowing, it is important to ensure that trade is truly inclusive, allowing small enterprises, women and innovative businesses to take an active role in the global trading system."

The session organised by the team of Susanne Aigner in DG TAXUD will shortly present the relevant UCC rules and to generate a discussion how to ensure they are used to the fullest benefit and whether similar approaches based on WTO as well as WCO initiatives would lead to multiplying the impact on business. Also challenges of full automation, relationship customs-tax in a digitalised world with many Internet-sales and challenges of keeping up with constantly developing environment for trade as well as governments will be addressed.

CLECAT will address the cost and benefits of investing in full automation; how to keep up with a constant changing trade environment and also regularly changing requirements (which imply changing IT systems on government and trade side), and how to handle the replacing or updating of often costly legacy systems.

HAPAG-LLOYD REPORTS 'EXTREMELY HIGH' VGM COMPLIANCE RATE

Hapag-Lloyd has reported "extremely high" compliance rates since new international container-weighing regulations came into force on 1 July, saying customers' efforts and timely transmissions had resulted in the successful implementation of the IMO's amended SOLAS rules.

Thanking customers for their "support, patience and efforts for the successful implementation", the line said: "Together, we have handled the first weeks of Verified Gross Mass (VGM) with an extremely high compliance rate and timely transmissions, which results in safer transports."

Hapag-Lloyd said it had received and appreciated the positive reviews and feedback on its VGM submission and facilitation tools, such as its submission tool 'webVGM', the "smart VGM Excel submission" option, and the tare weight email solution 'GetInfo', adding: "We continue to improve and simplify them to provide easy solutions."

To ensure the required data quality, it reminded customers that they needed to declare an accurate weight, including the tare weight, stressing that Hapag-Lloyd would not add the tare weight. It also said customers needed to make sure that the verification signature includes the name of the responsible person, adding: "For the sake of clarity abbreviations, numbers or signs should not be used.

The line also stressed the need for customers to submit their VGM on time, recommending that customers send the VGM as soon as their container is packed and sealed. No-one at the line was able to give specific figures on the compliance rates at the time of writing. Despite the high levels of attention and concerns prior to the 1 July implementation deadline, carriers and forwarders have seemed reluctant or unable to give specific indication about compliance rates worldwide in the initial weeks.

In Europe, relatively good preparations by container terminals and markets dominated by big forwarders meant there were few issues reported, while in the US, additional container-weighing resources at some terminals and the US Coast Guard's declaration of "equivalency" of the new SOLAS regulations with existing federal legislation apparently prevented major disruptions.

While carriers have been accepting all containers carrying a VGM, there was initially scepticism in some regions as to the validity of that VGM, particularly in countries that had yet to issue guidelines on certification.

FIATA in mid-July told Lloyd's Loading List that the much-feared prospect of major ocean freight disruption under the new container-weighing rules had apparently not materialised in the first two weeks, although there had been some lengthening of transit times. Jens Roemer, chairman of the Sea Transport working group within FIATA's Multimodal Transport Institute, said shippers and freight forwarders had been working with the amendments to the SOLAS Convention in a positive way, with no major problems reported. But he said there had, of course, "been some minor teething issues as interfaces and platforms for the eVGM have often not been ready, and this has led to manual transfer".

Full story is available here

General

SELIS PROJECT TO KICK OFF

CLECAT will participate in the first General Assembly of SELIS taking place on the 29 and 30th September in Athens. The SELIS project consists of 37 European partners from 13 countries. Its main objective is to develop a platform for pan-European logistics applications and to create a communication and navigation platform for the European logistic communities. All important European logistic stakeholders and ICT providers are represented in the SELIS consortium, and by means of eight living labs the different stakeholders will create and test a common proof of concept, that will result in considerable emission reductions in European ports and hinterland.

SELIS is a Horizon 2020 project. Horizon 2020 is the biggest EU research and innovation programme ever with almost €80 billion of funding available over seven years, from 2014 to 2020. In addition to the private investment that this money will attract, it promises more breakthroughs, discoveries and world-firsts by taking great ideas from the lab to the market.

MEPS BATTLE COMMISSION OVER €1 BILLION TRANSPORT AND ENERGY CUTS

In July Members of the European Parliament have warned the Commission not to make more cuts to its €30 billion fund for building transport, energy and telecoms infrastructure. MEPs are worried the Commission will shave off close to €1 billion from the transport and energy funds and push the cash into a 2018 second round of the 'Juncker Plan', the executive's flagship investment strategy.

The Connecting Europe Facility (CEF) funding programme for transport and energy infrastructure, was slashed last year when the executive started up the plan to pump €315 billion of investment into riskier projects. After a fight with the European Parliament, the Commission took €200 million out of CEF, less than it originally wanted, putting it towards €21 billion of risk guarantees to encourage private investment. Five other MEPs, French Liberals Sylvie Goulard, Nathalie Griesbeck, Romanian EPP Vice President Marian-Jean Marinescu, German EPP member Markus Pieper and Liberal group President Guy Verhofstadt, also signed the letter to Georgieva.

The executive will review its budget later this year and needs the Parliament to approve any changes.

MEP are already pushing back against another carve-up of the CEF funds that they say are paid out to build infrastructure that is often more needed. Most of the €30 billion in CEF funds are earmarked for transport infrastructure.

CLECAT was one of the 29 European transport organisations, representing infrastructure managers, operators, and users in the maritime, inland waterways, railways and air sector, in a campaign urging the European Parliament and the Council to increase the Connecting Europe Facility (CEF) budget in the upcoming review of the Multi-Annual Financial Framework. This will allow to enhance the role of transport as an enabler of economic growth and jobs, currently giving jobs to 20 million persons and accounting for 10% of total EU employment, and to represent the right move towards the Trans-European Network for Transport (TEN-T) completion, creating additional jobs and economic growth.

The CEF total budget was initially 31 billion euros (2,8% of the overall MFF) but the sector is left with 2 billion euro until 2020. CEF calls experienced a massive oversubscription of three times the amount proposed and, for this reason, a high number of high-quality projects in the transport sector were rejected due to insufficient EU budget. Moreover, economic pressures have put a significant strain on national budgets, leading to a historic low level of public investments.

Sustainable Logistics

US REGULATION FOR MORE EFFICIENT TRUCKS

The US Environmental Protection Agency (EPA) published the second phase of greenhouse gas standards for the trucking sector, which will enable America to have the cleanest and most fuel-efficient trucks in the world.

Transport & Environment (T&E), welcomed the standard and urged European regulators to, having already sent the right signal, now step up their game and propose EU fuel efficiency targets for trucks now. Stef Cornelis, cleaner and safer trucks officer at T&E, said: "Having already proven that standards are an effective tool for tackling trucks' emissions, the US is again showing leadership and vision on the ever-growing climate problem of shipping goods by lorries. This is a wakeup call to European lawmakers who have said they will regulate truck CO_2 and now need to take action. Either EU regulators step up their game or we will see American trucks overtake European ones." If the EU does not act, US tractortrailers will be considerably more efficient than EU tractor-trailers by 2027. Fuel savings due to the new standards exceed upfront costs, enabling truck buyers of more efficient tractor trailers to recoup the upfront cost within two years. On average, fuel bills represent one-third of the operating costs of running a fleet. According to the EPA, Phase II of the US fuel efficiency standard for trucks will reduce CO_2 emissions from the vehicles affected by 1 billion metric tons of over their lifetimes. More information on the second stage in the EPA programme is available here:
https://www.epa.gov/newsreleases/epa-and-dot-finalize-greenhouse-gas-and-fuel-efficiency-standards-heavy-duty-trucks-0

EU STRATEGY FOR LOW EMISSIONS MOBILITY

EU leaders decided in 2014 that the sectors of the EU economy not covered by the EU ETS - namely buildings, transport and agriculture- would have to cut their emissions by 30% below 2005 in 2030. On July 20, the European Commission presented its proposal on how to achieve this target.

The proposal, which has to be agreed by the Council and the European Parliament before it becomes law, revises the so called Effort Sharing Decision, establishing binding annual greenhouse gas emission targets for Member States for the period 2021-2030. The idea is that each member state will contribute towards the 2030 target via a binding, national reduction goal, calculated on the basis of their GDP per capita. This means that wealthier member states are expected to do more; for instance, the division of labour ranges from a 0% cut on 2005 levels for Bulgaria to a 40% reduction for Luxembourg and Sweden.

In doing so, national governments will enjoy some flexibility, as the proposal allows them to bank emissions to be used against targets in future or sell and buy annual emission allocations among themselves. In addition, member states are allowed to credit emissions reductions from land use, land-use change and forestry (LULUCF) against the non-ETS targets, which is particularly beneficial for member states with large agriculture and forestry sectors.

The Commission will evaluate progress towards achieving the targets annually and report on this. A review of Member States' GHG emissions reports and a more formal compliance check will be organised every 5 years. The first such review will be in 2027 for the years 2021-2025, followed in 2032 for the years 2026-2030. Together with the Effort Sharing proposal, the European Commission presented a Strategy for low emissions mobility with a focus on road transport and a proposal to integrate the land use sector into the EU 2030 Climate and Energy Framework. All the initiatives form part of the EU's Energy Union strategy, which aims to accelerate Europe's transition to a low carbon economy.

CLECAT will discuss the Commission's Communication and a more detailed response to it at its Sustainable Logistics Meeting on the 20th October in Berlin.

Forthcoming events

CLECAT MEETINGS

Customs and Indirect Taxation Institute
7 September, Brussels (morning)

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

2016 FREIGHT FORWARDERS FORUM
16 November, Brussels (morning)

Board & General Assembly
16 November, Brussels (afternoon)

OTHER EVENTS WITH CLECAT PARTICIPATION

Conference “EU Customs – Making A Difference In Modern Trade?”
7 September, Brussels

European Transport Forum
27 September, Brussels

FIATA World Congress
3-8 October 2016, Dublin

Conference ‘Law and logistics: the way forward’
12/13 October 2016, Antwerp

GLEC event on launch methodology
15 November, Brussels

ELP Forum on the Future of Logistics
15 November, Brussels

2016 FREIGHT FORWARDERS FORUM
16 November, Brussels (morning)

FEPORT Second Annual Stakeholders’ Conference
8 December, Brussels

EP/COUNCIL MEETINGS

European Parliament
Plenary Session
12-15 September, Strasbourg
3-6 October, Strasbourg

Transport and Tourism Committee
1 September, Brussels
26 September, Brussels

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