

Newsletter Issue 32 / 11 September 2015

NEWS FROM BRUSSELS

FREIGHT' FORWARDERS FORUM 2015: 'MOVING THE MARITIME SUPPLY CHAIN FORWARD'

CLECAT's Annual Freight Forwarders Forum addressing trends and developments in the maritime logistics chain will take place at the Port of Antwerp on the 19th November.

The Forum will include key note speeches from policy makers, industry leaders and academia, as well as three round table discussions. Confirmed speakers include **Stijn Rubens**, Supply Chain Advisors, Drewry, **Désirée Oen**, Deputy Head of Cabinet for Transport Commissioner Bulc, **Jens Poggensee**, President Freight Forwarding Europe, UPS, **Olaf Merk**, Administrator, Ports and Shipping, International Transport Forum, **Lamia Kerdjoudj-Belkaid**, Director-General, FEPORT, **Lennart Heip**, Dow Logistics, **Peregrine Storrs-Fox**, Risk Management Director, TT Club, **Lars Kjaer**, World Shipping Council and others.

The first session will address the bigger trends in the global container supply chain. Industry has witnessed further concentration in the market and questions ways to accommodate 'megaships.' The Forum will discuss recommendations made in a recent report from the International Transport Forum (ITF) on 'the Impact of Mega-Ships' suggesting that the new generation of mega-ships has a serious impact on the rest of the transport chain and may add \$400 million in annualised costs.

The second panel will discuss innovation in the maritime logistics chain including further digitalisation. Opportunities for the maritime supply chain include improved efficiencies and predictability but how to deal with the impediments (e.g. cyber-security, data-protection)?

The third panel will deal with the new IMO regulations requiring verification of a freight container's gross mass which will become mandatory from 1 July 2016. Many organisations - and, indeed, national authorities - are not yet prepared for this significant change to global container operations. A high level panel will discuss policies in the light of the new legislation.

Online registration will next week on WWW.CLECAT.ORG

EUROPEAN PARLIAMENT ADOPTS REPORT ON TRANSPORT WHITE PAPER REVIEW

The European Parliament adopted at its Plenary session on 9 September the [REPORT](#) by Wim van de Camp MEP (EPP, Netherlands) on the review of the transport white paper. Mr Van de Camp's report sets out the Parliament's views on the progress in implementing the 2011 White Paper and further actions needed to meet its objectives.

The report includes a call for more goods to be transported via rail and water, and for electric and innovative transport means to become more frequently used in day-to-day transport. "The EPP Group suggests that we start making waterways and rail transport more financially attractive. For example, the Juncker Investment Fund could help here", said Mr Van de Camp MEP. Despite all the EU's efforts and good intentions, the market share of inland waterways has stagnated at around 6.5% after almost 20 years.

In the report, Van de Camp stresses that transport is a crucial economic sector that can support growth. More efficiency in the transport business could increase the earning capacity for millions of European companies. Van de Camp said: "Unfortunately, too many MEPs and political Groups only see transport as a burden. This is unrealistic: we need trucks, trains and planes to get ourselves and our goods to the place we want them."

Van de Camp proposes cutting carbon emissions in transport by 60% by 2050. "It is clear that we need to dramatically reduce Europe's dependence on imported oil", he argues.

Source: [EPP GROUP PRESS RELEASE](#)

'LOGISTICS LEADS THE WAY'; DSLV SUPPORTS INITIATIVES TO EMPLOY REFUGEES IN LOGISTICS

In response to the current refugees crisis in Europe, the German Association for Freight Forwarding and Logistics (DSLV) is encouraging the logistics sector to employ refugees. The Association actively supports the initiative "Logistics leads the way" of the German trade newspaper DVZ. DSLV calls for a pragmatic solutions for the recruitment of refugees avoiding unnecessary bureaucracy. DSLV Chief Executive Frank Huster speaks of a win-win situation, which should not be weakened by unnecessary administration or conflicting regulation. He said "on the one hand, the global forwarding and logistics industry is seeking to recruit specialists and junior staff. On the other side, many people are now coming to Germany, qualified and motivated and looking for work, training or internships. Many companies are willing to give a chance to these people in need but are often confronted with burdensome administration and bureaucracy."

There are all sorts of possibilities for employment for refugees. To bring refugees and logistics together, DVZ in cooperation with DSLV has launched an online platform. Interested companies can use a form filed under WWW.DVZ.DE/LOGISTIKGEHTVORAN with vacancies, internships and other possibilities for refugees. The offers are then forwarded directly to the regional employment agencies. The platform will also provide additional information and tips around the issue of employment of refugees."

ROAD

CLECAT WELCOMES EXTENSION OF EMS PILOT IN GERMANY

CLECAT has been campaigning for the wider introduction of European Modular System (EMS) vehicles in Europe since many years and is pleased with the fact that the network of dedicated roads for trials of longer and heavier HGVs has recently been extended in Germany.

A regulation published on the 22nd July extends the network for which the participating federal states authorise the use of longer and heavier HGVs. The federal states of Baden-Württemberg and North

Rhine-Westphalia participate in the field trial for the first time. The trial will run until the end of 2016. At the moment 45 companies are participating with 119 vehicles.

The recent study carried out by the Technical University Wildau on behalf of the Pro-Rail Alliance, (NL 31 refers) has been heavily criticised in the German trade press for being biased, the author of the study being a Board Member of the Pro-Rail Alliance. Also, the vehicle used for the recent German study was not a real Ecombi, but a normal truck plus a trailer.

EMS vehicles or Eco-combi's allow combinations of existing loading units (modules) into longer and sometimes heavier vehicle combinations to be used on some parts of the road network. The basic operational concept involves a drop and swap operation using combinations of vehicles and trailers to optimise the volume or weight of goods moved in a single truck haul. Afterwards the load can be divided into smaller component units for onward distribution on the secondary road network, and into urban areas, for example, delivering to multiple sites and customers. A special permit from road authorities is generally required. Through the use of EMS the number of trucks can be significantly reduced for the same amount of goods resulting in less fuel consumption and CO2 emissions.

CLECAT is of the opinion that this provides a good opportunity for the EU to help industry improving its performance and its sustainability, which is in line with the European Commission's objective of co-modality, i.e. achieving optimal efficiency and sustainability in the use of all modes of transport. Standard loading units, also used in maritime and rail freight, increases the possibilities for loading the units from trucks to other modes where possible. This will help achieve more intermodality and increase the use of rail transport. EMS facilitates combined transport and this should be recognised once the Directive 92/106/EC on combined transport will be revised. In Member States where the use of EMS is allowed (by law or trials), no significant modal shift to road has been identified.

Various studies showing these positive results are available on the following website:

[HTTP://WWW.MODULARSYSTEM.EU/EN/FACTS AND FIGURES/](http://www.modularsystem.eu/en/facts_and_figures/)

MARITIME

NORTH EUROPE BOX PORTS 'CONGESTED AND UNDER-USED'

Ultra large containerships and unreliable schedules play havoc with terminal operations, according to a new report from Dynamar.

Northern Europe's ports are suffering from underutilisation and congestion at the same time, as ultra large containerships and unreliable schedules play havoc with port operations, says Dynamar. A survey of 17 ports, comprising 55 container terminals, found throughput rose 5% in 2014 to 53m teu. At the end of 2014, however, combined container handling capacity stood at 86m teu, resulting in an occupancy rate of 62%.

While the underutilisation of the facilities runs counter to claims of congestion, Dynmar points out that demand for terminals does not come in regular patterns. "Even the largest ships remain prone to the elements, which are sometimes causing havoc to schedule integrity," Dynamar said. "Early in the year, nearly a third of more than 9,900 vessel arrivals were off schedule. Delayed ships may bunch up in their next northern European port, which will work through further in their schedule."

A certain amount of overcapacity may be considered a requirement to prevent congestion, Dynamar said. The general consensus was that congestion would kick in when utilisation reached 75%.

The problem is exacerbated by the increasing size of containerships calling at northern European ports. Few ports were built with ULCs in mind. The first 18,000 teu ships were delivered only two years ago, but the number of this size of ship will reach over 100 by the end of the decade. Moreover, all of these vessels will be operating on the Asia-Europe trade lane. This is putting pressure on terminal operators to invest substantially in the cranes and equipment needed to handle ULCs.

“The consensus among big ship carriers nowadays is that terminals should handle 6,000 moves a day on a ULC,” Dynamar said. “The universal consent among stevedores is that a production of 3,500 moves is a more realistic maximum.” In 2014 only three of the 31 northern European ports serving vessels on Asia-Europe trades were purpose-built for handling ULCs: Eurogate Container Terminal in Wilhelmshaven; Hutchison’s Berths 8/9 at Felixstowe; and ECT’s Euromax at Maasvlakte I in Rotterdam.

At other terminals, the economies of scale carriers aim to achieve by operating increasingly larger ships mean that mainline terminals have no choice but to invest substantial sums in their facilities. Europe’s capacity for ultra large tonnage is set to expand massively during 2015 with the opening of three new terminals purpose-built for these ships.

APM Terminal Maasvlakte II opened in April and DP World’s Rotterdam World Gateway will be formally opened next week. The Liverpool2 Container terminal is also due to open by year-end. Between them the three terminals alone will increase northern Europe’s container capacity by 6m teu, or 7%. Moreover, the new facilities all feature high degrees of automation, which is seen as the only way of meeting carriers’ requirements of 6,000 moves per day. To prevent capacity constraints, ports and terminal operators have to try to stay ahead of demand. If all intended expansions and new terminals are commissioned as planned, the 2014 overall capacity of 86m teu may increase by 5.2% to 143m teu by 2024.

Source: [Lloyd’s Loading List](#), 7/09/2015

RAIL

MARKET PLACE SEMINAR, ANTWERP 24-25 SEPTEMBER



ANTWERP, 24-25 SEPT. 2015

FIATA and UIC are jointly organising the 7th edition of the Market Place Seminar. This year the seminar will be organised in Antwerp, on 24 and 25 September and will focus on “Rail Crossroads”, hosted by the Port of Antwerp, VEA (Antwerp Forwarders association) and CEB (Belgian Forwarders Association).

The Market Place Seminar aims to create a lively exchange platform for railway undertakings, freight forwarders and customers, and their cooperation with sea carriers. By bringing together all participants of the logistics chain, it seeks to create an opportunity to brainstorm effective transport solutions and attractive business opportunities. The following issues will be discussed:

- Conjunction between sea and rail
- Terminal operations – Moving forward
- Railway connections - green light for hinterland traffic
- Digitalisation in logistics

Detailed information regarding registration as well as the latest version of the seminar programme on WWW.MARKETPLACESEMINAR.ORG

AIR

AIR FREIGHT DEMAND FALLS IN JULY

The International Air Transport Association (IATA) released data for global air freight markets showing a fall in air cargo demand in July compared to the same month last year. Air freight volumes measured in freight tonne kilometers (FTK) fell 0.6%, in line with weaker global economic growth.

The decline was broad-based across all regions with the exception of Africa and the Middle East. The most pronounced falls were in the Americas, where international FTK volumes were down more than 5% compared to July 2014.

“The recent stock-market turmoil shows that investors have real fears about the strength of the global economy. And the disappointing July freight performance is symptomatic of a broader slowdown in economic growth. The combination of China’s continued shift towards domestic markets, wider weakness in emerging markets, and slowing global trade indicates that it will continue to be a rough ride for air cargo in the months to come,” said Tony Tyler, IATA’s Director General and CEO.

Asia-Pacific carriers saw a fall in FTKs of 1.9% in July compared to July 2014, and capacity expanded 5.3%. The region has experienced notable declines in imports and exports during 2015, with Chinese manufacturing particularly struggling.

European carriers reported a fall in demand in June of 1.5% compared to a year ago and capacity rose 3.9%. Central and Eastern Europe has had an especially tough few months, with trade in this region falling around 10% since the end of the first quarter.

North American airlines experienced a decline of 3.7% year-on-year and capacity grew 5.4%. Despite the subdued performance of the U.S. economy in the first quarter, air freight benefited from a modal shift to air as a result of the West Coast ports strike in the U.S. This impact has faded and although economic performance likely improved in Q2, this does not seem to be driving stronger air freight demand.

Middle Eastern carriers saw the strongest growth with demand expanding by 10.8%, and capacity rising 18.3%. The reason for the slightly more subdued performance in July is due to the timing of Ramadan, which traditionally gives a boost to air freight. Ramadan started in June this year whereas it took place mostly in July in 2014.

Latin American airlines reported a fall in demand of 5.1% year-on-year, and capacity expanded 3.2%. Regional trade activity, Brazil and Argentina excepted, was very solid in the first half of 2015, but this did not feed through into stronger demand for air freight.

African carriers experienced growth in demand of 3.6%, and capacity rose by 11.4%. In contrast to Latin America, the strong regional trade performance in the region has underpinned solid air freight growth, despite the underperformance of the Nigerian and South African economies.

IATA’s freight results are available [here](#)

Source: [IATA Press release](#), 4/09/2015

CUSTOMS

COMMISSION URGES MEMBER STATES TO FIGHT HARDER AGAINST TAX EVASION AND FRAUD

The European Commission has published its annual report on the VAT Gap. According to the outcomes of the study, VAT revenue collection has failed to show significant improvement across EU Member States.

Based on VAT collection figures from 2013, the overall difference between the expected VAT revenue and the amount actually collected (the so-called "VAT Gap") did not improve on 2012. While 15 Member States including Latvia, Malta and Slovakia saw an improvement in their figures, 11 Member States such as Estonia and Poland saw deterioration.

The total amount of VAT lost across the EU is estimated at €168 billion, according to the report. This equates to 15.2% of revenue loss due to fraud and evasion, tax avoidance, bankruptcies, financial insolvencies and miscalculation in 26 Member States.

Commissioner Moscovici said that the study highlighted the need for further reform in VAT collection systems across the EU. He urged Member States to take the steps needed to fight tax evasion and tax fraud at all levels.

The latest VAT Gap study also gives an indication of the effectiveness of VAT enforcement and compliance measures. The main trends in VAT collection are also presented, along with an analysis of the impact of the economic climate and policy decisions on VAT revenues.

In 2013, the estimated VAT gaps of Member States ranged between 4 percent in Finland, the Netherlands and Sweden to 41 percent in Romania.

Commission's press release is available [HERE](#) and the full study is available [HERE](#)

SUSTAINABLE LOGISTICS

ACEA CONFERENCE ON ROAD TRANSPORT EMISSIONS REDUCTION PARTNERSHIP

On 3 December the annual conference of ACEA, the European vehicle manufacturers' association, will discuss 'Reducing CO2 from Road Transport Together'. The conference will address ACEA's initiative for an industry-wide partnership in reducing heavy-duty vehicle emissions, encompassing vehicles as well as vehicle components, trailers, alternative fuels, transport logistics and infrastructure. CLECAT has been involved in this initiative, which builds on a study commissioned by ACEA which argues that an integrated approach involving operational and infrastructure improvements would achieve emissions reductions far beyond what vehicle manufacturers could achieve alone.

The conference will discuss these issues further, with speakers including Transport Commissioner Violeta Bulc and Wim van de Camp MEP, the European Parliament's rapporteur for the Transport White Paper review. CLECAT will participate at the conference and take part in the debate on how logistics can contribute to emissions reduction. Full details may be found [HERE](#).

GENERAL

CONFERENCE ON LAND TRANSPORT SECURITY INCIDENT REPORTING

On 6 and 7 October, the European Commission will hold a conference on Incident Reporting in Land Transport Security. This follows workshops over the past year on the topics of road cargo theft, rail cargo theft, metal theft and international graffiti. The conference will discuss the results of these workshops and their proposals for next steps, as well as best practices in incident reporting and databases, and future opportunities including for an EU database.

CLECAT has been participating in the workshops on rail and road cargo theft, which examined current best practices in incident reporting and future needs, and will attend the conference. The agenda can be found [HERE](#).

3D-PRINTED FAKE SEALS USED TO MASK CARGO THEFTS

Security seals cargo thieves have used 3D printers to make fake security seals to hide when a shipment has been compromised. In some cases the cloned seals are so ingenious they even match the identification numbers on the original, according to SpedLogSwiss, which reports an incident in which the scam was used in the theft of a pharmaceutical shipment.

The original manufacturer and carrier seals were placed on the shipment and - upon arrival at the customers - appeared to be still intact. Once the seals were removed and the shipper opened it was discovered that most of the cargo was missing. Further investigation revealed the seals were counterfeits.

"The advantages of this technology have already been discovered by the organized crime," says SpedLogSwiss, which notes that some 3D printers can prepare the fake seals in as little as 10 minutes. The organization has issued a circular describing the incident in order to raise awareness of the issue.

According to freight security specialist Freightwatch International, there were just over 500 thefts in the Europe, Middle East and Africa (EMEA) in the second quarter of 2015. Belgium, Germany, the Netherlands, France, the UK, Austria, South Africa, Spain and Russia topped the list of countries affected, with electronics, clothing and accessories, food and drink the most stolen product categories.

Source: [Securing Industry](#), 27/08/2015

FORTHCOMING EVENTS

CLECAT MEETINGS:

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

Customs and Indirect Taxation Institute

- 15 October 2015, Brussels

Maritime Logistics Institute

- 18 November 2015, Brussels

CLECAT Freight Forwarders Forum

- 19 November 2015, Antwerp

Board & General Assembly

- 19 November 2015, Antwerp

OTHER EVENTS with CLECAT PARTICIPATION**FIATA 2015 World Congress**

- 8 – 13 September 2015, Taipei

Market Place Seminar

- 24-25 September 2015, Antwerp

CORE Supply Chain Forum

- 24 September 2015, Antwerp

Seminar on EU Road Package

- 28 September 2015, Brussels

International Lorry Security Summit

- 28 September 2015, Brussels

EC Conference on Land Transport Security Incident Reporting

- 6-7 October 2015, Brussels

GLEC Consultation meeting

- 28 October 2015, Brussels

FERRMED Conference

- 12 November 2015, Brussels

ACEA Conference

- 3 December 2015, Brussels

EU Commission Rail Freight Day 2015 Conference

- 4 December, Vienna

EU meetings**European Parliament**

Transport Committee

- 14/15 September 2015
 - Agenda available [HERE](#)
- 12 October 2015, (afternoon), Brussels
- 13 October 2015, (morning and afternoon), Brussels