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News from Brussels

ELP EVENT ON THE FUTURE OF LOGISTICS



Members of the European Parliament, policy makers, ELP members and other stakeholders are invited to an interactive forum moderated by Jacki Davis on the Future of Logistics in Europe.

Following a keynote introduction from Transport Commissioner Violeta Bulc and a deep dive into logistics trends by DHL innovation, by Markus Kückelhaus, Vice-President Innovation and Trend research, at DHL, a first panel will debate new ways of delivering sustainability in logistics. The panel will discuss how, with innovation and new ways of thinking, practical solutions can be found to improve efficiency, reduce emissions and lower operating costs. Will this be enough to reach the EU's decarbonisation targets or is there a need for more stringent regulation? And can Europe keep its No. 1 role in logistics, with the much-needed skills and R&D required?

A second panel will review some real game-changers in logistics and provide insights into what logistics may look like in 2050. Today, already, collaboration can produce significant gains in terms of both efficiency and sustainability, so what is preventing this from happening now? If the technology is available, what are the key drivers for - and barriers to - innovation in the freight and logistics sector? And how will these new technologies and models support Europe in meeting the challenges and fulfilling its ambitions on sustainability and growth?

Join the debate by registering [HERE](#).

KICK OFF MEETING SELIS



Today CLECAT joined the General Assembly and kick off meeting of SELIS in Athens.

SELIS unifies business, technology and capacity innovation for Green Logistics in order to deliver a *Shared European Logistics Intelligent Information Space* with a clear path towards 30% reduction of energy consumption and greenhouse gas emissions. An exceptionally strong consortium of 38 European logistics stakeholders and ICT providers are leveraging EU IP from over 40 projects so as to create proof of concept Common Communication and navigation platforms for pan-European logistics applications, which will be deployed in 8 living labs representing the principal logistics communities.

SELIS embraces a wide spectrum of logistics perspectives and creates a unifying operational and strategic business innovation agenda for Green Logistics. Project results will be available in the form of easily deployable cloud infrastructure, aligned with leading industry regulations, operating standards and recognized best-practice to guarantee Quality of Service, Quality of Experience, and High Availability. Athens.

ETF DEBATES TRANSPORT DECARBONISATION

On 27 September CLECAT attended the 2016 European Transport Forum, on the subject of reducing transport CO₂ emissions. Speakers included EU Energy and Climate Commissioner Miguel Arias Cañete; Transport Commissioner Violeta Bulc; Geneviève Pons-Deladrière, Director of the WWF European Policy Office; Ulf Björnholm, Head of the United Nations Environment Programme Brussels Office; Christofer Fjellner MEP; Peter Harris, UPS Director of Sustainability for Europe, Martin Lundstedt, President and CEO of Volvo Group; and Jean-Dominique Senard, CEO and Managing General Partner of Michelin.

Discussion focused on the EU's current efforts to decarbonise transport and necessary future steps. Speakers agreed that a holistic approach is required, based on various technological options, as well as efficient supply chains and the circular economy, rather than reducing transport. Peter Harris from UPS called for greater innovation, including eco-combis and the use of biomethane for transport, while Martin Lundstedt hailed the benefits of digitalisation and connected vehicles for logistics efficiency. Jean-Dominique Senard called for a regulation on long-lasting performance products, which would allow greater resource-efficiency, and for the right regulatory framework to be determined quickly so as to enable investment choices for the next forty years.

Peter Harris also spoke of the benefits of big data and the physical internet for end-to-end supply chain visibility, which will enable more efficient logistics, thus reducing emissions and overcoming bottlenecks in the chain which are blocking progress.

INFORMATION DAY FOR HORIZON 2020 LOGISTICS

The European Technology Platform ALICE (Alliance for Logistics Innovation through Collaboration in Europe), together with the European Commission is organising a dedicated session on 13 October 2016 in Brussels addressing topics from different calls (beyond transport) with the intention that logistics stakeholders can get all their interest concentrated in one day.

The objective of the event is to get correct briefings on the topics by EC project and policy officers that should help properly scoping the proposals answering to the calls.

[Registration](#) is still open. Find out more about the Information day [here](#).



FFF16 'AIR CARGO LOGISTICS: GROUND FOR CHANGE?'

Did you already [register](#) for the Freight Forwarders Forum 2016, entitled “Air Cargo Logistics: Ground for Change?” The 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.

Speakers include **Ana Hinojosa**, Director Compliance and Facilitation, World Customs Organization, **Alain Lumbroso**, Economist, International Transport Forum, **Ariaen Zimmerman**, Executive Director of CargoIQ, **Steven Polmans**, Head of Cargo, Sales & Marketing Brussels Airport Company, **Markus Muecke**, Global Head Air Freight Procurement and Product Management, Panalpina, **Lothar Moehle**, Director Security Standardisation, DB Schenker, **Andreas Wilhelm**, Global Security Manager, Kuehne + Nagel, **Markus Flacke**, Managing Director of CHAMP Cargosystems GmbH CHAMP Cargosystems GmbH and **Gordon Wright**, Head Cargo Border Management, IATA. **Christian Doepgen**, professional journal and moderator and editor in Chief of the International Transport Journal, will be the moderator on the day.

For more information and for registration have a look at the conference pages at <http://www.clecat.org/news/events/freight-forwarders-forum-2016>

MEPS DISCUSS EU AVIATION STRATEGY

On Tuesday the TRAN Committee of the European parliament debated the [draft report](#) by Pavel Telicka MEP (Liberal, Czech Republic) on the European Aviation Strategy. The discussion on the strategy included several themes and issues, mostly however referring to the passenger transport and not freight.

The MEPS welcomed the strategy, stressing the need to ensure Europe has competitive operators. It is necessary to create fair competition, with regards to foreign often state owned operators. European operators struggle to compete in the international market. Regarding labour conditions it is necessary to ensure reasonable and equal working conditions across Europe.

Several MEPS also highlighted the importance of completing the Single European Sky and limiting all barriers. The EU needs to support airports and important capacity projects need to be pushed through faster. MEPS disagreed on the need to also support regional airports, or whether un-performing regional airports ought to be shut down if inefficient. Finally, green MEPS were concerned with the environmental impact of aviation and suggested more support for intermodal efforts or rail. MEPS now have until the 5th October to hand in suggestions for amendments.

ICAO ASSEMBLY DEBATES GLOBAL AVIATION OFFSETTING

ICAO states at the body’s Assembly in Montreal have spent the week negotiating a global market-based measure for aviation emissions, which would introduce a system of offsets for international aviation (called the Carbon Offset and Reduction Scheme for International Aviation, or CORSIA).



Under the draft text presented by ICAO, the measure would be voluntary from 2021, and become mandatory for most countries in 2027, with exceptions for the poorest and least developed. [According to ICAO](#), by Thursday 29 September, 63 countries accounting for 83.8 percent of global emissions, had said that they would comply from 2021. The EU has been pushing ICAO states to maintain the ICAO proposal and to comply from 2021, which Transport Commissioner Violeta Bulc views as the minimum possible deal available. Some countries are reportedly pushing to weaken the text, particularly Russia, China and India as well as Saudi Arabia and Argentina.

Negotiations are expected to continue into the weekend. IATA is strongly encouraging governments to agree to implement CORSIA as proposed. “This will be the first global agreement of its kind for an industrial sector. We are committed to carbon neutral growth from 2020. CORSIA, along with measures to improve technology, operations and infrastructure, will keep aviation at the forefront of industries responsibly managing their climate change impact,” said Alexandre de Juniac, IATA’s Director General and CEO.

Source: [IATA](#), 27 September (extract)

Maritime

NO EXTENSION LIKELY TO VGM ‘LIGHT-TOUCH’ ENFORCEMENT

The “pragmatic” approach to the enforcement of new international container-weighting rules introduced on 1 July will not be extended beyond its current “expiry date” of 30 September. Container shipping liner representative body the World Shipping Council (WSC) said the International Maritime Organisation (IMO)’s guidance for “a practical and pragmatic approach” when verifying compliance in the first three months of the requirements for packed containers to have a verified gross mass (VGM) as a condition for loading aboard ship had been “helpful for avoiding major disruptions of international containerised maritime traffic during the implementation phase-in”.

But the WSC indicated it did not expect the three-month period to be extended. This was one of the many conclusions from discussions at the IMO’s Sub-Committee on Carriage of Cargoes and Containers, 3rd session (CCC 3), earlier this month.

John Butler, president and CEO, told Lloyd’s Loading List: “The operational takeaway from the CCC 3 discussion of the SOLAS VGM requirements is that the IMO’s ‘pragmatic approach’ Circular will not be extended beyond its current expiry date of 30 September, meaning that, as of 1 October, it would be against international law to load packed containers without VGMs aboard SOLAS-regulated ships.”

The so-called “pragmatic approach” was announced in May shortly before the implementation of the amendments to the SOLAS convention. The IMO’s Maritime Safety Committee (MSC) asked national maritime administrations and port state control authorities to take a “practical and pragmatic approach” when enforcing the new rules for a period of three months immediately following the 1 July implementation deadline.

It encouraged regulators to provide “some leeway in the first few months after 1 July in order for any problems resulting from software updates required for the electronic collection and transmittal of verified gross mass data to be rectified without causing delays to containers being loaded”, the IMO had said the circular.

Source: [Lloyd’s Loading List](#)



EC REFERS GERMANY TO COURT OVER ROAD CHARGING

The European Commission has decided to refer Germany to the Court of Justice of the EU regarding the plan of the German authorities to introduce a [road charging](#) scheme for private vehicles (PKW-Maut) which, according to the Commission, is discriminatory.

The German legislation grants vehicles registered in Germany the benefit of a 1:1 deduction of the road charge from their annual vehicle tax bill. This would lead to a '*de facto*' exemption from the charge exclusively for the cars registered in Germany. Moreover, prices for short-term vignettes (for periods of less than a year), which are intended for use by vehicles registered abroad only, are disproportionality high in some cases.

While the Commission supports fair and efficient pricing in transport – as it reiterated in the recent [European Strategy for Low-Emission Mobility](#), the Commission considers that the German system fails to comply with the Treaty on the Functioning of the EU (TFEU) principles of non-discrimination based on nationality and the free movement of goods and services. The German legislation is found not to be in line with those principles.

Source: [European Commission](#)

REDUCING CO2 EMISSIONS OF HDV WITH ITS

Intelligent Transport Systems (ITS) can reduce CO2 emissions and improve the safety of heavy vehicles, such as trucks and busses. The study by ERTICO (Network and partnerships for the development of ITS), supported by European Automobile Manufacturers' Association (ACEA), analysed different ITS systems. The aim is to review ITS systems and evaluate and compare their impact on CO2 emission reduction and safety.

ITS systems are developed to reduce CO2 emissions in the transport sector, which currently accounts for around 25% of greenhouse gases in Europe. ITS systems are systems that use information technology to optimise transport activities. Systems evaluated with the biggest impact include:

- [Eco-driving support](#), are systems that help the driver to adapt a more eco-friendly driving style and chooses optimal routes. These systems can reduce emissions around 7% to 10% on non-urban roads.
- Similarly [eco-routing](#), navigational systems that optimize fuel consumption in real-time, can save around 8% to 10% emissions in urban areas.
- [Lane Departure Warning \(LDW\)](#) and [Advanced Emergency Braking Systems \(AEBS\)](#) have a significant effect on road safety, and were found to reduce accidents of heavy-goods vehicles between 17% and 24%.
- Traffic signal systems such as [Energy Efficient Intersection Service](#) (giving extended green time to selected buses or trucks) and [GLOSA \(Green Light Optimised Speed Advisory\)](#) can lead to CO2 savings of around 5% in urban areas (typical range is 1% to 7%, depending on the network, density of junctions and – for buses – locations of bus stops).
- [Delivery space booking](#) for goods vehicles can reduce local CO2 emissions by over 20% in the vicinity of the delivery location due to avoiding searching for parking spaces, as well as reducing illegal parking.



The study shows how ITS systems can have real impact and that continuous support is necessary. This report on ITS systems for heavy commercial vehicles is similar to the 2015 report on ITS systems and their effect on emissions of passenger cars.

Download the full report [here](#).

Source: [ERTICO-Network](#).

Rail

FIRST REGULAR CHINA-NETHERLANDS RAIL SHUTTLE LAUNCHED

The first regular rail freight shuttle between China and the Netherlands is up and running, with a 15-day transit time.

Launched by the Chinese rail operator CDiRS in June, the Chengdu-Tilburg-Rotterdam-Express is now said to be in full operation. At the moment it is a weekly service, but the ambition of CDiRS and its Dutch partner RailPortbrabant, part of the GVT Group, is to run the service five times a week as of late next year.

The operators said the Chengdu-Tilburg-Rotterdam Express reaches its destinations 'door to door' in 15 days, crossing via Kazakhstan and Moscow. They stressed that Chengdu also offered rail connections to Chinese cities such as Shanghai, Ningbo, Wuhan, Yiwu, Xiamen, Shenzhen, Nanning and Kunming, as well as to Vietnam and South Korea.

See full article: [Lloyd's Loading List](#)

Customs

NUMBER OF COUNTERFEIT GOODS SEIZED RISES

Customs authorities across the EU seized an estimated five million more counterfeit items in 2015 than the previous year, according to new figures released on the 23rd of September by the European Commission. This means that the number of intercepted goods grew by 15% compared to 2014. More than 40 million products suspected of violating an intellectual property right were detained at the EU's external borders, with a value of nearly €650 million. The report, based on the enforcement of Intellectual Property Rights (IPR) in the EU, also provides figures on the categories of goods detained, on their countries of origin, on the intellectual property rights involved and on the modes of transport used to ship such goods.

Cigarettes remain the top category (27%) of articles detained, while everyday products which could be dangerous to the health and safety of consumers such as food and beverages, toiletries, medicines, toys and household electrical goods account jointly for 25.8% of the total. Once again, China was the main originating country for counterfeit goods (41%), followed by Montenegro, Hong Kong, Malaysia and Benin.

Benin was the originating country of a large amount of foodstuff, while Mexico was the top source for counterfeit alcoholic beverages and Morocco for other beverages. Malaysia was in the lead for toiletries, Turkey for clothing, Hong Kong for counterfeit mobile phones and accessories, memory



cards, computer equipment, CDs and DVDs and lighters. Montenegro was the biggest originator of counterfeit cigarettes, while India topped the list for medicines. In more than 91% of detentions, goods were either destroyed or a court case was initiated to determine an infringement in cooperation with the right-holder of the brand which is being infringed.

The full press release is available [here](#). The full report is available [here](#).

General

LAW AND LOGISTICS CONFERENCE – ANTWERP

VEA, the Antwerp Forwarding Association, Forwarderlaw and Flows are on the 12 & 13th October organising a conference on "Law and logistics." The two-day conference addresses the legal issues of the international logistics, transport and forwarding industry.

Confirmed speakers include amongst many others:

- **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?"

Find out more about the Conference [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

2016 FREIGHT FORWARDERS FORUM

16 November, Brussels (morning)

Board & General Assembly

16 November, Brussels (afternoon)

Customs and Indirect Taxation Institute

11 January, Brussels

OTHER EVENTS WITH CLECAT PARTICIPATION

SELIS kick-off meeting

29-30 September, Athens

Land Transport Security Expert Group

3 October, Brussels

FIATA World Congress

3-8 October 2016, Dublin

IRU Workshop on the 'Vehicle of the Future'

4 October, Brussels

ESPORG Safe and Secure Truck Parking conference

5 October, Brussels

Conference 'Law and logistics: the way forward'

12-13 October 2016, Antwerp

H2020 2017 calls info-day and ALICE Plenary

13-14 October, Brussels

GLEC Multimodal Action Group meeting

25 October, Amsterdam



TIACA Air Cargo Forum

26-28 October, Paris

LEARN Kick-off meeting

26-27 October, Brussels

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)

FEPOR Second Annual Stakeholders' Conference

8 December, Brussels

EU Rail Freight Day

9 December 2016 Vienna, Austria.

EP/COUNCIL MEETINGS

European Parliament

Plenary Session

3-6 October, Strasbourg

Transport and Tourism Committee

26 September, Brussels

Transport Council

1 December, Brussels

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