Newsletter Issue 36 / 9 October 2015

NEWS FROM BRUSSELS

NEXT ELP DINNER DEBATE: FROM COMODAL TO SYNCHROMODAL TRANSPORT -19 OCTOBER

The ELP organises on Monday 19th October a dinner debate hosted by MEP Wim van de Kamp on **"Successful supply chain solutions: from co-modal to synchro-modal transport."**

Speakers are Rob Bagchus, Chief Public Affairs & Public Relations Officer Europe Container Terminal (ECT Rotterdam), Marc Verelst, Supply Chain Research & Innovation at Procter & Gamble.

The White Paper on Transport supports co-modality, aimed at creating strong framework conditions for each mode of transport in its own right and in co-operation with other modes. Synchromodality builds on this; recognising the need for further improving the efficiency of the transport chain with a special focus on hinterland connections. As such, synchromodality creates more efficient transport services that are more responsive to customer current and future needs, in particular in view of a forecast increase in freight volumes. The ELP dinner will showcase some positive experiences with synchronized intermodal services in port-hinterland container transport, and in the supply chains of shippers. The European Commission will give a response in view of the review of the White Paper.

Join the ELP in discussing further innovation in transport and logistics in support of sustainability concerns. In case of questions feel free to contact CLECAT, in charge of the event and the Secretariat of the European Logistics Platform.

Registration is possible by sending an email to INFO@EUROPEANLOGISTICSPLATFORM.EU

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

RESERVE YOUR SEAT for CLECAT's Freight Forwarder Forum '**MOVING THE MARITIME SUPPLY CHAIN FORWARD**' taking place on November 19 in Antwerp.

The event will gather key policy and business leaders for a lively discussion on mega-trends in the maritime supply chains with 3 sessions debating:

- Big Ships = big challenges for the supply chain
- Creating a smooth Maritime Supply Chain through Innovation
- Container Weight Verification Rules: from legislation to implementation

Confirmed speakers include

- **Stijn Rubens**, Senior Consultant - Supply Chain Advisors, Drewry

- **Desiree Oen**, Deputy Head of Cabinet Commissioner Bulc, EC
- **Jens Poggensee**, President Freight Forwarding Europe Region UPS Europe
- **Tom Verbeke**, General Manager, "K"Line (Europe)
- **Olaf Merk**, Administrator, Ports and Shipping, International Transport Forum
- **Lamia Kerdjoudj-Belkaid**, Director-General, FEPORT
- **Dr Christa Sys**, Holder of the BNP Paribas Fortis Chair - Transport, Logistics and Ports
- **Ronald Plevier**, Sales Director for Benelux, Germany and Central Europe at INTTRA
- **Lennart Heip**, ITO/MPC/Air Mode Leader Europe, Dow Logistics
- **Peregrine Storrs-Fox,** Risk Management Director, TT Club
- **Lars Kjaer**, Senior Vice President, World Shipping Council
  and others

When: Thursday, November 19, 2015 - Registration/lunch 12.30 event 13.30 -18.30
Where: Port of Antwerp, Havenhuis, Entrepotkaai 1, 2000 Antwerpen
Programme: click here

CLECAT/CORE Workshop 'importing into the EU under the new UCC'

In conjunction with the Freight Forwarders' Forum, CLECAT and CORE will organise a workshop on **'importing into the EU under the new Union Customs Code**.' The event will gather key policy and business leaders for a lively discussion on the new legal framework of the UCC and IT needs to ensure enhanced data quality and improved risk assessment. CORE will address possible solutions for standardisation and automation in data analysis.

Speakers include:

- DG TAXUD (name tbc)
- World Shipping Council
- Godfried Smit, European Shippers' Council
- Domenique Willems, FENEX/CLECAT
- Gerwin Zomer and Wout Hofman, TNO

When: Thursday, November 19, 2015 - Registration/coffee 10.00 event 10.30-12.30
Where: Port of Antwerp, Havenhuis, Entrepotkaai 1, 2000 Antwerpen
Participation to the Workshop is free of charge.
Programme: click here
RSVP: by email to poppa@clecat.org (name, company, address)

Railway market opening and governance: Council agrees its position

On 8 October 2015, the Council agreed a general approach on two proposals to liberalise domestic rail passenger services and strengthen the governance of railway infrastructure. The proposals are part of the market pillar of the fourth railway package.

François Bausch, Luxembourg's Minister for Sustainable Development and Infrastructure and President of the Council, said: "Today we reached an agreement on EU regulation which will help promote rail throughout Europe. I am satisfied with the large support but even more pleased at the balanced and solid solutions that we managed to agree upon."

The goal of the new rules is to improve the quality of rail services by making them more dynamic and customer-oriented. They should also encourage investment and innovation and ensure fair competition in the rail market.

Under the proposals, EU train companies would have non-discriminatory access to the network in all EU countries for the purpose of running domestic passenger services. They could either set up their own commercial services to compete with other operators, or bid for public service contracts.
Safeguards would be put in place to prevent conflicts of interest and increase the transparency of financial flows between infrastructure managers and rail operators.

The Council considers that member states' organisational structures are already largely compatible with the proposal's objectives. Targeted measures will address a number of situations that have been identified as potentially problematic, such as risks of conflicts of interests or transfers of funds between infrastructure managers and railway companies. Safeguards should not, however, interfere with the structure of undertakings.

To avoid any unnecessary administrative burden and adaptation costs, measures to ensure the independence of infrastructure managers should centre on their essential functions. These cover decision-making on train path allocation and infrastructure charging.

A certain flexibility has been introduced in the way in which the infrastructure manager's functions can be carried out. Member States may decide to allow path allocation and infrastructure charging to be carried out by an independent body. In addition, the infrastructure manager may outsource functions to enhance efficiency.

Loans between different players in the railway sector would not be prohibited as a general rule, but only in cases where they present a risk to the fair operation of the sector.

Rules to ensure the independence of staff and management have been simplified to avoid overregulation.

Member states would have three years to adapt their national provisions. Some key rules, such as those relating to infrastructure managers' independence or financial transparency, would have to be in place by the end of this transition period. Others, including non-discriminatory access to infrastructure, would apply from 2020.

The Council position allows the presidency to start negotiations with the European Parliament. Both institutions need to approve the proposals before they can become law.

Other topics discussed by Council

The Council held a policy debate on EU transport policy priorities and targets in the context of the 2011 Transport White Paper.

European fund for strategic investments and EU financing for transport
Commission Vice-President Jyrki Katainen and European Investment Bank Vice-President Pim van Ballekom briefed ministers on new financing opportunities for transport from the European fund for strategic investments (EFSI). Innovative instruments can be combined with EU-level funding for transport such as the Connecting Europe Facility (CEF).

EC Conference on Incident Reporting in Land Transport Security

On 6-7 October, CLECAT attended the European Commission conference on incident reporting in land transport security, which built on the series of workshops on cargo theft, metal theft and international graffiti which have been ongoing for the past year. The conference addressed best practice in reporting incidents through databases, connecting industry with law enforcement across agencies, jurisdictions and countries.

Presentations and discussions covered the challenges of ensuring reliable, accurate data and information is obtained and shared regarding incidents, and of linking existing databases so as not to create excessive reporting burdens. The need to ensure that staff and law enforcement report incidents and populate the database, by demonstrating its benefits and making it easy to do so, was identified as of critical importance. Presentations and panel discussions highlighted the advantages of using data to predict where incidents may occur, so as to anticipate criminal activity and prevent it.

The conference came to a conclusion that a European platform for incident reporting, based on a standard data/reporting format so as to allow interoperability of different existing and future databases should be developed. The Commission is to examine next steps, including potential pilot projects in developing a European platform, and will report its findings to the next Land Transport Security Expert Group meeting on 4 November.

Violeta Bulc: more work on pricing, taxation and modal integration

Bulc responded in writing to questions from EurActiv's Publisher and Editor, Frédéric Simon.

The Commission recently closed its public consultation on the review of the 2011 White Paper on transport. What are the early conclusions that you can draw from this consultation?

The 270 contributions we received expressed overall support to the continuation of the roll-out of the 2011 White Paper. A majority of respondents called for further implementation, which we also support. A number of areas where good progress has already been made were identified: transport safety, research and innovation, secure transport. On the contrary, more needs to be done with regards to smart pricing and taxation, modal integration, service quality, reliability and working conditions. The answers also confirmed that decarbonisation, oil-dependency, innovation or infrastructure development will be some of the most important challenges ahead. DG MOVE published a summary report of the consultation, where more information can be found.

The 2001 White Paper on transport emphasised the "modal shift" as a key policy objective – where transport would shift from road to rail and other transport means such as inland waterways. The 2011 White Paper then put the emphasis on "multi-modality" and "co-modality". Is this a recognition that road is going to remain a dominant form of transport, at least for freight? In other words, has the "modal shift" failed?

There is no contradiction in the Commission's efforts to promote both co-modality and a shift to the most sustainable modes of transport. What matters is to ensure that all modes can compete on equal terms, are well connected with one another, and can be used in an optimal way. In this context, the Commission may look into new options for fairer road-charging. Yet, this is only part of the solution. We also need to make alternative modes more attractive. I believe that digitalisation of transport - for example through integrated ticket or journey planner – is a promising option. The Commission is also investing, and will continue to do so, in European infrastructure to build the missing links and remove bottlenecks, which hamper the competitiveness of sustainable modes such as rail or inland waterways.

The Commission is due to present an aviation package of proposals in December. What will be your approach?
Aviation is a strong driver of economic growth, jobs and competitiveness. As such, a strong European aviation sector plays a crucial role in delivering on the priorities of the Juncker Commission. The goal of the upcoming Aviation Package will be to take a holistic approach to the aviation value network and help shape a comprehensive strategy for Europe. Europe has a unique opportunity to once again become a leading player in international aviation, and a global model for sustainable aviation, with a high level of service and ambitious EU standards.

The Commission will seek to ensure an efficient functioning of the aviation sector that will enhance connectivity and competitiveness; mobilise Europe's creativity and funding resources in order to channel them towards innovation and efficient investments in technology and infrastructure; continue to offer the highest safety and security standards, as well as high standards for environment and labour.

For the full interview click HERE

MARITIME

GLOBAL SCHEDULE RELIABILITY PICKS UP

Global liner schedule reliability improved again in August, climbing by 5.3 percentage points from 75.5% in July to 80.8% at the end of August. According to SeaIntel's Global Liner Performance report, the increase corresponds to 10 percentage points over the level recorded in August 2014, and is the highest level recorded since November 2013.

"While the average delay for late vessels has historically hovered around 3.5-4.0 days, the labour dispute on the USWC had a marked and lasting effect on average delay, with average delays for late vessels reaching 5.5 days," said SeaIntel chief executive Alan Murphy. "Since then, average delays have come down to the historical average, although August saw a small uptick to 3.78 days from 3.5 days in July, despite an increase in schedule reliability." The August increase in schedule reliability was reflected among the top 20 carriers, as all of these carriers recorded an increase in performance from July to August. Three of the G6 carriers recorded the highest levels of schedule reliability in August: MOL at 87.4%, APL at 87.1% and OOCL at 85.2%. At the other end of the scale Wan Hai, MSC and UASC stood at 78.9%, 79.9% and 80.2% of on-time performance, respectively.

On a trade lane level, the largest increases were recorded in the Europe–Oceania trade lane, which increased 23 percentage points from July, reaching 95% in August, the highest ever recorded in the trade. The Africa-Europe and South America–North America trade lanes also recorded significant improvements, both increasing nine percentage points. The largest decreases were found in ECSA–Asia, Africa–Asia and WCSA–Asia, which declined 10, eight and seven percentage points, respectively.
On-time performance in the Asia-Mediterranean trade lane has been stable in May-August 2015, reaching 87.9% in August 2015, surpassing the level of August 2014 by 24.8 percentage points, the largest year-on-year difference ever seen in the trade. Hamburg Süd was the most reliable carrier in August 2015 with a perfect score of 100%, followed by MOL, Hanjin and Evergreen with scores of 95.4%, 93.6% and 92.1% respectively.

For the full story in Lloyds' Lloading list click **HERE**

Commission gives go-ahead for Motorway of the Sea between Vigo and Nantes

The European Commission has already given its approval to the governments of Spain and France to subsidize, with 23 million Euros, the Vigo-Nantes Motorway of the Sea. It has been considered that the application "meets all the requirements", so that both states can begin to give the grant to the beneficiary (Suardiaz), who will receive the aid over the next five years. Nevertheless, this authorization has taken four months until its approval, slowed by the request for additional "clarifications", as it has been reported by 'El Faro de Vigo'.

Among other requirements, Brussels has demanded that the new sea link would not interfere in any similar one between the two ports, because it could adversely affect the free competition established in the European Union. In addition, it has also requested that the use of the 23 million Euros guarantee the profitability of the line and do not exceed 35% of the costs of the service, which is being offering unaided, since mid-January, with two ships and three frequencies a week in both directions. However, after eight months, the results achieved so far, appear to be insufficient to ensure the profitability of long-term connection.

In fact, as stated in the Galician newspaper, recently shipping company spokesman has urged the governments and Europe to deliver this aids, or otherwise, could reduce the number of operations performed Suardiaz in Vigo. The Vigo port sector has evaluated the "risk" of the shipping company to reinforce the Nantes route without any type of funding,although it has been recognized that with this strategy "they'll get an advantage". It also argues that, together with the commercial work done so far, and with the receipt of aid, "It would take some prices to be a little bet cheaper, to attract potential users that until now have been very wary of sending cargo in their boats.
http://www.shortsea.info/news.html?a=details&id=1871

AIR

Air cargo warned over competition from China-Europe rail services

Shippers are increasingly becoming attracted to rail freight services between China and Europe, which poses a threat to other modes, the CEO of DHL Global Forwarding for Eastern Europe has warned.

At the Caspian Air Cargo event in Baku, Kerem Inanç told delegates that as customers put greater importance on lowering CO2 emissions, and as costs continue to pressure industries, rail would become a major challenge to air cargo.

Dismissing as "myth" that the only goods carried by rail from China were low-margin products typically carried by ocean, he said that secure, electronically sealed, as well as temperature-controlled, containers meant that high-value goods and lifescience products could now be safely transported on the ever-improving rail services.

"The services run like a Swiss watch," he added. "There are no major fluctuations, no capacity restrictions and LCL shipments are now taking place very successfully. This is a major challenge for air cargo." He added that rail's lower emissions gave it another significant advantage.

DHL Global Forwarding's customers were also looking for something new and innovative, he added. "Everyone wants new options, to change their supply chain models. They want new ideas – and this is one."

Mr Inanç said price competitiveness and reliability were both critical. "With rail, we know the prices for the next month." He also warned that air freight was lagging other modes in technology and data sharing. "The flow of information is as important to customers as the flow of goods. And some modes are one step ahead of air cargo."

Natasha Solano, global business development manager for perishables at Kuehne + Nagel, also outlined the threat of modal shift to air cargo. "Temperature variations are far greater in air freight than sea freight," she said, adding that modal shift would come about because of lower emissions, lower costs and a better cold chain. "Air is losing share to ocean," she said, citing a new service by Maersk, launched in the second quarter this year, between Mombasa and Antwerp with a transport time of 24 days. "There is a cost saving of 20% over air freight." And savings were even greater, she added, on Colombia-Europe services, which had better infrastructure and were 40% cheaper than air. It's a trade lane that has become the largest for containerised flowers.

However, air freight still had some advantages – freighters in particular, she said. "There is more interest in freighter flights as the temperature fluctuation is less significant than it is in bellies. And soft fruit producers prefer fruit to go by air." And she said, global trends meant air would still have a place in the perishables logistics market, owing to increasing global demand for imported products and processed foods, as well as greater consumption of fruit and vegetables in new markets.

Source: THE LOADSTAR

GENERAL

ALIGNED EMISSION ACCOUNTING; THE PATHWAY TO CARBON REDUCTIONS IN TRANSPORT

The EcoTransIT World Initiative organises its fourth EcoTransIT Workshop in Gothenburg on **Wednesday November 18th, 2015**. The Workshop will focus on global initiatives and activities to align carbon accounting methodologies and present solutions that help you meeting requirements of your stakeholders.
To reserve your seat you may already now register under following link: HTTPS://ECOTRANSITWORLD.WUFOO.COM/FORMS/4TH-ETW-STAKEHOLDER-WORKSHOP-18TH-NOV-GOTHENBURG/

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, Antwerp (morning)

Rail Institute

- 18 November 2015, Antwerp (afternoon)

CLECAT Freight Forwarders Forum

- 19 November 2015, Antwerp

Board & General Assembly

- 20 November 2015, Antwerp

OTHER EVENTS with CLECAT PARTICIPATION

ELP dinner debate: Successful supply chain solutions: from co-modal to synchro-modal transport."

- 19 October 2015, European Parliament

EC Conference on Boosting Investments in Transport

- 22 October 2015, Brussels

Roundtable Green Freight Europe/L&G

- 27 October 2015, Brussels

GLEC Consultation meeting

- 28 October 2015, Brussels

2nd Plenary of the DTLF

- 29 October 2015, Brussels

EC Conference on the 2011 White Paper: achievements and challenges

- 12 November 2015, Brussels

FERRMED Conference

- 12 November 2015, Brussels

FEPORT Conference

- 3 December 2015, Brussels

ACEA Conference

- 3 December 2015, Brussels

EU Commission Rail Freight Day 2015 Conference

- 4 December, Vienna

EU meetings

European Parliament

Transport Committee

- 12 October 2015, (afternoon), Brussels
- 13 October 2015, (morning and afternoon), Brussels