

Newsletter Issue 39 / 30 October 2015

NEWS FROM BRUSSELS

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 Damian Viccars, World Shipping Council, Lennart Heip, European Shippers' Council, Dominique Willems, FENEX/CLECAT, Klemen Oven, DG TAXUD and Gerwin Zomer and Wout Wofman of 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 in the Workshop is free of charge.

Programme: click [here](#) and to reserve a seat send an email to INFO@CLECAT.ORG

RAIL

JOINT OPEN LETTER AHEAD OF TRILOGUES ON 4TH RAILWAY PACKAGE

On 26 October, CLECAT, ERFA, EPTTOLA, EPF, ESC, and T&E issued a joint Open Letter urging for a growth and customer-orientated management of the rail infrastructure, a full financial transparency and sustainability of the rail system, and more cooperation and coordination in the rail sector. The joint Open Letter is available [HERE](#).

CALAIS INAUGURATES 'RAIL MOTORWAY' TERMINAL

An intermodal terminal has been inaugurated at the Port of Calais ahead of the launch of a new 'rail motorway' service for unaccompanied road trailers between Le Boulou near the French Pyrenees and the Channel port in January next year.

The service will be operated by SNCF Logistics' rail freight subsidiary VIIA. Named VIIA Britanica, it will cross the length of France - a distance of 1,200 km - connecting the two intermodal terminals in a transit time of 22 hours and initially operate two round-trips a day. It will allow 40,000 trailers to be transferred from road to rail, annually.

Hailed as the first facility of its kind to be built inside a European port, the rail terminal has attracted investment of €7 million, financed jointly by the Port of Boulogne-Calais Authority and the European Union.

"This new terminal acts as a rail, sea, and road intermodal node for unaccompanied semi-trailers travelling from Spain to Great Britain or to destinations in northern France and Belgium," the Port Authority said.

It is designed to accommodate side-loading UIC wagons, made by French manufacturer Lohr Industrie. This allows for a simplified and swifter loading and unloading process with trailers towed directly onto the wagons instead of being lifted by crane as previously, the Port Authority added.

Source: [Lloyd's Loading List](#), 27/10/2015

ROAD

POLICE UPGRADE EASES CROSS-CHANNEL FREIGHT THREAT

Having secured a far greater police presence within the past week in and around its French terminal to combat intrusions by migrants, Eurotunnel is now calling for more border police personnel to speed up truck checks as the critical pre-Christmas freight traffic peak approaches.

Following last week's four consecutive days of disruption - which at one point led to the suspension of truck shuttle trains - this week has been largely 'business as usual' for the fixed link operator. An additional 460 police have been deployed that, coupled with the near-completion of the first phase of (additional) fences, appears to be making it much harder for anyone to break through, freight sources report. "The much more active policing approach and the extra fencing seems to be bearing fruit with a significant reduction in disruption," Eurotunnel spokesman John Keefe told *Lloyd's Loading List.com*.

The UK Road Haulage Association (RHA)'s international affairs spokesman, Peter Cullum, said that compared to last week when its members had been "on the receiving end of protracted disruption and a heightened threat from migrants", this week had been considerably quieter in terms of negative feedback from the field. "The greater police presence is clearly having an effect and we can only hope that this is sustained over time and that the intimidation (from migrants) our members' drivers are facing on a daily basis will diminish as a result. Time will tell," he added.

Attention is now turned towards the pre-Christmas peak in freight traffic heading for the UK through the Eurotunnel terminal and preventing tailbacks so that trucks don't become stationary targets for migrants. "There will be a dramatic increase in truck throughput (from an estimated 3,000-4,000 HGVs daily to 6,000) in the coming weeks and traffic flow must be maintained," Keefe underlined. Eurotunnel is calling for increases in border force personnel, particularly "more people doing security checks on trucks, because if you have to wait for a security check it can cause queues", Keefe said.

"If you've got an efficient border process in place with enough resources you can carry out security checks and keep trucks flowing even during a period such as the pre-Christmas peak. "You need to avoid duplication and bottlenecks and if you can work through things like that, there is no reason why you can't have a border which is both secure and has good traffic flow. This is the aim of our on-going discussions with the UK Border Force and its French counterpart."

The Freight Transport Association (FTA)'s international affairs manager, Don Armour told *Lloyd's Loading List.com*: "The flow of freight through Nord Pas de Calais must be safeguarded in the run-up to Christmas and drivers protected. This is a major concern to us. "UK Border Force tell us they are working closer than ever before with the French authorities since the Home Secretary, Theresa May, met her French counterpart a couple of months' ago. Hopefully, the extra 500 police we heard about last week will help."

Source: [Lloyd's Loading List](#), 29/10/2015

BELGIUM TO IMPLEMENT ROAD CHARGING FOR TRUCKS

A tax per kilometre is to be implemented for all lorries weighing over 3.5 tonnes throughout Belgium from 1 April 2016.

The system will be based on satellite technology, using on board units (OBUs), which drivers will collect at a distribution point. The OBU will register the distance travelled by the vehicle and on which roads. Mileage data will be transmitted to a data centre and an invoice generated, which the driver will pay on returning the OBU.

The rate of road pricing will vary depending on the maximum permissible weight of the trucks, their Euro emission class and type of the road being used. The charge will be applied to a road network including the current Eurovignette network, consisting of Belgium's highways, the orbital roads around the main cities, and a number of other important routes.

Viapass' website noted that 'the tolls collected from Viapass will be reinvested in improvements to the road infrastructure, and to improvements of Belgium's mobility in general. This will in turn contribute to a better flow of freight transport.'

For more information [HTTP://WWW.VIAPASS.BE/EN/](http://www.viapass.be/en/)

MARITIME

INSURERS ISSUE GUIDANCE FOR SHIP OPERATORS ON CONTAINER WEIGHT VERIFICATION

UK P&I Club and TT Club have published a joint advisory briefing, outlining the key issues for ship operators to consider in advance of the 1 July 2016 enforcement date of the amendment to SOLAS on container weight verification. Issues raised by the briefing include:

- There is complexity in the international trade and logistics supply chain, which can make it difficult to identify 'the shipper'. The different parties involved in any given supply chain will need to determine how verified gross mass of containers will be obtained, and how this information can be provided by the shipper to the ocean carrier in a timely manner.
- Ship operators will need to ensure that the verified gross mass is recorded and used in ship stow planning. It is important to consider the impact of this on existing data capture and control processes, in order to ensure that a container cannot be loaded on board a ship without this verified gross mass. This will affect procedures from the point of initial booking of the cargo through to loading, including communications between partner lines and the terminal operator.

- SOLAS requires that the verified gross mass should be obtained by using weighing equipment that meets the relevant accuracy standards and requirements in the State in which the packing of the container is completed.
- Failure to abide by the SOLAS amendment may result in fines and other penalties, imposed by Competent Authorities or Port State Control in accordance with relevant national legislation. However, additional costs and charges will be incurred due to the need to re-pack cargo, administration fees for amending documents and container demurrage charges. Such containers are likely to be delayed and may miss their designated ship, resulting in additional commercial or contractual exposures for cargo interests.

The point on identification of the shipper is of particular importance to CLECAT, as this could in some cases be the forwarder, raising the question of liability for providing the verified weight. The Maritime Logistics Institute meeting on 18 November will review this matter and potential actions to ensure communication with other stakeholders.

Source: [TT CLUB AND UK P&I PRESS RELEASE](#)

CUSTOMS

UCC DELEGATED ACT, IMPLEMENTING ACT AND TRANSITIONAL DELEGATED ACT

Following the recent passage of the UCC Delegated Act through the Council and European Parliament, negotiations are fully focussed on the timely adoption of the Implementing Act (IA) and the Transitional Delegated Act (TDA). In view of the tight deadline for their adoption, new versions of the IA and TDA are regularly issued and discussed within the Commission services, between the Member States and with the Trade Contact Group.

The latest version of the TDA (22 October 2015) introduced some significant changes to previous versions and CLECAT, together with other members of the TCG, has reacted to both the Member States and the Commission and highlighted the potential detrimental impact of these changes. In particular the issues of the potential obligation to submit additional data elements from 1 May 2016 as well as the mandatory provision of guarantees for temporary storage are of significant importance. Discussions are ongoing and CLECAT membership will be kept fully informed on the key developments.

As part of the build up to the entry into force of the legislation, a number of DG TAXUD Project Groups will work to prepare practical guidelines on the implementation of the various procedures and provisions. On 22 and 23 October, CLECAT participated in the first meeting of the Project Group on Simplifications (Title V of the Union Customs Code), which is looking to develop guidelines on the practical understanding and implementation of Entry into the Declarants Records.

DRAFT EU DIRECTIVE ON CUSTOMS INFRINGEMENTS AND SANCTIONS

The EU Commission will hold a conference on customs infringements and sanctions on November 16th 2015. The purpose of the conference is to discuss the need to act in the field of customs sanctions and infringements as well as various aspects of the Directive laying down a Union legal framework on customs infringements and sanctions currently before the Council and E.P.

There will be a keynote speech from Mrs Kallas MEP (Rapporteur in IMCO). The objectives of the meeting are:

- To raise awareness about the impact of having 28 different infringements and penalties legislation for MS and business,
- To inform the stakeholders (Member States, business community, European Parliament) about the state of play of the proposal and the complementarity with the PIF Directive and
- To explore and further clarify the divergent positions of the stakeholders and to prepare the ground for reaching agreement among the stakeholders.

ANNUAL REPORT OF THE EUROPEAN COMMISSION ON THE SEIZURES OF COUNTERFEIT GOODS

On 27 October 2015, the European Commission published its annual statistical report on the seizures of counterfeit products conducted by EU Customs in 2014.

The report reveals that authorities detained 35.5 million individual items of fake or counterfeit goods in 2014 with an overall total value of over €617 million. According to the report, the high number of detentions can be linked to the large amount of small parcels in express and postal traffic due to the rise in internet sales. Information is also included on the categories of goods detained, on their countries of origin and on the modes of transport used to ship such goods.

Cigarettes represent the top category (35%) of articles detained, followed by toys and medicines. Everyday products which are potentially dangerous to health and safety of consumers like food and beverages, toiletries, medicines, toys and household electrical goods account jointly for 28.6% of the total. As in previous years, China was the primary originating country (80%) for counterfeit goods, followed by Hong Kong, United Arab Emirates, Turkey and India.

The report is available [HERE](#).

PUBLICATION OF THE COMBINED NOMENCLATURE 2016

On 30 October 2015, the European Commission has published the 2016 version of the Combined Nomenclature.

The Combined Nomenclature 2016 is available [HERE](#).

SUSTAINABLE LOGISTICS

GLEC EU CONSULTATION EVENT

On 28 October, CLECAT attended the Global Logistics Emissions Council (GLEC) consultation event in Brussels. The event aimed to gather EU stakeholders' views on the development of a global framework for measurement and reporting of freight emissions. The event featured a panel discussion involving representatives of Kühne+Nagel, DHL, the IRU and Procter & Gamble, as well as presentations from the Smart Freight Centre and the European Commission.

Issues raised in discussion included the need for consistency and accuracy in the data being reported by parties throughout the supply chain, in order to properly compare transport options and to create new opportunities for more efficient logistics; incentives to share data and make the most creative use of carriers' assets; and the strategic role of freight forwarders in linking shippers with carriers.

The need for trust between supply chain parties was identified as a key concern in sharing and disclosing data, with incentives such as labels for good emissions performance discussed as a positive option. Based on the consultation process which has been ongoing during 2015, a revised version of the GLEC Framework is to be developed by April 2016.

ITF POLICY BRIEF ON SHIPPING AND CLIMATE CHANGE

The ITF recent Policy Brief analyses the situation of maritime transport in the context of the upcoming UN climate change negotiations, or COP 21. Greenhouse gas emissions of shipping are considerable and would need to halve by 2050 for attaining the goal of keeping global warming within a 2°C pathway. Instead, they are set to rise substantially, and the industry will have to take additional actions.

You can download the full October 2015 Policy brief [HERE](#)

HEARING ON TRANSPORT AND CLIMATE

The TRAN Committee of the European Parliament is organising a hearing on the 'Contribution of the transport system to the objectives of the EU 2030 framework on climate and energy' on the 11th November. The hearing will consist of two main panels:

- Evaluation of the transport contribution to climate change and proposal to Paris Protocol
- Proposals in the main transport sectors

Confirmed speakers include: **Mr. Claus Seibt**, project co-ordinator in the Research Group Energy, Transport and Climate Policy, Wuppertal Institute for Climate, Environment and Energy; **Mr. Hans Bruyninckx**, Executive Director, European Environment Agency; **Mr. Rolf Diemer**, Head of Unit MOVE A3, Economic analysis, Impact assessment, Climate change & Evaluation, European Commission; **Mr. Erik Jonnaert**, General Secretary, European Automobile Manufacturers' Association; **Mr. Edmund Hughes**, Head, Air Pollution and Energy Efficiency, International Maritime Organization (IMO); **Mr. Eric Dautriat**, Executive Director, Clean Sky.

FORTHCOMING EVENTS

CLECAT MEETINGS:

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

EC Land Transport Security Expert Working Group

- 4 November 2015, Brussels

EC Conference on the 2011 White Paper: achievements and challenges

- 12 November 2015, Brussels

FERRMED Conference

- 12 November 2015, Brussels

FEPOR Conference

- 3 December 2015, Brussels

ACEA Conference

- 3 December 2015, Brussels

EU Commission Rail Freight Day 2015 Conference

- 4 December, Vienna

ECR Conference, 'The Role of Road Transport in the Economic Development of the EU'

- 8 December, Brussels

EU meetings

European Parliament

Transport Committee

- 9 November 2015, (afternoon), Brussels
 - Recommendations to the European Commission on the negotiations for the Trade in Services Agreement (TiSA) - consideration of draft opinion;
 - Presentation by the Commission, DG MOVE, of next CEF work programme;
 - Presentation by the Director General of DG MOVE, Mr Hololei.
- 10 November 2015, (morning and afternoon), Brussels
 - Market access to port services and financial transparency of ports: **vote in committee; vote in plenary**: December 15;
 - Presentation by the Director of EMSA.
 - Hearing on Transport & Climate. Contribution of the transport system to the objectives of the EU 2030 framework on climate change and energy.
- 3 December 2015, (morning and afternoon), Brussels
- 21 December 2015, (afternoon), Brussels
- 22 December 2015, (morning and afternoon), Brussels

European Council

Transport Council

- 10-11/12 December