CLECAT european voice of freight logistics and customs services •

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NEWS FROM BRUSSELS

2ND PLENARY DIGITAL TRANSPORT AND LOGISTICS FORUM

The second plenary meeting of the Digital Transport and Logistics Forum took place on the 29th November in Brussels and was attended by many organisations in the logistics chain, including CLECAT, FIATA and TLF. The purpose of the Forum is to foster more efficient electronic exchange of information in transport and logistics, with the objective of removing technical, operational and administrative barriers within transport modes and between modes.

Anne Sandretto from TLF was invited to make a presentation on the state of play of digitalisation of transport documents. IRU made a presentation on the on the e-CMR with the aim to encourage the member states to ratify the e-CMR protocol. FIATA and CLECAT jointly submitted views on the priorities and objectives of the Forum in particular with regards to the four themes identified by the Commission.

CLECAT maintains that the Forum will be most meaningful in reaching short and medium term results, if it limits itself to a practical and manageable agenda, refraining from over-ambitious goals.
The objective of the Commission should be seeking a harmonized European legal and functional framework with focus on application of e-transport documents while maintaining the security and integrity of information exchange. The outcome of this should be that the legal rights and obligations of an e-transport document would be equivalent to that of the paper format. The Commission should not seek to replace or change the international framework for each mode of transport with a new one.

The first meetings of the subgroups on “e-transport documents” and “optimisation of cargo flows along corridors” on 24 November in Brussels. The next plenary meeting of the DTLF will take place in Spring 2016.

STAKEHOLDER EVENT ON THE THEME "TAKING STOCK OF EU TRANSPORT POLICY”

CLECAT President Marc Huybrechts has been invited to speak at the panel session Smart transport systems for the digital era’ during the Stakeholder event the European Commission is organising on the 12th November.

The European Commission is organising this event in order to inform stakeholders about the outcome of the dedicated public consultation on the 2011 WHITE PAPER on Transport 'Roadmap to a Single European Transport Area' and the respective positions elaborated by other EU institutions. The White Paper sets out an action plan and a vision on transport policy until 2050. The Commission intends to report on its implementation by the end of 2015 having noted that ‘’the vision, targets and objectives of the 2011 White Paper are still valid and topical.’

The event will be an opportunity for the European Commission to present the state of play and outlook on the Transport White Paper and to engage in an open dialogue with policy-makers from all institutions and Member States as well as stakeholders on the most important issues resulting from the input received from the other EU institutions and transport stakeholders in general.

LAND TRANSPORT SECURITY EXPERT WORKING GROUP MEETING

On 4 November, CLECAT attended the tenth meeting of the European Commission Land Transport Security Expert Working Group. Discussions covered a range of multi-modal topics, including rail security following the August Thalys incident where the Commission's focus is on information-sharing between Member States.

DG HOME presented several calls for transport security research projects from the new Horizon 2020 work programme, including on prevention, detection response and mitigation of combined physical and cyber threats to critical infrastructure; and on risk-based screening at border crossings so as to ensure the timely and proper identification of potentially dangerous people and goods.

Following the October conference on Incident Reporting in Land Transport Security, the Commission said that it has identified two types of system which merit continued consideration, namely databases of incident statistics which can be used to predict future incidents, and alert systems which allow perpetrators and stolen goods to be found. The Commission is to prepare a roadmap for future action in implementing these solutions on a European scale, which it will present in February.

The Commission also presented its ideas for the group's 2016-17 Work Programme, including the continued work on incident reporting, following a bottom-up approach, multimodal security, new modes of border control, production of a guide for lorry drivers in securing against clandestine entrants to their vehicles, as well as cybersecurity in land transport. These priorities closely reflect those proposed by CLECAT in a letter sent to the Commission in the summer.

ALICE WORKING GROUP SUSTAINABLE SAFE AND SECURE SUPPLY CHAINS MEETS

CLECAT hosted the meeting of the working group 'Sustainable Safe and Secure Supply Chains' of ALICE last Friday, 30th October in Brussels. Main objectives of the meeting were to contribute from WG1 members perspective on the definition of the concept of a truly integrated end to end logistics system and to define concrete actions towards the implementation of WG 1 roadmap in the short term (2018-2020) and medium term (2020-2025).

According to the ALICE vision logistic service providers, shippers and authorities will need to more closely cooperate to full fulfill the needs of a fully integrated supply networks. More information is available HERE.

RAIL

BETTER UK-EU RAIL LINKS DRAW A STEP CLOSER

Trade links between the UK and mainland Europe will be strengthened as Network Rail joins the RFC North Sea – Med management board.
Within the UK rail is very much the forgotten mode, it is passenger dominated and capacity is limited and difficult to access. If you talk about rail to Europe it is usually in the context of freight traffic being put on the Eurotunnel services.

This may be about to change as trade links between the UK and mainland Europe are improved by the extension of the Rail Freight Corridor North Sea-Mediterranean. The corridor will be extended to London by November 2016, on this date the corridor will also be extended to Amsterdam, Zebrugge and Marseille. In preparation for this significant development Network Rail has joined the RFC North Sea-Mediterranean management.

This development will allow more trains to run between the UK and mainland Europe, linking the UK via the Channel Tunnel with France, Belgium, Luxembourg, Holland and Switzerland. The North Sea Ports via rail and water transport will be linked with some of the most important markets in Western Europe and the Mediterranean.

Not only does the service provide better freight paths for operators, there is better co-ordination and information sharing regarding infrastructure, maintenance and repair work within this corridor. Much of the EU's transport policies focus on removing lorries from the road network and it is anticipated that this is a step in the right direction. Each freight train carries the equivalent of 60 lorries. A gallon of fuel will move atone of goods 246 miles by rail, but only 88 miles by road, thus reducing harmful emissions of greenhouse gases.

Network Rail has highlighted that the network is now carrying 30 percent more freight than it did in 2012. More information is contained within EU-REGULATION 913/2010.

Source: BIFA Newsletter, 4/11/2015

BELGIUM'S RAIL AUSTERITY PROGRAMME

Belgian Minister of Mobility, Jacqueline Galant, authored a plan that requires SNCB, the state-owned railway operator, and Infrabel, Belgium's rail infrastructure manager, to increase their efficiency by 20% until 2019. A recent study by McKinsey found that about 9% efficiency enhancement can be realistically achieved. The government imposed efficiency gain should take the shape of a €2.1 billion saving for the state budget.

The reorganisation of SNCB and the privatisation of its rail freight activities (B-Logistics) were pushed through by the previous socialist-led government amid the unions' opposition. Last month Argos Soditic and SNCB completed the increase of capital in B Logistics. With this increase of capital and the social policy agreement concluded earlier this week, B Logistics will speed up activities.

AIR

CALL TO MAKE FORWARDERS IT-AWARE AS IATA MAKES WAVES WITH A NEW PRODUCT

IATA has insisted that its new eAWB product for smaller forwarders is simply filling a gap in the e-freight market and not competing. But IT suppliers say what is "urgently needed" is awareness, not more products.

IATA Cargo is in the process of rolling out a new, simple form-fill, eAWB for low-volume forwarders, which is expected to launch by the end of March, a move some companies claim is unnecessary in an already competitive market.

But Glyn Hughes, chief of IATA cargo, said: "There are lots of fantastic technology solutions in the market, and we see our role as certainly promoting the full range of available solutions. "However we have been asked by some of our members to fill a gap that they have identified in certain markets for an entry level tool designed to offer basic eAWB, eCSD services. "Our expectations are that users of the basic IATA tool will eventually migrate to the more sophisticated tools made available by independent industry suppliers which provide additional features."

IT supplier CHAMP Cargosystems says the airlines themselves in many cases offer a web service via their internet present to submit data electronically. And many forwarder associations and networks also "are pro-actively supporting the SME forwarders, and helping them compete with the bigger players through the use of technology," said Nicholas Xenocostas, VP of eCargo Services. "If you are talking about the number of e-AWB tools suitable for the smaller and medium-sized forwarders, which historically have a leaner IT infrastructure in place than the multinationals, then the answer is yes, they are already well-served by the industry," he added. But Mr Hughes insisted this was not a commercial venture for IATA. "We are not trying to compete with what already exists, we are trying to fill a gap," he said. "We are responding to a highlighted need. If we ignored that request we would be accused of not supporting the industry in trying to achieve its target of removing the paper."

IT suppliers are arguing, however, that the continued use of paper is partly due to lack of awareness of current systems. "From our perspective, throwing more products into a complex market full of dependencies is trying to cure the wrong illness with the wrong remedy," explained Mr Xenocostas. "Having even more software providers also adds to the risk of issues regarding the inter-operability between the different solutions and stakeholders. "Based on our experience so far, we believe that what is urgently needed is more awareness. And how simple, cost-effective and pain-free participation in the eAWB program can be."

IATA has yet to decide a price for its 'module'. "This tool will be provided on a cost recovery basis. We are working with our CASSlink supplier to finalise the costs, which will be driven by the number of subscribers." The latest IATA figures, for August, show that global eAWB penetration had reached 31.7% – some distance from IATA's goal of 45% by year end. But IT suppliers say that eAWBs are simply not a priority for SME forwarders, and they are unaware of how simple it can be.

Source: The Loadstar, 19/10/2015

MARITIME

CONTAINERSHIP SCHEDULE RELIABILITY HITS NEW 86% HIGH

Global liner schedule reliability hit a new high in September, according to SeaIntel, with container lines recording their best performance since the shipping analyst started measuring reliability in July 2011. On-time performance in September improved by 4.6 percentage points from August and by 13 percentage points compared to September 2014, reaching a score of 86%. SeaIntel's Global Liner Performance report – based on 11,792 vessel arrivals in September – found that the average delay for late vessels had come down to its lowest average level in four years, decreasing to 3.30 days in September from 3.51 days in August, and 3.82 days in September 2014. "If we look at the development in 2015, it is definitely good news for both shippers and carriers that global schedule reliability has increased 18.7 percentage points since January this year," said Eligio Fanigliulo, shipping analyst at SeaIntel. "The global improvement has clearly been driven by the performance increases of the East/West trades where 6 out of the 8 East/West trade lanes have reached the highest level of 2015 in September."

All top 20 carrier recorded an increase in performance from August to September between 2.6 to 8.1 percentage points. “MOL is for the second consecutive month the top scorer of the Top20 carriers, achieving an on-time performance of 92.6%, followed by K Line at 90.7% and APL at 90.5%,” said SeaIntel. “At the other end of the scale we find MSC, Hamburg Süd and CSCL at 84.5%, 85.4% and 86% of on-time performance, respectively.”

Source: Lloyd's Lloyding List, 6 November 2015

ROAD

CARGO CRIME UP 10.6% IN EMEA

Manufacturers that care about supply chain security have a vital role to play in tackling the growing threat of cargo crime, according to the Transported Asset Protection Association (TAPA), after its latest figures for Q3 2015 show a further 10.6% year-year rise in incidents in the Europe, Middle East and Africa (EMEA) region.

The Association’s Incident Information Service (IIS) recorded 238 cargo crime incidents in the three months to 30 September 2015, including one loss of €1.4 million of postage stamps following a theft from a warehouse in Ile-de-France near Paris, and the theft of €635,000 of cosmetics and fragrances from a truck parked overnight in Rugby, UK. Only 18% of the 238 new cargo crimes reported a value, but the total loss for these incidents alone was €4,310,075. This includes 10 major crimes with a loss value in excess of €100,000. Three of these highest value crimes occurred in the UK, two took place in France, and thefts were also recorded in Belgium, Italy, Kenya, Netherlands and Norway. In total, cargo thefts were reported in 19 countries in the EMEA region in the third quarter, targeting 14 different product categories. More than 90% (91.5%) of all the reported crime incidents took place in just six countries: Netherlands, UK, Belgium, Germany, France and South Africa, with Food & Drink products the most targeted goods in crimes where the product type was indicated.

TAPA also recorded thefts from the supply chain of Clothing & Footwear, Furniture & Household Appliances, Computers & Laptops, Cosmetics & Hygiene, Tobacco, Metal, Tools & Building Materials, Tyres & Car Parts, Pharmaceuticals, Toys & Games, Cash, Bicycles and Phones. The Netherlands was the country with the highest number of cargo crime incidents in the third quarter with 105, and the United Kingdom was next with 53. But this partly reflects the proactive approach of Dutch and UK law enforcement agencies in capturing and sharing data related to cargo crime, TAPA said.

The vast majority of cargo losses involve high-value, theft-attractive products moving on trucks. Almost half (46.3%) of incidents involved Theft from Vehicle, 13.5% were Theft of Vehicle and 9.3% were recorded as Theft of Trailer. TAPA EMEA’s IIS also captured intelligence on losses as a result of Truck Theft, Theft from Trailer, Clandestine, and Hijacking. Thefts from Facilities accounted for only 3.4% of the 238 incidents in Q3 2015. Trucks stopped an unsecured parking locations continued to be at the greatest risk of attack by cargo thieves, according to the Q3 2015 data. More than half (52.1%) or 124 cargo thefts were reported as taking place at such locations, usually at lay-bys close to major roads and on industrial estates. Thorsten Neumann, chairman of TAPA EMEA, said: “These latest figures reveal the continuing rise in cargo crime, but they still only give part of the picture. Incidents all over the world are massively under-reported for a number of reasons. “

Source: Lloyd’s Loading List, 5/11/2015 (extract)

CUSTOMS

MUTUAL RECOGNITION OF AEOS BETWEEN EU - CHINA

EU and Chinese trusted traders will enjoy lower costs, simplified procedures and greater predictability in their activities, thanks to a landmark mutual recognition agreement that is due to come into force in November 2015. The agreement, signed in 2014, commits the EU and China to recognising their trusted trader programmes (certified safe traders). The benefits for trade, as outlined by the DG TAXUD and the Chinese Customs, include fewer security and safety related controls and priority treatment at customs clearance.

Further information is available HERE

€7.6BN OF EUROPEAN INVESTMENT TO SUPPORT KEY TRANSPORT POJECTS

The European Commission is taking further action to stimulate investment in Europe by launching the second call for proposals of the Connecting Europe Facility (CEF) endowed with more than €7.6bn to finance key transport projects. €6.5bn is earmarked for projects in Member States eligible to the EU Cohesion Fund, in order to better integrate these countries into the internal market. Along with the Investment Plan presented by Commission in November 2014 – and in particular the new European Fund for Strategic Investments (EFSI), the CEF aims at bridging the investment gap in Europe to kick-start growth and job creations, a priority of President Jean Claude Juncker.

EU Commissioner for Transport Violeta Bulc noted, “Efficient, intelligent and sustainable transportation is essential to Europe’s competitiveness. With this new CEF call, we are not only looking for waterway or rail projects; we are aiming at creating jobs and boosting growth. The focus on the Cohesion states also reflects our willingness to better interconnect Europe and move towards a deeper internal market, another priority of the Commission.”

In order to achieve synergies with other Commission’s priorities such as the Digital Single Market, this year’s Call for proposal has a special focus on innovative transport. Under the general envelope (€1.1bn, available to all 28 Member States), sought projects will include Intelligent Transport Systems or traffic management systems such as ERTMS (rail), SESAR (air) or RIS (waterways). The “cohesion” envelope (€6.5bn, available to 15 Member States) will add to these priorities key infrastructure projects in sustainable transport modes such as rail and inland waterways. This is part and parcel of the Commission’s priority to create an Energy-Union with a forward-looking climate policy.

Support will be granted on a competitive basis in the form of EU cofinancing, following a thorough evaluation and selection process. Applicants have until 16th February 2016 to submit their proposals. The outcome of the calls will be published by summer 2016.

Source: EUROPEAN COMMISSION PRESS RELEASE, 5/11/2015

GENERAL

HENRIK HOLOLEI STARTED AS NEW DIRECTOR-GENERAL OF DG MOVE

Mr Henrik HOLOLEI started as new Director General of DG MOVE on October 1st replacing João Aguiar Machado. Previously Mr Hololei worked as Deputy Secretary General of the European Commission and between 2004-2013 as Head of Cabinet of Estonian EU Commissioner Siim Kallas. Previously Mr Hololei worked as Minister of Economic Affairs in his home country, Estonia.

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

Road Logistics Institute
- 2 March 2016, Brussels (tbc)

Sustainable Logistics Institute
- 2 March 2016, Brussels

Air Logistics Institute
- 3 March 2016, Brussels

Supply Chain Security Institute
- 3 March 2016, Brussels

Customs and Indirect Taxation Institute
- 4 March 2015, Brussels

OTHER EVENTS with CLECAT PARTICIPATION

ACEA Workshop on Reducing CO2 emissions from Road Transport
- 9 November 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

DTLF sub-group meetings
- 24 November in 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

DTLF Plenary meeting

- 16 March & 20 September 2016

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