

Newsletter Issue 41 / 13 November 2015

NEWS FROM BRUSSELS

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



CLECAT's Annual Freight Forwarders Forum and the corresponding seminar on customs and supply chain security ('CORE' workshop) taking place on the 19th November is gaining a lot of interest from stakeholders and policy makers, and is fully booked.

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. Olaf Merk from the ITF wrote a tweet today noting that when all ordered mega-ships are delivered in 2018, weekly Asia-Europe services will decline from 48 to 28, quoting [@SEAINTEL](#).

The second panel will discuss innovation in the maritime logistics chain including further digitalisation. 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.

COMMISSION STAKEHOLDERS MEETING ON THE WHITE PAPER ON TRANSPORT

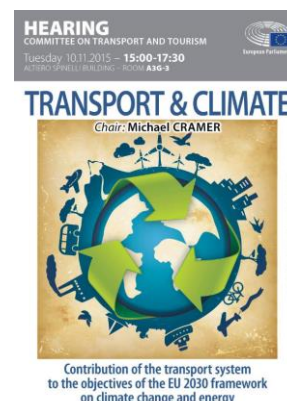
Nicolette van der Jagt, Director General of CLECAT represented CLECAT yesterday in the panel 'Smart transport systems for the digital era' at the High Level Commission Stakeholders session on Transport 'Roadmap to a Single European Transport Area'. The European Commission organised the event in order to inform stakeholders about the outcome of the dedicated public consultation on the [2011 White Paper](#) and the respective positions elaborated by other EU institutions.

Ms van der Jagt welcomed the Commission's major initiatives on digitalisation, also in the areas of logistics but noted also that it can't be considered as the panacea of all problems in the supply chains. She noted 'We should not forget that there is always the physical aspect of cargo, and we should not lose sight of this.' Therefore she underlined the need for the Commission to make it easier for business to operate in a single European internal market.

TRAN COMMITTEE HEARING ON TRANSPORT & CLIMATE

On 10 November CLECAT attended a hearing held by the European Parliament Transport Committee on the contribution of transport to the 2030 climate and energy goals. Panellists discussed the impact of transport on climate change, and how this should be tackled by the Paris climate summit in December.

Hans Bruyninckx, Executive Director of the European Environment Agency, said that slope of the decarbonisation curve will have to steepen significantly from 2030 to 2050 if the EU's goal of near-total transport decarbonisation is to be met. He noted that there has been a dip in emissions since 2007 due to policy efforts, the economic crisis, and behavioural changes. This dip in overall emissions should level off in the near future, but transport will be the only sector to increase emissions. Mr Bruyninckx added that positive projects will be a driver of further change in emissions, including sustainable logistics innovations.



Petr Dolesji, Mobility and Sustainable Transport Director at ACEA, called for a level playing field between transport modes so as to not unduly punish road transport, along with affordable technologies, and stimulation for innovation. ACEA also wishes to see a harmonised approach for initiatives such as Low-Emission Zones and urban access restriction schemes, given the knock-on effect of such urban initiatives on the wider transport system.

Ivo Belet MEP (Centre-right, Belgium) called for a dramatic winding-back of maritime and aviation emissions. Edmund Hughes of the IMO agreed that maritime emissions are currently forecast to grow, noting that on a per-ship basis the IMO has introduced efficiency requirements, but if demand increases there is a likelihood that total emissions will grow. He said that the IMO is looking at market-based measures for curtailing emissions, noting that the issue for many member states is ensuring a global framework.

Mr Hughes said that the IMO will therefore work with the results of the Paris summit, although a major block at present is the need to reconcile the IMO's principle of not providing any state with favourable treatment, with the principle of common but differentiated responsibilities between states.

In response to MEPs who called for a kerosene tax, Eric Dautriat, executive director of the Clean Sky joint technology initiative, said that until alternative aviation fuels are developed, a kerosene tax will not encourage change other than limiting air transport. He said that work to reduce aviation emissions must pass through ICAO, which needs an objective which is both achievable and sufficiently ambitious.

RAIL

BULC IN SUPPORT OF PROGRESS ON THE 4TH RAILWAY PACKAGE

Commissioner Bulc made a speech at the CER rail conference in Milan on the 10th November. She took the opportunity, in view of the upcoming **trilogues** to mention **6 crucial points**:

"I would like to see **tightened governance rules**. This is key to ensuring impartial decision-making in the management of infrastructure, regardless of the structural model chosen by a Member State;

Financial transparency rules can be further improved, in particular through compulsory earmarking of revenues from infrastructure management to **reinvestment in infrastructure**. Rail infrastructure is underfunded, both as regards development and maintenance: we need a strong commitment from Member States in this respect;

Coordination mechanisms between all key actors in the rail sector and the infrastructure manager **should not be optional but compulsory**. This is fundamental to ensuring the good functioning of the railway system.

Exemptions to the principle of competitive tendering should not endanger the effectiveness of market opening and abuses need to be avoided. Therefore, I consider that the application of the **performance-based exemption should be subject to a review by an independent body**.

Access to rail rolling stock is important to ensure that competitive tendering procedures are fair and effective. Competent authorities should therefore be required to take appropriate measures to **ensure that there are non-discriminatory access conditions to rolling stock**.

Finally, the Commission considers **the transition period** envisaged by the Council, in particular for the PSO text, as excessively long. It **should be shortened** to ensure that measures needed to improve performance and cost-efficiency are not postponed to next decades.

The **Commission** will continue to **negotiate constructively** on all **these points** to achieve the **best possible result** for the railway sector."

The full speech is available [HERE](#).

COMPLETING THE EUROPEAN RAIL NETWORK FOR COMPETITIVE FREIGHT

This week three EU Rail Freight Corridors (RFCs) – the Scandinavian-Mediterranean RFC, the Baltic-Adriatic RFC and the North Sea-Baltic RFC – have become operational, marking the completion of the European Rail Network for Competitive Freight totalling nine corridors. Six other RFCs have become operational already in November 2013.

European Commissioner for Transport Violeta Bulc commented: "I would like to congratulate all Member States, rail infrastructure managers and stakeholders who have been involved in the establishment of these three Rail Freight Corridors. It is an achievement which strengthens the competitiveness of rail on the European freight transport market. The Rail Freight Corridors will now enter into a new phase, which requires ambitious developments in terms of quality of service, capacity and standards. Rules and procedures must be harmonised and the corridors must develop as a network, focused on market and customer needs."

The RFCs form the rail freight backbone of the multimodal Core Network Corridor of the EU. They are a key initiative of the Commission to achieve a truly Single European Rail Area for rail freight; the Commission is providing co-funding for their activities through the Connecting Europe Facility (CEF). The RFCs foster co-operation across borders both at the level of Member States and rail infrastructure managers and strengthen the involvement of users in the development of the European rail freight system, most importantly through Advisory Groups for Railway Undertakings and Terminals. The RFC concept aims at providing capacity of good quality for international freight

trains by co-ordinating capacity planning, traffic and infrastructure management and setting up Corridor One-Stop-Shops as single contact points for the customers.

Source: [European Commission News](#), 10/11/2015

AIR

MEPs CALL FOR MEASURES TO BOOST EU AVIATION AND FIGHT UNFAIR COMPETITION

To boost the EU's air transport economy, the EU needs to ensure a level playing field, while upholding high safety and social standards, says the European Parliament in a resolution passed on 11 November and intended to feed into the Commission's forthcoming aviation package.

The resolution was passed by 428 votes to 149, with 53 abstentions.

To safeguard fair competition in the EU's external aviation relations and ensure a level playing field for European airlines and airports, comprehensive aviation agreements with the EU's major trading partners must be negotiated, says Parliament. It expresses concern at the loss of competitiveness of EU airlines and airports "vis-à-vis subsidised third-country carriers and airports".

To be effective in practice, these aviation agreements must include a safeguard clause that defines an offence and the legal consequences of its violation, the resolution says. Parliament also wants the Commission to revise existing rules in order to tackle more effectively unfair practices that distort the market, such as subsidies and state aid awarded to airlines from non-EU countries.

Member states should speed up the application of the Single European Sky rules as the existing fragmentation of European airspace is a major burden on European air carriers, says Parliament. It also urges them to come forward with a position on clarifying passenger rights rules and on the proposed landing and take-off slots regulation intended to help improve the performance of airports.

CLECAT will provide the European Commission with views on the package when it is published in December, with the aim of ensuring that measures to guarantee fair competition do not amount to protectionism and promote a genuinely open aviation market.

Source: [EUROPEAN PARLIAMENT](#)

MARITIME

ENHANCED CONNECTIVITY 'VITAL FOR SHIPPERS'

The Global Shippers' Forum (GSF) has stressed the importance of a high capacity and frequency global maritime freight transport system for cargo owners to effectively participate in international trade, but told business and government leaders in Asia that it may be threatened by containership alliances and consolidation.

Invited to speak at the Asia-Pacific Economic Cooperation (APEC) APSN Workshop on Improving Port and Supply Chain Connectivity, held in the Philippines, Sean van Dort, chairman of the Sri Lanka Shippers' Council and representing the GSF, outlined how good port and supply chain connectivity is vital for shippers to enable them to compete internationally. "Enhanced connectivity is a vital factor

in shippers' capability to expand trade within the Asia Pacific region and to compete in the wider global economy," he said. "High connectivity correlates strongly with the degree of liberalisation of shipping services and trade openness. "Connectivity ratings are increasingly recognised by governments, inter-governmental organisations and trade bodies as a measure of trade facilitation and ability to compete internationally".

The GSF notes that according to UNCTAD's Liner Shipping Connectivity Index, the higher the index the easier it is to access a high capacity and frequency global maritime freight transport system and thus effectively to participate in international trade. GSF secretary general Chris Welsh MBE commented: "Recent OECD reports on Competition and Regulation and on the impact of 'mega vessels' provide a timely reminder that further progress is necessary on the regulatory front to enhance maritime transport competition and to find solutions to additional costs imposed on ports, port hinterland connectivity resulting from mega vessels and delays in the supply chain."

The GSF stated that it welcomed the intention of APEC to simplify trade procedures and to identify specific measures to achieve this through APEC's Trade Facilitation and Customs Committees.

Welsh concluded: "We believe there is considerable scope to achieve significant cost saving through, for example, the application of e-freight to reduce customs transaction costs and improvements to port operations and procedures are important factors in improving overall import and export lead times. (Source: [LLOYD'S LOADING LIST](#), 11/11/2015)

The challenges of larger vessels for the supply chain will be the subject of a panel discussion at the CLECAT Freight Forwarders Forum in Antwerp on 19 November and in a FEPORT event in Brussels on the 3rd December.

SHIPOWNERS' HOLISTIC APPROACH TO MARITIME SECURITY

In a move intended to allow the European shipping industry to stay abreast of recent developments, European shipowners have widened the scope of the former ECSA Piracy Working Group, which has been renamed "ECSA Maritime Security Working Group".

Topics under the remit of the new working group range from piracy and armed robbery at sea to cyber security, as well as the humanitarian crisis in the Mediterranean, where European shipowners have taken centre stage in the efforts to rescue migrants at sea.

Commenting on the activities of the new working group that he will henceforth be chairing, Global Security Manager for Maersk Line Jakob Paaske Larsen (photo) said: "Migration at sea is without a doubt an issue that we will continue to follow very closely. Merchant vessels have rescued thousands of people at sea despite great risks for the safety and security of the migrants, crews and ships. Furthermore, the shipping world is still under threat from pirates in West and East Africa, with new hotspots emerging in South East Asia."

The first meeting of the new working group, which took place last week, was also attended by representatives from the European External Action Service, the European Commission, Member States' NATO delegations and Frontex.

"We wish to establish and maintain good contacts with the relevant institutional stakeholders. The nature of these issues is such that it requires industry and political decision-makers to work hand in hand. We therefore look forward to a constructive and mutually beneficial dialogue" said Mr Larsen.

Source: [ECSA NEWS](#)

CUSTOMS

UCC DELEGATED ACT, IMPLEMENTING ACT AND TRANSITIONAL DELEGATED ACT

On 11 and 12 November, CLECAT participated in the joint meeting of the Trade Contact Group and Customs Code Expert Group, examining the latest draft version of the Transitional Delegated Act (TDA). Amongst the key issues that remain to be solved are the identification of the precise data sets that will be required on a pan European level from May 2016 and throughout the transitional period until the implementation of the necessary IT systems. It is currently foreseen that the Work Programme for the UCC (current version available [HERE](#)) will be the key document outlining the electronic systems and the target dates for starting operations.

In addition, the issue of a guarantee waiver for Temporary Storage authorisations for operators who have AEO status for Temporary Storage is also under discussion between the Commission and Member States, with input from economic operators.

As there were no objections from the European parliament and Council to the Delegated Act, publication of the Delegated Act is scheduled for December 2015. The Commission propose to publish the Implementing Act at the same time.

DRAFT EU DIRECTIVE ON CUSTOMS INFRINGEMENTS AND SANCTIONS

The EU Commission will hold a conference on customs infringements and sanctions on November 16th 2015 and CLECAT, together with the IMCO Rapporteur Mrs Kallas, Commission and Member State representatives. 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 EP and to consider what is the way forward for the Commission and EU Presidency on this matter.

GENERAL

MAKE YOUR VOICE HEARD: ANNOUNCING THE 2015/2016 LPI SURVEY

Christina Busch of the World Bank Group will announce at the Freight Forwarders Forum next week in Antwerp the 2015/2016 Logistics Performance Index (LPI) Survey.

The World Bank's Logistics Performance Index (LPI) benchmarks logistics performance in 160 countries. The next edition will be published in March 2016.

The World Bank wants to hear from CLECAT's members as part of the ongoing LPI 2015/6 survey. This is a unique opportunity to "vote" and ultimately influence the environment that you, as professionals, operate in.

The survey does not seek any confidential company-specific information. Responses are anonymous. Completing the survey will take around 20 minutes.

If you are working at a freight forwarding company dealing with international shipments, we invite you to take the survey at <http://lpisurvey2016.worldbank.org?comp=CLE>

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

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

- 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