CLECAT
european association for forwarding, transport, logistics and customs services

NEWSLETTER

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Table of content

News from Brussels

ELP EVENT ON THE FUTURE OF LOGISTICS

European Logistics Platform

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 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.

DTLF PLENARY MEETING

On 20 September 2016, CLECAT attended the Fourth Plenary Meeting of the European Commission's Digital Transport and Logistics Forum. Presentations covered progress to date and next steps in the forum's two subgroups (electronic transport documents and cargo flow optimisation along corridors), and related initiatives from the European Commission.

The subgroup on Electronic Transport Documents has the mandate to investigate acceptance by EU Member States of digital as a medium (specifically documents which accompany the goods such as Bill of Lading, CMR etc); harmonisation of documents across modes; and analysis regarding digital as a medium for documents other than those accompanying the goods.

The survey carried out by the subgroup showed that Member States have shown good intentions and progress in digitalisation, although not all Member States responded to questions concerning all modes, giving very varied results between transport modes. 85% of the respondents allowed digital transport documents, but this is sometimes redundant due to parallel requirements for paper versions. 8 European countries accept the eCMR, a low number which represents the biggest uncertainty.

Of great interest was the presentation from TNO on harmonisation of multimodal transport documents having looked at various documents, available standards, and their development and implementation process. Different standards of interoperability at present are leading to closed communities. Likewise, when there is a generic open standard, parties then create their own implementation guides per sector, leading to differentiation per mode, product and country. With such closed solutions the dominant player imposes their way of doing things, and if a supply chain party is a member of multiple communities, they have to comply with multiple solutions. The team therefore recommends moving towards a federative infrastructure, or 'Facebook for logistics' based on supply chain entities creating an individual 'profile' on a single basis.

MEPS DEBATE SUSTAINABLE LOGISTICS AND COMBINED TRANSPORT

CLECAT participated to a Seminar on Smart and Sustainable Logistics in the EU and Multimodal Transport, on 27th September, organised by Inés Ayala Sender MEP and Damiano Zoffoli MEP, both S&D Group members.

The background to the debate was the draft report prepared by Ines Ayala Sender MEP on logistics and multimodal transport in the TEN-T corridors.

Invited speakers included Mathieu Grosch the European Coordinator for the TEN-T Orient-East Med Corridor and

President of Alliance for European Logistics, Ralf-Charley Schultze the Director General of UIRR, William Todts of T&E and Herald Ruijters from the European Commission.

Infrastructure was a central theme of the debate, with all participants stressing the need for continued government funding for infrastructure related to multimodal transport solutions. Other issues discussed include harmonization and simplification of rules in the EU, to reduce complexity, better integration of different modes of transport in the EU and a holistic approach that utilizes different policy measures.

The report by MEP Sender on logistics in the EU calls for additional measures of the Commission and Member States to support logistics and multimodal transport in the new TEN-T corridors. The Report stresses the importance of the logistics sector in the EU and the need to support the sector to remain a strong and competitive sector for the EU.

The main point from the report are a call for a renewed EU strategy for logistics by the end of 2017, setting up a TEN-T Logistics Coordinator, review EU and national rules to eliminate conflicts, improvements on digitalization of the Transport Sector, continuing support for the ERTMS (European Rail Traffic Management System), creating a handbook on multimodal transport including agreements, tools and legislation, and promote the Logistics sector to attract new labour.

The draft report by MEP Sander is available here.

COMBINED TRANSPORT ROUND TABLE BY T&E

CLECAT participated in a round table discussion on rail and combined transport about a revision of the Combined Transport Directive, organized by Transport & Environment (T&E).

Three speakers were invited to present their view on the current situation and give first suggestions for adapting the Directive. Main issues discussed were how to make rail/intermodal transport more competitive with road, and how a revised Directive may introduce a clearer definition of intermodal transport that promotes the sector and does not hinder it.

The rules for the road leg requirement of 150km were also discussed, a topic CLECAT considers to be very important. A revision needs to take into consideration that sometimes longer distances are needed to reach a suitable terminal offering the necessary services.

WORKSHOP ON THE COMMERCIAL VEHICLE OF THE FUTURE

On Tuesday, 4 October, CLECAT took part in a workshop organised by the International Road Traffic Union (IRU) dedicated to the Commercial Vehicle of the Future (CVOF). The purpose of the workshop was to present the outcome of the report and to have an exchange of views between participants and representatives of the European Commission on the conclusions and recommendations. This included discussion on the vision presented for reducing CO2 emissions (30% by 2030 and 60% by 2050) while improving road safety and operational efficiency and taking into account the road infrastructure investment requirements.

Dr Dimitrios Savvidis, from DG Climate, introduced the EU's strategy on low emission mobility. As the transport sector accounts for about one fifth of all emissions in the EU, it also offers great opportunities for reductions, especially for the sector. HDVs are among the biggest polluters in the road transport sector, accounting for 27% of road transport CO2 emissions. Currently HDV emissions are neither measured nor reported officially. The development of the VECTO tool by the Commission will assist with this and help with the implementation of the EC strategy. VECTO is a simulation tool that calculates the fuel consumption and CO2 emissions for any new HDV. This will allow the certification of HDV to take place.

Dr Savvidis stressed the need to have more and real data from fuel consumption and emissions. Here he indicated that associations such as the IRU can assist with this. The initial regulation for HDV concerns only 4 types of HDV. In order to have broader application statistics from Original Equipment Manufacturers are necessary. Using this data, baseline standards for fuel consumption and CO2 emissions can be established and reduction efforts can begin.

The CVOF report drafted by Transport and Mobility Leuven looked at different solutions that exist today in the road sector, and analysed their potential to reduce emissions and improve road safety. During the discussion some of these solutions, such as the use of alternative fuel (gas and electrification were debated. The discussion also touched upon the role of legislators in creating the right framework conditions for future developments.

Air

CLECAT TO DISCUSS AIR CARGO CHALLENGES AT TIACA SUMMIT

CLECAT will join TIACA's Air Cargo Forum (ACF) which takes place from 26th-28th October in Paris. Part of the Forum's programme includes the "LEADS: Leaders, Executive and Design Summit", in which CLECAT's Director General Nicolette van der Jagt will participate. The roundtable will feature participants from regional industry associations from around the globe as well as the TIACA Board, which contains representatives of global airports, airlines, freight forwarders and other logistic players.

Discussion points will include challenges for air cargo growth, how the industry can boost its commercial profile, how synergy and collaboration can be fostered within the industry, how to ensure regulatory uniformity and compliance throughout the global industry. Similar topics will be discussed at CLECAT's Freight Forwarders' Forum on 16th November.

FFF16 'AIR CARGO LOGISTICS: GROUND FOR CHANGE?'

Did you register for the Freight Forwarders Forum 2016, entitled "Air Cargo Logistics: Ground for Change?", will be held on 16 November in partnership with Brussels Airport, at the nearby Van Der Valk Hotel?

The above mentioned TIACA ACF will be an opportunity to meet with Cargo iQ Executive Director Ariaen Zimmerman, also speaking at the Freight Forwarders Forum. One of the sessions in the FFF is debating quality in the air freight industry, including product differentiation. Cargo iQ's recent Commercial Summit concluded that the air cargo supply chain is mostly looking for visibility, consistency and delivery as promised. Forwarders and shippers expect to be informed constantly about the status of their shipment, and for this, proper and constant communication is essential. Cargo iQ (formerly Cargo 2000) is tasked with of creating and implementing quality standards for the worldwide air cargo industry, in order to meet these concerns.

Ariaen Zimmerman will be joined on a panel by Steven Polmans, Head of Cargo, Sales & Marketing at Brussels Airport; Markus Muecke, Global Head Air Freight Procurement and product management, Panalpina; and Rob Dekkers, Global Logistics and Distribution Leader, GE Healthcare, with Christian Doepgen of the International Transport Journal moderating. Discussion topics will include how to optimise the chain and create logistics solutions through innovative collaboration, how integrated solutions can be created for the logistics industry, and just what are customers' expectations.

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

ICAO AGREES GLOBAL AVIATION OFFSETTING MEASURE

The 191 members of the International Civil Aviation Organisation (ICAO) sealed a deal on Thursday (6 October) aimed at ensuring carbon neutral growth for the booming sector after 2020, calling into question the future of the EU's existing scheme to reduce airlines emissions.
Air traffic is expected to double by 2035. In order to maintain the same level of CO2 emissions overall, the sector will rely on leaner engines consuming less fuel, re-adjusted air routes and the use of biofuels.

The ICAO General Assembly, held in Montreal, reached a landmark compromise to offset the remaining emissions beyond 2020 levels with projects that contribute to reducing CO2. EU Commissioner for Transport, Violeta Bulc, said shortly after the news broke in Canada that she was "very happy" with the adoption of the global market-based measure to offset emissions.

Bulc had initially said she was not "in love" with the agreement, partly because the scheme will be mandatory only after 2027, instead of 2021. Besides, there were no details about the mechanism itself. This task was left to technical groups that will have to design the instrument over the next three years.

Still, the EU Transport Commissioner welcomed that around 65 countries, including all EU member states, China and the US, will join the market-based mechanism as from 2021. She said the EU "will remain vigilant that it [the GMBM] lives up to our expectations and is well implemented".

And she underlined that the review to take place every three years (the first one in 2024) will help to keep the political ambition of the deal on track. Some countries including Russia, India, South Africa, Saudi Arabia, Brazil, Chile or the Philippines will not join the scheme during the voluntary phase (2021-2027).

Environmental organisations warned that the "hard-fought political compromise" reached in Montreal is a "first step". They worried about the lack of clear provisions to ensure the transparency of the technical process for finalising the market-based mechanism, the key pillar to limit CO2 growth by 2035.

According to Bulc, the deal on the table will serve to offset 83% of emissions above 2020 levels between 2021 and 2035. Environmental organisations, for their part, put the figure at 75%. "Work must begin immediately to improve the deal, and Europe must go further with its own, more effective, measures," said Andrew Murphy, a campaigner at the green NGO Transport and Environment (T&E).

For T&E, the EU should strengthen its own aviation Emission Trading Scheme (ETS), in order to fully achieve carbon neutral growth for the industry. The aviation ETS was received with scepticism by environmentalists when the scheme was first launched years ago. But they have changed their minds and now defend the scheme as a stronger response to aviation emissions than the offset mechanism negotiated at global level.

The ETS allocates a carbon budget to airlines based on historical emission levels and allows them to trade the surplus on the EU carbon market, providing an incentive to pollute less. Initially intended to cover all flights departing and landing from Europe, the EU decided to "stop the clock" on the scheme in 2012 because of widespread protest from third countries, including China and India, which threatened to boycott the scheme.

Since then, the scheme has applied only to intra-EU flights, to the disappointment of European airlines, which feel penalised against foreign competitors. For NGOs, the agreement concluded in Montreal is so "weak" that Europe should apply the ETS to all flights again.

On the opposite corner, the largest European airlines want to dismantle the ETS as a whole. "Following the ICAO agreement, there is now an opportunity to have a fresh look at environmental regulation in the European context and to review existing measures addressing CO2 emissions from aviation", said Thomas Reynaert, Managing Director of Airlines for Europe (A4E), a trade organisation representing Air France-KLM, British Airways, Iberia, Lufthansa, EasyJet and Ryanair.

Following the ICAO agreement, the Commission now has to assess the future of its ETS. One likely option is to permanently exclude third countries from the scheme. But some fear that, by doing so, the executive will also cripple the scheme for intra-European flights.

For now, the Commission is keeping its cards close to the chest. Bulc could give a hint of her views next Wednesday, when she is expected to appear before the European Parliament's committee on environment to explain the agreement reached at global level. She can expect a tense exchange with MEPs, who recently expressed widespread dismay at the tentative ICAO deal.

Source: EurActiv

ICAO AND EU ENHANCE AIR TRAFFIC MANAGEMENT COOPERATION

ICAO (International Civil Aviation Organization) Secretary General Dr. Fang Liu and European Union Director-General for Mobility and Transport Mr. Henrik Hololei signed a new Decision yesterday formalizing ICAO/EU enhanced cooperation in the fields of Air Traffic Management and Air Navigation Services (ATM/ANS).

The agreement's objectives include greater regional cooperation, in particular within the ICAO European (EUR) region. Increased ICAO/EU collaboration will also be pursued to more effectively monitor and analyse State compliance with ICAO provisions, develop new ATM/ANS standards, co-develop targeted assistance projects, and aid the ongoing implementation of ICAO's Global Air Navigation Plan.

The Decision to adopt a new ATM/ANS Annex entered into force upon its signing and serves as a third Annex within the framework of the Memorandum of Cooperation (MOC) originally signed by the EU and ICAO in Montréal on 28 April 2011, and in Brussels on 4 May 2011.

Source: International Civil Aviation Organization, 4 October

MODERATING DEMAND TREND FOR AIR CARGO CONTINUES IN AUGUST

The International Air Transport Association (IATA) released data for global air freight markets in August 2016 showing that demand, measured in freight tonne kilometres (FTKs), rose 3.9% year-on-year. Freight capacity measured in available freight tonne kilometres (AFTKs) increased by 4.1% over the same period. Load factors remained historically low, keeping yields under pressure.

Industry conditions have improved since the particularly soft patch at the start of the year. Carriers in all regions except Latin America reported an increase in year-on-year demand in August. However, regional results varied considerably. For the third time in four months airlines based in Europe posted the highest collective annual growth of all regions, while airlines in the Middle East experienced their slowest growth in more than seven years.

“August numbers showed improvements in cargo demand. While this is good news, the underlying market conditions make it difficult to have long-term optimism. World trade volumes fell by 1.1% in July with no improvement on the horizon. And the current global political rhetoric in much of the world is more focused on protectionism than trade promotion. Economies need to grow out of the current economic doldrums. Governments should be focused on promoting trade, not raising protectionist barriers,” said Alexandre de Juniac, IATA’s Director General and CEO.

Source: IATA, 5 October

Maritime

REVIEW OF EU SHIPPING POLICY: NO TIME FOR BUSINESS AS USUAL

The future of European shipping policy was debated this week in Valletta, Malta, a few days after the European Commission published the implementation report of its mid-term Review of EU Maritime Transport Policy.

“The seminar organised by ECSA comes at the right time. The European Commission just published its report on the EU maritime strategy, to set the stage for the Maritime Year 2017. The seminar shows how closely industry and Commission collaborate to make this year a joint success”, commented Transport Commissioner Violeta Bulc. […]

Commissioner Violeta Bulc’s Head of Cabinet Matej Zakonjšek pointed out that we need to ensure the future of an efficient internal market and a strong homebase for European shipowners. “There is no time for business as usual, we need to start doing things differently to weather the storms the shipping sector is currently facing. And before we set new rules, we need to check what works and what doesn’t. Global business needs global rules”.

The Commission report, seen by CLECAT, sets out the progress to date in implementing the 2009-2018 Maritime Transport Strategy, and future actions. The Commission acknowledges that maritime industry is an entire supply chain affected by alliances, larger vessels and therefore needs legal certainty for infrastructure investments. It mentions the need to direct infrastructure investments where they add most value, through modernisation of application of state aid rules to public financing of port infrastructure within the review of the General Block Exemption Regulation. The Commission also notes the efficiency benefits of digitalisation, particularly the e-Manifest initiative, and restates the EU position to strongly favour an IMO initiative on shipping emissions and then to revise the Monitoring, Reporting and Verification regulation accordingly.

Read the full story here.

HANJIN UPDATE

Hanjin shipping field for receivership just over one month ago and the uncertainty surrounding the operator is still very high. It is estimated that 90% of Hanjin vessels should finish offloading their cargoes by the end of October. Last week Hanjin shipping received a loan of 60 billion won to facilitate the discharge of their ships. The loan came from the sister company Korean Airlines. (Lloyd's Loading List).

According to Alphaliner's research Hanjin has now returned 53 of their ships to their owners. Cargo from these and another eleven Hnajijn ships have already been discharged. Eight ships have been arrested, of which seven have not yet discharged their cargo. A total of 32 ships have not yet been able to discharge (all) containers, some of which are currently underway to their destination or stranded at sea. Several of the empty ships returned by Hanjin are also stranded at ports, waiting for their owners to sail them onwards. (ShippingWatch)

Another cause for concern are the empty Hanjin containers. The unloading of cargo is a pressing issue for many shippers and the need to organise onward transport may have caused some headache, but now there is the problem of returning the empty containers. One problem some face is where they should return the containers to. There are reports that some ports may not accept these containers (MoreThanShipping). Linked to this is the problem of the container chassis (the trailer carrying the container). If these are leased or rented, shippers may face additional charges if not returned on time. In the US this problem has added to the chassis shortage some ports are dealing with (MoreThanShipping).

Several ports do take back Hanjijn containers, however here fears are that the accumulation of empty containers may contribute to congestions. The UK port of Felixstowe is struggling with congestion that is partially a result of empty Hanjin containers. More than 10.000 Hanjin containers are currently stranded here (The LoadStar). Meanwhile Europe Container Terminals in Rotterdam has denied reports of a backlog of Hanjin containers. A spokesperson said the procedure to both pick up and return Hanjin containers is working fine (Lloyd's Loading List). Nevertheless, the fact remains that all of the empty Hanjin containers will have to be stored somewhere for a currently undetermined amount of time.

According to a new analysis by Drewry, the Hanjin collapse is part of a bigger trend in the shipping industry where the number of carriers is reducing. Over the summer other carriers like China Shipping Lines and APL and UASC 'disappeared' after mergers and acquisitions.

Currently the top 5 ocean carriers control approximately 54% of the world's container fleet, according to Drewry's. In 2005 this was just 36%. Drewry expects this trend to continue in the next years, but does not expect rate increases in the short term. Currently the market is characterized by overcapacity and high trade-by-trade competition. In the long term however, it is expected that there will be more mergers and acquisitions and shipping rates will increase. (Lloyd's Loading List).

SOUTH AFRICA LAUNCHES RATE-FIXING INVESTIGATION

South Africa's Competition Commission has launched a rate-fixing investigation into container lines and raided the premises of six cargo shipping companies operating in the Western Cape and Kwazulu-Natal provinces, conducting a "search and seizure operation" at the local offices of Hamburg Sud, Maersk, Safmarine, MSC, Pacific International Line and CMA CGM.

The Commission said it had "reasonable grounds to suspect that Hamburg Sud South Africa (Pty) Ltd, Maersk South Africa (Pty) Ltd, Safmarine (Pty) Ltd, Mediterranean Shipping Company (Pty) Ltd, Pacific International Line South Africa (Pty) Ltd and CMA CGM Shipping Agencies South Africa (Pty) Ltd have engaged in collusive practices to, inter alia, fix the incremental rates for the shipment of cargo from Asia to South Africa in contravention of the Competition Act".

Source: Lloyd's Loading List, 30 September (extract)

CARGOSMART LAUNCHES APP FOR SOLAS VGM COMPLIANCE

CargoSmart has launched a free mobile app designed to help shippers collect and share container weight information through a smartphone in order to comply with the Safety of Life at Sea Convention's Verified Gross Mass requirements (SOLAS VGM).

The global shipment management software solutions provider said that its 'BoxSnap' app "simplifies and expedites the process for shippers, truckers and cargo weighing parties to obtain VGM information and submit it to their ocean carriers to comply and minimize the risk of held cargo or penalties". Using optical character recognition (OCR) technology, truckers and cargo weighing parties can take a photo of a container, check the captured container number and tare weight, and share it with the parties responsible for filing the VGM. […]

BoxSnap allows shippers to receive container weight information as soon as it is available, either when a container is packed at a warehouse or is at a weighing station, to meet critical VGM submission deadlines. Shippers, truckers, and cargo weighing parties can save time from having to search through carriers' websites for container tare weights, conveniently share scanned container information, and retain digital image records for future reference, CargoSmart said.

Source: Lloyd's Loading List, 29 September

Road

ESPORG CONFERENCE ON SECURE TRUCK PARKING

On 5 September CLECAT participated in the European Secure Parking Organisation's first conference, discussing Safe and Connected Truck Parking Areas in Europe. Speakers included Desirée Oen, Deputy Head of Cabinet of Transport Commissioner Violeta Bulc, Zeljko Jeftic of the IRU, as well as representatives of insurers, certification bodies, technology providers, parking operators and providers of parking information services.

Participants agreed that greater provision of secure parking areas is required, as well as accessible information on their locations, services and the criteria by which they are judged to be secure. Other issues raised included ensuring that drivers use secure parking areas, rather than being tempted to pocket the money given to them to pay for parking. CLECAT members will further discuss these issues at the Supply Chain Security Institute meeting on 21 October.

ECO-TRUCKS IN WALLONIA AS SOON AS JANUARY 2017

The Wallonian Parliament is expected to approve a project that will allow 'Longer and Heavier Vehicles' to drive in Wallonia. A few details still need to be worked out, however no major obstacles are expected and the project could already start in January 2017.

Companies will be apple to participate in the project, which will allow them to use 'Heavier and longer Vehicles' on approved routes. These vehicles offer several advantages in fuel and CO2 reduction and can also reduce costs. After approval of a route the certification needs to be renewed every two years. There is no limit on the number of certifications and the project has an open ended timeframe. Companies have already expressed great interest in the project, but also noted there would be a lot more potential if the project would extend to the Flemish region.

The Flemish government is making slow progress on this. Even though, there were good results from previous pilot, the renewed certification included only a few companies.

Source: Flows, 6 October

Rail

RAILWAY SECTOR NEEDS TO "DELIVER"

During her opening speech for the InnoTrans fair, in September in Berlin, Commissioner Bulc stressed the importance of rail for the EUs decarbonisation efforts, but highlights the need of the sector to contribute to bring rail transport to its full potential.

The Commissioner noted "The European rail industry starts from a position of relative strength" ..but also faces issues, including being able "to compete – both as a mode, in the tough competition with road and air transport, and internationally." To ensure there is a level playing field for all competitors, she emphasized the need to include railway procurement in trade negotiations.

Bulc continued that investments are central for the sector, and even though "the railways sector is the main beneficiary of CEF funding, but this remains a drop in the ocean compared to the needs of rail. In fact, it is estimated €430 billion in rail investment is needed by 2030. New ways to finance infrastructure are required."

Read the full speech here.

Customs

COMMISSION – IMPROVED EXPORT CONTROLS DUAL-USE ITEMS

The European Commission proposes to strengthen controls on exports of certain goods and technologies that – in addition to legitimate civilian applications – may also be misused for severe human rights violations, terrorist acts or the development of weapons of mass destruction. A main element of today's proposal is a new "human security" dimension in export controls, to prevent human rights violations associated with certain cyber-surveillance technologies.

Furthermore, the proposal simplifies and harmonises the existing export control rules, in order to save time and money for EU exporters and national authorities. These export controls reflect the EU's commitment to international peace and security.

Source: European Commission.

General

FORWARDERS SET FOR MARGINAL GROWTH IN SECOND HALF 2016

Forwarders will see marginal growth in the second half of 2016 (2H) in both ocean and air markets following air freight growth of 2% and ocean growth of 1% in the third quarter (3Q), according to logistics investment analyst Stifel's quarterly Freight Forwarding Earnings Preview.

In its analysis of major listed forwarders including DHL, UTi, Kuehne & Nagel, Expeditors, and Panalpina, Stifel predicted that on average third-quarter (3Q) air freight forwarding markets rose 2% year-on-year, while ocean volumes expanded by around 1%. […]

"Overcapacity persists, but we seem to be moving slowly in the right direction to right-size supply-demand in the ocean shipping market," he added. "Over the long run, we believe this will be good for freight forwarders but is not likely to have a significant impact in the near term."

Source: Lloyd's Loading List, 6 October (extract)

VALUE OF REPORTED CARGO LOSSES IN AUGUST OVER €6.6M

TAPA EMEA's Incident Information Service (IIS) has issued recent figures on cargo crimes and losses. The IIS recorded 116 new cargo crimes in August in 13 countries across the region, including crimes with a combined loss figure for the month of €6,654,868.

Cargo losses for the 68.1% of incidents reported to TAPA EMEA's IIS with a value in August were €6,654,868, including a single theft in the UK of Toys & Games with a recorded loss of €1,450,876.

Full story here (TAPA)

PARIS AGREEMENT RATIFIED BY EU

The COP21 Paris Agreement will enter into force in November, following its ratification by the EU earlier this week.

The EU ministers and the European Parliament agreed to fast-track the ratification of the Paris agreement and deposit the EU's ratification instrument to the UNFCCC, without every member state having previously ratified it at national level. The agreement to speed up the process was reached by the EU Environment Ministers on September 30, in an attempt to secure that the EU does not lose the October 7 2016 deadline.

For the agreement to enter into force, 55 parties representing 55% of global GHG emissions need to ratify it. So far, 61 parties have ratified the agreement, including the US, Brazil and China, while the EU's ratification will cross the 55% emission threshold and therefore trigger the entry into force of the climate deal.

The EU's decision to speed up the progress of ratification does not substitute ratification by member states. On the contrary, those member states that still have not completed their national ratification procedures need to do so individually, if they want to continue having a voice in the UN climate negotiations. This is because the EU is party to the UNFCCC in its own right, and is responsible for overseeing certain parts of its commitments under the Paris Agreement.

The implementation of the Paris agreement will now be discussed during the COP 22 which is scheduled to take place on 7-18 November 2016 in Marrakesh.

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

FIATA World Congress
3-8 October 2016, Dublin

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)

FEPORT 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
24-27 October, Strasbourg

Transport and Tourism Committee
10-11 October, Brussels
9-10 November, Brussels

Transport Council

1-2 December, Brussels
5 December, Brussels

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