

Table of content

MALTESE TAKE EU PRESIDENCY BATON	P 1	PUBLICATION OF THE EU CUSTOMS DATA MODEL VERSION 1.1	P 4
SAVE THE DATE – ELP DEBATE ON WOMEN IN TRANSPORT	P 1	DG TAXUD PUBLISHES REX UPDATE	P 4
DB PLANS FOR CHINA-GERMANY FREIGHT TRAIN SERVICES	P 2	REVISION OF THE CLEAN VEHICLES DIRECTIVE	P 5
GREEN LIGHT FOR LHV'S IN GERMANY	P 2	WORKSHOP ON URBAN LOGISTICS	P 5
MAERSK-ALIBABA TIE-UP 'NO MAJOR THREAT TO FORWARDERS'	P 3	FORTHCOMING EVENTS	P 6

News from Brussels

MALTESE TAKE EU PRESIDENCY BATON

Malta on Sunday (1 January) became the smallest country ever to take on the Presidency of the Council of the EU. Malta's priorities have already been clearly laid out: migration, security, single market, social inclusion, neighbourhood policy and maritime affairs. The priorities document is available [here](#).

But the presidency will also have Brexit to contend with, facing the possibility of the formal process being triggered in the next six months. Malta's Prime Minister Joseph Muscat has said the country is "geared to handle" the start of negotiations, and the government will look to play "an honest broker role" between the UK and the EU.

The country's parliamentary secretary for the EU presidency Ian Borg said in December that the EU needs to be flexible to cater for the disparate needs of member states and restore belief in the European project. "It is about time to address the notion that one size and model fits all shapes," Borg said, speaking at an event in Brussels where he presented the priorities for the upcoming presidency.

SAVE THE DATE – ELP DEBATE ON WOMEN IN TRANSPORT



**European
Logistics
Platform**

The European Logistics Platform organises a lunch event on "Women in Transport" on Tuesday, 24 January 2017 at 12.30 at the Radisson RED Hotel, Rue d'Italie 35, Brussels. The event will be kindly hosted by MEP Ismail Ertug (S&D) and MEP Jens Nilsson (S&D).



Transport is not a gender-balanced sector: only 22% of people working in transport are women, compared to 46% in the overall economy. The share of women is extremely low in more technical professions: they account for only 3% of rail drivers. Factors such as atypical and long working hours make it difficult to increase the share of women in transport jobs. The Commission considers that focused action is necessary to increase the participation of women in the transport sector in order to bring more gender balance into it and avoid shortages of labour in the future. How real is this problem and what is the logistics industry doing itself to improve its image and to attract more women into the sector.

Members from across the European Parliament's committees and political groups, the European Commission and the Permanent Representations are invited to discuss what can be done to attract more women to the sector, at a time when technological progress opens up new opportunities.

In case you would like to attend please register [HERE](#).

Rail

DB PLANS FOR CHINA-GERMANY FREIGHT TRAIN SERVICES

German state rail operator Deutsche Bahn (DB) has outlined plans to more than double the number of containers it transports annually on its rail freight services between China and Europe by 2020. The German state rail operator carried more than 40,000 containers along the traditional 'Silk Road' route this year - a new record - compared to 35,000 in 2015. "This paves the way to increase container units to about 100,000 by 2020, thus tripling the number transported in 2014," said DB board member, Ronald Pofalla, in a statement.

Trains operate over distances of between 10,000 to 12,000 kilometres linking several Chinese cities and Germany and several Chinese cities via Mongolia, Kazakhstan, Russia, Belarus and Poland in 12-16 days - roughly half the transit times of goods shipped by ocean freight. DB underlined that the rail freight services has proved particularly popular with garments, electronics and automotive components manufacturers who require urgent deliveries at competitive cost. For example, the German group has been supplying the BMW Group's plant in the Chinese Shenyang with vehicle parts from Leipzig and Regensburg, in Germany since 2011. DB Cargo launched last year a regular rail freight service between the Chinese city of Hefei, situated 250 miles west of Shanghai, and Hamburg. The goods transported include photovoltaic components, computers and textiles.

Road

GREEN LIGHT FOR LHV'S IN GERMANY

The German minister of transport, Alexander Dobrindt (CSU), has issued a regulation that allows three out five longer and heavier vehicle (LHV) models to operate for an unlimited period of time. A five year field trial that was launched in 2012 and involved 60 companies with 161 super lorries has so far yielded positive results. The German national association for road freight transportation, logistics and waste management (BGL) pointed out that, "no safety risks came to light either."



ITJ reported that ‘in the meantime, Dobrindt’s decision has led to a dispute in the country’s federal government. Jochen Flasbarth (SPD), a state secretary at the ministry of the environment, declared that the ruling had not been put to the vote in parliament, and could prove to be a serious mistake for both the environment and transport policies.’

www.bmvi.de/EN/Home/home.html

Maritime

MAERSK-ALIBABA TIE-UP ‘NO MAJOR THREAT TO FORWARDERS’

Maersk Line, the shipping unit of A.P. Moeller-Maersk A/S, and Alibaba Group Holding Ltd. struck a deal that will allow the Chinese online sales giant to book space on Maersk vessels for its customers. [Reuters](#) reports Alibaba started offering the booking late last month under the OneTouch service that targets small and medium-sized Chinese exporters with online services such as customs clearance and logistics.

Other technology start-ups have launched services to bypass the traditional third-party shipping services of freight forwarders. And Amazon.com Inc. is already in the freight forwarding business. But Alibaba’s entry gives such efforts another high-profile standard bearer and will give Maersk - and the carrier’s competitors - a chance to see how retail e-commerce capabilities fit into the purely industrial shipping business.

Maersk Line claims its new trial, which could in future be rolled out on multiple routes and via other third party portals, will not be detrimental to its forwarding customers. Maersk has teamed up with Alibaba, the world’s largest e-commerce platform, by launching a pilot programme on 22 December on the Alibaba OneTouch portal. The pilot features a web-exclusive product that allows existing Alibaba OneTouch registered users to lock in the price of required cargo spaces on selected routes by pre-paying a deposit amount.

The Alibaba trial has raised fears that this next step in Maersk’s much-publicised digital revolution would, by offering Chinese exporters a direct means of booking slots without using forwarders, impact heavily on the hundreds of smaller forwarders engaged in exporting the country’s wares around the world. However, Maersk refuted the claims. “That is not the case,” a spokeswoman in China told Lloyd’s Loading List. “Our small and mid-size customers not only need to book cargo space on the platform, they also need other value-adding services including customs clearance, haulage, documentation etc., which are handled by the freight forwarders. “Maersk Line has chosen the OneTouch platform for this pilot also because it offers a service model through which forwarders, as part of the supply chain, provide the mentioned services - making sure all customer service needs are handled as part of the solution.”

Rates generated using OneTouch are provided by Maersk based on “the market condition”, she said. “We’re currently offering this web-only product, initially on the Alibaba OneTouch platform, on selected routes including AE1, AE5 and F3. Since this is a trial, it is too early to comment on the future development. We will evaluate the trial as we gain more customer insight into the process. The learnings from the pilot will be instrumental in defining our future roadmap.”

The Alibaba deal signals an acceleration of Maersk’s ambitious digitisation efforts. In early December, Robbert van Trooijen, Maersk Line’s Asia Pacific CEO, told Lloyd’s Loading List that



improved digitalisation of supply chains would remove inefficiencies, help lines recoup some of their losses due to the imbalance of supply and demand, and improve customer service.

The line's digital strategy to become "the global integrator of container logistics" as it seeks to tap into the growing US\$1 trillion broader logistics and supply chain market, not just a "stagnating" US\$190 billion container shipping market, was further mapped out last month during a six-hour Capital Markets Day event for investors, analysts and bankers. During the sessions, Maersk stressed that digitalisation was "a key part of the future for the Transport and Logistics division".

Source: Wall Street Journal, [Lloyd's Loading List](#), [Reuters](#)

Customs

PUBLICATION OF THE EU CUSTOMS DATA MODEL VERSION 1.1

On 23 December 2016, DG TAXUD announced the publication of the version 1.1 of the EU Customs Data Model (EUCDM).

The EU Customs Data Model (EUCDM) is the model for Customs trans-European systems such as NCTS, AES, ICS and for Member States national customs clearance systems. Its overall objective is to provide a technical instrument that models the data requirements laid down in EU Customs legislation and present a single and genuine source of information for the technical developments of the different IT systems that are used for data processing by customs in the EU.

According to the Commission, the new 1.1 version of the html publication offers an improved presentation of the UCC Annex B datasets by replacing the differentiation between shipment and consignment view usage by the unique dataset view. Besides the individual datasets, it is intended to extend the publication to all possible combinations of these datasets by making available the respective structure, mapping and usage reports. As a starting point, the reports for the A1+B1 combination, which can form the basis for soon-to-be-developed systems, is showed as an example of the template which will be used for all future combinations.

In addition to the improvements to the Annex B presentation, the UCC-DA and UCC-IA Annex A datasets, formats, codes and cardinalities, as well as the content of UCC-DA and UCC-IA Annex 12-01 on the EORI records were added in the EUCDM v1.1.

The objective is to extend in the future the scope of the EUCDM by integrating data elements used for the purpose of response messages and those used for the exchange of data between customs authorities.

More information available [here](#).

DG TAXUD PUBLISHES REX UPDATE

On 3 January 2017, DG TAXUD published the list of beneficiary countries of the Generalised System of Preferences (GSP) using the REX system as from the 1st of January.

The Registered Exporter system (the REX system) is the system of certification of origin of goods that will be applied in the Generalised System of Preference (GSP) of the European Union as from 1 January 2017. It is based on a principle of self-certification by economic operators who will make out



themselves so-called statements on origin. To be entitled to make out a statement on origin, an economic operator will have to be registered in a database by his competent authorities. The economic operator will become a "registered exporter". The REX system will progressively and completely replace the current system of origin certification based on certificates of origin issued by governmental authorities and on invoice declarations made out under certain conditions by economic operators.

The REX system is applied as from 1 January 2017 by only some GSP beneficiary countries. Indeed, all GSP beneficiary countries had the possibility until 30 June 2016 to notify the European Commission if they prefer to start the application of the REX system later, i.e. as from 1 January 2018 or as from 1 January 2019. Therefore the global transition period from the current system of origin certification to the REX system will last until 30th June 2020 at the latest.

The schedule of the implementation of the REX system by beneficiary countries of the GSP as well as more information on REX are available [here](#).

Sustainable Logistics

REVISION OF THE CLEAN VEHICLES DIRECTIVE

Directive 2009/33/EC on the promotion of clean and energy-efficient road vehicles, is a public procurement-related instrument, which is more commonly known as "the Clean Vehicles Directive". It requires public bodies to consider certain energy and environmental impacts when purchasing road vehicles. The Commission is currently carrying out an Impact Assessment of options for a possible revision of the Directive to better support achieving EU policy objectives on climate change and air pollution and to stimulate the market for clean vehicles and increase competitiveness. According to the Commission's Communication "A European Strategy for Low-Emission Mobility" , by mid-century, greenhouse gas emissions from transport will need to be at least 60 % lower than in 1990 and be firmly on the path towards zero in order to meet the EU's overall climate goals. Emissions of air pollutants from transport need to be drastically reduced without delay.

Faster deployment of clean vehicles is an important lever. Public procurement can be relevant in this context. It is also an important driver of economic growth, jobs and competitiveness. Currently, all purchases of services, works and supplies by public authorities in the EU account for 14% of GDP. To create a level playing field for all businesses, EU law sets out minimum harmonised public procurement rules . These rules organise the way public authorities and certain public utility operators purchase goods, works and services.

As part of the Impact Assessment process, the Commission is carrying out this public consultation. The online public consultation is available here <https://ec.europa.eu/eusurvey/runner/2016-clean-vehicles>

WORKSHOP ON URBAN LOGISTICS

CLECAT has been invited you to a workshop in the framework of the preparation of EU non-binding guidance documents on urban logistics, that will take place on the 17th of January.



The European Commission (DG MOVE) has launched a study to facilitate the preparation of non-binding guidance documents (NBGD) on six specific aspects of urban logistics policies, as announced in the Communication “Together towards competitive and resource efficient urban mobility”, COM(2013) 913 Final. The stakeholder workshop is intended to collect feedback on the drafts of two NBGDs: Green and efficient urban logistics vehicles and Data collection methodologies for urban freight policy.

Forthcoming events

CLECAT MEETINGS

Customs and Indirect Taxation Institute

11 January, Brussels

Maritime Logistics Institute

20 January, Milan

Sustainable Logistics Institute

7 February, Brussels

Road Institute

7 February, Brussels

Supply Chain Security Institute

21 March, Brussels

Air Logistics Institute

21 March, Brussels

OTHER EVENTS WITH CLECAT PARTICIPATION

European Commission Workshop on Urban Logistics

17 January, Brussels

CEN/CORE workshop

18 January, Brussels

Joint Trade Contact Group and Customs Business Group Meeting

19 January, Brussels

ELP debate ‘Women in Transport’

24 January, Brussels

Heavy Duty Vehicles, What’s the way forward?

25 January, Brussels



Joint Trade Contact Group and Customs Expert Group Meeting
30 January, Brussels

GLEC meeting
9 February, Essen

UNECE-Meeting Intermodal transport
21 February, Geneva

EP/COUNCIL MEETINGS

European Parliament
Transport and Tourism Committee
25-26 January, Brussels
27-28 February, Brussels

Plenary Session
16-19 January, Brussels
1-2 February 2017, Brussels

Transport, Telecommunications and Energy Council
27 February, Brussels

Contact

Nicolette van der Jagt
Director General CLECAT

Rue du Commerce 77, B-1040 Brussels, Belgium

Tel +32 2 503 4705 / Fax +32 2 503 47 52

E-mail nicolettevdjagt@clecat.org / info@clecat.org

