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News from Brussels

REGISTRATION OPEN FOR 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, next to the European Parliament.

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, Permanent Representations and stakeholders 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.

Registration is open [HERE](#).

EC PROPOSES PRIVACY RULES FOR ELECTRONIC COMMUNICATIONS

In a communication released on Tuesday the European Commission presented a framework for Europe's data economy, part of the EU's Digital Single Market Strategy. The communication discusses a wide range of issues related to removing barriers to ensure the free flow of data, data sharing and interoperability.

The proposed Regulation on Privacy and Electronic Communications is intended to increase the protection of people's private life and open up new opportunities for business. Privacy rules will now also cover new providers of electronic communications services, in addition to traditional telecoms; both content and metadata derived from electronic communications will need to be anonymised or deleted if users have not given their consent, unless the data is required for instance for billing purposes. Once consent is given for communications data, both content and/or metadata, to be processed, traditional telecoms operators will have more opportunities to use data and provide additional services. For example, they could produce heat maps indicating the presence of individuals to help public authorities and transport companies when developing new infrastructure projects.

The transformation of the existing Directive (which must be transposed into national legislation by Member States) into a directly applicable Regulation, there will be one single set of rules across the EU. The enforcement of the confidentiality rules in the Regulation will be the responsibility of national data protection authorities.

Although this Communication is not sector-specific, it focuses on connected and automated driving as a case study on the implications of access to data.

Source: [European Commission](#)

Road

FRANCE COMMITS TO DIGITAL ROAD TRANSPORT WITH E-CMR

The electronic consignment note is now the subject of an official decree in the 'journal officiel de la République Française.' FNTR has announced a forthcoming cross-border e-CMR pilot transport, which will prove the benefits of increased efficiency, reduced operational costs and lower environmental impact.

To date eleven countries have acceded to the protocol, which was added to the CMR Convention in 2011. These include Bulgaria, Czech Republic, Denmark, Estonia, Latvia, Lithuania, France, Netherlands, Slovakia, Spain and Switzerland, with additional countries showing strong interest.



Rules for transporting goods internationally are covered by the United Nations Convention for the carriage of goods, the CMR (Convention relative au contrat de transport international de Marchandises par Route). Transport operators, drivers, control authorities and those receiving shipments use a CMR consignment note, which contains information about the shipped goods and the transporting and receiving parties.

SPAIN INTRODUCES STRICTER RULES FOR CABOTAGE

Since the beginning of 2017 Spain has introduced new fines for non-compliance with its regulation on cabotage. Transport companies providing cabotage services in Spain that cannot provide necessary paperwork will face a fine of 4.001 EUR. The new regulation also transfers responsibility to shippers and forwarders, as these can now also be fined up to 2.001 EUR.

Source: [Verkehrsrundschau](#), 12 January

TLN PREPARES CLAIM AGAINST EU TRUCK-CARTEL

TLN (Transport en Logistiek Nederland) is currently preparing a claim against the 5 trucking companies which were part of the EU truck-cartel. In July last year the European Commission has found that MAN, Volvo/Renault, Daimler, Iveco, and DAF broke EU antitrust rules. These truck makers colluded for 14 years on truck pricing and on passing on the costs of compliance with stricter emission rules. The Commission has imposed a record fine of € 2 926 499 000. The EC decision allows businesses affected by the price agreements to file a claim for compensation. To successfully pursue a claim, affected parties will need to prove the actions of the cartel led to loss or damages.

TLN estimates that in the Netherlands 240.000 trucks were affected by the cartel, and estimates a resulting damage of €1,2 million. Together with the law firm Hausfeld & Co TLN is now preparing a collective claim for its members.

Source: [TLN website](#)

EC CONFERENCE ON CONNECTED AND AUTOMATED DRIVING

The European Commission has announced the 'save the date' for a 2-day Conference on Connected and Automated Driving. The Conference will take place on 5-6 April in Brussels.

The event will be a unique opportunity to discuss how to boost the development and deployment of connected and automated driving technologies from a fourfold perspective: transport policy issues; technological challenges; legal and regulatory frame, and digital transformation.

More information is available [here](#).

SINGAPORE TO START TRUCK PLATOONING TRIALS

The Ministry of Transport (MOT) and PSA Corporation signed agreements with two automotive companies, Scania and Toyota Tsusho, to design, develop and test-bed an autonomous truck platooning system for use on Singapore's public roads. With this, Singapore moves another step closer towards autonomous freight transport. Truck platooning involves a human-driven lead truck leading a convoy of driverless trucks. In the Singapore trials, the trucks will transport containers from one port terminal to another.



“[...] truck platooning technology presents us with an opportunity to boost productivity in both the port sector and the trucking industry. It will also open up opportunities for truck drivers to take on higher-skilled roles as fleet operators and managers.” said Mr Pang Kin Keong, Permanent Secretary for Transport and Chairman of the Committee on Autonomous Road Transport in Singapore (CARTS). The new technology also aims to overcome the truck driver shortage in Singapore and allows more freight movement to be conducted at night to ease traffic congestion.

Rail

NEW ERTMS DEPLOYMENT PLAN: 2030 DEADLINE

Last week the European Commission adopted an implementing regulation on the new European Rail Traffic Management System European Deployment Plan (ERTMS EDP). ERTMS allows trains to run seamlessly across borders by replacing differing national technical systems. The plan sets new targets until 2023 by which about 50% of the Core Network Corridors shall be equipped. In 2023, the ERTMS European Deployment Plan will be updated again setting out the precise implementation dates for the remaining part of the Corridors between 2024 and 2030. The new deployment plan will facilitate the investment and resource planning of railway undertakings and infrastructure managers.

Commissioner for Transport Violeta Bulc stated: "The European Rail Traffic Management System or ERTMS makes a direct contribution to the competitiveness and the safety of European railways. The deployment plan adopted today provides for a phased implementation along the European rail network, bringing us closer to a fully interoperable single European rail area, where trains can more easily travel across borders."

The new ERTMS EDP is the result of consultation and negotiation with Member States, carried out by the European ERTMS Coordinator Karel Vinck over the last two years. A renewed deployment plan had become necessary, because deadlines from the 2009 deployment plan had become unfeasible. A lack of qualified experts, technical problems, lack of trust and resistance to change from national authorities delayed ERTMS implementation and the 2015 and 2020 deadlines were far out of reach.

[Work plans](#) of the 11 European Coordinators of the **TEN-T Network** are also available now. They establish the basis for action until 2030.

Source: [European Commission](#), 5 January
Work plans are available [here](#).

NEW CHINA-UK RAIL SERVICE AND CHINA'S GROWING INFLUENCE

A new freight train service between the Chinese city of Yiwu, in the Zhejiang province and London was launched on January 1, aimed at cutting the time and cost of moving freight between the two countries, China Daily reports. The new service is operated by Yiwu Timex Industrial Investment Co, a Chinese cross-border trade service provider. It will cover the journey of more than 12,000 kilometres from China in 18 days, the route running through Kazakhstan, Russia, Belarus, Poland, Germany, Belgium and France, before arriving in London.



As the International Transport Journal reports, the train hauling 44 boxes, has now passed through Kazakhstan on its way to the UK.

The new freight train service has been welcomed by logistics industry players. UK forwarders and shippers may rethink their exports and imports for China and take advantage of the shorter transit times compared to sea freight.

This new trade service is part of China's "One Belt, One Road" project to link east and west, and is all geared toward strengthening China's global influence. With 39 routes linking 16 Chinese cities to 15 European ones, it includes a rail network that cuts across Central Asia to Iran, through Turkey to Russia, Poland and Spain. But the routes serve more than just trade. They are embedded in China's strategy of building an international Asian society and its concerted geopolitical push across the whole of continental Asia, explains [Professor Ehteshami](#) from Durham University.

Through trade, investment, construction and other partnerships China is widening its influence in the region. Professor Ehteshami finds that the development of a "super-Asian region", that will dwarf the European Union in scale, size and economic potential, before the end of the 21st century is now very real. According to the Professor, trade across the One Belt, One Road region is already anticipated to be more than US\$2.2 trillion in ten years (catching up with the EU's trade in goods of US\$3.1 trillion).

Sources: [Lloyd's Loading List](#) (3 January), The [International Transport Journal](#) (9 January)

EURASIAN PARCEL DELIVERY BY TRAIN SUCCESSFUL

The results of the first "postal pilot transportation" project proved that parcel transport by rail is a viable alternative to other modes, the Intergovernmental Organisation for International Carriage by Rail (Otif) concluded, after a meeting of experts to assess the first such transport scheme between China and Germany. The first "Postal Pilot Transportation" between Chongqing (China) and Duisburg (Germany) and proved to be less expensive than air transport and faster than maritime transport.

The transport of parcels by rail between China and Europe will involve establishing appropriate interfaces between four regulatory areas: customs, selling of goods, post and rail transport, according to Otif. The project also demonstrates how different sectors can cooperate successfully. The second "postal pilot transportation" scheme will take place at the beginning of 2017

Source: [International Transport Journal](#), 9 January 2017

Air

BELGIAN FREIGHT FORWARDERS WANT CLARITY ON NOISE NORMS

The Belgian Airfreight Institute (BAFI), an association for Belgian air freight forwarders, demands certainty on noise norms and a stable legal framework for noise regulation. This comes after the local Brussels government announced stricter noise norms in December 2016, de facto banning the use of Boeing 747s (a widely used airfreight carrier) at Brussels Airport.



BAFI members call upon political leaders to immediately introduce nationally regulated noise norms that will lead to legal stability for all parties involved. The current legislative system allows regional governments like Brussels and Flanders to have different norms in place (Brussels Airport is located in Flemish territory, yet some planes fly over Brussels), leading to a complex situation with regulatory differences. BAFI finds this unacceptable, because a regional government can cause consequential damages to numerous companies all over the country through this regulatory framework.

Having a competitive airfreight industry is crucial for an International Airport such as Brussels Airport, said BAFI. Regular airfreight services are essential for optimal logistics in the region. The noise norms will likely lead to huge economic losses and hinder future development at the airport but also in the region, as it may affect the location choices of logistics service providers as well. After the attacks on the Airport in March 2016 stakeholders have worked together to get economic activity of the airport back on track, yet BAFI fears the noise regulations may offset these efforts and lead to image damage for the airport. They demand a national regulation for harmonious noise norms.

Maritime

IMO SPEAKS OUT AGAINST REGIONAL EMISSION TRADING SYSTEM

IMO Secretary-General Kitack Lim has written to senior European officials expressing his concern that including shipping in the European Union's Emission Trading System (EU-ETS) could undermine efforts to reduce greenhouse gas (GHG) emissions from shipping on a global basis. In a letter to Martin Schulz (President of the European Parliament), Jean-Claude Juncker (President of the European Commission) and Donald Tusk (President of the European Council), Mr Lim acknowledged that the EU had an ambitious policy for addressing emissions and recognised that Member States might wish to enhance the progress made to date. However, he cautioned against extending the EU-ETS to include ships.

Mr Lim said, "I am concerned that a final decision to extend the EU-ETS to shipping emissions would not only be premature but would seriously impact on the work of IMO to address GHG emissions from international shipping. Inclusion of emissions from ships in the EU-ETS significantly risks undermining efforts on a global level."

The letter follows an agreement on 16 December 2016 by the European Parliament's Environment Committee that emissions from ships should be included in the (EU-ETS) from 2023, if the IMO does not deliver a further global measure to reduce GHG emissions for international shipping by 2021. Mr Lim said that, in his view, unilateral or regional action that conflicts with or undermines actions that have been carefully considered and deliberated by the global community at the IMO threatens world-wide confidence in the consistent, uniform system of regulation developed by the IMO. Regional or unilateral action, he said, would harm the goals of the wider international community to mitigate global GHG emissions from ships and be at odds with the overarching objectives of the Paris Agreement.

Source: [IMO](#), 10 January



SPOT BOX RATES RISE ABOVE 5-YEAR AVERAGE

Spot container freight rates on the major East-West routes reached a 20-month high this week and have risen above the average of the last 5 years. The latest weekly reading is \$1,770/40ft container for the composite index, reflecting increases on individual lanes to \$1,785 for the Rotterdam-New York index (up \$4 this week), \$2,210 for the Shanghai-Rotterdam index (up \$257 this week) and \$2,106 for the Shanghai-Los Angeles index (up \$545 this week).

On the back of 1 January GRIs, the World Container Index between Shanghai and Rotterdam rose by 13% to reach \$2,210 this week. Drewry expects the volume upsurge on account of an early Chinese New Year to support further increases next week. The last time the WCI composite index exceeded \$1,700 per 40ft container was in March 2015, before the 2015/16 price war.

The World Container Index assessed by Drewry composite index, an average of spot rates on 11 transpacific, Asia-Europe and transatlantic routes, has now increased by 62% since the bankruptcy of Hanjin at the end of August last year, when Drewry then described the prevailing rates as “unsustainable”. “Since last September, we have consistently and rightly warned our exporter and importer customers to expect rate increases in both the spot and contract markets,” said Philip Damas, head of the logistics practice of Drewry.

More recently, the global procurement consultants reported that the Drewry Benchmarking Club Contract Rate Index, based on average Transpacific and Asia-Europe contract freight rate data provided confidentially by shippers, increased in the fourth quarter of 2016, after having fallen for more than 6 consecutive quarters. “With 2017 contract rates at risk of double-digit increases, now is the time to use the latest e-sourcing tools and strategies to help mitigate cost increases and to avoid a repeat of carrier service failures,” Damas added.

The World Container Index is a weekly container pricing index based on actual agreed freight assessments reported by industry players in Asia, Europe and the US and is not financed or backed by either shipper or carrier interests.

Source: [BIFA](#), 11 January

Customs

CITI MEETING – 11 JANUARY, BRUSSELS

The Customs Institute (CITI) of CLECAT met on the 11th of January in Brussels at CLECAT offices. The major part of the meeting was devoted to the UCC and especially the challenges faced by members when it comes to the implementation, the current state of play of the UCC IT Work Plan and the review of the Delegated Acts.

Other topics of interest were discussed, such as the CEN Standard of Competency which will be officially published very soon, as well as CLECAT vision related to the EU AEO Programme.

The CITI also elected two new Vice-Chairs, Ms Alexandra Vargas from ODO (Portugal) and Mr Mattias Hermansson from SIFA (Sweden) for the next two years. The Vice-Chair position was



previously held by Mr Jean-François Auzéau from TLF (France) who became Chair of the CITI in September 2016.

The next CITI meeting will take place at CLECAT premises in Brussels, on the 20th of March 2017 (tbc).

General

ALIBABA ADDS WCA NETWORK AS LOGISTICS PARTNER

Alibaba has added yet another logistics provider to its growing list of partners, with the WCA network to be integrated into the retailer's platform for cross-border deliveries. The WCA joins SEKO and Flexport as forwarders picked recently by the Chinese giant to help its suppliers with shipments.

The WCA last year set up an e-commerce network, which more than 120 companies have applied to join. "Membership is not restricted to forwarders," said CEO Dan March. "We are also incorporating last-mile delivery, courier, fulfilment and technology companies.

Alibaba will begin by using the WCA network for B2B shipments to India, the US and UK. "Plans are then to expand geographically through 2017, and also begin incorporating B2C and C2C shipments," said Mr March. "We will certify the capabilities of WCA members that are incorporated into the programme."

WCA will provide support to Alibaba in approving logistics providers, and the two have agreed parameters and standards of service. They will also offer participants a protection scheme which will include compensation. In October, US-based forwarder SEKO Logistics signed a deal with Alibaba.com Hong Kong, one of just four companies to join its OneTouch programme.

Full story available in [The LoadStar](#), 12 January

POPULISM AND INEQUALITY MAIN RISKS TO GLOBAL ECONOMY

The rising income gap and growing rifts in Western societies that led to the election of Donald Trump and the Brexit vote are the main global risks, according to a report by the World Economic Forum ahead of its annual forum in Davos next week. These and Climate change and technological disruption were listed as the most important risks to global economic growth. Another worrying trend identified by researchers is a deteriorating commitment to global cooperation, both in trade related agreements and on security issues.

The report is available [here](#).

COMMISSIONER BULC IN SAUDI ARABIA – DEEPER COOPERATION

The Secretary General of the Gulf Cooperation Council H.E. Dr. Abdullatif Al-Zayani and EU Transport Commissioner Violeta Bulc met on Monday to discuss enhanced cooperation in the transport sector. The GCC and EU already enjoy significant economic relations. The GCC is the fourth largest export market of the EU, while the EU is the number one trading partner for GCC.



The EU Commission and the GCC counterparts discussed the challenges and opportunities of economic diversification in the Gulf region, focusing on transport infrastructure development, investment attraction and policies and regulations, and private sector development. Transport and infrastructure are seen as key enablers to develop a diversified economy.

Different ways of cooperation were discussed and a Memorandum of Understanding between the European Railway Agency (ERA) and the GCC SG will be signed in the near future representing an important basis for deepening further cooperation in the rail freight sector. A joint workshop will be held on March 6 to exchange experiences. Finally, both sides discussed the significant investment opportunities in the transport sector.

Source: [European Commission](#), 9 January

Forthcoming events

CLECAT MEETINGS

Maritime Logistics Institute

20 January, Milan

Sustainable Logistics Institute

7 February, Brussels

Road Institute

7 February, Brussels

Customs and Indirect Taxation Institute

20 March, 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

EC Conference on Connected and Automated Driving

5-6 April, Brussels

EP/COUNCIL MEETINGS

European Parliament

Transport and Tourism Committee

25-26 January, Brussels

27-28 February, Brussels

22-23 March, Brussels

Plenary Session

16-19 January, Brussels

1-2 February, Brussels

Transport, Telecommunications and Energy Council

27 February, Brussels

8-9 June, Brussels

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