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## News from Brussels

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### 9 EU STATES DEMAND ACTION ON LOW-COST TRUCK DRIVERS

Transport ministers from eight EU countries and Norway met in Paris on 31 January to adopt a joint declaration calling for the creation of a common market for transport, in order to safeguard workers' rights. France, Germany, Italy, Denmark, Austria, Luxembourg, Belgium, Sweden and Norway agreed on two objectives: to improve convergence on the European regulations and to improve controls.

The question of unfair competition and social dumping in the goods transport sector is an incendiary issue between the EU's eastern member states, which are the biggest suppliers of low-cost drivers, and their western partners. According to Western European Ministers unfair competition from the East is gradually forcing western European transport companies out of business.

The [joint-declaration](#) calls of the following measures:

- Initiate measures to improve living conditions of truck drivers and prevent excessive time periods spent on the road whilst spending the rest periods on board of the truck.
- Strengthen measures for light duty vehicles (these are currently exempt from most regulations on international transport).
- Speed up the implementation of the e-CRM
- Share relevant data on evaluation and control systems for cabotage, and improve the cross-border data collection to improve statistics available.
- Share best practices on cabotage implementation.
- More cross-border collaboration to combat tachograph fraud and letter box companies
- No extension of the CEMT-permit, as this will increase the problem of social dumping.

The timing of the launch of this nine-country alliance is no coincidence: the European Commission is discussing road transport at the moment and is due to propose new legislation on the issue this May. “Professional drivers have become road slaves,” Alain Vidalies, the French transport minister, told the press after the meeting. “These countries came together in Paris today and decided to act together to end unfair competition and the degradation of the living standards of professional drivers in the road transport sector,” he added.

Source: [EurActiv](#)

## WEEKLY REST: EUROPEAN COURT OF JUSTICE

The Advocate General of the European Court of Justice has noted yesterday in response to questions from the Raad van State (Council of State) Belgium that Regulation No 561/2006 is to be interpreted as meaning that drivers may not take their weekly rest periods provided for in that Regulation inside the vehicle. The Advocate General has interpreted whether Article 8(6) and (8) of Regulation (EC) No 561/2006 on the harmonisation of certain social legislation relating to road transport (‘Regulation No 561/2006’) (2) precludes drivers from taking regular weekly rest periods provided for in that Regulation inside the vehicle.

The full Court answer is available here.

## COMMISSION PROPOSAL TO MODERNISE TRAINING OF DRIVERS

The European Commission presents a proposal to update and clarify the rules on the initial qualification and periodic training of truck and bus drivers. The objective of this proposal is to contribute to higher road safety standards and to facilitate the mobility of professional drivers. The main novelties include the modernisation of the training, highlighting for example the protection of vulnerable road users and the optimisation of fuel consumption, as well as better recognition of training undergone in another Member State.

Source: [European Commission](#), 1 February

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# Rail

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## WORKSHOP ON ACCES TO SERVICE FACILITIES

CLECAT has been invited to a workshop on the draft implementing act on access to service facilities. The meeting is exclusively dedicated to the text of a draft implementing act on access to service facilities, which the Commission intends to adopt on the basis of Article 13 (9) of [Directive 2012/34/EU \(Recast\)](#)

Overall the draft Implementing Act from the European Commission outlines a set of requirements that operators of service facilities will need to respect. Such operators will need to be transparent in their pricing mechanisms and conditions for access to their installations and services. All applicants will be notified on the receipt of their request and the procedure for handling requests will improve legal certainty and transparency. The purpose is also to prevent facility operators owned by incumbent operators not giving access to their facilities by pretending that the facility is full. If access is denied then operators will need to provide a justification for why this was not possible and also a recommendation for a viable alternative.

## NEW BALTIC-ADRIATIC SERVICE

This week also a new Baltic-Adriatic freight link was launched. The new direct train link will connect Kiel and the Adriatic port of Trieste in Northern Italy. "This is a milestone for Kiel as a logistics hub. The train is an ideal link for rapid freight transport between the Baltic and the Eastern Mediterranean Seas. The destinations of the train – Kiel and Trieste – are equally points of departure for efficient ferry lines to Scandinavia and to Turkey." Dirk Claus, Managing Director at Port of Kiel said.

Source: [RailwayPro](#), 30 January

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## Air

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## AIR CARGO ENDS 2016 ON A POSITIVE NOTE

The International Air Transport Association (IATA) released data for global air freight markets showing that demand, measured in freight tonne kilometers (FTKs) grew by 3.8% in 2016 compared to 2015. This was nearly double the industry's average growth rate of 2.0% over the last five years. Freight capacity, measured in available freight tonne kilometers (AFTKs), increased by 5.3% in 2016. All regions, with the exception of Latin America, experienced positive freight growth in 2016. Carriers in Europe accounted for almost half of the total annual increase in demand.

After a weak start to 2016, global freight volumes recovered in the second half of the year. "In terms of demand, 2016 was a good year for air cargo. That was boosted by solid year-end performance. Looking ahead, strong export orders are good news. But there are headwinds. The most significant is stagnant world trade which also faces the risk of protectionist measures. Governments must not forget that trade is a powerful tool for growth and prosperity," said Alexandre de Juniac, IATA's Director General and CEO. He also warned that the industry must keep improving its competitiveness and digital processes are vital for this.

European airlines posted a 16.4% year-on-year increase in freight demand in December and a capacity rise of 5.9%. The healthy results helped boost cargo volumes for the 2016 calendar year by 7.6% - the largest increase of all regions, and accounting for almost half of the total global annual



increase in freight demand. The seasonally-adjusted growth trend is strong and corresponds with the sustained increase in export orders in Germany and the ongoing weakness in the Euro. Capacity in the region increased by 6.7% in the 2016 calendar year.

Source: [IATA](#), 1 February (IATA December Market Analysis available [here](#))

## AIRBUS SENDS “MAY”-DAY MESSAGE TO BREXIT SUPPORTERS

The UK’s decision for a ‘hard Brexit’ could negatively affect the countries’ aviation industry, especially airbus. In case London and Brussels cannot reach a settlement guaranteeing people free movement, up to 15,000 staff working directly or indirectly for Airbus in the UK might be negatively affected should the plane maker consequently freeze all investments, which total €4.7 billion a year.

Airbus Chief Operating Officer Tom Williams pointed out that any future UK-EU accord on trade matters must guarantee Airbus to move its staff and supplies from continental Europe to the UK and vice versa, without any restrictions, permanently or at short notice. If a hard Brexit should impede these basics, U.S. competitors would rejoice, taking every opportunity to undermine the success of the European aircraft manufacturer, he warned.

Source: [Cargo Forwarder Global](#), 30 January

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# Maritime

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## THE HYBRID NATURE OF PORT AUTHORITIES

ESPO has published a fact finding report on the nature port authorities in Europe. According to the report most ports are publicly owned. Only 6% of ports are privately owned (in the sample private ownership can only be found in the UK).

It seems that there is an evolution that more and more port authorities are structured as independent commercial entities (Ltd.-‘Limited Company’, SA-‘Société Anonyme’, etc.) and operate in a commercially-oriented way (50% of ports surveyed). However, there are still a lot of port authorities that are independent public bodies with their own legal personality and different degrees of functional and financial dependency from the public administration.

Port authorities manage the port land and infrastructure, sometimes in more than one port in the same country. 44% of surveyed ports manage more than one port. Since the last edition in 2010, merging of neighbouring port authorities happened either bottom-up, as a result of cooperation between port authorities, or driven by government’s policy.

Industry is also central for ports; 66% of respondent ports are hosts to industrial plants. The main industrial sectors in the sample relate to ship building and repairing, chemical and energy related industry, construction and steel industry, and food and fishing industry. These plants benefit from their location in a port for the import of raw material or for export of finished goods, thanks to the shortening of the transport leg. Synergies and clusters are also created in the ports, which generate even more advantages, for instance energy availability, circular economy, etc.

Source: [ESPO – Trends in EU Ports Governance 2016 Report](#)



## MOST EX-HANJIN SHIPS REMAIN INACTIVE

More than two-thirds of the 98 ships previously operated by collapsed Korean container line Hanjin Shipping are currently still parked up. In its latest Container Insight Weekly report, Drewry said an immediate impact of the Hanjin collapse was a rise of the containership idle fleet, after the 98 Hanjin-operated ships (aggregated capacity of 610,000 teu) stopped operations. The decline in size of the idle fleet from December onwards is in large part due to some of those ex-Hanjin ships being re-chartered. It said there are still 63 ex-Hanjin ships with close to 460,000 teu worth of nominal capacity that are parked up.

Source: [Lloyd's Loading List](#) and [Drewry Container insight weekly](#).

## REVIEW OF MARITIME TRANSPORT IN 2015

The Review of Maritime Transport is published annually by the UNCTAD secretariat since 1968 and aims to foster the transparency of maritime markets and to analyse relevant developments. The current edition (2016) presents a detailed analysis of maritime transport in 2015. The review supports the idea that the long-term growth prospects for seaborne trade and maritime businesses are positive. Developing countries seem to have ample opportunities to generate income and employment and to help promote foreign trade.

In 2015, estimated world seaborne trade volumes surpassed 10 billion tons - the first time in the records of UNCTAD. Shipments expanded by 2.1 per cent, a pace notably slower than the historical average. In 2015, estimated world seaborne trade volumes surpassed 10 billion tons - the first time in the records of UNCTAD. Shipments expanded by 2.1 per cent, a pace notably slower than the historical average.

Freight rates in 2015, were at historically low levels in most shipping segments, except for tankers, as a result of weak demand and oversupply of new tonnage. In the container segment, freight rates declined steadily, reaching record low prices as the market continued to struggle with weakening demand and the presence of ever-larger container vessels that had entered the market throughout the year.

Source: [UNCTAD - Review of Maritime Transport 2016](#)

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# Customs

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## WTO RULES IN FAVOUR OF THE EU IN DISPUTE ON RUSSIAN DUTIES

A World Trade Organisation (WTO) panel declared the Russian anti-dumping duties that hinder exports of Italian and German light commercial vehicles (LCVs) illegal. The anti-dumping duties were introduced by the Eurasian Economic Union in 2013 on light commercial vehicles (between 2.8 and 3.5 tonnes). Although Armenia, Belarus, Kazakhstan and Kyrgyzstan are also members of this union, unlike Russia they are not bound by WTO rules. The panel ruled that Russia failed to observe a number of WTO rules when introducing the anti-dumping duties which range from 23% to nearly 30%.

Source: [European Commission](#), 27 January



## INDIAN IMPORT TAX CAUSE FOR CONFUSION

The Loadstar reported this week that forwarders are expressing concern and confusion, on the eve of the new budget, over the recently implemented 4.5% ocean freight tax imposed on Indian importers. The tax came into effect on 22 January, with no notice, and is applied to all shipments imported into India which are 'pre-paid'.

If shipments are booked on the basis of cost and freight (C&F) or cost, insurance and freight (CIF), the ocean freight is paid by the exporter. But the confusion – as ever – lies with who must pay the new import tax, with forwarders complaining that they are being treated like banks. Shipping lines on the other hand were quick to respond to the tax, but have given customers longer to pay. Former president of the Indian cargo agents association Bharat Thakkar told The Loadstar: "This goes against the 'ease of doing business' promise by the government". He hopes the government will soon realise this and reconsider.

Source: [The Loadstar](#), 31 January

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## Sustainable Logistics

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### LEARN INTERNATIONAL WORKSHOP



CLECAT members and other interested parties are invited to join the Learn International Workshop taking place on the Tuesday 4 April 2017 (13:00-17:00) & Wednesday 5 April 2017 (9:30 – 17:00), hosted by the European Commission | Place Madou 1 | Brussels.

The event brings together private sector, government and civil society stakeholders with an interest in reducing the carbon footprint of the global freight and logistics sector.

The project 'Logistics Emissions Accounting and Reduction Network' (LEARN) of which CLECAT is a consortium members seeks to engage business to reduce the carbon footprint across their global logistics supply chain through improved emissions accounting. The workshop aims to introduce the LEARN project, partners and activities, collect feedback from stakeholders and explore how we can work together to maximize business uptake of carbon accounting and reduction.

Please confirm your participation [HERE](#)

[HTTP://WWW.LEARNPROJECT.NET](http://www.learnproject.net)

### ITF OUTLOOK: TRANSPORT CLIMATE MEASURES NOT SUFFICIENT

Earlier this week the International Transport Forum released the *ITF Transport Outlook 2017*. The study finds that current and foreseeable efforts to reduce CO<sub>2</sub> emissions from transport are not sufficient to achieve the international community's climate goals.

Continued strong growth in demand for mobility means that even in the most optimistic scenario, transport CO<sub>2</sub> emissions in 2050 will still be at 2015 levels of around 7.5 giga-tonnes, according to projections published in the *ITF Transport Outlook 2017*.



This scenario already assumes that new technologies and changed behaviour lead to significantly less CO<sub>2</sub> being emitted in relation to the total distance travelled. In the *ITF Transport Outlook's* less optimistic baseline scenario, a doubling of global transport demand will lead to an increase of transport CO<sub>2</sub> emissions of 60% between 2015 and 2050.

*“We need to both accelerate innovation and make radical policy choices to decarbonise transport”,* said ITF Secretary-General José Viegas on the occasion of the launch. *“Technology will provide about 70% of the possible CO<sub>2</sub> reductions to 2050. The rest will come from doing things differently, and this is where there is still a lot of potential. We need to think much harder about things like shared mobility, changes in supply chains and even new transport modes.”*

A key factor for the difficulty in reducing transport CO<sub>2</sub> emissions over the long run is shifting global trade patterns. As trade moves to regions with a lack of rail or waterway infrastructure, greenhouse gas emissions from road freight will almost double. Driven by more trade among the region's emerging economies, freight transport on intra-Asian routes will grow particularly strongly, by 250% to 2050. Operational measures such as truck-sharing, route optimisation or relaxation of delivery windows to optimise use of transport capacity would help to mitigate the emission increases here. Urban mobility is another area of concern. Car use in cities is set to double by 2050, as fast-growing emerging economies meet mobility demand. According to the ITF analysis, cities can keep the number of cars constant at the 2015 level if they act now to put in place integrated land-use and transport policies, use pricing to manage mobility patterns and invest in accessibility through public transport.

*“With the right policy mix, even fast-growing cities will be in a position provide today's level of mobility to citizens but in a more sustainable way”,* notes Jari Kauppila, Head of Modelling and Statistics at ITF.

Read the ITF Outlook 2017 [here](#).

## EU PROGRESS REPORT ON CIRCULAR ECONOMY ACTION PLAN

On January 26, the European Commission published the implementation report of the [Circular Economy Action Plan](#). This is the first implementation report of the action plan published in 2015. The aim of the action plan is to bring the EU closer to a circular economy.

The aim of the implementation report is to present a complete overview of the actions already delivered. Key actions have been undertaken in areas such as food waste, ecodesign, organic fertilisers, guarantees for consumer goods, and innovation and investments. Circular economy principles have also been gradually integrated in industrial best practices, green public procurement, the use of cohesion policy funds, and through new initiatives in the construction and water sectors.

The report is available [here](#).

## STATE OF THE ENERGY UNION REPORT

The Commission published on 1 February its Second Report on the State of the Energy Union, which shows that the modernisation of the European Union economy and the transition to a low-carbon era are advancing. In terms of greenhouse gas emissions, energy efficiency and renewable energy, Europe is on track to reach its 2020 targets. The EU as a whole has continued to make good progress on delivering the Energy Union objectives, in particular on the 2020 energy and climate targets. It has already achieved its 2020 final energy consumption target. The same is true for greenhouse gas emissions: in 2015, EU greenhouse gas emissions were 22% below the 1990 level. The EU is also on



track in the renewable sector where – based on 2014 data – the share of renewables reached 16 % of the EU's gross final energy consumption. Another important trend is that the EU continues to successfully decouple its economic growth from its greenhouse gas emissions. During the 1990-2015 period, the EU's combined Gross Domestic Product (GDP) grew by 50 %, while total emissions decreased by 22 %.

To further drive this process, the Commission announced a new “Energy Union tour” which will carry out further in-depth analysis of Member States' policies. The European low emission mobility strategy aims to ensure that, by mid-century, greenhouse gas emissions from transport should be at least 60 % lower than in 1990 and be firmly on the path towards zero, while ensuring the mobility needs of people and goods as well as global connectivity.

Source: [European Commission](#)  
Read the report [here](#).

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## General

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### MALTESE PRESIDENCY PRIORITIES FOR TRANSPORT



The European Parliament TRAN Committee heard the Maltese Minister for Transport Mr Joe Mizzi this week on the priorities of the Maltese presidency. The Presidency will give priority to maritime transport dealing with the legislative proposals on passenger ship safety and port-reception facilities. Priority will also be given to aviation (EASA Regulation, Air transport agreements). The Minister also referred to two events to be held during the Maltese Presidency: a Stakeholders Meeting on Maritime and Road Safety (28 March).

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### €2.14 BILLION REQUESTED FOR HORIZON 2020 PROJECTS

INEA (the EU's Innovation and Networks Executive Agency) has received 318 project proposals by last week's deadline. 28 proposals have been received for the call MG5-2-2017 on Logistics (Innovative ICT solutions for future logistics operations).

The total available budget for both calls is €266.2 million. An overview of proposals can be found [online](#). The Commission will now task independent experts with the evaluation of proposals. The final evaluation results will be known no later than April 2017. The Commission is looking for projects to develop innovative transport solutions in the fields of aviation, waterborne transport, road safety, green urban mobility, transport logistics and infrastructure.

Source: [INEA](#), 27 January



## EU AND MEXICO AGREE TO ACCELERATE TRADE TALKS

The European Union and Mexico will hold two additional negotiating rounds before the summer as part of an accelerated negotiation schedule for a new, reformed Free Trade Agreement. The dates of the upcoming rounds (3-7 April and 26-29 June) were agreed by Commissioner for Trade, Cecilia Malmström, and the Minister of Economy of Mexico, Ildefonso Guajardo. As part of this new schedule, fixed during a phone conversation, the two also agreed to meet in Mexico City between these rounds to take stock and push negotiators for further progress.

This step is seen by many as the EU's response to America's reconsideration of trade agreements. In a joint statement following their phone call, Commissioner Malmström and Minister of Economy Guajardo said: "Together, we are witnessing the worrying rise of protectionism around the world. Side by side, as like-minded partners, we must now stand up for the idea of global, open cooperation."

Source: [The European Commission](#), 2 February

## COMMISSION NEEDS TO IMPLEMENT BETTER REGULATION

The Impact Assessment Institute assessed implementation of the European Commission's Better Regulation Agenda and finds there is still room for improvement. The study concludes that the Commission needs to stick to its own procedures, focus on forming concrete evidence and set clear and verifiable goals for its Better Regulation Agenda. Crucially, the Commission has to publish all data that it uses for Impact Assessment and in particular stop using inaccessible analytical models.

One issue the Institute identifies is that not all legislative proposals are supported with an impact assessment. Additionally there could be more transparency in the procedures and models used for impact assessments. The study also finds that the Commission could improve the way in which public consultations are used.

Find the full report [here](#).

## VAN & DELIVERY ROBOTS: LAST-MILE DELIVERY OF THE FUTURE?

Delivery robot developer Starship Technologies has secured \$17.2 million in seed funding investments led by Daimler, supported by a number of venture capital companies (VCs) and other investors. The company is building a fleet of autonomous robots, monitored by humans, designed to deliver goods locally in 15-30 minutes within a 3-5km radius. A first prototype emerging from the cooperation was introduced back in September 2016, involving a Mercedes-Benz Sprinter acting as a mobile loading and transport hub for eight robots. Currently commercial delivery pilot programmes are running in several European countries.

Source: [Lloyd's Loading List](#), 27 January



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# Forthcoming events

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## CLECAT MEETINGS

Road Institute

7 February, Brussels

Sustainable Logistics 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

Joint Trade Contact Group and Customs Expert Group Meeting

30 January, Brussels

GLEC meeting

9 February, Essen

EC meeting on the IA on access to service facilities (rail)

10 February 2

VEHICLE OF THE FUTURE LAUNCH

14 February, Brussels

UNECE-Meeting Intermodal transport

21 February, Geneva

Short-Sea Shipping Seminar

27 February, Brussels

ECSA Maritime Conference

1 March Brussels

ERFA annual conference

7 March, Brussels

SITL

14-16 March, Paris



European Truck Platooning Challenge Networking Event  
21 March, Brussels

EC Conference on Connected and Automated Driving  
5-6 April, Brussels

## EP/COUNCIL MEETINGS

### European Parliament Transport and Tourism Committee

27-28 February, Brussels

22-23 March, Brussels

### Plenary Session

1-2 February, Brussels

13-16 February, Strasbourg

### Transport, Telecommunications and Energy Council

27 February, Brussels

8-9 June, Brussels

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