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## *News from Brussels*

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### **DATA EXCHANGE IN LOGISTICS: HOW TO ENABLE A JOINED-UP APPROACH FOR TRADE AND GOVERNMENT**

At the second Conference organised by TLF Overseas and CLECAT at the SITL in Paris, more than 80 participants came together to review progress and challenges on data exchange between government and business.

Speakers explored and discussed the practical advantages of better exploiting available data and the use of information and communication technologies (ICT) in transport and logistics efficiency: simplification, lowering costs, and a better use of resources and existing infrastructures. The EU-funded research project CORE ([www.coreproject.eu](http://www.coreproject.eu)) continues to test concepts whereby the same information should be reported once-only for different purposes, whilst demonstrating both the integrity of data and security of goods. To meet these goals, several trade lane demonstrators are testing solutions, involving logistical service providers, transporters, as well as end-to-end business stakeholders.

Speakers from the CORE consortium showcased possible solutions for standardisation and automation in data analysis through advanced data-sharing for the supply chain visibility. By building

the shipping information pipelines, all parties in the trade lane can exchange confidential information on supply chain events, and, at the same time, prove the continuous integrity of containers and goods throughout the total shipment. Nicolette van der Jagt, Director General of CLECAT noted, 'This is a very promising development in the CORE project, connecting industry and Member States, both preparing for the next steps in support of digitalisation on data exchange to facilitate trade and commerce.' She continued: 'CLECAT is equally involved in other EU Horizon 2020 projects, such as SELIS, addressing innovation in logistics and supply chains and building on intelligence from the CORE project, stimulating and accelerating innovation adoption in order to support growth of the European economy through competitive and sustainable logistics. As freight forwarders' representative associations, we see the need to raise the profile and understanding of new logistics technologies and business processes that are being proposed in EU support and innovation programmes.'

CLECAT and TLF Overseas engage with policymakers when it comes to legislation and compliance issues, but believe freight forwarders will equally benefit from public-private partnerships in support of better collaboration. Anne Sandretto, General Manager of TLF Overseas noted, 'we and CLECAT are member of the Digital Transport and Logistics Forum (DTLF) established by the European Commission to bring our expertise to foster more efficient exchange of electronic information in transport and logistics (between and within transport modes).' She added: 'Digitalisation is crucial in a market which is extremely dynamic and where the professional competence of the freight forwarder is increasingly essential. Also, we find it important that companies are able to select and implement their particular solution as part of an open environment, which is technology-independent – based on existing standards such as the UN/CEFACT which focuses on currently-implemented international standards of data exchanges including the WCO Data Model. At the same time we need to address issues relating to privacy, liability and ownership of data.' Having said this, there is no doubt that digitalization creates new opportunities for business and government and will change the way cargo flows will be managed in the future.

Speakers at the event included: Dominique Willems, CLECAT, Wout Hofman, Ph.D., Senior Research Scientist, TNO, Joris Tenhagen, Manager Business Development, Seacon Logistics Group, Dr. Lance Thompson, International Development Manager, CONEX and Eric Louette, MEEM/DGITM – ITS Task Force. Presentations are available at the [CLECAT website](#).

## "I AM" MEMBERS AGREE ON PRIORITY TOPICS FOR 2017

During the first 2017 meeting, the 22 members of the newly-born I AM Industry Alliance of transport chain stakeholders, including CLECAT, have agreed upon their common vision regarding multimodality, connectivity, logistics and growth and will start to work on the following issues:

- Reduction of air pollution: decarbonisation, NOx and sulphur emissions
- Intermodality: Combined Transport Directive, interoperability and Inland Waterways connections;
- Digitalization: E-transport documents and the Reporting Formalities Directive.

The next plenary meeting of the Alliance will take place during the TOC Europe conferences in Amsterdam at the end of June. The meeting will be dedicated to the adoption of the roadmap for 2018; in view of the multimodal year. For the members of the Alliance, policy makers should give more attention to multimodality. No cargoes reach consumers while using a single mode of transport. Efforts should therefore be mobilized to facilitate seamless and sustainable operations involving different modes of transport.



Nicolette van der Jagt, Director General of CLECAT said, ' we look forward to work with the other industry actors on the prioritized topics. This is particularly important for a number of industries which are getting rid of the "silo thinking" and engaging in "change management" to face the current economic, environmental and social challenges.'

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## Maritime

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### CLECAT & FIATA JOINT VOICE ON CAPACITY LEVELS

CLECAT and FIATA issued a joint press release earlier this week, expressing their concern on the current situation in the liner shipping market to Asia, where capacity has decreased dramatically with repercussions on rates and service. Due to higher demand and capacity managed by carriers, shippers may have to wait for weeks to ship a container. The associations stressed the importance of the availability of sufficient capacity to ensure the facilitation of world trade. Carriers must respect ongoing agreements and contracts. FIATA and CLECAT are open to discuss with the ocean carriers these current developments and the difficulties they are facing, but they cannot ignore their members' concerns with the level of service.

CLECAT and FIATA recognise that demand for shipments from Europe to the Far East has increased. However, the question arises whether the current situation of insufficient capacity can be explained merely by higher demand.

"We witness an increase of vessels being taken out of circulation, which in our opinion contradicts the current increase in demand. On some routes shipping lines only accept bookings for sailings as far away as in four weeks' time. Furthermore, it has been extremely difficult for the industry to deal with blank sailings", said Mr Jens Roemer, Chairman of the FIATA WG Sea.

FIATA and CLECAT emphasise the importance of ocean carriers in the global supply chains and are aware of the difficulties their industry is facing. However, in order to prevent long-lasting damage to trade CLECAT and FIATA urge carriers to do all that is possible to guarantee sufficient capacity to traders.

Following further questions from *Lloyd's Loading List* Nicolette van der Jagt said: "We are witnessing a process of horizontal integration by the liner shipping industry. We have had discussions at our recent Maritime Institute meeting about this development, with the remaining global shipping lines now organised in only three remaining alliances. This is considered as a threat in its own. Given that capacity in the industry is concentrated in the hands of a few players, active globally, I would agree that the current capacity shortage situation may have been exacerbated by the recent consolidation and new alliance formation among shipping lines. We will bring these developments to the attention of those that should monitor and safeguard compliance with competition rules in the EU."

But she said CLECAT could not make any statement at this point as to whether the market conduct of lines described above, in relation to the current Europe-Asia capacity situation, is consistent with EU and international competition rules. "I think that this should be assessed by DG COMP and other competition authorities around the world," she said. "At the same time we see a process of vertical integration, but the (EU) Commission has found no competition concerns arising from the vertical



links created by the merger between the markets for liner carriers, terminal operators, ports and freight forwarders.”

The Press Release is available [here](#)

## AGREEMENT REACHED FOR SALE OF HAMBURG SÜD TO MAERSK

Mærsk A/S has announced that it has reached an agreement with the Oetker Group for its subsidiary, Maersk Line, to acquire the German container shipping line Hamburg Südamerikanische Dampfschiffahrts-Gesellschaft KG (Hamburg Süd). “Today (March 14), the parties have signed a Sale and Purchase Agreement. The agreement is subject to board approvals, which are expected during Q2 2017 following which further details in respect of the acquisition will be communicated. Maersk Line still expects to close the transaction end 2017, the Danish group said in a statement. The acquisition, first announced in December last year was subject to final agreement and regulatory approvals.

Source: [Lloyd’s Loading List](#), 15 March

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## Rail

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## GERMAN ROAD TOLL SCHEME STILL DISCRIMINATING, SAY MEPS

Germany’s planned road toll scheme for private cars would discriminate against foreign drivers, even though changes to it have been accepted by the EU Commission, say MEPs in a resolution voted on Wednesday. They argue that the scheme would breach EU law by allowing German drivers to deduct toll costs from their vehicle tax, even though foreigners cannot do so. The resolution had previously been adopted by the TRAN Committee.

The EU Commission launched infringement proceedings against Germany on 18 June 2015, but then suspended them after reaching an agreement with the German Ministry of Transport Infrastructure on 1 December 2016 on a revised scheme. Because even the revised scheme would allow only Germans to deduct toll costs, it “does not impose an additional burden on German drivers and therefore maintains an indirect discrimination based on nationality”, MEPs say in the resolution, adopted by 510 votes to 126, with 55 abstentions.

They ask the Commission to say why it considered the revised plans sufficient to justify suspending the infringement proceedings against Germany. “The Commission, as guardian of the Treaties, must monitor the correct implementation and application of the law after its adoption”, said Transport and Tourism Committee chair Karima Delli (Greens/EFA, FR), who tabled the motion on the committee’s behalf. MEPs also ask the Commission to provide relevant information on its analysis of the new “PKW-Maut” measures presented by the German authorities and their conformity with EU law.

Any national road charging system that directly discriminates based on nationality or when combined with national tax measures to the benefit of only nationals from a given member state, “e.g. a deduction from the national vehicle tax, thus pursuing the objective to charge primarily foreign users, constitutes a violation of the non-discriminatory principle enshrined in Article 18 of the Treaty on the Functioning of the European Union”, they say.



There is a need for common rules to establish a coherent, fair, non-discriminatory and harmonized framework for road charging systems for any type of vehicle in the EU, MEPs say. The forthcoming revision of the Eurovignette and European Electronic Toll Service (EETS) legislation would be an opportunity to establish such a framework, they add.

Source: [European Parliament](#), 15 March  
The Parliamentary Resolution is available [here](#).

## PORT OF ANTWERP SUPPORTS RAIL FREIGHT SERVICE

H&S Container Line is to introduce a second weekly freight service between Andernach in Rhineland-Pfalz in Germany and the Belgian port of Antwerpen, with financial support from the port authority. Around 64 million tonnes of freight were carried between Antwerpen and Germany in 2015, the majority by water but much of it by road. In October 2016 the port authority called for proposals to improve rail connectivity with the Rhein-Ruhr and Rhein-Main regions, offering financial support for a limited period. Several other rail operators also submitted proposals. Although not all of these met the conditions for financial support, B Logistics has introduced a new service to Ludwigshafen and DB Cargo has started an operation to Wanne-Eickel and Mannheim. This was the second time that the port authority had called for proposals covering specific regions, with the launch of services to Poland, the Czech Republic and Austria being supported last year.

Source: [Railway Gazette](#), 15 March

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# Road

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## TARGETED STAKEHOLDER MEETING ON COMBINED TRANSPORT

CLECAT has been invited to participate in a targeted consultation meeting on combined transport taking place on the 30<sup>th</sup> March in Brussels. The Commission is planning an amendment of the Combined Transport Directive (92/106/EEC) by the end of 2017 and is consulting the stakeholders on possible options and their impacts. The consultation supplements the public consultation, is technical in nature and requires pre-knowledge about and/or experience in intermodal transport. The public consultation is ongoing and available on the website of DG MOVE ([see link](#)).

Combined transport of goods is where the major part the journey is carried out by train, ships or barges and is served by a short road leg in the beginning and/or end of the journey. In combined transport the goods are loaded into intermodal loading units (e.g. containers) in the beginning of the journey and these loading units are moved from one type of transport to another without reloading the goods themselves (transhipped).

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# Air

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## LUFTHANSA AND PILOTS END TARIFF BATTLE

The basic accord reached on payments, retirement issues, working conditions is a breakthrough for both sides, the Lufthansa Group including LH Cargo and Germanwings and the pilot union



Vereinigung Cockpit (VC). The settlement reached on Wednesday will be in force until mid-2022, giving forwarders and passengers more planning security.

Since 2012 the union VC Cockpit have organised fourteen strikes, standing many passengers and cargo shipments. According to Lufthansa, the accord reached on wages, occupational pensions and other subjects is to be valid until mid-2022. Conversely, their pilots accept the conversion of working pensions to fixed contributions. The new regulation will already have an impact on the balance sheet in fiscal 2017. Lufthansa guarantees their 5,400 cockpit staff that at least 325 jetliners will be operated by mid-2022 under these conditions. This roughly equals the current number of aircraft operated by the LH Passenger Airline. It would result in 600 vacancies for captains, and around 700 already trained junior pilots could be given firm positions.

Source: [CargoForwarder Global](#), 15 March

## SCHIPHOL: 'EARLY WARNING SYSTEM' FOR PHARMA SHIPPERS

Amsterdam Airport Schiphol is developing an early warning system for pharma shippers, using a one million euro subsidy awarded by the Netherlands Organisation for Scientific Research (NWO), and TKI Dinalog, the Dutch Institute for Advanced Logistics. The money will fund data collection and monitoring of Pharma Gateway Amsterdam (PGA) shipments in order to identify exceptions such as temperature incursions. This data will then be used to design a model to alert shippers when there has been an issue with their consignment. Schiphol has teamed up with Air France KLM Cargo, Cargonaut, and PGA members for the project, which starts this month with results expected later this year.

Source: [Amsterdam Airport Schiphol](#), 14 March

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# Customs

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## CLECAT: SINGLE WINDOW SHOULD FACILITATE TRADE

In December 2016 a project group started working on the first phase of the DG TAXUD Customs Single Window initiative. The goal of the project is to study a possible framework to develop an EU-Single Window environment for customs including the legal context. The EU Customs Single Window initiative is being driven by the need to enhance, streamline and digitalize customs controls processes. It aims at facilitating EU trade through faster and less administratively burdensome customs clearance procedures while ensuring proper accountability and control. This project group will provide MS, traders' representatives and the Commission with a platform to reflect and discuss on the different aspects that could be considered in the development of the EU Single Window environment for customs from the short run to the long term.

Last week the first phase of the CWS project was concluded. The first phase was a preparatory phase where the state of play of SW developments in the EU was explored. 16 member states presented their national customs IT-situation and future plans. Also several other EU activities on Single Window related issues were discussed such as EU customs certificates exchange, EU activities in the area of prohibitions and restrictions, the DG Move eManifest and Maritime Single Window initiatives, the Once-only principle project (TOOP) and UNECE recommendations for data harmonisation and single window .



In the next phase the substantial elements of the EU SW environment for customs will be analysed and defined. Finally a legal framework and work plan will be delivered. CLECAT is part of the Customs single Window project group. For freight forwarders, customs brokers and their clients enhanced, streamlined and digitalized customs controls processes are essential. However, a single EU-wide solution might not be realistic and the Maritime Single Window initiative even showed negative effects for trade. So, when Single Window initiatives are launched, CLECAT considers it very important that the goal remains trade facilitation through faster and less administratively burdensome customs clearance procedures. Therefore it is very important that the Commission keeps exploring and working on more integrated processes and IT-systems for customs and other border authorities by cooperating with the freight forwarding community.

## ELECTRONIC ID, SEALS AND SIGNATURES

[Regulation \(EU\) N°910/2014](#) on electronic identification and trust services for electronic transactions in the internal market, or simply eIDAS Regulation, aims at providing a predictable regulatory environment to enable secure and seamless electronic interactions between businesses, citizens and public authorities. The goal of the eIDAS Regulation is to:

- Ensure that people and businesses can use their own national electronic identification schemes (eIDs) to access public services in other EU countries where eIDs are available.
- And creates a European internal market for eTS - namely electronic signatures, electronic seals, time stamp, electronic delivery service and website authentication - by ensuring that they will work across borders and have the same legal status as traditional paper based processes. Only by providing certainty on the legal validity of all these services, businesses and citizens will use the digital interactions as their natural way of interaction.

Freight forwarders and customs brokers exchange digital information with several authorities on a day to day basis, often even in several EU member states. Customs is one of those main authorities. The recently implemented Union Customs Code states in article 6 that all exchanges of information, such as declarations, applications or decisions, between customs authorities and between economic operators and customs authorities, and the storage of such information, as required under the customs legislation, shall be made using electronic data-processing techniques. Almost all declaration procedures are already electronic for many years. Other process such as the granting of authorisations and other customs decisions, still have to be digitalised and for these processes e-ID and e-Signature will play an important role and therefor also the eIDAS regulation.

CLECAT considers the goals of the eIDAS regulation very important. In international logistics easy and harmonised cross-border electronic identification, while maintaining cyber security is very import. There are however some concerns for freight forwarders:

- In customs matters often legal persons do customs declarations, apply for authorisations etc. The e-ID is however mainly based on natural persons. It is still not sure how the e-signature can work for legal persons.
- For the purpose of data quality, general compliance and business efficiency, more and more data is being provided to authorities by trade with automated system-to-system interfaces. It is still not clear how the e-ID and -signature can work for these interfaces.
- Article 18 UCC provides for direct and indirect representation, which is very common in customs matters and procedures. It is very important that in the development of the e-ID and e-signature the right for any person to appoint a customs representative is not being limited.



CLECAT has addressed these concerns to the EU Commission and will maintain dialogue with the Commission and other organisations to ensure that the goal of a predictable regulatory environment to enable secure and seamless electronic interactions between businesses public authorities will be met.

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## *Sustainable logistics*

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### **EESC POSITIVE OPINION ON EU DECARBONISATION OF TRANSPORT**

The European Economic and Social Committee (EESC) this week published an opinion on the EU's Strategy for Low-Emission mobility and an evaluation of the Connecting Europe Facility (CEF). The EESC endorses the Low emissions mobility strategy, and the holistic approach of the strategy, which provides coherence between transport and other policy areas. The EESC would like to see this link be further developed, especially with regards to the prospects of the digital economy. The EESC also provides positive feedback for the CEF and welcomes its support for support for clean, low-carbon transport and sustainable energy structures, but would like to see more resources allocated to the CEF. Read the EESC's opinion of the European Strategy for Low-Emission mobility [here](#) and the evaluation of the Connecting Europe Facility [here](#).

### **EUROPEAN PARLIAMENT RESOLUTION TO PROTECT ARCTIC**

Climate change is bringing new environmental and security challenges in the Arctic, as the melting ice cap opens up new navigation and fishing routes, and competition for its natural resources heats up, say MEPs in a resolution voted on Thursday. They call for measures to protect the vulnerable Arctic ecosystem, ban oil drilling there and keep it a low-tension and cooperation area.

MEPs also reiterate their 2014 call to halt the use of heavy fuel oil in maritime transport on the Arctic sea. Should this not prove feasible at international level, the Commission should come up with rules to prohibit the use and carriage of HFO for vessels calling at EU ports, they add.

General

### **GLOBAL SUPPLY CHAINS SET TO IMPROVE, DUE TO BLOCKCHAIN**

[Harvard Business Review](#) issued this week an interesting article on the blockchain technology and how it revolutionises the supply chain. "What we end up with are dynamic demand chains in place of rigid supply chains, resulting in more efficient resource use for all" says Michael J. Casey senior advisor at the MIT Media Lab's Digital Currency Initiative. The key point about blockchain is the technology's resistance to messages about a particular supply chain being tampered with – either inadvertently or purposefully – because everyone in a supply chain is able to "monitor the activity of each other's credentialed staff".

However, blockchain technology still faces some obstacles before it can be fully implemented in the Supply chain. The biggest relate to the development and governance of the technology. An open system would be ideal to encourage participation and access, but corporations are likely to also develop their own closed systems. Other obstacles include complex regulations and liability definitions that need to be translated into the technology and the need to develop best practices and standards shared across the industry.



## INLAND WATERWAYS NEED TO “MAKE MORE NOISE”

Stakeholders of the Inland waterways need to “make more noise” to become more visible for policy makers and attract more financing. This was one of the key messages of the Conference on “Development of multimodal transport in the region Elbe/Oder”, attended by CLECAT, and hosted by the KEO – Chambers’ Union Elbe/Oder in Brussels this week. Speakers at the conference included Mathieu Grosch, European Coordinator for the Orient-East Med Corridor, Thomas Webel, Minister of Regional Development and Transport of the German federal state Saxony-Anhalt, Lubomír Fojtů, Administration of waterways in the Czech Republic, and Jerzy Materna Vice-Minister of maritime economy and inland navigation of the Republic of Poland.

Speakers discussed the unused potential of inland waterways and the importance and difficulties of cross-border transport corridors. Transport routes like the Elbe/Oder have the potential to increase capacity and alleviate road traffic, but face issues such as infrastructure problems creating bottlenecks for the entire route (for example bridges in Poland that ought to be raised to allow bigger ships to pass). Participants also stressed the dependence of rail and especially inland waterway infrastructure projects on public funding such as the Connecting Europe Facility (CEF). According to Mr Grosch, without public funding such infrastructure could not exist and there would be limited modal shift.

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## *Forthcoming events*

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### CLECAT MEETINGS

#### Customs and Indirect Taxation Institute

20 March, Brussels

#### Supply Chain Security Institute

21 March, Brussels

#### Air Logistics Institute

21 March, Brussels

#### Road Institute/working group Road (CLECAT/FIATA)

30 March, Zurich

#### SELIS Plenary meeting

30/31 March, Athens

#### FIATA Headquarters meeting

31 March, Zurich

#### Customs and Indirect Taxation Institute

16 June, Lisbon

#### Board and General Assembly

16 June, Lisbon



## OTHER EVENTS WITH CLECAT PARTICIPATION

### European Truck Platooning Challenge Networking Event

21 March, Brussels

### SELIS Plenary meeting

29-30 March, Athens

### Stakeholder meeting on Combined Transport

30 March, Brussels

### LEARN International Workshop

4-5 April, Brussels

### ELP dinner event on Smart Freight Logistics

24 April, Brussels

### EC Conference on Connected and Automated Driving

5-6 April, Brussels

### Global Green Logistics: Making Emissions Accounting Work for Business

9 May, Transport logistic Messe, München

### Global Liner Shipping Conference

16-17 May, Hamburg

## EP/COUNCIL MEETINGS

### European Parliament

#### Transport and Tourism Committee

22-23 March, Brussels

10-11 April, Brussels

#### Plenary Session

13-16 March, Strasbourg

3-6 April, Strasbourg

### Transport, Telecommunications and Energy Council

8 June, 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](mailto:nicolettevdjagt@clecat.org) / [info@clecat.org](mailto:info@clecat.org)



