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## *News from Brussels*

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### **CLECAT INSTITUTES MEET IN BRUSSELS**

Meetings were held on 20-21 March of the CLECAT Customs and Indirect Taxation, Supply Chain Security and Air Logistics Institutes.

The Supply Chain Security Institute discussed developments in Pre-Loading Advance Cargo Information for the air mode, as well as information on secure parking for road transport and the development of guidance on security for road transport operators with Juha Hintsa of CBRA. The Institute elected Olivier Layec, General Secretary of Crystal Group and delegate of TLF, as its new Chair.

The Air Logistics Institute discussed developments in implementing e-Freight, including the e-Air Waybill, and efforts to improve partnership with carriers and shippers. Also discussed was the implementation of the EU Aviation Strategy and efforts to measure and report on aviation carbon emissions. The Institute elected Mike Jones, policy and compliance advisor of BIFA as its new Chair.

The Customs Institute had a long agenda discussing strategies with regards to the UCC implementation and options for the ICS2 transition strategy. Members continue to have problems at national level with implementation issues related to the UCC, in particular with regards to guarantees, REX, proof of union status, centralised clearance, provision of information to customs authorities and AEO. Members took note of the developments made within the Single Window Project Group, acknowledging that the purpose of the Project Group was to conduct a study on the current situation and possible options for future development of a single window environment.

## TRAN HEARING ON LOW-EMISSION MOBILITY

The TRAN Committee held a hearing on Wednesday this week on ways in which Europe seeks to lower its environmental impact through low emission mobility. The hearing consisted of two panels, the first providing an academic overview on the subject and the second a joint discussion with industry experts on road, rail, air, inland waterways and maritime transport.

The European Environment Agency foresaw a 58% growth in freight transport between 2010 and 2050, which would require decoupling of emissions growth from economic growth. While technological advances were **seen as the best solution, the EEA qualified this saying that previous** technological progress in emissions reduction had been offset by growth in demand. Regarding internalisation of external costs, INFRAS confirmed that they would be updating the DG MOVE handbook on the scientific basis for measures to ensure that charging covers all externalities.

In the panel, Erik Jonnaert of ACEA outlined the need for improved testing procedures, continued optimisation of combustion engines, development of alternative power trains, digitisation and connected intelligent transport systems, and exploration of new business models. He highlighted the benefits of an integrated approach across the value chain in reducing emissions. Matthias Maedge of the IRU said that 100% Euro VI uptake by 2020 was technically possible but would nonetheless be a very ambitious target. Karin de Schepper of Inland Navigation Europe called for a level playing field between inland waterways and other modes, whether by benefiting from the same regulations and public funding or removing these benefits from others. Patrick Verhoeven of ECSA called for serious engagement in the debate at IMO level on reducing shipping emissions and for support for innovation, as maritime transport would remain fossil-fuel dependent for some time. Michael Bösch from Swiss Federal Railways said that while rail was the best performing mode for life-cycle emissions, its future performance depended on investment in road-rail infrastructure connections.

CLECAT [supports](#) a holistic approach to low-emission mobility, based on efficient logistics driven by digitisation, investment in intermodal connections, a fair approach to any pricing initiatives, enabling of cleaner vehicles and developing real-world logistics carbon footprinting.

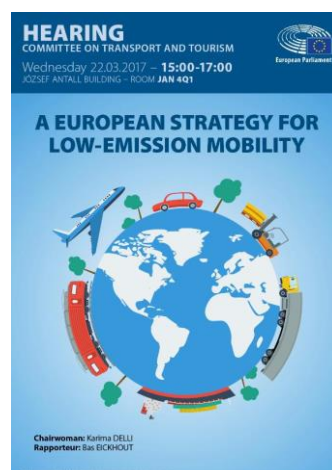
## LEARN WORKSHOP & GREEN FREIGHT PROGRAMMES EVENT



**LEARN International Workshop 4-5 April in Brussels.** This workshop organized through the EC-funded LEARN project will explore how to make carbon accounting work for business and support emission reduction. You can still register by following this [link](#) to register. CLECAT Director Nicolette van der Jagt will introduce the LEARN project in the [opening session](#).

Learn more about LEARN through the new [FLYER](#).

**Green Freight Europe Programs workshop 6-7 April in Brussels.** This workshop explores how to expand green freight programs across Europe and promote collaboration between them. Green freight programs, and their adoption of the GLEC Framework, are an important vehicle to drive emissions accounting and adoption across industry. You can still register by following this [link](#).



## 60 YEARS OF THE ROME TREATY



Here you will find an overview of events around Europe to mark the 60th anniversary of the Treaty of Rome and look back at some of the milestones [that have shaped today's Europe](#).

Thousands of pro-Europeans will take to the streets of Rome tomorrow for the [March for Europe](#). Another march is starting at Place du Luxembourg in Brussels at 2PM.

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## Maritime

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### US DOJ INVESTIGATION INTO CONTAINER SHIPPING SECTOR

Several major international container shipping lines last week received subpoenas from the US Department of Justice as part of an investigation into the container shipping sector. The probe comes as carriers are undertaking big changes following a crushing downturn, consolidating businesses while exerting new discipline on operations and pricing. They're also resetting operations this spring under three big alliances that will divide an enormous share of containerized goods on major trade lanes. The shipping lines are seeing freight rates rise at a substantial pace off last year's historic lows, increases carriers say are the result of tight capacity.

Lloyds' Lloyd's List reported on the DOJ investigation quoting a spokesperson for Mediterranean Shipping Company (MSC): "We confirm that several container shipping lines, including MSC Mediterranean Shipping Company, received last week subpoenas from the US Department of Justice. Due to the ongoing nature of the investigation we cannot comment further at this stage." Lloyd's List reported that the US Department of Justice served the subpoenas on lines at a meeting in San Francisco of the International Council of Containership Operators, commonly known as 'The Box Club', taking advantage of the presence of so many international lines within the US. Most of those attending the latest meeting represented non-US lines, Lloyd's List said. The Box Club has permission, filed with the US Federal Maritime Commission, for competitors to meet to discuss matters of mutual interest that are not of a commercial nature.

CLECAT and FIATA issued recently a [press release](#) on the situation in the liner shipping market, in particular in view of the fact that forwarders with regularly export containers from Europe to Asia have been facing a large drop of available slots for containers on almost every shipping line. They have been facing unusually tight capacity for the time of year for several weeks leading to rising rates, booking restrictions, and blank sailing. The main reason given by carriers of the two new alliances, The Alliance and the Ocean Alliance, was the reshuffling of their organization and the repositioning of their ships to start their new services next month. However, we are of the opinion that the current capacity shortage may have been exacerbated by the recent consolidation and new alliance formation among shipping lines. CLECAT also noted that the situation should be assessed by DG COMP and other competition authorities around the world.



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# Rail

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## EC SETS RAIL PRIORITIES AT ERFA EVENT

At ERFA's recent event on Rail Market opening, Sian Prout, Head of Unit of DG MOVE for the Single European rail area highlighted that the top priority is to ensure effective and timely enforcement of existing EU rules on market opening and to fill the existing loopholes with implementing measures, particularly on access to facilities and timetabling.

She noted: 'One of our top priorities this year will be the enforcement of the existing rail legislation. This in particular concerns the Recast Directive, as well as having recourse to other instruments under competition policy to address unfair practices. For this we will be working closely with our colleagues in DG Competition and will be assisted by national regulatory bodies, which, as you know, have been considerably strengthened by the Recast. We are also bringing together national competition authorities and national rail regulators to pool their efforts to tackle the anticompetitive practices in rail.'

In parallel we will complement the existing rules with the aim of spreading best practices and enhancing coordination between the key stakeholders within the sector: a new legal act on access to service facilities and a delegated act on timetabling will be further discussed in the coming months..' 'All the Rail Freight Corridors are now in operation and clear positive results have been achieved. But there is still so much to be done. The revitalisation of rail freight and modal shift can only happen if the quality of the services offered sharply increases.

As reported in a recent Newsletter the Commission has decided to hold off revision of the RFC Regulation next year to give the current efforts more time. Ms Prout noted: 'We want to leave time to the sector to progress on ongoing projects and initiatives, including the ETA project, the TTR and the KPIs. And we will pursue the ambitious development of the RFCs through soft measures. But that is not a postponement by another name. The sector needs help now and there is a need to maintain the dynamism and momentum that we saw last year, through the efforts put into the sector Declarations. There is no time to be complacent and let time slip by. See the speech of Sean Prout [here](#)

CLECAT participated recently in a meeting at RNE's offices in Vienna with Railway undertakings and Infrastructure managers to progress on the KPI's. There is a willingness to continue the work, in particular for the major corridors. Progress was made in a gaining a better understanding of the needs and constraints of the parties and towards implementation.

## DB AND RENFE FINED FOR ANTI-COMPETITIVE PRACTICES

DB and Renfe were found guilty of anti-competitive practices, aiming at closing competition in the rail freight market in Spain. They have been fined €75.6 million euros by the Spanish competition authority. See the [article](#) (El Periódico)



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## Road

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### BULC CALL FOR DIGITAL CO-OPERATION

Violeta Bulc, the European Commissioner for Transport, said earlier this week at an event marking the 20th anniversary of the Association of European Vehicle Logistics (ECG) in Brussels that the Road Package will be published on the 31st May. This was 'known' but not yet publicly confirmed by the Commissioner.



In her address she urged the finished vehicle logistics sector to work with the European Commission and EU Member States to push for legislative reforms and policies to support better use of developing technologies. Bulc stressed that digitalisation would be vital to the success and survival of transport and logistics companies, even if many of their processes today were still manual. "Digitalisation is not just changing the economy, it is also changing transport," she said. "You cannot ignore the potential that new technology and 'industry 4.0' represents for the sector, including blockchain databases, truck platooning and autonomous driving." She noted that the Commission has far-reaching ambitions to create an open data exchange across Europe's multimodal transport networks to turn them into "ecosystems", with access to data that can help improve safety as well as reducing emissions and traffic. The Commission is also accounting for autonomous driving and connected-vehicle technology in legislation on logistics corridors.

She promoted the use of a digital tolling solution applied across Europe. "With digital tolls, a truck would be able to pass through multiple Member States and highway networks and pay [tolls and road charges] automatically without having to carry five or six electronic boxes in the truck," she said. She also reiterated the importance of more EU Member States adopting the e-CMR (electronic consignment note) protocol, which allows for electronic filing of legal transport documents and billing. Late last year, France and Estonia joined just nine other members of the EU, along with Switzerland, in adopting the protocol. Notable absentees to the e-CMR include Germany, which is one of Europe's key transit countries as well as its largest economy and vehicle market. Bulc said she would like to see all EU Member States adopt the protocol by the time her term ends in 2019. She also said increasing multimodal logistics was a priority for DG MOVE.

"We are going to make 2018 the year of multimodality in the EU, in which we will focus on finding and addressing missing links," she promised.

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## Air

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### EUROPE-ASIA AIR FREIGHT BOOM

The current constraints on ocean freight capacity from northern Europe to the Far East have contributed to a significant spike in air freight demand as shippers shift urgent cargo from sea to air freight, European carrier IAG Cargo confirmed, with volumes up almost a quarter on certain routes.



IAG Cargo said it had seen “a boom in demand on key routes from Europe into Asia Pacific (APAC) over the first two months of the year. Cargo volumes from Europe to APAC over this period have increased by 23% when compared to the same timeframe in 2016, with fashion, spare parts, fresh fish and leather goods performing particularly well.”

The first two months of the year also saw a 4% growth in the tonnage of goods moving from Europe to the rest of world, compared to the same period last year, and a 6% growth in goods exiting Asia Pacific, the carrier added.

Other air freight stakeholders have also reported a spike in eastbound air freight prices and volumes in recent weeks on Europe-Asia services, [due to the shortages in Europe-Asia eastbound ocean freight capacity](#), as forwarders and shippers divert urgent shipments from sea freight to air freight transport. Claude Picciotto, air freight procurement director for Bolloré Logistics, told *Lloyd's Loading List* that the reduction of capacity by shipping lines was causing volume to spill from sea to air transport, sending the cost of non-contracted air space up by 20-30%.

CLECAT and FIATA have [commented](#) on the maritime capacity constraints, calling for provision of sufficient capacity and respect by carriers of existing contractual agreements.

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

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## Customs

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### INTA ADOPTS BEGHIN REPORT ON EXTERNAL ASPECTS OF CUSTOMS PERFORMANCE

On 21 March 2017, the own-initiative report of MEP Tiziana Beghin (Italy), on the evaluation of external aspects of the customs performance and management as a tool to facilitate trade and fight illicit trade, has been adopted by the INTA Committee.

Having taken into account the 126 proposals for amendment submitted on her initial report, Mrs Beghin worked together with the Shadow Rapporteurs and 20 Compromise Amendments were issued prior to the vote. The report adopted is largely based on these compromises.

The report notes in particular that nowadays divergent customs procedures are creating fragmentation and additional administrative burdens. It calls on the Commission to work closely with the Member States to ensure a coordinated, uniform and efficient implementation of the new system set by the UCC. It also requests an enhancement of cooperation with trade representatives with a view to addressing all challenges stemming from the implementation of the UCC, including different and divergent national rules, reporting methods and means and the concerns of SMEs involved in trade with third countries. Finally, the INTA Committee calls for promoting more the AEO programme in order to widen its utilisation in the EU.

The vote on the report in Plenary is planned for the 15<sup>th</sup> of May 2017.

More information available [here](#)



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# *Sustainable logistics*

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## **A VISION TOWARDS THE PHYSICAL INTERNET**

ALICE and 4 other number of other Transport European Technology Platforms have issued a document which provides, what they call 'an holistic overview of a truly integrated transport system as the vision to reach significant advance in terms of efficiency, effectiveness and sustainability of freight transport and logistics, creating value and adding competitiveness to all manufacturing and retail sectors in Europe.'

The document ' a truly integrated transport system for sustaianble and efficient logistics' can be downloaded at <http://www.etp-logistics.eu/?p=1298>

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## *Forthcoming events*

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### **CLECAT MEETINGS**

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

CLECAT Freight Forwarders Forum

24 November, Barcelona

### **OTHER EVENTS WITH CLECAT PARTICIPATION**

SELIS Plenary meeting

29-30 March, Athens

Stakeholder meeting on Combined Transport

30 March, Brussels

Logistics Cloud - Carbon Footprint Reduction in Freight Transport and Logistics

31 March, Brussels



LEARN International Workshop / Green Freight Europe Programs workshop  
4-7 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  
10-11 April, Brussels

Plenary Session  
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)

