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News from Brussels

ELP DEBATE “SMART FREIGHT LOGISTICS”



**European
Logistics
Platform**

The European Logistics Platform organises a dinner event entitled “Unlocking the Potential - Smart Freight Logistics” on Monday 24th April in the European Parliament. The event will be kindly hosted and moderated by Wim van de Camp Member of the TRAN Committee and ELP Advisory Board (S&D). Other speakers include Matthew Beddow, Deputy Director General DG MOVE, Matthijs van Doorn, Manager Logistics from the Port of Rotterdam and Christoph Kuss from Goodyear Proactive Solutions.



Due to today's global and fast changing markets, companies face the challenge of continuously improving their logistics in order to stay competitive. In many areas of modern freight logistics, digital innovation and services already provide a new level of operational efficiency and customer service. However, there are remaining obstacles in providing internationally competitive solutions.

As the European Commission's Digital Single Market (DSM) Strategy aims to unlock the full economic potential of the data economy, these challenges for the logistics sector have to be brought into the political debate. The ELP would like to give members from across the European Parliament's committees and political groups, the European Commission and the Permanent Representations the opportunity for exchanging views on the many chances of a digital connected logistics sector.

[Registration](#) for the event is still open.

LEARN GENERAL ASSEMBLY AND INTERNATIONAL WORKSHOP

This week the CLECAT attended the LERAN General Assembly and Expert Advisory Board, as a Consortium member of the LEARN Project. CLECAT also attended the first LEARN International Workshop.

[LEARN](#) stands for Logistics emissions accounting and Reduction Network and is funded by the European Commissions' Horizon 2020 initiative. LEARN aims to support and facilitate carbon footprinting across the supply chain. LEARN builds on other initiatives such as the [GLECC](#) (Global Logistics Emissions Council) [framework](#) for carbon accounting.

The International Workshop was the first public event of this scale organized by the Project. It brought together supply chain participants and interested parties. The workshop centered on harmonized calculation methodologies; data collection and exchange systems that are secure and do not compromise companies commercial position; guidelines for verification and certification; and existing ecolabels that reward businesses. The underlying theme of the workshop was how to empower business to improve logistics emissions measurement.

The workshop addressed the issues of bringing together different parties along the supply chain, with different commercial interests and enable them to measure carbon footprints using a harmonized methodology and exchange this information to construct a clear emissions picture. By working together and realizing the benefits of carbon accounting for efficiency gains and cost reduction stakeholders can contribute to overcoming these issues.

Find out more about the LEARN Project and the role it can play for your company [here](#).

DIGITALISATION AND ROBOTISATION OF TRANSPORT

CLECAT's director general was invited as a speaker in the expert hearing on "Implications of the digitalisation and robotisation of transport for EU policy-making", organized by the EESC, more specifically its Section for Transport, Energy, Infrastructure and the Information Society (TEN) on 6 April 2017.

The expert group discussed the digitalization and robotisation of transport and the implications of this process for the transport sector itself as well as for business and innovation; employment, work and skills; safety, security and privacy; and for climate and the environment. The rapporteur on the opinion of the EESC is Tellervo Kylä-Harakka-Ruonala who works for the Confederation of Finnish Industries (EK) as a Senior Advisor in the field of EU affairs.



EUROPEAN PARLIAMENT HEARING ON WOMEN AND TRANSPORT

The European Parliament TRAN Committee is organizing a hearing on women and transport on Tuesday April 11th. This hearing will focus on gender in transport and the role of women in solving the shortage of qualified staff in transport posts in the coming years. The hearing will include presentations on the European framework for setting up equal opportunities, experience of Member States, specific problems encountered by female workers, as well as the viewpoint of transportation companies. The hearing will take place on Tuesday 11 April from 10:30-12:30 in Paul-Henri Spaak P1A002 and will be [webstreamed](#).

Maritime

SWEDEN OFFERS REDUCED TARIFFS BASED ON SHIPPING INDEX

The Swedish Maritime Administrations has decided to use the updated Clean Shipping Index to differentiate Swedish fairway dues. Clean Shipping Index has introduced an updated scoring system to measure the environmental performance of ships and shipping companies. The new index takes into account a wide range of environmental parameters, the revised methodology includes data regarding carbon dioxide, sulphur oxides, nitrogen oxides, particulate matter, on-board use of chemicals as well as treatment of water and waste. Vessels of all types are rated in a scale from one to five stars, depending on the total score obtained.

“This updated scoring system is an important step forward,” comments Clean Shipping Index director Merijn Hougee. “The scoring criteria include a comprehensive range of factors, the full operational impact of ships is addressed.”

The Swedish Maritime Administrations new fee structure, which is expected to be implemented on the first of January 2018, will be environmentally differentiated based on a vessels CSI score. “The fee structure is subject to notification by the European Commission hence any new code of statues or price list will be sent out after the Swedish Maritime Administration have more information about the notification,” says Sven Carlsson, Chief Strategy Officer at the Swedish Maritime Administration.

“The higher a vessel scores, the greater reduction of fairway dues,” explains Mr Hougee. For example, a vessel with 125 or more verified CSI points will pay 10 percent of the normal fairway dues. Vessels scoring lower will receive less reduction in fairway dues. “This is one of the key ambitions of Clean Shipping Index - to achieve long-term environmental progress in the shipping industry. This means that environmentally leading ship owners will gain economic advantages over their less environmentally friendly competitors.”

The new Clean Shipping Index vessel scoring system is part of the revised ‘[Methodology and Reporting Guidelines](#)’ document that can be found on the Clean Shipping Index website.

Source: [Clean Shipping Index](#), 3 April



SHIPPERS HOLD EMERGENCY MEETING OVER CAPACITY CRISIS

The European Shippers' Council (ESC) held an emergency meeting last week over the current ocean freight capacity crisis in which delays of up to eight weeks for eastbound cargo from Europe to Asia are costing exporters existing and future sales.

ESC said carriers were also providing no guarantee that all of the goods within a shipment would be loaded, noting: "Frequently some goods from a shipment remain in the port. At the same time spot market freight tariffs are increasing." The cargo-owner representative body continued: "These developments are forcing many traders to cancel their existing sales contracts and limit further sales. For ESC, this is a reason to worry about European exports and the negative consequences for the competitiveness of European economy."

ESC questioned whether the present situation was a natural result of the market adjusting to capacity changes in the maritime sector, "or is it an artificially created scenario by certain shipping lines, to increase their profitability"? It also questioned how long the current problem would last. But the organisation acknowledged that its emergency meeting was unable to provide instant answers to the problems.

The Alliances have been met with competition concerns in the past as well. The new alliances structures went live on 1 April and have significant market share on major lines and are powerful players also in their relationships with ports and service providers.

The U.S. Justice Department is currently investigating the shipping companies and according to the [Wall Street Journal](#) authorities are looking at allegations that the carriers are colluding to hold down prices for service providers in and around ports. The [investigation](#) was revealed in a raid on carriers' Box Club gathering in California last month, where subpoenas were issued for top executives.

Source: [Lloyd's Loading List](#), 5 April
ESC Press Release available [here](#).

EP APPROVES COMPENSATION REGIME FOR POLLUTION DAMAGE

This week the European Parliament adopted [recommendations](#) on the 2010 Protocol to the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea 1996. This provides the necessary consent required for the adoption of the Council Decisions authorising Member States to ratify or accede to this international agreement as appropriate. The European Community Shipowners' Association (ECSA) welcomes Parliaments decision.

"We welcome this decision as we are now one step closer to the closure of the EU legislative process by the adoption of the Council Decision allowing for the Member States to ratify and accede to the Convention", commented Patrick Verhoeven, ECSA Secretary General. "The Convention establishes a comprehensive regime covering pollution damage from hazardous and noxious substances carried by ships. We strongly support the Convention and urge its early entry into force", he concluded.

The 2010 International Convention on Liability and Compensation for Damage in connection with the Carriage of Hazardous and Noxious Substances (HNS) by Sea (the '2010 HNS Convention') is an important part of the international maritime liability and compensation regime. The 2010 HNS Convention establishes strict liability of the owner of the ship carrying HNS for any damage resulting



from an incident in connection with the carriage of HNS by sea and on board that ship. This in particular as the carriage of HNS by sea is growing by almost all ship types including: Container ships, chemical, liquefied natural gas (LNG) and liquefied petroleum gas (LPG) tankers.

Since the Protocol of 2010 has parts of it falling under the exclusive competence of the European Union, Member States need to be authorised through a Council Decision to be able to ratify or accede to it. The EU legislative procedure requires the authorisation of the Council and the consent of European Parliament on a proposal by the European Commission.

Source: [European Community Shipowners' Association](#), 7 April

DAMCO LAUNCHES DIGITAL FREIGHT FORWARDER 'Twill'

Maersk-owned global freight forwarding and logistics provider Damco has unveiled its in-house 'digital freight forwarder', [Twill Logistics](#), a 'start-up' designed to simplify and digitalise the shipping process and place the customer "at the helm". Twill has until now been in a closed test phase with a select number of customers, but from 10 April, the platform will be openly available to the UK market.

The solution enables customers to book, manage and monitor shipments online at the click of a button, focusing on four key features: Instant quotation; Integrated document handling; Milestone transparency; and Proactive exception management. Initially focused on managing ocean shipments within the China to UK trade lane, Damco said the company would grow by adding more shipping routes and products over the coming months.

Twill Logistics CEO Troels Stovring commented: "We understand that not everyone is a shipping expert. Twill is designed to keep the booking process of freight as simple as possible. [...] We're taking an agile approach, developing a product for the customer with their needs as the core of everything we do. We are confident that this will simplify shipping significantly and create a great customer experience."

Source: [Lloyd's Loading List](#), 6 April

DIGITALISATION IN MARITIME INDUSTRY IN GERMANY

The 10th German National Maritime Conference took place on April 4th 2017, in Hamburg under the heading of digitalization opportunities. Social, political and industry (scientific) stakeholders signed a positioning paper "[Digitalization in the Maritime Industry](#)" together with Brigitte Zypries (Federal Minister for Economic Affairs and Energy) and Alexander Dobrindt (Federal Minister of Transport and Digital Infrastructure).

The position paper outlines 10 important digital focus areas. The industry intends to take measures from which especially the area "Specific strengthening of Research, Development and Innovation" will be addressed.

Source: [Bundesministerium für Wirtschaft und Energie, April 4th 2017](#)



Road

POLISH MONITORING SYSTEM FOR ROAD TRANSPORT OF GOODS

On 3 April 2017, a new law related to the establishment of a monitoring system for the road carriage of goods was published in the Official Journal of Poland. This system has been designed to eliminate loopholes in the tax collection system.

Under the Polish monitoring system for road transport of goods, so-called SENT, a list of selected types of goods transported to / from / via Poland will be tracked by the tax authority. Every shipment containing these selected goods will have to be notified in the SENT system by the Polish shipper (in case of goods moving from Poland), the Polish consignee (in case of goods moving to Poland) or by the carrier (in case of transit through Poland), in order to get an application number to be transmitted to the authorities.

The new rules apply on land transport but also on air/ocean/mms shipments that are transported by road. Goods under customs procedures, excise control system (EMCS), NCTS or postal law are exempted from the system. In case of infringement with the provisions of the act, a set of fines of between 1000 to 5000 euros has been defined by the law and are applicable to all operators covered by the Act, meaning Polish consignors and consignees as well as carriers transiting through Poland.

The Polish government decided to adopt this new Act despite numerous objections raised by different business organisations. CLECAT is concerned that the development of national systems could lead to a proliferation of different models throughout the EU, jeopardising the European Single Market and level playing field between economic operators.

The Polish Act on the establishment of a monitoring system for the road carriage of goods will enter into force on the 17th of April 2017. The provisions related to penalties will enter into force on the 1st of May 2017.

An official circular published by the Polish Ministry of Finance, explaining in more details the content of the Act, is available in several languages (Polish, French, English, German, and Russian) [here](#).

EC TO ADOPT NEW ROAD PROPOSAL BEFORE SUMMER

European Commissioner for Transport Violeta Bulc [confirmed](#) earlier this week that the Commission intends to put forward new proposals for legislation on access to the profession of road haulier (Regulation (EC) No 1071/2009) and cabotage (Regulation (EC) No 1072/2009) at the end of May following questions from MEPs. The Commission is currently preparing an impact assessment regarding the revision of both regulations. The new proposals will be based on the results of the assessment and the new proposals should be adopted by the Commission before summer. The answer was the response to the written [question](#) by MEP Dennis de Jong (GUE/NGL) asking for clarification on the Commissioners intentions regarding time-lines.

AUSTRIA TO FILE LEGAL CHALLENGE AGAINST GERMAN MAUT

Austria said last Friday it would file a legal challenge against plans by Germany to introduce a road toll for foreign-registered cars using German highways. Cross-border traffic between the two countries is



common and a frequently used route connecting the city of Salzburg to the west of Austria passes through a part of Germany.

“We are taking legal action in Luxembourg,” Austrian Transport Minister Joerg Leichtfried told reporters, apparently referring to the seat of the European Court of Justice, the European Union’s top court. “Italians have to pay, the French have to pay, Austrians have to pay — only Germans don’t. I believe that is discriminatory and against European law.”

The toll plan had just passed Germany’s upper house of parliament. It was also approved by the European Commission in January, subject to some changes. It will take effect as soon as President Frank-Walter Steinmeier signs it into law, likely in coming days. However, it is expected to take around two years to build the payment infrastructure for the tolls to come into use.

Source: [EurActiv](#), 31 March

TAPA PARKING SECURITY REQUIREMENTS (PSR)

A first [draft of the Parking Security Requirements \(PSR\) document](#), the official TAPA Standard for road transport secure parking services, was published this week. This revision is only applicable to the TAPA EMEA region, but may in time be revised to be accepted and promoted in APAC and AMR regions. PSR is a Standard that can be referenced in agreements between Buyers, Logistics Service Providers, Parking Place Operators and/or other Applicants seeking a TAPA Partnership, Certification or a Mutual Recognition Agreement based on TAPA PSR.

In the development of this Standard, TAPA recognizes the multiple differences in how Parking Security services are provided and that the PSR may apply to all or part of the services provided by a Parking Place Operator. TAPA Members have been invited to give input for the review and shape the development of the PSR Standard via the following link [PSR Draft Feedback Form](#)

Rail

SHIFT2RAIL FUNDING CALL OVERSUBSCRIBED

Proposals for research projects valued at almost €200m have been submitted in response to this year’s Shift2Rail Call for Proposals, which closed at the end of March.

The 60 applications from groups representing 412 organisations have a total value of €192.8m, with requests for funding totalling €136.5m, equivalent to more than twice the €60.8m available under the call. There were 53 proposals submitted under the open call for non-members. The proposals will now be evaluated by the Shift2Rail Programme Office, supported by independent experts, including the EU Agency for Railways. This evaluation is due to be concluded by early June 2017, and the successful applicants informed later in the month, allowing work to start from September 1.

‘In comparison to the number of topics available, the proposals submitted are almost double last year’, said Executive Director Carlo Borghini. ‘This confirms that the Shift2Rail Joint Undertaking is recognized as an efficient, open and transparent partnership to defragment research and innovation.’



[Shift2Rail](#) is the first European rail initiative to seek focused research and innovation (R&I) and market-driven solutions by accelerating the integration of new and advanced technologies into innovative rail product solutions. Shift2Rail is part of the EU's Horizon 2020 initiative.

SNCF LOGISTICS TO CREATE 'DIGITAL FREIGHT TRAIN'

SNCF Logistics has forged a partnership with multi-modal container-monitoring specialist Traxens to create what it describes as "the digital freight train". SNCF said the partnership followed a year-long piece of research, common work, and tests to develop services suitable for rail freight based on a "new connected unit solution".

It added: "This digital innovation will be operational in the second half of 2017 and will give rise to a new generation of freight trains, which will help improve the performance and appeal of rail in the goods transport market. A majority of shippers say they are willing to resort to more rail freight if certain criteria such as real-time data and on-time deliveries are better taken into account - which would be guaranteed with future digital freight trains."

SNCF Logistics' CEO, Alain Picard, said the digital freight train was "a major innovation for placing rail freight at the heart of the transportation offering in the 21st century", adding: "Our partnership with Traxens allows us to invent and implement a solution that will benefit all players in the sector: railway undertakings, railcar leasing companies and shippers."

Source: [Lloyd's Loading List](#), 31 March

GERMANY BANS NOISY FREIGHT WAGONS FROM 2020

Noisy freight wagons will effectively be banned from the German national rail network from the December 13th 2020 timetable change, after Federal Transport Minister Alexander Dobrindt announced on March 30 that the Bundestag had passed legislation requiring the use of low-noise freight wagons as part of his 'Quiet Rail Strategy'. Wagons will be required to generate no more noise than a new vehicle conforming to the European noise TSI. Enforcement will be the responsibility of the Federal Railway Office, which will be able to impose fines of up to €50 000 for non-compliance.

The decision may not be welcomed by the European Commission which was seeking more widespread agreement about moves to reduce railway noise across the EU before measures were implemented. It has argued that measures introduced by individual countries could fall foul of interoperability regulations as operators or wagon keepers in other countries could be disadvantaged.

Air

SHIPPERS DEMAND CHANGE IN OUTDATED AIR FREIGHT SECTOR

Cargo owners have lost control of the supply chain and need better visibility and monitoring from an outdated air freight sector. That is among the key messages from a new '[position paper](#)' from Tiaca's Shippers' Advisory Committee (SAC), supported by international and European shipper representative groupings the Global Shippers' Forum (GSF) and the European Shippers' Council.

The SAC group for cargo owners, formed last year and chaired by Lars Droog, head of supply chain and general affairs for Tosoh Corporation, aims to bring the voice of the shipper to existing discussions



and initiatives, as well as spark debate on how to innovate, be it adopting new process, or new technology.

The group said shippers want predictable, reliable, secure, and sustainable distribution of their cargo globally, but there was a mismatch between the priorities of shippers and what is delivered by their air freight suppliers.

“In practice, a lack of communication and reluctance to adopt e-freight in the traditional airfreight industry means we are losing out on quality, efficiency, and transparency, and it is time for a change. Layers of subcontracting mean that the shipper has lost control of the supply chain and we need to work together to create a “one-click” airfreight product with smart monitoring,” said the SAC.

The shippers said that for change to happen, all stakeholders, from airlines and forwarders, to ground handlers and truckers, must engage in constructive discussion, and shippers must be included in that process, adding: “Other modes, such as ocean, the integrators, or truckers, have changed, but air cargo is still doing things the way it always has.”

Source: [Lloyd's Loading List](#), 31 March

EUROPEAN CENTRE FOR CYBER SECURITY IN AVIATION

The European Aviation Safety Agency (EASA) And CERT-EU (Computer Emergency Response Team (CERT-EU)) signed in February this year a memorandum of mutual cooperation (MoC) for the implementation of a European Centre for Cyber Security in Aviation (ECCSA).

ECCSA will primarily serve as an information sharing and management platform, a key enabler for implementing a resilient aviation cyberspace. ECCSA will provide secure means for aviation stakeholders to exchange domain relevant cybersecurity information, such as vulnerabilities, i.e. weakness that can be used for malicious purposes, as well as events and incidents that might be worth sharing with the aviation community. The ECCSA's operational team of analysts will provide additional inputs to the information shared by the participants, with the aim to facilitate the creation and the management of an aviation cybersecurity threats knowledge and risk picture.

Source: [European Aviation Safety Agency](#), 4 April

ALTERNATIVE FUELS CANNOT MITIGATE AVIATION GHG EMISSIONS

Alternative jet fuels, such as biofuels from oil-based feedstock or lignocellulosic energy crops, are often handled as the solution to offsetting aviation emissions growth post 2020. However, there may be some issues related to these fuels. A study from the International Council on Clean Transportation (ICCT) concludes that alternative jet fuels alone are not sufficient to mitigate Green House Gas (GHG) emissions from the aviation sector.

The study finds that oil-based feedstock fuels tend to have a higher carbon intensity than conventional jet fuel when land-use change effects are taken into consideration. Only alternative jet fuels from lignocellulosic energy crops, agricultural residues and waste feedstocks are shown to provide substantial emission reductions compared to conventional jet fuel. Additionally, the study finds that these fuels face supply restrictions and high production costs make them not yet available at commercial levels.



Full study available [here](#).

EASA: SAFETY WARNING OVER ELECTRONIC DEVICES ON AIRCRAFT

The European Aviation Safety Agency (EASA) has [warned](#) that portable electronic devices (PEDs) containing lithium batteries should be kept in passenger cabins to avoid the risk of fire in the cargo hold. While it does not mention the recent restrictions placed on tablets and laptops implemented by the UK and US from various mostly Middle Eastern countries, it looks to be a direct response to them.

Source: [The Load Star](#), 6 April

Customs

EU-CANADA CUSTOMS COOPERATION

The European Commission published on its website some guidance for EU exporters to Canada who would like to benefit from preferential tariff treatment under the Comprehensive Economic and Trade Agreement (CETA). It explains that, to benefit from preferential tariff treatment under CETA, these steps should be completed:

1. Apply for a Registered Exporter (REX) number by completing the Application to become a registered exporter (outside GSP Framework)
2. Send the completed application to national Customs Office
3. Receive a REX number to indicate on the origin declaration to be provided on the commercial document that describes the product
4. The originating product will then benefit from CETA in Canada on the basis of the origin declaration

More information is available [here](#).

COOPERATION BETWEEN CUSTOMS AND PHYTOSANITARY AGENCIES

At the invitation of the International Plant Protection Convention (IPPC) Secretary, Mr. Jingyuan Xia, WCO Secretary General Kunio Mikuriya made a keynote speech on the importance of closer cooperation between Customs and phytosanitary agencies in relation with trade facilitation during the Twelfth Session of the Commission on Phytosanitary Measures (CPM-12), held in Incheon, Korea on 5 April 2017.

Both parties addressed the representatives of national plant quarantine authorities of over 112 countries about the timeliness of the annual theme of IPPC "Plant Health and Trade Facilitation" as the WTO Agreement on Trade Facilitation, incorporating the provision of border agency cooperation, had entered in force in February 2017. Secretary General Mikuriya explained WCO's efforts regarding trade facilitation in terms of standard setting with Implementation Guides, capacity building with Mercator Programme and Coordinated Border Management approach (CBM) through supporting the establishment of National Committees on Trade Facilitation. CBM includes the development of Single Window with the support of WCO Data Model and one stop service, sharing information, comparison



of risk management by different agencies and finding synergy between WCO's Authorized Economic Operator and business standards of other international organizations to improve compliance of business and provide more facilitation measures.

CLECAT welcomes these intentions. Freight forwarders and their customers on daily basis have to deal with administrative burden, extra cost and delays, when perishable goods are being im- or exported, because of a lack of cooperation between customs and Phytosanitary agencies.

Source: [WCO, 05 April 2017](#)

Sustainable Logistics

WORKSHOP ON GREEN FREIGHT PROGRAMMES

On 6 April CLECAT attended a workshop on green freight programmes organised by the Smart Freight Centre and the Climate & Clean Air Coalition. Building on some topics discussed in the LEARN International Workshop, the workshop discussed best practice in development of green freight programmes, means to report, benchmark, validate and improve freight emissions data. Furthermore, participants discussed means to align, harmonise and develop the ambition of the numerous green freight programmes currently operational in Europe. It was noted that different schemes do serve various purposes and markets, therefore collaboration to achieve innovation, by aligning 'back-office' elements and allowing data exchange between programmes, would be the most appropriate way forward. The event featured speakers from the Climate & Clean Air Coalition, US Environmental Protection Agency, Connekt, the Freight Transport Association and the Clean Cargo Working Group.

The GLEC Framework was cited as a key element in this effort, by providing a harmonised methodology across Green Freight Programmes for the calculation of emissions. Smart Freight Centre has published a [new report on Smart Freight Leadership](#) in this regard, which outlines how business action to drive emissions reduction through greater logistics efficiency will enable greater competitiveness and sustainability.

EMISSIONS SCANDAL: MEPS URGE EC AND MEMBER STATES TO ACT

The European Parliament calls on EU member states and the Commission (EC) to improve tests and checks on new cars on EU roads, in the wake of the diesel testing scandal. MEPs adopted a [recommendation](#) on this and in a separate vote, MEPs also amended EU "type approval" rules to make environmental and safety testing more independent, with stricter oversight of cars already on the road. However, the European Parliament rejected amendment proposals for a centralised EU road agency to oversee emissions testing.

The non-binding recommendations to the Commission and the Council are based on a [final report](#) by the Committee of Inquiry into Emission Measurement in the Automotive Sector (EMIS). Members concluded that although the EU Commission and member states were already aware, more than a decade ago, that diesel cars' nitrogen oxide (NOx) emissions in laboratory tests differ markedly from those measured on the roads, they failed to act appropriately to protect air quality and public health.

Furthermore, no authority in the member states suspected or searched for "defeat devices" - they performed only standard type-approval tests - and neither did the Commission raise any suspicion.



After the emissions scandal broke in September 2015, the Commission expected member states to conduct the investigations and did not press for additional action, while the member states failed to penalise car manufacturers or to demand recalls of faulty cars, notes the text.

Source: [European Parliament](#), 4 April

MEPS CALL FOR REDUCED PALM OIL IMPORTS AND USE IN BIOFUEL

To counter the impact of unsustainable palm oil production, such as deforestation and habitat degradation, particularly in South-East Asia, the EU should introduce a single certification scheme for palm oil entering the EU market and phase out the use of vegetable oils that drive deforestation by 2020, say MEPs in a [resolution](#) voted on Tuesday.

“We want an open debate with all players so we can make palm oil production sustainable, without cutting down forests and in compliance with dignified human rights conditions”, said Kateřina Konečná (GUE/NGL, CZ) who drafted the resolution, which was approved by 640 votes to 18, with 28 abstentions.

MEPs note that 46% of the palm oil imported by the EU is used to produce biofuels, requiring the use of about one million hectares of tropical soils. They call on the Commission to take measures to phase out the use of vegetable oils that drive deforestation, including palm oil, as a component of biofuels, preferably by 2020.

Source: [European Parliament](#), 4 April

Forthcoming events

CLECAT MEETINGS

Customs and Indirect Taxation Institute

16 June, Lisbon

Board and General Assembly

16 June, Lisbon

Road institute meeting

28 June, Brussels

Supply Chain Security Institute

24 October, Paris (tbc)

Air Logistics Institute

24 October, Paris (tbc)

CLECAT Freight Forwarders Forum 2018

24 November, Barcelona



OTHER EVENTS WITH CLECAT PARTICIPATION

ELP dinner event on Smart Freight Logistics

24 April, Brussels

DTLF Plenary Forum

26 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

ELP dinner event on Low Carbon Strategy

30 May, Brussels

8th edition of the UIC/FIATA Market Place Seminar

14-15 September, Duisburg

EP/COUNCIL MEETINGS

European Parliament

Transport and Tourism Committee

10-11 April, Brussels

Plenary Session

26-27 April, Strasbourg

Transport, Telecommunications and Energy Council

8-9 June 2017, Luxembourg

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