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News from Brussels

CLECAT AT TRANSPORT LOGISTICS MUNICH

CLECAT participated at two events at the [Transport Logistics Exhibition](#) in Munich this week. As one of the leading global logistics, mobility, IT and supply chain management exhibitions the event brings together stakeholders across the sector for debates, presentations and networking.

On 9 May CLECAT participated at an event entitled '[Global Green Logistics; Making Emissions Accounting Work for Business](#)' at the Transport Logistics Conference. The panel introduced participants to GLEC and the LEARN project and how it can empower businesses to reduce their carbon footprint. The session highlighted current initiatives and projects focused on harmonized logistics emissions accounting and the opportunities for businesses to reduce their carbon footprint. Discussions focused on issues regarding methods used for carbon accounting, data collection and data sharing considerations and unused opportunities for business.

On 11-12 May CLECAT participated in a workshop and advisory board meeting of the [Synchro-NET project](#), which is examining how a powerful and innovative synchro-modal supply chain eco-NET can catalyse the uptake of the slow steaming concept and synchro-modality, guaranteeing cost-effective

robust solutions that de-stress the supply chain to reduce emissions and costs for logistics operations while simultaneously increasing reliability and service levels for logistics users. Discussions covered the advantages of synchro-modal cargo community platforms for logistics companies, including real-time route planning based on criteria of cost, reliability, risk and emissions, and the need for platforms to be interoperable with company systems, based on open standards and encompassing whole logistics chains. The project partners demonstrated the planning and booking modules which the project is developing to these ends, which allows the creation of intermodal supply chains which adapt to real-world conditions, based on the criteria mentioned above.

ELP DEBATE “THE LOW-EMISSION MOBILITY STRATEGY”



**European
Logistics
Platform**

The next ELP dinner event will be hosted by MEP Michael Cramer and debate the ‘*implementation of the low-emission mobility strategy in urban areas*’. The event will take place on May 30 at the Stanhope Hotel in Brussels.

Public debate throughout Europe is demanding action to improve local environments, particularly concerning emissions and traffic congestion, and freight transport and logistics is expected to play a role. Various cities have started to announce timelines for the introduction of permanent vehicle bans or restrictions, with clear consequences for urban freight delivery. The debate will hear from Tariel Chamerois from DB Schenker about the impact of policy actions concerning diesel vehicle emissions in cities and urban areas, and demonstrate efforts being undertaken by logistics operators through existing green freight programmes and initiatives to deliver efficient, clean urban logistics. Anders Berger, Director Public Affairs, Volvo Group will provide a view on the alternatives for freight, now and in the future, by means of new vehicle technologies.

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

Maritime

GLOBAL LINER CONFERENCE IN HAMBURG

CLECAT’s Director General Nicolette van der Jagt will participate in a panel debate at the [Global Liner Conference](#) in Hamburg next week. The panel will discuss the shippers’ and forwarders’ response to the current market conditions.

CLECAT will address the recent wave of consolidation and alliance-forming in the container shipping sector which has coincided with a dramatic shortage in capacity, particularly on services from Europe to Asia. Over the last months, forwarders and shippers have reported heavy delays in shipping goods to Asia, with waits of several weeks for goods to be loaded, as well as blank sailings, uncertainty over which goods will eventually be loaded and a need to find alternative carriage options at short notice. Furthermore, spot rates have increased in line with these developments, sometimes in dramatic proportions. In addition, Ms van der Jagt will address the following question: mega-ships, alliances, vertical integration, how does this change the role of the forwarders. Is EU regulation adapted to the new dynamics in the liner shipping industry?



YANG MING IN TROUBLED WATERS

The latest blog post of the ocean freight rate benchmarking and data analysts Xeneta takes a closer look at the situation of Yang Ming shipping. Patrik Berglund, CEO and co-founder of Xeneta, [said](#) that in practice, moving the distressed boxes of a bankrupt carrier “could completely overwhelm already badly confused east-west shipping schedules”.

On 9 March, THE Alliance completed the roll-out of its network and announced a “unique contingency plan” to safeguard shippers against the bankruptcy of a member carrier. The five members, Hapag-Lloyd, K Line, MOL, NYK and Yang Ming, have established an independent trustee to manage funds in the event of an insolvency within the group.

Mr Berglund suggested this week that, regardless of the contingency plan, carriers would in practice look after their own interests first. “Low-priced boxes are being rolled-over repeatedly as higher-priced boxes are shipped in their place,” he said. “Which of THE Alliance carriers will drop their own paid cargo and take a slug of Yang Ming’s boxes without payment confirmation?”

Yang Ming’s shares resumed trading in the Taiwan Stock Exchange on Thursday, after a two-week suspension. The embattled carrier said it expected to complete the second part of its recapitalisation plan next month. Analysts have estimated that Yang Ming will require some \$300m to prevent it running out of cash. In a customer advisory, the carrier said it would then confirm the identities of “the investors who participated in this round of issuance, as well as the details of this offering”. Alphaliner said they expect Yang Ming will post another net quarterly loss, when it publishes its results on 16 May. This follows a net loss of TWD14.9bn (\$492m) in 2016 and a deficit of \$258m recorded in the year before.

Source: [The Load Star](#), 8 May

MAERSK LINE: ‘WE HAVE A SERVICE PROBLEM’

Customers have been saying it for a long time, and new figures document that the container carriers are far from able to comply with their service schedules. Maersk Line acknowledged to ShippingWatch that the industry including the carrier itself is not performing satisfactorily. “We have a service problem that needs to be solved.”

Shipping companies are used to containers being late, and buffers are often routinely built into the planning. Analysis by [SealIntel](#) confirmed the severity of the situation. The major container carriers have become significantly worse at complying with their sailing schedules, even though the same carriers have long been promising better services as one of the key motivations for creating the alliances which have emerged in recent years.

All of the 18 major container carriers saw their reliability drop in the first quarter 2017. The combined setback came to around 10 percentage points, according to the [survey by SealIntel](#). The analyst points to the fact that schedule reliability across all the major trades has been declining since the third quarter 2016 and now stands at the lowest level since the first quarter 2014.

“The industry overall has a service problem, but Maersk Line itself is also not quite pleased with the service level. I think it's tied to the fact that the carriers have been struggling for several years and have had to cut costs. This has impacted the service. But we have to pull ourselves together and do something about it, because otherwise new players will come in and take over the market,” Maersk



Line COO Søren Toft tells ShippingWatch. Mr Toft continues that a carriers' ability to deliver a cheap product as well as the high quality demanded by customers as something of a balancing act.

Kuehne + Nagel CEO Detlef Trefzger noted that information availability is another huge problem. "The container industry has a problem. The information available today about shipments is notoriously poor. Sailings are cancelled without us being told. Perfection is lacking, and so is information about actual reliability. The quality should be improved significantly," he said.

Source: [Shipping Watch](#), 8 May

CARRIERS SUBMIT GREENHOUSE GAS PROPOSAL TO IMO

The World Shipping Council, BIMCO and the International Parcel Tankers Association filed a [proposal](#) with the International Maritime Organization (IMO) on Wednesday to consider as it develops a comprehensive Greenhouse Gas (GHG) Strategy for maritime shipping.

The proposal specifically calls for a set of "ambitious objectives" to be included in the IMO's GHG Strategy, such as facilitating emission reductions in the maritime sector, and encouraging the development of cost-effective, carbon-reducing technologies for the commercial shipping industry; Establishing a maritime research and development program to develop new carbon-reducing technologies both short term and long term; and creating a program to encourage investment in energy efficiency improvements across the world fleet.

The IMO [agreed](#) to develop a comprehensive GHG strategy at its meeting in October 2016 (MEPC 70). The organization will consider the carrier industry's proposal along with a number of others and make recommendations at its next meeting in early July (MEPC 71)

Source: [American Shipper](#), 11 May

NEW SOLUTIONS FOR PLANNING AND TRACKING

The Port of Rotterdam Authority has launched their online route planner '[Navigate](#)' at the Transport Logistic Fair in Munich. The online tool contains deep-sea and short-sea schedules connecting to 550 ports worldwide, as well as rail and barge connections between Rotterdam and more than 150 European inland terminals. Based on the chosen point of departure and the desired destination, the route planner presents various options and provides an overview of the available connections by sea and by rail or barge. Users can then select the option that suits them best and they can also get in touch with the relevant companies – for instance to request a quote.

DP World demonstrated an advanced container tracking solution entitled "[Where's My Container?](#)" at Transport Logistic in Munich. The enhancement to the current beta version allows users to have greater visibility of their cargo and improves speed-to-shelf opportunities such as improved replenishment forecasts and better inventory allocation. The solution will be rolled out in a phased manner and initially be made available across DP World's UK terminals.



Road

EU ROAD TRANSPORT PAYS ITS WAY

CLECAT participated earlier this week at an event organized by the IRU where a CE Delft study commissioned by the IRU was presented. The report, produced by environmental research agency CE Delft, provides evidence that the European road freight transport sector is paying 130% of its infrastructure, and external costs under the current legislative framework. This equates to EUR 24 billion per year. The CE Delft study looked at motorways and parallel roads, matching the scope of the European Commission legislation.

As the European Commission readies its proposal for a revision of the road user charging legislation, IRU insists that it must not result in an increase in the tax burden on European hauliers. Revenues from road user charging should flow back to road transport, via incentives and benefits, to help the sector further decarbonise, as well as to fund infrastructure and environmental performance related road transport projects. IRU urges the European Commission to undertake a full scientific research study that provides a neutral, cross-modal analysis of how much is paid by each mode and for what.

The summary of the study is available [here](#)

INDUSTRY PRESENTS EU ROADMAP FOR PLATOONING BY 2025

The European Automobile Manufacturers' Association (ACEA) presented a detailed timeline of steps leading up to the introduction of convoys of semi-automated trucks on Europe's motorways before 2025. The '[EU Roadmap for Truck Platooning](#)' was presented to the European Parliament this week.

Truck platooning is the linking of two or more trucks in convoy, using state-of-the-art connectivity technology and driving support systems. The truck at the head of the platoon acts as the leader, with the vehicles behind reacting and adapting to changes in its movement – requiring little to no action from drivers.

Truck platooning offers several advantages such as higher efficiency and lower fuel consumption and costs because platooning trucks can drive closer together and significantly reduce their air-drag friction. Erik Jonnaert, Secretary General of ACEA noted: "By 2023, it should be possible to drive across Europe on motorways with multi-brand platoons, without needing any specific exemptions for crossing national borders – a prerequisite for international transport." Subsequently, allowing the driver of a trailing truck to rest might come under consideration. However, full autonomous trucks will only come later, Jonnaert stressed.

Europe will need to create a supportive regulatory framework before truck platooning can become a common sight. "And that's exactly where the policy makers come in. They will need to develop new rules, make changes to existing legislation, and harmonise international and EU rules," said ACEA's Erik Jonnaert. At the same time, it will be imperative to get political support for promoting the widespread introduction of platooning. Governments should, for example, introduce incentives, such as toll and tax reductions, CO2 bonuses or flexibility in driving time, to stimulate the market uptake of truck platooning.

Source: [ACEA](#), 9 May



TRANSFORMERS PRESENTS 2 INNOVATIVE SEMI-TRAILERS

The EU funded [Transformers](#) project, a consortium exploring innovation in the configuration of the modern truck, is reaching the end of its project term. At the Final Conference in Gothenburg on 29th June, two innovative semi-trailers will be presented. The trailers are the results of the research and testing efforts of the project. The aim of Transformers project is to hybridize the truck by integrating power and intelligent energy controls in the Trailer that adapt to the mission profile and are capable to interact with existing and future trucks. The major advantage of this approach is that no changes in the trucks / tractor heads should be needed, which in turn also allows new options in mission rightsizing by combining several trailers to make a road train.

The developed new trailers are an energy efficiency (HoD) trailer and a load optimisation trailer. The load optimisation trailer includes innovative solutions to increase the loading efficiency, and also includes innovative aerodynamic improvements. Since summer 2016 the Transformers vehicles have been seen on roads across Europe, and at the Final Conference, the Consortium members will explain the innovations, the results that we have achieved, and our vision for the future.

Register for the Conference [here](#).

Customs

INTERNATIONAL CONFERENCE ON AEO'S

Jean-François Auzéau, Chair of the Customs Institute of CLECAT will participate as a speaker on behalf of CLECAT at the International Conference on AEO taking place on the 7th June in Barcelona. The event is jointly organised by CLECAT's member 'Consejo General de los Colegios de Agentes de Aduanas' (CGAA) and the International Association of Authorised Economic Operators (AEO) Customs and Logistics.

Other speakers include Ana Hinojosa, WCO Director for Compliance and Facilitation, H.E. Ms. Mariam MD Salleh, WTO Permanent Representative of Malaysia and Mr. Antonis Kastrissianakis, Director Security, Safety, Trade Facilitation, Rules of Origin and International Cooperation at DG TAXUD. Topics for discussion include the efficient use of data for greater performance, AEO programmes and the CEN Standard of Competency.

CLECAT members are invited to join the event ([full programme](#) and [application form](#)). The International Conference on AEO is organised in the context of the SIL (International Logistic Congress), which will take place from the 6th to the 8th of June. It is therefore possible to attend other interesting events organised around logistics matters. The [registration](#) to the SIL is free of charge if done before the 26th of May . More information is available [here](#).



Air

LIVE-SENSOR TRACKING OPTION

Lufthansa Cargo has launched an advanced optional tracking service, 'liveSensor', that allows the cargo airline's customers "to keep an eye on their shipments over the course of the entire transport route, in real time". It said liveSensor can be used to not only determine where a shipment is, but also whether the transport conditions agreed are complied with. The tracking device detects factors such as temperature, humidity, and pressure and also records data such as alignment and vibration. And light sensors can determine whether and when a shipment has been opened, potentially serving as a protection against theft.

Source: [Lloyd's Loading List](#), 9 May

EMIRATES AND CARGOLUX UNVEIL GLOBAL CARGO PARTNERSHIP

Emirates SkyCargo and Cargolux Airlines, have signed an agreement for a strategic operational partnership. Describing it as a "unique and ground-breaking agreement" between a mainline airline and a specialised freighter operator, the world's largest international air cargo carrier and Europe's largest all-cargo airline will seek to work closely on a number of operational aspects, including sharing aircraft capacity and cargo handling at each other's hubs.

Both carriers will further develop block space and interline agreements for use on each other's networks, giving each other's customers access to capacity on routes where the airline does not currently operate. In order to more closely link the two airlines' networks and hubs, to give them greater connectivity, Emirates SkyCargo will commence freighter operations to Cargolux's home airport Luxembourg from June 2017. Cargo from both Emirates SkyCargo and Cargolux will be handled at the same facility in Luxembourg.

Emirates SkyCargo is the freight division of Emirates and is the world's largest international cargo airline and Cargolux is Europe's leading all-cargo airline.

Source: [Lloyd's Loading List](#), 10 May

Sustainable Logistics

ZERO EMISSIONS, AUTONOMOUS OPERATIONAL SHIP NEXT YEAR

The Norwegian Chemical company Yara plans to have an operational zero emissions, autonomous vessel by 2018. The vessel, named the Yara Birkeland, will be the world's first fully electric and autonomous container ship, with zero emissions. The Yara Birkeland will be shipping products from Yara's Porsgrunn production plant to Brevik and Larvik in Norway, thereby replacing 40,000 truck journeys a year. This will reduce NOx and CO2 emissions and improve road safety. Birkeland will initially operate as a manned vessel, moving to remote Yara operation in 2019 and expected to be capable of performing fully autonomous operations from 2020.



Norway is at the forefront when it comes to autonomous vessels. In October 2016 the [Norwegian Forum for Autonomous Ships](#) (NFAS) was established and works towards reducing the number of trucks on roads by replacing them with autonomous ships. At the end of 2016 the first testing area for unmanned vessels was established in the Trondheim region.

Source: [Yara](#), 9 May

General

TRAN APPROVES OPINION ON FINANCIAL RULES

The TRAN Committee of the EP adopted with a broad majority Mr van de Camp's Opinion on the revision of the financial rules applicable to the general budget of the Union. The opinion backs the introduction of rules for blending in the Financial Regulation and, in particular, for the use of blending facilities under the Connecting Europe Facility (CEF) Regulation.

In amendments, the Committee seeks to strengthen the flexibility of CEF blending facilities for combining different sources of support, including CEF grants, EFSI, national budgets and private investors. Amendments also aim to ensure that blending strictly focuses on the objectives of the CEF. The Committee calls for a combined cap on the maximum share of CEF funds that may be fed into blending facilities and financial instruments.

Members rejected a raise in the CEF envelope for multiannual programming, which could have affected the support available for projects on the comprehensive network. Furthermore, the Opinion calls for sufficient resources for supporting transport infrastructure investments in the next multi-annual financial framework.

MID-TERM REVIEW OF THE DIGITAL SINGLE MARKET STRATEGY

The [Digital Single Market](#) is a Juncker Commission's top priority. According to the Commission, a fully functional Digital Single Market could contribute €415 billion per year to our economy and create hundreds of thousands of new jobs. The Digital Single Market Strategy sets out 16 key actions under 3 pillars:

- Pillar I: Better access for consumers and businesses to digital goods and services across Europe
- Pillar II: Creating the right conditions and a level playing field for digital networks and innovative services to flourish
- Pillar III: Maximising the growth potential of the digital economy

Since May 2015, the European Commission has delivered 35 legislative proposals and policy initiatives as announced in its Digital Single Market strategy. Having reached the middle of its mandate, the European Commission published this week [the mid-term review of its Digital Single Market strategy](#). It takes stock of the progress made, calls on co-legislators to swiftly act on all proposals already presented, and outlines further actions on online platforms, data economy and cybersecurity. Three main areas were identified where further EU action is needed: (1) to develop the European Data Economy to its full potential, (2) to protect Europe's assets by tackling cybersecurity challenges, and (3) to promote the online platforms as responsible players of a fair internet ecosystem.



The Commission also publishes this week the annual [Europe's Digital Progress Report 2017](#) (EDPR). The report benchmarks developments in connectivity, digital skills, use of internet by citizens and by business, digital public services, and investment in research, development and innovation in ICT. The analysis shows that overall, the EU is making steady progress – up 3 percentage points compared to 2015. In most areas, disparities between the top performing countries – Denmark, Finland, Sweden and the Netherlands, Luxembourg, Belgium, the United Kingdom, Ireland and Estonia – and bottom ones – Romania, Bulgaria, Greece, Italy, Croatia, Poland, Cyprus, Hungary and Slovakia – are large. However, the commission states that, more upward convergence is needed to make the Digital Single Market work better. The largest relative progress was achieved by Slovakia, Slovenia, Luxembourg, Ireland, the Czech Republic, Italy, Cyprus and Denmark.

SHARING ECONOMY POTENTIALLY BAD FOR INFRASTRUCTURE

A Policy background study commissioned by the European Parliament's TRAN Committee finds that the upcoming sharing economy and the rise in shared mobility systems could undermine financing for transport infrastructure. Although these services are mostly directed at passenger transport (like carpooling platforms such as BlaBlaCar) effects on shared infrastructure could also be felt in the freight sector (some sharing/bundling platforms do exist and Uber reportedly continues to finalize '[Uber Freight](#)' that will connect shippers with trucks but appears to also focus on developing autonomous trucks).

The immediate challenge posed by shared mobility to transport infrastructure funding is the reduction in revenues from travellers' fares, as travellers migrate from traditional mass-transit services to new shared mobility services. Such a reduction is indirectly affecting the revenue of railway infrastructure managers, particularly in countries where railway infrastructure funding heavily relies on access-charges imposed on railway undertakings (France, Belgium and Germany in particular). No substantial effect is identified for road infrastructure funding, as it does not rely so significantly on tolls, and in any case, carpoolers also pay road tolls.

The report concludes that it is necessary to ensure that new players such as platforms and non-professional providers contribute to the funding of infrastructures.

Meanwhile the debate surrounding the categorisation of Uber as a digital platform or a transport company continues. On [Thursday the opinion of an EU Court of Justice advocate general](#) said that Uber is not a digital platform and as such cannot benefit from fewer operating restrictions. The court was brought before the European Court of Justice by a Spanish judge. The verdict is expected in a few months.

Read the full study [here](#).

THE DATA OPPORTUNITY FOR TRANSPORT

A report commissioned by Siemens in collaboration with Credo investigates how the gathering of data, through automated sensors, and accompanying analytics can transform the transportation sector's value chain. The report focusses on passenger transport, but several of the 'data opportunities' could easily be applied to the freight sector and/or the opportunities include improvements for the transport system and infrastructure. These opportunities include cost savings from predictive maintenance, intelligent transport systems in cities to ease traffic flows and prevent problems, trip



optimisation by comparing data from several providers, capacity improvements through automating rail services and infrastructure planning using big data.

The report can be downloaded [here](#).

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 2017

24 November, Barcelona

OTHER EVENTS WITH CLECAT PARTICIPATION

Global Liner Shipping Conference

16-17 May, Hamburg

PLACI Testing Exercise

17-18 May, Schiphol

ELP dinner event on the Implementation of the low-emission mobility strategy

30 May, Brussels

ESPO Conference

1-2 June, Barcelona

UIC/FIATA Market Place Seminar

14-15 September, Duisburg



EP/COUNCIL MEETINGS

European Parliament

Transport and Tourism Committee

30 May, Brussels

19-20 June, Brussels

Plenary Session

15-18 May, Strasbourg

Transport, Telecommunications and Energy Council

8-9 June 2017, Luxembourg

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