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## News from Brussels

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### FREIGHT FORWARDERS AND EU POLICYMAKERS DISCUSS A REAL INTERNAL MARKET IN ROAD TRANSPORT

At a lunch debate in Brussels on 28 June organised by CLECAT and hosted by Wim van de Camp, Member of the European Parliament, freight forwarders, MEPs and European policy-makers discussed the recently published Mobility Package and its impact on freight forwarding and logistics.

In his introductory remarks Mr van de Camp, noted that “the Single Market is the essential overriding principle of the European road transport policy, which requires policies on social provisions, emissions and IT barriers as well in order to function fully. It is vital to ensure that the market elements of the Mobility Package remain connected to the social provisions, and in doing so to develop a road transport policy which is flexible, fair and open for all of Europe.”

The legislative policy proposals were presented by Eddy Liégeois, Head of Unit for Road Transport at DG MOVE, noting that European industry and other stakeholders had been extensively consulted during a period of two years.

Discussing the proposals reviewing access to the market in road freight transport, Steve Hanley Cook, Global Head NTBO Solutions & Business Development at DHL Freight, said “Cabotage is one of the key drivers for efficiency in the logistics network. By using a vehicle which is being repositioned and would otherwise be empty to perform a cabotage operation, we are saving money for the shipper and hundreds of kilograms of CO2.”

Tommy Pilarp, Vice-Chair of the CLECAT Road Logistics Institute, discussed the proposal to introduce sector-specific rules for the transport sector on the posting of workers. He argued that the Posting of

Workers Directive was not appropriate for a mobile workforce and called for the Directive to contain clear definitions of posting and what constitutes a worker being sent to perform work in another country. He presented CLECAT's view that the proposal would add to the administrative burden and that it was only feasible if control was in the hands of the home country.

Mark Bromley, Chair of the CLECAT Road Logistics Institute, presented CLECAT's views on the road charging proposals. He argued that road charging must be non-discriminatory with regard to vehicle type and nationality, and be distance-based and differentiated according to emissions. He said that the Commission proposal did meet these criteria, but warned that the proposals on congestion charging, external-cost charging and mark-ups required strict conditions and transparency and that their revenues must be ear-marked for investment in infrastructure so as to relieve the problems which they are intended to address.

Nicolette van der Jagt, Director General of CLECAT, thanking MEP Wim van de Camp for moderating the event, said in a final remark that "CLECAT welcomes the Mobility Package's aims of increasing simplicity, transparency and enforcement of the rules for road transport within the EU internal market. Nonetheless there will be a lot of work to do to ensure that the final legislation properly takes into account the realities of the European road transport market and does not simply create new barriers. We look forward to working further with Parliament and Council in this direction in the busy months ahead."

## "I AM" MEETS AT TOC IN AMSTERDAM

On June 27<sup>th</sup>, 2017, the members of the "I AM", the industry alliance of transport chain stakeholders of which CLECAT is a member, gathered in Amsterdam at RAI Conference Center. The meeting, hosted by TOC 2017 organizers, allowed participants to share a number of updates about current files such as the review of the combined Transport Directive as well as to take stock of institutional initiatives regarding a number of industries of the logistics chain. Members of the Alliance also agreed upon the main priority topics for the Alliance in 2018 including connectivity and intermodality and attracting and retaining talents, training and re-training staff to better adapt to change

Besides discussing about the upcoming priorities, members of the Alliance adopted a **position paper on e-Communication and Digitalisation in Logistics**. The paper sets a number of key principles, which are from their point of view, essential to enable industries in the logistics chain to gain efficiency and reliability both individually and collectively, while remaining competitive. Current discussions in the Digital Transport and Logistics Forum (DTLF) are focusing on digitalization, acceptance of transport documents and the establishment of information Systems. I AM welcomes the ongoing work of the DTLF to seek to make some very concrete recommendations towards governments and industry. We also believe that the Forum can play a key role in ensuring that legal uncertainties for industry are removed through legislative and non-legislative initiatives.

Digitalisation cannot be successful if transport documents are not accepted in all Member States. Similarly, there is a need for an integrative approach towards interoperability which will serve all players in the logistics supply. I AM members are committed to increase efficiency along the supply chain through a pro-active approach to the sharing of data. The establishment of digital corridor information systems as proposed in the framework of DTLF will certainly facilitate data sharing between all stakeholders as it will stimulate the adoption of standards for interoperability within the logistics chain.



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# Maritime

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## MAERSK RECOVERY FROM CYBER ATTACK CONTINUES

Maersk says it has made significant progress in its recovery from the cyber attack on 27 June that has affected many of the container shipping group's IT systems across multiple sites and business units. Late last night, Maersk confirmed that it was able once again to accept container bookings via the world's largest ocean freight booking platform, INTTRA. Lloyd's Loading List reported yesterday that Maersk Line had regained the ability to accept direct bookings from customers via EDI. Kuehne + Nagel (K+N) reported: "All K+N bookings which are sent via EDI from our global operating system are again received in Maersk Line systems."

In terms of Maersk Line's schedules and cargo, the carrier said yesterday that all immediate vessel operations will continue as planned, making the majority of planned port calls. It said access to most ports was not impacted, although some APM Terminals were affected and gates were closed. "Cargo in transit will be offloaded as planned," the company said. "Import cargo will be released to credit customers."

It was reported that the Maersk group's freight forwarding and logistics subsidiary Damco was continuing to experience problems. The group said: "Damco has limited access to certain systems. The business continuity plan has been deployed with a key focus on protecting customers cargo flows."

[The Load Star](#) reported today also on the cyber attack. In the fall-out from the attack, industry experts have called on the various supply chain actors to come together to develop a coordinated response to the threat of cyber crime. Philip Damas, director of Drewry Supply Chain Advisors, argued that a "cross-functional working group backed by experts with expertise in IT, organisation and knowledge of the digital shipping ecosystem" could evaluate the digital resilience of the supply chain. "Cooperation between carriers, port operators, port community systems, governments as well as B2B platforms will be decisive to face and overcome such cyber threats in the years to come," he added.

Read the full Lloyd's Loading List story [here](#)

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# Customs

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## ICS 2.0 UPDATE

Currently, customs formalities related to the safety and security risk analysis of goods entering the Union customs territory are supported by the Import Control System (ICS). The filings in ICS (ENS) are provided by carriers and the data the filings contain is on the level of Master Bill of Lading or Master Air Waybill. In order to implement the strategic objectives of the EU Strategy and Action Plan for Customs Risk Management, which was adopted mid-2014, the UCC and its Delegated and Implementing Acts introduced several new requirements not supported by the currently operational ICS system. Therefore, the Commission started working on designing and implementing ICS 2.0.



In the past few months a project group consisting of Commission, Member States and Trade representatives (including CLECAT) has defined the different business processes which should support the new legislation. The business processes for ICS were discussed per transport mode in order to support as much as possible actual current logistical processes and industry data and message standards. This has led to a business case document supported by process descriptions and diagrams. Although a few Member States have not agreed fully on the business case, all parties involved have supported the work done and agreed to continue the further design and implementation of ICS 2.0. A system architecture for ICS 2 based on a Common Repository with an additional shared interface for trade (STI) and a central service for "e-Screening and Risk Management" to support Member States was endorsed.

This means that the possibility of dual or multiple filing (no need to share commercial information with other trade parties) and the very important Shared Trader Interface are very likely to be implemented. Nonetheless, a final decision for development of ICS 2.0 and the shared trader interface will be taken in mid-2018. In the second half of this year the project group will continue to prepare the proposal for the transition strategy and the common functional and technical specifications.

Although there is not yet a full agreement between the Commission and a few Member States and some other hurdles, like budgetary issues, are still to be overcome, CLECAT is pleased with the outcome of the ICS project group until this point and is confident that with the current direction ICS is going in, it will lead to the best possible solution for all parties involved.

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## Air

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### OUTLOOK FOR AIR FREIGHT STILL HEALTHY, ACCORDING TO IATA

The outlook for air freight is still healthy, according to IATA, which has published its air cargo stats for the three months ending April.

Cargo yields were up 4.5%, (seasonally adjusted); freight tonne km up 10.5%; and air freight has gained market share – typically a sign of an uptick in an economic cycle as companies need to re-stock quickly. IATA's heads of cargo survey saw the score for the yield outlook rise above 50 for the first time in three years. Load factors are rising while freighter capacity growth is 22% lower than last year.

Asia Pacific and European airlines enjoyed the vast majority of the growth, some 70% of it in fact. In May, cargo throughput was at double digit growth, year-on-year, at major freight airports – except the Middle East. Dubai's growth was 1.9%, but more surprising was a decline of 14.4% at Abu Dhabi.

The traditional indicators such as consumer confidence, export orders, trade, silicon and semiconductor sales were all healthy, indicating that the air freight industry is in a far better position than last year.

The fall in the US inventory-sales ratio has been a key driver of the pick up. But, warned IATA, there are indications that the market has now reached its cyclical peak. Growth has slowed, but it does look as if the industry is on course for FTK growth of about 8% in the third quarter.

IATA's full brief is available [here](#).



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# Sustainable Logistics

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## GLEC FRAMEWORK'S FIRST BIRTHDAY

One year ago version 1 of the Global Logistics Emissions Council (GLEC) Framework was officially launched. In its first year the Framework has gained global support and momentum. The idea of one universal and transparent way of calculating logistics emissions is broadly supported by companies, industry associations, NGOs, governments and experts alike. Together with the GLEC members and experts Smart Freight Centre (SFC) has worked to inform and support stakeholders, start the implementation and prepare the framework for future versions.

In the first year after the launch of the Framework, 10 GLEC Members committed themselves to implementing the GLEC Framework. Through the implementation they are leading the way and demonstrating the demand for a harmonized calculation and reporting process as part of their carbon reduction efforts. In addition to the implementation by the GLEC members, more than 30 companies are now actively engaged in some form of (partial) implementation projects following or related to the GLEC Framework. These projects are facilitated and supported directly by SFC, as part of the LEARN project or through a World Bank funded project. The results of these first implementation projects will show what practices are possible today and where we can thrive in the future.

CLECAT will host a webinar on 7 July for forwarders on the LEARN Project's testing exercise, which will work with companies who are - or who would be interested in - carrying out CO2 data collection and reporting on some of their logistics activities, and in testing the applicability and comparability of the [GLEC Framework](#) to their efforts.

For more information, please contact Aidan Flanagan at [flanagan@clecat.org](mailto:flanagan@clecat.org).

## PROMOTION OF THE USE OF ENERGY FROM RENEWABLE SOURCES

A draft opinion on the use of energy from renewable sources was presented by Rapporteur Bas van Eickhout MEP in the TRAN Committee of the EP. He is proposing a higher target for renewable energy, more stringent sustainability criteria for first generation biofuels and stronger incentives for the use of advanced biofuels and renewable electricity. During the debate, many issues were raised such as the need for a gradual transition between first generation and advanced biofuels, the desired amount of flexibility for Member States for reaching the targets, the possibilities for aviation to use renewable energy and the urgency to adapt the existing refuelling/recharging infrastructure.

Vote in TRAN: 25 September

Vote in ITRE: 11/12 October 2017

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# General

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## MALMSTRÖM IN TOKYO TO CLINCH TRADE DEAL

European Commission President Jean-Claude Juncker dispatched the EU's top trade officials to Tokyo on 29 June for crucial talks to seal a long-awaited deal with Japan.



After four years of talks, the two sides are working toward signing a deal at a G20 meeting in Hamburg next week, but Juncker said further work was needed. “There are still a few sticking points. I have therefore sent the European agriculture commissioner and the trade commissioner to Japan,” Juncker said.

Trade Commissioner Cecilia Malmström and Agriculture Commissioner Phil Hogan will arrive hold talks with Japanese Foreign Minister Fumio Kishida. Clinching a deal would be a victory for free-trade advocates after US President Donald Trump pulled the United States out of the Trans-Pacific Partnership this year, dealing a possibly fatal blow to the mooted 12-nation deal.

Juncker said he wanted the negotiations to be finished before Japanese Prime Minister Shinzo Abe holds talks with Juncker and EU President Donald Tusk in Brussels on July 6. “The trade agreement with Japan, if it materialises, is important. And I am assuming that it will materialise,” Juncker said at a pre-G20 press conference with EU leaders in Berlin. “It will fully comply with all European rules, requirements and standards.”

Tariffs on European cheese have been a key sticking point. Brussels wants Japan to eliminate its 30% tariffs on some EU-made cheese, while Tokyo wants duties cut on cars which it exports to the 28-member bloc. Any deal they reach would cover some 28% of global GDP.

The EU’s recent history, however, points to the difficulties it has in agreeing on trade deals. Last year the giant CETA trade deal with Canada nearly sank when the small Belgian region of Wallonia threatened to veto it, before eventually relenting. Wallonia’s regional chief, Paul Magnette, tweeted on Thursday: “You liked CETA? You’ll love JEFTA!”

Source: [EurActiv](#)

## PROMOTING MULTIMODALITY AND INNOVATIVE FINANCING

An exchange of views took place with the European Coordinators, Mr Péter Balázs and Mr Kurt Bodewig took place in the TRAN Committee meeting earlier this month. They presented the progress made in the implementation of the North Sea - Mediterranean and the Baltic - Adriatic core network corridors. They highlighted upcoming actions aimed at promoting multimodality throughout the TEN-T and ensuring adequate financing of the needed investments in the TEN-T in the years to come.

Members inquired about the state-of-play of the cross-border projects in the corridors, progress in the coordination of Member States actions and connecting to Western Balkan countries. Speakers also pointed out that Ireland needs to remain fully connected within the TEN-T under any Brexit scenario.

Regarding the financing of the TEN-T, Members underlined the need for a careful analysis of the effectiveness of the present instruments for funding transport infrastructure investments in order to ensure an adequate financing framework for the further development of the TEN-T beyond 2020.



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# Forthcoming events

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## CLECAT MEETINGS

Supply Chain Security Institute / Air Logistics Institute  
24 October, Paris

CLECAT Freight Forwarders Forum 2017  
24 November, Barcelona

## OTHER EVENTS WITH CLECAT PARTICIPATION

UIC/FIATA Market Place Seminar  
14-15 September, Duisburg

IATA Cargo Security and Facilitation Forum  
3-4 October, Barcelona

Brussels ECG Annual Conference  
8-10 November

## EP/COUNCIL MEETINGS

European Parliament  
**Transport and Tourism Committee**

Tuesday, 11 July, morning

- Presentation by the Estonian Minister for Economic Affairs and Infrastructure, Mrs Kadri Simson, on the priorities of the Estonian Presidency
- Tuesday, 11 July, afternoon
- Hearing: "The impact of Brexit on aviation"
- Presentation by DG MOVE of CEF call results 2016

10-11 July, Brussels

**Plenary Session**

12-15 June, Strasbourg

3-6 July, Brussels

**Transport, Telecommunications and Energy Council**

4-5 December, Brussels (Telecommunications & Transport)



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