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Brussels news

"MORE EU BUDGET FOR TRANSPORT"

A coalition of 30 European transport organisations, including CLECAT launched its campaign for a strong Connecting Europe Facility (CEF) for the next financial period 2021-2028.



**More EU budget
for transport**

The best Investment
Plan for Europe!

With this campaign, the European transport sector is not just asking for money, but is asking for the necessary means to make the TEN-T network, which is a smart transport infrastructure plan for Europe, a reality. There is not a single moment to lose if one wants to preserve and boost the competitiveness of the European economy.

Nicolette van der Jagt, Director General of CLECAT said: 'It is good to see that over 30 transport organisations, covering all modes and nodes, service providers, users and cargo owners are supporting this plea for a strong financial support for the completion of the TEN-T network. 750 billion euro is needed to complete the TEN-T core network. We all know that transport projects with a high societal return do not always generate the necessary return on investment. We also believe that CEF support is the best guarantee to deliver high EU added value and responsible grant management'. ESPO's Secretary General Isabelle Ryckbost, presented the campaign on behalf of the Coalition at the [Connecting Europe Conference](#) which took place on 21 and 22 September in Tallinn.

The leaflet of the coalition can be downloaded [here](#).

LOGISTICS CLOUD FINAL CONFERENCE

CLECAT will participate and join a panel debate at the Final Logistics Cloud Conference which will take place on 27th September in Brussels. The Final Conference aims at presenting the results of the thematic workshops, enhancing awareness of the progress made in the sector, and at fostering further exploitation and implementation of research results.



The European Commission and the [European Technology Platform on Logistics, ALICE](#), organized three workshops on Logistics Clouds, which had the objective of consolidating progress and draft future visions and plan for the Logistics sector, as well as to facilitate collaboration and cross-fertilization among different projects. The Logistics sector is considered an area where collaborative innovation is key to address challenges and opportunities, and the concept of the 'Cloud', as something able to change shape and dimension, aims at offering a new way of collaboration, free from predefined boundaries and constraints.

Participants will be encouraged to reach consensus on the take-ups of the past workshops and to define the contents of possible future Cloud meetings.

Source: [ALICE](#)

CLECAT WORKING GROUP ON BREXIT MEETS

CLECAT's Working Group on Brexit met in on 21 September. The Brexit Working Group discussed the challenges of the Brexit negotiations for the freight forwarding and logistics industry, including the impact of various options for the future relationship between the EU and UK. These could include reversion to full WTO rules, whereby the UK would be a third country like any other without a specific agreement with the EU; a free-trade agreement between the EU and UK; and UK participation in the European Economic Area. It was generally felt that a smooth transition to a situation as close to the status quo as possible would be the least disruptive option.

REGISTRATION FOR THE 2017 FREIGHT FORWARDERS FORUM OPEN

CLECAT is inviting its members, policy makers and stakeholders to join its annual Forum, which is being organised with the support of the Port of Barcelona, on the 24th November at the WTC in Barcelona.



SMART AND SUSTAINABLE LOGISTICS SOLUTIONS THROUGH MULTIMODAL TRANSPORT is the theme of the 2017 Freight Forwarders' Forum.

Effective multimodality permits forwarders to offer a tailor-made service to their customers, thus improving the flow of goods throughout the European economy and boosting growth. An efficient multimodal transport chain allows goods to bypass congestion, achieving value pricing through economies of scale and a flexibility which serves customer needs first. This furthermore brings important environmental benefits to the supply chain, and achieving seamless multimodality and synchronomodality in the transport system will be crucial in meeting Europe's climate commitments.



Innovation for multimodality also enables supply chain resilience, by leveraging the supply chain's high-tech information flows to give customs greater accuracy and information on what is being transported and where. This information sharing also enables collaboration between supply chain parties in order to optimise load factors, bring greater efficiency to terminal operations, and to reduce the overall emissions of the supply chain.

The FFF will hear from several multimodal logistics service providers and operators about what makes their business successful, how they deliver value for their customers. What are the needs in terms of a business environment, regulatory framework and infrastructure connections in order to build a multimodal system. How can innovation drive efficiency, resilience and emissions reduction at the same time? What is needed to boost these developments?

These are the themes and the questions that will be addressed during the Forum gathering different high-level experts speakers, who will set the scene for lively debates with different industry representatives and policy makers.

The event take place in the World Trade Center in Barcelona. Save the date and [register now online](#) for the Freight Forwarders Forum!

ECA ANNUAL TRADE FACILITATION CONFERENCE

CLECAT was invited to speak at a Coordinated Border Management learning event to improve collaboration between border agencies and the private sector. The event was hosted by the World Bank Group's Trade Facilitation Support Program (TFSP), in collaboration with the Ministry of Finance of Montenegro. The event took place in Budva, Montenegro on 19 and 20 September.

Over 60 stakeholders from 16 countries in Europe and Central Asia (ECA) attended the two-day, peer-to-peer event, including representatives from customs agencies, sanitary, phytosanitary and veterinary agencies, ministries of economy and finance, and the private sector. Participants shared their experiences and challenges related to border management and agency coordination, and discussed best practices and potential solutions.

According to the World Bank Group's 2017 Doing Business Report, it takes over two days to export and import in the ECA region, compared to less than one day in Organisation for Economic Co-operation and Development (OECD) countries. Similarly, exporting and importing is up to two times



costlier in ECA than in the OECD. Improved coordination and collaboration amongst border agencies could substantially reduce the time and cost to trade in ECA.

Border agency collaboration has been championed by the World Customs Organization, the World Bank Group and other international organizations, and is embedded in the border control strategies of many countries worldwide. Its importance was highlighted by the World Trade Organization's Trade Facilitation Agreement (TFA), which aims to reduce trade costs and help countries connect to regional and global markets. The agreement, which came

into force in February, requires members' border control authorities to cooperate and coordinate their activities to facilitate trade.



Road

TRUCK DRIVERS PREPARE FOR STRIKE

French trade unions representing truck drivers have called a strike from 25 September for an unlimited period in protest to the reform of labour legislation launched by new president Emmanuel Macron. Previous actions have blocked or impeded access to fuel depots and distribution centres and disrupted traffic on major routes.

Talks at France's Transport ministry this week to avert the strike were described as 'a failure' by the transport branch of the Force Ouvrière union, while the CGT union also called for "massive support" for the strike. But the CFDT and CFTC unions were hoping for a fresh response from the Transport ministry by the end of the week. The labour reforms make provision for individual firms to negotiate directly with their employees rather than under the framework of national agreements covering specific trades, while also making it easier for them to hire and fire. Unions claim this will undermine wages and working conditions.

Transport and logistics federation TLF said it "deplored" the threat to the sector from industrial action "when negotiations on such important issues as job classification and professional training are progressing well." It called on the government to take the necessary steps to ensure that the strike did not impact economic activity in France.

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

Rail

NEW FREIGHT RAIL SERVICE LAUNCHED CONNECTING EUROPE TO CHINA

Tigers (a supply chain specialist based in Hong Kong) has launched a new rail freight service, called Tiger Rail, offering customers a 16-day transit time both east and westbound, between Duisburg, Germany, and Hefei, Chongqing, and Chengdu, China. Tigers is also planning to offer e-commerce customers shipping parcels from Europe to China a cost-effective service along the new Silk Road. "We have seized the opportunity to provide integrated logistics for our customers, who increasingly require shorter transit times than ocean freight, and lower costs than airfreight, making Tiger Rail the perfect solution," said Paul Huang, Managing Director, Tigers China. "Our customers benefit from lower shipping costs by empty container return in Switzerland for westbound services, and Shipper's Own Container (SOC) for eastbound services, for both FCL and LCL.

Source: [Global Railway Review](#)



Air

FREIGHTER OPERATORS FEARFUL OF WINTER CAPACITY CONSTRAINTS AT AMSTERDAM

Air traffic capacity constraints due to be introduced at Amsterdam Schiphol for the forthcoming winter season could have a significant impact on full-freighter operations at the Dutch airport, according to air cargo and shipper representatives. The hub's strong passenger and freight traffic growth this year has already seen Schiphol breach its annual quota of 500,000 air traffic movements (ATM), a figure decided upon within the framework of a locally binding agreement signed in 2008.

However, the scale of the squeeze on all-cargo flights is difficult to quantify - while one media report claims that freighter operators are set to lose up to 20% of their slots at the airport next month, neither the Dutch air cargo community, Air Cargo Netherlands (ACN) nor the national shippers council, Evofenedex, have advanced a figure.

Roger Spoel, policy adviser at Evofenedex, said given the strong growth in cargo at Schiphol so far in 2017, the loss of slots would be a serious blow to the logistics sector. "It will also hurt the attractiveness of international companies' distribution centres, while scarcity in capacity might also create an increase in air cargo rates which will also hurt business," he added. Spoel went on to warn of the risk of freighter operators quitting Schiphol for other European airports if concessions were not made on the availability of slots. "It could make economic sense to leave Schiphol entirely and Brussels, Liege, Maastricht, Frankfurt, Luxembourg and Paris airports may profit," he said. Evofenedex has raised the issue with the Dutch Transport ministry.

The industry also fears that all-cargo carriers could fall foul of IATA and EU regulations which stipulate that in order to retain their historic rights to slots, airlines need to fly 80 % of their slots according to the requested flight schedule.

Schiphol Group noted that some full freighter operators found this requirement "challenging" because of the often ad hoc and seasonal nature of the business which depended heavily on cargo flows, unlike the highly-scheduled air passenger market.

Nevertheless, Schiphol Group sounded an upbeat tone, underlining that it expected the number of full freighter slots "to remain relatively stable in comparison to the unconstrained situation", with "scheduled operators expected to sustain – and expand if possible – their current operations".

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

General

BIFA UPDATES ITS STCS TO PROTECT MEMBERS

The British International Freight Association (BIFA) is to issue a revised set of standard terms and conditions (STCs) next month to reflect the changes in international trade.



BIFA director general Robert Keen told *The Loadstar* the revisions would focus on three main areas. The changes are largely as a result of the 2016 amendment to the Safety of Life at Sea (Solas) regulations which introduced the concept of verified gross mass (VGM) of containers; the increasing use of fulfilment centres, caused by the rise of e-commerce; and growing arbitration rather than litigation to resolve commercial disputes outside UK law.

Mr Keen said: “In the case of arbitration, this about modernising the STCs to reflect the way people trade – so many customs forms are filled out for overseas parties.

“There’s so much more cross-trade being done; our members’ customers can be anywhere in the world, so amending clause 28 widens the scope for BIFA members to find solutions to disputes.”

Clause 28 covers the jurisdiction of claims, and has been amended so that any member can choose arbitration rather than litigation in order to deal with any dispute they may have with their customer. BIFA said this would improve “the ability of members to pursue customers in jurisdictions that may not give effect to an English law and jurisdiction clause in favour of English courts, or may not have any reciprocal agreement in force with the UK regarding the enforcement of judgments”.

Clause 17 is also set to be updated. This will take into account the new onus on forwarders booking container shipments on behalf of shippers.

Under the VGM amendment, the firm on the bill of lading is responsible for providing the ocean carrier with a verified gross mass of the container and its contents, and the revised BIFA terms provide a warranty from the customer that they are being accurate.

Source: [BIFA](#)



Forthcoming events

CLECAT MEETINGS

Customs and Indirect Taxation Institute

20 October, Brussels

Supply Chain Security Institute / Air Logistics Institute

24 October, Paris

Maritime Institute

23 November, Barcelona

CLECAT Freight Forwarders Forum 2017

24 November, Barcelona

CLECAT Board meeting

24 November, Barcelona

OTHER EVENTS WITH CLECAT PARTICIPATION

ELP dinner event on Infrastructure Funding

25 September, Brussels

LEARN/GLEC Framework Training

26 September, Amsterdam

Collaborative Innovation Days

27 September, Brussels

IATA Cargo Security and Facilitation Forum

3-4 October, Barcelona

FIATA WORLD CONGRESS

4-8 October, Kuala Lumpur

ECG CONFERENCE

20 October, Brussels

DIGITAL TRANSPORT DAYS CONFERENCE

8-10 November, Tallinn

THE FUTURE OF TRANSPORT 2017

6 December, Brussels

ALICE PLENARY + MEMBERS DINNER

13.12.2017, Brussels



EP/COUNCIL MEETINGS

European Parliament Transport and Tourism Committee

25 September 2017
11, 12 October 2017
9 November 2017
22, 23 November 2017
4 December 2017

Transport, Telecommunications and Energy Council

24 October 2017, Luxembourg
4-5 December, Brussels (Telecommunications & Transport)

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