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Brussels news

ELP DEBATE - ‘THE FUTURE OF MULTIMODAL TRANSPORT’



**European
Logistics
Platform**

The European Logistics Platform is organising an interactive forum on the future of Multimodal Transport on the 30th January at the Stanhope hotel in Brussels. The event will be hosted by Wim van de Camp (EPP) member of the ELP Advisory Board and of the TRAN Committee.

The European Commission has announced that the year 2018 will be the multimodal year and therefore the ELP dedicates the first event of the year on the freight transport logistics perspective with regards to multimodal freight options. What is the customers’ perspective on the need for multimodal transport? How can intermodal operators provide the right services and adapt to market needs? What is the vision of the European Commission on its role in support of more multimodal freight transport operations? These and other questions will be addresses during the lunch debate.

Members from across the European Parliament's committees and political groups, the European Commission and stakeholders are invited to join the debate on the 30th January.

[Registration](#) is open.



MOBILITY PACKAGE - PRESENTATION OF DRAFT REPORTS

The Mobility Package will be the focus of the upcoming TRAN Committee meeting of the European Parliament. The Rapporteurs for the different legislative proposals will present their draft reports on 22 and 23 January in Brussels.

On Monday 22 January, three reports will be presented covering **road charging aspects**:

[MEP Christine Revault d'Allonnes Bonnefoy \(S&D\)](#) will present her draft [report](#) on the **Charging of heavy goods vehicles for the use of certain infrastructures**. [MEP Deirdre Clune \(EPP\)](#) will introduce the draft [report](#) regarding certain provisions on **vehicle taxation**.

[MEP Massimiliano Salini \(EPP\)](#) will present the draft [report](#) on Interoperability of **Electronic Road Toll systems**.

On the 23rd January the TRAN Committee will see the presentation of 4 reports, this time considering the **market and social aspects** of the package, at 14h30.

[MEP Wim van de Camp \(EPP\)](#), will introduce his draft [report](#) on the proposal on **minimum requirements on maximum daily and weekly driving times**.

[MEP Merja Kyllönen \(GUE/NGL\)](#) will introduce the draft [report](#) on rules for **posting drivers in the road transport sector**.

[MEP Jens Nilssen \(S&D\)](#) will present the draft [report](#) on the conditions to be complied with to pursue the occupation of road transport operator, and to **access to the international road haulage market**.

The meeting will be webstreamed.

PRIORITIES OF THE BULGARIAN PRESIDENCY

Mr Ivaylo Moskovski, the Bulgarian Minister of Transport and Infrastructure, will present the priorities of the Bulgarian Presidency for the first half of 2018 on Tuesday 23 of January 2018 to the TRAN Committee of the European Parliament. The meeting will be webstreamed.

Road

NEW CO2 EMISSIONS DECLARATIONS FOR HGV FROM 2019

As of 1 January 2019, newly produced trucks will have to determine and declare their CO2 emissions and fuel consumption. This will increase transparency around the fuel consumption of heavy-duty vehicles in the EU market. [Commission Regulation \(EU\)2017/2400](#) introduces a common method to objectively compare performance of heavy-duty vehicles and to encourage the introduction of more fuel-efficient vehicles in the EU market.

The new regulation lays down provisions for the certification of truck components with an impact on CO₂ emissions and the fuel consumption of vehicles (engines, gearboxes and torque converting



components, axles, body, tyres and auxiliaries), introduces the vehicle energy consumption calculation tool (VECTO) – a simulation tool developed for the purpose of determining and declaring CO₂ emissions and fuel consumption of heavy-duty vehicles, and lays down requirements for EU countries and manufacturers to approve and verify the conformity of components and the simulation process.

Maritime

PUBLIC CONSULTATION ON REPORTING FORMALITIES FOR SHIPS

CLECAT has encouraged its members to respond to the [public consultation](#) on the Reporting Formalities for Ships consultation which is open until the 18th January. The objective of the Reporting Formalities Directive is to simplify and harmonise administrative procedures for maritime transport by introducing National Single Windows (one single reporting entry point for each Member State) for harmonised reporting in electronic format. However, the legislation has not delivered the expected results; harmonisation has not been achieved and the administrative burden on shipping operators remains high because of diverse reporting requirements. Legal and other obstacles block the possibility of making data available for e.g. multimodal transport or more efficient and smart logistics chains.

DG MOVE is therefore considering to propose another legislative initiative in the Spring to address these issues and meet the expectations of the industry and Member States. Operators do not have the possibility to report in an identical way throughout the EU. Having to adapt to a multitude of different reporting formats/procedures creates unnecessary costs and administrative burden on shipping companies. CLECAT recommends that DG MOVE does not attempt to replace the existing systems, with an ambitious European Single Window, but instead, seeks to make existing solutions more interoperable.

CARRIERS START TO DEFER ULCV DELIVERIES

Where contracts allow, ocean carriers are starting to postpone deliveries of new ultra-large container vessels (ULCVs) in the face of the return of the twin challenges of cellular overcapacity and softening demand.

Alphaliner has claimed that Cosco has deferred 10 of the 28 ULCVs it was due to receive this year to 2018 and Yang Ming has pushed back delivery of three 14,000 teu vessels into next year. Despite these deferrals, Alphaliner calculated there would still be some 1.5m teu of newbuild containerships entering service this year of which 1.2m teu is slated for delivery before the end of June.

And it forecasts that January will be a record month for deliveries, with no less than seven 19,000-21,000 teu vessels expected to join the global fleet – equating to an extra 250,000 teu of capacity. They include the 21,413 teu OOCL Indonesia, the CMA CGM Antoine de Saint Exupery (20,776 teu), MOL Treasure (20,182 teu), Cosco Shipping Taurus (20,119 teu) and Marseille Maersk and Manchester Maersk sister ships (each 20,568 teu).

These ships are to join the Asia-Europe trade, and the challenge for ship planners will be to phase them into their nominated loops without causing a big spike in capacity and a negative impact on



freight rates. Once the existing tonnage in these services has completed their voyages this month, carriers will look to deploy it onto other trades, resulting in a fresh surge of vessel cascading.

For full story see: [The Loadstar](#)

OCEAN FREIGHT RATES FLAT AS 1 JANUARY RISES ARE SUSTAINED

Ocean freight spot rates on the main export trades out of China were expected to be broadly flat following the partial success of New Year general rate increases (GRIs), according to shipping and freight forwarding sources.

The latest Shanghai Containerised Freight Index (SCFI) figures, from 5 January, indicate that average Shanghai-North Europe prices will rise this week by just under 3% to US\$864 per teu, while Shanghai-Mediterranean average spot prices were set to be exactly the same as last week's level of \$738 per teu. Those follow rises the previous week of 8% on Asia-North Europe and a 23.8% jump in spot rates for Asia-Mediterranean services, according to the SCFI.

In its latest ocean freight rates analysis on 3 January, US technology-driven freight forwarder Flexport reported that 1 January GRIs were implemented at around \$300 per feu for the USWC, with rates rises of around \$400 per feu for the USEC, and about \$200 per feu for Asia-Europe.

It expected further rate increases as the month continues, with space remaining tight all the way through to Chinese New Year on 16 February. It expected further rises from 15 January GRIs on the transpacific trades, and average rate rises of around \$200 per feu to be implemented on Asia-North Europe as a result of 8 January GRIs. Noting that factories in China will be closed or operating at diminished capacity for at least four weeks around the time of Chinese New Year, Flexport added: "Because of increased demand, rates will stay up and space will be more difficult to secure – both trends that will continue through the start of Chinese New Year. End-of-year blank sailings have led to cargo overflows, further tightening space this week."

Full story: [Lloyd's Loading List](#)

Rail

RAIL FREIGHT MEETING ON CONTINGENCY PLANNING AND INTEROPERABILITY

CLECAT will participate in a meeting next week including rail freight stakeholders and the European Commission to discuss initiatives following the Rastatt incident.

The meeting follows a meeting DG MOVE hosted with sector representatives on 12 September on the Rastatt incident, it was agreed that the Commission will facilitate some ad hoc meetings of the Platform of Rail Infrastructure Managers (PRIME) and the Railway Undertakings' Dialogue, bringing in also experts from the rail freight corridors and representatives of the logistics sector, such as shippers and freight forwarders to develop a best practice template for contingency plans.

Three main issues will be discussed on the 17th January: international contingency planning, common operational language and simplification of operational rules.



SPANISH GOVERNMENT INCENTIVISES TRUCK TO TRAIN SHIFT

Last week, Spanish Minister for Development, Iñigo de la Serna, announced a five-year plan to incentivise the modal shift of road to rail freight. Spain has secured a budget of 125 million EUR for the period 2018 - 2022.

The transport companies and manufacturers will be able to receive this incentive from the second quarter of 2018, obtaining 2.25 million Euros for 1,000 tonnes/km on the rail network. The initial project will take five years, amounting to 25 million Euros every year. The Spanish government estimates that a major use of rail freight traffic will save 425 million Euros every year due to less pollution, impact on roads and work accidents. However, rail freight has only a five per cent market share in Spain in comparison to the European average of around 15 to 17 per cent, but which reaches as high as 33 per cent in countries like Austria or Sweden.

Spain opened up the rail freight market in 2005, and currently the main operators are Renfe, which accounts for a 70 per cent market share; Comsa Rail Transport (9.3 per cent); Continental Rail/ACS Group (7.6 per cent); and Transfesa (DB Group), 5.4 per cent.

Source: [Railfreight](#)

HUPAC LAUNCHES NEW SHUTTLE SERVICE

Hupac Maritime Logistics has launched a new shuttle connecting the Port of Rotterdam to Stuttgart and Baden-Württemberg. Currently Hupac Group provides the service three times per week. Once volumes increase in the next months, they plan to upgrade the service to daily departures. Peter Weber, Director of Corporate Development at the Hupac Group stated that the new connection will provide huge opportunities to provide a fast & reliable service to maritime hinterland logistics. Finally, Hupac plans to launch a direct connection between Hannover and Novara, in the north-west of Italy, later this month.

Source: [Railfreight](#)

Customs

UK'S VISION ON FUTURE RELATIONS WITH THE EU

A joint article by UK's Chancellor of the Exchequer, Philip Hammond and Secretary of State for Exiting the European Union, David Davis was published this week in the Frankfurter Allgemeine Zeitung. The article was published in the context of a visit of the UK delegates to Germany.

In laying out their vision of on the future relations with the EU they refer to 'a deep and special partnership.' 'As Brexit talks now turn to trade, the UK will look to negotiate a new economic partnership with the EU – the most ambitious in the world – that recognises the extraordinary levels of interconnectedness and cooperation that already exist.'

The article also reads: 'Meanwhile, there are still important choices to be made about how we find the right balance in Britain's new relationship with the EU. As two of Europe's biggest economies, it



makes no sense to either Germany or Britain to put in place unnecessary barriers to trade in goods and services that would only damage businesses and economic growth on both sides of the Channel.'

It continues: 'The UK does not want to restrict itself to models and deals that already exist. Instead it considers imagination and ingenuity should be used, to craft a bespoke solution that builds on the deeply integrated, unique starting point to maximise economic cooperation, while minimising additional friction.' According to Davis and Hammond 'the economic partnership should cover the length and breadth of our economies including the service industries — and financial services. Additionally, they proposed to provide as much certainty to businesses throughout the EU as possible, through a time-limited implementation period after Britain leaves the EU in which access to one another's markets will continue in its current form, using the EU's existing rules, regulations and agencies. That way, UK and European businesses have time to prepare for a single set of changes — once it is known what the future trading partnership will look like.'

Later this month the Brexit negotiations on trade and customs between the EU and UK will start. The full article can be read [here](#)

NORTH KOREA: EU ALIGNS ITS SANCTIONS LISTS

The Council will work on the swift transposition of the new sanctions included in UN Security Council resolution 2397 against the Democratic People's Republic of Korea (DPRK). A number of these measures are already contained in existing EU autonomous sanctions. The EU is likely to adopt additional autonomous measures in the coming weeks. The EU implements all UN Security Council resolutions adopted in response to the DPRK's nuclear programmes and nuclear weapons, other weapons of mass destruction and ballistic missile programmes. In addition, the EU has imposed autonomous restrictive measures against the DPRK, complementing and reinforcing the UN sanctions regime.

Source: [EU Council](#)

Digitalisation

UN/CEFACT'S NEW RECOMMENDATION ON SINGLE WINDOW

In December 2017, the United Nations Centre for Trade Facilitation and E-business (UN/CEFACT) published a new recommendation on Single Window; Recommendation 36.

The objective of the new Recommendation is to offer options for the establishment of Single Window interoperability, regardless of whether the national facility is operated by the public or private sector. The aim of interoperability should be to exchange accurate, complete data (datasets) speedily, seamlessly and securely and to the greatest benefit for operators and users.

The scope of the new Recommendation covers the interoperability between two or more electronic Single Windows in different countries or economies. Consistent with the definition provided in [Recommendation n°33](#), the Single Windows discussed in Recommendation 36 are those that facilitate import, export and transit-related regulatory functions.

The purpose of this Recommendation is to provide details on the preparations needed, including the models for information sharing that need to be developed, before implementing bilateral and regional Single Windows, and to give examples of best practice. It presumes that Recommendations n°33 on



Single Window implementation, n°34 on data simplification and standardization, and n°35 on the enabling legal environment for Single Window implementation have already been followed.

The full Recommendation 36 can be downloaded here: [Single Window Interoperability](#)

EUROPEAN CYBERSECURITY CENTRES OF EXPERTISE

One of the strategic goals of the EU is to retain and develop the essential capacities to secure its digital economy, society and democracy. To achieve that the EU considers it needs to make a better use of its research and innovation capacities spread across the EU.

In its September 2017 [Joint Communication](#) "Resilience, Deterrence and Defence: Building strong cybersecurity for the EU" the European Commission announced the intention to support the creation of a network of cybersecurity competence centres to stimulate the development and deployment of technology in cybersecurity.

As a first step in this direction, the European Commission is conducting a mapping of the existing centres of expertise in the field of cybersecurity (e.g. university department, research centre, etc). The results of this mapping will be translated into a "Cybersecurity Atlas" (an index of existing EU cybersecurity Centres) that will be made publicly available. This Atlas aims at becoming a valuable tool and a reference for the cybersecurity community to look for potential partners and pool resources.

The Commission is calling on all cybersecurity competence centres across the EU, whether public or private, to [register their organisations](#) and share information about their work and expertise.

Sustainable Logistics

PORT-LINER LAUNCHES FIRST EMISSION-FREE BARGES

Port-Liner is to roll-out the first fully electric, emission-free barges in Europe. Amsterdam, Antwerp, and Rotterdam ports will host the new vessels, capable of handling 24-280 20ft containers, from August this year. The launch follows a sizeable investment in the technology by the European Union

The Port of Antwerp has added €200,000 to the EU €7m subsidy as part of a wider initiative to improve port efficiency. Operators in Antwerp are expecting five of the new barges in August, with six larger vessels – capable of carrying 280 containers – due later in the third quarter. They will operate between De Kempen intermodal terminal in South Netherlands and Antwerp, and are expected to remove 23,000 trucks from the roads annually.

Chief executive of Port-Liner Ton van Meegen told The Loadstar the barges would be the first in the world to sail on carbon-neutral batteries, adding that the smaller ones could handle more containers, but low bridges in Belgium and the Netherlands prevented this. He said: "There are some 7,300 inland vessels across Europe and more than 5,000 of those are owned by entrepreneurs in Belgium and the Netherlands. We can build upwards of 500 a year, but at that rate it would take some 50 years to get the industry operating on green energy." What makes Port-Liner's vessels unique is housing the battery in a container that can be stored on any vessel. "This allows us to retrofit barges already in operation, which is a big boost for the industry's green energy credentials," said Mr van Meegen.

Source: [The Loadstar](#)



REMINDER - LOGISTICS PERFORMANCE INDEX (LPI) SURVEY

The World Bank wants to hear from CLECAT's members as part of the ongoing Logistics Performance Index (LPI) survey. The LPI is based on a survey among international freight forwarders who share their experience in moving goods and organizing international supply chains for their customers. If you are working in a freight forwarding company dealing with international shipments, you are cordially invite you to take the survey at <https://lpisurvey2018.worldbank.org/?comp=FEF>

Completing the survey should only take around 20 minutes. The survey does not seek any confidential company-specific information. Responses are anonymous. All responses are kept confidential and anonymous.

WOMEN IN TRANSPORT MEETING

With only 22% of women, the transport sector is not gender balanced. The objective of the Women in Transport - EU Platform for change launched on 27th November 2017, is to strengthen women's employment and equal opportunities for women and men in the transport sector thanks to the actions brought about by the Platform members. It will also serve as a forum to discuss and exchange good practices. CLECAT has been among the organizations which have supported the project of the creation of the platform and was therefore among the first signatories of the Declaration presented on November 27th. A follow-up meeting will take place on the 23rd January which will be joined by CLECAT.

General Forthcoming events

CLECAT MEETINGS

CLECAT Road Institute

7 February, Brussels

CLECAT Workshop on the EU Customs Data Model

7 February, Brussels

CLECAT Customs & Indirect Taxation Institute

8 February, Brussels

Supply Chain Security Institute / Air Logistics Institute

28 February, Brussels

ALICE – LEARN Event

7-8 March, Brussels

CORE Final Event

28 March, Brussels

CLECAT Customs Conference

28 March, Brussels



OTHER EVENTS WITH CLECAT PARTICIPATION

DG MOVE PRIME-RU DIALOGUE WORKSHOP

17 January, Brussels

WOMEN IN TRANSPORT PLATFORM

23 January, Brussels

ELP LUNCH DEBATE | THE FUTURE OF MULTIMODAL TRANSPORT

30 January, Brussels

FIATA WORKING GROUP SEA

8-9 February, London

FIATA WORKING GROUP ROAD TRANSPORT

14 March, Zurich

FIATA HEADQUARTERS SESSION 2018

15-17 March, Zurich

TEN-T DAYS 2018

25-26-27 April 2018, Ljubljana

25th ITS World Congress

17-21 September, Copenhagen

EP MEETINGS

European Parliament Transport and Tourism Committee

22/23 January 2018

Contact

Nicolette van der Jagt

Director General CLECAT

Rue du Commerce 77, B-1040 Brussels, Belgium

Tel +32 2 503 4705 / Fax +32 2 503 47 52

E-mail nicolettevdjagt@clecat.org / info@clecat.org

 @CLECAT_EU

www.clecat.org



European association for forwarding,
transport, logistics and customs services

