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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 MEP Wim van de Camp (EPP).

EU Transport Commissioner Violeta Bulc has called for 2018 to be the "Year of Multimodality" - a year during which the Commission will raise the importance of multimodality for the EU transport system. Therefore the ELP dedicates the first event of the year on the freight transport logistics perspective with regards to multimodal freight options. The event will hear the customers’ and the intermodal operators’ 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 addressed during the lunch debate. Registration for the event is closed.



2018 YEAR OF MULTIMODALITY

At a closing reception of the Maritime Year organised by Commissioner Violetta Bulc and the opening of the Year of Multimodality, the Commissioner announced initiatives by the Commission to work for the EU transport sector to function as a fully integrated system. Organised at the Berlaymont, the Commissioner announced a number of events:



- High-level Conference on European Multimodal Freight Transport, 20 March Sofia
- Transport Research Arena, Vienna, 16 -19 April 2018
- TEN-T Days Connecting Europe, Ljubljana, 25-27 April 2018

Throughout the year the Commission will put together a series of legislative and policy initiatives and events aiming at promoting the functioning of the transport sector as a fully integrated 'system'.

Key thematic areas will include:

- Digitalisation with focus on the electronic transport documents proposal, digital corridor information systems and multimodal travel information and ticketing;
- The use of economic incentives to promote multimodality through e.g. the revision of the combined transport directive and a new study on the internalisation of external costs;
- Support to multimodal infrastructure and innovation, physical and digital, in particular in the context of the Connecting Europe Facility, Horizon 2020 and the new Framework Programme for research and innovation (FP9).

See also the Link on the [EC website](#)

Road

TRAN COMMITTEE DEBATES MARKET PROPOSALS MOBILITY PACKAGE

The Mobility Package was the focus of this TRAN Committee meeting. The Rapporteurs presented market and social aspects of the package on Tuesday. In the absence of the Rapporteur MEP Merja Kyllönen, a debate took place on the [draft report](#) on the Posting of Workers. The topic is becoming highly sensitive and CLECAT has noted that there are remaining strong diverging views between political groups but equally within the political groups. There is discrepancy between Members from the Eastern and Western member states in this matter, but equally peripheral member states are affected and have different opinions. Overall there was very little mention of the economic impact of the proposals on business and industry and the fact that the proposals could have detrimental economic effects, also to the employment situation, in some parts of Europe. However, it was interesting to hear that there was some recognition of the fact that the label of 'social dumping' is used as a convenient argument to violate the basic principles of the EU internal market.

The draft report of Merja Kyllönen unfortunately does not improve the Commission's proposals, of which CLECAT had some criticisms. Whereas we welcome the Commission's general good intention to reduce the administrative burden for industry, through digitalisation, the majority of the obligations proposed in the lex specialis have simply been taken from Directive 2014/67/EU on the enforcement



of Directive 96/71/EC. There will be considerable high administrative costs for both the operators and the freight forwarders. CLECAT supports on increased focus on fighting illegal practices in road freight transport through initiatives to enhance a (uniform) enforcement and cooperation between national authorities. With stronger enforcement, there would have been no need, in our view to propose further burdensome legislative measure that have a disruptive impact on the logistics sector and the free movement of goods.

CLECAT strongly supports the [draft opinion of Martina Dlabajová](#) for the Committee of Employment and Social Affairs. She has noted that the situation of the workers is not comparable to posted workers in other sectors who frequently stay in a particular host Member State for extended periods of time. Applying and enforcing Directive 96/71/to transit and international transport would lead to enormous administrative burdens, i.e. the applicable national laws could change on a daily basis during the course of a single journey. Such a situation would impose unjustified barriers on one of the fundamental freedoms of the EU; the free movement of services.

The rapporteur proposes to apply certain elements of the Posting of Workers Directive 96/71/EC and Enforcement Directive 2014/67/EU to cabotage operations. This would be acceptable for CLECAT as in such cases, foreign and local undertakings are in direct competition with each other; essentially similar rules regarding workers' pay therefore should apply. However, these two Directives should only apply to cabotage to the extent outlined in this *lex specialis*, bearing in mind the highly mobile nature of the sector and the need to reduce administrative burdens.

MOBILITY PACKAGE DRAFT REPORTS PRESENTED IN EP

TRAN committee rapporteur on the Eurovignette revision Christine Revault d'Allonnes Bonnefoy MEP (S&D, France) presented her [draft report](#) on 22 January. Her draft report supports and extends the principles of the Commission proposal, including inclusion of the full scope of vehicles, shifting to distance-based charging and internalisation of external costs. She has therefore proposed to extend further the ability of Member States and their relevant authorities (subnational authorities included) to impose external cost charges, as well as to simplify procedures for authorities when imposing charges and to confer supervisory powers to a European Road Transport Agency. She also proposes to require the earmarking of funds raised from road charging for investment in transport infrastructure and services. The shadow rapporteurs from other groups expressed support for a level playing field between vehicles and earmarking, but raised questions on the extension of charging to secondary roads and the creation of the European Road Transport Agency. The Commission welcomed the amendments tabled by the rapporteur but noted that while it supports earmarking, this will meet with opposition in the Council, hence the Commission's reluctance to include such provisions in the legislative proposal.

On 24 January the ENVI committee's rapporteur Seb Dance MEP (S&D, UK) presented his [draft opinion](#). For this dossier, the Parliament is operating under Rule 54 of its Rules of Procedure, whereby the ENVI committee is an 'associated committee' in the legislative process. As such, in drafting its opinion on the proposal, it is expected to focus on areas of its specific competence - in this case CO₂ and external cost charging - and the TRAN committee is expected to accept ENVI's amendments in good faith. Mr Dance proposes mandatory external cost charging, as well as to bring forward the dates for application of the Directive, as well as earmarking of funds. Shadow rapporteurs expressed support for Mr Dance's overall goals, but some expressed scepticism over his ambitious timeline for implementation, and the extent to which the EU harmonises the imposition of charges.

CLECAT has received the draft report and opinion with great interest, and will be providing views to MEPs ahead of the committee votes in March. While we support the principles of a level playing field



between all vehicles, we are concerned about the burden which would be placed on industry by extensive and mandatory charging, especially if the conditions with which authorities must comply are weakened. CLECAT strongly supports the earmarking of funds raised from road charging for reinvestment in transport infrastructure, including modal connections and secure parking areas.

COMMISSION INFRINGEMENT PROCEEDINGS IN ROAD TRANSPORT

The European Commission has decided to refer Malta and Romania to the Court of Justice of the EU for failing to notify their national policy frameworks under [Directive 2014/94/EU](#) on the deployment of alternative fuels infrastructure. The national policy frameworks are the main instrument to ensure the coordinated build-up of sufficient alternative fuels infrastructure, including recharging points for electric vehicles and refuelling points for natural gas and hydrogen. The establishment of those frameworks also helps to avoid a fragmentation of the internal market thanks to a coordinated introduction of alternative fuels. Member States were required to notify their national policy frameworks to the Commission by 18 November 2016. To date Malta and Romania have failed to do so despite a letter of formal notice and a reasoned opinion sent by the Commission on 15 February and 13 July 2017 respectively.

The Commission has requested 6 Member States to fully transpose the '[Roadworthiness Package](#)' adopted in 2014 and whose aim is to improve vehicle testing in EU, and, therefore, road safety. This package is made of three EU Directives which Member States were required to transpose by 20 May 2017. To date, however, Cyprus, the Czech Republic, Germany, Ireland, Romania and Slovakia have not – or only partially – done so. The Czech Republic, Romania and Slovakia have not adopted, published and communicated to the Commission the national measures transposing the updated rules on the periodical technical inspection of motor vehicles and their trailers ([Directive 2014/45/EU](#)). The Directive covers passenger cars, trucks, buses, heavy-trailers, motorcycles and speed tractors, and defines the items to be tested during the roadworthiness test, the tests methods, and the defects and their assessment. The Directive also introduces minimum requirements for the testing facilities, the training of inspectors and the supervising bodies.

Cyprus, Ireland, and Slovakia have not adopted, published and communicated to the Commission national measures transposing the updated rules concerning the registration documents for vehicles ([Directive 2014/46/EU](#)). This Directive requires Member States to set up electronic vehicle registers with harmonised content, and it defines the procedure to be followed in case of a failed periodic roadworthiness test. The Czech Republic, Germany, Ireland and Slovakia have not adopted, published and communicated to the Commission the national measures transposing the update regime for the technical roadside inspection of commercial vehicles ([Directive 2014/47/EU](#)). This Directive provides common rules for the technical roadside inspection of trucks, buses, heavy-trailers and speed tractors. The Commission sent these requests in the form of reasoned opinions. All Member States concerned now have two months to reply; otherwise, the Commission may decide to refer them to the Court of Justice of the EU.

The Commission has requested Cyprus, the Czech Republic, and Romania to communicate national measures implementing the updated European rules regarding the maximum weights and dimensions of certain road vehicles ([Directive 2015/719/EU](#)). These rules, which concern international traffic, play an important role for the functioning of the internal market and the free movement of goods in Europe. Among others, the Directive introduces derogations for heavy good vehicles with improved aerodynamic performance, or for those powered by alternative fuels. This provides incentives for using cleaner vehicles, which may be longer or heavier than conventional ones. This Directive should



have been implemented by Member States by 7 May 2017. All Member States concerned now have two months to notify the Commission of all measures taken to ensure full implementation of the Directive. Otherwise, the Commission may refer these cases to the Court of Justice of the EU.

Source: [European Commission](#)

EP ADOPTS POSITION ON ENERGY EFFICIENCY AND RENEWABLES

At its plenary sitting on 17 January, the European Parliament endorsed committee proposals for binding EU-level targets of an 35% improvement in energy efficiency, a minimum 35% share of energy from renewable sources in gross final consumption of energy, and a 12% share of energy from renewable sources in transport, by 2030.

To meet these overall targets, EU member states would be asked to set their own national targets, to be monitored and achieved in line with a draft law on the governance of the Energy Union. On energy efficiency, Parliament voted in favour of a minimum 35% binding EU target and indicative national ones. This target should be considered on the basis of the projected energy consumption in 2030.

In the position adopted by the Parliament on renewable energy, MEPs said that the share of renewable energy should be of 35% of the energy consumption in the EU in 2030. National targets should also be set, from which Member States would be allowed to deviate by a maximum of 10% under certain conditions.

In 2030, each Member State would have to ensure that 12% of the energy consumed in transport comes from renewable sources. The contribution of so-called “first generation” biofuels (made from food and feed crops) should be capped to 2017 levels, with a maximum of 7% in road and rail transport. MEPs also want a ban on the use of palm oil from 2021.

The share of advanced biofuels (which have a lower impact on land use than those based on food crops), renewable transport fuels of non-biological origin, waste-based fossil fuels and renewable electricity would have to be at least 1.5% in 2021, rising to 10% in 2030. By 2022, 90% of fuel stations along the roads of the Trans-European Networks should be equipped with high power recharging points for electric vehicles.

The Council has already adopted its positions on these files, meaning that trilogue negotiations between the Council, Parliament and Commission may begin in order to determine the eventual legislation. Under the Council’s General Approach on the renewable energy proposal, the transport renewables target for 2030 would be set at 14% for each Member State, with a sub-target of 3% for advanced biofuels, for which double-counting would be allowed. The advanced biofuels target has an intermediate binding milestone of 1% in 2025 to increase investment security and guarantee the availability of fuels throughout the period. Electromobility is encouraged by two multipliers of 5x for renewable electricity used in road transport, and of 2x for rail transport.

The existing 7% cap on first-generation biofuels is maintained, while if a Member State were to set a lower cap, it would be rewarded with the option of lowering its overall target for renewables in transport.

Source: [European Parliament](#), [Council of the EU](#)



Rail

TESTING OF AUTOMATIC FREIGHT TRAINS IN THE NETHERLANDS

Alstom, the French rail engineering company, the Dutch rail manager ProRail and operator Rotterdam Rail Feeding have signed a deal in order to begin testing automatic freight trains in the Netherlands. During 2018 the first Automated Train Operation (ATO) test services, using GoA 2 level, will take place within the Port of Rotterdam's rail network. Eventually the services will be extended to the 150-kilometre Betuweroute (the European Rail Traffic Management System (ERTMS) connecting Rotterdam with Germany).

The test drive on the Betuweroute will focus on ATO application to freight transport. These tests were first announced at the recent Intelligent Rail Summit in Vienna and were later confirmed at the signing ceremony between the mentioned enterprises. As part of the tests, the train will run for 100 km without a driver intervention on rail sections equipped with two different ERTMS levels (a and 2) from the Rotterdam Harbour district to CUP Valburg.

It is worth mentioning that those trains equipped with ATO operate at close intervals, increasing the capacity of the network and enabling reduced energy consumption. Moreover, at GoA 2 level the train is equipped with automatic train protection (ATP) and while the train has self-driving technology, there would be still a driver on board. The purpose of the driver in the GoA 2 level is mainly supervisory, but allows for quick action in case the system fails or if there is an accident.

Source: [Railfreight](#)

SHIFT2RAIL CALLS PROPOSALS FROM RAIL FREIGHT INNOVATORS

Shift2Rail Joint Undertaking (S2R JU) project is inviting the most innovative rail freight proposals to share in a new finance package worth more than 155 million EUR. The project, which is supported by European Horizon 2020 funding, has called proposals in 18 topics and aims to introduce new ideas for improved freight and passenger services in Europe. The initial funding in this call is 78.7 million EUR, out of the estimated total value of 155 million EUR.

Henrik Hololei, Director General for Mobility and Transport at the European Commission, stated that S2R JU has committed more than 50% of its programme funds in the call for proposals, which shows how the sector is capable of fast-paced work on innovation. The call for proposals was [published](#) on January 16 and is open until April 24.

Air

AIR CARGO INDUSTRY CALLS FOR QUICKER ACTION ON SCHIPHOL SLOT RULES

Earlier this week, three Dutch industry associations including CLECAT members - ACN (Air Cargo Netherlands), TLN (Transport & Logistics Netherlands) along with the Dutch Shippers' Council



evofenedex - called upon the Dutch Parliament and the Transport Minister to speed up the process of establishing a local rule regarding slots at Schiphol, in order to have it implemented before the start of the next IATA summer season (starting on March 25).

Without the rule being effective, the air cargo industry fears that the reduction of all-cargo flights at Schiphol will continue. This will impact employment in the air cargo industry and may damage the position of Dutch exporters and importers. In the current IATA winter season, which started at the end of October, there has been a decrease of around 12% of the number of full freighters calling the main Dutch airport.

The new local rule is intended to counter the effects of the slot scarcity caused by the 500,000 annual aircraft movement cap for the year 2020, which was agreed upon in 2008. Since the airport breached this cap in 2017, a slot-reduction process has been in place, which has had a particular impact on cargo flights. The local rule aims to make it easier for carriers to adapt their schedules to changing market requirements, without losing grandfather rights to their slots. In addition, all slots that are not flown would be reallocated with priority for all cargo flights up to 25% of the unused slots.

On Thursday 25 January, the Transport Minister Cora van Nieuwenhuizen told Parliament that she will keep a close eye on the interest of air cargo and related employment. She said that local rules for slot allocation are indeed an option, but there are alternatives such as secondary trading of slots, which, she said, would take into account the added value of each slot.

LUFTHANSA CARGO TAKES STAKE IN FLEET

Lufthansa Cargo has taken a stake in Fleet, a US-based online marketplace for freight services. The move is indicative of a developing trend within the wider logistics community that sees major players investing in tech start-ups. The German flag-carrier said its acquisition of shares in Fleet was part of a “strategic commitment” towards improving airfreight’s “digital maturity level”.

Chief executive of Lufthansa Cargo Peter Gerber said Fleet was a “perfect match” for the carrier. “The company combines innovative, visionary thinking with a strong intrinsic motivation to improve air cargo booking, shipping efficiency and customer experience,” he said. “We expect substantial learning with regard to our product and service portfolio, and we are sure Lufthansa Cargo and Fleet will mutually benefit from sharing concepts and ideas.” Lufthansa has also acquired a seat on Fleet’s board, which will be filled by Lufthansa Cargo chief commercial officer Alexis von Hoensbroech.

A statement from the carrier said it recognised the sizeable inroads start-ups were making into the logistics industry, with traditional operators recognising the threat posed. “Recently, a large number of start-ups pushed into the logistics industry, upgrading connectivity between various players of global air cargo supply chains. Consequently, traditional logistics companies have become aware of the opportunities they can realise by investing into new digital business models.

This year Kuehne + Nagel signed an MoU with Tamesek Holdings. With the Singapore-based investment fund, the forwarder will look to invest in technologies including AI, automation and blockchain systems. According to The Business Times, the two have a “50:50 partnership” in the joint venture. Several months later IAG launched a platform for start-up disruptive technology companies to work with it to create new solutions. Together with investor L Marks, IAG’s Hangar 51 supports entrepreneurs with ideas and technology to “transform” aviation and “revolutionise the customer experience”.

(extract) Full story available [here](#)



Customs

EC REPORT ON THE IMPLEMENTATION OF THE UCC

On 22 January 2018, the European Commission has published [a report on the state of play of implementation of the UCC](#) since its entry into force on 1 May 2016. The report also deals with how the Commission has exercised its power to adopt delegated acts supplementing the UCC.

As regards the implementation of the UCC, the Commission concludes that the UCC has not encountered any major legislative problems during its first eighteen months of implementation. Any technical errors that have become evident have been rapidly solved due to the process of regular consultation with Member States, trade, the European Parliament and all other stakeholders. The Commission and Member States are working intensively to implement the 17 electronic systems envisaged under the UCC. Once those systems are in place, all contacts between economic operators and customs authorities, and between customs authorities, will be carried out electronically and this will speed up and streamline customs clearance. While most of these systems will be deployed by 2020, some will not be ready for full deployment before 2025. Therefore, the Commission is considering a legislative proposal to prolong the application of transitional rules to customs processes governed by the systems to be postponed; this will ensure the continued smooth functioning of the customs union in the period between 2020 and 2025.

The Commission will evaluate in the future whether the UCC has met the goals for which it was designed or whether any policy adjustments are needed. Concerning the use of the power to adopt delegated acts conferred by the UCC, the Commission believes that it has exercised these powers actively and appropriately. At the same time, the Commission considers that this delegation of power should be extended in order to enable it to propose any further measures necessary to adapt customs legislation to technical and technological progress as well as to the dynamics of trade.

Read the full report: [report on the implementation of the Union Customs Code](#)

MODERNISED EU'S TRADE DEFENCE RULES

On January 23, the international trade committee of the European Parliament endorsed the political agreement reached between the Commission, the Council and the European Parliament on 5 December 2017 on the modernisation of the EU's trade defence instruments.

Trade Commissioner Cecilia **Malmström** said: *"Today's resoundingly positive vote means that the EU is one step closer to having the necessary tools to tackle unfair trading practices quickly and effectively. Together with the recently-agreed changes to our anti-dumping methodology, the EU's toolbox of trade defence instruments will be even better suited to deal with global challenges. I now look forward to the speedy adoption of this decision by plenary of the European Parliament. The EU stands for open and rules-based trade, but we must ensure that others do not take advantage of our openness. The EU stands ready to defend its industry and workers from unfair competition."*

The changes to the EU's anti-dumping and anti-subsidy regulations should make the EU's trade defence instruments more adapted to the challenges of the global economy: they'll become more effective, transparent and easier to use for companies. In some cases they will also enable the EU to impose higher duties on dumped products. The details of the agreement reached in December are



now presented in a dedicated factsheet. The new rules will enter into force once the European Parliament and the Council conclude the respective ongoing approval procedures.

More information: [The political agreement](#)

EC CONSULTATION ON COUNTERFEIT AND PIRACY WATCH-LIST

The Commission launched this week a [public consultation](#) to establish its first world-wide "Counterfeit and Piracy Watch-List". The aim is to identify the marketplaces outside the EU where counterfeiting, piracy or other forms of intellectual property abuse are common practice. The initiative is part of the Commission's strategy announced in the 2017 Communication "[A balanced Intellectual Property enforcement system responding to today's societal challenges](#)". Based on stakeholders' input, the future watch-list will help to raise awareness of consumers that might be buying products in those marketplaces and encourage their operators and owners to crack down on intellectual property abuse.

The Commission will also monitor the measures taken by local authorities to reduce the availability of goods and services infringing intellectual property rights in identified markets. Intellectual property infringement is a particular scourge on European industry and hampers investment and employment in industries reliant on creativity and innovation. According to the European Union Intellectual Property Office (EUIPO) and the OECD, trade in counterfeit and pirated products amount to around €338 billion worldwide. The European Union is particularly affected, with counterfeit and pirated products amounting up to around 5% of all imports or as much as €85 billion a year.

More information: [Full consultation text](#)

WCO INTERNATIONAL CUSTOMS DAY 2018

Each year on the occasion of the International Customs Day, the WCO Secretariat chooses a theme that is relevant to the international Customs community. The slogan chosen for 2018 is "A secure business environment for economic development." The Secretary of the WOC Mr Kunio Mikuriya encourages members of the WCO to look at how they can create an environment for businesses that will foster their participation in cross-border trade, and, ultimately, how they can best serve the people and empower entrepreneurs. In a statement the WCO Secretary General, notes that evidence-based research, recognized internationally, clearly shows that Customs can contribute to making the business environment more "enabling," or in other words, more stable and predictable by, for example, streamlining procedures, tackling corruption, enhancing integrity, and facilitating the cross-border movement of goods, conveyances and people in general. Ensuring safety is also critical according to WCO. Combating cross-border crime, including the illicit funding of international terrorism through trade activities, is our responsibility, and one that Customs takes seriously in its efforts to ensure a "safe" environment.

This year's theme also echoes the current Customs focus on trade facilitation, created by the entry into force of the World Trade Organization's Trade Facilitation Agreement as well as the adoption of the 2030 Agenda for Sustainable Development by the Heads of State and Government and High Representatives meeting at the United Nations' Headquarters in New York in September 2015 to decide on new global "sustainable development goals."

Source: [WCO Statement International Customs Day 2018](#)



Digitalisation

EC GUIDANCE ON UPCOMING NEW DATA PROTECTION RULES

On 6 April 2016, the EU agreed to a major reform of its data protection framework, by adopting the data protection reform package, comprising the [General Data Protection Regulation](#) (GDPR) replacing the twenty years old [Directive](#). On 25 May 2018, the new EU-wide data protection rules will become applicable, two years after its adoption and entry into force. In January 2017, the Commission proposed to align the rules for electronic communications ([ePrivacy](#)) with the new world-class standards of the EU's General Data Protection Regulation. In September 2017, the Commission proposed a [new set of rules to govern the free flow of non-personal data](#) in the EU. Together with the already existing rules for personal data, the new measures will enable the storage and processing of non-personal data across the Union to boost the competitiveness of European businesses and to modernise public services. Both proposals still need to be agreed by the European Parliament and Member States.

On 24 January 2018, the Commission published a guidance to facilitate a direct and smooth application of the new data protection rules across the EU as of 25 May. The Commission also launched a new online tool dedicated to SMEs. With just over 100 days left before the application of the new law, the guidance outlines what the European Commission, national data protection authorities and national administrations should still do to bring the preparation to a successful completion.

While the new regulation provides for a single set of rules directly applicable in all Member States, it will still require significant adjustments in certain aspects, like amending existing laws by EU governments or setting up the European Data Protection Board by data protection authorities. The guidance recalls the main innovations, opportunities opened up by the new rules, takes stock of the preparatory work already undertaken and outlines the work still ahead of the European Commission, national data protection authorities and national administrations.

The Commission is dedicating EUR 1.7 million to fund data protection authorities, but also to train data protection professionals. A further EUR 2 million is available to support national authorities in reaching out to businesses, in particular SMEs. To accommodate this, the Commission launched a new online tool to help citizens, businesses, in particular SMEs, and other organisations to comply and benefit from the new data protection rules. The Commission will also engage in events organised across the Member States to help the stakeholders in their preparation efforts and inform the citizens about the impact of the Regulation.

For more information and the guidance, please visit: [EU Digital Single Market](#)

TI REPORT 'TOTAL LOGISTICS 2018'

Transport Intelligence (Ti) has released the *Total Logistics 2018* report where it has signalled that the global logistics industry is facing crucial challenges and developments where only the most adaptable companies will be to meet. External pressures raging from economy, politics and security, but also new disruptive elements like adaptation to new technologies are the reasons for the new developments. Nonetheless, Ti believes logistics is a sector worth sticking with.



“The forwarding sector has always dealt with uncertainty and volatility well – that is the nature of the job. However, it also faces longer-term structural challenges, which will prove more difficult to deal with,” notes Ti.

The report presumes that 2018 will bring an increasing demand of real-time information, quotes and visibility by customers. Therefore, Ti warns that logistics businesses will have to invest in technology if they want to survive. Other challenges that logistics will have to face is the competition against the increase of start-ups, such as Flexport. As Ti states, it’s the end of business as usual.

Full story [TheLoadstar](#)

CORE FINAL CONFERENCE

The final CORE project will organise a final conference on creating secure and visible supply chains on the 11th April in Brussels. The event will demonstrate new concepts applied by leading industry players in the logistics field that can be implemented across a wide range of situations, from the data pipeline concept, visibility platforms through enhanced track and trace solutions and trusted trade lanes.

From a €50-million project with 23 different work packages the day will seek to demonstrate results where we feel that the wider community of shippers, forwarders, carriers and others will find benefits. The event would also be interested in hearing on the feedback from stakeholders.

CORE aims at protecting and securing the Global Supply Chain, and reducing its vulnerability to disruption (caused by terrorism or other forms of undesirable or illegal activity). It seeks to do so while guaranteeing the promotion of a timely and efficient flow of legitimate commerce through the European Union (EU) and other nations around the world. Leading logistics market players will share their experience on how they have a deeper insight in their supply chains, through visibility and transparency enabled by digital transformation in their supply chains.

More information on registration for the event will be available soon.

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

CLECAT BOARD/GENERAL ASSEMBLY

28-30 June, Sofia, Bulgaria

OTHER EVENTS WITH CLECAT PARTICIPATION

ELP LUNCH DEBATE | THE FUTURE OF MULTIMODAL TRANSPORT

30 January, Brussels

CELCAA TRADE COMMITTEE

2 February, Brussels

FIATA WORKING GROUP SEA & IT ADVOSORY BOARD

8-9 February, London

ALICE WORKSHOP ON “ZERO EMISSIONS LOGISTICS”

8-9 March, Brussels

FIATA WORKING GROUP ROAD TRANSPORT

14 March, Zurich

SIDLEY AUSTIN ROUND TABLE CONFERENCE: HOW TO PREPARE FOR BREXIT?

15 March, Brussels

FIATA HEADQUARTERS SESSION 2018

15-17 March, Zurich

HIGH-LEVEL CONFERENCE ON EUROPEAN MULTIMODAL FREIGHT TRANSPORT

20 March, Sofia

AIR FREIGHT PANEL TLF/CLECAT

22 march, Paris

SITL CORE FINAL CONFERENCE

11 April, Brussels

ALICE PLENARY

22 June, Amsterdam

TEN-T DAYS 2018

25-26-27 April 2018, Ljubljana



ITF 2018 Summit: "Transport Safety and Security"

23 - 25 May 2018, Leipzig

ITS World Congress

17-21 September, Copenhagen

EP MEETINGS

European Parliament Transport and Tourism Committee

1 February 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

