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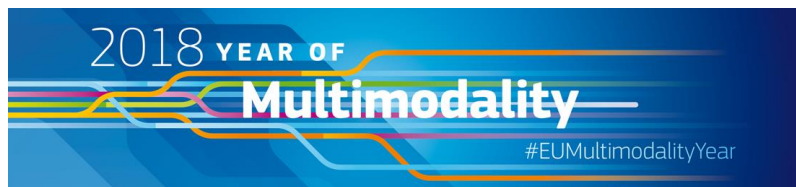
## Brussels news

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### HIGH-LEVEL CONFERENCE ON EUROPEAN MULTIMODAL FREIGHT TRANSPORT IN SOFIA

CLECAT's Secretary General Ivan Petrov has been to speak in one of the sessions of the High-level Conference on European Multimodal Freight Transport – for Better Transport Connectivity. The Conference is co-organised by the European Commission and the Bulgarian Presidency at the National Palace of Culture in Sofia on 20 March 2018.

The event is one of the kick-off events of the 2018 Year of Multimodality and it will be comprised by four sessions: The first one on the steps to be taken for a sustainable and integrated European multimodal transport followed by another session on the role of rail and port connections for efficient multimodal freight transport and logistics. The conference will be followed by a session the multimodal challenges and opportunities for the region, and it will finish with a discussion on sustainable funding architecture.



It is expected to be a successful starting point for stakeholders to share knowledge and experience, and to discuss opportunities, needs and challenges for a seamless multimodal transport system in Europe. The draft programme can be consulted [here](#).

## CLECAT – TLF PANEL ON INNOVATION IN AIRFREIGHT, SITL PARIS, 20 MARCH



CLECAT and TLF Overseas will organise a panel session at the SITL in Paris on 20 March, dedicated to Innovation in Airfreight.

Panellists from throughout the air freight value chain will discuss innovation in areas such as screening technology, dangerous goods, digital platforms for track and trace, and data pipeline initiatives.

Foreseen speakers include representatives of Panalpina, Air France Cargo, Ericsson, as well as screening technology manufacturers and air cargo community systems. CLECAT Senior Policy Manager Aidan Flanagan will moderate the discussion.

The panel discussion will take place from 15.45 to 16.45, in Hall 6 of the Paris Nord Villepinte exhibition centre, on Tuesday 20 March. More information on the SITL can be found [here](#).

## Road

### POSTING OF WORKERS IN ROAD TRANSPORT EVENT

#### Posting of Workers in Road Transport



An interesting debate on Posting of Workers in Road Transport took place at Window Polska, organised by the Perm Rep of Poland in partnership with the Union of Entrepreneurs and Employers. Emma Hadrovic from ITF moderated a session in which Nicolette van der Jagt from CLECAT was speaking, following an introduction from Justyna Bartnicka, the Polish Ambassador in the Council Working Groups.

Erik van der Marel from the think-tank '[European Center for International Political Economy](#)' gave an economic perspective on the Posting of Workers in Road Transport. In the view of ECIPE, differentials in social security systems and wage levels are normal. Using the notion of social dumping

to legitimize protectionist measure in relation to these differentials is detrimental to competition. If ultimately extended further, the 'same work, same place, same pay' principle is a major threat to countries who have very little means to compete except by more productive workers. It was also made clear that posted workers should not be confused with individuals involved in illegal or undeclared work. The Internal market and finally European customers would benefit from a focus on implementing tighter controls on these issues. This would ensure fairness that not only puts countries and sectors on a level playing field, but also maintains competitive advantages.



Vladislava Gubalova from [GLOBSEC](#) demystified some of the thinking on the Posting of workers and referred to the [Mutual Declaration](#) against applying the PWD to transportation. Trade associations, chambers of commerce and employers' confederations from 17 European countries have signed the document with 10 coming from Central and Eastern European states (including Slovakia) and 7 from the West. This signals that the problem with the directive in the transport sector is not only an East-West issues. If new regulation becomes a reality all drivers and carriers will need to comply. The Czech Republic recently conducted checks on truck drivers and concluded that Eastern European drivers have the documents prepared in several languages. Conversely, Western European drivers do not follow regulations on the required documentation and translations.

Applying the PWD to international transports will mean accounting for numerous national legislations to calculate monthly salary and minimum paid holidays, extra track-record procedures for operators, additional controls by various authorities, and more. Increased burden will not yield positive results for economic growth and fair competition. Small- and medium-size businesses will not have the capability to handle the new rules, regardless of whether they are based in Slovakia, Italy or Denmark. This will lead to an increased number of operators leaving the business. Consequentially, international services provided by the transportation sector will slow down while prices increase. The result will negatively impact the final consumer—the EU citizen.

To avoid some of the abovementioned limitations, operators will have to alter their business models. One way to do this will be to become a 'self- employed' driver contracted by a company. However, this solution does not help to fight unfair competition. On the contrary, it contributes to unfair labour conditions and lack of protection.

## **LUXEMBOURG SUSPENDS OBLIGATION TO DECLARE COMPLIANCE WITH POW**

Luxembourg has suspended the obligation to declare compliance with regards to the posting of workers and the control of compliance with minimum wage regulations applied to posted hauliers in the context of the cross-border transport of goods and persons. Until recently these regulations governing the posting of workers in relation to the provision of services were applicable to cabotage operations within Luxembourg, and cross-border transport operations from and to Luxembourg.

Luxembourg will await the results of the discussions on the European Commission's proposal for a directive concerning the determination of specific rules to govern the posting of hauliers in the road transport sector.

Sources: [ITM](#)

## **SUSPENSION OF FRENCH FEE FOR POSTED DRIVERS**

With the approval of the French Decree n. 2017-751 (also known as Loi Macron), the French authorities intended to charge a fee of €40 per posted driver for companies providing services on the French territory and established outside France from January 2018.

The justification for the fee was to maintain the electronic SIPSI database. Following opposition from several associations the French government has decided to suspend it.

Source: [French Decree n° 2018-82](#)



## TRUCK PLATOONS BEGIN 'REAL-WORLD' LOGISTICS OPERATIONS

DB Schenker, MAN Truck & Bus, and the Hochschule Fresenius University of Applied Sciences have begun deploying networked trucks for the first time in a practical application within the logistics industry. The move marks the next stage of testing platooning technology within the road freight sector, seen as a stepping-stone towards the introduction of autonomous vehicles. Vehicle manufacturer MAN today handed over the test vehicles for the joint platooning project to DB Schenker at its headquarters in Munich, Germany.

The truck platooning trials will take place in two phases over a three-year period from January 2017 to December 2019. The first phase will focus on designing, testing and refining the truck platooning technology to adapt to local conditions, with the trials initially conducted by Scania and Toyota in their respective research centres in Sweden and Japan, to leverage their existing development work. Depending on the outcomes of the phase 1 trials, MOT and PSA Corporation will then select one of the companies for phase 2, which will consist of local trials and some development of the technology in Singapore.

The first platooning trials took place as long ago as 2012, when a Volvo truck led a platoon of vehicles on a public motorway in Spain for around 200km as part of the EU-funded SARTRE (Safe Road Trains for the Environment) project – a joint-venture between seven European partners, including Volvo Trucks.

Full story: [Lloyds' Loading List](#)

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## Rail

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### ERFA WELCOMES FRENCH RAIL FREIGHT SIDINGS GRANT

The European Rail Freight Association (ERFA) has strongly welcomed the state aid grant of 60 million EUR for new rail freight sidings in France. The money will be invested for the establishment, renewal and extension of freight sidings infrastructure across the country.

Similar grants already exist in Switzerland and Germany, where the European Union's objectives relating to modal shift are strongly supported by the respective governments. The French rail sidings market is in a particularly difficult situation, as around 50 per cent of the 2,500 to 3,000 rail sidings are out of service. Many industries are facing aging sidings which may lead to closure due to prohibitive maintenance or renewal costs, hampering rail freight operations in the future. Moreover, ERFA has stated that they will remain attentive to ensure that the public subsidy for rail freight is allocated on a neutral and transparent basis and hopes that this initiative is part of a long term modal shift policy where rail freight no longer takes second place to passenger transport.

Source: [Railfreight](#)

### HUPAC GOES EURASIAN AFTER STRONG RESPONSE TO RASTATT

The Rastatt incidents created severe problems to several undertakings, nonetheless, Hupac managed to increase its rail shipments by over three per cent in 2017. Facing potential great losses for the shutdown of Rastatt Hupac accommodated around half of the transports by providing extra trains



between Basel and Italy, and by circumventing the accident site with waterways transports on the Rhine and truck shuttles, Hupac accommodated around half of the transports. The company is also this month expanding its Eurasian rail links. Hupac Intermodal and Ady Container are joining forces to connect networks between Europe and Iran, Azerbaijan, Turkmenistan and Kazakhstan. Routing will be via a new intermodal hub in Baku.

While reopening of the Rhine Valley route in October quickly led to a resumption of normality, Hupac said the Rastatt 'effect' had been noticeable not only in the statistics of transalpine transports through Switzerland, but also the country's non-Alpine import/export route via the Benelux-Switzerland option. Transalpine movements via France increased by 13% but fell by 2.2% through Austria. The company said it expects the 'active demand' for its services to continue this year, helped by several schemes in the pipeline. These include terminal projects in Milan Smistamento, Piacenza and Brescia, and several new train connections, including the launch this month of a twice-weekly service between Rotterdam, Duisburg and Istanbul.

Source: [Railfreight](#)

## GOTHENBURG OPENS NEW INTERMODAL TERMINAL

The Port of Gothenburg's new intermodal terminal covers 65,000 square metres, and provides expanded freight capacity, more efficiency and cleaner air, as it removes 100 trucks a day from the city centre. The terminal is located beside the container and ro-ro terminals in the outer port area, ensuring the fast onward movement of goods to destinations throughout Sweden and the rest of the world.

Trafikverket, the Swedish Transport Administration, needed the old terminal site at Gullbergsvass for the construction of the West Link rail system, an eight-kilometre link through the centre of Gothenburg. As a result, the port decided that the time was right for the creation of a new, more modern combi-terminal that offered improved capacity in a better location. In operation since the turn of the year, seven trains a day go through the facility, compared to five before, with more expected in the near future. Finally, more than 100,000 trailers a year are expected to change from one mode of transport to another at the new terminal.

Source: [Railfreight](#)

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# Maritime

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## ECSA OPPOSES INDONESIA'S NEW PROTECTIONIST RULES

The European Community Shipowners' Associations (ECSA) has expressed its concerns on the new Indonesian decree on maritime transportation of certain goods. The law imposes that certain commodities (coal, crude palm oil, rice and goods for government procurement) can only be transported for import or export by national maritime transport companies. ECSA is highly worried by this new decree as these rules are incompatible with principles of free trade and customary law regarding international maritime transport services and are going to lead to unfair competition and market distortion.



ECSA believes that the new law will impact in a negative way European shipping companies that have longstanding access to this market. European shipowners also warn that it puts at risk the Indonesian's business climate and confidence for foreign investors.

ECSA statement can be found [here](#).

## **ECSA URGE FOR CERTAINTY ON EU/UK TRADE FRAMEWORK**

During its presentation at the European Parliament's Transport committee's hearing on the «Impact of Brexit on Maritime Transport» ECSA called for certainty as soon as possible on the future EU/UK trade framework.

Currently EU27 exports of goods and services to UK is worth € 365 billion which means 54% of total UK imports and UK exports of goods and services to the EU is € 274 billion equaling 43% of total UK exports. Nonetheless, ECSA's Secretary General Martin explained that in order to guarantee that the EU remains a competitive location for shipping companies close EU-UK cooperation is needed.

ECSA stresses three immediate priorities for shipowners: frictionless traffic by sea between the UK and the EU, free movement of seafarers, onshore staff and passengers and continued market access to the domestic trade and the offshore sector. The consequences of not achieving these priorities would be dramatic: After Brexit – unless the EU and UK find a workable agreement - a cargo declaration will be necessary together with other checks and controls linked to among others immigration and phytosanitary control rules, which would mean heavy congestion in ports.

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# *Customs*

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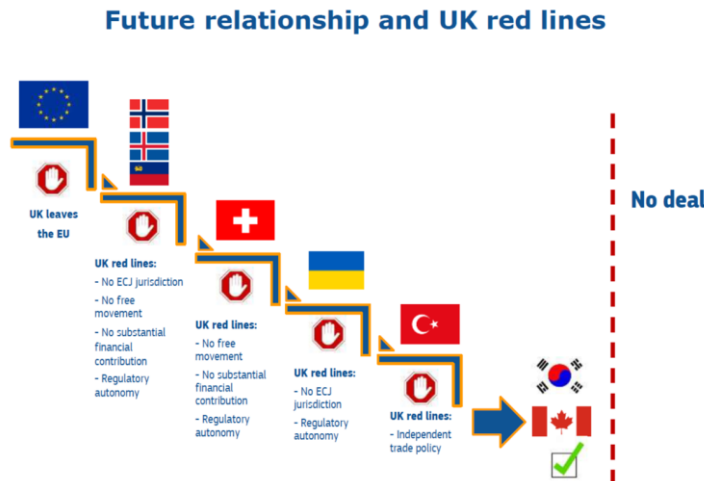
## **BREXIT NEGOTIATIONS**

On the 21<sup>st</sup> of February the UK Government has published a [draft text for discussion](#) which sets out the United Kingdom's approach to the implementation period. In the text the UK proposes a number of amendments to the European Commission's position paper of 7 February 2018, '[Transitional arrangements in the withdrawal agreement](#)'. The intention of the text is to support further discussions between the parties on detailed arrangements for the implementation period with the aim of reaching agreement at with the European Council in March.

The UK believes this document demonstrates that there is broad alignment between the UK and EU positions, with only a small number of areas requiring discussion. According to the UK, the majority of changes proposed are technical amendments to provide further detail and clarity or to present the same information in a simpler form. Furthermore, the UK agrees with the EU that a Joint Committee should be established to supervise the Withdrawal Agreement. The Joint Committee should have specific functions in relation to the implementation period, including resolving any issues which might arise concerning the proper functioning of the Agreement, having regard to the duty of mutual good faith which should apply between the UK and the EU, for example, in relation to acts of Union law adopted during the implementation period. There was no reaction from the EU on this discussion text yet.



The EU Commission has published three new documents which were presented to the Council Article 50 Working Party on 20 February 2018. The documents concern [Transport, Mobility](#) (free movement of persons) and [Regulatory issues](#) (free trade agreements, automotive sector, chemicals (REACH) and trade in agri-food products, sanitary & phytosanitary provisions). The Transport document discusses road, rail and maritime transport. For road transport, for example, the document describes that once the UK is a third country to the EU there are limited international “fall-back procedures” on territorial



and access rights. This would mean by default that there will be a considerable reduction of territorial and market access and that there will be no more basis for international road transport operations between EU and UK beyond very limited ECMT multilateral quotas. Further, the document on regulatory issues the EU Commission concludes for example that the UK’s views on the future relationship are not compatible with the EU’s guidelines, among other reasons, because of a risk for the integrity and distortions to the proper

functioning of the EU Single Market.

On a bit more positive note, the Dutch State Secretary of Finance (Menno Snel) announced at the end of last week that the Netherlands will recruit between 750 and 930 extra customs officials to cope with Brexit. Currently Dutch Customs employs circa 5000 officials and deals with approximately 25% of all EU customs processes. The extra employees are a welcome addition, as Dutch Customs already for some time has been dealing with capacity shortages and is also currently working on an ambitious strategic improvement plan in order to facilitate trade and logistics better. The Dutch Minister of Agriculture announced also last week that the food health and safety agency (NVWA) will also recruit 150 extra employees because of Brexit. By the recruitment of the additional officials, it is clear that the Netherlands are not waiting for the outcomes of the negotiations and are preparing for a no-deal/hard Brexit scenario. Other EU Member States like France and Belgium are also considering the requirement of extra employees. However, Belgian Customs stated earlier this week that final decisions will depend on the negotiation outcomes.

CLECAT appreciates the initiatives by the Customs authorities and strongly advises its Members and other supply chain actors to also start preparing for Brexit, because preparing for the withdrawal is not just a matter for EU and national authorities but also for companies and individuals.

Sources: [UK government](#), [EU Commission](#), [Dutch Customs](#)

## WCO E-LEARNING PORTAL FOR THE PRIVATE SECTOR

On 1 May 2018, the WCO will launch the “WCO Academy,” an online platform where representatives from the private sector will be able to access e-learning courses, webinars, books and news.

The WCO has already developed [23 Customs-focused e-learning courses](#) covering more than 500 hours of e-training on major international instruments, topics and concepts that contribute to enhancing the work of Customs officers from across the globe, directly at their work place. The WCO is now making specific courses available to private sector professionals, which have been adjusted to



meet their specific needs. Aimed at building the Customs skills of trade professionals as well as further enhancing their work performance, the WCO Academy seeks to be the ideal platform for the private sector to gain knowledge and specialized information from the WCO.

Source: [World Customs Organisation](#)

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## Digitalisation

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### DIGITALISATION OF TRANSPORT DOCUMENTS

In the past months, the EU Commission's DG MOVE has been working intensely in close cooperation with CLECAT and other supply chain stakeholders to prepare a legal initiative which enables the use of electronic transport documents across the EU. The initiative follows after strong recommendations by CLECAT and other parties to take concrete actions which are necessary to enable a digital transport environment.

The Members of CLECAT (freight forwarders, logistics service providers and customs brokers) are users of all modes of transport and make extensive use of IT systems, dedicated terminals and warehousing to respond to the needs of their customers. Therefore, freight forwarders and other logistics service providers play a crucial role in global supply chains and the exchange of information within these supply chains. Freight forwarders and logistic service providers already process data electronically to a large extent and, where possible, the data is being exchanged (shared) electronically with authorities and other parties in the supply chain. However, either because of a lack of a legal basis or unclarity and uncertainty in some cases where there is an abundance of legal requirements, logistic service providers are forced to maintain certain paper-based procedures which originated decades ago.

The [Digital Transport and Logistics Forum](#) (DTLF) has been working since 2015 to build a common vision and road map for digital transport and logistics. It was also mandated to help identify the need for EU level measures and to support their development and implementation where relevant. CLECAT commended the achievements of the DTLF for identifying challenges and creating a mind-shift in accepting the importance of moving towards electronic transport environment. However, after more than two years, CLECAT still found a lack of tangible results, actions and recommendations. Therefore, in its [position paper on Digitalisation in Transport and Logistics](#) of 2017, CLECAT presented its views and recommendation to the EU Commission. In this (digital) paper CLECAT strongly urged the Commission to firstly take measures to enforce legal acceptance by authorities of data provided digitally and secondly to encourage or even enforce by legal measures the interoperability between authorities. While doing so, CLECAT expressed that it finds it important that DG MOVE looks beyond the current paper-based procedures in order to improve efficiency. According to CLECAT, the initiatives should not be about replacing paper documents with electronic equivalents, but about how to exchange data in an efficient and future-proof manner.

The paper was well received, and the Commission agreed with and adopted almost entirely CLECAT's position. In the second half of 2017, DG MOVE launched a new initiative. This initiative aims concretely at taking actual legal and non-legal policy measures to address the needs of the logistic sector.

Therefore, the Commission is currently preparing a proposal (in parallel of the DTLF) which will enable the exchange of digital data instead of paper-based documents. The initiative is a first step, which will allow trade to continue the use of paper documents if necessary, in order to provide an opportunity





to adjust to an electronic environment. It is currently expected that the legal proposal will be published in May this year as part of the Mobility Package III. CLECAT strongly supports the Commission's initiative and compliments DG MOVE on the efforts so far.

## START-UP EUROPE INITIATIVE

EBAN, the pan-European representative of the early-stage investor community, and Startup Europe, the initiative of the European Commission designed to connect startups, investors, accelerators, entrepreneurs, corporate networks, universities and the media have on 22 February announced at the European Parliament their cooperation for the "EurInvest Nation of Investors Roadshow".

Both [Startup Europe](#) and [EBAN](#) are devoted to supporting the growth and integration of early stage private investor communities, the main suppliers of finance to Europe's most promising and innovative companies. They both also share the goals inspiring and democratising investment by European's citizens into innovative companies across Europe, focusing on and encouraging start-ups to "Scale-Up" and promoting corporations engagement with the entire innovation, entrepreneurial and investment community. In an effort to build a more unified early stage investor ecosystem that can better work with entrepreneurs in Europe, the two organizations will be joining forces to implement the EurInvest Roadshow program. In particular, Startup Europe's events taking place in 2018 and 2019 will become part of the [EBAN EurInvest Roadshow](#).

The announcement of this partnership was made by Startup Europe's Head of Startups and Scaleups, Isidro Laso Ballesteros, together with EBAN President Candace Johnson, during The EBAN "EurInvest - Nation of Investors" Road Show event hosted by EBAN at the European Parliament under the patronage of [MEP and former Vice President of the EU Commission Viviane Reding](#)

Source: [EU Commission](#)

## FINAL CORE EVENT: MAKING TRUSTED AND TRANSPARENT SUPPLY CHAINS A REALITY



Picture the scene: you're waiting for your imported perishable goods to arrive at the airport/port. They need to be cleared by Customs without delay or their commercial value will quickly become negligible. Or maybe you are shipping high value goods where the inventory cost is far too high to allow

for lengthy transit times. Everyday scenarios such as these mean a constant endeavour to ensure that legitimate trade can be managed, processed and dispatched in a seamless manner.

Customs organizations and the companies dealing with them are facing significant challenges. Due to the growth of international trade, e-commerce, Brexit and ever-increasing regulations and requirements in international trade, the amount of customs declarations and other border formalities are increasing exponentially. Couple this with the limited resources available, organisations dealing with customs matters are looking for novel approaches to be able to cope with these challenges. The CORE data pipeline concept has proven to be an effective way of tackling and overcoming these challenges to help keep goods flowing smoothly, whilst increasing compliance.

But the benefits aren't limited to better coordinated border management. Concepts like low-intrusive scanning and system-based supervision, can guarantee seamless interoperability and bring end-to-



end visibility. These concepts can enhance the speed, reliability, and efficiency of global supply chains, while safeguarding supply chain security and increasing the effectiveness of compliance supervision by authorities.

Through CORE, a four year and 50 million Euro project in which 70 partners collaborated, Trusted and Transparent Trade Lanes are becoming a reality. The European Shippers Council and CLECAT, on behalf of the project consortium invite you to the final CORE event which will be held in the Brussels' Stanhope Hotel on 11th April 2018. Shippers, freight forwarders, transport providers and authorities will come together to demonstrate the tangible outcomes of the CORE project and how these can positively impact the future in delivering trusted and transparent supply chains.

More information will follow soon, but you can now register your interest to attend this exclusive event here: <http://www.coreproject.eu/events/core-closing-event-hold-the-date.aspx>

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## *Forthcoming events*

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### **CLECAT MEETINGS**

Supply Chain Security Institute / Air Logistics Institute  
28 February, Brussels

Road Logistics Institute  
24 April, Brussels

CLECAT Customs & Indirect Taxation Institute  
24-25 May, venue tbc

CLECAT BOARD/GENERAL ASSEMBLY  
29 June, Sofia, Bulgaria

### **OTHER EVENTS WITH CLECAT PARTICIPATION**

ALICE – LEARN Event  
7-8 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



20 March, Paris

## CORE FINAL CONFERENCE

11 April, Brussels

## GLEC MEETING

15 May, Copenhagen

## 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

## EP MEETINGS

### European Parliament Plenary Session

28 February – 1 March 2018, Brussels

### European Parliament Transport and Tourism Committee Meeting

26 February – 27 February 2018, Brussels

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