

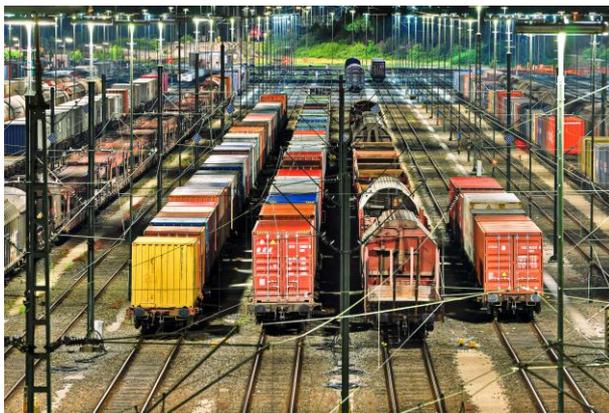
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Brussels news

COMBINED TRANSPORT DIRECTIVE – PROGRESS IN THE EP

MEP [Daniela Aiuto \(EFDD\)](#) presented her draft report on combined transport on the 25th April in the TRAN Committee of the European Parliament.



The Rapporteur has welcomed the Commission's proposal, however, seeking to clarify the definition of combined transport, adding some more flexibility and emphasising the need for additional support. With regards to the thresholds for the road leg, the rapporteur maintains many of the positive elements of the Commission proposal, notably the extension of the scope of application of 'combined transport' to all operations in the Union, and all modes of transport; removal of the specification of "nearest suitable terminal" and the flexibility

offered in determining the length of the road leg (150km/20% of total distance, whichever is longest); and the ability to exceed these limits.

CLECAT also believes that the rapporteur's proposed Amendment 12, which would allow the maximum road leg limit to be exceeded as a general rule, subject to strict conditions, is a positive step. This would resolve many of our concerns with the option proposed by the Commission for exceeding the distance limit, namely that the Commission proposal only applies to road/rail operations and lacks clarity and certainty as to how such authorisations will be granted and on what basis.

However, CLECAT does not agree with the proposal to apply Posting of Workers to the road leg of Combined Transport equally (Amendments 4 and 24). Applying Posting of Workers for the road leg operations of Combined Transport would further disincentivise of Combined Transport as a flexible, efficient and sustainable option for intermodal transport.

Also, removing the 'cabotage exemption' (Amendment 3) would introduce unhelpful hindrances to the efficiency of Combined Transport operations in the EU by removing the exemption for operations carried out purely in one Member State. In any case, Article 4 is not included in the scope of the review, therefore the legitimacy of this amendment is questionable.

MEP Aiuto highlighted the importance of incentives to stimulate combined transport and establish it as a viable alternative to road transport. The suggested incentives could be offered amongst others in the form of support for investment, tax incentives and exemptions for the sector. Investment was declared as necessary to improve the infrastructure, which in turn would lead to more sustainable modes of transport. Furthermore, in relation to digitalisation she argued that it is of utmost importance that Member States accept documents which are transmitted electronically.

During the debate shadow Rapporteur Claudia Schmidt (EPP) highlighted that this proposal is very ambitious and noted that without the benefits of the Combined Transport Directive, intermodal transport would become much more costly. Shadow Rapporteur Izaskun Bilbao Barandica (ALDE) stressed that there are different interpretations of Combined Transport in the Member States which need to be clarified in order to achieve conformity. Members agreed that there is a need to further develop transparency in the sector and to accelerate digitalisation.

The consideration of amendments will take place on 16 May. The vote in the TRAN Committee is scheduled for 10 July.

EU BUDGET FOR THE FUTURE ANNOUNCED



**More EU budget
for transport** | The best Investment
Plan for Europe!

European Commissioner Günther Oettinger announced on Wednesday the Commission proposal for the EU budget 2021-2027, the so-called Multi-Annual Financial Framework (MFF).

Regarding transport investments, [the Connecting Europe Facility \(CEF\)](#) has been recognised as delivering European added value and the EU continues to invest in connectivity and in connecting Europe. The future programme will deliver connected, smart, sustainable, inclusive, safe and secure mobility. The proposed budget for CEF transport is €30.6 billion including a general envelope of €12.8 bn, and a cohesion fund allocation of €11.3 bn. In addition, the Commission proposes that the Union enhance its strategic transport infrastructures to make them fit for military mobility. A dedicated budget of €6.5 billion is foreseen through the Connecting Europe Facility.

During the TEN-T days in Ljubljana, a coalition of more than 40 European associations stressed the need for more money for transport in the new EU Multiannual Financial Framework (MFF) for the period 2021-2027. More specifically, the Transport coalition called for more budget for EU transport provided through the Connecting Europe Facility (CEF).

In its proposal for a pragmatic, modern and long-term budget for the 2021-2027 period, the Commission recognised the CEF as delivering European added value. With regarding a continued investment into connectivity and connecting Europe, the future budget program will be aimed at delivering connected, smart, sustainable, inclusive, safe and secure mobility.



CLECAT's Director General, Nicolette van der Jagt, has welcomed the proposed CEF budget of €30.6 billion stating that 'investment in transport infrastructure is of great importance in delivering high added value for the EU economy, in terms of jobs, growth and sustainability. However, we now expect the details of the proposal on the 6th June, when the new Connecting Europe Facility proposal is due



to come out, as confirmed today in a meeting with European Commission.'

As the Commission's proposal for the EU budget has to be approved in the inter-institutional negotiations by the Parliament and the Council, the 'MoreEUbudget4transport' campaign will continue throughout the decision-making procedure.

Follow the campaign on [Twitter \(@MFF4transport\)](https://twitter.com/MFF4transport) and www.moreeubudget4transport.org.

LEARN PROJECT WEBINAR: EMISSIONS ACCOUNTING



On Friday 11 May, a webinar will be organised by Zaragoza Logistics Centre, Smart Freight Centre and IRU Projects to present the LEARN Project, in which CLECAT is also a partner. The webinar will take place from 15:00 - 15:45.

The webinar will give an overview of the LEARN project on logistics emissions accounting and reduction, presentation the GLEC framework and its carbon footprint calculation methodology, and discuss motives behind the calculation of carbon emissions of logistics operations, barriers preventing the implementation and the reporting of such calculations, and themes to develop in future trainings on this topic.

CLECAT members are encouraged to participate, in order to advance their understanding of LEARN and logistics emissions accounting, and to contribute the forwarder's viewpoint on the topics under discussion.

If you are interested in attending this webinar, please send an email to william.denous@iruprojects.org before Wednesday 9 May with WEBINAR written in the subject line. Please include in the core of the email your name, your country of residence and the name of your company. A formal invitation to register to the webinar will then be sent to you by ZLC.

Rail

NEW CHINA-EUROPE FREIGHT TRAIN CONNECTIONS

A new freight train service has been launched from Tangshan (China) to Antwerp (Belgium). The service's inauguration took place on 26th April, when 41 containers containing local products departed from Tangshan. The train's journey, which covers 11.000km, thereby passing through Kazakhstan, Russia, Belarus, Poland and Germany, is estimated to last 16 days. In comparison thereto,



the usual travel by sea takes 45 days. The freight train service offers new ways for transportation from Beijing, Tianjin, Hebei, as well as Japan and Korea, to Europe via rail.

TAKEOVER OF ERS RAILWAYS BY HUPAC

The Hupac group has entered an agreement to purchase all of the issued share capital of ERS Railways BV. The deal is expected to be closed in the second quarter of 2018. ERS will remain fully independent. The acquisition of ERS includes the 47% share that ERS owns in BoxXpress, a Hamburg-based railway company. The newly acquired network out of the German port will complement Hupac's hinterland network focused on Antwerp and Rotterdam. Through the takeover, Hupac plans on strengthening its position within the European maritime hinterland logistics.

Source: [Railfreight](#)

TRACK ACCESS CHARGES IN GERMANY

According to Andreas Scheuer, German minister of Transport, the reduction of track access charges for 2018 which had been announced by his predecessor, Alexander Dobrindt, will not be realised in 2018. Scheuer based his decision to postpone the reduction on the delay which occurred due to the deferred formation of the new cabinet.

Source: [Railfreight](#)

Maritime

STUDY ON DIGITAL INNOVATION IN MARITIME SUPPLY CHAINS

The Inter-American Development Bank published a study on the digital innovation in maritime supply chains, focusing on experiences from Northwestern Europe. The study examined 15 cases in Northwestern Europe in which digital innovations were developed to improve connectivity and visibility, thereby leading to an overall improvement of the performance in maritime supply chains. The solutions which are proposed in the study focus on the smoothing of cargo document or financial flow throughout supply chains. Moreover, it identifies best practices and lessons learned based on the analysis of the selected cases.

Source: [Inter-American Development Bank](#)

Air

STUDY ON COMPETITION IN AIR TRANSPORT

The aviation sector is characterised by a network of service interlinkages, in which air carriers play a key role. These interlinkages provide connectivity between different destinations, countries and jurisdictions. The ICAO coordinates the standards and practices on an international level to ensure safe and efficient civil air transport. However, the currently existing standards lack coherent rules on



competition. The regulation which has been proposed by the Commission in that regard, repealing Regulation (EC) No 868/2004, aims at establishing a defence mechanism which could be triggered in case EU carriers suffer from unfair disadvantages (CLECAT reported on the adoption of the proposal in the TRAN Committee Meeting on 20 March in the CLECAT Newsletter 12/2018).

The results of the workshop in this regard, which analysed the potential impact of the proposal in the relevant market from an economic, as well as from a legal perspective, were recently published. From an economic perspective, it was stated that trade policies should be based on a broad understanding of Union interests. From the legal perspective, an emphasis was put on further defining the scope of fair competition.

Source: [European Parliament](#)

Customs

NEW CUSTOMS AGREEMENT BETWEEN THE EU AND NEW ZEALAND

The new customs agreement between the EU and New Zealand, which was signed on 3 July 2017, regarding Cooperation and Mutual Administrative Assistance in Customs Matters officially entered into force on 1 May. In 2017, the total trade in goods between the EU and New Zealand amounted to €8.4 billion, while the trade in commercial services amounted to a further €4.4 billion in 2016.

This agreement enables both partners to work together in preventing, investigating and combatting breaches of customs rules. Simultaneously, it allows for further cooperation on customs security and a safer, trade-friendly environment for businesses and consumers. Furthermore, the promotion of modern and simple procedures helps saving time and money when getting goods through customs. More importantly, it also helps protecting people by stopping harmful or illegal goods from reaching the European market.

The full text on the new agreement can be found [here](#). Further information on the trade between the EU and New Zealand can be retrieved [here](#).

COMMISSION NOTICE TO STAKEHOLDERS REGARDING BREXIT

On 27 April, the European Commission published a notice to stakeholders regarding Brexit and its interrelation with EU legislation in the field of supplementary protection certificates for medicinal products and plant protection products.

In view of the uncertainties involved regarding the content of a possible withdrawal agreement, the Commission reminded the stakeholders, including private parties, of the legal repercussion which need to be considered when the UK becomes a third country.

Subject to a transitional arrangement which may be contained in a possible withdrawal arrangement, Regulation (EC) No 469/2009 on the supplementary protection certificate for medicinal products, and Regulation (EC) No 1610/96 on the creation of a supplementary protection certificate for plant protection products will no longer apply after the withdrawal date. In practice, this has consequences on the calculation of duration of supplementary protection certificates in the EU-27 and on



applications for supplementary protection certificates as of the withdrawal date in the United Kingdom.

Source: [European Commission](#)

Sustainable Logistics

UTIKAD RECEIVES LOW CARBON HERO AWARD FOR ITS SUSTAINABLE LOGISTICS CERTIFICATE

The Fifth Istanbul Carbon Summit, organized by the Sustainable Production and Consumption Association (SÜT-D), was held on 26 April 2018 at the Süleyman Demirel Cultural Center in Istanbul Technical University. The Turkish Association of International Forwarding and Logistics Service Providers UTIKAD, a CLECAT associate member which is among the supporters of the summit, received the 'Low Carbon Hero Award' for the 'Sustainable Logistics Certificate' which is developed by UTIKAD in cooperation with Bureau Veritas for the logistics industry.

This year's main focus of the Istanbul Carbon Summit was climate financing. Industry's struggle against climate change has been discussed at the summit, which brings together top government officials, academics and private companies that have been branded in the sphere of sustainability, with a focus on energy efficiency. General Director of UTİKAD Cavit Uğur received the award on behalf of UTİKAD.

Uğur said that with this certificate, companies aiming to contribute to the sustainability of environmental, social and financial assets of the companies involved in logistics and transportation industry for many years and to encourage them to take the necessary precautions by recognizing their environmental effects are as follows: "The Sustainable Logistics Certificate, which is the first and the only in the world, is also the best example of international best practice.' FIATA's Sustainable Logistics Working Group, in which UTIKAD is a member, is working on sustainability and environmental impact issues in transportation and logistics as well as on climate change and carbon emission policy issues with relevant agencies of the United Nations and the European Union. We have presented the certificate to Sustainable Logistics Working Group and aim at making it a widespread example of best practice. We continue working to spread the Sustainable Logistics Certificate throughout the countries that are FIATA members."

Source: [UTIKAD](#)

Digitalisation

ELECTRONIC DOCUMENTS FOR FREIGHT TRANSPORT

The European Parliamentary Research Service (EPRS) has recently published a [briefing](#) on the operation of existing EU legislation in practice, relating to the electronic documents for freight transport.



Currently, electronic documentation in freight transport is used only in some EU Member States, as the majority of freight transport operations still require the use of paper documents. Those Member States who use electronic documentation base their decision on the Additional Protocol to the UN Convention for the carriage of goods concerning the electronic consignment note, which has been ratified or acceded only by 12 EU Member States.

According to the EPRS, the lack of EU legislation on this topic limits the practical application of electronic consignment notes especially in cross-border and multimodal transport of goods. In that regard, two main problems were identified: the lack of acceptance of e-documentation by all Member States and their authorities, and a lack of generally applicable and binding rules on electronic transport documents.

The European Commission is expected to make a legislative proposal on the utilisation of electronic documents in freight transport as part of the third Mobility Package. This proposal would aim at increasing the potential of digitalisation in the transport sector by mandating the recognition of e-documentation by authorities. CLECAT strongly supports the digitalisation of freight transport documents and has been an early advocate thereof.

Forthcoming events

CLECAT MEETINGS

CLECAT Customs & Indirect Taxation Institute

25 May, Paris

CLECAT Brexit Working Group

25 May, Paris

CLECAT BOARD/GENERAL ASSEMBLY

29 June, Sofia, Bulgaria

OTHER EVENTS WITH CLECAT PARTICIPATION

GLEC MEETING

15 May, Copenhagen

MULTIMODAL YEAR 2018 – THE FUTURE OF INTERMODAL

16 May, Brussels

CSR Europe Sustainability Summit

23 May, Brussels

ITF 2018 Summit: "Transport Safety and Security"

23 - 25 May 2018, Leipzig

Swedish Freight Forwarders Event (SIFA)

29 May 2018, Gothenburg



Dutch Freight Forwarders Event (FENEX)

31 May 2018, Rotterdam

DIGITAL TRANSPORT AND LOGISTICS FORUM PLENARY MEETING

14 June, Brussels

ALICE PLENARY

22 June, Amsterdam

EP MEETINGS

European Parliament TRAN Committee

14 - 15 May 2018

24 May 2018

European Parliament Plenary Session

28 - 31 May 2018, Strasbourg

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