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Brussels News

STUDY ON SAFE AND SECURE PARKING AVAILABLE



STUDY ON SAFE AND SECURE PARKING PLACES FOR TRUCKS
 MOVE/C1/2017-500

Better and more secure parking areas for truck drivers!

The results of the Study on Safe and Secure Parking Places for trucks are now available. These include a **mapping report** showing the supply and demand of truck parking areas in the EU, a long manual (in English) and short manuals in all EU languages outlining the **new EU standard on safe and secure truck parking areas** and much more useful information.

The study demonstrates that 400.000 safe and secure parking spaces are lacking in the EU. Cargo crimes are more frequent than ever, and about 75% of these incidents are happening when trucks are parked in unsecure parking places.

Most road users have witnessed overcrowded truck parking areas along motorways, where trucks are parked on entry/exit ramps to parking areas due to capacity problems. It is not only extremely dangerous in terms of road safety, it is also highly uncomfortable and stressful for drivers, and



worrying for cargo owners as these parking areas in most cases provide no protection against intrusion and theft.

The study finds that current standards for safe and secure parking areas (e.g. LABEL, VEDA, PSR) vary greatly and that many of these areas are not audited, which cause uncertainty among users on the level of safety and security, as well as on service levels provided to drivers. The study also finds that booking in advance safe and secure parking spaces for drivers is often not possible or at best unreliable and cumbersome.

As a response, the study proposes a common standard for safe and secure parking areas – ‘EU-Parking’ - ranging from a low level (Bronze) via medium (Silver) to high (Gold and Platinum), all with the same minimum service levels for drivers in terms of sanitation, restauration and comfort. The study also proposes audit procedures, standard APIs (Application Program Interfaces) for booking systems as well as practical and financial guidelines for promoters on how to develop safe and secure parking areas.

As a direct action, the Commission has – beyond the CEF call currently under assessment - funded 8 actions in the period from 2014-17 at a total budget of EUR 45 million. Moreover, the Commission is creating an expert group to further implement and promote the study findings. This expert group will include drivers, unions, hauliers, truck manufacturers, forwarders, cargo owners, insurers, technology providers, auditors, motorway and parking operators and parking organisations (e.g. ESPORG and TAPA), the latter having expressed willingness to adopt the ‘EU-parking’ standard in Europe.

You will find the results [here](#) and the EU's press release [here](#).

Road

VOTE ON MP1 SCHEDULED FOR PLENARY

The vote on the social and market aspects of the first Mobility Package (posting of truck drivers, driving and rest time, tachograph, market access and cabotage) is scheduled to take place on the 27th March during the plenary session of the European Parliament in Strasbourg. The meeting of the Parliament’s Conference of Presidents (CoP) has decided on this but it will need to be reconfirmed on Thursday by Conference of Presidents of the EP.

DECARBONISATION OF ROAD TRANSPORT CONFERENCE

On 6 March, CLECAT participated in the International Road Transport Union (IRU)’s European Road Transport Conference, which brought EU lawmakers and influencers together with road transport business representatives for a constructive dialogue on the future of the road transport sector in the EU. Supported by the Romanian Presidency of the Council, this year’s conference focused on the decarbonisation of the road transport sector in the EU through road transport user charging.

Delegates agreed that the most efficient way to decarbonise the transport sector is to make all transport modes cleaner. According to Mr Matthew Baldwin, DG MOVE, it is of crucial importance that transport is priced correctly and that the external costs of all modes of transport are covered accordingly, preventing the currently prevalent ‘society pays’ principle. The significance of a modal shift was also acknowledged, although it was agreed that a shift from road to rail, for instance, is particularly difficult to implement without significant demand.



When it comes to road charging, such a measure alone will not decarbonise transport, but if proper incentives are introduced, more use of cleaner vehicles can be expected. The Commission stated that



it is up to Member States to introduce road pricing, but if they do, it should be distance-based rather than time-based. Currently, there is too much focus on the ‘user pays’ principle and not enough on the ‘polluter pays’ part of the equation. As such, the current Eurovignette proposal aims to remedy that. Mr William Todts, Transport & Environment (T&E), commented that the key elements of the proposal,

aiming to move away from the vignette, incentivise clean driving and give discounts to alternatively fuelled vehicles, are indeed reasonable. Furthermore, it was agreed that if congestion fees are introduced, all road users, passenger or freight, should be part of the scheme. On the latter, the Commission commented that Member States will not be required to introduce congestion charges, but if they do, it must certainly be done in a non-discriminatory way.

On the earmarking of revenues collected from road charging, Ms Cristina Falcone, UPS, pointed out that this should be done in a way that road and fuel infrastructure can be advanced. It should not lead to double taxation and should not prioritise any of the transport modes. The Commission commented that Member States cannot be forced into earmarking, but more clarity and transparency on how revenues are used would possibly influence transport users’ decisions.

LIMITED PROGRESS ON THE EUROVIGNETTE DIRECTIVE

The reform of the Directive on the charging of heavy goods vehicles (HDVs) for the use of certain infrastructures (the so-called Eurovignette Directive) was presented in May 2017 as part of the 1st Mobility Package, together with the revision of the EETS Directive. However, the file is currently stuck in the Council at the Working Party level mainly due to Member States’ disagreement over a shift to distance-based charging of HDVs instead of time-based charging. The Romanian Presidency has indicated that reaching a general approach in the current term is unlikely.

ADOPTION OF THE ELECTRONIC TOLLING SERVICE DIRECTIVE

On 4 March, the Council of the EU formally adopted the revised European Electronic Tolling Service (EETS) Directive, following the provisional agreement with the European Parliament in November 2018 and the subsequent adoption by the Parliament’s Plenary last month.

Proposed by the Commission as part of the 1st Mobility Package in May 2017, the new Directive seeks to facilitate the wider application of the ‘user pays’ and ‘polluter pays’ principles by facilitating the deployment and application of electronic road toll systems across the EU. It also establishes a legal framework for the exchange of vehicle registration data for the purpose of toll enforcement.

As such, the new rules will make electronic road tolling systems across the EU more interoperable and therefore more cost-efficient and user-friendly. The reform will remove administrative barriers, such as burdensome approval procedures and local, non-standard technical specifications. As a result, electronic tolling providers will have easier access to the toll collection market. To harmonise the technology used, the agreement also allows for the development of a system whereby road users can



use a single on-board toll payment device when driving across the EU, either as a separate device or a device embedded in the vehicle.

Furthermore, better conditions for improved cross-border information exchange on vehicle data will be established, giving national authorities access to other Member States' national vehicle registration data in order to identify owners of vehicles for which road fees have not been paid while on the territory of a host Member State. The information exchange relates to fees to be paid electronically or manually for using road infrastructure. The possible administrative or legal consequences will depend on the national law of the country where the fee was left unpaid. The new measures will become applicable 30 months after entry into force, meaning that Member States will be required to transpose the provisions of the revised Directive into national law by late 2021.

Brexit

COMMISSION INTENSIFIES “NO-DEAL” CUSTOMS PREPAREDNESS

Given the risk that the United Kingdom will leave the EU on 30 March without a deal, the European Commission has stepped up its “no-deal” preparations and outreach to EU businesses in the area of customs and indirect taxation. In this context, the Commission organised a special meeting with the Trade Contact Group on the 8th of March – joined by CLECAT. The meeting was a follow-up meeting to the Brexit meeting between the Commission and trade representatives organised in January. The customs expert of the Brexit negotiations team was present to discuss various important topics including EORI, Returned Goods and Transit.

On **EORI (Economic Operator Identification and Registration)**, it has become clear that despite the efforts of the Commission and the Member States (MS), a large percentage of mainly smaller traders have not yet obtained the EORI number. This also became clear during CLECAT's Brexit meeting of 26 February, where the national customs administrations of the countries surrounding the UK were also present. CLECAT has pointed out to both, the customs administrations and the Commission that, even though it is useful to have the number, it is only required “if available” for the parties included in a declaration which deal indirectly with customs like consignees, consignors or transporters. Only the declarants or their representatives are obliged to have such a number. Therefore, seeing the reality that many parties have not yet obtained the number, CLECAT called upon the Commission and Member States to provide some flexibility and realism concerning the use of EORI numbers.

With regards to transit, the Commission noted that in principle the UK is still set to become a partner of the **Common Transit Convention (CTC)** in its own right. However, there are some complications because the UK has still not fulfilled some formalities and is thereby not compliant with the CTC. For the **Returned Goods** the Commission reported good news. The Commission intends to ensure that, where goods were temporarily exported before the withdrawal and are re-imported as of the withdrawal date, those goods can be imported with total relief. This applies to goods in the UK returning to the EU and vice versa. The proof that the Union goods were brought to the UK prior to the withdrawal date should be provided in particular by the respective transport documents and, if necessary, accompanied by other relevant documents (e.g. a lease contract). The relief for returned goods also includes packaging material. Once the Commission publishes its guidance document, the measures on returned goods will be formalised. The guidance is expected this week and will contain specific measures and explanations for Member States and private sector parties in case of a no-deal Brexit. An explanatory presentation on origin matters will also be published.



Next to the in-depth guidance document, [the Commission has launched an outreach campaign](#) as part of its ongoing efforts to prepare for the UK's exit of the European Union without a deal, calling for intensified preparedness work for all scenarios. This campaign should help to inform (smaller) businesses that want to continue trading with the UK after 30 March on what they need to do to ensure as smooth a transition as possible. According to the EU Commission, preparing for the UK becoming a non-EU country is of paramount importance if significant disruption for EU business is to be avoided.

UK PREPAREDNESS

Last week, the UK also continued its preparedness efforts. The UK government has sent various letters to VAT-registered businesses trading with the EU explaining [how to prepare for changes to customs, excise and VAT](#) if the UK leaves the EU without a deal. Despite the UK is not yet compliant with the provisions of the Common Transit Convention, it has also sent a [letter to promote the use of transit](#).

Next to the letters, several important guidance documents were published. On VAT, a specific guidance was published concerning [accounting of import VAT](#). Furthermore, guidance documents were published on [exporting of controlled goods](#) (military, strategic and dual-use) and UK [Sanctions Regimes](#) if there is no Brexit deal.

Lastly, the UK has published [draft notices to be made in relation to the amendments brought in by The Taxation \(Cross-border Trade\) Bill](#), also known as the customs Bill. The published document provides the draft text for notices that will be made under The Customs (Import Duty) Regulations 2018, The Customs (Special Procedures and Outward Processing) Regulations 2018 and The Customs (Export) Regulations 2019.

FINAL COMPROMISE ON NO-DEAL BREXIT ROAD CONNECTIVITY

Following the provisional agreement on the European Commission's [proposal for a Regulation on basic road freight connectivity](#) in the event of a no-deal Brexit, the Member States' Permanent Representatives' Committee (COREPER) agreed on the final compromise text on 1 March 2019.

The key provisions of the Regulation pertain to allowing road haulage operators licensed in the UK to carry goods into the EU temporarily, provided that the UK confers equivalent rights to EU road haulage operators and continues to comply with relevant social and technical rules of the EU. Furthermore, the Regulation would allow UK hauliers to carry out limited additional operations of loading and unloading within the territory of the EU, decreasing over time:

- During the first 4 months, up to two additional operations of loading and unloading in the territory of the EU would be allowed within 7 days from the initial unloading in the territory of the EU;
- During the consecutive 3 months, only one additional operation would be allowed;
- During the remaining time, no additional operations would be allowed.

In contrast to the original proposal, the start date of the contingency measures would be flexible in case Brexit is delayed. That, however, would not affect the end date and the contingency measures would cease to apply after 31 December 2019.

On 4 March, the provisional agreement was adopted by the Parliament's Transport Committee by a large majority. The Parliament's Plenary is expected to formally adopt the Regulation on 13 March,



which would then pave way for a final adoption in the General Affairs Council on 19 March, i.e. 10 days before the official Brexit date.

RECIPROCITY FOR BASIC AIR CONNECTIVITY IN NO-DEAL BREXIT

On 7 March, the government of the United Kingdom (Department for Transport and Civil Aviation Authority) published its [statement setting out the UK position on reciprocity](#) of rights for airlines from EU countries, and the basis on which flights will continue for this period. During this time, negotiations will be undertaken on permanent future air service arrangements. The UK has pointed out that its position is underpinned by three principles:

- To provide certainty and reassurance to industry and consumers;
- To minimise potential for disruption to connectivity, especially in the short term;
- To support a level playing field for UK industry ahead of future negotiations.

The UK has declared that it intends, subject to the necessary approvals, to grant airlines licensed in EU countries a level of access to the UK that is at least equivalent to the rights granted to UK airlines. However, in certain aspects, such as cabotage, the UK intends to take a more flexible approach rather than reciprocating the aspects 'on a purely symmetrical basis'. Regarding cabotage, the UK intends to allow airlines from EU-27 Member States to operate services wholly within the UK for the duration of the IATA summer season 2019.

With regards to the EU, the Transport and Tourism (TRAN) Committee of the European Parliament voted on the 4th March on the provisional agreement resulting from interinstitutional negotiations on basic air connectivity. The file was adopted by a large majority in the TRAN Committee and is expected to be voted on in the Parliament's plenary on Wednesday 13 March. This would allow for the final adoption of the file by the Council, which will likely take place in the General Affairs Council on Tuesday 19 March.

Source: [UK Government](#), [TRAN Webstream](#)

RAIL SAFETY AND CONNECTIVITY WITH THE UK IN NO-DEAL BREXIT



On 6 March, the Council's Permanent Representatives Committee (COREPER) granted the Romanian Presidency of the Council a mandate to negotiate with the European Parliament on a temporary extension of the validity of certain authorisations, certificates and licences to ensure continuity of train services between the EU (France and Ireland) and the UK without disruption in the event of a no-deal Brexit.

According to the Council, the extension shall allow the conclusion of bilateral agreements between EU Member States and the UK to avoid disruption. Also here, the measures are conditional on reciprocity of identical standards, requirements and procedures being applied to cross-border rail connectivity by the UK. The legislation would be applicable the day after the EU treaties cease to apply to the UK, unless a withdrawal agreement concluded with the UK has entered into force by that date.

Source: [Council of the EU](#)



Maritime

HEARING ON INLAND WATERWAYS IN THE INTERMODAL TRANSPORT SYSTEM



In order to achieve the ambitious goals of the Union to reduce the CO2 emissions, it will be important to unleash the full potential of the inland waterway transport. Interface with other modes of transport needs to be fully interoperable and efficient in order to achieve a modal shift towards this sustainable mode of transport. Innovation in the sector, including digitalisation and modernisation of the fleet will be crucial factors to achieve these goals.

On 18 March, experts will share their views with Members of the European Parliament on how to make better use of inland waterway transport in the intermodal transport system and how to increase the market share of this sector to achieve the objectives of the Union to increase the efficiency and sustainability of transport, in particular with regard to the transport of freight. The hearing will take place on 18 March 2019 at 15.00 and will be webstreamed.

FMC STANDARDISED LANGUAGE FOR DETENTION AND DEMURRAGE

This April, the US Federal Maritime Commission (FMC) will bring together groups of industry representatives in the form of innovation teams in an effort to develop transparent and standardised language for detention and demurrage practices. The innovation teams will be composed of a broad range of representatives from the industry, including shippers, forwarders, non-vessel-operating common carriers, ocean carriers and marine terminal operators.

The launch of the innovation teams is the final phase of the FMC fact-finding investigation on detention and demurrage that began in March 2018, with a final report expected in September this year. In addition to developing standardised language, the interim investigation outlined other commercial approaches to refining demurrage and detention, including:

- Clear, simple and accessible billing and dispute resolution processes for detention and demurrage charges;
- Evidence that would be relevant to resolving demurrage and detention billing disputes;
- Consistent notice to cargo interests of container availability.

To note, shippers long have contended that ocean carriers and marine terminals use detention and demurrage fees not only as a punitive measure to combat excess free time but as revenue generators. In December 2017, 26 trade associations formed the Coalition for Fair Port Practices and called on the FMC to adopt rules to clarify what constitutes just and reasonable rules and practices for how demurrage, detention and per diem charges are assessed. This action was followed by two days of public testimony before the FMC in January 2018, when numerous shippers and ocean transportation intermediaries complained to the FMC of mismatched fee assessments by ocean carriers and marine terminals that make it difficult for them to avoid.



ECSA PRIORITIES FOR EU SHIPPING POLICY

The European Community Shipowners' Associations (ECSA) has unveiled its [strategic priorities](#) for EU shipping policy, which will guide the association's activities vis-à-vis international and European regulators for the next five years. At a high-level event in Brussels, more than 120 industry representatives gathered to discuss the challenges and opportunities for the shipping sector at a global and European level.

During an event joined by CLECAT, IMO Secretary General Kitack Lim addressed the decarbonisation challenge. "The adoption of the IMO initial strategy on reducing greenhouse gas emissions from ships and the entry into force of the 0.50% sulphur limit will contribute greatly to the well-being of the planet and its inhabitants. In this regard, the collaboration and cooperation of all stakeholders, in particular the industry and the positive role they play in the regulatory process is of immense value, and greatly appreciated. "I cannot stress enough how important this year is in terms of our work and preparation. I can assure you, this year, IMO is focussing on implementing the follow up actions of the initial strategy and eliminating all uncertainties related to IMO 2020 before its entry into force," he added.

ECSA's priorities for 2019-2024 are available [here](#).

Air

EU AND QATAR REACH AVIATION AGREEMENT

On 4 March, the European Commission and the State of Qatar initialled an aviation agreement, which marks the first aviation agreement between the EU and a partner from the gulf region. The agreement was negotiated by the Commission on behalf of the EU Member States as part of its Aviation Strategy for Europe. As next step, both parties will prepare the signature of the agreement following their respective internal procedures. Once these procedures are finalised by both parties, the agreement will enter into force.

The agreement will provide a single set of rules, high standards and a platform for future cooperation on a wide range of aviation issues, such as safety, security or traffic management. The agreement also commits both parties to improve social and labour policies, which is currently not covered by existing agreements between Qatar and individual EU Member States.

Source: [European Commission](#)

PROPOSAL ON EU – REPUBLIC OF KOREA AIR SERVICE AGREEMENT

On 28 February, the Council published a proposal for a Council Decision on the signing of the Agreement between the EU and the Republic of Korea on certain aspects of air services. The provisions of the proposed agreement would supersede or complement the existing provisions in the existing 22 bilateral air service agreements in line with EU law.

The agreement that has been negotiated by the Commission with the Republic of Korea replaces certain provisions in the existing bilateral air services agreements between Member States and the Republic of Korea. These include:



- Replacing the traditional designation clauses with an EU designation clause; thereby all EU carriers can benefit from the right of establishment
- Safeguarding the right of Member States under EU law to impose, on a non-discriminatory basis, taxes, levies, duties, fees or charges on fuel supplied in its territory for use in an aircraft of a designated air carrier of the Republic of Korea that operates between a point in the territory of that Member State and another point in the territory of that Member State or in the territory of another Member State

The proposed Council Decision would approve the signing of the agreement on behalf of the Union, subject to its conclusion. The proposal is available [here](#).

Source: [Council of the EU](#)

AIR CARGO VOLUMES DECREASED

On 7 March, IATA released a report stating that data for global airfreight markets indicates that the demand for air cargo in January, measured in freight tonne kilometres (FTKs), decreased by 1.8% year-on-year. According to IATA, this represents the worst performance in the last three years.

Simultaneously, available capacity, measured in available freight tonne kilometres (AFTKs), increased by 4% year-on-year, marking the 11th month in a row in which capacity growth exceeds demand growth. IATA's Director General and CEO Alexandre de Juniac noted that 'unless protectionist measures and trade tensions diminish, there is little prospect of a quick re-bound'.

Source: [IATA](#)

Digitalisation

ENISA AND A NEW CYBERSECURITY ACT

In September 2017, the European Commission adopted a cybersecurity package with new initiatives aimed at further improving EU cyber-resilience, deterrence and defence.

These initiatives included a [legislative proposal](#) to strengthen the EU Agency for Network Information Security (ENISA) by giving it a permanent mandate, thereby enabling it to perform operational tasks rather than providing merely expert advice as it has been the case until now. This is due to the fact that ENISA is expected to play a broader role in the EU's cybersecurity landscape following the adoption of the Network Information Security (NIS) Directive in 2016. Furthermore, the proposal envisages the creation of the first voluntary EU cybersecurity certification framework for ICT products.

The [report](#) on the proposal was adopted in the European Parliament's Industry, Research and Energy (ITRE) Committee in July 2018. On 10 December, an agreement was reached with Council at the fifth trilogue meeting, which was approved by the ITRE Committee on 14 January. The debate in the Plenary of the European Parliament is scheduled for 11 March, followed by the vote on 12 March.



Trade

EU-KOREA FTA SHOWS INCREASED EU EXPORTS BY 76%

On 6 March, the European Commission published a report on the “ex-post” evaluation of the EU-Korea free trade agreement (FTA) which shows that trade in both goods and services between the two sides has increased.

The evaluation examines the impact of the EU-Korea FTA in almost all areas covered by it, throughout the period from the start of the provisional application - 1 July 2011 - until the latest available data at the start of the evaluation - 2014 - 2016. The analysis concludes that the EU-Korea FTA has been effective in achieving its objectives, such as: removing tariffs and other limitations on trade in goods and services and investment between the EU and Korea, resulting in a significant increase in trade on both sides, and reducing non-tariff trade costs.

In particular, EU exports of goods to Korea increased by 76% to €49.2 billion between 2010 and 2018, while Korean exports also increased during this period, from €39.5 billion in 2010 to €51 billion in 2018. In addition, EU exports of services to Korea increased by 79%, compared to 38% for EU imports from Korea from 2010 to 2016.

Source and full report: [European Commission](#)

ORGANICS SECTOR ON THE RISE

On 7 March, the European Commission reported on the growing EU imports of organic products which totalled 3.4 million tonnes in 2018. The EU sources its organic agri-food imports widely, with a total of 115 countries registering exports to the EU. In volume terms, China appears as the biggest supplier of organic agri-food products to the EU, with 415.243 tonnes of produce, that is, 12.7% of the total. Ecuador, the Dominican Republic, Ukraine and Turkey each has an 8% share of the market. The primary goods imported are tropical fruit, nuts, spices, the category which represented 24% of total imports, followed by cereals (22%) and oil cakes (11%). The report also contains an analysis of the imports of the first ten importing countries and the first five product categories reported, put in relation to their country of origin and the relative volume.

The European Commission also published a brief on the increase in the amount of EU agricultural land dedicated to organic farming, which grew by 70 % over the past ten years, reflecting the importance gained by the organics sector.

Source and market briefs: [European Commission](#)

INCREASE OF EUROPEAN IMPORT DUTIES ON BROWN RICE

On 8 March, the European Commission announced that the import duty of ‘husked’ or brown rice (non-basmati) was updated to €65 per tonne, due to imports having reached higher levels in the first six months of this marketing year, between September 2018 and end of February 2019.



The legislation in place highlights that if the level of imports for husked rice in the first six months of the marketing year is below 191,113 tonnes, the duty should be fixed at €30 per tonne which was the case until today's decision. When it exceeds 191,113 tonnes, but is not higher than 224,839 tonnes, the duty should be fixed at €42.5 per tonne. Finally, which applies in this case, if it exceeds 258,565 tonnes, the duty needs to be set at €65 per tonne.

Import duties of €65 per tonne are now fixed until the next review, which will be on 1 September 2019. In the meanwhile, the European Commission is monitoring the market closely.

Source: [European Commission](#)

Forthcoming events

CLECAT MEETINGS

Maritime Institute meeting

11 April, Antwerp, Belgium

Board/General Assembly

26 June, Paris, France

OTHER EVENTS WITH CLECAT PARTICIPATION

ESC Maritime Day 2019

20 March, Rotterdam

SITL Conference – LEARN Workshop for Freight Forwarders and Shippers

26 March, Paris

DSLVL Kommission Logistiksicherheit

26 March, Berlin

Zolltag Spedlogswiss

28 March, Switzerland

FIATA HQ meeting

27-29 March, Zurich

ACEA Workshop on High Capacity Road Transport

7 May, Brussels

EP/COUNCIL MEETINGS

European Parliament TRAN Committee

18 March, Brussels

European Parliament Plenary

11-14 March, Strasbourg



26-29 March, Strasbourg

European Transport Council

6 June, Brussels

European Council

21-22 March, Brussels

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