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Brussels News

CLECAT AND ESC COMMIT TO ACCELERATE LOGISTICS EMISSIONS FOOTPRINTING AND REDUCTION

CLECAT and ESC have recently issued a statement in which they expressed their commitment to accelerate logistics emissions footprinting and reduction. CLECAT and ESC stand for a universal methodology to calculate emissions from logistics operations, provided by the GLEC Framework, and support upgrading it into an ISO standard. However, this should remain a voluntary initiative led by the industry.

CLECAT and ESC actively contributed to the [LEARN project on logistics emissions accounting](#), which kicked off in October 2016 and finished in March 2019. The objective of the LEARN project was to mobilise companies to measure and report on the carbon footprint of their logistics supply chains in a transparent way, with a view to influence meaningful emissions reduction actions.

The LEARN project focused largely on advancing the business uptake of the [Global Logistics Emissions Council \(GLEC\) Framework](#), which provides companies with a universal methodology to calculate emissions from logistics operations across their global supply chains. As part of the project, the

practical applicability of the GLEC Framework was tested by over 30 companies that represent both customers and providers of freight and logistics services across different transport modes. Accordingly, the testing results demonstrated that logistics emissions accounting works for business and is instrumental for improved efficiency and emissions reduction. Many companies have now formally adopted the GLEC Framework, including the largest European freight forwarders and service providers such as DB Schenker, DP-DHL, Geodis, Kuehne+Nagel and SNCF Logistics.

Although the LEARN project on logistics emissions accounting has come to an end, ESC and CLECAT will continue advocating for the universal adoption and implementation of the GLEC Framework, as well as the upgrade of the GLEC Framework into an ISO standard and the alignment with the EN16258 standard. Furthermore, ESC and CLECAT will promote incentivising policy action at different levels of governance, while emphasising that carbon accounting and reduction should remain a voluntary initiative led by the industry.

The joint statement is available [here](#).

EP FORMALLY ADOPTS CO2 EMISSION STANDARDS FOR NEW HDVS

On 18 April, the European Parliament's Plenary adopted the Parliament/Council agreement, reached in February, on the Commission's proposal for a Regulation on CO2 emission reduction targets for new heavy-duty vehicles (HDVs).

Primarily, the new legislation requires CO2 emissions from HDVs such as trucks and lorries to be reduced by 30% by 2030 (subject to a review in 2022), with an intermediate reduction target of 15% by 2025 (as compared to 2019 levels). Furthermore, manufacturers will be required to ensure that at least 2% of their new vehicles' sales is made up of zero- and low-emission vehicles (ZLEVs) by 2025, if they wish to be rewarded with less stringent manufacturer-specific CO2 targets.

The Parliament's Plenary adopted the agreement with 474 votes in favour, 47 against and 11 abstentions. The adopted text can be found [here](#). The Council will also need to give its formal approval before the new legislation can enter into force.

CLECAT has initially called for higher CO2 emission targets in order to fully boost the shift to efficient, low-carbon vehicle technologies. Therefore, the rules should be thoroughly assessed and re-evaluated during the 2022 review.

EP ADOPTS CEF II PROPOSAL

On 17 April, the European Parliament's Plenary adopted the [proposal for a Regulation](#) establishing the Connecting Europe Facility (CEF) II for the multiannual financial period 2021 to 2027. The CEF serves as a crucial financial instrument to promote targeted infrastructure investment at the European level by building, developing modernising and completing the trans-European networks in the fields of transport, energy and digital.

According to the [text adopted](#) by Plenary, in the area of transport the CEF shall contribute to the development of projects of common interest relating to efficient, interconnected and multimodal networks and infrastructure for smart, interoperable, sustainable, inclusive, accessible, safe and secure mobility. Additionally, the CEF II shall adapt parts of the trans-European transport network for a dual use of the transport infrastructure in view of improving both civilian and military mobility.



The financial envelope for the implementation of CEF II during the 2021-2027 period has been set to over €43.8bn, out of which over €33.5bn have been reserved for transport. According to the adopted text, projects that are related to cross-border links, as well as actions supporting railway interoperability and inland waterways, will be co-financed up to 50%. Moreover, for actions located in the outermost regions, needing special support from the EU to close the geographical gap, a maximum co-financing rate of 70% will be available for their projects.

TRAN EXCHANGE OF VIEWS WITH COMMISSIONER BULC

On 11 April, the European Parliament Transport Committee (TRAN) held an exchange of views with Transport Commissioner Bulc on policy achievements and future prospects for transport. Commissioner Bulc presented a detailed overview of achievements in the transport sector during the current legislative period, which were acknowledged by TRAN Members. However, some MEPs thought that progress had been too slow, in particular with regards to achieving targets for modal shift, reduction of emissions and digitalisation. Proposals for legislation came in late during the term, demonstrating the low priority of the Juncker Commission for the transport sector.

Members expressed concern with regards to the first Mobility Package. A number of MEPs thought this may lead to a profound geographical division in the EU and negatively impact on business. There was equally concern with regards to reduction of emissions as CO2 emissions from the transport sector had increased. Therefore, additional incentives should be provided to transport modes such as rail, in particular to regular rail services rather than to high speed trains.

In the aviation sector, Members deplored the lack of progress in the realisation of the Single European Sky. It was stressed that the 'Wise Persons Group' established within the framework of the Pilot Project on the European Airspace Architecture had issued recommendations to launch the first steps of SES on the basis of the existing legislation. Others underlined the need to make progress with regard to the social dimension in this sector.

With regard to maritime transport, the adoption of the Directive on Port Reception Facilities was perceived as an important step for the protection of oceans.

Road

CONTROL OF REGULAR WEEKLY REST OUTSIDE THE CABIN

Regarding the issue on the proof of regular weekly rest periods outside the vehicle, the European Commission has indicated that drivers may not be required to provide such documents to inspection authorities and can only be punished if they are caught red-handed at the time of control.

In a [letter](#) to the International Road Transport Union (IRU), the Commission has clarified the powers of national enforcement authorities to enforce the ban for drivers to take their regular weekly rest of 45 hours and longer in the cabin of a vehicle. As confirmed by the Commission, the inspection authorities cannot require drivers to provide any document proving that the 45-hour rest was spent outside the vehicle's cabin. In support of this, the Commission has referred to Art. 36 of Regulation (EU) 165/2014, which provides a list of the documents that drivers must present upon the request of inspection authorities. There is no reference to a document that would confirm that the rest period was spent outside the vehicle.



The letter also notes that a driver can only be punished if he or she gets caught carrying out the 45-hour rest inside of a vehicle during the inspection. In case of the inappropriate control practices, the Commission recommends contacting the competent national authorities for reimbursement of imposed fines.

Air

SAFEGUARDING COMPETITION IN AIR TRANSPORT

On 19 April, the Council of the European Union adopted the [Regulation on Safeguarding Competition in Air Transport](#), thereby repealing the preceding Regulation 868/2004.

The issue of fair competition between EU and third-country airlines and the importance of guaranteeing a level playing field has been recognised for some years by the various EU institutions as key for the future of European aviation. The [2015 Commission communication on the aviation strategy](#), during which the revision of the existing rules in this field were announced, underlined the importance and legitimacy of EU action to deal with possible unfair commercial practices in international aviation. The legislative proposal for a regulation on safeguarding competition in air transport, which was proposed by the Commission on 8 June 2017, has the objective to provide effective legislation in order 'to maintain conditions conducive to a high level of Union connectivity and to ensure fair competition with third countries' air carriers'.

The agreement on the text between Parliament and Council was reached in November 2018. The [text was formally adopted](#) by Parliament on 14 March 2019 and by Council on 9 April 2019.

SCHIPHOL LOCAL RULE ON FREIGHTER SLOTS

After a lengthy process, the Dutch Government approved the 'local rule' which shall ensure better protection of cargo flights at Schiphol Airport by allowing freighter flights to have more access to slots at Schiphol Airport.

The local rule regulates that the non-used slots are re-issued in a season, for example due to bad weather or operational reasons, with 25 percent of these slots being made available specifically for cargo. Additionally, it provides airlines with greater opportunities to adjust their schedules without losing their historical rights to slots.

Air Cargo Netherlands (ACN), together with evofenedex and TLN have frequently argued in favour of this scheme, noting that freight flights are crucial to supporting export opportunities, the business climate, employment and network quality in the Netherlands.

Since the summer of 2017, cargo flights have been under pressure when the airport reached the maximum of 500,000 flight movements. As a result, stricter regulations came into force that made it more difficult for cargo flights to retain historical rights to slots. As a result, cargo flights were forced to be relocated abroad and the total amount of cargo handled at Amsterdam Schiphol Airport fell steadily.



Maarten van As, Managing Director of ACN argued: "This local rule is not the solution to the shortage of slots for cargo aircraft at Schiphol. Demand is still greater than supply. However, the Minister and Airport Coordination Netherlands are sending a positive signal to the air cargo sector, which is asking for clarity."

Jan Boeve, Director of TLN, noted "For the road hauliers who transfer the air freight at Schiphol to the lorry and transport it further into Europe. But also for the Dutch freight forwarders united in FENEX, Schiphol is very important, as a hub for international air freight shipments."

The local rule will enter into force on 31 August 2019 and will be evaluated after one year.

Sources: [Air Cargo Netherlands](#), [Dutch Ministry of Infrastructure](#)

Maritime

SURVEY ON CUSTOMER SATISFACTION IN CONTAINER TRANSPORT

The level of satisfaction concerning container carriers among exporters, importers and freight forwarders has fallen marginally, according to the [3rd annual customer satisfaction survey](#), conducted by Drewry and the European Shippers' Council (ESC).

The joint survey has revealed that 249 shippers and forwarders who responded rated the service of container shipping lines with a score of 3.1 on average (which is 0.1 lower than last year) on a scale of 1 (very dissatisfied) to 5 (very satisfied).

Customer satisfaction was reported least favourable for clarity of prices and surcharges, transit times, and reliability of booking/cargo shipped as booked, scoring between 2.8 and 3. The carrier service attributes which shippers and forwarders were the most satisfied with were carrier financial stability, documentation accuracy and availability of equipment (containers), receiving average scores between 3.2 to 3.4. All the service features were overall awarded mid-range scores; only 4% of customers were "very dissatisfied" with carrier services, while only 6% were "very satisfied."

Shippers and forwarders also said that carrier performance has deteriorated between 2017 and 2018 in four areas: the range of different available carriers, the range of different available services, the price of service and the overall carrier service quality. However, carrier performance related to sustainability/green and carrier financial stability have improved since 2017, according to the survey respondents.

Rail

SECTOR STATEMENT GROUP MEETING

On 23 April, CLECAT attended the meeting of the Sector Statement Group, the stakeholder group committed to the implementation of the [Rail Sector Statement](#) which was published in response to the [Rotterdam Declaration of Ministers in 2016](#) to boost rail freight. More specifically, through the Sector Statement, the rail sector associations and their members, representing the interests of the



shippers, freight forwarders, rail freight operators (RUs), intermodal operators, intermodal terminals, infrastructure managers (IMs), allocation bodies, rail freight corridors (RFCs), and rail equipment suppliers, committed themselves to the aim of enhancing the competitiveness of the Rail Freight Corridors, and to improving the quality, reliability and efficiency of transporting goods across Europe

By implementing the Sector Statement, starting with the ten identified priorities, the rail sector is committed to increasing international rail freight's competitiveness, unlocking the growth potential for longer distance freight, and promoting rail's key role in a sustainable transport system.

During the meeting, the rapporteurs of the individual priorities presented the progress in implementing the Sector Statement, which was agreed at the TEN-T Days 2016 in Rotterdam. Moreover, the members discussed the [Vienna Declaration](#) (Progress on boosting rail freight), presented at the Rail Freight Day in Vienna on 6 December 2018, which is the statement of the Austrian Council Presidency (H2 2019) following-up on the Ministerial Rotterdam Declaration 2016.

The members of the group reaffirmed that the railway sector associations and their members have a sustained commitment to enhancing the competitiveness of international rail freight, and to improving the quality, reliability and efficiency of transporting goods across Europe. To deliver on these objectives, strong commitment from the national and European authorities is needed to support these efforts.

MISSING SMALL-SCALE TRANSPORT INFRASTRUCTURE HINDERS EU'S BORDER REGIONS POTENTIAL

On 11 April, a joint conference of the European Committee of the Regions (CoR) and the European Grouping of Territorial Cooperation (EGTC) took place, which focused on missing railway links as a challenge for cohesion and growth in border regions. The meeting gathered representatives from the European Parliament and EGTCs from Germany, the Netherlands, Czech Republic, Austria, Hungary and France, urging to reinforce financing to small-scale transport infrastructure projects in border regions.

Peripheral border regions are often not the top priority for national or European infrastructure investment. In 2018, the European Commission identified 176 missing cross-border rail connections in the EU, of which 48 are in urgent need of improvement and 19 are assessed as positive by local actors. At the meeting, it was concluded that these small projects, that need relatively little co-financing, can help Europe's border regions to improve the lives of its citizens through a better connection with the neighbouring region and the rest of Europe, increased access to public services and the cross-border labour market as well as greater potential for economic development.

"Often it is just a few kilometres of transport infrastructure that hinders border communities from fulfilling their full potential. EU funds like, the Connecting Europe Facility (CEF) and cohesion policy, are helping but we need to increase take-up. We therefore must maintain strong financing for cohesion policy, and particularly for European Territorial Cooperation. ", said CoR President Karl-Heinz Lambertz.

Rémi Bertrand , president of the Pamina Eurodistrict EGTC (France-Germany), said: "The missing Karlsruhe-Rastatt-Haguenau-Saarbrücken link is a good example of the importance of missing links at both local and European level: four European corridors pass by in close proximity to each other and filling the gap of a few kilometres between Rastatt and Haguenau could link these corridors and create



an important back-up route. The 140 businesses along the route could transport their goods by rail instead of by road and thereby make a major contribution to protecting the environment. "

In 2016, the CoR's COTER Commission and the European Parliament's TRAN Committee initiated their missing links initiative with a joint meeting between the two bodies, resulting in two calls for proposals under the CEF issued by the European Commission. However, many missing links are not yet part of the TEN-T and therefore not eligible in CEF. Closing this financing gap was one of the main topics at the conference held at the CoR.

Further, CEF calls are expected for 2019 and 2020 which the CoR sees as a good opportunity to address the financing need of small, cross-border projects to improve territorial cohesion, regional accessibility and economic development in border regions. The CoR further calls for a revision of the regulatory framework for the TEN-T Regulation to make sure that closing missing-links is one of the top priorities for financing of the transport network.

Source: [European Committee of the Regions](#)

DEVELOPMENT FOR CONTAINER TRANSPORT IN POLAND

On 11 April, the European Commission published the final report on the potential of the development of the rail container transport market in Poland.

The aim of the study is to propose investment and non-investment activities to stimulate the development of rail container transport in Poland, based on its assessed potential until 2028. Therefore, the study examines the external factors, global and European transport trends, and the competitiveness of the Polish rail market. The analysis identifies external factors affecting the container business and explores the commodities structure in the trade between the Poland, other EU Member States and China. It describes containerised seaborne trade and liner shipping connectivity as well as main rail corridors between Asia and Europe and their interconnections to the TEN-T Core Network Corridors.

The study reviews railway infrastructure development plans in Poland presenting the detailed analysis of Polish container market and their trends between 2004 and 2018 against the background of other European countries. More specifically, it analyses the main opportunities and threats for development of the Polish rail container market. It identifies priority investments in railway and intermodal infrastructure and proposes new technologies as well as legal and organisational measures to improve rail transport competitiveness in Poland.

According to the final report, containerised trade is expected to continue its growth during 2018-2026 at the average rate of 4.6% worldwide. Between 2004-2018, the volume of rail freight transport performance in Poland increased by 14%: from 52.3 to 59.6 billion tkm. It notes that at this stage, the potential for a further growth (2019-2028) is rather low, and it may reach about 65 billion tkm. The report further states that modal shift in Polish freight transport is held back by the high dynamics of road transport. In addition, it argues that rail operators' competitiveness and efficiency are reduced by railway infrastructure upgrade projects until 2023.

The final report is available [here](#).



Customs and Trade

PSCG DISCUSSES A VARIETY OF KEY ISSUES AT WCO

Between 15-16 April, CLECAT represented FIATA at the Private Sector Consultative Group (PSCG) meeting, held at WCO Headquarters in Brussels. The PSCG provides the WCO bodies and Members with the perspective of the private sector on Customs and international trade matters.

The meeting discussed the state of play of the WCO work on E-Commerce and the next steps in the decision-making process. The members also heard an interesting presentation on Free Trade Zones and decided that this topic will be an ongoing agenda item of the PSCG. The group further discussed the impacts on business of non-negotiated tariff changes and retaliatory actions by countries. The PSCG welcomed the Harmonized System review and appreciated the efforts of the Director and Deputy Director of Tariff and Trade



Affairs in organizing the upcoming public conference on “Revitalizing the Harmonized System”. Finally, the members of the PSCG expressed their renewed commitment to the RKC review process and received reports from the PSCGs in the East and Southern Africa region, as well as in the Americas region. The PSCG also established a working group on the future of the SAFE Framework of Standards.

Source: [World Customs Organization](#)

EU ISSUES PRELIMINARY LIST OF US PRODUCTS CONSIDERED FOR COUNTERMEASURES

On 17 April, the European Commission launched a [public consultation](#) on a preliminary list of products from the US on which the EU may take countermeasures in the context of the ongoing Boeing dispute at the World Trade Organization (WTO). The public consultation will last until 31 May 2019.

The Commission is currently assessing the parameters of commercial policy measures in the form of the imposition of increased customs duties, including additional ad valorem duties of up to 100 percent, on certain products from the US. The Commission seeks input from private stakeholders who may be affected by such measures.

The Commission services have identified products originating in the US that could potentially be subject to such increased customs duties. The [list covers a range of items](#), from aircrafts to chemicals and agri-food products (including everything from frozen fish and citrus fruits to ketchup), that overall represent around USD 20 billion of US exports into the EU. The final list will be based on products included in the preliminary list.

Source: [European Commission](#)



COUNCIL GIVES GREEN LIGHT TO EU-US TRADE NEGOTIATIONS

On 15 April, the EU Member States approved the negotiating directives for trade talks with the US. The Council gave the Commission the green light to start formal negotiations with the US covering two potential agreements: a trade agreement strictly focused on industrial goods, excluding agricultural products, and a second agreement on conformity assessment to make it easier for companies to prove their products meet technical requirements on both sides of the Atlantic.

The EU is now ready to launch negotiations with the US. The Commission will negotiate on behalf of the EU and the final agreement will need to be concluded by the Council after obtaining the consent of the European Parliament.

Source: [Council of the EU](#)

PROGRESS IN EU TRADE TALKS WITH CHILE AND AUSTRALIA

On 17 April, the European Commission published updates outlining the progress made during the latest negotiating rounds with Australia and Chile.

The [third round of negotiations with Australia](#) covered discussions in almost all thematic groups and the negotiators started putting together parts of the text agreeable to both sides. During the [fourth round of negotiations with Chile](#), substantial progress was made in a significant number of chapters including on food safety and sanitary rules, technical obstacles in trade, good regulatory practices, customs, rules of origin, trade in commercial services, competition rules and rules supporting trade by SMEs.

Source: [European Commission](#)

EU AGRI-FOOD TRADE BREAK RECORD FOR START OF 2019

The [latest monthly trade report](#), published by the European Commission on 11 April, finds that EU agri-food exports in January 2019 increased for the 4th year in a row to reach a new record level of €11.2 billion. Agri-food imports also grew to a record of €10.8 billion, leading to the monthly trade value topping €22 billion, compared to €21 billion in January 2018.

Highest increases in monthly export values (January 2019 compared to January 2018) were recorded for the US, China and Switzerland. By sector, the highest export growth was achieved in spirits and liqueurs, wine and milk powders.

The value of January 2019 EU agri-food imports compared to January 2018 increased most from the US and Ukraine, while the decrease was most notable for Brazil, Indonesia and Malaysia. Imports of cereals other than wheat and rice and oilcakes rose the most, and the biggest decrease was recorded for palm oil.

Previous data on EU agri-food imports and exports you can find [here](#).



Brexit

COUNCIL AGREED ON FURTHER EXTENSION OF ARTICLE 50

On 10 April, the European Council agreed to a further extension of Article 50 TEU to allow for the ratification of the Withdrawal Agreement. Such an extension should last as long as necessary and, in any event, no longer than 31 October 2019. The European Council also recalled that, under Article 50(3) TEU, the Withdrawal Agreement may enter into force on an earlier date, should the Parties complete their respective ratification procedures before 31 October 2019. Consequently, the withdrawal should take place on the first day of the month following the completion of the ratification procedures or on 1 November 2019, whichever is the earliest.

The 'flexextension' requires that the UK remain a Member State until the new withdrawal date, with full rights and obligations, and that the UK has a right to revoke its notification at any time. If the UK is still a Member of the EU on 23-26 May 2019, and if it has not ratified the Withdrawal Agreement by 22 May 2019, it will be under an obligation to hold the elections to the European Parliament in accordance with Union law. In case the UK fails to live up to this obligation, the extension should cease on 31 May 2019. The Council stressed that the extension excludes any re-negotiation of the Withdrawal Agreement or the start of negotiations on the future relationship.

Source: [European Council](#)

NO-DEAL BREXIT PREPAREDNESS

Following the extension of Article 50 TEU, the UK Government issued and further updated a number of documents with regards to the UK's withdrawal from the EU in case of no deal.

On 25 April, the UK Government published several [guidance documents explaining changes for UK exporters](#) to countries outside and within the EU if the UK leaves the EU with no deal.

The UK Government [announced](#) that until the UK leaves the EU, importers must continue to use the EU's TRACES (Trade Control and Expert System) to notify imports of products, animals, food and feed into the UK. Importers can [still use IPAFFS for testing and training](#) but notifications will not be valid.

The UK Government further updated the following guidance documents concerning trade in plants, animals and products thereof:

- [Issuing plant passports to trade plants in the EU](#);
- [Importing and exporting plants and plant products if the UK leaves the EU without a deal](#);
- [Protecting plant health: topical issues](#);
- [Moving prohibited plants, plant pests, pathogens and soil](#);
- [Exporting animals, animal products, fish and fishery products if the UK leaves the EU with no deal](#).

The UK Government also updated the [videos on preparing for a no deal, importing and exporting goods](#).

In order to stay informed on Brexit preparedness measures in the UK, CLECAT advises its members to [subscribe to the UK government's website](#) to receive updates by email.



MARKET ACCESS DATABASE FOR A NO-DEAL BREXIT

On 8 April, the European Commission included in its [Market Access Database](#) detailed information on the rules that the UK would apply on its imports from the EU in the event of a no-deal Brexit. It is based on information made publicly available by the UK authorities.

The Market Access Database provides businesses that export from the EU with information about import conditions in third country markets. The database includes information as regards, *inter alia*, duties and taxes on imports, import procedures and formalities required for customs clearance, sanitary and phytosanitary measures and information on preferential agreements and rules of origin.

General

GLOBAL VALUE CHAIN DEVELOPMENT REPORT 2019

The [Global Value Chain Development Report 2019](#) looks at how technological developments, such as robotics and big data, are reshaping global value chains (GVCs), leading to changes in labour markets and supply chain management. It sheds light on the impact of technical innovation and captures the underlying technological and economic forces that are transforming the patterns of global interconnectedness.

The report finds that digital technologies can help to increase the participation of small and medium-sized enterprises in GVCs by bridging distances and reducing trade costs. As for the length of supply chains, the report notes the impact of new technologies remains uncertain as innovations could either encourage reshoring of manufacturing production closer to consumers or strengthen the diffusion of production lines by continuing to reduce assembly costs.

The report further provides that governments would do well to develop a comprehensive digital strategy to maximize the gains from GVCs, recommending a holistic approach of investing in information and communication technology and in training along with undertaking measures to improve trade openness, the business environment and innovation.

Source: [World Trade Organization](#)

Forthcoming events

CLECAT MEETINGS

Board/General Assembly

26 June, Paris, France

OTHER EVENTS WITH CLECAT PARTICIPATION

ACEA Workshop on High Capacity Road Transport

7 May, Brussels



Antwerp XL Conference 2019
8 May, Brussels

Global Liner Shipping Conference
13-15 May, Hamburg

EP/COUNCIL MEETINGS

EU Transport Council
6 June, Brussels

European Parliament TRAN Committee
24-25 July, Brussels

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