

Table of content

COUNCIL AGREES ON GENERAL APPROACH ON EFTI	P 1	COUNCIL MANDATE FOR WTO NEGOTIATIONS ON E-COMMERCE	P 6
PUBLIC CONSULTATION ON TEN-T GUIDELINES	P 2	NEW VAT GUIDELINES	P 6
IMO MEPC DISCUSSES MEASURES TO CUT SHIPPING EMISSIONS	P 3	COMMISSION STUDY ON THE IMPORTANCE OF GLOBAL TRADE	P 6
COUNCIL OBJECTS COMMISSION'S DELEGATED ACT ON CORSIA	P 4	MORE LINES JOIN THE DIGITAL CONTAINER SHIPPING ASSOCIATION	P 7
EUROPEAN RAIL FACILITIES PORTAL IS ONLINE	P 4	DIGITAL TRANSPORT DAYS 2019 - HELSINKI	P 7
NEW SILK ROAD COULD SURGE TO MILLION TEU IN 2025, BUT WITH SUBSIDIES	P 5	ITF TRANSPORT OUTLOOK 2019	P 7
DUAL-USE GOODS: COUNCIL AGREES NEGOTIATING MANDATE	P 5	'LOGISTICS FOR EUROPE'-INITIATIVE BECOMES EUROPEAN	P 8

Brussels News

COUNCIL AGREES ON GENERAL APPROACH ON EFTI

On 6 June, the Council agreed on its [position \('general approach'\)](#) on the proposal establishing a uniform legal framework for the use of electronic freight transport information (EFTI) in all modes of transport. The EFTI Regulation will ensure that all relevant public authorities will be required to accept transport information made available electronically. For example, information which is currently made available through a paper based CMR. However, companies will still be able to present the information in paper format if they prefer to do so.

As previously concluded by the Commission and described by CLECAT in its [paper on the digitalisation of transport and logistics](#), the main barrier to the wider use of digital transport documents in freight transport is the rather low and variable degree of acceptance by different authorities of digital documents. There is no coherent legal framework, and different non-interoperable IT systems are used for information exchange. The EFTI Regulation should solve this. In the three years following the entry into force of the new rules, the Commission will adopt common technical specifications to ensure interoperability between the various IT systems and solutions used for the exchange of freight transport information. The specifications will also set out common procedures and detailed rules for the access and processing of that information by the authorities to ensure that the rules are applied in a uniform manner. Through the Digital Transport and Logistics Forum (DTLF), CLECAT and other stakeholders will advise the Commission on the establishment of the new harmonised rules.

The Council has introduced some clarifications to the text prepared by the Commission, for example regarding the scope, requirements and responsibilities of all parties involved. It has simplified Member

States' monitoring and reporting responsibilities and extended the transition period from four to six years. However, overall the Commission's original proposal and the core principles remain unchanged. After a triilogue between the Council, the Commission and the Parliament, it is expected that the Regulation will be adopted by the end of this year. [The Parliament's report](#) differs in some aspect from the Council's approach. However, in view of the fact that parties agree in general on the way forward, it is expected that a compromise will be reached.

CLECAT has actively contributed to the Commission's EFTI proposal through the DTLF and the impact assessment. Therefore, CLECAT is pleased to see the Council's general approach, which is a crucial step forward in the digitalisation of transport and logistics.

Source: [Council of the EU](#)

PUBLIC CONSULTATION ON TEN-T GUIDELINES

The European Commission has recently opened a public [stakeholder consultation](#) in the context of its [evaluation](#) of the Trans-European Transport Network (TEN-T) Guidelines ([Regulation 1315/2013](#)).



Regulation 1315/2013 was adopted in 2013 and renewed the TEN-T framework by introducing a network approach to TEN-T policy with different layers (core and comprehensive network layers), infrastructure standards, and requirements for smart, innovative and more efficient infrastructure management. While the Regulation has been implemented over the past five years, the Commission is undertaking an evaluation to determine to what extent the Regulation has been

relevant/effective/efficient, to what extent it has contributed to the TEN-T policy more generally, and how it relates to other policy areas such as decarbonisation and digitalisation.

Ongoing developments in the transport sector are also a reason for the Commission to reassess the TEN-T guidelines at this stage, such as changing direction and volume of global transport flows; interconnection between modes of transport and with energy and telco networks; decarbonisation of transport systems; or a need to improve military mobility.

Considering the new and far-reaching economic, political, technological and societal challenges, the Commission is in the process of launching a comprehensive review process, addressing issues such as standards and infrastructure requirements, implementation tools or various aspects of the comprehensive network, as well as soft measures.

It is in this context that the public consultation gives stakeholders the opportunity to provide input to support the evaluation. Among other issues, the consultation covers the form, features, infrastructure use, and implementation tools of the TEN-T network. CLECAT will respond to the public consultation which runs until 17 July 2019.

Maritime

IMO MEPC DISCUSSES MEASURES TO CUT SHIPPING EMISSIONS

On 13-17 May, the 74th session of the IMO's Marine Environment Protection Committee (MEPC) took place at the IMO's headquarters in London. The reduction of greenhouse gas (GHG) emissions from international shipping in the short term (i.e. before 2023) was the key item on the agenda.



To follow up on the initial IMO's strategy, targeting a 50% reduction in maritime emissions by 2050, 15 proposals were tabled by various IMO Member States. These included France's speed limits for ships and Denmark's proposal for a goal-based approach as the most heavily-debated ones. However, the parties were unable to agree on which methods can best be used to reduce emissions in the short term, leading to no concrete results. The majority of Member States seemed to have little appetite for initiatives such as mandatory speed limits, expressing concern

that these would reduce the efficiency of maritime transport and disincentivise the take-up of new CO₂ reduction technologies.

The discussions on short-term measures were thus postponed until the next IMO's GHG working group meeting in November 2019, the task of which will be to prioritise the measures that will have the highest impact on shipping emissions. This left some participants, including Maersk, Danish Shipping and several NGOs, disappointed with the lack of progress. The International Chamber of Shipping, however, praised the IMO momentum to move the work process forward and decide on solutions in 2020 to help the sector reduce its GHG emissions already by 2023.

While the discussions on short-term solutions were postponed, the MEPC agreed to move forward the requirements for ships' efficiency to make them more environmentally friendly. The so-called Energy Efficiency Design Index (EEDI) requirements for new ships will be increased from 30% to 40% and will be moved up to 2022 from 2025. The tighter requirements will apply to seven types of newbuild vessels, including container ships, LPG and LNG vessels. The tightening of the energy efficiency requirements is a means to reduce emissions in the longer term.

Other decisions made during the MEPC included the IMO's additional guidance to assist the smooth implementation of the global sulphur cap on 1 January 2020 and the terms of reference for the 4th IMO GHG Study. MEPC has also supported a proposal submitted by the EU to gather more knowledge on scrubbers' wash water and to harmonise rules across ports. The committee agreed to send the proposal, which is backed by many European countries, on to the next meeting of the dedicated IMO's working group, which will be held in February next year. At this meeting, the working group will prepare the proposal so that it can be included on the agenda of the next meeting of the MEPC.

The 75th session of MEPC will take place from 30 March to 3 April 2020.



Air

COUNCIL OBJECTS COMMISSION'S DELEGATED ACT ON CORSIA

On 4 June, the General Secretariat of the Council issued a note regarding an invitation to object the delegated Regulation notified by the Commission in March 2019 regarding the measures adopted by the International Civil Aviation Organisation (ICAO) for the monitoring, reporting and verification (MRV) of aviation emissions for the purpose of implementing a global market-based measure, the Carbon Offsetting and Reduction Scheme (CORSIA).

During the period of objection following the notification of the delegated Regulation by the Commission, the Council's Working Party on Environment confirmed the support to a timely implementation of CORSIA. However, a very large number of delegations maintained their serious concern with Article 7 of the delegated Regulation, which specifies that the Commission shall transmit emissions data to the ICAO Secretariat. After examination, the Permanent Representatives Committee concluded that the Council should object to the delegated Regulation.

Source: [Council of the European Union](#)

Rail

EUROPEAN RAIL FACILITIES PORTAL IS ONLINE

On 3 June, the [common European Rail Facilities Portal](#), which allows for a quick and easy access to information about rail facilities and rail-related services, went online. This portal allows operators of rail service facilities to meet their legal obligations under the [Directive establishing a single European railway area](#) and the [Commission Implementing Regulation on access to service facilities and rail-related services](#) (the latter came into effect on 1 June 2019) in a business and user-friendly way. Operators of rail facilities can register free of charge and upload a description of their facilities and of the services provided in them.

The Portal maps and provides key information on the rail service facilities (train stations, intermodal terminals, marshalling yards, refuelling facilities, etc.) and last-mile infrastructure (e.g. public and private sidings) all over Europe. It also provides information on the availability of rail-related services (e.g. locomotive repair and maintenance, refuelling, customs clearance).

The lack of such information so far has been identified as a significant barrier to the efficient planning of rail services, in particular cross-border freight services. According to the Commission, the Portal contributes to the creation of a level playing field, by allowing for an easy and quick access to information about rail facilities and rail-related services.

More specifically, the Portal allows rail customers and operators to search for specific types of rail facilities or services by using exhaustive pre-defined categories that filter the information, such as types of equipment, types of loading units accepted at the facility, types of cargo, etc. It is also possible to search on a particular geographical area.



The Portal has been developed under a contract signed by the Commission, but its operation belongs to railway stakeholders. They are responsible for uploading and updating the information and for making the best use of its services, thus its success will depend on the quality of information provided.

Source: [European Commission](#)

NEW SILK ROAD COULD SURGE TO MILLION TEU IN 2025, BUT WITH SUBSIDIES

“Ideally, the Eurasian rail cargo volume could increase to a million TEU in 2025. However, this forecast highly depends on the continuation of the Chinese subsidies. If this financial support for rail freight traffic on the New Silk Road is discontinued, the volumes could be 25-30% lower in six years from now”, predicted Andreas Schwilling from research institute Roland Berger at the RailFreight Summit in Gdansk. More specifically, he noted that “ideally, the Eurasian rail cargo volume could increase to 800,000-1,000,000 TEU in 2025. Without subsidies, the forecasted volumes are 550,000-750,000 TEU”, adding that there was currently no clarity about the continuation of the Chinese subsidies.

The general belief is that without subsidies, rail freight traffic on the New Silk Road will continue to move, although with fewer players on the market, i.e. smaller companies with irregular shipments would disappear. According to Leonardo Vender from Rail Cargo Group, the cost increase that would arise out of the lack of subsidies, which might be more than 30-40%, would lead to a dramatic decrease of volumes. He added: “Only big industry players who really need short transit-times will continue with regular volumes on the New Silk Road.”

In 2018, the volumes of rail freight traffic on the New Silk Road accumulated to 370,000 TEU, according to Schwilling (274,000 in 2017 and 142,000 in 2016). The majority of the traffic (ca. 95%) runs via Kazakhstan, entering or exiting Europe via the border crossing Brest-Małaszewicze between Belarus and Poland. Currently, there are eleven potential interconnection points with intermodal terminals between Asia and Europe. “Brest–Małaszewicze offers the shortest distance to main industrial destinations in Europe except for Austria and Southern Europe. For these markets, the route via Ukraine and Slovakia is more attractive”, he said.

Source: [Railfreight](#)

Customs and Trade

DUAL-USE GOODS: COUNCIL AGREES NEGOTIATING MANDATE

On 5 June, EU ambassadors agreed the [Council's negotiating position](#) on a proposed recast of [Regulation No 428/2009](#) setting up a regime for the controls of exports, brokering, technical assistance, transit and transfer of dual-use items, with the objective to further strengthen the non-proliferation of weapons of mass destruction and their means of delivery, regional peace, security and stability as well as respect for human rights and international humanitarian law. On the basis of this mandate, the Council Presidency will start negotiations with the European Parliament.

The new rules will introduce a number of changes to the EU export control system of dual-use items to simplify and improve the current rules and optimise the EU licensing architecture. In particular, new provisions include further harmonising licensing processes, through the introduction of new general



export authorisations (EU GEAs), the control of supplying the technical assistance related to sensitive items and a new mention of cyber surveillance items.

Source: [Council of the EU](#)

COUNCIL MANDATE FOR WTO NEGOTIATIONS ON E-COMMERCE

On 27 May, the Council adopted the [negotiating mandate](#) to enable the European Commission to engage in plurilateral negotiations on e-commerce on behalf of the EU. The negotiating directives supplement the existing mandate for the Doha Development Agenda and include the EU position on trade-related aspects of e-commerce.

The aim of the plurilateral negotiations should be to establish disciplines in the WTO on trade-related aspects of e-commerce. The negotiations will aim to put in place international rules encouraging global e-commerce, facilitating the operations of businesses, in particular SMEs, strengthening consumers' trust in the online environment and creating new opportunities to promote inclusive and sustainable growth and development.

In April, the EU published [initial negotiating proposals](#) for the WTO negotiations. Those proposals were discussed along with proposals from other participating WTO Members during a round of formal discussions in May.

Source: [Council of the EU](#)

NEW VAT GUIDELINES

The [latest list of guidelines](#) agreed by the European Commission VAT Committee was published on 6 June. The new guidelines include the text of all the guidelines issued since the VAT Committee was set up. An index of guidelines is also made available. It links the guidelines agreed with the relevant provisions of the VAT Directive and comments upon them.

Source: [European Commission](#)

COMMISSION STUDY ON THE IMPORTANCE OF GLOBAL TRADE

On 29 May, the European Commission published a [Chief Economist Note](#), prepared by the Chief Economist team in DG Trade, highlighting the importance of international trade to economic prosperity, showing how EU trade policy supports the [Commission's 'Trade for All' Communication](#). It summarises the findings from various feasibility studies and impact assessments on trade policy issues carried out internally by Commission services or external researchers. It also refers to relevant publications by academic researchers and international organisations.

The note provides the results from a wide range of assessments and evaluations concerning, *inter alia*, EU trade in goods and services, foreign direct investment (FDI), advancing SMEs, trade defence and new technologies. The report highlights the impact that various trade policies have on the overall economy. Communicating these results in a more meaningful way aims to ensure a wider audience and help dispel some of the myths about globalisation and trade liberalisation.



Digitalisation

MORE LINES JOIN THE DIGITAL CONTAINER SHIPPING ASSOCIATION

The momentum is building for digitalisation and standardisation within the container shipping industry, with five more major container lines announcing their intention to join the recently established Digital Container Shipping Association (DCSA).

CMA CGM confirmed its status as a “founding member” of DCSA, hence gaining a seat on the Supervisory Board of the non-profit association, which was established April 2019 in Amsterdam, The Netherlands. Evergreen Line, Hyundai Merchant Marine, Yang Ming Marine Transport Corporation and ZIM Integrated Shipping Services announced that they are to join DCSA as members, pending regulatory approval.

The five carriers join the association’s initial members, namely A.P. Moller-Maersk, Hapag-Lloyd, MSC and ONE. Once regulatory approval has been gained, the members will represent 70% of the market, DCSA said. The association, which says its purpose is “to pave the way for digitalisation and standardisation in the container shipping industry,” stressed that all ocean carriers are invited to join, and close collaboration with the entire industry is expected. “It is critical for our success that the standards developed will be implemented, and the commitment and engagement of many container shipping lines is therefore crucial,” said Mr Thomas Bagge, CEO of DCSA.

DIGITAL TRANSPORT DAYS 2019 - HELSINKI

European Commissioner for Transport, in cooperation with the Finnish Presidency of the Council of the European Union, has announced that the Digital Transport Days 2019 will be held this year from 7 to 9 October in Helsinki.

At the Finlandia Hall conference centre in Helsinki, participants can enjoy a conference which will offer a European viewpoint to digital solutions for transport and mobility. Participants will be updated on the latest developments in the field and are invited to help define and implement enabling policies, as well as developing customer-oriented services.

More specific information will follow soon. For any questions and comments, feel free to contact the European Commission at info@digitaltransport.eu.

General

ITF TRANSPORT OUTLOOK 2019

The International Transport Forum (ITF) has recently published the [ITF Transport Outlook 2019](#), which outlined a range of transport demand scenarios towards 2050 and concluded that the global freight demand is set to triple between 2015 and 2050, based on current demand growth rates.





The current demand pathway projects that air freight, while representing a marginal share of total freight transport, will have the highest compound annual growth rate of all modes through 2050 (4.5%). The maritime freight transport will grow at a compound annual growth rate of 3.6% through 2050, which will lead to a near tripling of maritime trade volumes by 2050. Global surface freight movements via road, rail and inland waterways are projected to grow 175% between 2015 and 2050. Together they will carry 82 trillion tonne km or 24% of total freight demand.

However, the report noted that various disruptive factors make any demand projections for freight transport particularly uncertain. These include trade conflicts, climate change, new technologies, infrastructure development, more stringent regulations, digitalisation and the growth of e-commerce. The impacts of such disruptions, individually as well as combined, were thus modelled in the report.

Transport CO₂ emissions also remain a major challenge, the study acknowledged. In a scenario where current and announced mitigation policies are implemented, transport CO₂ emissions are projected to grow by 60% by 2050. Assuming more ambitious decarbonisation policies, carbon emissions from freight transport would be 50% lower in 2050 relative to a current ambition scenario. Yet even this would fail to deliver the reductions required to achieve the Paris Agreement objective of maintaining the average global temperature increase to well-below 2°C above the pre-industrial era.

Ultimately, the ITF simulations showed that transport policies heavily determine the impact that disruptions will have on the demand for transport and on its carbon footprint. Therefore, to address the emissions challenge and other disruptions, the report encouraged policy makers to:

- **Anticipate disruptions** that originate outside the transport sector.
- Create policy frameworks that **foster innovation**.
- Set **more ambitious policies** to stop the growth of transport CO₂ emissions.

'LOGISTICS FOR EUROPE'-INITIATIVE BECOMES EUROPEAN



Following the launch of the website '[Logistics for Europe](#)' in August last year by the German Freight Forwarders' Association DSLV, on 21 May the baton was passed to CLECAT. The initiative has received the full support of the wider European freight forwarders' community. Companies and associations are invited to support the initiative for an open Europe through [this link](#).

Forthcoming events

CLECAT MEETINGS

CLECAT Board/General Assembly

26 June, Paris, France



CLECAT RAIL INSTITUTE

25 September, Brussels

CLECAT FREIGHT FORWARDERS FORUM 2019

14 November, Brussels, Belgium

OTHER EVENTS WITH CLECAT PARTICIPATION

SELIS Workshop

17 September, Rotterdam

2019 International Congress of Authorised Economic Operators / SIL

26-28 June, Barcelona

ELP XL-event on Logistics

25 September, Brussels

Digital Transport Days

7-9 October, Helsinki

Smart Ports Smart City Expo World Congress

19-21 November 2019, Barcelona

EP/COUNCIL MEETINGS

EU Transport Council

2 December, Brussels

European Parliament TRAN Committee

24-25 July, Brussels

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