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## Brussels News

### TRAN COMMITTEE CHAIRS ELECTED



The European Parliament's Transport and Tourism (TRAN) Committee re-elected the French politician Karima Delli (Greens/EFA) as Chairwoman at its constitutive meeting on 10 July. Ms Delli has chaired the TRAN Committee since 2017.

In the new legislative period, Ms Delli wants to focus on climate protection in the transport sector and on the adoption of the first Mobility Package, including the files on posting of drivers, as well as driving and rest periods.

The Committee also elected its deputies Johan Danielsson (S&D, Sweden), Istvan Ujhelyi (S&D, Hungary), Sven Schulze (EPP, Germany) and Jan-Christoph Oetjen (RE, Germany). In this 9<sup>th</sup> legislative period, the TRAN Committee has 49 members.

### RELEASE OF THE GLEC FRAMEWORK 2.0

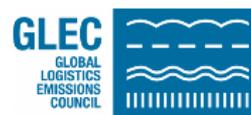
During a successful webinar which was organised this week, Smart Freight Center released the revised and updated GLEC Framework on 9 July.

The GLEC Framework is the only globally recognised methodology for the harmonised calculation and reporting of logistics carbon emissions across the multi-modal supply chain. The GLEC Framework can be implemented by shippers, carriers and logistics service providers for scope 1, 2 and 3 emissions, in order to inform business decisions and steer efforts to reduce emissions. It is in alignment with the

Greenhouse Gas Protocol, UN-led Global Green Freight Action Plan, CDP reporting and multiple industry standards.

Over 30 companies have now formally adopted the GLEC Framework, including the largest European freight forwarders and logistics service providers such as DB Schenker, DP-DHL, Geodis, Kuehne+Nagel and SNCF Logistics.

CLECAT is a member of GLEC and encourages its members to sign up and receive a free copy of the GLEC Framework [here](#).



### **The global method for calculation and reporting of logistics emissions**

In alignment with GHG Protocol, Global Green Freight Action Plan; CDP reporting.

[Download GLEC Framework](#)

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## *Road*

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### **EMS COMBINATIONS ALLOWED IN CZECH REPUBLIC**

The Czech Republic has recently decided to allow the use of European Modular System (EMS) vehicle combinations on its territory. The maximum allowed length of the combination is now 25.25m, while the total weight cannot exceed 48t.

The permission to operate on a route between specific points can be issued for a maximum time period of 3 months, with a possibility of a renewal on a regular basis. These vehicles combinations can only be used on a highway network, and the loading/unloading cannot take place more than 10km away from the highway exit. Additionally, using railway crossings is not allowed. The combination will be marked to warn other road users of the overall parameters (i.e. the overall length), with reflective signs placed not only on the tractor cab but also on the trailer or semi-trailer.

In the EU, the High Capacity Vehicles in the form of EMS combinations are currently allowed in Belgium, Denmark, Finland, most German federal states, the Netherlands, Portugal, Spain and Sweden.

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## *Rail*

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### **CONTINGENCY MEASURES FOR RAIL FREIGHT IN MED RFC**

On 2 July, the storms in the Rhône-Alpes region caused a halt to all rail traffic between France and Italy via Modane until 15 August. The storms led to high mudflows on the railway track between Saint Michel-Valloire and Modane (Savoie), which interrupted all freight and passenger transport between France and Italy via Modane.

The [Mediterranean Rail Freight Corridor](#) announced that due to the purge works, the removal of excavated material, the sanitation and the works that will be required on the track, traffic on the railway line between Saint-Jean-de-Maurienne and Modane is suspended until 15 August. The



Mediterranean Rail Freight Corridor is in charge of the international coordination, with the participation of all involved Infrastructure Managers and the [North Sea Mediterranean Rail Freight Corridor](#).

On 5 July, the Mediterranean Corridor noted that the measures of the [International Contingency Management \(ICM\) Handbook](#), which was developed as a result of the lessons learnt from the Rastatt incident in 2017, were duly activated. The handbook sets out procedures that shall ensure the continuation of freight at the highest possible level in case of an international disruption which is longer than three days. The rerouting possibilities for the freight trains, which are currently being studied, are the following:

- Via Marseille-Ventimiglia-Genova;
- Via Basel – Domodossola/Chiasso;
- Via Geneva – Domodossola/Chiasso;

More information will be available on the [website of the Mediterranean Corridor](#) and the [website of the North Sea Mediterranean Corridor](#).

## GERMAN PART OF BETUWERROUTE TEMPORARILY LIMITED

Due to works by the German Infrastructure Manager DB Netze, only one track will be available on the German part of the Betuweroute from 13 July to 25 August. During this time, DB Netze will work with contractors on the construction of a [third track](#) between Emmerich and Oberhausen, as part of its [improvement project for the Betuweroute](#). Rail freight traffic from the Netherlands will partly be diverted.

The Dutch Infrastructure Manager ProRail [announced](#) that alternative routes will be available primarily via the border crossing at Venlo and to a lesser extent via the border crossing at Oldenzaal. During the course of this year, more period during which no or fewer trains can run due to the work will follow. An overview is available in ProRail's [annual calendar](#).

## EC APPROVES MODAL SHIFT SUPPORT IN THE NETHERLANDS

The European Commission has approved under EU State aid rules a €70 million support scheme to encourage the shift of freight traffic from road to rail in the Netherlands. The scheme, which will run from 2019 to 2023, will be open to all railway companies operating in the Netherlands that have an access agreement with the Dutch rail infrastructure manager “ProRail”.

The support will take the form of compensation payments to railway companies to contribute to the cost of track access charges. The rail freight companies benefiting from the scheme are expected to pass on the benefits of the aid to their customers, i.e., freight shippers, through lower prices. The Commission found that the measure provides the right incentives for achieving a modal shift from road to rail. On this basis, the Commission concluded that the measure is compatible with EU State aid rules, in particular [Article 93](#) of the Treaty on the Functioning of the European Union regarding transport coordination and the Commission's [Guidelines on State aid for railway undertakings](#).

More information will be available under the case number [SA.52898 in the State aid Register](#) on the Commission's [competition](#) website once any confidentiality issues have been resolved.

Source: [European Commission](#)



## ERA ISSUES FIRST VEHICLE AUTHORISATION

On 5 July, the European Union Agency for Railways (ERA) [delivered its first vehicle authorisation](#) that is valid in multiple countries, after becoming the European authorising entity for rail traffic in Europe in June 2019. The ‘conformity-to-type’ authorisation concerned 30 freight wagons for operation in all European countries.

Since 16 June 2019, ERA is mandated to issue single safety certificates and vehicle (type) authorisations valid in multiple European countries and to ensure an interoperable European Rail Traffic Management System. ERA reported that in the first two weeks, it received more than 30 valid applications for vehicle type authorisations, as well as two applications for single safety certificates, involving most of the countries that have transposed the new legislation in 2019

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## Maritime

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### THE UK’S CLEAN MARITIME PLAN

On 11 July, the UK’s Department for Transport published a [Clean Maritime Plan](#), setting out in more detail how the UK government sees the UK’s transition to zero-emission shipping. This is in line with the government’s [Maritime 2050](#) vision and ambitions for the future of the British maritime sector, introduced in the beginning of this year.

The plan states that by 2025 all vessels operating in UK waters should maximise the use of energy efficiency options, while all new vessels being ordered for the use in UK waters should be designed with zero-emission propulsion capability. Furthermore, low- or zero-emission marine fuel bunkering should be readily available across the UK by 2035. However, these zero-emissions shipping ambitions are intended to provide “aspirational goals” for the sector rather than mandatory targets.

The government is also looking at ways to incentivise the transition to zero-emission shipping and will consult on this in 2020. This includes a call for evidence on non-tax incentives and a consultation on encouraging the uptake of low carbon fuels in maritime. Furthermore, a study to identify and support potential UK zero-emission shipping clusters is intended, as well as a £1 million competition to find innovative ways to reduce maritime emissions.

The Clean Maritime Plan is part of the UK government’s [Clean Air Strategy](#), which aims to cut down air pollution across all sectors to protect public health and the environment. It will also help deliver the UK’s commitment to become net zero on greenhouse gases by 2050.

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## Customs and Trade

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### EU-US MUTUAL RECOGNITION ON PHARMACEUTICALS

On 11 July, the US Food and Drug Administration ([FDA](#)) recognised the good manufacturing practice inspections of Slovakia, the last outstanding EU Member State. This recognition marks the full



implementation of the EU-US Mutual Recognition Agreement ([MRA](#)) for inspections of manufacturing sites for human medicines in their respective territories.

The EU and US delivered on a significant element of the transatlantic trade agenda established in the [Joint Statement](#) which was agreed by Presidents Juncker and Trump in July 2018 and in particular, the commitment from both sides to reduce barriers and increase trade in a range of sectors, including pharmaceuticals. The EU-US MRA strengthens reliance upon each other's inspection expertise and resources, and it can make it faster and less costly for both sides to bring medicines to the market. As a result of the full implementation of the agreement, both the industry and public authorities on both sides will be able to free resources that could be used to inspect facilities in other large producing countries.

The MRA implementation work will continue with a view to expanding the operational scope to veterinary medicines, human vaccines and plasma derived medicinal products.

Source: [European Commission](#)

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## *Forthcoming events*

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### CLECAT MEETINGS

#### ICS2 Workshop

10 September, Brussels

#### CLECAT Customs and Indirect Taxation Institute

11 September, Brussels

#### CLECAT Sustainable Logistics Institute (web meeting)

13 September, online

#### CLECAT Rail Institute

25 September, Brussels

#### CLECAT Freight Forwarders Forum 2019

14 November, Brussels

#### CLECAT Board/GA

15 November, Brussels

### OTHER EVENTS WITH CLECAT PARTICIPATION

#### ELP Event on Logistics

25 September, Brussels

#### Digital Transport Days

7-9 October, Helsinki



## Maritime Economy Forum 2019

11 October, Gdynia

## ELETA Project Final Conference

5 November 2019, Brussels

## Smart Ports Smart City Expo World Congress

19-21 November 2019, Barcelona

## EP/COUNCIL MEETINGS

### European Parliament Plenary

15-18 July, Strasbourg

### European Parliament TRAN Committee

24-25 July, Brussels

### EU Transport Council

2 December, Brussels

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