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Brussels News

FREIGHT FORWARDERS FORUM 2019 – REGISTRATION OPEN

CLECAT’s annual Freight Forwarders Forum entitled **“Logistics for Europe”** will take place on the 14th November at the Residence Palace in Brussels.

This year’s Freight Forwarders Forum brings logistics industry representatives and European law makers together in a constructive dialogue on the future of freight transport. The Forum will address new and outstanding questions:



- How to move forward in completing the internal market to ensure the EU remains a competitive place for logistics?
- Should the EU take more action in support of digital solutions? Is the private sector by itself able to set and implement standards or does it require help from authorities?
- How can the EU guarantee workable legislation in road transport whilst supporting increased efficiencies?
- How to handle growing freight transport needs whilst reducing emissions? How can smart solutions support the climate objectives in the era of the Green deal?

More information is available at the [CLECAT conference webpage](#). The outline of the programme is available [here](#). The conference is free to register and attend. If you are interested to join, please register [here](#).

ELP EVENT 'LOGISTICS IN TRANSITION'

At the first Forum organized by the European Logistics Platform (ELP) under the new term of the European Parliament at the Residence Palace in Brussels, entitled '**Logistics in Transition: how to handle growing freight transport and the challenges ahead**', more than 80 EU policymakers and industry stakeholders came together to discuss the challenges facing the logistics sector, ranging from digital transformation to sustainability, infrastructure and access to skills.



**European
Logistics
Platform**

The event featured a keynote opening presentation by **Prof. Alan McKinnon**, Professor of Logistics, Kuehne Logistics University, who presented the mega-trends affecting logistics.

The panel addressed the key challenges facing the logistics sector, from digital transformation to sustainability, infrastructure and access to skills. Speakers from industry including **Leigh Pomlett**, Executive Director of CEVA Logistics, **Bart Vandewaetere**, Head of Corporate Communications and Government Relations for Nestlé, and **Helder Velho**, Director for EU Transportation Services at Amazon, debated ways of approaching the challenges of logistics. The Commission's stance on these issues was presented by **Edoardo Turano**, Deputy Head of the Road Transport Unit of the European Commission's Directorate-General Climate Action (DG CLIMA), and **Sandro Santamato**, Head of Unit at the European Commission's Directorate-General for Mobility and Transport (DG MOVE). Lastly, Members of the European Parliament, including MEP **Andris Ameriks**, MEP **Vera Tax** and MEP **Boguslaw Liberadzki** responded to what was presented by the industry and expressed their views for the current legislature.

A press release containing more details about the discussions held at the event will be published shortly [here](#).

INDUSTRY CALLS FOR A STRONG CONNECTING EUROPE FACILITY II

A coalition of more than 40 European associations and organisations, among which CLECAT, has renewed its campaign [calling for a strong EU budget for transport](#).



**More EU budget
for transport**

While the previous EP and the Council had agreed on a common understanding on the proposal for the Connecting Europe Facility 2021-2027 (CEF II), the budget will be decided by the upcoming negotiations of the Multiannual Financial Framework. The EP had demanded an increased budget of €33.51bn (€37.76bn in current prices) for the transport envelope of the Connecting Europe Facility II.

Transport allows people to move and businesses and trade to grow. It enables the completion of the internal market, enhances tourism and connects all of Europe. Completing the TEN-T Core Network by 2030 and at the same time moving towards a truly green, climate neutral, integrated and digital transport system requires a large amount of investments and funding.

For these reasons, the coalition calls on the newly elected Members of the EP and the incoming Commissioners to support the demand for an increased transport budget, including the proposed transfer of funds under the Cohesion envelope. The Connecting Europe Facility has proven to be a financial instrument delivering highly added value and will be instrumental in the decarbonisation of the European transport sector.



TRAN COMMISSIONER-DESIGNATE REJECTED BY EP LEGAL AFFAIRS

Ahead of the Parliamentary hearings of the EU Commissioners-designate, 10 members of Ursula von der Leyen's proposed Commission team were asked by the European Parliament's Legal Affairs Committee (JURI) to provide further information on whether their assets and financial interests could lead to conflicts of interest in the performance of their duties.

The list included the EU Commissioner-nominee for Transport, Ms Rovana Plumb from Romania, who was subsequently blocked by the Members of JURI. The Committee has yet to publicly outline the reasons for its decision, taken following closed-door session with Ms Plumb, but a majority of MEPs on the committee decided they could not confirm the absence of a conflict of financial interests for the candidate.

The Commission has acknowledged that the confirmation process for the nominees was suspended and that the hearing in the Transport Committee, scheduled for 2 October, cannot take place. "But it doesn't necessarily mean that now a new candidate automatically has to be proposed," said the Commission's spokesperson Mina Andreeva, explaining that the next steps would be determined by both the EP and Commission President-elect von der Leyen.

Road

EP TRAN VOTES ON ENTERING INTO TRILOGUES

Following last week's vote on the resumption of business, the EP's Transport Committee met on 24 September, where the Members of TRAN confirmed their intention to start the interinstitutional negotiations on the three 1st Mobility Package files:

- [Posting of drivers](#) (MEP Kateřina Konečná)
- [Driving and resting times](#) (MEP Henna Virkkunen)
- [Access to the international road haulage market](#) (MEP Ismail Ertug)

This was a procedural vote (in line with the [Rule 72](#) of the EP's Rules of Procedure), which takes place after the European Parliament has adopted its position at first reading. This means that the EP reports, adopted at the April's Plenary, shall constitute the mandate for the trilogues.

The negotiations between the EP, the Council and the Commission are supposed to start after the new EU Commissioner for Transport is officially confirmed. The Parliamentary hearing in the TRAN Committee of the Commissioner-designate, Ms Rovana Plumb from Romania, was scheduled for 2 October, but this timeline might change given that the EP's Legal Affairs Committee has rejected Ms Plumb due to financial transparency concerns.



During the meeting, the TRAN Committee also confirmed Parliament's negotiating mandate on various other ongoing files, including:



- [Implementation of the Single European Sky](#) (MEP Marian-Jean Marinescu)
- [Charging of heavy good vehicles for the use of certain infrastructures](#) (Eurovignette) (new rapporteur tbc)
- [Combined transport of goods](#) (MEP Johan Danielsson)
- [Electronic freight transport information](#) (MEP Andor Deli)
- [Streamlining measures for achieving the TEN-T](#) (MEP Dominique Riquet)

Rail

FIRST 740M TRAIN SCHEDULED ON DUTCH RAILWAYS

Last week, the Dutch Infrastructure Manager ProRail announced that as of 2020, twenty 740m long container trains are scheduled to run on Dutch railways each week. These trains are scheduled to cross the border with Germany via the Brabant route near Venlo.

ProRail has been carrying out pilot tests with 740m trains since 2018. Currently, the conventional train length of freight trains in the Netherlands is 550 or 650 metres. The use of 740m trains shall achieve significant capacity increases and thereby improve the congested railway network.

According to ProRail, longer trains need to be facilitated on the entire network. The Betuweroute is suitable for 740 meters up till the German border at Zevenaar/Emmerich. Furthermore, upgrading the Dutch railway network was also deemed to be relevant for the Rhine-Alpine corridor running across Europe to Italy. As of 2022, it shall be possible to operate a 740-meter long train on the route Milan-Basel-Cologne-Venlo. Therefore, upgrading the Dutch network on time was deemed to be important to prevent the Netherlands from forming a bottleneck on this rail freight corridor.

Sources: [ProRail](#), [Railfreight](#)

Air

COUNCIL ASKED TO REJECT ANY RESOLUTION BLOCKING EU-ETS

During the Transport Council which took place on 20 September, the European Commission asked Member State Representatives to reject any resolution from the International Civil Aviation (ICAO) that would prevent the EU from expanding the aviation sector's obligations under the EU's Emissions Trading Scheme (ETS).

The Commission's warning came ahead of the 40th triennial Assembly of ICAO which is taking place between 24 September and 4 October 2019. Among the points to be discussed is a draft resolution revising the 2016 resolution establishing CORSIA. One of the issues for review will be the part of the draft resolution which states that CORSIA is 'the only global market-based measure applying to CO2 emissions from international aviation so as to avoid a possible patchwork of duplicative State or regional market-based measures, thus ensuring that international aviation CO2 emissions should be accounted for only once'.



Such an exclusivity clause, likely to be adopted by ICAO, raised concern at EU level as it could threaten the compatibility between CORSIA and ETS, and undermine the ability of the EU to legislate autonomously on the issue.

While the EU Member States should participate in an initial voluntary phase developed by ICAO, this should not hamper the EU's own efforts. Commissioner for Transport Violeta Bulc said "for global impact we need also global actions". However, she stated that no single measures could achieve this goal, but that a broad range of measures was needed and stressed that market-based measures were at the core of the European decarbonisation efforts, especially the EU ETS for aviation. Commissioner Bulc further noted that the Commission intended to push forward its own scheme to curb aviation emissions, regardless of global actions. Therefore, the Commission asked EU Member States to reject any ICAO resolution that would prevent the EU from expanding the aviation sector's obligations under the EU's Emissions Trading Scheme (ETS).

More information on the ICAO Agreement on CO2 Emissions from Aviation can be found [here](#).

Source: [Council of the EU](#)

JOINT STATEMENT ON EU JAPAN AVIATION SECURITY

On 24 September, the EU and Japan gave a joint press statement on the possible future establishment of a One-Stop-Security area between Japan and the European Union.

The two sides welcomed the discussions held on the possible future establishment of a One-Stop-Security area between Japan and the European Union. In such a case, once security controls are undertaken at the point of origin, no further security controls would be required at transfer points where the integrity of those security controls is protected along the path of air travel.

Both parties recognised that a One-Stop-Security area could deliver major benefits for passengers, businesses, air transport operators and airport operators in terms of greater convenience and speed, operational simplicity, and cost savings, whilst maintaining a high level of security. They further recognised that One-Stop-Security could contribute to the sustainability of aviation security measures and to raising the bar of aviation security globally, in line with the deliberations of ICAO.

In light of the above, the EU and Japan confirmed their intention to compare the respective aviation security frameworks with a view to determine equivalence and to continue the work that could ultimately lead to the adoption of the instruments that would provide the legal basis for allowing One-Stop-Security to be implemented.

Source: [European Commission](#)

Customs & Trade

EU BEEF EXPORTS TO KOREA RESUME AFTER ALMOST 20 YEARS

After almost 20 years, the Republic of Korea has lifted its import restrictions on beef and beef products from some EU Member States. Producers from Denmark and the Netherlands are the first ones to be able to resume exports.



The removal of the trade restrictions imposed in 2001 in reaction to the bovine spongiform encephalopathy (BSE) outbreak is a sign of trust in the EU's food safety and animal health control system. The Commission will continue to work closely with the Korean authorities to secure market access for the remaining Member States that are still awaiting export approval for beef and beef products. During a meeting held on 4 September 2019 on sanitary and phytosanitary issues, Korean authorities provided assurances that the pending applications from other EU Member States would be processed in due time.

Source: [European Commission](#)

Brexit

EU NO-DEAL BREXIT CAMPAIGN PHASE 2

The European Commission launched the second phase of the 'Brexit-preparedness' campaign. At the beginning of this year, the European Commission launched a large outreach campaign as part of its ongoing efforts to prepare for the UK's exit of the EU without a deal. The objective of that EU27-wide campaign was to encourage companies, especially SMEs, to check whether they are ready to continue doing business with the UK and to take the necessary steps to prepare.



The Commission has published the following communication material for further dissemination:

- DG TAXUD's [dedicated website](#), available in all EU languages;
- [Trader checklist](#) and [Customs Guide for Businesses](#), available in all EU languages;
- [Web-banner](#), to be linked with the dedicated website;
- [Pre-prepared messages / Tweets](#) to disseminate on your Social media channels (using this PowerPoint presentation / visuals in [square format](#) or [16:9 format](#)).

As the risk that the UK will leave the EU without a deal remains, the European Commission urges EU businesses to continue their preparations for any possible outcome.

CLECAT would also like to remind you of the special [Guidance note on Brexit and customs related matters](#) the European Commission published earlier this year. The guidance deals with the situation where the UK leaves the EU without a deal and provides practical details on the consequences for customs processes as of the withdrawal date and specific measures and explanations for Member States and private sector parties. The guidance document is further accompanied by:

- [Brexit transit business scenarios](#); and
- [Brexit export business scenarios](#).

The Guidance note, together with its supporting documents, should be read in conjunction with the [Guidance note on excise in relation to ongoing movements of goods in case of no deal Brexit](#). The European Commission also published a [Guidance note on VAT administrative cooperation and recovery assistance](#) and [Guidelines of the VAT Committee](#) in case of no deal.



UK NO-DEAL BREXIT PREPAREDNESS

As the UK continues its no-deal Brexit preparedness, this week, the UK Government updated various no-deal Brexit preparedness guidance notices including:

- [Prepare your food and drink business for a no-deal Brexit](#);
- [Exporting animals and animal products in a no-deal Brexit](#);
- [Importing animals, animal products and high-risk food and feed not of animal origin if there's a no-deal Brexit](#);
- [Trading and labelling organic food after Brexit](#).

In addition, the UK Government published the following guidance information:

- [Identify livestock for export to the EU in a no-deal Brexit](#);
- [Government encourages food exporters to get ready for animal health regulations](#);
- [Trading with the UK as an EU business after Brexit](#).

UK hauliers and commercial drivers who operate in the EU will need new documents if the UK leaves the EU without a deal. The UK Government published a detailed guidance note summarising the driver, vehicle, cargo and customs [documents required to transport goods into the EU after Brexit](#). In addition, a guidance note was published outlining [the process flow for freight roll-on, roll-off \(RORO\) imports and exports](#) between the UK and the EU for a no-deal Brexit (excluding Northern Ireland).

In light of the large number of notices published by the UK Government, CLECAT advises its Members to subscribe to the [UK Government's website](#) to receive updates by email and remain informed.

Sustainable Logistics

GERMANY UNVEILS 2030 CLIMATE PLAN

On 20 September, the Federal Government of Germany unveiled a new 2030 Climate Protection Programme, introducing a carbon pricing system in the transport and construction sectors by 2021. The package of climate policies aims to help Germany meet its 2030 national target of cutting CO₂ emissions by 55% from 1990 levels, as the country struggles to reach its 2020 goals.

Under the new emissions trading system, companies in the transportation industry will be required to buy certificates for €10 per tonne of carbon dioxide emitted as of 2021. The price will increase to €35 per tonne by 2025, and a free-market exchange will open afterward, allowing the polluters to auction their carbon pollution permits. The programme is set to complement the EU Emission Trading System (ETS), which is restricted to energy and industry emissions.

According to [DSLVL](#), the Federal Association for Freight Forwarding and Logistics Germany, internationally agreed climate protection goals can only be achieved with international instruments. As such, a national emissions trading system will not solve the global climate problem but will instead burden German forwarding companies and logistics service providers. "Instead of rushing to act purely nationally, a vote on the extension of the EU ETS to the transport sector would have long had to be made at EU level. This must be done soon," noted DSLV President Axel Plaß.



The agreement will be put to a vote in Parliament before the end of this year.

The full climate package can be found [here](#) (in German).

KUEHNE + NAGEL TO OFFER CO2-NEUTRAL TRANSPORT BY 2030

Kuehne + Nagel, one of the world's largest freight forwarders, has pledged to provide its customers with environmental-friendly, sustainable and innovative supply chain solutions that will reduce the collective CO2 footprint and help stakeholders achieve their environmental targets.

The 'Net Zero Carbon', K+N's global programme to neutralise its CO2 footprint, will address CO2 reduction in transport and logistics services worldwide, including the company's own CO2 neutrality by 2020. As for customer-generated carbon dioxide emissions, K+N will introduce an array of greener shipping services over the next decade, starting with less-than-container-load (LCL) shipments starting in 2020 and reaching full carbon-neutral shipments by 2030. The Swiss company said it plans to use big data and new digital platforms to select transport routes and modes that are less carbon intensive.

"Today's announcement is based on a package of measures to fight CO2 emissions and provide sustainable and innovative supply chain solutions – hand in hand with our suppliers and customers," explained Dr Detlef Trefzger, Chief Executive Officer K+N International. "We thus support the aim of the Paris Agreement to limit global temperature rise to 1.5 degrees Celsius," he added.



Kuehne + Nagel has also joined the 'Getting to Zero Coalition', which is committed to making the ambitious IMO shipping decarbonisation targets a reality by getting commercially viable deep-sea zero-emission vessels powered by zero-emission fuels into operation by 2030. The new coalition, formed during the UN Climate Action Summit 2019 in New York, unites more than 60 companies within the maritime, energy, infrastructure and finance sectors, supported by key governments and international organisations.

Sources: [Kuehne + Nagel](#), [Getting to Zero Coalition](#)

Forthcoming Events

CLECAT MEETINGS

CLECAT Road Logistics Institute

13 November, Brussels

CLECAT Customs and Indirect Taxation Institute

13 November, Brussels

CLECAT Maritime Logistics Institute

14 November, Brussels

CLECAT Freight Forwarders Forum 2019

14 November, Brussels



CLECAT Board/GA
15 November, Brussels

OTHER EVENTS WITH CLECAT PARTICIPATION

FIATA World Congress
2-5 October, Cape Town, South-Africa

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
9-10 October, Brussels
21-24 October, Strasbourg

European Parliament TRAN Committee
6 November, Brussels

EU Transport Council
2 December, Brussels

Contact

Nicolette van der Jagt
Director General CLECAT

Rue du Commerce 77, B-1040 Brussels, Belgium

Tel +32 2 503 4705 / Fax +32 2 503 47 52

E-mail nicolettevdjagt@clecat.org / info@clecat.org

 @CLECAT_EU
www.CLECAT.org

