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Brussels News

EUROPEAN COUNCIL APPOINTS NEW COMMISSION

On 28 November, the new Commission was appointed by the European Council for the period from 1 December 2019 to 31 October 2024. This follows the European Parliament's approval of the new Commissioners after the conclusion of the hearings process and the Plenary presentation by Commission President-elect Ms Ursula von der Leyen on 27 November. The [new College of Commissioners](#) was approved by the European Parliament with 461 votes in favour, 157 against and 89 abstentions.



During her opening statement, Ms von der Leyen reiterated many of the [commitments](#) she made in Parliament's plenary chamber in July, and [by the Commissioners-designate](#) during the [hearings process](#). She highlighted that appropriate investment and regulatory frameworks will be put into place for Europe to lead the way internationally on a range of critical issues, including environmental protection and climate change, growth, inclusion, innovation and digitalisation, as well as the protection of democracy, European values, citizens' rights and the rule of law. She also confirmed one

more portfolio change that Parliament had requested following the hearings, which established the candidates' suitability for the role and for the College of Commissioners.

Female representation in the Commission is the highest it has ever been: in addition to the President-elect, the current composition of the Commission comprises 11 female members and 15 male members.

Source: [European Council](#), [European Parliament](#)

IMPORTANT STEP IN DIGITALISATION OF TRANSPORT



On 26 November, an important step was taken in the Digitalisation of Transport and Logistics. The European Parliament, Council and Commission agreed on the Regulation on Electronic Freight Transport Information (eFTI). This means that within a few years authorities will be obliged to accept transport information (documents) in a digital format. Additionally, an EU Transport Data Model and harmonised IT interfaces will be created.

The Commission had presented the proposal in May 2018 as part of the '[Europe on the Move III](#)' proposal for safe, clean and efficient mobility. The Commission expects that the new European rules can save an estimated 102 million working hours spent each year on managing paper documents, which is expected to translate into savings of €20-27 billion by 2040. The agreement will reduce the administrative burden on the transport sector and ease digital information flows, making freight transport more efficient and sustainable.

As one of her last actions as Commissioner for Transport, Violeta Bulc said: *"I am very happy that we were able to honour five years of excellent cooperation with the European Parliament and Council with a successful completion of the trilogue on electronic freight transport information. This is an important milestone for digitalisation, leading to greater efficiency of EU transport, and an important step in delivering our 'Vision Zero Paper'.*

CLECAT is pleased with the results of the Trilogue. The eFTI Regulation is expected to be formally adopted mid-December, meaning it enters into force on 1 January 2020. This will be the start of the creation of the delegated and implementing acts of the legislation and its implementation. A substantial amount of the work for that will be performed in the [Digital Transport and Logistics Forum](#) of the EU Commission, as Subgroup 1 of the DTLF is the formal expert group which advises and assist on the eFTI Regulation.

Earlier this year, CLECAT's senior manager Dominique Willems was appointed as rapporteur for this group, meaning CLECAT will remain intensely involved in and one of the main drivers of digitalisation of transport and logistics.

Source: [EU Commission, DG MOVE](#)



Maritime

ESC REJECTS EXTENSION OF THE CURRENT BER

Following statements from [CLECAT](#) and [FEPORT](#), the European Shippers Council and the GSF have expressed their disappointment on the Commission's proposal to extend the current BER by 4 years.

The current Consortia Block Exemption Regulation, in place since 2009, does not provide any instruments to deal with the current market drivers and has serious consequences that affect the present maritime business conditions. The ESC therefore rejects the proposal of the European Commission to extend the BER for 4 more years without any modifications.

The Commission Staff Working Document pays no attention to the ongoing market requirements where customers' demands based on principles of committed, delivered and transparently measured service performance are key to build trust and efficiency amongst the maritime supply chain partners.

The current proposal to prolong the BER has no data supporting the EC decision as it leaves many items unclear like which consortia are covered under this legislation and why the 30% threshold is kept. Furthermore, one of the BER basic pillars "the return of benefits to transport users" is limited to the point of lower freight rates as the only parameter to assess these benefits. The other costs like surcharges or quality indicators like "blank sailings", "frequencies", and "port-to-port pair connections", which have a significant impact on the shippers' operations, are disregarded.

Earlier this year, on several occasions during the BER revision process, ESC and other stakeholders in the maritime logistics chain have already informed the EC about the regulation's negative effects and the needed changes. In light of the above-mentioned points, ESC will be active in the ongoing consultation period as to achieve a result where the customers' voice is considered and to conclude with a different decision from the current proposal described in the Staff Working Document.

Source: [ESC](#)

FEPORT 5TH ANNUAL STAKEHOLDERS' CONFERENCE

On 28 November, CLECAT attended the FEPORT's 5th Annual Stakeholders' Conference organised in Brussels under the theme "Do We Need A "Big Bang" for the European Maritime Logistics Strategy?".

Gathering various stakeholders in the maritime logistics sector as well as EU policy-makers and regulators, the conference focused on the level playing field and competitiveness, the European Green Deal, automation and future jobs in the industry.



During the first session of the conference, the participants debated competitiveness and the level playing field in the maritime industry. In the context of increasing vertical integration, Mr Olaf Merk, Administrator for Ports and Shipping at the OECD's International Transport Forum (ITF), highlighted the need for an appropriate review of the Maritime State Aid Guidelines (MSAG). In particular, he referred to the tonnage tax, which is based on the tonnage of the ship and is far more



generous than the regular income tax. Many tonnage tax schemes now encompass profits from terminal operations, benefitting vertically integrated shipping companies and putting independent terminal operators at a disadvantage as they do not have similar tax benefits. There is also a link to the freight forwarders as the current tonnage tax schemes provide incentives for carrier haulage vis-à-vis merchant haulage. The panellists agreed that MSAG, last updated in 2004, require a refit to meet their intended goals.

The second panel addressed the pathways to reaching decarbonisation targets as well as the role of innovation and R&D. After a keynote speech by a representative from Danish Maritime, panellists debated the climate crisis and how each party of the maritime logistics chain can contribute to the objectives of the European Green Deal. The key messages to the Commission in relation to the Green Deal included the need to promote investment in a holistic approach, prioritise education and skills of the future workforce, improve CEF distribution of funds in terms of rebalancing land and maritime, further develop intermodal solutions, consider incentives for optimised port calls and make sure that CO2 emissions and pollution from shipping are paid for.

The third panel emphasised the need for significant efforts in terms of upskilling and retraining the workforce in the shipping industry. Ms Ellen Dust, the DG MOVE representative, reassured the participants that the lack of skills is high on the agenda at the EU level but the industry also has an important role to play.

Delivering a closing address, Mr Magda Kopczynska, Director for Waterborne Transport at DG MOVE, emphasised the willingness and readiness of the Commission to stand by the EU industry, by not only providing financial support but, most importantly, being open to having an all-inclusive dialogue.



FUTURE OF THE EUROPEAN WATERBORNE TRANSPORT

Today, key stakeholders from the waterborne transport sector, i.e. the Waterborne Technology Platform, comprising SEA Europe, ECSA, CLECAT, ALICE, FEPORT and the IWT Platform, organised a conference on the future of Europe's waterborne transport sector.

The conference brought together representatives from the European Commission, the European Parliament, Member States, the waterborne transport sector, academia, research organisations and other relevant stakeholders. The stakeholders of the Waterborne Technology Platform joined forces to discuss the innovation needs of the sector in view of contributing to societal challenges such as climate change and at finding tools to enhance the global competitiveness of Europe's waterborne transport sector.



The first topic focused on the transformation of waterborne transport to a zero-emission mode of transport and the vision of the Waterborne Technology Platform to eliminate any type of emission from waterborne transport by latest 2050. On this point, the conference has clearly shown a need for coordination and for looking at different solutions for the diversified waterborne transport sector. In this respect, the co-programmed partnership on zero-emission waterborne transport – recently selected in the framework of Horizon Europe – will be a perfect tool to achieve zero-emission waterborne transport in Europe.



The panel debate on transforming port operations towards 2050 concentrated both on the decarbonisation of port activities and the integration of shipping and inland navigation into the logistics' chain, as part of shifting cargo off the road to waterborne transport. The final debate focused on connected and automated waterborne transport, as a means to reduce emissions from waterborne transport as well as a tool to increase maritime safety and to better integrate waterborne transport into the logistics' chain. Ms Nicolette van der Jagt, Director General at CLECAT, provided the freight forwarders' perspective, pointing to the challenges of newly skilled workforce in Europe and the need to decarbonise along the full supply chain with the support of evidence-based tools.

At the end of the conference, the Waterborne Technology Platform introduced its technical research agenda, which presents technical pathways towards zero-emission, connected and automated as well as safe and secure waterborne transport, whilst boosting the global competitiveness of the maritime technology sector.

Source: [Waterborne TP](#)

Air

TRANSPORT COUNCIL TO DISCUSS SINGLE EUROPEAN SKY

On 2 December, the Transport Council will hold a policy debate on the future of the [Single European Sky \(SES\)](#), an initiative which was launched by the European Commission in 1999 to reform the architecture of air traffic control in the EU in order to meet future capacity and safety needs. The aim of the Single European Sky initiative was to improve the overall performance of air traffic management and air navigation services. The key performance areas in the European air traffic management system were then, and are today, safety, capacity, cost-efficiency and the environment. The last legislative initiative concluded within the SES framework was the SES II in 2009, which aimed for closer cross-border cooperation between Member States in the form of mandatory functional airspace blocks.

After that, the Commission presented an [SES2+](#) package in 2013 in order to speed up implementation of the Single European Sky. However, there has been no movement on the SES2+ proposal since December 2014, when the Transport Council agreed on a [partial general approach](#), with the disputed question of application to Gibraltar airport remaining unsolved.

In April 2019, a Wise Persons Group, set up by the Commission, published a [report on the future of the Single European Sky](#), with recommendations focused on four priorities: a more network-centric approach; digitalisation; evolving tasks, requirements and training of air traffic controllers; and simplifying the regulatory framework. In September 2019, the [Digital European Sky Conference](#) held in Brussels issued a [joint stakeholders declaration](#).

Since the creation of the SES framework, air traffic has continued to grow, which has led to even greater capacity issues and longer delays in air travel, and this trend is set to continue. Moreover, whereas aviation should reduce its CO2 emissions in line with EU commitments in the International Civil Aviation Organisation (ICAO) and under the Paris Agreement, the inefficiencies of the European air traffic management (ATM) system result in unnecessary emissions. Constant delays force airlines into longer flight routes and holding patterns, leading to additional fuel consumption and



consequently higher CO2 emissions. Against this background, the presidency has prepared a policy debate document ([13782/19](#)) with questions for debate.

The Council discussion will guide further work in this area. More information is available in the [Council Background Paper](#).

Source: [Council of the EU](#)

EC WORKSHOP ON CYBERSECURITY IN THE AVIATION SECTOR

On 26 November, CLECAT participated in the first workshop on Cybersecurity in the Aviation Sector, organised by the European Commission's DG MOVE in cooperation with DG CONNECT. The workshop provided an opportunity for the aviation security constituency to meet and discuss with the NIS community. The outcome of the discussions was directly linked to the work of the NIS Cooperation Group, especially in the context of the task of the sectorial implementation of the NIS Directive.

The workshop was attended by the EU Member States' representatives in charge of aviation security and those who deal with the implementation of the NIS directive at national level, as well as industry stakeholders. The workshop started with a session on the state of play of the EU Framework for Cybersecurity, during which updates were received from the European Commission on the NIS Directive and the EU Cybersecurity Act. The presentation of the Commission was supplemented by an exchange of information from national delegations and stakeholders regarding the national implementation of the NIS Directive.

The second session of the workshop was dedicated to an exchange of ongoing sectoral initiatives aimed at building a cyber-resilient aviation sector. During that session, initiatives on managing cyber risks were presented by manufactures, airlines and airports, followed by an exchange of views on training and improving cybersecurity culture among staff, as well as the importance of information sharing.

The workshop closed with a debate on the future of cyber-resilience in the aviation sector, which addressed capacity building, information sharing and cyber-governance.

Customs & Trade

REVISION OF GLOBAL RULES ON CUSTOMS PROCEDURES

Between 18 - 20 November, CLECAT represented FIATA at the 21st Meeting of the Revised Kyoto Convention Management Committee (RKC/MC) at the WCO Headquarters in Brussels. The participants discussed and provided guidance on the direction of the comprehensive review process of the Revised Kyoto Convention. The Revised Kyoto Convention is the flagship Convention of the WCO which establishes global rules on the simplification and harmonization of Customs procedures.



During the meeting, it was reported that the review had made good progress with the examination of more than 170 proposals, covering 37 concepts provided by Members and external stakeholders, including FIATA. The RKC/MC discussed the importance of the level of ambition in taking forward the work of the review under the existing mandate, in a way that was efficient, effective and inclusive of the broader Membership, so that the RKC remained relevant and sustainable for all Members. The meeting also reconfirmed the conclusion that the RKC would remain a flagship Convention of the WCO, and that any work undertaken would seek only to further enrich the Convention. The Meeting confirmed that the next Meeting of the Working Group on the review would be tasked to develop a new Work Plan. The outcomes of these discussions are to be reported back to the RKC/MC Meeting, agreed to be held from 10 to 12 February 2020.

Source: [World Customs Organization](#)

COUNCIL PROVISIONALLY AGREES REVISED VAT RULES

On 8 November, the Council reached a [general approach](#) on further simplification of the VAT rules applicable to small businesses. The amended rules entail a review of the special scheme for small enterprises in order to address the issue of the disproportionate compliance burden faced by exempt small enterprises.

The special scheme for small enterprises currently only allows for an exemption to be granted to enterprises established in the Member State in which the VAT is due. This has a negative impact on competition for non-established enterprises in the single market. To address this and to avoid further distortions, small enterprises established in Member States other than that in which the VAT is due should also be allowed to benefit from the exemption. However, distortions of competition could arise where an enterprise, not established in that Member State, could benefit from such an exemption regardless of the turnover it generates in other Member States. In order to mitigate such distortions in competition and as a tax revenue safeguard, only those enterprises whose Union annual turnover is below a certain threshold should be eligible for exemption in a Member State where they are not established.

The text foresees that small enterprises will be able to qualify for simplified VAT compliance rules in case their annual turnover remains below a threshold set by a Member State concerned, which cannot be higher than €85,000. Under certain conditions, small enterprises from other Member States, which do not exceed this threshold, will also be able to benefit from the simplified scheme, if their total annual turnover in the whole of the EU will not exceed €100,000.

In addition, the Council [reached a provisional agreement](#) on another reform concerning the detection of tax fraud in cross-border e-commerce transactions. The new rules will enable Member States to collect, in a harmonised way, the records made electronically available by payment service providers, such as banks. Also, a new central electronic system will be set up for the storage of the payment information and for the further processing of this information by national anti-fraud officials.

Source: [Council of the EU](#)

E-CONTRACTS TOOL FOR FREIGHT FORWARDERS

The Belgian Freight Forwarders association, FORWARD Belgium, developed a tool which enables the possibility to conclude various contracts in a digital format, called eContracts. Through this tool, contracts relevant to Freight Forwarders, like general Freight Forwarding terms & conditions, power



of attorney for customs representation or fiscal representation, can be created and managed in a more efficient and safer manner. It also allows company specific contracts to be managed.

The idea for this tool arose when FORWARD Belgium conducted research in the possibility to conclude contracts in a digital manner. The tool enables identification of the persons who are able to sign, digitally signing of contracts and digital exchange of the contracts. Users will always remain able to view and manage the contracts.

For more information on the tool, please contact Caroline Gubbi (caroline@forwardbelgium.be)

EC PROPOSAL ON CONFORMITY ASSESSMENT FOR INDUSTRIAL PRODUCTS WITH US

On 22 November, the European Commission published a proposal for an EU-US agreement on conformity assessment for industrial products. The EU proposal seeks an agreement under which the EU and the US would accept the conformity assessment results of each other's assessment bodies, certifying products against the legal requirement of the other side. This would enable exporters to seek certification of their products in their originating country.

The proposal covers all relevant industrial sectors where third-party conformity assessment is required by either side. In addition, the EU proposal addresses the difficulties faced by EU exporters of machinery and electric and electronic equipment in the certification of products sold in the US market.

Conformity assessment is the process of verifying that a product meets all the legislative requirements in order to be sold in a given country. This often means additional costs for exporters, which is especially burdensome for smaller companies, who often decide not to export at all because of those costs and complexities.

Source: [European Commission](#)

Sustainable Logistics

EU TRANSPORT DECARBONISATION TARGETS IN NECPS



On 27 November, CLECAT attended a stakeholder workshop, organised by EurActiv, to explore the importance of transport decarbonisation in the National Energy and Climate Plans (NECPs) of EU Member States and assess whether the transport measures are sufficiently clear, cost-effective and ambitious.

During the event, the results of the recently published [study on transport decarbonisation targets in draft NECPs](#) were presented. The study has examined all the 28 drafts from the perspective of the transport sector, underlining the importance of the need to make vital efforts in this area for Europe to reach its energy and climate targets. The authors of the report have suggested that the draft 10-



year NECPs risk being ineffective because they lack a calculation method on the cost-effectiveness of the proposals. The report has warned that none of the draft plans provide specific figures on how much the proposed measures will cost and which ones will directly impact Europe's climate objectives when it comes to transport.

Following the presentation, the representatives of the European Commission, Member States and the industry discussed the findings of the study. Mr Artur Runge-Metzger, Director for Climate Strategy at DG CLIMA, went on to reject the notion that the Member States have not taken into account the cost of transport decarbonisation. With regards to investment and funding, there is a need for a mixture of public and private measures, Mr Runge-Metzger explained. This includes direct funding or lending arrangements from the Commission but also the reorientation of private capital flows. Mr Eric Sievers, Investments Director at Ethanol Europe, pointed out that without a comprehensive evaluation of the costs and full transparency to taxpayers it will be very difficult to convince investors to invest.

During the discussion, panellists focused on further tasks for the Member States to improve their transport decarbonisation strategies, as well as the goals of the Commission's European Green Deal. Mr Kristian Ruby, Secretary General at Eurelectric, stated that there is an unbreakable link between decarbonisation and electrification. At the same time, refuelling and recharging infrastructure for alternative fuels has to be developed so as not to disconnect different countries and regions as well as the European continent as a whole. In terms of aviation and shipping, the Member States have to take into account an array of options, starting with the short-term measures such as slow steaming. However, long-term solutions need to be found, like carbon-neutral fuels, to fully decarbonise these sectors, said Mr Runge-Metzger.

To note, the Member States are required to establish national NECPs for the period of 2021-2030 in order to meet the new EU's energy and climate targets for 2030. The Member States' draft plans were submitted to the Commission in spring, with the final versions due by the end of 2019. Regarding the next steps, the draft plans will be discussed by the Member States at the Energy Council that will take place on 4 December.

EP DECLARES CLIMATE EMERGENCY

Ahead of the United Nations' COP25 Climate Change Conference in Madrid on 2-13 December, the European Parliament has approved a [resolution](#), declaring climate and environmental emergency in Europe and globally. The EP Members also want the Commission to ensure that all relevant legislative and budgetary proposals are fully aligned with the objective of limiting global warming to 1.5 °C.

In a separate [resolution](#), the EP has urged the EU to submit its strategy to reach climate neutrality as soon as possible to the UN Convention on Climate Change. To note, the European Commission has already proposed the goal of net-zero emissions by 2050, but the European Council has not yet endorsed it as Poland, Hungary and Czech Republic are opposed. Furthermore, MEPs have called on the new European Commission's President Ursula von der Leyen to include a 55% reduction target of greenhouse gas emissions by 2030 in the European Green Deal.

MEPs said that the current aviation and shipping ambitions fall short of the necessary emissions reductions. All countries should therefore include emissions from international shipping and aviation in their national contributions plans (NDCs), MEPs declared, urging the Commission to propose that the maritime sector be included in the EU's Emissions Trading System (ETS).



Ultimately, EU countries should at least double their contributions to the international Green Climate Fund, the EP said. EU Member States are the largest providers of public climate finance and the EU's budget should fully comply with its international commitments. Finally, the EP has urgently called on all EU countries to phase out all direct and indirect fossil fuel subsidies by 2020.

Source: [European Parliament](#)

GERMAN BUNDESTAG ON SINGLE WAGON LOAD TRAFFIC

On 27 November, the German Bundestag responded to a request by the German Greens party on Single Wagon Load Traffic. Since the introduction of the "200X" production system in 2006, the volume of single wagon traffic operated by Deutsche Bahn AG (DB AG) has declined from 73.4 million tonnes in 2006 to 55.3 million tonnes in 2018.

Single wagon load traffic enables freight customers to ship quantities from a single wagonload or group of wagons. According to DB AG, the transport performance in revenue-tonne-kilometres was 27.1 billion in 2006 and 20.3 billion in 2018.

The German Federal Government is promoting rail freight traffic, and thus also single wagon load traffic, *inter alia*, by means of pro-rata financing of the approved train path charges retroactively to 1 July 2018 in the amount of €350 million/year. In the climate protection programme 2030, the German Federal Government had agreed to promote single wagon load traffic as an alternative to trucks by reducing the system prices in order to shift more goods to rail.

Source: [German Bundestag](#)

Security

ENISA TOOL TO MAP SECURITY MEASURES FOR OES

ENISA, the European Union Agency for Cybersecurity has developed a [new tool](#) intended to map security measures for Operators of Essential Services (OES) to international standards. The ENISA '[Minimum Security Measures for Operators of Essentials Services – Tool](#)' is now available through an online platform dedicated to operators in the sectors of transport, energy, banking, financial market infrastructures, health, drinking water supply & distribution and digital infrastructures. The tool is aimed at Operators of Essential Services, as well as public regulatory authorities of the Member States.



The initiative stems from the [NIS Directive \(EU\) 2016/1148](#), which provides for the establishment of security measures for those operators offering essential services across the EU, in order to achieve a high common level of Security of Network and Information System.

The specific work stream of the NIS Directive Cooperation Group on security measures for OES enabled the analysis of security requirements in the EU against the most frequently used international information security standards across the defined sectors. The result of this analysis is visible in the tool as it compiles the existing security measures identified.



The tool facilitates the search of security measures and their respective security controls in international standards. It also helps assessing their use in the Member States and in various NIS-Directive sectors. Operators can use this tool to map their own standards to the proposed security measures, enabling the assessment of their information security practices against the requirements adopted by the Cooperation Group.

Source: [ENISA](#)

General

FIATA APPOINTS NEW DIRECTOR GENERAL

On 25 November, FIATA President Mr Basil Pietersen announced the appointment of its new Director General.



“After an extensive recruitment process, it is my pleasure to announce the appointment of Dr Stéphane Graber as the new Director General of FIATA who will take up his role in Geneva on 1 January 2020.”

With the decision taken by FIATA members at its General Meeting on 5 October to move its headquarters to Geneva in 2020, the new Director General will head up the initiative for FIATA to more closely align itself with international governmental and non-governmental organisations linked to international trade and trade logistics. The Director General will also refocus and realign FIATA’s management team in meeting that objective and will increase FIATA’s presence in the international trade environment.

“Stéphane brings to FIATA a strong background in information technology, training and development and finance. As a previous Secretary General in a not for profit non-governmental body involved in commodity trading and shipping based in Geneva, he has that in-depth understanding of international logistics and the movement of goods across borders “said Mr Pietersen.

In its rebuilding for the future, not only in its work with external bodies, FIATA will reinvigorate its interface with its National Association and Individual Members who form the backbone of the organization.

Source: [FIATA](#)

EU BUDGET 2020 APPROVED

On 28 November, the European Parliament [approved the joint text](#) for the 2020 budget, which was agreed on 18 November with Council, by 543 votes to 136, with 23 abstentions. Council formally approved the agreement reached with Parliament on 25 November.



For next year's EU budget, MEPs have secured better support to protect the climate, boost research, infrastructure investments and help the young. Parliament has obtained altogether an additional €850 million for the following priorities:

- Over half a billion euros more are ear-marked for climate-related expenditure;
- Plus €302 million for research projects;
- Plus €133 million for network infrastructure investments (Connecting Europe Facility);
- Plus €50 million for Erasmus+ and plus 28.3 million for the Youth Employment Initiative (with an additional €50 million to be added in 2020 if necessary).

Details on the budget agreement of 18 November [can be found here](#). Further background information can be [downloaded here](#).

Source: [European Parliament](#)

Forthcoming Events

CLECAT MEETINGS

CLECAT Customs and Indirect Taxation Institute

17-18 December 2019, Brussels

CLECAT Air / Security Institutes

3 March 2020, Brussels

CLECAT Maritime Logistics Institute

21 April 2020, Brussels

OTHER EVENTS WITH CLECAT PARTICIPATION

ELP Lunch Debate on CEF II: Supporting Smart, Sustainable and Safe Mobility

4 December 2019, Brussels

ALICE TP Plenary

12 December 2019, Brussels

Kick-off Event of the Women in Transport Network

12 December 2019, Brussels

Global Maritime Logistics Dialogue

16 December 2019, Brussels

EP/COUNCIL MEETINGS

European Parliament TRAN Committee

3 December, Brussels



EU Transport Council

2 December, Brussels

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