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Brussels News

CEF II SUPPORTING SMART, SUSTAINABLE AND SAFE MOBILITY

At the last European Logistics Platform (ELP) event of 2019, over 50 EU policy-makers and industry representatives met to discuss how the next generation Connecting Europe Facility (CEF II), a key EU funding mechanism that provides targeted transport infrastructure investment, can be instrumental to secure smart, sustainable and safe mobility in the EU.



The event was hosted by MEP Marian-Jean Marinescu, EPP Coordinator of the European Parliament's Transport Committee (TRAN). In his introductory remarks, Mr Marinescu MEP stressed that with the Green Deal all modes of transport will be under severe pressure to decarbonise. He highlighted that without sufficient funding it would be difficult to achieve the ambitious decarbonisation and modal shift targets. He also emphasised the need to strike the right balance between economic, social and climate objectives.

The speakers included Ms Isabelle Ryckbost, Secretary General at ESPO, Mr Libor Lochman, Executive Director at CER, and Mats Rosenqvist, Director External Research Collaboration at the Volvo Group. Presenting the 'More EU Budget for Transport' campaign supported by 40 transport organisations, Ms Ryckbost spoke on the need to ensure that the CEF II comes with an adequate budget envelope. She noted that the CEF instrument has proven to be a financial instrument delivering highly added value and will be instrumental in the decarbonisation of the European transport sector. She added that the EU climate targets, as well as the ambitions of the new European Green Deal, can only be met if all

transport modes continued to invest in greener technologies, while optimising, digitalising and completing the European TEN-T Network by 2030.

Mr Herald Ruijters, Director at DG MOVE, gave a presentation on the current challenges to the TEN-T policy and the importance of gathering support for the CEF II. He noted that the TEN-T revision would be a significant step up, with a particular focus on the cross-border connectivity, investments in the lacking terminal capacity and the emphasis on developing the comprehensive network. Within the Commission, the new European Green Deal raised the level of urgency on transport decarbonisation, Mr Ruijters pointed out. Therefore, the Commission fully embraced the EP's position on the CEF II.

During the discussion that followed, Mr Ruijters and the participants stressed that it was instrumental to secure support among the Member States to ensure sufficient funding for smart and sustainable transport projects in the future. In concluding the event, Ms Nicolette van der Jagt, Chair of the ELP, summarised the debate, warning against overly ambitious green measures without ensuring appropriate financing.

DVZ EVENT "LOGISTICS MEETS POLITICS"

CLECAT was present this week in a panel debate organised by DVZ entitled 'Logistics Meets Politics'. Martin Schwemmer from the Fraunhofer Centre for Supply Chain Services (SCS) presented the new edition of the 'TOP 100 in Logistics' (see executive [summary here](#)).

Even if the uncertainties of a trade dispute on a global level clearly cloud the discussion about the near future of logistics, European logistics grew by 3.7 percent in 2018, following 3 percent growth in the previous year. As in previous years, e-commerce is providing the main impetus for growth. Parcel services, consumer goods-oriented contract logistics and special transports are on the upswing, as the supply chains to end customers are becoming more filigree and complex. The shortage of skilled labour in land transport has had a measurable impact on logistics since 2017.



With regards to digitalisation, it was noted that at present the investments of logistics service providers flowing into digitalisation can be estimated at more than 2 percent based on annual sales. This means that an investment volume of around €25 billion can be concluded for Europe. In total, around 50 percent of the European logistics volume are provided by logistics service companies.

Ms Nicolette van der Jagt from CLECAT noted in the panel debate that logistics is increasingly facing difficulties in attracting the right skills and renewing its workforce. Investing in skills and human capital is as crucial as improving the image and general understanding of the sector. Analytical, IT and soft skills are becoming even more important.

With regards to the 1st Mobility Package, she noted that the trilogues on the social and market pillars of the package offer the opportunity to find working solutions for more flexibility. Discussing the ambition to reach a net-zero emitting by 2050, she noted that this will require to take a fresh look at the full suite of solutions needed. Changes will ultimately be triggered by developing new approaches, mindsets and behaviours but they need to be realistic and a balanced approach is needed. EU policy should focus on enabling the path towards more sustainable transport while at the same time supporting and encouraging innovation and the uptake of innovative solutions. This is essential to allow the logistics industry to meet environmental and sustainability requirements without negatively



impacting the seamless flow of goods. On the contrary, prescriptive approaches in terms of technologies or solutions could stifle innovation and slow down progress. The EU strategy and the legislative framework should offer predictability over the medium to long term in order to incentivise private investment.

KICK-OFF EVENT OF THE WOMEN IN TRANSPORT NETWORK

On 12 December, the first round of the Women in Transport Talks will be organised under the theme “Moving to the Future”. The event will focus on the skills of the future in the transportation sector as well as the priorities of the new political leaders of the EU, including digitalisation.

The panellists, including UPS, SNCF, Fast Group, UITP, ETF, Trenitalia, IRU and the European Commission, will ponder what the future of work in the transport industry will look like and how the opportunities for a more inclusive and gender-balanced workforce can be unlocked. During the second panel, the speakers will provide the ‘reality check’ to the new European Commission’s priorities as seen by the industry leaders.



To note, the Women in Transport Talks is a new industry initiative developed under the Women in Transport Platform for Change set up by the European Commission and supported by all transport modes. CLECAT has been part of the Commission’s Platform as well as the complementary industry network since its initiation in the beginning of 2019.

The event will take place from 16:00 to 18:00 in the European Parliament in Brussels. It will be followed by a networking cocktail from 18:00 until 19:30. For more information on the event, please see [here](#). It is possible to register to the event via this [link](#).

Road

NO COUNCIL AGREEMENT ON EUROVIGNETTE DIRECTIVE REVIEW

During the Transport Council on 2 December, EU Transport Ministers failed to come to an agreement on the new EU road charging rules. The final Finnish Presidency’s compromise text on the revision of the Eurovignette Directive was analysed by the Permanent Representatives Committee (COREPER I) on 20 November, resulting in a decision to submit it to the Transport Council on 2 December in order to reach a General Approach. However, the attempt to agree on the Council’s position on the revision of the Eurovignette Directive was blocked by a number of Member States, including Germany, Sweden, Netherlands, Luxembourg, Greece and Italy.



Whereas CLECAT regrets that there is again no result, the compromise was equally far from positive. It would leave the option for the Member States to continue to operate according to the time-based charging principles. Furthermore, it would only apply to the heavy-duty vehicles (HDVs) and leave the Member States a significant amount of flexibility to also cover other road users. CLECAT is also of the view that the detailed CO2 emission methodology should be dealt with in secondary legislation, rather than in the Directive itself as proposed by the Finnish Presidency.



The Eurovignette review was proposed by the European Commission in May 2017 as part of the 1st Mobility Package. Given the difficulties to reach an agreement in the Council, it is possible that the Commission will now withdraw the proposal to give a ‘fresh impetus’ to effective road pricing in the EU. The Commission may also assess the possibility of including road transport emissions in the ETS to complement existing and future strengthened CO2 emission performance standards for vehicles. This would, as far as CLECAT is informed, be part of the Commission’s Communication on the European Green Deal, which will be presented during the European Parliament’s Plenary on 11 December.

Air

TRANSPORT COUNCIL ON FUTURE OF SINGLE EUROPEAN SKY

On 2 December, the Transport Council held 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 Finnish presidency of the Council had prepared a [policy debate document](#) with questions to structure the Ministers’ discussion. During the discussion, the Ministers acknowledged the need for swift action to address airspace congestion. They welcomed the recommendations of the [airspace architecture study](#) and the findings of the Wise Persons Group in the [report on the future of the Single European Sky](#), which contains recommendations on four priorities, namely: a more network-centric approach; digitalisation; evolving tasks, requirements and training of air traffic controllers; and simplifying the regulatory framework.

However, a large number of Ministers expressed doubts on certain new measures, such as executive powers for the Network manager, the European economic regulator or a single route charge, and requested further analysis from the Commission. The Ministers called for the deployment of SESAR solutions, taking into account the findings of the European Court of Auditors. They also called for a simplification of the existing legislation, with full involvement of Member States. Several Ministers recalled that air traffic management should remain a national competence, while some also stressed that one size does not fit all, and that any new regulation must respect local specificities.

While there were diverging views on the next legislative steps to be taken, a majority of Member States advocated working on the basis of the SES II+ draft text and a complementary analysis from the Commission on proposals for new measures.

CLECAT welcomes the decision by the EU Transport Ministers to update the current Single European Sky, which was long overdue. CLECAT believes that the completion and also effective implementation of the Single European Sky needs to be prioritised, as a reform of the air traffic management to cope with sustained air traffic growth and operations under the safest, most cost- and flight-efficient conditions, is of utmost importance for the EU.

OCTOBER FREIGHT VOLUMES REMAIN WEAK

On 4 December, IATA released its data for global airfreight markets, which indicates that the demand for air cargo in October, measured in freight tonne kilometres (FTKs), decreased by 3.5% year-on-year. This marks the 12th consecutive month of year-on-year decline in freight volumes, and a weak start to the traditional peak season for air cargo. Simultaneously, freight capacity, measured in available



freight tonne kilometres (AFTKs), increased by 2.2% year-on-year. Capacity growth has now outstripped demand growth for the 18th consecutive month.

Considering regional performance, European airlines posted a 1.5% decrease in freight demand in October 2019 compared to the same period a year earlier – a significant improvement over the 3.5% decrease in September. Capacity increased by 2.8% year-on-year. Compared to the moderate decline experienced by European carriers, airlines in Asia-Pacific and the Middle East suffered sharp declines in year-on-year growth in total air freight volumes in October 2019. The full analysis is available [here](#).

CHANGED LIMITS OF LIABILITY UNDER MONTREAL CONVENTION

ICAO has earlier this year revised and [changed the limit of liability](#) in Article 22(3) of the [Montreal Convention 1999](#) (MC99) from 19 Special Drawing Rights (SDR) per kilogram to 22 SDR/kg for the carriage of cargo governed by the MC99. This new limit becomes effective as of 28 December 2019.

The IATA Secretariat has implemented the change to the limitation of liability in the MC99 to IATA Resolution 600b (Conditions of Contract on Reverse Side of the Air Waybill) and Resolution 600i (e-AWB) to reflect the new liability limit of 22 SDR, taking effect as of 28 December 2019 to reflect the new liability limit of 22 SDR, thus harmonising the MC99 limit across all trade routes.

According to Article 22(3) of the Montreal Convention 1999, "the liability of the carrier in the case of destruction, loss, damage or delay is limited to a sum of 17 [currently 19 and 22 as of 28.12.2019] Special Drawing Rights per kilogram, unless the consignor has made, at the time when the package was handed over to the carrier, a special declaration of interest in delivery at destination and has paid a supplementary sum if the case so requires. In that case the carrier will be liable to pay a sum not exceeding the declared sum, unless it proves that the sum is greater than the consignor's actual interest in delivery at destination".

Maritime

EP TRAN EXCHANGE OF VIEWS WITH EMSA

On 3 December, the European Parliament's Transport Committee (TRAN) held the exchange of views with Ms Maja Markovčić Kostelac, Executive Director of European Maritime Safety agency (EMSA). She presented the Agency's work and recently adopted strategy for upcoming five years to the newly elected Members of the TRAN Committee.



EMSA's five-year strategy is based on five "S's": sustainability, safety, security, simplification and surveillance. For each of these areas EMSA identified a strategic priority and a number of strategic objectives. For instance, EMSA set as a priority to contribute to the European green agenda for maritime transport, by strengthening the EU capacity to protect the marine environment, manage climate change and respond to new environmental challenges.



Maritime safety and security remain among the core tasks. EMSA is building itself up as the core information management hub for maritime surveillance. With recently adopted EU legislation on European Maritime Single Window (EMSW), the simplification of EU shipping by supporting EU-wide digital maritime solutions is becoming a reality.

Members of TRAN were particularly interested in EMSA's role in improving the performance of shipping sector (climate change, pollution, emissions etc). The Agency plays a supporting role the efforts towards zero-emission shipping by harmonising the implementation and enforcement of relevant legislation. EMSA has developed tools to support inspections of ships in EU ports, such as THETIS, with 9 dedicated modules including 2 specifically designed for the environment-related issues.

Customs & Trade

PREFERENTIAL ORIGIN: VALUE LIMITS FOR 2020

On 6 December, the European Commission published the value limits expressed in Euro and corresponding amounts in national currencies applicable as of 1 January 2020. The lists of equivalents of amounts were made available regarding the Pan-Euro-Mediterranean zone and EU's respective agreements with Chile, Central America and Korea.

While the provisions of individual preferential origin arrangements may vary in certain details, most such arrangements have a number of common provisions. Among the principal common provisions which most preferential origin agreements contain are the value limits expressed in Euro and corresponding amounts in national currencies. The lists of equivalents of amounts support the application of rules referring to value limits in a specific currency.

Source: [European Commission](#)

UPDATE OF LIST OF COUNTRIES APPLYING REX

On 5 December, the European Commission published an update on the list of countries applying the Registered Exporter System (REX). In particular, the transition period for Burkina Faso has been extended until 30 June 2020.

The REX system is the system of certification of origin of goods that applies in the Generalised System of Preference (GSP) of the EU since 1 January 2017. It is based on a principle of self-certification by economic operators who will make out themselves so-called statements on origin. To be entitled to make out a statement on origin, an economic operator will have to be registered in a database by his competent authorities. The economic operator will become a 'registered exporter'.

The REX system will progressively and completely replace the current system of origin certification based on certificates of origin issued by governmental authorities and on invoice declarations. The global transition period from the current system of origin certification to the REX system started on 1 January 2017 and will last until 30 June 2020 at the latest. In case a beneficiary country does not apply the REX before the end of its transition period or has not requested an extension to the transition period, the preferential origin will not be established, and duties will have to be paid.

Source: [European Commission](#)



Sustainable Logistics

GLEC FRAMEWORK – TRANSLATING RESULTS INTO ACTION

Next Tuesday, CLECAT will attend the interactive workshop on the future of green businesses, entitled ‘The GLEC Framework – Translating Results into Action’.

During the event, participants will discuss the application of the GLEC Framework for calculation and reporting of the logistics emissions across the multi-modal supply chains. To kick-off the discussion, a presentation will be given by the Smart Freight Centre on how the GLEC Framework supports green logistics, followed by the Heineken’s showcase of the GLEC Framework. Among the speakers, there will also be a representative from the European Commission’s DG CLIMA.



To note, the GLEC Framework is the only globally recognised methodology for harmonised calculation and reporting of the logistics GHG footprint across the multi-modal supply chains. CLECAT has been promoting the development of the revised version of the [GLEC Framework](#) as well as the new ISO standard on the carbon footprint of transport operations.

The workshop will take place in Brussels on 10 December, from 11:00 to 15:00. For more information and the registration form, please see [here](#).

General

COUNCIL AGREES POSITION ON TEN-T STREAMLINED PROCEDURES

On 2 December, the Council agreed on its position on a proposal to facilitate the completion of the trans-European transport network (TEN-T) by speeding up permit-granting procedures. The proposal also aims to clarify the procedures which project promoters need to follow as regards permit granting and public procurement. The proposal was presented by the Commission in May 2018 under the 3rd Mobility Package, which is designed to make European mobility safer, cleaner, more efficient and more accessible

The Council’s agreed position, in form of a general approach, has changed the legal nature of the proposal from a Regulation to a Directive, as the Member States intended to retain flexibility for taking advantage of their permit-granting procedures currently in place.

The draft Directive will cover projects that are part of pre-identified cross-border links and missing links of the TEN-T core network. The TEN-T network has two layers: a comprehensive network, which ensures connectivity of all EU regions, and a core network, which consists of those elements of the comprehensive network which are of the highest strategic importance for the EU. The core network is to be completed by 2030 and the comprehensive network by 2050.



According to the Council's General Approach, projects exclusively related to telematics and other new technologies will be excluded from the scope, as their deployment is not limited to the TEN-T core network. However, Member States will be free to apply the Directive also to other projects on the TEN-T network to enable a broader harmonised approach for transport infrastructure projects.

To make the procedures more efficient and transparent, Member States will designate an authority to act as the main point of contact for the project promoter to receive guidance on the submission of documents and other information. A maximum time limit of four years will be set for the entire permit-granting process. This period can be extended in duly justified cases.

Member States will have two years from the directive's entry into force to incorporate its provisions into national law. The final text will need to be approved by both the Council and the EP.

Source: [Council of the EU](#)

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

Future of Green Businesses: GLEC Framework – Translating Results into Action
10 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
20-21 January 2020, Brussels



European Parliament Plenary

11 December 2019, Brussels

16-19 December 2019, Strasbourg

EU Transport Council

4 June 2020, Brussels

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