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News from Brussels

GERMAN COUNCIL PRESIDENCY PRIORITIES



On 1 July, Germany will assume the rotating presidency of the Council of the European Union for the coming 6-months. During this period Germany will chair all meetings of the Council and all preparatory bodies such as committees and working groups. The German Presidency also marks the start of the new [Trio-Presidency](#) with Portugal and Slovenia (2020-2021).

The German Federal Ministry of Transport and Digital Infrastructure (Bundesministerium für Verkehr und Digitale Infrastruktur – BMVI) has [announced the priorities for the transport sector](#) during the presidency. The core task will be to ‘make mobility in Europe more modern, more innovative and more sustainable – and learn the lessons from COVID-19’.

The German presidency’s priorities will address the measures targeting COVID-19 and the so-called ‘New Mobility Approach’, representing the response to the European Commission’s “Green Deal”. More specifically, under the ‘New Mobility Approach’, Germany intends to pursue a single approach comprising three pillars during its presidency: climate change mitigation, mobility and digital transformation. The measures include the exchange of data, as well as climate-friendly mobility, including the revision of the Eurovignette Directive and Alternative Fuels Infrastructure Directive (AFID), as well making progress in the Europe-wide development of the refuelling and charging infrastructure.

More information on Germany's Presidency of the Council of the EU can be found [here](#).

Source: [Bundesministerium für Verkehr und Digitale Infrastruktur \(BMVI\)](#)

Maritime

CLECAT AND DREWRY TO COLLABORATE ON FORWARDER FREIGHT RATE BENCHMARKING

On 18 June, CLECAT has entered into a collaborative agreement with Drewry to raise awareness of Drewry Forwarder Benchmarking Club amongst its freight forwarder membership.

Under this arrangement, the European Association for Forwarding, Transport, Logistics and Customs Services (CLECAT), which represents more than 19,000 companies providing logistics, freight forwarding and customs services, will inform its members of the benefits of joining Drewry's freight rate benchmarking service dedicated to freight forwarders and NVOCCs.



Launched in 2019, Drewry Forwarder Benchmarking Club follows a similar model to Drewry's other freight cost benchmarking services, providing a confidential, closed user group through which members can compare their ocean carrier buy rates against their peers. The service, which now enables benchmarking across over 4,000 worldwide port pairs, is one of a number of ocean freight procurement support services provided by Drewry Supply Chain Advisors.

"We are delighted to receive such strong endorsement and support from the voice of the European forwarding industry," said Martin Dixon, Director and Head of Drewry Research Products. "Through this initiative CLECAT forwarder members can benefit from a service that enables them to buy, price and sell better in an increasingly challenging market."

"We are very pleased to collaborate with Drewry in support of this freight rate benchmarking service for the freight forwarding community," said Nicolette van der Jagt, Director General of CLECAT. "We are always seeking ways to bring value to our members by raising awareness of services and tools that enable them to better compete in a marketplace ravaged by the COVID-19 pandemic," she added.

BLANK SAILING STRATEGY COULD BRING CARRIERS \$9BN PROFIT

A maritime consultancy Sea-Intelligence, which only a few weeks ago predicted a worst-case annual loss for the liner industry of \$23bn, has reported that, based on its remodelling, the carriers could potentially achieve a profit for the year "in excess of \$9bn".

The consultant said there were now two scenarios, depending on the discipline of the carriers. "If the carriers maintain the current rate levels, they stand to have a profit in excess of \$9bn in 2020," said Sea-Intelligence CEO Alan Murphy. However, he added a caveat that should the carriers resort to their old habits of grabbing market share and spurring the start of a rate war, "they stand to lose \$7bn".



“Two and a half months have now passed and the carriers have not only maintained rate levels, they have increased them significantly, despite low volumes and plummeting fuel prices,” said Sea-Intelligence co-founder Lars Jensen.

However, the judicious approach by carriers in overcooking capacity reductions has driven up freight rates sharply on the main east-west trade lanes with shippers scrambling for space to meet pent-up demand as COVID-19 retail shutdowns start to be relaxed.

For example, on the Asia-Europe routes, the Shanghai Containerised Freight Index (SCFI) recorded last week a rate for North Europe of \$886 per TEU, up 24% on the year before, while for Mediterranean ports there was a year-on-year increase of 30%, to \$949 per TEU.

Source: [Loadstar](#)

Road

CABOTAGE RESTRICTIONS ON COMBINED TRANSPORT ROAD LEGS

Following the political agreement on the 1st Mobility Package of 11-12 December 2019, the European Commission has decided to carry out a study with a focus on data gathering and analysis of the impacts of cabotage restrictions on combined transport road legs, in particular with a view to assessing the impact on modal shift and the implications for the environment and the economics of the sector.

More specifically, DG MOVE is looking at the impact of the proposed legislative amendment to Regulation 1072/2009 on the international road haulage market, which would give the Member States the possibility to apply cabotage restrictions to those road legs of international combined transport (CT) that do not cross a border (i.e. road legs that occur within one Member State).

The Commission has contracted TRT Trasporti e Territorio (IT) to conduct a survey among operators in order to gather relevant data and information on CT operations in the EU with the aim of supporting this assessment. The survey focuses on the economic issues, which operators in combined transport would face as a result of this amendment, and their strategies to overcome these issues while keeping CT competitive. The outcome of this survey will inform the European Commission’s proposal planned for 2021 for support measures to ensure competitiveness of intermodal/combined transport.

As one of the most impacted stakeholders, CLECAT has been contacted by the Commission and is working with its members on an informative, data-driven reply to the survey. CLECAT will also reply to a separate stakeholder survey on the impacts of the proposed amendment on the 8-week return of vehicles once it becomes available.

Please contact the CLECAT Secretariat in case of any questions or clarifications.

MOBILITY PACKAGE 1: DISCRIMINATION, EXCLUSION AND ENVIRONMENTAL HARM

A new [policy briefing](#) has been issued by the European Centre for International Political Economy (ECIPE), an independent and non-profit policy research think tank on the Mobility Package I. Dr Matthias Bauer, Senior Economist at ECIPE, author of the briefing noted that for the sake of a



greener, more inclusive and better functioning of the European Single Market, lawmakers need to renounce the new restrictions such as proposed cooling-off periods and return-to-home policies. Maintaining legal limitations on the freedom to provide transport services would increase tensions between countries in Central and Eastern Europe and Western Europe – economically, mentally and politically.

Freight cabotage restrictions and return-to-base policies not only increase the administrative burden for internationally operating haulage companies across the EU; they also substantially increase the number of empty trailers on European roads. Industry assessments indicate that additional limitations on international freight transport services within the European Single Market would raise the prices of transporting goods in Western Europe. Estimates also suggest that the supplementary CO2 emissions would be substantial, undermining the EU's ambitious European Green Deal.

CLECAT has been invited to take part in a webinar organised by ECIPE taking place on the 2nd July. Details for registration will soon be available at <https://ecipe.org/events/>

Rail

PROPOSED MEASURES FOR THE RAIL SECTOR IN VIEW OF COVID-19

On 19 June, the European Commission published a [proposal for a Regulation](#) establishing measures for a sustainable rail market in view of the COVID-19 pandemic. The Regulation intends to complement the existing rail-related framework of COVID-19 response measures.

As such, it shall allow national authorities and rail stakeholders to deal more easily with a number of negative consequences of the COVID-19 pandemic, and to respond to the urgent needs of the railway sector as long as those consequences persist. Such measures concern notably the waiver, reduction or deferral of track access charges for the use of rail infrastructure, as well as the waiver of reservation charges.

The proposed measures cover a reference period from 1 March 2020 until 31 December 2020, in respect of which charges may be altered, by derogation from Article 27 of Directive 2012/34/EU whereby the network statement (displaying all applicable charges) shall be published no less than four months in advance for the deadline for requests for infrastructure capacity.

On track access charges, the proposed Regulation includes a provision to derogate from the rule requiring that that charges for the minimum access package must be set at the level of the cost directly incurred as a result of operating the train service. The existing provision would in principle stand in the way of the charges being set at a lower level. Therefore, a derogation is proposed to allow Member States and infrastructure managers to have the widest range of possibilities at their disposal during the reference period.

CLECAT welcomes the Commission's proposal on reducing the track access charges to support the industry. However, CLECAT emphasises the importance of the cost-reduction being passed on to the end-customer, as the introduction of such a measure should benefit and support the industry as a whole. If the Infrastructure Managers would not pass onwards the benefit granted, it would have no effect on the remaining industry players.



COUNCIL SUPPORTS EUROPEAN YEAR OF RAIL 2021

Following the Commission's announcement of 2021 becoming the European Year of Rail, on 24 June, the Permanent Representatives Committee (COREPER) [agreed on a negotiating mandate](#) on the proposal, which aims to promote this green, safe and innovative mode of transport as a key element in the shift to sustainable and smart mobility.

The Council has added several themes to the Year of Rail initiative, such as the role of railways in end-to-end mobility, and how to increase the capacity of railway infrastructure. The Council has tasked the Commission with considering launching a feasibility study on the creation of a European label to promote goods transported by rail. Such a label should also encourage businesses to switch their transport to rail. The Commission should report on its plans by the end of March 2021. The Council has also introduced the use of key performance indicators into the evaluation of the results of the Year of Rail activities. The Commission shall use such indicators for its report, which is due by the end of 2022.

The [mandate](#) will allow the incoming German presidency to start negotiations with the European Parliament on the final text.

Simultaneously, the European Parliament's Transport (TRAN) Committee has discussed the rapporteur's draft report on the legislative proposal. The draft report focuses on fair competition between the modes of transport, the application of the polluter pays principle, the necessity of an EU added value and the process of enhancing digitalisation and ERTMS. During the debate, the Shadow Rapporteurs highlighted the need to strengthen rail without penalising the other modes of transport. The deadline for amendments is set for 6 July, with the vote in TRAN scheduled for 2 September 2020.

Source: [Council of the European Union](#), European Parliament Transport (TRAN) Committee

Air

EU CONFIRMS PARTICIPATION IN CORSIA VOLUNTARY PHASE

On 25 June, the Council of the European Union [announced](#) that the EU will take part in ICAO's Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) from the start of its voluntary phase on 1 January 2021. The Council adopted the decision sealing this position by written procedure, which Member States will have to notify to ICAO by 30 June 2020.

The decision also lays down the EU position on the method to be used for calculating aeroplane operators' offsetting requirements during the CORSIA pilot phase 2021-2023. According to the EU position, the calculations should be based on the emissions during each of those years (2021, 2022 and 2023). This option is likely to lead to higher offsetting requirements than to base the calculations on the 2020 emissions. ICAO members must notify the option chosen by the end of June 2020.

"Today's decision confirms the EU's unwavering support for CORSIA as the worldwide scheme to curb aviation emissions and help address climate change. The environmental ambition of the Green Deal will not be achieved by Europe acting alone. Because the drivers of climate change are not limited by national borders, the EU will continue to lead by example in the ICAO in order to tackle this global challenge.", noted Oleg Butković, Croatian Minister for the Sea, Transport and Infrastructure.



EU SIGNS AVIATION AGREEMENT WITH REPUBLIC OF KOREA

On 25 June, the European Union and the Republic of Korea have signed a [Horizontal Aviation Agreement](#). This Agreement allows any EU airline to fly to the Republic of Korea from each EU Member State, which has a bilateral air services agreement with the Republic of Korea.

Twenty-two Member States have such bilateral air services agreements with the Republic of Korea. Traditionally, in these bilateral air services agreements, only airlines owned and controlled by a given Member State or its nationals may fly between that Member State and a third country. The conclusion of the Horizontal Agreement offers important opportunities to other EU airlines and is therefore beneficial to airlines on both sides.

Source: [European Commission](#)

Customs and Trade

UPDATED LIST OF COUNTRIES APPLYING THE REX

The European Commission published an updated list of countries applying the Registered Exporter System (REX). In particular, the transition period for Tajikistan has been extended until 31 December 2020 due to the COVID-19 pandemic. This extension came in light of [Implementing Regulation](#), published by the Commission on 5 June, extending the transition period for the application of the REX system to 31 December 2020. This measure was taken as the COVID-19 pandemic led to some countries experiencing serious difficulties respecting the 30 June 2020 time-limit for the application of the REX system.

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. 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.

The REX system is the system of certification of origin of goods that applies in the Generalised System of Preference (GSP) of the EU and 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'.

Source: [European Commission](#)

EU RECOGNISED CUSTOMS ACADEMIC PROGRAMMES 2020

On 31 May, the European Commission's DG TAXUD awarded four academic programmes (Bachelor's, Master's) with the "EU Recognition Certificate for Customs academic programmes". In particular, the Commission awarded programmes within the Estonian Academy of Security Sciences, University of Verona and University of Barcelona.



The aim of the EU Recognition Certificate is to equip students with the optimal competencies to engage in – or further advance in – their Customs career, both in public and in private sectors. Such recognised academic programmes are expected to significantly contribute to the rise of Customs performance and professionalism. Recognised Customs academic programmes (or modules thereof) can make use of the official EU Customs Certificate of Recognition identification statement and are included in the publicly available list of EU Recognised Customs Academic Programmes.

The full list of recognised academic programmes as further information on the EU Recognition process can be found [here](#).

General

ITF TRANSPORT CLIMATE ACTION DIRECTORY

On 24 March, CLECAT had an opportunity to preview the upcoming Transport Climate Action Directory, which the International Transport Forum (ITF) is going to launch on 2 July. This will be done as part of the ITF Decarbonising Transport Initiative, of which CLECAT is a member.



The Transport Climate Action Directory is a web-based database of transport CO2 reduction measures. It aims to help companies to translate their decarbonisation ambitions into actions and achieve their climate objectives.

The Transport Climate Action Directory allows users to select decarbonisation measures by mode of transport and type of measure for five policy outcomes:

- Achieving mode shift and managing transport demand.
- Improving design, operations and planning of transport systems.
- Mainstreaming low carbon fuels and energy vectors.
- Enabling electrification.
- Fostering innovation and scaling up transport decarbonisation.

Notably, the UN Framework Convention on Climate Change (UNFCCC) has endorsed the Transport Climate Action Directory as a tool for revising countries' Nationally Determined Contributions (NDCs).

The launch webinar will take place on 2 July 2020 at 14:00 CET. In case of interest, please register [here](#).

EP TRAN COMMITTEE DEBATES TEN-T REVISION

The Transport Committee of the European Parliament (TRAN) discussed this week with the EU Commissioner for Transport Valérie Geraets the orientations for the ongoing review of the trans-European transport network policy and the TEN-T guidelines regulation.

The Commissioner highlighted the central role of the TEN-T for achieving an efficient and decarbonised transport



system, in the context of the Green Deal. She reported that most stakeholders consulted strongly supported the TEN-T policy, citing high added value, improved infrastructure throughout the EU, keeping up with technological progress and the integration of innovative with more traditional infrastructure as regards sustainable transport. The Commissioner furthermore underlined the need to strengthen the Member States' commitment in order to complete the core network by 2030.

TRAN members stressed the role of the TEN-T, in all modes of transport, for strengthening cohesion and ensuring the connectivity to more remote regions. Many MEPs underlined that a future-proof TEN-T needs to be adapted to the objectives of decarbonising the transport system and enabling digital innovations in transport. Speakers asked for concrete plans for providing fuelling infrastructure and charging points for alternative fuels, including hydrogen, in the different transport modes, in particular for road, aviation, inland waterway and maritime transport.

Furthermore, MEPs stressed the need for boosting digital solutions in transport, promoting competitiveness and achieving more progress on the multimodal freight transport. Speakers called for improved implementation in the light of the recent report by the European Court of Auditors on large-scale EU transport infrastructure projects. Moreover, TRAN members reiterated their concern about adequate funding for transport investments in the next MFF (see below).

To note, the Commission is to present the results of the TEN-T evaluation and launch an impact assessment still this year. A possible legislative proposal would then follow by mid-2021. According to the Commissioner, the TEN-T revision will be embedded in the upcoming Smart and Sustainable Mobility Strategy, expected still in 2020, and will be complemented by proposals for a revised Alternative Fuel Infrastructure Directive and the Rail Freight Corridors Regulation.

Source: EP TRAN Committee

EXCHANGE OF VIEWS ON FUNDING IN TRANSPORT

The European Parliament's Transport (TRAN) Committee recently held an exchange of views with Henrik Hololei, Director-General of DG MOVE, on the funding perspectives in the field of transport. The exchange related to the EU Recovery Plan and the revised proposal for the Multiannual Financial Framework (MFF) 2021-2027.

Mr Hololei stressed the crucial role of the transport sector in the European economic recovery. He noted that sustainability and digitalisation offer many opportunities for stimulating a swift recovery and making the sector more resilient. In that regard, policy initiatives by the Commission to complement short and longer-term EU financial support include, inter alia, the upcoming Strategy on Sustainable and Smart Mobility, the revision of the Alternative Fuels Infrastructure directive (AFID) and TEN-T guidelines in 2021, as well as initiatives on sustainable alternative fuels in aviation and waterborne transport.

The Commission's revised proposal for the next MFF increased the funds for the general transport envelope of the Connecting Europe Facility (CEF) by EUR 1.5 billion. A reinforced InvestEU programme offers additional support for projects in clean transport, critical infrastructure and key transport technologies. Moreover, large-scale financial support for the recovery is foreseen under the newly proposed Recovery and Resilience Facility of the Next Generation EU Fund.

The debate highlighted the current challenges in the transport sector, for the recovery from the current crisis and beyond, to strengthen competitiveness and move forward on decarbonisation and



digitalisation. The EP TRAN members warned that the overall funding volume remains too low compared to the actual need for transport infrastructure investments. Moreover, they criticised the fact that the Commission proposed to cut the funding for military mobility, energy and digital infrastructure in CEF. Members called on the Commission to provide clear information on the available support and the respective funding timeframes and conditions.

Source: European Parliament TRAN Committee

Forthcoming Events

EVENTS AND MEETINGS

CLECAT Brexit Meeting

3 July 2020, **Online Meeting**

CLECAT Board Meeting

9 July 2020, **Online Meeting**

CLECAT Air Logistics Institute

22 September 2020, **Location TBC**

CLECAT Supply Chain Security Institute

22 September 2020, **Location TBC**

EU MEETINGS

Council of the European Union

Transport Council

28 September 2020, Brussels

Environment Council

23 October 2020, Luxembourg

European Parliament

European Parliament Transport Committee

13-14 July 2020, Brussels

European Parliament Plenary

8-10 July 2020, Strasbourg



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