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Brussels news

CLECAT-TLF PANEL ON INNOVATION IN AIRFREIGHT, SITL PARIS



On 20 March, CLECAT and TLF organised a panel session on Innovation in Airfreight, at the SITL fair in Paris. The panel consisted of Marc Genestie of Panalpina, Jean-Louis Salfati of Air France Cargo, Hasse Römer of Ericsson, Jean-François Bouilhaguet of Cargo Information Network France, Alexandre Cienki of HTDA, Matthieu Masson of Diag-Nose and Claire Balva of Blockchain Partner.

CLECAT Senior Policy Manager Aidan Flanagan moderated the discussion, which covered innovation in security screening technology, including x-ray, CT and Remote Air Sampling dog screening, and digital innovation, including e-Dangerous Goods Declarations, data sharing through platforms including cargo community systems, and the prospects offered by blockchain.

The panel concluded that innovation, both in physical screening technology and digital tools and processes, is advancing at a rapid pace in air freight, and the various solutions explored would greatly improve the competitiveness and effectiveness of the air cargo offer, while facilitating the transport of goods and allowing more precise management of security risks.

SLOVENIAN TRANSPORT AND LOGISTICS CONFERENCE

On 22 March CLECAT attended the Slovenian Infrastructure Ministry's Transport and Logistics Conference 2018. The Prime Minister of Slovenia, Miro Cerar, opened the conference by highlighting Slovenia's strategic position as a logistics hub, allowing fast access to Central and Eastern Europe through the port of Koper. This strategic positioning is at the heart of the country's actions in upgrading port infrastructure and hinterland connections.

EU Transport Commissioner Violeta Bulc presented forthcoming EU actions in transport and logistics, including the third Mobility Package, which will be published in early May, including a proposal on electronic transport documents and a CEF grant call with a strong focus on digitalisation. The Slovenian Infrastructure Minister, Peter Gašperšič and the State Secretary for Infrastructure, Jure Leben, presented the government's actions in upgrading Koper, building a second rail link from Koper to Divača, and providing safe and secure parking on the motorway network.

Speakers from a range of industry bodies presented views on transport and logistics issues, including CER which called for more rail infrastructure funding, ERFA who stressed the need for interoperability in rail, the European Bank for Reconstruction and Development who presented the bank's funding activities for transport investment, and the TT Club who presented the [IMO CTU Code](#) and the need for stakeholders to raise awareness of it.

NEW CT-DIRECTIVE WILL IMPROVE MULTIMODAL TRANSPORT

On 20 March, a high-level meeting on the Multimodal Transport of Europe took place in Sofia (Bulgaria). The conference was aimed at the exploration of possibilities for achieving more sustainable and efficient transport and logistics chains in Europe and beyond. In that regard, the revision of the Combined-Transport Directive, which was initiated by the Bulgarian Council Presidency with the aim of enhancing the development of multimodal transport, was discussed.

The Deputy Minister of Transport, information Technology and Communications, Velik Zanchev, stated that the rationale for the revision lies in the current lack of equal transposition into the legislation of the individual Member State. Through the revision, he envisages the expansion of the Directive's potential, which could result in a powerful tool allowing the realisation of high-value transports. He argued that the proper implementation of the new Directive will directly affect businesses in a positive way and encourage the use of combined transport in the EU.



The Bulgarian presidency stressed the importance of shifting freight from the road to the other modes of transport to reduce the negative impact on the environment and increase security on the road. In that regard, rail and port connections were discussed with the focus on the construction of intermodal terminals and the adjacent infrastructure. Therefore, the creation of modern intermodal terminals on ports and at the points where the main transport routes are crossed are required to allow favourable conditions for the development of multimodal transport and logistics. Moreover, further possibilities for funding of the transport infrastructure between the EU and the countries of the Western Balkans were discussed.

Source [Ministry of the Bulgarian Presidency](#)

CLECAT Secretary General Ivan Petrov (picture) spoke addressed the conference on the regional challenges for multimodal transport.



FINAL CORE EVENT – 11 APRIL



The final CORE Conference will take place on the 11th April at the Stanhope Hotel in Brussels. This is a fantastic opportunity for those involved in the supply chain including freight forwarders, logistics service providers, terminal operators, ocean carriers, local authorities and customs administrations to come together and hear about the technological breakthroughs that the CORE project has developed and proven over the last four years. An important part of the event will be to capture the views of industry and authorities to discuss the usefulness of the results and how best to proceed so that the widest possible applicability and real tangible benefits can be achieved.

The [agenda](#) of the CORE event is now available. You can still register [here](#).

Road

INTERNATIONAL DRIVERS ARE NOT POSTED WORKERS

CLECAT, EEA and FIATA representing logistics service providers, freight forwarders and express carriers whose customers strongly depend on an effective, seamless and reliable road transport sector in Europe issued a statement earlier this week on Posting of workers in road transport. The associations believe rules need to be simple, uniform, clear and easily enforceable, so that they facilitate transport operations, protect the workers employed in this industry and ensure a fair competitive environment.

The associations call on the European Parliament's TRAN and EMPL committees to carefully consider the adverse consequences of a *lex specialis* for road transport (MEP Kyllönen and MEP Dlabajová reports).

Subjecting drivers who are crossing internal EU borders to posting of workers rules

- goes against the international character of road transport activities.
- is a measure which is difficult to enforce by national authorities.
- does not address the issue of 'nomadic driving'. The requirement for the driver and the vehicle to return to their place of employment should be included in MEP van de Camp report (proposal COM(2017)277 on maximum daily and weekly driving times).
- does not bring clear benefits to transport operators – as they would be faced with a disproportionate administrative burden on the large intra-EU trade, especially SMEs.
- Negatively impacts the end-consumer – as he would have to pay the bill for unenforceable and disproportionate legislation.

The associations therefore call on MEPs to support all amendments tabled which aim to totally exclude international transport from posting rules.

TRAN COMMITTEE DEBATES ON POSTING OF WORKERS

On March 20, the TRAN Committee discussed the amendments tabled to the draft report by Merja Kyllönen (GUE/NGL, FI) on specific rules for the posting of drivers in the road transport sector. Issues discussed by MEPs concerned whether or not road transport should fall into the scope of the general posting of workers directive.



Merja Kyllönen (GUE/NGL, FI) noted that there was a need to find a balance between social protection of drivers and the free movement of people and goods and the functioning of the Internal Market, to create a level playing field by fighting illegal practices, to create proportionate and smart rules without creating undue administrative burdens, especially for SMEs, and to increase the attractiveness of the driving profession. Ms Kyllönen noted the consensus regarding the need to strengthen EU level cooperation to tackle fraud, make coordination more efficient between Member States and establish a one-stop-shop, an electronic platform for better coordination, exchange of information and enforcement, as it seemed that they have decided to continue working based on the International market information system (IMIS). She also highlighted the need to send a strong and clear message to the Council that Member States need to speed up the deployment of such systems for the purpose of better enforcement and control, such as IMI, ERRU and e-CMR. There is a need for clear rules, uniform implementation, strong enforcement with low administrative burden, to speed up the introduction of smart tachographs and have standardised EU level documents, posting declarations and payslips.

Ms Kyllönen said that there was agreement on checking working time at the company premises and not roadside to have an equal, fair and flexible system. She also emphasised the need for continuous evaluation and reporting on the rules to the Parliament by the Commission. The amendments relating to the posting of drivers in international road transport included those calling for exclusion of international transport from the posting regime, second, to include international transport from day 1, third, to divide international to bilateral home-host and cross-trade host-host, fourth, to increase the day limits from the Commission proposal.

Ms Kyllönen said that for the remaining aspects, they needed to work hard to get a smart solution. The question regarding international road transport remained the most challenging. She encouraged everyone to cooperate in order to identify smart and innovative solutions without creating delays and barriers in the internal market. the sectorial discrimination in the application of these rules. She hoped that the rules on road

Elisabeth Werner, Director for Land, DG MOVE, European Commission, recalled that there was only an agreement reached on the general posting directive, which represented without a doubt a big step forward for discussions. She reiterated that the Commission has always said that the posting directive should apply to road transport, but wanted to issue a proposal to create specific provisions that would be proportional to the highly mobile nature of the profession. Regarding digitisation, she said that many systems were already in place. The electronic exchange of information was essential, along with ensuring they make the best use of existing systems and refrain from increasing the burden. They should also be vigilant that the system is working. The question revolves around what sort of provisions would make best sense for the sector.

TRAN MEETING ON DRIVING AND REST TIMES

In its meeting on 20 March, the TRAN Committee discussed the amendments to the draft report of Rapporteur Wim van de Camp (EPP) to Amending Regulation (EC) No 561/2006 on driving and rest times, as well as on Regulation (EU) 165/2014 regarding the positioning by means of tachograph.

Rapporteur van de Camp noted that there was a wide range of amendments, which were reduced to nine clusters. He stressed the importance of avoiding a ban on sleeping in the cabin and highlighted the interconnectedness between sleeping in the cabin and the provision of safe and secure parking areas. There is still considerable debate on the inclusion of light commercial vehicles (LCV), a possible



ban on taking the rest time in the cabin, returning home, the introduction of smart tachographs and a possible diverging regime for bus and coach due to the differences to the freight transport.

The European Commission represented by Elisabeth Werner stressed the importance of addressing the working conditions for drivers. In that regard, the Commission supports the creation of safe and secure parking areas but raises questions regarding the exact realisation of it. Moreover, the Commission supports the introduction of smart tachographs to ensure better enforcement and presented the preliminary results of a study which deals with the costs and realisation date for retrofitting vehicles.

NO CHANGE TO WEEKLY REST WITHOUT APPROPRIATE PARKING INFRASTRUCTURE

In a joint statement issued earlier this week CLECAT, EEA and FIATA noted that a prohibition of regular weekly rest and reduced weekly rest in the vehicle will seriously disrupt international road freight transport at a time when the lack of suitable secure parking and rest facilities in the EU is a serious challenge, creating safety risks for the drivers and the goods.

Any changes to the existing weekly rest rules are only realistic when:

- drivers continue to be allowed to spend the reduced weekly rests in the cabin
- when exemptions, which would allow sleeping in the cabin for the 45-hour+ weekly rest subject to verification of a number of well-defined and easily verifiable conditions related to service and security (as proposed by MEP Wim van de Camp) are taken on board
- the 2013 TEN-T guidelines which foresee approximately every 100 km appropriate parking space for commercial road users with an appropriate level of safety and security are implemented.

In addition, it would be premature to decide on this issue without having seen the findings of the ongoing EC study on adequate parking facilities. Furthermore, the associations would support to replace the term “home” with the term “country of establishment of the undertaking”, which already exists in the EU legislation, to ensure clarity and enforceability (via checks at premises). The rules should allow and encourage employers to organise long weekly rest for drivers in the country of establishment of the undertaking.

Air

SAFEGUARDING FAIR COMPETITION IN AIR TRANSPORT

In its Meeting on 20 March, the TRAN Committee adopted the new amended proposal of MEP Pieper’s report on Regulation (EC) No 868/2004. The proposal is part of the Commission’s [Aviation Strategy](#) and the Open and Connected Aviation package, which aims at ensuring that the EU aviation sector remains competitive and connected. This shall be done by finding new market opportunities and removing existing barriers.

This new amended proposal intends to set clear rules for the investigation and adoption of redressive measures and to find way to involve the European Parliament in the procedure. Through this proposal, more effective complaint-handling mechanisms shall be established which investigate possible unfair



practices of non-EU countries. As a result of this new mechanism, the European Commission will be able to investigate possible unfair commercial practices upon its own initiative or following a complaint from an EU airline or a Member State. If the Commission finds injury or threat of injury to an EU airline, it can propose compensatory measures, such as financial duties or operational measures. However, the measures should only be imposed where that would be in the Union interest. Where a risk of immediate and irreversible injury to EU carriers exist, the time of proceedings can be reduced to six months. Moreover, provisional redressive measures can be taken in such instances while the investigation is still ongoing. As a result of this new proposal, European airlines are provided with an effective tool to enforce fair competition without being protectionist.

Source: [European Parliament](#)

Maritime

FUTURE OF SHIPPING

During the International Shipping Summit in Istanbul on 17 March, several challenges facing the shipping industry, including the sustainable use of oceans, maritime trade and the digital revolution, were addressed by IMO's Secretary General Kitack Lim.

Regarding the maritime environment, he argued that the activities in the shipping industry aimed at contributing to the global economy have to be balanced with the ocean's capacity to remain diverse in the long term in order to remain sustainable. In that regard, he highlighted the IMO's role of managing this balance, which is currently done by the regulation on [GHG emissions](#), [ballast water management](#) and [polar shipping](#). Moreover, an outline of the [HNS Convention](#) of transporting hazardous and noxious substances by sea was presented.

The improvement of ports, development and strengthening of inter-modal links and hinterland connections were emphasised as drivers and supporters of growing economies through trade by sea. Moreover, the digital revolution was presented as a new era for the shipping industry, which enables many improvements in the areas of fuel and energy use, automation and vessel management, as well as for the materials and construction.

Source: [IMO](#)

Customs

BREXIT NEGOTIATIONS

On 23 March the European Council adopted the guidelines on the framework for post-Brexit relations with the UK. The adoption followed the joint publication of the proposed guidelines on 19 March by both the UK and the EU.

The legal text forms a large part of what will make up the international agreement on the UK's orderly withdrawal and is therefore an important step. However, as Michel Barnier noted on Monday: "A decisive step remains a step. We are not at the end of the road. A lot more work is needed on



important topics, in particular Ireland and Northern Ireland". [The jointly published guidelines](#) are a new version of the draft in three colours: in green, the points on which there is formal agreement between the negotiators; in yellow, the points on which a political agreement was achieved, but further clarifications are needed in the weeks to come and in white, the Union's proposed text, on which there is a need to continue discussions, either because there are have disagreements or divergences, or because more time is needed to get to the bottom of things.

Full agreement was reached on the legal translation of the points agreed in December on citizens' rights and the financial settlement. An agreement was also reached on transition period (article 121). The transition will be for a limited period, as requested by the British government and the European Union, which shall start on the date of entry into force of the agreement and end on 31 December 2020. During this period, the UK will no longer participate in the decision-making process of the EU, as it will no longer be a Member State as of 30 March 2019. It will maintain nonetheless all the advantages and benefits of the Single Market, the Customs Union, and EU policies, and should therefore also respect all the EU's rules, as if it were a Member State. On customs related matters partial agreement was reached, although there are several "white" parts left in the text. For VAT the text is still yellow. It has to be noted though that this agreement only deals with the UK exiting the EU, the so-called divorce bill. Full negotiation on the future relationship, can only commence after the Brexit in March 2019. Nonetheless, the intention of the negotiating parties is to advance as quickly as possible and to begin on all the future relationship topics in parallel.

Sources: [EU Commission](#), [European Council](#)

UNION FOR MEDITERRANEAN TRADE

The 43 member countries of the Union for the Mediterranean (UfM) convened on 19 March in Brussels at the 10th Trade Ministerial Conference, where they gave a new impulse to economic integration in the Euro-Mediterranean region.

The level of regional economic integration in the Euro-Mediterranean region remains amongst the lowest in the world. Eight years have passed since the last Trade Ministerial in 2010 and in the meantime the world and Euro-Mediterranean region has changed greatly. The meeting addressed several trade-related priority areas and agreed on actions that will facilitate and promote trade and investment across the region. Ministers agreed on a set of modernised rules of origin for the region and to finalise on that basis the text of the revision of the Pan-Euromed Convention on Rules of Origin by end 2018. The new rules should be simpler, easier to use and more adapted to regional value chains than under the current convention.

Ministers acknowledged the positive framework for the development of economic relations in the region provided by the Euro-Mediterranean Association Agreements and other free trade agreements, such as the Agadir Agreement. At the same time, they recognized that there is still a great potential to be unlocked to reinforce and complete the Union for Mediterranean free trade area. They discussed initiatives, including setting up a regional Working Group on Sanitary and Phytosanitary cooperation or designing a Roadmap for approximation of technical requirements which facilitate mutual trade and investment flows. In addition, the Ministers endorsed the new Euromed Helpdesk, developed jointly by the European Commission and the International Trade Centre, which will provide up to date and free of charge information for businesses looking to export, helping to boost intra-Mediterranean trade.

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



General

CEF MID-TERM EVALUATION

The [mid-term evaluation](#) of CEF was presented by the European Commission during the TRAN meeting on 19 March. The CEF for Transport, with a budget of 24.05 billion Euro for the period of 2014-2020, is the main funding instrument which supports investments in the European transport infrastructure. The aim thereof is to realise the TEN-T core network by 2030. The CEF's budget has been concentrated to sustainable modes of transport. The results showed that 95% of the CEF's budget has already been allocated, with the majority thereof being allocated to the rail sector (€15.7 billion). The CEF functions under the 'use it or lose it'-principle, which is aimed at optimising the use of the available grant budget. Moreover, the CEF focuses on EU added value by supporting the EU policy objectives regarding connectivity, decarbonisation and digitalisation.

While the presentation was received with positive comments, it also met considerable criticism by various MEPs who demanded more specific details on its functioning, more information on the qualitative aspects of the CEF and inquiries about the 'use it or lose it'-mechanism.

MORE BUDGET FOR TRANSPORT



Together with a number of other organisations involved in transport matters, CLECAT believes that investing in transport, and in particular in the Trans-

European Transport Network (TEN-T), is crucial for Europe's growth and jobs. This is why we advocate for a stronger budget for the Connecting Europe Facility for after 2020, stressed Nicolette van der Jagt, Director General of CLECAT.

RESULT OF SULPHUR CAPS: CLEANER FUELS OR FUEL CLEANERS?

In light of the new emission standards imposed by the IMO starting January 2020, which require lower sulphur levels, ship-owners need to consider whether to opt for cleaner fuels or choose to install sulphur-trapping exhaust system. The utilisation of cleaner fuels is 55% more expensive, while the installation of sulphur-trapping exhaust systems, so-called 'scrubbers', costs approximately €4-8 million per ship. However, according to the COO of Maersk Line, Soren Toft, the exact benefit to the environment which results from the installation of such scrubbers is not yet clear, thereby making such a significant investment rather unlikely. Moreover, it still remains unclear in how far the standards will change in the near future and whether the scrubbers will be able to meet future requirements without significant additional investment.

While ships currently use fuel with a 3.5% sulphur content, contributing to about 13% of the total sulphur-dioxide emissions, the new emission standards imposed by IMO impose a cap on the fuel's sulphur content at 0.5%. According to maritime executives, this change leads to costs of approximately €32 billion for the industry. Following the results of an IMO study, around 6.7% of the global commercial ship fleet are expected to use scrubbers after 2020.

Source: [Wall Street Journal](#)



EU BLOCKCHAIN OBSERVATORY – CALL FOR CONTRIBUTORS

The EU Blockchain Observatory and Forum is issuing a call for contributors to participate in 2 working groups. The Working Group on Blockchain Policy and Framework Conditions looks particularly into cross-cutting issues in order to establish policy, legal and regulatory conditions needed to promote predictability and legal certainty which are necessary for larger-scale deployment of blockchain applications. The analysis should consider issues ranging from smart contracts, protection of personal data, legal recognition of blockchains, token economics – especially utility tokens. The working group should also discuss issues concerning technological and ecosystem developments, such as interoperability, scalability and sustainability, cybersecurity and energy efficiency.

The Working Group on Use Cases and Transition Scenarios focuses on the most promising use cases, particularly with a public sector angle (e.g. identity and government services, possibly including health care, energy or environmental reporting), notably looking at their transformative power and transition scenarios (e.g. legacy systems integration). It should also touch upon use cases in the area of Fintech and financial services, supply chain, creative industries or the non-profit sector.

The [call for participation](#) is open until 9 April 2018

Source: [EU commission, Digital Single Market](#)

TRADE IN COUNTERFEIT GOODS AND FREE TRADE ZONES

Currently, the European Observatory on Infringements of Intellectual Property Rights and the OECD are carrying out [studies](#) on the global trade in counterfeit and pirated products. The main goal of these studies is the analysis of the impact thereof on the economy and the share of international trade which is affected by it. Thereby, a quantitative assessment on value, scope and trends of trade in counterfeit and pirated tangible products shall be produced while not covering intangible infringements. The EUIPO hopes to assist governments and policy-makers in assessing and tackling the economic damage that is created by counterfeiting and piracy around the world. The report which analysed data on the characteristics of free trade zones in more than 130 countries showed that while trade zones provide many benefits for businesses and host countries, they can simultaneously facilitate the trade in counterfeit products due to reduced regulatory controls. Moreover, this problem is aggravated in zones which are not properly policed.

In its main findings, the OECD confirms that there is a link between free trade zones and the trade in counterfeit goods. According to its findings, every additional free trade zone within an economy is associated with a 5.9% increase in the value of counterfeit exports. The OECD believes that the continued development of free trade zones as promoters of international can be achieved trade, without facilitating illegal activities, through proper cooperation of the international community.

Source: [EUIPO](#)

Forthcoming events

CLECAT MEETINGS

Road Logistics Institute/Sustainable Logistics Institute
24 April, Brussels



CLECAT Customs & Indirect Taxation Institute
24-25 May, Paris

CLECAT BOARD/GENERAL ASSEMBLY
29 June, Sofia, Bulgaria

OTHER EVENTS WITH CLECAT PARTICIPATION

CORE FINAL CONFERENCE
11 April, Brussels

ERFA ANNUAL EVENT
18 April, Brussels

FEDESPEDI PUBLIC EVENT
18 April, Milan

TEN-T DAYS 2018
25 - 27 April 2018, Ljubljana

GLEC MEETING
15 May, Copenhagen

UIRR-ERA CONFERENCE: MULTIMODAL YEAR 2018 – THE FUTURE OF INTERMODAL
16 May, Brussels

ITF 2018 Summit: "Transport Safety and Security"
23 - 25 May 2018, Leipzig

ALICE PLENARY
22 June, Amsterdam

EP MEETINGS

European Parliament TRAN Committee
12 April 2018
25 April 2018

European Parliament Plenary Session
16-19 April 2018, Brussels



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transport, logistics and customs services

