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## Brussels news

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### CLECAT POSITION PAPER ON DIGITAL TRANSPORT AND LOGISTICS

On the occasion of the EU Digital Transport Days, taking place in Tallinn from 8 -10 November, CLECAT has published a position paper on Digitalisation in Transport and Logistics. CLECAT's position paper gives the views of freight forwarders on digitalisation in transport and logistics contributes to ongoing initiatives such as the Digital Transport and Logistics Forum (DTLF).

Nicolette van der Jagt, Director General of CLECAT, said: *"CLECAT is delighted to be participating in the Digital Transport Days, which we hope will aid in a successful push for 100% digital transport and logistics. In order for this vision to be realised, however, it is not enough simply to replicate existing documents and procedures in a digital way. It is instead vital to focus on the digital exchange of transport data, creating future-proof procedures and thus achieving the efficiency benefits of digital transport."*

CLECAT commends the achievements of the DTLF since its establishment by the European Commission in 2015, particularly the consensus among commercial and national stakeholders that the digital exchange of data within the supply chain is the way forward. The paper makes a number of recommendations to the DTLF and the European Commission in support of a swift move to a fully digital transport environment, which maximises the potential benefits for both the public and private sector:

- Initiatives should encourage an environment where businesses themselves can create new ways to co-operate and innovate, rather than singling out one specific solution, service or

system. Nonetheless, interoperability must be ensured by following existing, accepted standards.

- Initiatives should as a matter of priority address the legal acceptance by authorities of digitally provided data. Also, interoperability between authorities should be encouraged and if needed enforced by legal measures.
- Initiatives should not be about replacing paper transport documents with electronic equivalents, but about how to exchange data in a future-proof manner. Nonetheless, if there are already systems, standards or processes in place that work, attempts should not be made to replace these.
- Initiatives should lead to tangible, measurable efficiency benefits and cost reductions for business. With authorities moving towards digital and automated procedures, leading to benefits for the public sector, the benefits for trade must remain equally high on the agenda.

CLECAT's Position Paper on Digital Transport and Logistics is available [here](#).

## COMMISSIONER BULC SPEECH ON DIGITAL TRANSPORT

In her speech at the Digital Transport Days, Transport Commissioner Violeta Bulc argued that digitalisation should not be the end game, but that authorities and stakeholders must challenge the way we understand the digital world, and imagine what comes after digitalisation. A Digital Architecture and an efficient, open but secure digital ecosystem are required, based on open and common standards and interfaces, while at the same time ensuring that cybersecurity and individual privacy by choice.

She went on to argue that digitalisation is vital in breaking down silos between transport, mobility and energy, developing the concept of mobility as a service, supporting the move towards zero-emission mobility, and developing new ways of doing business. She said that as European year of multimodality, 2018 will be focused on pushing digitalisation of transport to another level.

## FFF2017: SMART SOLUTIONS THROUGH MULTIMODAL TRANSPORT

It is still possible to register for CLECAT's annual Forum, which is being organised with the support of the Port of Barcelona, on the 24th November at the WTC in Barcelona. SMART AND SUSTAINABLE LOGISTICS SOLUTIONS THROUGH MULTIMODAL TRANSPORT is the theme of the 2017 Freight Forwarders' Forum.



The FFF will hear from several multimodal logistics service providers and operators about what makes their business successful, how they deliver value for their customers. What are the needs in terms of a business environment, regulatory framework and infrastructure connections in order to build a multimodal system. How can innovation drive efficiency, resilience and emissions reduction at the same time? What is needed to boost these developments? These are the themes and the questions that will be addressed.



Speakers include Matthew Baldwin, Deputy Director General of DG MOVE, European Commission, Sam Bruynseels, CCO, Lineas, Mario Masarotti, CEO, Grimaldi Spain, Steve Parker, President, CLECAT, Santiago Garcia-Milà, Deputy Executive Director, Port of Barcelona, Fernando Liesa, Secretary General, ALICE, Tom Antonissen, Association of European Vehicle Logistics (ECG), Juergen Schmitt, Manager, Ekol Logistics Spain, Eduard Rodés, Director Escola Europea Short Sea Shipping, Rebecca Descarrega, BASF, Mark Scheerlinck, CBP Belgium, Denis Choumert, Chairman, European Shippers' Council, Jef Hermans, Managing Director, Portmade and others.

CLECAT is pleased to confirm that Guillermo Belcastro, Managing Director of BEST (Hutchison Group) will also be joining the conference the panel on innovation. See also the [final programme](#). You can [still register HERE](#)

## CLEAN MOBILITY PACKAGE PUBLISHED

On 8 November, the European Commission published the Clean Mobility Package of proposals, i.e. the second mobility package, following the Europe on the Move Package of May 2017.

The package includes proposals on revision of the Combined Transport Directive and on CO2 standards for cars and vans, and a communication on alternative fuels infrastructure, among others.

The [Combined Transport proposal](#), which CLECAT has long called for, would modernise and bring clarity to the existing Directive, which dates from 1992. The proposal would bring some much-needed flexibility to the distance limits for the road leg of a combined transport operation and remove the “nearest suitable terminal” restriction, which has been hindering the effective operation of some combined transport operations. It also extends the scope of the Directive to allow Combined Transport operations fully within one Member State, rather than only cross-border operations as at present, and modernises and simplifies the means for providing proof that a Combined Transport operation is taking place.

The [proposal on CO2 emissions](#) sets a target of 30% reduction in van and car emissions by 2030, compared to 2021, with an intermediate goal of 15% by 2025. It also sets a benchmark for manufacturers to achieve a share of zero- and low-emission vehicles (tailpipe emissions of less than 50g of CO2/km), of 15% in 2025 and 30% in 2030. Manufacturers achieving this benchmark will receive a less strict CO2 target for the rest of their fleet.

The [communication on alternative fuels infrastructure](#) calls on Member States to make greater effort in developing their National Policy Frameworks as required by the Directive on Alternative Fuels Infrastructure, says that the Commission will increase its activity with regard to financing, and calls on Member States to better integrate electric vehicles into the electricity supply by quickly transposing the relevant elements of the Energy Efficiency Directive.

CLECAT is assessing the proposals ahead of the legislative process with Council and Parliament.

## ELP DINNER DEBATE ON ‘TRANSPORT, TRADE AND BREXIT’



**European  
Logistics  
Platform**

The European Logistics Platform is organising an interactive forum on the implications of Brexit for trade and logistics on the 29th November hosted by Dr Andreas Schwab MEP, member of the ELP Advisory Board and of the IMCO Committee.



The negotiations are continuing between the EU and the UK while the clock is ticking. Deal or no deal, transitional period or cliff edge - all scenarios will have an impact on the trade flows and daily transport movements between the EU and UK. What are the implications of these scenarios for supply chains, cross-border trade, customs clearance, perishable goods, transport and for the planning of operations? Whatever the outcome of the negotiations, logistics and industry as a whole need certainty and predictability regarding the future direction of EU-UK relations in order to be prepared for the future.

Members from across the European Parliament's committees and political groups, the European Commission and stakeholders are invited to hear directly from a number of European stakeholders on how Brexit may impact transport and trade and what can be done to ensure the right scenarios are being proposed, taking into account the consequences for trade and logistics in Europe.

The dinner will take place on Wednesday, 29 November 2017 at 18.00 at Hotel Radisson Red, Rue d'Idalie 35, Brussels. Registration will open shortly.

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## Rail

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### FERRMED EVENT ON SILK ROAD RAIL NETWORK

Earlier this week CLECAT attended the conference "Key Corridors, Main Terminals and Train Features in the "Silk Road" Railway Network" that took place in the European Parliament. With the subtitle "Towards a high performance 'pipeline' Trans-Eurasian Railway Land Bridge" the objective of this conference was to promote a significant competitiveness improvement in the Eurasian trade and manufacturing processes, through a high performance "pipeline" Trans-Eurasian Railway Land Bridge, linking the strategic hubs of the main socioeconomic Mega-Regions in the Eurasian continent.

Speakers from public institutions, research initiatives and private sector representatives from Europe, Russia, China and other Eurasian countries presented the most recent developments in the establishment of a Eurasian rail land bridge, and discussed the need to remove bottlenecks and increase capacity through infrastructure investment; measures to increase safety and improve transportation capacity; and reduction of noise and vibration, amongst other topics.

As part of the conference, UIC presented the results of a recent study on potential developments of Eurasian corridors and their interconnection with the main EU freight corridors. The study focussed on the market needs and the possibility of a reduction of transport time that certain investments and reforms could achieve for the benefit of trade and industry.

FERRMED called for longer trains, improvement of the service and measures to reduce time of transport. In EU, FERRMED has identified 15,000 Km of the Core Network Corridors that absorb close to 60% of the traffic, where full FERRMED Standards should be fully introduced, giving priority to the lines included in the "EU Trans Eurasian Backbone Great Corridor". In China, Russian Federation, Kazakhstan and Mongolia the most important corridors should be properly selected, where full FERRMED Standards (such as the 750 km long trains) could be progressively established.

The conference concluded that further investment in infrastructure, cooperation and political will were needed to enhance a fully functioning Trans-Eurasian Railway Land Bridge.



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# Maritime

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## COMMISSION APPROVES BELGIAN TONNAGE TAX MEASURES

The European Commission has approved under EU State aid rules the prolongation until end 2022 of various Belgian support measures for maritime transport. The scheme encourages shipping companies to register their ships in Europe and so ensure higher social, environmental and safety standards. Belgium has also committed to a number of changes to its scheme to prevent any discrimination between shipping companies and registries of different European Economic Area (EEA) States and to avoid undue competition distortions.

Under the Belgian scheme, a shipping company is taxed on the basis of ship tonnage (i.e. based on size of shipping fleet) rather than the actual profits of the company. In particular, tonnage taxation will be applied to a shipping company's core revenues from shipping activities, such as cargo and passenger transport; certain ancillary revenues that are closely connected to shipping activities (which are now capped at a maximum of 50% of a ship's operating revenues); and revenues from towage and dredging as well as onshore ship management activities, subject to certain conditions.

The Belgian scheme requires that if a shipping company wants to benefit from the scheme, a significant part of its fleet flies the flag of an EU or EEA State. In this respect, the Belgian authorities have committed to extend the benefit of tonnage tax to all eligible ships that fly an EEA flag. This will prevent any discrimination between shipping companies and registries of different EEA States and preserve internal market rules on freedom of establishment.

The Commission assessed the amended measures under EU State aid rules, in particular its Guidelines on State aid to maritime transport. It concluded that the Belgian scheme is in line with EU State aid rules, because it will provide incentives to maintain maritime jobs within the EU, whilst preserving competition within the EU Single Market. More specifically, it will encourage shipping companies to register their ships in Europe and thus commit to high social, environmental and safety standards.

Source: [European Commission](#)

## ECSC AND ETF JOINT CALL IN TALLINN

At the Digital Transport Days in Tallinn, European shipowners (ECSC) and the European Transport Workers' Federation (ETF) call for easing the administrative burden shipping crew and companies are facing today.

The Reporting Formalities Directive, that aimed to simplify and rationalise reporting formalities for ships in European ports as of June 2016, has unfortunately not helped in easing the situation. Crews and companies face a worse situation today than before. Rather than having a single European window, diverging national solutions were developed and even at Member States' level there is very often no single solution in place. Such led to an increase of the administrative workload and the risk of seafarer fatigue, to the detriment of job satisfaction and smoothness of operations.

The social partners are very pleased the European Commission has now fully grasped the problems around the Reporting Formalities Directive and the urgency to address these. They welcome the launch of the Impact Assessment on a European Maritime Single Window (EMSW) environment and look forward to an ambitious proposal in spring 2018. ETF and ECSC urge in particular Member States



to be ambitious. Only through harmonisation can real simplification and reduction of undue administrative burden be achieved.

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## *Air*

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### **HEATHROW CONGESTION AS 'BAD AS EVER' – BIFA**

Ever increasing air cargo volumes at Heathrow are “exacerbating age-old problems” for companies that rely on the airport’s cargo centre, according to the British International Freight Association, CLECAT’s UK member. Robert Keen, BIFA Director General, said ongoing congestion at Heathrow’s cargo complex showed no sign of being cleared.

“It is as bad as it has ever been and the local police are now turning away vehicles, leading to a huge rise in complaints from our members,” he said. Keen said policy pronouncements by Heathrow executives promising future improvements were of little value to BIFA members struggling to perform basic daily operations. “Britain's largest port by value recently announced that its cargo volumes have soared over the past 12 months,” he said. “Last month its non-executive Lord Deighton launched a new plan to minimise the impact of emissions caused by freight vehicles around the airport. “The plan highlighted ten major steps to be taken in order to handle Heathrow’s cargo operations more efficiently, responsibly and sustainably in the future.

“The plan talks about such things as a Heathrow Cargo Cloud app for local forwarders, upgrading cargo infrastructure at the airport to facilitate additional airside transshipments, the provision of consolidation points away from airport’s local roads, and the development of a new cargo village to help reduce unnecessary vehicle movements. “We understand the airport will collaborate with local authorities to address congestion points with the introduction of a code of conduct for operators and a joint strategic freight plan for local roads. “Our members, who currently are enduring misery on a daily basis when using the airport’s cargo centre, want action not words.”

Source: [Lloyd’s Loading List](#)

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## *Customs*

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### **2017 EXPORT CONTROL FORUM**

On 19 December 2017, the 2017 Export Control Forum will take place in Brussels jointly organised by the European Commission and the Estonian Presidency of the Council of the EU.

The forum will provide an opportunity to exchange information about ongoing export control implementation in the EU, and to review the state of play of the legislative process regarding the proposal for a modernisation of EU export controls.

It will be opened by representatives of the Commission, the Presidency and the European Parliament, and will convene selected panels of experts, to be followed by open dialogue with the stakeholders.



It is already possible to register for the event [here](#). Further information, including the agenda of the meeting, will be uploaded later. Please note that the number of seats is limited and that the deadline for registration is 1 December 2017.

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## *Sustainable Logistics*

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### **ITF STUDY ON VEHICLE LIGHTWEIGHTING**

A new study by the International Transport Forum (ITF) finds that CO<sub>2</sub> emissions from passenger cars and light commercial vehicles could be cut by almost 40% (compared to 1990 levels) if their average mass were reduced from currently c. 1 400 kg to c. 1 000 kg (for passenger cars) and from c. 1 800 kg to c. 1 100 kg (for light commercial vehicles) to the year 2050. This is nearly twice the CO<sub>2</sub> reduction projected without a lowering of average vehicle mass.

Reducing the average mass of passenger cars and light commercial vehicles to the level of the mid-1970s can approximately halve the gap between the baseline scenario (in which vehicle mass remains unchanged) and the European Union's target of a 60% reduction in transport CO<sub>2</sub> emissions by 2050 (compared to 1990) applied to these vehicle categories.

To fully reach the target, other measures will thus also need to be put into place. Based on these findings, the report's main recommendations include considering the potential of vehicle mass reduction when designing climate policies; not relying on vehicle mass reductions alone to achieve the European Union's target of a 60% reduction of transport CO<sub>2</sub> emissions; nudging consumers into buying lighter vehicles by emphasising their benefits. The study was carried out by ITF researchers in collaboration with, and funding from, the Fédération Internationale de l'Automobile (FIA). The report is available for free download at <https://www.itf-oecd.org/less-heavy-vehicles-cut-co2-emissions>

### **ITF AT COP23, BONN**

The International Transport Forum will bring its global expertise in transport policy to the 23rd Conference of Parties (COP23) of the United Nations Framework Convention on Climate Change (UNFCCC) in a series of interventions. These transport side events with ITF participation during COP23 in Bonn, Germany. All are being webcast live via the [UNFCCC Climate Action Studio on YouTube](#).

As co-organiser of the COP 23 "[Transport Thematic Day](#)" on Saturday, 11 November, the ITF will contribute to the COP process on issues ranging from the re-invention of urban mobility to decarbonising maritime transport.

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## *General*

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### **POTENTIAL IMPACT OF BREXIT ON SUPPLY CHAINS**

A recent survey published by the Chartered Institute of Procurement & Supply has revealed that two thirds (63%) of EU businesses are thinking of moving out their supply chains from the UK as a result of Brexit. Moreover, the study shows that nearly 40% of the British businesses are thinking of replacing their EU suppliers.



The lack of clarity and legal certainty during the negotiations and the lack of any clear direction on a future deal or transitional period has raised concerns amongst businesses in the UK and the EU. This uncertainty is already having an impact on trade relationships: At least 20% of UK businesses have admitted having a difficult time trying to secure contracts that run after March 2019 with EU suppliers. Furthermore, 15% of UK business have cancelled or postponed contracts due to the uncertainty created by Brexit and the ongoing negotiations.

Source: [Chartered Institute of Procurement & Supply](#)

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## *Forthcoming events*

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### **CLECAT MEETINGS**

**Maritime Institute**

23 November, Barcelona

**CLECAT Freight Forwarders Forum 2017**

24 November, Barcelona

**CLECAT Board meeting**

24 November, Barcelona

**CLECAT Road Institute**

5 December, Brussels (tbc)

**Supply Chain Security Institute / Air Logistics Institute**

28 February, Brussels

### **OTHER EVENTS WITH CLECAT PARTICIPATION**

**APAT CONFERENCE**

10-11 November, Lisbon

**WOMEN IN TRANSPORT – EU PLATFORM FOR CHANGE**

27 November, Brussels

**INTERMODAL EUROPE**

29 November, Amsterdam

**ELP DINNER ON TRANSPORT, TRADE AND BREXIT**

29 November, Brussels

**THE FUTURE OF TRANSPORT 2017**

6 December, Brussels

**ALICE PLENARY**

13.12.2017, Brussels



## EP/COUNCIL MEETINGS

### European Parliament Transport and Tourism Committee

22, 23 November 2017

4 December 2017

### Transport, Telecommunications and Energy Council

4-5 December, Brussels (Telecommunications & Transport)

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