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## Brussels news

### FFF17 'SMART AND SUSTAINABLE LOGISTICS SOLUTIONS THROUGH MULTIMODAL TRANSPORT'

CLECAT held its 2017 Freight Forwarders Forum, on "Smart and Sustainable Logistics Solutions Through Multimodal Transport" at the Port of Barcelona on the 24<sup>th</sup> November. More than 80 experts, policy makers, and stakeholders in the supply chain discussed the challenges of multimodal transport, ahead of the 2018 European Year of Multimodality.



CLECAT's President, Steve Parker, welcomed participants by stating that multimodality is the life-blood of freight forwarders, who as such think about supply chains and how to make them connect better. Logistics service providers require a smart and seamless network of interconnected corridors and hubs allowing efficient logistics operations and supporting supply chains, therefore adding value by reducing costs and increasing efficiencies. An efficient multimodal transport chain would allow goods to

bypass congestion, achieving value pricing through economies of scale and flexibility serving customer needs and bringing important environmental benefits to the supply chain.



In his keynote speech, Matthew Baldwin, Deputy Director General of DG MOVE at the European Commission, hailed the vital role of freight forwarders as mode-neutral architects of an efficient logistics system. He argued that the Mobility Package is intended to correct the difficulties in the road transport market, in order to restore cooperation in Europe, ensure that rules are enforceable, to reduce administrative burdens, and the build a sense of trust in the road haulage community. He said that rail transport is fundamental to achieving the decarbonisation and modal shift goals of the 2011 transport white paper, but the way ahead currently lies with the sector itself in terms of technical solutions, maintenance and operational improvements.



Mr Baldwin argued that digitalisation would be the key to the future of multimodality, but this would require investment in the details of digital transport and going further than simply abandoning paper. The solution would rather be to look at data exchange and a common data model for digital transport, ensuring that digitalisation works in practice as well as in theory. The 2018 Multimodal Year would therefore focus on digital transport documents, building support for physical and digital infrastructure in the CEF, and providing appropriate economic incentives for multimodal transport.

Panelists discussed the need for effective connections between both the physical transport of goods and between digital transport booking and planning platforms in order to enable effective multimodality, as well as easing the administrative burden, reducing internal costs, and innovating in the service offering of multimodal transport. The event's host, the Port of Barcelona, represented by its Chairman Sixte Cambra, demonstrated how the port is evolving as a multimodal and multi-industry hub, and is now moving in the direction of being a smart, digital port, home to digital innovation and fully sustainable.

A summary of the debates will be published shortly [here](#).

## CLECAT CONCERNED OVER LACK OF CUSTOMS CAPACITY TO COPE WITH BREXIT



As persistent uncertainty continues over the future relationship between the EU and the United Kingdom, customs authorities on both sides are becoming seriously concerned about the potential impact of a no-deal situation. Several newspapers and websites have published articles about the concerns voiced by customs authorities in the UK and the EU27 regarding their capacity to cope with such a scenario and the shortage of customs officials to manage the impact. CLECAT believes these shortages must be addressed, and a transition arrangement agreed, as soon as possible, in order to minimise the shock of the UK leaving the EU.

In a press release on 18 October, together with 14 other major trade bodies, CLECAT has already called for a guarantee of a seamless transition period after March 2019, which replicates the current commercial, regulatory and trading environment. This transition period should last until clarity and certainty can be provided for long-term EU-UK partnership agreement and both companies and



authorities have had enough time to hire and train staff, implement new systems and adjust processes in support of any final agreement. Furthermore, as businesses will begin in early 2018 to plan their activities for the years ahead, a continued lack of clarity over the transition arrangements and future relationship will lead many to assume the worst and plan for a no-deal/no-transition arrangement. Complete re-planning would then be needed if a transition arrangement were to be announced at a later point, leading to even further costs and upheaval. Without clarity and certainty as soon as possible, any deal, system or highly innovative solution will fail already at the outset, creating major disruption for all.

The full blog is available [here](#).

## EMPOWERING FREIGHT FORWARDERS, CARRIERS AND SHIPPERS TO REDUCE THEIR CARBON FOOTPRINT

CLECAT is organising a panel session as part of Intermodal Europe 2017 entitled "Empowering freight forwarders, carriers and shippers to reduce their carbon footprint." The event will take place on the 29th November in Amsterdam. The discussions will focus on the benefits of emissions accounting and reporting for logistics companies, which is the subject of the LEARN Project and the GLEC Framework, which will be presented during the conference.



The LEARN project aims to build a network to promote logistics emissions accounting and reporting, investigate barriers and problems in its realisation, and testing the applicability of the GLEC Framework to real logistics operations. The GLEC Framework provides a harmonised methodology for calculation of CO<sub>2</sub> emissions along multimodal logistics chains.

The panel event will feature presentations of both the LEARN project and the GLEC Framework, discuss how logistics players can be motivated to begin measuring and reducing their emissions, drawing on practical experience in collaborating to measure and reduce logistics emissions. The panel will also feature a presentation from the SELIS project, which seeks to link business, technology and capacity innovation for collaborative Green Logistics in order to deliver a Shared European Logistics Intelligent Information Space with a clear path towards 30% reduction of energy consumption and greenhouse gas emissions.

The event will discuss how, through calculation and then exchange of logistics emissions data between relevant parties, supply chains can become fully synchronised and thus deliver flexible, efficient, low emission logistics. Speakers include Anne Dubost from Heineken, Rob Zuidwijk professor Rotterdam School of Management, Erasmus University RSM, Eszter Toth-Weedon, Smart Freight Centre and others. The session will be moderated by Nicolette van der Jagt. CLECAT is a member of the Global Logistics Emissions Council, which has developed the GLEC Framework, and a consortium partner of both the LEARN and SELIS projects.

## MARITIME AND LOGISTICS FORUM: GETTING IT RIGHT FOR THE CUSTOMER

CLECAT's Director General Nicolette van der Jagt will be speaking in a panel at the "Maritime and Logistics Forum: getting it right for the customer" during Intermodal Europe 2017 in Amsterdam (NL) on Wednesday 29 November 2017 along with Chris Welsh, Secretary-General, Global Shippers Forum



(GSF) and Erwann Merrien Head of Legal and Insurance - General Counsel at Marfret. This Maritime and Logistics Forum will provide the ideal platform for the exchange of ideas between shippers, shipping lines and freight forwarders. It will provide an opportunity for the industry to discuss ideas of how to work collaboratively to build relationships throughout the intermodal supply chain and how to set up mechanisms to get things right for the customer.

More information on the Intermodal Europe conference is available [here](#).

## ELP DINNER DEBATE - 'TRANSPORT, TRADE AND BREXIT'



**European  
Logistics  
Platform**

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

Speakers include **Steve Parker**, CLECAT President, **Michiel Vermeiren**, Antwerp Port Authority, **Roel van 't Veld**, Customs Administration of The Netherlands and **Pauline Bastidon** from FTA.

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? 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.

## WOMEN IN TRANSPORT - EU PLATFORM FOR CHANGE



This afternoon EESC President Georges Dassis and Commissioner Violeta Bulc will officially launch the EU Platform for Change aimed at increasing female employment and equal opportunities in the transport sector. The Platform, as developed by the European Economic and Social Committee in cooperation with the European Commission, will enable stakeholders from all transport sectors to highlight their specific initiatives in favour of gender equality and to exchange good practices.

The launch conference will comprise a session where participants will be able to have a better understanding of the functioning of the Platform, while reflecting on key topics such as the setting-up of targets for female employment, the opportunities brought about by innovation, effective initiatives to fight gender-based violence in the workplace and the feasibility of more flexible shifts to increase work-life balance. CLECAT will sign a Declaration to make its endeavours in favour of gender equality more widely known.

## HEARING ON BREXIT AND THE IMPACT ON LAND TRANSPORT

Following a well-attended hearing on "Brexit in aviation" the TRAN committee held a second public hearing on the impact of Brexit, this time on land transport. The high-level representatives of the road and rail sectors shared their concerns with MEPs and explain what "soft/hard Brexit" could



mean to their industry in terms of daily business, operations, legal structures and development plans. The hearing can be viewed [here](#).

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## *Forthcoming events*

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### ELP DINNER ON TRANSPORT, TRADE AND BREXIT

27 November, Brussels

### WOMEN IN TRANSPORT – EU PLATFORM FOR CHANGE

27 November, Brussels

### INTERMODAL EUROPE

29 November, Amsterdam

### FEPORT 3RD ANNUAL STAKEHOLDER CONFERENCE

30 November, Brussels

### ITF GLOBAL MARITIME LOGISTICS FORUM

1 December, Brussels

### GLEC MEETING

6 December, Amsterdam

### RAIL FREIGHT DAYS

7 December, Vienna

### EUROPEAN PORTS FORUM

11 December, Brussels

### CSR EUROPE WORKSHOP ON SUSTAINABLE DEVELOPMENT IN LOGISTICS

12 December, Brussels

### ALICE PLENARY

13 December, Brussels

## EP/COUNCIL MEETINGS

### European Parliament Transport and Tourism Committee

4 December 2017

### Transport, Telecommunications and Energy Council

4-5 December, Brussels (Telecommunications & Transport)



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