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Brussels news

CLECAT-TLF PANEL ON INNOVATION IN AIRFREIGHT, SITL PARIS



CLECAT and TLF Overseas will organise a panel session at the SITL in Paris on 20 March, dedicated to Innovation in Airfreight.

Panellists from throughout the air freight value chain will discuss innovation in areas such as screening technology, dangerous goods, digital platforms for track and trace, and data pipeline initiatives.

Speakers include Marc Genestie of Panalpina, Jean-Louis Salfati of Air France Cargo, Hasse Römer of Ericsson, Jean-François Bouilhaguet of Cargo Information Network France and Alexandre Cienki of HTDA. CLECAT Senior Policy Manager Aidan Flanagan will moderate the discussion.

The panel discussion will take place from 15.45 to 16.45, in Hall 6, Conference Room B of the Paris Nord Villepinte exhibition centre, on Tuesday 20 March. More information on the SITL can be found [here](#).

INDUSTRY ASSOCIATIONS JOINT PAPER ON COMBINED TRANSPORT

Along with a group of key European stakeholders, CLECAT signed up to a Position Paper in support of the review of the Combined Transport Directive a few days before the European Commission High-level Conference on European Multimodal Freight Transport in Sofia on 20th March. The statement notes that the new proposal to revise the Combined Transport Directive offers good grounds to encourage the use of combined transport in order to achieve a more resource efficient transport and logistics network.

The review is an important initiative of the Multimodal year and CLECAT is pleased to present the role of freight forwarders and the regional challenges for freight forwarders at the upcoming conference in Sofia. Nicolette van der Jagt, Director General of CLECAT noted that connectivity is key to this: "Multi-modal transport and freight logistics can only become more efficient and sustainable when the full range of infrastructure requirements (including terminals, seamless connections of all modes, ICT systems etc.) are in place all along the transport routes", she said. "This is of vital importance to enabling seamless transport chains across modes and future-oriented logistics solutions, and to stimulate the shift of long-distance traffic from road to rail, inland waterways and maritime transport."

The paper may be found [here](#).

JOINT INDUSTRY POSITION ON MARITIME SINGLE WINDOW

Together with the European Associations of the Private Port Companies and Terminals, Sea Ports, Ship Brokers and Agents, Port Community Systems and the Shippers, CLECAT published their position paper on the Ship Reporting Formalities Directive, also known as the [Maritime Single Window initiative](#).

On 20 October 2010, the European Parliament and the Council adopted [Directive 2010/65/EU on reporting formalities for ships](#) arriving in and/or departing from ports of the Member States, called the Reporting Formalities Directive (RFD). In 2016, the Commission launched a [REFIT evaluation](#) of the RFD. The outcome of the support study led to the conclusion that the objectives of the RFD were not (or only partially) attained. The Commission concluded that not enough progress has been made on the EU level harmonisation and that the positive impact of the various Single Windows is small, sometimes even negative for the private sector.

Therefore, ECASBA, ESC, ESPO, FEPORT, IPCSA and CLECAT issued this week a [joint industry position](#) on the upcoming revision of the RFD. The intention of the paper is to elaborate on how the revision can achieve the Commission's initial objectives, namely: EU harmonised reporting for ships, the establishment of a maximum dataset and the efficient re-use of data. Improvement of the RFD, however, should not mean the creation of new systems (again) but rather improvement of interoperability between existing ones through harmonised data exchange between authorities (A2A) and between the private sector and authorities (B2A). Furthermore, reporting concepts like "only-once" and the harmonisation of reporting requirements does not mean authorities simply adding ever more data sharing requirements, without providing any tangible benefit to the parties on which the burden falls, or their customers. Therefore, authorities are urged to actively review the reporting data they currently require and remove any found to be redundant. In summary, any legal measure should not be focused on creating systems or solutions, but rather on enabling the private sector to share and re-use the data and systems already available, through data harmonisation and integration.



DG Move of the EU Commission is currently preparing their new legislative proposal in order to renew and improve the Maritime Single Window environment. The final proposal is expected in May of this year.

Read the full paper: [Joint Industry Paper on Maritime Single Window](#)

PROGRESS OF THE COMBINED TRANSPORT DIRECTIVE AMENDMENT

The [proposal](#) for amending the 1992 Combined Transport Directive ([Directive 92/106/EEC](#)) was published by the European Commission as part of the Clean Mobility Package in November 2017.

Currently, the TRAN Committee, under leadership of the rapporteur [Daniela Aiuto \(EFDD\)](#) is deliberating the draft report, which will be presented to the Committee in late April. The shadow rapporteurs on this dossier are [Claudia Schmidt \(EPP\)](#), [Isabella de Monte \(S&D\)](#), [Kosma Złotowski \(ECR\)](#), [Izaskun Bilbao Barandica \(ALDE\)](#), [Marie-Pierre Vieu \(GUE/NGL\)](#), [Jakop Dalunde \(Greens/EFA\)](#) and [Georg Mayer \(ENF\)](#). MEP Aiuto stressed the importance to invest further in combined transport terminals and boost digitalisation to reduce bureaucracy, thereby making controls easier.

The Council Working Party for Transport, consisting of the Ministry of Transport representatives of the 28 Member States, has commenced its considerations of the dossier. The Bulgarian Council Presidency envisages the identification of the main topics before the [Multimodal Freight Conference](#) on 20 March in Sofia (Bulgaria), which they jointly organise with the Commission. The Bulgarian Presidency plans on passing over the dossier including a progress report. This shall be considered by the TTE Council during its meeting on 7 June.

The legislative process is expected to be concluded under the Austrian Council Presidency, with the vote scheduled in the committee on 10 September 2018.

Source: [European Parliament Legislative Observatory](#) , [TRAN Committee](#)

FINAL CORE EVENT

The final CORE Conference will take place on the 11th April between 1pm – 6pm 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.



FloraHolland will showcase how better access to shipment information and documentation improves supply chain reliability and efficiency, and at the same time allows for better risk analysis. Seacon Logistics will present a trusted trade lane blueprint that has potential for global application. Prof.dr. Yao-Hua Tan, of the Delft University of Technology will present Global Trade Digitization, a world-wide global IT – blockchain enabled platform developed by MAERSK and IBM that consists of two interrelated components; *Shipping Information Pipeline* for exchanging logistic container events and *Paperless Trade* for exchanging documents (bill of lading, invoice, packing list, origin/phyto certificates etc). GTD has been tested with data of more than hundred thousand containers. Finally, Frank Heijmann from Dutch Customs will present the data-pipelines developed during the the project. In his



presentation the benefits for risk management for authorities and business will be shown. Business benefits drive the Improvement of exchange and reuse of data in international supply chains. The presentation will also show how authorities and businesses can benefit from the use of data-pipelines in the light of the European Commission ICS2 initiative.

To attend this event, please register [here](#).

Road

CLECAT CALLS FOR EXCLUSION OF INTERNATIONAL TRANSPORT FROM POSTING OF WORKERS

A few days before the exchange of views in the European Parliament TRAN Committee CLECAT reminds MEPs that obligations regarding posting of workers should be reasonable, enforceable and proportionate and factor in the international character of road transport activities. It is better not having posting rules apply to international transport operations (i.e. transit, bilateral transport and cross-trade) as it will be extremely difficult to enforce, taking into consideration the administrative challenge and the national differences in remuneration systems, different social entitlements, different minimum paid holidays and different composition of minimum wages. The application of the PWD to international transport will likely result in even more competition in the market due to the increase of self-employed drivers that do not need to comply with the posting rules. Also, the rules will disproportionately impact on the activities of SMEs.

For this reason, CLECAT is supportive of the amendments proposed by Matthijs van Miltenburg and Martina Dlabajova, proposing to restrict the posting of workers to cabotage operations.

EP VOTES TO MODERNISE TRAINING FOR PROFESSIONAL DRIVERS

In the March plenary session, the European Parliament adopted the [Commission's proposal](#) to improve the training of professional drivers. The proposal concerns a revision of [Directive 2003/59/EC](#) and addresses the modernisation of training, a clarification of the rules on minimum ages, and ensuring mutual recognition of training. Furthermore, the Parliament decided to establish an electronic exchange system for drivers' qualifications. Thereby, the Directive shall become clearer and easier to interpret, while simultaneously leading to improved road safety.

Source: [DG MOVE](#)

DSLJ CALLS FOR PROMPT IMPLEMENTATION INFRASTRUCTURE PROJECTS

In view of the establishment of a big coalition (CDU/CSU and SPD) in Germany after a long period of debates among the parties, DSLJ's President Mathias Krage calls for a fast commencement of legislative work with regard to the logistics sector.

Considering the future-oriented goals of the coalition regarding the transport policy, it has to be taken into account that the execution of most projects lasts longer than a single legislature period, which



increases the necessity for prompt action. The objectives of this administration include a revision of the transport structure that requires an establishment of a digital infrastructure. Also, infrastructure for loading and refuelling systems regarding alternative propulsion systems is envisaged.

According to Krage, the accomplishment of real change requires the legislator to act fast and in an irreversible manner in order to mitigate the timing problems posed by the shortened legislature period. In that regard, the DSLV looks forward to assisting the prospective Federal Minister for Traffic and Digital Infrastructure, Andreas Scheuer, in every way possible through its multimodal expertise.

Source: [DSLV](#)

TAPA-CERTIFIED FACILITIES IN OVER 60 COUNTRIES

Due to the growing threat of cargo crime in the EMEA region, a significant increase has been noted in facilities meeting the TAPA security standards required for certification. There has been an increase of 16.6% in the number of Facility Security Requirement certifications, as well as a 41.5% increase in companies with Trucking Security Requirements which have been certified. This increase has led to the presence of TAPA certified facilities in over 60 countries and can be attributed to the recognition of the importance of such standards for combatting crime, as well as to an increased demand for the logistics service providers to meet the security standards.

The [Facility Security Requirements \(FSR\)](#) and the [Trucking Security Standards \(TSA\)](#) specify the minimum acceptable security standard, as well as the methods used for maintaining those standards for the respective sector. While the FSR establishes standards for secure storage and warehousing, the TSA creates a standard for secure trucking services. Both are common global standards which can be used in business and security agreements, as well as for applicants seeking certification of their facilities.

Moreover, this year TAPA introduced [Parking Security Requirements \(PSR\)](#), limited to the EMEA region, which establish security standards that can be used for building a network of secure truck parking areas. The framework allows three ways of participation: through Self-Certification, as a Parking Security Partner or through a Mutual Recognition agreement.

Source: [Lloyd's Loading List](#) and [TAPA](#)

NEW TOLL SYSTEM IN SLOVENIA

Starting April 1st, a new electronic toll collection system applying in free-flow to all heavy-duty vehicles with a maximum authorised mass of over 3.5tons will be introduced in the Republic of Slovenia. The introduction of DarsGo, the new open road tolling system, will abolish the existing Dars electronic media system which uses DARS cards and ABC tags. Moreover, it will no longer be possible to pay tolls at toll stations. As a consequence, each vehicle which will use the Slovenian motorways and highways will be obliged to register for the use of the DarsGo system and be equipped with a DarsGo unit enabling the toll calculation. Registration and acquisition of the units is possible at DarsGo services, as well as at fuel stations, motorway rest areas and via the private part of the [DarsGo web portal](#).



Rail

TALKS ON IRON-RHINE RESUMED

Last week, discussions about re-opening the Iron Rhine in the 3RX version resumed. This historical railway line dates back to the late 19th century and connects the Port of Antwerp to Germany through the Netherlands. The [3RX Feasibility Study](#) suggests re-opening the line that has been closed since 1991, by entering Germany through the Dutch city of Venlo instead of Roermond. The re-opening is of particular importance for Belgium, since the Montzen Route, connecting Belgium and Germany, has reached its maximum capacity. Moreover, it would also serve as an alternative to the Betuwe Line.

Source: [Railfreight](#)

RASTATT FOLLOW-UP

CLECAT participated today in a second meeting organised by the European Commission to discuss the draft handbook on international contingency management. The handbook as prepared by the editorial group led by RFC RALP, aims at a transparent handling of rail incidents with significant cross-border effects and at the implementation of mitigation measures in a close cooperation by European rail infrastructure managers.

In an [open letter](#) to EU Commissioner for Transport, Violeta Bulc, co-signed by CLECAT and several other European associations eight main areas that needed to be addressed were identified. The main problems which were identified include a lack of cross-border cooperation between the infrastructure managers, problems caused by inadequate communication techniques, language barriers, as well as a lack of contingency plans. More specifically, the national obstacles of incompatible systems and the lack of language competencies were especially highlighted next to the urgent need for proper risk-management and contingency plans.

As a response to the weaknesses highlighted during the Rastatt incident, DG MOVE organised a dedicated group of PRIME (Platform of Rail Infrastructure Managers) to discuss a best practice template for contingency planning. With regard to the shortcomings, DB Netz presented its analysis of the incident, as well as its proposals to prevent such a situation in the future. [DB proposed](#) the improvement of contingency plans, the development of frame conditions for a flexible production in rail freight and an overall improvement in the infrastructure and international coordination of works.

Air

PUBLIC CONSULTATION: REVISION OF AIR SERVICES REGULATION

The European Commission has started a public consultation on the common rules for the operation of EU air carriers in the internal aviation market. The consultation process concerning a possible revision of the Air Services Regulation (Regulation (EC) 1008/2008) started this week on the 15th March and will continue until the 7th June 2018. The results of this proposal will be taken into consideration in the preparatory works of the legislative proposal. According to the current information available to the Commission, four main areas of concern were identified. These include factors which continue to undermine the competition between EU carriers, as well as inadequate consumer protection.



Moreover, a possible risk affecting EU carriers' ability to maintain and develop their business in an increasingly global environment, as well as a risk of hampering innovation in the business models were identified as major concerns. Lastly, the Commission also considers a risk for the EU consumer's ability to benefit from the global air carrier business, as well as stronger competition in the EU internal aviation market as an area of concern.

The [questionnaire](#) is directed to all citizens with an interest in aviation and provides a possibility for evaluating the current Regulation, as well as identifying problems, objective and possible options for the future.

Source: [DG MOVE](#)

Customs

PUBLIC CONSULTATION TO COMBAT VAT FRAUD IN E-COMMERCE

Recently the EU Commission started a [public consultation on the exchange of data to combat VAT fraud in the e-commerce](#). This consultation aims at collecting different stakeholders' opinion on the problem of VAT fraud in the field of e-commerce (business to consumers cross-border sales of goods and service) and its EU dimension. The Commission wants to analyse whether the current EU legal framework to fight VAT fraud provides the tax authorities in EU countries with the proper tools to fight VAT fraud in the field of e-commerce and whether a EU harmonised approach could provide for better tools to tax authorities in EU countries to fight the VAT fraud in the field of e-commerce. Another issue is the impact of the different policy options in terms of fighting fraud, regulatory costs and individuals rights, including issues of privacy and protection of personal data.

This initiative is one of the last deliveries of the [2016 VAT Action Plan](#). It complements the recently adopted [VAT Digital Single Market Package](#). The latter simplified VAT rules for cross border business to consumers (B2C) supplies, while this initiative is about the administrative cooperation tools for the competent tax authorities to detect and control VAT non-compliant sellers trading online. The consultation is open until 25 April 2018.

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

TRADE TALKS WITH MERCOSUR AND INDONESIA

On 15 March the EU Commission published reports from the latest negotiating rounds with [Indonesia](#) and [Mercosur \(Argentina, Brazil Paraguay and Uruguay\)](#). The round reports include information about progress in all areas of the respective negotiations.

As regards [Mercosur, the report](#) concerns talks held from 21 February to 2 March. Although much progress was made during that period there is still work to be done, and the chief negotiators remain now in contact to explore how to move forward on the remaining issues and advance into the very last stretch of negotiations. As for [Indonesia, the report](#) refers to the fourth round of talks held from 19 to 23 February. The Commission presented on this occasion new text proposals that are now also publicly available: one related to rules of origin and the other regarding technical barriers to trade in



the automotive sector. The aim in the negotiations is to achieve an ambitious and mutually beneficial trade agreement, including necessary guarantees to support sustainable development.

Source: [EU Commission DG Trade](#)

Sustainable Logistics

IMO FUEL CONSUMPTION DATA REPORTING IN FORCE

The mandatory fuel consumption data reporting mandated by IMO entered into force on 1 March. According to the new Regulation 22A, ships which exceed 5.000 gross tonnage are required to collect the consumption data for each type of fuel used. Through the establishment of this data collection system, the IMO intends to assist Member States in taking measures aimed at the increase of energy efficiency and the reduction of greenhouse gas emissions. Since 85% of CO₂ emission from international shipping stems from this type of ships, the IMO considers this measure as an efficient way of reducing emissions.

The data gained through this collection system will be reported to the flag State at the end of each calendar year. Subsequently, the State will have to issue a Statement of Compliance to the ship after having verified that the data has been reported in accordance with the requirements. The IMO sees the new mandatory data collection system as the first step in their three-step approach for developing a comprehensive strategy on the reduction of GHG emissions from ships until 2023. The next step includes an initial GHG strategy including short-, mid- and long-term measures with possible timelines.

Simultaneously, the new garbage requirements under the amendments of the [MARPOL Annex V](#), as well as the amendments under Form B of the supplement to the International Oil Pollution Prevention Certificate enter into force. The amendments to the garbage requirements include an update to the Garbage Record Book, and the addition of the new garbage category e-waste, and an obligation for shippers to declare whether they are harmful to the marine environment.

Source: [IMO](#)

Digitalisation

PROGRESS ON E-CMR

This week, the UN/CEFACT (United Nations Centre for Trade Facilitation and Digital Business) announced that the eCMR project has been approved by the Bureau for publication and project exit. This is an important step towards implementation of the eCMR and to move from pilot initiatives towards practical international application. The publication is available at the UN website for [Business Requirement Specifications](#)





Furthermore, the Benelux agreed announced the start of a joint pilot on the eCMR. As of the 5th of March, the road transport sector in Belgium, Luxemburg and the Netherlands are able to use fully digital CMR consignment notes for their haulage activities.

The pilot follows after a few years of national pilots, of which one of the main conclusions was that a true pilot could be best executed in a more international and joint approach. According to the Benelux, 65 million paper consignment notes can be saved by digitalising the CMR processes.

Sources: [UNECE](#) and [Benelux](#)

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

HIGH-LEVEL CONFERENCE ON EUROPEAN MULTIMODAL FREIGHT TRANSPORT
20 March, Sofia

AIR FREIGHT PANEL TLF/CLECAT
20 March, Paris

CUSTOMS-TRADE FORUM EVENT
20 March, Rotterdam

DIGITAL TRANSPORT & LOGISTICS FORUM
22 March, Brussels

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

19-20 March 2018

12 April 2018

25 April 2018

European Parliament Plenary Session

16-19 April 2018, Brussels

Contact

Nicolette van der Jagt

Director General CLECAT

Rue du Commerce 77, B-1040 Brussels, Belgium

Tel +32 2 503 4705 / Fax +32 2 503 47 52

E-mail nicolettevdjagt@clecat.org / info@clecat.org



European association for forwarding,
transport, logistics and customs services

