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Brussels news

SMART INFRASTRUCTURE INVESTMENTS

BRUSSELS, 25 September 2017 – At the fourth European Logistics Platform (ELP) event this year, around 35 EU policymakers and industry stakeholders came together to discuss the need for smart infrastructure investments in the EU. The event was hosted by Gesine Meissner MEP, Member of the TRAN Committee and of the ELP Advisory Board. In her introductory remarks, Ms Meissner said "the demand for investment in transport infrastructure is huge. This new wave of investment focuses on clean, innovative and digital projects to modernise Europe's transport network". She also reminded participants that "success of the joint efforts to finalise the TEN-T network will rely on the plans of the member states in setting priorities, and deliver the expected investment results on the ground."



**European
Logistics
Platform**

Paul Mazataud, Europe Director of SNCF Réseau, the French rail infrastructure manager, addressed the challenges for infrastructure financing in the EU. He noted that there is a strong appetite from investors to invest in rail infrastructure but recalled the necessity to find innovative tools to ensure that the needs of the sector match the needs of the investors. He said that private financing was not a substitute for EU grants, but rather complementary, as neither form of financing would be sufficient to cover the needs of the sector." He added that areas where demand for infrastructure currently outstrips supply would be the obvious priority for investment, with a good potential rate of return.



Johan Gemels, Business Development manager at Lineas gave a presentation on the implications of the incident in Rastatt for rail freight transport in Europe and the lessons learned from it. “Priority should be given to restore traffic and to ensure a fair distribution of paths between railway undertakings providing for conventional/intermodal freight traffic as well as passengers. The rail freight corridors are an excellent basis for international cooperation on rail freight services, but today they lack essential operational competences to ensure competitive rail services.” He also called for the establishment of an incident management structure at corridor level, i.e. covering all EU member states along a rail freight corridor.

Joost Vantomme, Smart Mobility Director at ACEA, presented the potential of connected and automated mobility for the road freight sector and for decarbonisation. He specifically emphasized the need for smart and synchronized investments in physical and digital infrastructures across Member States. Finally, he pleaded for a true European roadmap for cooperated, connected and automated mobility including a coherent funding strategy for R&I and deployment initiatives.

Florentine Hopmeier, member of the Cabinet of Commission Vice-President Jyrki Katainen, gave a perspective on the Investment Plan of the European Commission which focuses on strengthening European investments to create jobs and growth. Highlighting the importance of transport for the European economy with numerous financing possibilities from the EU budget, she also referred to the need to make smarter use of new and existing financial resources and leveraging private investment, providing visibility and technical assistance to investment projects as well as improving the business environment.

In conclusion, the host MEP Gesine Meissner underlined the importance of pushing Member States to invest in smart transport infrastructure, by providing funding mechanisms at EU level, but also by investigating the reasons why they do not presently make such investments, even when funding envelopes are available. She added that the EU funds currently available must be at least maintained, but preferably increased even further to give the necessary boost to Europe’s future transport infrastructure investment.

The lively event was moderated by Tom Antonissen, EU Affairs Adviser at the Association of European Vehicle Logistics (ECG), who highlighted its timeliness seeing just the week before a coalition of 30 European transport organisations, among which many ELP members, launched its campaign for a strong Connecting Europe Facility (CEF) for the next financial period 2021-2028.

LOGISTICS CLOUD FINAL CONFERENCE

CLECAT participated earlier this week at the final event of the Collaborative Innovation Days, a series of events aimed at assessing major advances in key areas of Freight Transport and Logistics and Transport Infrastructure. The objective of these events was to consolidate progress and draft future visions and plans, as well as to facilitate collaboration and cross-fertilization among the projects.

Professor Alain McKinnon from the Kuhne-Logistics University in this key note presentation urged on the need to act now to achieve the CO2 reduction targets in time to have a moderating impact on climate change, noting that companies procurements strategies are still focused on cost and short term. According to various surveys, environmental / carbon performance is low down the list of shippers’ criteria for carrier selection. In the panel debate Nicolette van der Jagt from CLECAT noted that logistic emission are scope 3 emissions for both the shippers and the vast majority of LSPs and



freight forwarder, so not under their direct control. It was noted that the slow adoption of the CO2 footprint agreed calculation methodology is a further hindrance to progress to action.

She also referred to the need for proper European corridor management. The Rastatt incident causes a reverse modal shift which is bad on the environment, bad economically and socially as well. It was noted that a reduction of emissions is only possible with fundamental mental shift in companies and that reduction of emissions will only work if the whole life cycle is addressed.

More information is available at <http://www.collaborativeinnovationdays.eu/>

LOGISTICS PERFORMANCE INDEX (LPI) SURVEY 2017/2018

The World Bank invites CLECAT members and other interested freight forwarders to take part in the Survey on Logistics Performance 2017, where global logistics operators express their views on several logistics dimensions in countries around the world.

This contribution will help generate next year's Logistics Performance Index (LPI 2018), a dataset closely monitored by policymakers and professionals worldwide. The next edition of the index will be published in Spring 2018.

The LPI is based on a survey where freight forwarders assess logistics performance, such as the efficiency of the clearance process, the quality of transport-related infrastructure or the ability to track and trace consignments. The index is sponsored by the International Federation of Freight Forwarders Association (FIATA). The World Bank invites all freight forwarders to take the survey at <https://lpisurvey2018.worldbank.org/?comp=CLE>

The survey does not seek any confidential company-specific information. Responses are anonymous. Completing the survey takes around 15 to 20 minutes.

2017 FREIGHT FORWARDERS FORUM ON MULTIMODAL

CLECAT is inviting its members, policy makers and stakeholders to join its 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 during the Forum gathering different high-level experts speakers, who will set the scene for lively debates with different industry representatives and policy makers.



The event take place in the World Trade Center in Barcelona. Save the date and [register now online](#) for the Freight Forwarders Forum!

Maritime

SHIPPING'S NEW TECHNOLOGIES ADDRESS POLLUTION CONCERNS

According to Mr. George Panagopoulos, Research Analyst with Intermodal, 'Shipping's new technologies will help address pollution concerns. According to him, a ship owner investing in a newbuilding today has in front of him a flurry of options to consider in order to comply with the upcoming new regulations. In a recent weekly report, shipbroker Intermodal said that "an undoubtedly interesting market lately is the newbuilding market, in which we are witnessing numerous orders across all sectors and sizes. At the same time, we have observed that specialized agencies of the United Nations such as the International Maritime Organization (IMO) have recently strengthened their regulations, in an effort to prevent pollution globally, protect the marine environment and improve safety and security aboard as well as ashore".

According to Mr. Panagopoulos, "amidst the regulations that have entered into force on January 1st 2016 is the part of the revised MARPOL Annex VI for the NOx Tier III limits, that owners need to comply with in order to trade in ECA areas. As a result, taking into consideration this new regulation, keel-laid vessels will need their engines to comply with the regulation".

He says that "to put things into perspective it is helpful to examine the best practices for design of ships subject to NOx Tier III requirements: The first option is the Selective catalytic reduction (SCR) that is an advanced active emissions control technology system that injects a liquid-reductant agent through a special catalyst into the exhaust stream of a diesel engine. As a result, the vessel will be Tier III compliant and the NOx reduction is more than 80%, with the only disadvantage being the high cost of investment. The second option is the Exhaust Gas Recirculation (EGR), where NOx emissions will be reduced by using internal engine technology, without making use of installing after-treatment devices. In detail, NOx emissions will be achieved by cooling some of the exhaust gas and redirecting it back into the charge air to be used again in the combustion process. Well known engine manufacturers have started to implement this option. An example is MAN Diesel & Turbo which recently announced that it will offer the world's first IMO-certified two-stroke engine with Tier III NOx control and EGR systems. However, this option has some risks as until today there is limited operational experience and similar to the SCR system the cost of investment is rather high", Panagopoulos noted.

Source: [Hellenic Shipping News](#)

Air

AIRLINES PREPARE TO MOVE CARGO FLIGHTS FROM AMSTERDAM

Cargo airlines believe they will definitely lose some freighter slots at Amsterdam Airport Schiphol next month, despite continuing talks this week to minimise the effects of slot cuts on freighter operations, and are making preparations to move cargo flights to other airports in Europe.



As reported last week in Lloyd's Loading List, freight sources fear that air traffic capacity constraints for the forthcoming winter season will have a significant impact on freighter operations at the Dutch airport, resulting in a cut of 10-20% to the current level of freighter flights. The hub's strong passenger and freight traffic growth this year has already seen Schiphol breach its annual quota of 500,000 air traffic movements (ATM), a figure decided upon within the framework of a locally binding agreement signed in 2008.

Although talks are continuing this week between government and industry to minimise the effects of slot cuts on freighter operations, sources have told Lloyd's Loading List that cargo airlines with freighter operations at Amsterdam believe that there will be significant capacity cuts and restrictions when the airline winter season begins on 29 October. And with the changes only weeks away, airlines had to make decisions now to protect their operations, airline and airport sources confirmed.

The scale of the cut to slots for all-cargo flights at Schiphol remains difficult to quantify, particularly with talks still ongoing between the various stakeholders. Although one report claimed that freighter operators are set to lose up to 20% of their slots at the airport next month, Schiphol said the initial response from the slot co-ordination committee in the Netherlands indicated that around 10% of freighter operators' scheduled air transport movements (ATMs) would be lost.

In anticipation of the loss of capacity at Schiphol, trade body ACN has now requested that Dutch authorities agree to a 'local rule' giving preference to full freighter operations should a pool of non-used ATM become available. In a letter to the Dutch slot coordinator (ACNL) two weeks ago, ACN said its 'local rule' proposal was supported by Air Bridge Cargo, Cargolux, Emirates SkyCargo, Kalitta Air, Singapore Airlines and Qatar Airways and aimed "to minimize the threat of damage by the strict application of the final rules (governing the slots)".

To support its case, ACN highlighted recent comments made by the head of the European Commission's aviation policy unit, Filip Cornelis, who said that slot coordinators in individual member states could use local rules when distributing the slots, provided that criteria were objective. It added that he specifically mentioned the difference between full freighter and passenger flights as an example.

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

Customs

BREXIT NEGOTIATIONS

On 22 September Theresa May, the UK prime minister, gave a speech about the Brexit negotiations in Florence, Italy noting: *"At the moment, the negotiations are focused on the arrangements for the UK's withdrawal from the EU. But we need to move on to talk about our future relationship. Of course, we recognise that we can't leave the EU and have everything stay the same. Life for us will be different. But what we do want – and what we hope that you, our European friends, want too – is to stay as partners who carry on working together for our mutual benefit. In short, we want to work hand in hand with the European Union, rather than as part of the European Union"*



With regards to the economic relationship, the UK recognises that the single market is built on a balance of rights and obligations, and does not want to pretend that it can have all the benefits of membership of the single market without its obligations. Therefore, May suggested to find a new framework that allows for a close economic partnership but which holds those rights and obligations in a new and different balance. Current models of economic/trade cooperation do not seem feasible to the UK, because for example, membership of the EEA (European Economic Area) would mean a loss of democratic control for the British people and CETA (the trade agreement between the EU and Canada) would still mean too much restriction on mutual market access. Therefore, the UK does not seek merely to adopt a model already enjoyed by other countries. Instead wants to be creative as well as practical in designing an ambitious economic partnership which respects the freedoms and principles of the EU, and the wishes of the British people.

On the implementation of the Brexit, May stated that on 29 March 2019, neither the UK - nor the EU and its Member States - will be in a position to smoothly implement many of the detailed arrangements that will underpin a new relationship. According to May, people and businesses – both in the UK and in the EU – would benefit from a period to adjust to the new arrangements in a smooth and orderly way and is therefore suggesting a period of implementation where access to one another's markets should continue on current terms and Britain also should continue to take part in existing security measures. The framework for this strictly time-limited period, which can be agreed under Article 50, would be the existing structure of EU rules and regulations. How long the period lasts should be determined by how long it will take to prepare and implement the new processes and systems that will underpin that future partnership.

In reaction Michel Barnier, Chief Negotiator for the EU, stated that “the speech shows a willingness to move forward, as time is of the essence”. He said that the EU shares the goal of establishing an ambitious partnership for the future and the fact that the government of the United Kingdom recognises that leaving the European Union means that it cannot keep all the benefits of membership with fewer obligations than the other Member States is welcome. In any case, according to Barnier, the future relationship will need to be based on a balance of rights and obligations. It will need to respect the integrity of the Union's legal order and the autonomy of its decision-making. But nonetheless, the EU will continue to insist on sufficient progress in the (EU) key areas of the orderly withdrawal of the United Kingdom before opening discussions on the future relationship.

Theresa May's full speech is published here: [PM's Florence speech: a new era of cooperation and partnership between the UK and the EU](#)

Michel Barnier's reaction can be found here: [Statement by Michel Barnier](#)

CENTRALISATION OF THE CUSTOMS UNION'S IT SYSTEMS

On 16 September EU economic and finance Ministers talked about the idea of centralising the development of the customs union's IT systems as what would possibly be the most cost-efficient way forward. Ministers agreed that the further cost efficiency and sustainability of the IT systems are important topics and the way the systems are developed today requires change.

The issue was discussed at the informal ECOFIN meeting. “We have learned from the past that having 28 different IT systems is not sustainable. At the moment, the cost of developing them separately is estimated to be up to 2 billion euros. The costs for businesses come on top of that. We see that there is a common understanding that future customs union IT-systems development require a change of policy in order to gain efficiency and cut costs for member states and trade, although the best method has yet to be decided,” said Estonian Finance Minister Toomas Tõniste after the meeting. “More



discussions on the expert level are needed to achieve an agreement on how to go further. There is strong support for a pilot project and it could prove that the centralised approach to the IT works for the customs union,” the Minister added.

According to Unions Custom Code all data exchange between customs authorities and businesses must be electronic from the beginning of 2021. Despite the ever increasing harmonisation of law and the standardisation of procedures, there is significant duplication in the development and operation of IT systems.

A video was also launched on youtube about this topic: [A truly digital customs union brings us one step closer to the EU-wide digital single market](#)

General

INTELLIGENT TRANSPORT: SECTOR ISSUES FURTHER GUIDANCE

Following an invitation of the European Commission, industry representatives and public authorities have agreed on a further developed shared vision on the interoperable deployment of Cooperative Intelligent Transport Systems (C-ITS) towards cooperative, connected and automated mobility (CCAM) in the European Union.

The latest report follows on from the C-ITS Platform Phase I report from January 2016 and addresses the common technical and legal framework necessary for the deployment of C-ITS and also takes the needs and possibilities of higher levels of automation into consideration.

This is another important step towards CCAM as C-ITS enable vehicles to communicate with each other and with the infrastructure. This can notably improve road safety and reduce congestion. It also ensures that road transport can reap all the benefits of digitisation and contribute to the Commission's aim of creating a Digital Single Market.

The outcomes of the second phase of the C-ITS platform also form an essential input for the ongoing preparation of specifications for the provision of cooperative intelligent transport systems.

Source: [European Commission](#)

HOW AUTOMATED PAYMENT PROCESSES WILL CUT COSTS FOR SHIPPERS AND FORWARDERS

The practise of outsourcing the audit of freight payments, or alternatively using freight payment audit platforms, began in the US – primarily by shippers of parcels who had high volumes of consignments that were individually invoiced. After the freight payment market was regulated in the US and the National Association of Freight Payment Banks formed, adoption of auditing systems became more common amongst the largest US shippers. Gradually, that trend has spread to other types of cargo owners and other geographic regions such as Europe and Asia.

Small parcel shippers discovered that by automating the invoice checking process, next-day deliveries were either achieved, or they could pursue refunds from their transport suppliers – which effectively meant investment in the platforms was self-funding.

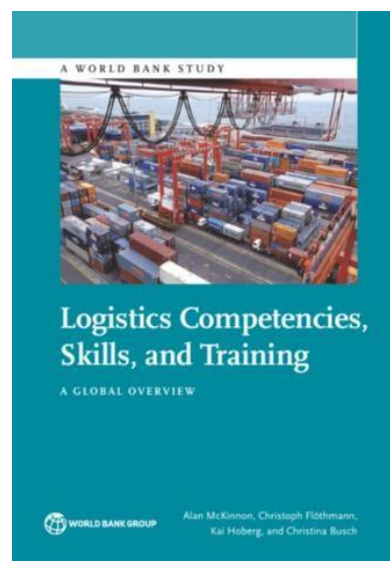


The need for cargo owners to audit their freight and logistic spend has never been greater. As global supply chains increase in their complexity, the costs of operating these supply chains show little signs of diminishing, and extensive research has shown that firms waste huge sums of money not only paying invoices that are often incorrect, but also auditing the self-same invoices.

“SWG - White paper: how to cut costs with automated freight payment systems is available” [here](#).

LOGISTICS COMPETENCIES, SKILLS, AND TRAINING: A GLOBAL OVERVIEW

Despite the spread of automation and new supply chain management paradigms, logistics remains dependent on a rather specific set of skills and competencies, whether for managerial, administrative, or blue-collar jobs, such as trucking or warehousing. This dependence implies that the logistical performance of businesses, industries, and nation states is strongly influenced by the quantity and quality of the workforce. Insufficient resources of a competent and properly trained workforce in logistics adversely affect the quality of service, reduce productivity in sectors dependent on logistics, and ultimately reduce trade competitiveness. While other interventions that affect logistics performance—such as international infrastructures, trade corridors, regulations, and services—have already been reviewed extensively, this report is the first to cover the contributions of human resources and explore how to develop skills and improve competencies, especially in developing countries. The study proposes a framework for the skills needed according to the logistics activity (such as transportation or warehousing) or the type and level of responsibility.



Based on several sources, including recent surveys carried out by the World Bank and the Kühne Logistics University, the report uncovers where the skills constraints are according to the type of job or countries. Findings include that logistics is an industry struggling to hire skilled workers, although with differences between developed countries (where trucker shortages are more acute) and developing economies (where managerial shortages are more widespread). Typically, blue-collar logistics jobs have lower status and lower pay than blue-collar jobs in other industries; they are thus less attractive for skilled workers.

The study is available [here](#)

JUNCKER ANNOUNCES CYBER SECURITY OVERHAUL

On 13 September, in his annual State of the Union Address, President Jean-Claude Juncker stated: *"In the past three years, we have made progress in keeping Europeans safe online. But Europe is still not well equipped when it comes to cyber-attacks. This is why, today, the Commission is proposing new tools, including a European Cybersecurity Agency, to help defend us against such attacks."*

To equip Europe with the right tools to deal with cyber-attacks, the European Commission is proposing a wide-ranging set of measures to build strong cybersecurity in the EU. This includes a proposal for an EU Cybersecurity Agency to assist Member States in dealing with cyber-attacks, as well as a new



European certification scheme that will ensure that products and services in the digital world are safe to use.

Under the new proposal, ENISA (European Union Agency for Network and Information Security) would draft certification rules that will apply to products across the EU. The Commission would pass them through an implementing act. The Commission presents the certification plan as a way to avoid fragmentation and high costs for companies that currently need to have their products approved separately in different EU countries. Companies could apply for one certification under the new system that will last a maximum of five years and apply all over the bloc. But they will not be required to certify in order to operate in the EU—the scheme is only supposed to help firms avoid expensive application processes in different national systems.

The broad-ranging EU cyber security strategy that was also published on the same day, suggests a new chain of response for when large-scale hacking attacks hit EU countries. Those include member states' authorities, ENISA, other EU response offices, which the Commission wants to communicate with each other to limit any damage after breaches.

More information can be found at: [State of the Union 2017 - Cybersecurity: Commission scales up EU's response to cyber-attacks](#)

Forthcoming events

CLECAT MEETINGS

Customs and Indirect Taxation Institute

20 October, Brussels

Supply Chain Security Institute / Air Logistics Institute

24 October, Paris

Maritime Institute

23 November, Barcelona

CLECAT Freight Forwarders Forum 2017

24 November, Barcelona

CLECAT Board meeting

24 November, Barcelona

OTHER EVENTS WITH CLECAT PARTICIPATION

IATA Cargo Security and Facilitation Forum

3-4 October, Barcelona

FIATA WORLD CONGRESS

4-8 October, Kuala Lumpur

GS1 INDUSTRY & STANDARDS EVENT 2017

10 October, Brussels



ECG CONFERENCE

20 October, Brussels

DIGITAL TRANSPORT DAYS CONFERENCE

8-10 November, Tallinn

THE FUTURE OF TRANSPORT 2017

6 December, Brussels

ALICE PLENARY + MEMBERS DINNER

13.12.2017, Brussels

EP/COUNCIL MEETINGS

European Parliament Transport and Tourism Committee

25 September 2017

11, 12 October 2017

9 November 2017

22, 23 November 2017

4 December 2017

Transport, Telecommunications and Energy Council

24 October 2017, Luxembourg

4-5 December, Brussels (Telecommunications & Transport)

Working Party on Land Transport

28 September 2017

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