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Brussels news

FFF2017: SMART SOLUTIONS THROUGH MULTIMODAL TRANSPORT

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.

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. You can [register now online](#)

EUROPEAN RAIL SUMMIT

CLECAT has been invited to speak at the European Rail Summit in Brussels on November 7, hosted by the Representation of the Free State of Bavaria to the European Union. Supported by the main rail sector associations, this high-level event brings together senior rail executives and European policy makers to discuss future policy and strategy issues. They will reflect on the steps needed to strengthen rail's role in the wider transport mix through policy, technical innovation and improved customer focus. Nicolette van der Jagt will join round table panel on Market Opening & the Customer. Key speakers include Elisabeth Werner, Director, Land Transport DG MOVE, Ahti Kuningas, Deputy Secretary General for Transport, Ministry of Economic Affairs & Communications, Estonia, Geert Pauwels, Chief Executive Officer, Lineas and others.

More information is available [here](#)

FERRMED CONFERENCE ON TRANS-EURASIAN RAIL TRANSPORT

FERRMED invites interested stakeholders to its conference on "Key Corridors, Main Terminals and Train Features in the "Silk Road Railway Network", taking place at the European Parliament on the 8 November 2017. With the subtitle "*Towards a high performance 'pipeline' Trans-Eurasian Railway Land Bridge*", the objective of this conference is 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. Moreover, the Conference aims at pushing forward a fully synchronized manufacturing system between China and Europe with "just-in-time" deliveries to final destinations and minimal intercontinental transit stocks.

Supported by the main rail transport and infrastructure associations, this high-level conference will bring together public servants and private sector representatives from Europe, Russia, China and other Eurasian countries. Key speakers include Boguslaw Liberadzki, Vice-President of the European Parliament, Joan AMORÓS, President, FERRMED, Hingjian Wang, Minister of the Chinese Mission to the EU, Jean-Pierre Loubinoux, General Director, International Union of Railways, and others.

More information and Registration form [here](#).

WOMEN IN TRANSPORT – EU PLATFORM FOR CHANGE

CLECAT will take part in a Conference on "Women in Transport – EU Platform for Change", taking place in Brussels at the European Economic and Social Committee on 27 November 2017. 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 be one of the parties to sign a Declaration to make their endeavours in favour of gender equality more widely known. The high-level conference will be held in Brussels, at the premises of the European Economic and Social Committee.

More information is available [here](#)

Road

CZECH AUTHORITIES CHECK POSTED WORKERS RULES

The Czech authorities have demonstrated that trucks coming from Western Europe do not comply with the provisions of the Posting of Workers Directive. In April 2017 the Czech Republic adopted Act. No. 93/2017 Coll. by which it transposed the Directive regarding the enforcement of the posting of workers. In general terms, the Directive requires posted workers to keep documents, such as their employment contract or time sheets of their daily working hours in their workplace. The new act states that all road transport workers must keep a copy of their documents and these must be translated into the Czech language.

After the adoption of this act, labour inspection bodies have carried out several checks to guarantee compliance by the transport sector following which it was concluded that most of the drivers coming from Western Member European Member States did not comply with the requirement to hold a copy of the documents. Rudolf Hahn, Inspector General of the State Labour Inspection Office explained in an [information letter](#) that a fine up to the amount of CZK 500, 000 could be imposed in case of non-compliance. Nonetheless, no fine has been imposed so far, but drivers received an information brochure.

The Czech Republic launched the initiative to let Western countries know that they are not following existing rules and setting new stricter legislation is not a good idea. The Czech [MEP Martina Dlabajová](#) (ALDE), shadow rapporteur for the revision of posting of workers directive, described this initiative as a clever move to be used during the negotiations for the special rules of posting of workers in the road transport sector. The Czech Republic alongside with other Eastern Member States, Spain and Portugal have been critical on the proposed 'lex specialis' for the road transport sector.

During the recent negotiations in the Council, the findings by the Czech authorities were used to show that the problem of the Posting of Workers Directive is not a lack of stricter rules but a lack of enforcement, given that Western Member States do not comply with existing rules.

CLECAT also believes that it remains highly questionable whether European legislation on the posting of workers should be used as an instrument in international road transport to combat illegal practices, instead of better enforcement by increasing the frequency and coverage of controls. CLECAT supports on increased focus on fighting illegal practices in road freight transport through initiatives to enhance a (uniform) enforcement and cooperation between national authorities.



More [Information on the labour and wage conditions and terms for workers posted in the framework of the provision of services in the territory of the Czech Republic](#) is available at the website of the Czech Republic's government.

Source: [Euractiv](#) and [Letter from Czech Authorities](#).

EESC OPINION ON EETS & EUROVIGNETTE

The European Economic and Social Committee (EESC) has in [an opinion on the EETS](#) fully backed the European Commission's proposal on the interoperability of electronic road toll systems. The cost of the poor interoperability of national systems are estimated at 334 million euros a year for users. Rapporteur Vitas Mačiulis said that the EESC fully supported the creation of a *"simple, flexible and low-priced system that can quickly be extended to cover a wide range of users and road networks"* as proposed in the legislative proposal.

In order to achieve such an ambitious objective, the EESC has stated that the key component in an electronic toll system, the on-board unit (OBU), could be achieved through a number of physically or remotely linked devices, such as smartphones and tablets, instead of a single physical device. This could significantly reduce costs for road users once special IT applications have been developed.

The EESC has also considered the implementation of more transparent and user-friendly practices and has supported the initiative to introduce a single contract with the European Electronic Toll Service Provider (EETS) for all EU users.

Regarding the investments in technology that certain Member States have already incurred, the EESC calls the European Commission to take a flexible approach in order to integrate the various existing road toll collection technologies into a uniform interoperable system. Moreover, the EESC has also encouraged Member States to cooperate in an active manner when developing the new mechanism, as this would help identifying offenders if their vehicles are registered abroad.

The EESC also adopted an [opinion](#) on the Commission's proposed overhaul of the so-called Eurovignette directive. EESC considers that the revenues generated by the trans-European road tolls should go back into road maintenance and be clearly earmarked, with charges from road use going to cover the costs of developing, operating and maintaining road infrastructure, while charges linked to external costs should be used to mitigate the negative effects of road transport including alternative modes (rolling out innovative traffic management systems and recharging points for electric vehicles, developing alternative modes of transport, etc).

Air

DUTCH AIRLINES RISK LOSING ACCESS TO RUSSIAN AIRSPACE

Earlier this week various sources revealed that Dutch airlines may lose access to the Russian airspace from this Saturday onwards following a dispute over landing slots at Schiphol. 'The Loadstar' has noted that Russia has threatened to shut up its airspace for Dutch airlines after the cancellation of landing slots from the Russian freight company AirBridgeCargo (ABC), which has been trying to expand its presence in the Dutch market. The Russian threat to close its airspace followed the triggering of IATA's 80:20 rule after the airport reached full capacity last month. As a result, slots available to ABC were



trimmed by half from the original 21. After this decision was taken, Russia has threatened to enact this measure unless landing slots are returned.

KLM would be the biggest bearer of the consequences of this measure, as it is the only Dutch airline that flies over Russia. This would incur in an increase of flight times to Asia by three to four hours, and around 15% of their flights would be affected. Joost van Doesburg, Dutch Airline Pilots Association, confirmed that the organization has received a request from KLM to add an extra pilot to all flights travelling to Asia in order to be prepared if the measure become effective. While negotiations between governments continue as the clock keeps ticking towards Saturday, Air Cargo Netherlands (ACN) has stated that they look forward a structural solution to this situation.

In another news article in [The Loadstar](#) IATA was quoted saying that “European airports operate under European legislation”. Under EU rules, based around IATA’s World Slot Guidelines (WSG), when slots are constrained, any airline which has not flown 80% of its slots as scheduled loses its right to them. Head of worldwide airport slots Lara Maughan said that if the industry felt the rules needed re-evaluation, IATA would help facilitate this.

The [European Shippers Council](#) is arguing, reasonably enough, that IATA’s 80:20 rule, whereby airlines lose slots at full airports if they fail to operate 80% of flights as per the schedule, should be adapted to 70:30 for freighter operations. Freight operators need to adjust schedules and wait for cargo, whereas the 80:20 rule was designed by IATA for passenger operations.

Sources: ESC, [The Loadstar](#), [NYTimes](#)

ICAO’S CORSIA DEVELOPMENTS

On 19th October 2017, the European Parliament Committee on Environment (ENVI) invited the Commission to give an update on recent developments on ICAO with regards to emission reductions at a global level. Although CO2 emissions from all flights to and from airports in the European Economic Area (EEA) have been included in the EU emissions Trading System (ETS) since 2008, it has never been applied given the challenges by third countries to apply EU legislation to their airlines, resulting in temporarily suspension of the measure since.

This measure was again suspended until the end of 2016 in order to allow the International Civil Aviation Organization (ICAO) to develop comparable measures at a global scale. One year ago, ICAO [adopted](#) a global market-based measure (GMBM) in the form of the Carbon Offsetting and Reduction Scheme for International Aviation ([CORSIA](#)) which would become operational in 2021.

The European Parliament welcomed the ICAO agreement in its resolution “Aviation strategy for Europe” in February 2017. Moreover, in order to support these developments, the European Commission proposed a regulation to prolong the derogation for extra-EEA flights, to gradually reduce the number of aviation allowances, and prepare for the implementation of the GMBM. Since this proposal and following the different meeting of ICAO, the Commission has been presenting to the committee the recent developments in ICAO with a particular focus on the recommendations on CORSIA, which the ENVI Committee amended in July 2017.

Source: [ENVI Committee](#)



Maritime

FEPORT THIRD ANNUAL STAKEHOLDERS' CONFERENCE

On November 30th, FEPORT will organize the Third Annual Stakeholders' Conference in Brussels. The event will be attended by representatives of EU and international institutions as well as by most of the organizations promoting interests of different industries of the transport and logistics chain.

As has been the case for the two previous editions, the idea is to exchange about current challenges and opportunities for the different actors of the logistics chain, but also to discuss, with institutional actors, about the role of regulators in supporting the efforts of EU industries to remain competitive.

The topic this year is 'Maritime logistics chains and the 'perfect storm'. The event will focus on the impact of the 4th Industrial Revolution on companies and people. It is indeed expected that this revolution will have direct implications for the transport sector through the increasing presence of artificial intelligence, robotics, the Internet of Things, autonomous vehicles and equipment in the transport sector.

FEPORT has given the opportunity to Jens Roemer, member of the CLECAT Maritime Institute and chair of the FIATA maritime committee, to share his views on the vertical integration in the maritime supply chain and opportunities and challenges to the sea freight forwarder in view of [digitalisation](#). For more information click [here](#)

Customs

2018 VERSION OF THE COMBINED NOMENCLATURE

The European Commission has published the latest version of the Combined Nomenclature (CN) applicable as from 1 January 2018.

The Combined Nomenclature forms the basis for the declaration of goods (a) at importation or exportation or (b) when subject to intra-Union trade statistics. This determines which rate of customs duty applies and how the goods are treated for statistical purposes. The CN is thus a vital working tool for business and the Member States' customs administrations.

The Combined Nomenclature was established by Council Regulation (EEC) No 2658/87 on the tariff and statistical nomenclature and on the Common Customs Tariff. It is updated every year and is published as a Commission Implementing Regulation in the Official Journal of the European Union, L Series. The latest version is now available as Commission Implementing Regulation (EU) 2017/1925 in [EU Official Journal L 282](#). This version applies from 1 January 2018.



Sustainable Logistics

ENVI VOTE ON BIOFUELS FOR TRANSPORT

On the 23th October 2017, the Environment, Public Health and Food Safety Committee (ENVI) of the European Parliament approved a proposal for the use of energy from renewable sources (wind or solar) that would phase out crop-based biofuels by 2030 and would limit the use of biofuel on road and rail transport to 7%. Moreover, ENVI Committee has approved the introduction of a general 35% target on the use of renewables for 2030. The proposal was voted with [32 votes in favour, 29 against and 4 abstentions](#).

The proposal on the reduction of the use of biofuel by the road and rail transport industry comes from concerns on the impact that the production of biofuels have on land use as well as the emissions created. In order to tackle these concerns the reduction on crop-based biofuels from 7 to 3.8% by 2030 is intended to push investment towards better renewable transport fuels. Furthermore, the draft legislation also establishes the obligation on fuel suppliers to gradually incorporate (up to 6.8%) advanced biofuels, renewable electricity and waste-based fossil fuels to the transport fuels by 2030. Therefore, the share of biofuels should be no more than 7% of the final consumption of energy in road and rail transport.

The rapporteur of the ENVI Committee [MEP Bas Eickhout](#) (Verts/ALE) pointed out that in order to make sure that biofuels represent a significant greenhouse gas emission reduction, indirect carbon estimates should be used in the calculation towards the greenhouse gas savings threshold of advanced fuels. Moreover, after recognizing the importance of advanced biofuels in reducing greenhouse gas emissions of aviation, it was established that fuels supplied for aviation should contain the same share of renewables as required for the transport sector as a whole, i.e. 6.8% in 2030.

Finally, the report has agreed on the elimination of palm oil use in biofuels by 2021. This decision follows recent developments by some Member States to ban the use of biofuel coming from palm oil. The next step is for the Industry Committee, which is leading the file and responsible for the Parliament's negotiating stance, who will adopt its position on the 28th November.

On 30 November 2016, the European Commission launched a legislative package entitled 'Clean energy for all Europeans'. This includes a recast of the existing Directive on the promotion of renewable energy sources ('RES Directive') to help meet the goals of the 2030 EU Climate and Energy Framework, in particular the binding target of a 27 % EU share of RES in final energy consumption by 2030.

Sources: [Biofuelsdigest](#), and [eMeeting of the Parliament](#)

CO2 EMISSIONS / FUEL CONSUMPTION OF NEW HDV

On Monday 6 November, the European Parliament Committee on Environment, Public Health and Food Safety (ENVI) will debate the [draft legislative report](#) on the Proposal for a regulation on the monitoring and reporting of CO2 emissions from and fuel consumption of new heavy-duty vehicles (HDVs). Rapporteur [Zoffoli Damiano \(S&D\)](#) the importance of the proposed legislation but called the Commission to prepare a schedule for the application of the Vehicle Energy Consumption calculation Tool (VECTO) to HDVs. Moreover, he also calls for the development of an independent on-road emission test, which should be carried out under the supervision of an independent body and



proposed the application of administrative sanctions in case of discrepancies detention or irregularities.

Source: [ENVI Committee](#) and [Draft Report](#)

Digitalisation

FIATA AND GS1 SIGN MOU

The International Federation of Freight Forwarders Associations (FIATA) has signed a Memorandum of Understanding (MoU) with GS1, a global standards organisation to provide a framework for further cooperation. A joint working group will now commence digitising FIATA documents, using the GS1 global unique identification system, enabling FIATA members to become more efficient as compared to the former “paperwork” and to improve the services they provide to their customers.

The transport and logistics (T&L) industry provides the backbone of global trade by servicing customers and suppliers in global supply and demand chains. T&L processes provide critical links in the global economy, interconnecting countless manufacturers, traders, retailers and service providers as parts of complex networks that serve many industries in all countries worldwide.

As goods move from points of origin to points of destination, logistics services providers (e.g., freight forwarders, transporters and other stakeholders) must maintain control and visibility of these movements to make informed decisions that ensure the smooth flow of the goods to consumers. Today, these services are expected to be faster, more reliable, more secure and transparent to satisfy ever-increasing consumer expectations.

Rapid developments in logistics, in response to evolving consumer requirements for real-time visibility across the entire domain of multi-modal transport, call for new solutions and closer cooperation between the two organisations. To kick-off this effort, FIATA’s Advisory Body Information Technology (ABIT) is following a step-by-step approach for identifying and migrating all of their documents into a digital platform, using the GS1 global unique identification system. This project will enable the global FIATA community to offer high-quality intermodal solutions for the benefit of all supply chain stakeholders.

Source: FIATA Press Release

DIGITAL CONTRACTS RULES: AMENDED PROPOSAL SALES OF GOODS

On 31 October, the Commission adopted an amended proposal to extend the scope of the proposed Directive on online and other distance sales of goods to cover sales of goods offline.

The initial [proposal](#) on the online sale of goods was presented in December 2015 together with the proposal on the supply of digital content as part of the Commission's commitment to deliver on its [Digital Single Market Strategy](#). Its aim is to break down the barriers due to differences in contract law which hinder cross-border online trade. The amendments to the proposal follow calls to align the rules applicable to online and offline sales more closely and avoid fragmentation. The Commission had already committed, when adopting the initial proposal, to assess the need of coherent rules on the



basis of the [analysis](#) of existing consumer legislation. These results were introduced into discussions between the co-legislators. Given the increasing importance of both online and offline sales for consumers and businesses, this amended proposal should ensure that they benefit from on a coherent legal framework across EU borders. The amended proposal will now be transmitted to Parliament and Council to continue the ongoing legislative process.

For more information please visit [the website of DG JUST](#)

Forthcoming events

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

EUROPEAN RAIL SUMMIT

7 November, Brussels

FERRMED EVENT ON THE 'SILK ROAD RAILWAY NETWORK'

8 November, Brussels

DIGITAL TRANSPORT DAYS CONFERENCE

8-10 November, Tallinn

APAT CONFERENCE

10-11 November, Lisbon

WOMEN IN TRANSPORT – EU PLATFORM FOR CHANGE

27 November, Brussels

INTERMODAL EUROPE

29 November, Amsterdam



THE FUTURE OF TRANSPORT 2017

6 December, Brussels

ALICE PLENARY

13.12.2017, Brussels

EP/COUNCIL MEETINGS

European Parliament Transport and Tourism Committee

9 November 2017

22, 23 November 2017

4 December 2017

Transport, Telecommunications and Energy Council

4-5 December, Brussels (Telecommunications & Transport)

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