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News from Brussels

BREXIT NEGOTIATORS URGED TO GIVE PRIORITY TO TRANSPORT AGREEMENTS

Together with the European Shippers' Council and the European Express Association, CLECAT has written to Mr Michel Barnier, Head of Task Force for Relations with the United Kingdom, calling on the European Commission and EU27 Member States to ensure transport agreements are given priority in the forthcoming negotiations with the UK on the future relationship.

As the flow of goods needs to keep moving after the transition period to ensure minimum disruption to EU27-UK trade, the transportation sector needs regulatory visibility and predictability as well as clear, practical and reciprocal market access rules around the operation of international transport. Whereas the negotiators have clearly recognized that transport is essential, the Associations fear that the necessary transport agreements will only be reached near the end of the negotiations, which would be likely to generate disruption as the sectors which the associations represent need more time to plan their operations and prepare for implementation. The negotiators are therefore urged to keep transport as a top priority in the framework of the future EU-UK partnership negotiation process to avoid disruption across both the EU and UK economies.

For land transport, the associations would support a market access agreement between the UK and the EU as part of the wider EU-UK future relationship agreement, which would be quota-free both for international road transport and transit operations. As recognized in the contingency regulation on road transport, the ECMT bilateral quota system is inadequate to fully address the road freight

transport needs between the EU and the United Kingdom and cannot provide a suitable fallback option.

For air transport, the associations call for the preservation of current ownership and control provisions between the EU and the UK and the exchange of 3rd, 4th, 5th, 7th and 8th freedoms for all-cargo aircraft, combined with an article providing for operational flexibility. In the absence of a comprehensive air transport agreement, the basic air connectivity contingency regulation would not allow to accommodate the required air cargo traffic flows, leading to disruption for the many businesses and consumers depending upon these services across the EU27 and the UK. Recognising that the European Commission has already indicated that transport is a key priority and that it will seek to ensure continuing connectivity and mobility between the UK and the EU, last minute arrangements for transport should be avoided at all costs.

The joint letter is available [here](#).

EUROPEAN COMMISSION WORK PROGRAMME 2020

On 29 January, the European Commission published its [work programme for 2020](#), entitled ‘An ambitious roadmap for a Union that strives for more’. The work programme sets out the actions that the Commission will take in 2020, seeking to translate the [Political Guidelines](#) of Commission President Ursula von der Leyen into ‘tangible benefits for European citizens, businesses and society’.

The work programme sets out a list of [43 new policy objectives](#) for 2020, a list of [proposals for regulatory simplification \(REFIT\)](#), and a list of [priority pending proposals](#). Additionally, the Commission, has proposed to [withdraw and repeal 34 of them](#).

EC WITHDRAWS COMBINED TRANSPORT PROPOSAL

The Commission has withdrawn the proposal for the revision of the Combined Transport Directive ([Directive 92/106/EEC on the establishment of common rules for certain types of combined transport of goods between Member States](#)).

The decision to withdraw the proposal for the revision of the Combined Transport Directive and re-submit a new proposal in 2021, is based on the lack of political agreement and progress on the file. The Commission explains that the ‘amendments that have been proposed distort the proposal in a manner which prevents achievement of the objectives pursued by the proposal. Moreover, the necessity of increasing the share in total transport of sustainable transport modes under the European Green Deal requires stronger support for multimodal solutions and the current proposal is insufficient therefore.’

The new proposal for a revision of the Combined Transport Directive, which is expected for 2021, decouples CT from the Mobility Packages. The decoupling, which has been achieved through this decision, provides opportunities for more efficient amendments. CLECAT hopes the new Commission proposal will effectively address the shortcomings of the existing Directive which is antiquated and open to different interpretation by various Member States. CLECAT will address the needs of the freight forwarders in upcoming meetings with the Commission.



DTLF DISCUSSES EU TRANSPORT DATA MODEL

On 22 and 23 January, meetings of the Digital Transport & Logistics Forum (DTLF) were held in Brussels. Subgroup one received an update on the first steps taken for the creation of an EU Transport Data Model. The data model will harmonise the exchange of data between the private sector and transport authorities in Europe, which currently is still done predominantly on paper.



The creation of an EU transport Data Model (EUTDM) will be needed to allow the Regulation on electronic Freight Transport Information (eFTI) to become effective. The eFTI Regulation obliges Member States to accept transport information in a digital form and at the same time enforces the harmonisation of data and the way that data is exchanged with and processed by authorities. The regulatory information

covered by eFTI includes, inter alia, cabotage, combined transport, dangerous goods and aviation security. In December 2019 political agreement was reached on the Regulation and on 21 January 2020 the European Parliament's Transport Committee (TRAN) approved the provisional agreement.

CLECAT had a very active role in the creation and adoption procedure of the eFTI Regulation so far. Additionally, Subgroup 1 of the DTLF was established last year as the formal Commission expert group to advise and assist in the creation and implementation of the eFTI legislation. CLECAT's senior manager Dominique Willems was appointed as rapporteur for this group. Next to the creation of data standards in Europe, the group is tasked with the establishment of procedural and technical standards for the exchange of regulatory transport information.

CLECAT also participated in the meeting of DTLF's Subgroup 2 (digital corridor information systems), which aims at creating a common understanding and solutions for data sharing in logistics.

Air

PUBLIC CONSULTATION ON GROUNDHANDLING SERVICES OPENED

On 30 January, the European Commission opened the [public consultation on ground handling services at EU airports](#). The evaluation will assess how legislation adopted under the EU's aviation strategy has performed, focusing on how the market has changed as a result. The consultation focuses specifically on the period between 2010 and 2018, i.e. the covering the period after the previous consultation carried out in view of the 2011 Airports Package. The public consultation is open until 23 April 2020.

CLECAT welcomes the opening of the public consultation. The general position of CLECAT is that there is a need for a review of the Groundhandling Directive which dates from 1996. In order for such a proposal to be successful this time, a full examination of the state of the internal market is required in order to demonstrate the current constraints on capacity and efficiency and how they will be alleviated by EU action and innovation in the market.



CLECAT is preparing its input for the consultation and is looking forward to a future fruitful dialogue with the EU institutions in order to address the persisting issues at EU airports caused by ground handling and ensure a future-proof strategy which will benefit the air cargo industry in the EU.

Maritime

NEW DCSA TRACK & TRACE STANDARD

On 28 January, the Digital Container Shipping Association (DCSA) published a common set of processes, as well as data and interface standards for Track and Trace (T&T). The standards can be implemented by carriers, shippers and third parties to enable cross-carrier shipment tracking. This is the first initiative to be put forth by DCSA with the aim to accelerate digitalisation through a unified industry effort.

The DCSA T&T standard comprises an information model and interface standards that can be freely downloaded from the [DCSA website](#). The data model ensures track and trace data definitions are consistent for all users, leveraging any system. These definitions are based on [the Industry Blueprint](#), published by DCSA and its carrier members in 2019, which aims to establish a consistent vocabulary and proposed a common set of industry processes. The T&T standards are aligned with the UN/CEFACT (United Nations Centre for Trade Facilitation and Electronic Business) standards to provide a global industry framework that preserves existing investments and streamlines communication among all supply chain participants.

According to DCSA, the new standard should simplify shipment visibility across multiple carriers, enabling better planning and optimisation of shipment handling activities. For carriers, it will unify T&T information sharing with other parties, to ensure accurate and efficient communication regardless of the underlying technology or platform.

The DCSA T&T standard publication comprises a set of documents: the DCSA Information Model 1.0, T&T Data Interface 1.0, DCSA-to-UN/CEFACT Data Mapping and associated Reading Guides.

Digital Container Shipping Association (DCSA) is a non-profit group founded by major ocean carriers to digitise and standardise the container shipping industry.

Source: [DCSA](#)

Brexit

BREXIT ON 1 FEBRUARY

On 30 January, the [Council of the EU adopted](#), by written procedure, the decision on the conclusion of the Withdrawal Agreement on behalf of the EU. This follows the [European Parliament's vote of consent](#) on 29 January and the signature of the Withdrawal Agreement by the EU and the UK on 24 January.



The [Withdrawal Agreement](#) will enter into force upon the UK's exit from the EU, on 31 January at midnight CET. From that time on, the UK will no longer be an EU Member State and will be considered as a third country. The Withdrawal Agreement ensures an orderly withdrawal of the UK from the Union and aims to provide more time for citizens and businesses to adapt. The entry into force of the Agreement marks the end of the period under Article 50 TEU and the start of a transition period until 31 December 2020. During the transition period, the UK will continue to apply EU law, but it will no longer be represented in the EU institutions. The transition period can be extended once for a period of up to one or two years, if both sides agree to this before 1 July 2020.

The negotiations on the future partnership between the EU and the UK will start once the UK has left the EU. The framework for this future relationship was set out in the [Political Declaration](#) agreed by both sides in October 2019.

Source: [Council of the EU](#)

Customs & Trade

NEW 2022 EDITION OF THE HARMONIZED SYSTEM

The WCO published the [amendments to the Harmonized System \(HS\) Nomenclature](#) which were accepted by all Contracting Parties to the Harmonized System Convention earlier in January. The HS 2022 will come into force on 1 January 2022. The HS constitutes a crucial part of international trade of goods as it provides the basis for the uniform classification of goods and the compilation of international trade statistics in 211 economies.

The new 2022 edition makes major changes covering a wide range of goods. The accepted amendments include 351 sets of amendments, divided as follows: the agricultural, food and tobacco sectors - 77; the chemical sector - 58; the wood sector - 31; the textile sector - 21; the base metal sector - 27; the machinery and electrical and electronic goods sector - 63; the transport sector - 22; other sectors - 52. Adaption to current trade through the recognition of new product streams and addressing environmental and social issues of global concern are the main features of the amendments.

Source: [World Customs Organization](#)

ONE YEAR OF EU-JAPAN FREE TRADE

1 February marks the first anniversary of the entry into force of the [EU-Japan Economic Partnership Agreement \(EPA\)](#). The European Commission reported that, in the first ten months following the implementation of the agreement, EU exports to Japan went up by 6.6% compared to the same period the year before. This outperforms the growth in the past three years, which averaged 4.7%. Japanese exports to Europe grew by 6.3% in the same period.

Sectors which showed stronger export growth were meat, dairy, beverages, leather articles and electrical machinery. Other sectors that stand to benefit from the EU-Japan trade agreement include Spanish leather goods, French seeds and Irish beef.



The EU-Japan EPA removes the vast majority of the €1 billion in duties that were charged annually on EU exports to Japan. Once the agreement is fully implemented, Japan will have scrapped customs duties on 97% of goods imported from the EU and annual trade between the EU and Japan could increase by nearly €36 billion.

Source: [European Commission](#)

Sustainable Logistics

TRAN EXCHANGE OF VIEWS WITH TEN-T COORDINATORS

Earlier this month the European Parliament's Transport Committee (TRAN) held an exchange of views with Mr Kurt Bodewig, the European Coordinator for the Motorways of the Sea (MoS), and Mr Matthias Ruete, in charge of the European Railways Traffic Management System (ERTMS).

The European Coordinators presented the latest developments on the two horizontal priorities of the TEN-T policy, MoS and ERTMS, highlighting their overarching importance for the integration of transport flows and bringing about modal shift in the European transport system to make it more sustainable and more efficient. The further implementation of the MoS will therefore focus on fostering a sustainable, seamless and smart European maritime space. Advancing the implementation of the ERTMS will target trackside deployment and also focus on onboard equipment to increase network coverage and improve cross-border interoperability.

During the debate, Members of TRAN enquired about actions to leverage the potential for multimodal transport, develop rail freight capacity in ports as well as ferry connections between Member States. Members also underlined the need for a faster and simplified deployment of ERTMS and for overcoming the interoperability limitations of the plethora of existing national signalling systems. Speakers furthermore highlighted the need for stable and adequate financial support for the needed infrastructure investments, including EU grants from the Connecting Europe Facility (CEF) as well as financing mobilised through the InvestEU programme.

Security

IMPLEMENTING REGULATION INTRODUCING EU STAMP PUBLISHED

On 27 January, Implementing Regulation (EU) 2020/111 containing the [framework for a Union certification system for aviation screening equipment \(EU Stamp\)](#) was published in the European Union's Official Journal (OJ). The EU Stamp contained in the legislation, aimed at harmonising the approval of aviation security equipment, replaces the original proposal from 2016 which failed to get approval.

Contrary to the 2016 proposal, which was met with serious concerns by the Council and was ultimately deadlocked, the newly introduced EU Stamp (implemented through Implementing Regulation (EU) 2020/111) does not create an entirely new certification process for AVSEC equipment. Instead, it



establishes the 'EU Stamp', which would formally acknowledge that a security equipment is approved according to the ECAC Common Evaluation Process (CEP).

More specifically, the ECAC CEP is a mandatory pre-condition for all AVSEC screening equipment made available within the EU seeking to obtain the EU Certification and EU Stamp. As a result, equipment bearing the EU Stamp would benefit from the principle of mutual recognition in the EU. While, there are two possibilities for derogations by Member States, such equipment will not benefit from mutual recognition in the EU.

COMMISSION ENDORSES EU 5G-TOOLBOX & SETS OUT NEXT STEPS

On 29 January, the Commission endorsed the joint [toolbox](#) of mitigating measures agreed by EU Member States to address security risks related to the rollout of 5G, the fifth-generation of mobile networks.

This follows the European Council's call for a concerted approach to the security of 5G and the ensuing [Commission Recommendation](#) of March 2019. Member States have since identified risks and vulnerabilities at national level and published a joint EU risk assessment. Through the toolbox, the Member States are committing to move forward in a joint manner based on an objective assessment of identified risks and proportionate mitigating measures.

With its [Communication](#), the Commission is launching relevant actions within its competence and is calling for key measures to be put in place by 30 April 2020. In addition, a [new Eurobarometer survey](#) shows that awareness of cybercrime is rising, with 52% of respondents stating they are fairly well or very well informed about cybercrime, up from 46% in 2017.

More information is available in the [Commission's press release](#), [questions and answers](#) and [factsheet](#).

Source: [European Commission](#)

General

IMPACT OF CORONA VIRUS ON INTERNATIONAL SUPPLY CHAINS

In light of the Novel Coronavirus (2019-nCoV) outbreak, which now has been classified as a Public Health Emergency of International Concern (PHEIC) by the World Health Organization (WHO), a number of airlines have temporarily restricted or cancelled their flights from and to China, which affects various supply chains that include air freight.

In relation to the international movement of goods, the curtailment of flights to China by airlines is expected to impact airfreight importations and exportations as such freight is uplifted as belly hold cargo. With the loss of this capacity, the demand for cargo-only flights is expected to increase. While sufficient capacity appears to be present, it remains to be seen whether this will have an impact on prices.

In view of the developments, the International Civil Aviation Organisation (ICAO) is continuing to assist in the coordination of the international response to the outbreak through the ICAO Collaborative



Arrangement for the Prevention and Management of Public Health Events in Civil Aviation, or 'CAPSCA' network of governments and international organizations. Therefore, ICAO is directly transmitting Electronic Bulletins on the Coronavirus to its Member States, and these are also made available for public view on the CAPSCA website.

The outbreak also had an impact on rail freight. On 29 January, it was announced that rail freight traffic from the Chinese province of Hubei had come to a standstill due to a prohibition imposed on trains leaving the province until the end of February. However, rail freight traffic from other provinces in China is still moving. The prohibition follows from the outbreak of Novel Coronavirus (2019-nCoV) in Wuhan, the capital of the Hubei province, and a logistics hub on the New Silk Road. While the prohibition initially only affected passenger traffic, the Chinese government extended the ban to rail freight traffic until the end of February. For the time being, freight trains can use other routes on the New Silk Road, including for example Xi'an, where freight traffic continues as usual.

Source: [ICAO](#), [Railfreight](#)

Forthcoming Events

CLECAT MEETINGS

CLECAT Customs and Indirect Taxation Institute

17-18 February 2020, Brussels

CLECAT Air / Security Institutes

3 March 2020, Brussels

CLECAT-FIATA Joint Road Institute

25 March 2020, Zurich

CLECAT Maritime Logistics Institute

17 April 2020, Porto (provisional)

EVENTS WITH CLECAT PARTICIPATION

Getting Zero-Emission Trucks on the Road

19 February 2020, Brussels

From Targets to Transition: Developing Pathways to Zero-Emission Vessels

19 February 2020, Brussels

EP/COUNCIL MEETINGS

European Parliament TRAN Committee

19-20 February 2020, Brussels

16-17 March 2020, Brussels



European Parliament Plenary
10-13 February 2020, Strasbourg

EU Transport Council
4 June 2020, Brussels


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