

## Table of content

EP VOTE ON BREXIT CONTINGENCY MEASURES FOR ROAD AND AIR	P 1	SELIS WORKSHOP ON SUPPLY CHAIN VISIBILITY	P 5
EC ADOPTS PROPOSAL FOR CONTINGENCY MEASURES FOR RAIL	P 2	COLLABORATIVE INNOVATION DAY	P 5
UPDATE ON HDV CO2 EMISSION STANDARDS TRILOGUES	P 2	FINLAND ACT ON ELECTRONIC CONSIGNMENT NOTES	P 6
PROVISIONAL AGREEMENT ON LENGTHS AND WEIGHTS OF HDVS	P 2	REGULATION ON ENFORCEMENT AND COMPLIANCE IN THE SINGLE MARKET FOR GOODS	P 6
EUROPEAN ROAD TRANSPORT CONFERENCE 2019	P 3	EUROPEAN PARLIAMENT APPROVES EU-SINGAPORE TRADE DEAL	P 7
OCEAN FREIGHT CUSTOMERS RESIST LOW-SULPHUR FUEL PRICE HIKES	P 3	SUSPENSION OF CAMBODIA'S PREFERENTIAL TREATMENT	P 7
NEW STUDY ON ACHIEVING ZERO-EMISSION VESSELS	P 4	FETEIA-OLTRA ANNUAL REVIEW 2018 ON WOMEN IN LOGISTICS	P 8
EU REFLECTION PAPER ON A SUSTAINABLE EUROPE BY 2030	P 4	FORTHCOMING EVENTS	P 8

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## Brexit News

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### EP VOTE ON BREXIT CONTINGENCY MEASURES FOR ROAD AND AIR

On 13 February, the European Parliament's Plenary adopted the European Commission's Brexit contingency measures on air connectivity, aviation safety and road freight connectivity in case there is no deal by the time the UK is set to leave the EU.

On [road freight connectivity](#), the Parliament has decided to stick to the original Commission proposal as much as possible, amending it only to clarify the text and strengthen the principle of equivalence of rights to EU and UK hauliers. The UK Department for Transport (DfT) has indicated that it welcomes the initiative and strives for a permit-free arrangement with minimal burden as ECMT system alone is certainly not sufficient. As such, the UK Government issued on 5 February a [draft haulage statutory instrument](#), aiming to grant equivalent access for EU hauliers to the UK.

On basic air connectivity, the European Parliament plenary adopted a [report](#) on the proposal for a Regulation ensuring basic air connectivity in a no-deal Brexit by single vote with 576 in favour, 4 against and 28 abstentions. While the report is largely in line with the Commission's proposal, some important amendments were included in the report. The European Parliament has added a temporary exemption from the ownership requirement into the report, which may extend until 30 March 2020. Additionally, code-sharing has been included, while the restriction to the provision of scheduled air services, based on the total seasonal capacity of the IATA winter and summer season 2018, has been deleted. Regarding the powers of the Commission to adapt the rights granted to the UK based on the

UK's reciprocity, the relevant act has been changed from an implementing to a delegated act and instead of adjusting the capacity, the Commission may only propose capacity capping.

Moreover, on Aviation Safety in a no-deal Brexit, the Parliament also adopted the [report](#) on the proposal by single vote with 603 in favour, 3 against and 5 abstentions. This shall ensure a smooth and controlled transition of responsibilities from the European Aviation Safety Agency (EASA) to the civil aviation authority of the UK, particularly concerning certificates of products and approvals of companies.

The votes provide some much-needed certainty for businesses that there will be some provisions in place for transport and connectivity in the case of a no deal, albeit limited in time and scope. The files were, upon request of the respective Rapporteur, referred back to the Transport (TRAN) Committee for interinstitutional negotiations.

## EC ADOPTS PROPOSAL FOR CONTINGENCY MEASURES FOR RAIL

On 12 February, the European Commission adopted [a proposal for no-deal contingency measures for railway safety and connectivity](#) to help mitigate the significant impact that a no-deal Brexit would have on rail transport and connectivity between the EU and the UK.

The proposal ensures the validity of safety authorisations for certain parts of rail infrastructure for a limited period of three months following the withdrawal date, to ensure sufficient time for the EU-27 and the UK to create long-term solutions in line with EU law.

The proposed authorisations relate particularly to the Channel Tunnel and will be conditional on the UK maintaining safety standards that are identical to the EU standards. Additionally, the proposal sets out that concerned undertakings and national authorities will need to continue taking all necessary measures to comply with EU rules on driver licenses, market access, as well as safety certificates and authorisations that are required to operate in the EU.

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# Road

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## UPDATE ON HDV CO2 EMISSION STANDARDS TRILOGUES

The third informal trilogue meeting on the CO2 emission standards for new heavy-duty vehicles (HDVs) was held on 12 February in Strasbourg. Progress has been made on some items under discussion, but the negotiations were not concluded as initially planned and the main issues remain unresolved. Various less political issues, such as enabling framework, VECTO update, pooling, synthetic and advanced fuels, amending the HDV monitoring regulation and the governance provisions, were provisionally agreed. However, the discussion on modular concepts, the level of excess premiums and politically sensitive topics on emission targets and incentives for zero and low emission vehicles (ZLEVs) remain to be continued next week.

## PROVISIONAL AGREEMENT ON LENGTHS AND WEIGHTS OF HDVS

On 12 February, the Romanian Presidency reached a provisional agreement with the European Parliament and the Commission on amending the Directive on maximum authorised dimensions and weights of heavy goods vehicles, with the aim to allow more energy-efficient, aerodynamic vehicles



to be put on the market. The [proposal](#) was introduced as part of the 3<sup>rd</sup> Mobility Package, which includes a series of actions to reduce CO2 emissions and increase the road transport safety in the EU.

The agreement concerns the implementation of special rules concerning improved heavy goods vehicles' aerodynamic performance and their energy efficiency, as well as better visibility for drivers, by improving the streamlining of the cab. Under the agreed changes, an additional 80-90cm of cab length will be permitted in return for improving the aerodynamics, vision, safety and driver comfort of the truck cab. It is necessary to ensure that such aerodynamic cabs can be introduced without unnecessary delay, as soon as the necessary type-approval requirements are in place. According to the provisional agreement, new types of vehicles could start to circulate European roads as of 1 September 2020.

The agreement will now be submitted for confirmation by the Council. A formal vote in both Parliament and the Council will follow, with the aim of concluding this dossier during the Parliament's current term.

## EUROPEAN ROAD TRANSPORT CONFERENCE 2019

On 6 March, the International Road Transport Union (IRU) is hosting the European Road Transport Conference, which will bring EU lawmakers and influencers together with road transport business representatives for a constructive dialogue on the future of the road transport sector in the EU.

Supported by the Romanian Presidency of the Council, this year's conference will focus on driving decarbonisation of the European road transport sector through road transport user charging, aiming to define it this is an acceptable solution for business.

The more detailed programme of the conference and the registration form can be found [here](#).

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## Maritime

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### OCEAN FREIGHT CUSTOMERS RESIST LOW-SULPHUR FUEL PRICE HIKES

According to DHL Global Forwarding's Head of Global Ocean Freight, Mr Dominique von Orelli, the new International Maritime Organization (IMO) regulations, which will cap the sulphur content of bunker fuel burned by container shipping lines globally as of 2020, are a welcomed step towards sustainability and environmental protection. However, carriers must provide supply chain stakeholders with transparent pricing structures when they pass on higher costs.

Mr Von Orelli argues that while new carrier surcharges were expected after approximately the third quarter of 2019, currently there was insufficient transparency to enable forwarders to publish all-in rates incorporating higher fuel levies. DHL's ocean forwarding tariffs currently explicitly exclude any additional low-sulphur fuel charges, he indicated, because at this stage the size of increases was difficult to quantify. "We cannot and do not intend to implement long-term all-in rates as the costs currently are not calculable," he added.

The full article as published in Lloyds's Loading List is available [here](#).



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# Sustainability

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## NEW STUDY ON ACHIEVING ZERO-EMISSION VESSELS

A new 'Zero-Emission Vessels: Transition Pathways' study has been released by Lloyd's Register (LR) and University Maritime Advisory Services (UMAS), which aims to show what is needed to enable the transition, both at the ship and supply infrastructure level, to deliver zero-emission vessels (ZEVs) ahead of 2050, and demonstrate what action needs to be taken at the stakeholder level.

Broadly, the study looks at key milestones, barriers and enablers over the specified time frame and considers cost implications, operating profile and how policy measures such as carbon pricing could influence the outcomes. The study indicates that all pathways explored will achieve the IMO ambition of at least 50% reduction in GHG emissions by 2050 and go beyond to show that zero carbon is possible. However, it states that it is crucial to act early, particularly during 2020-2030, as there is still uncertainty when choosing one fuel, one technology and one route, leading to the emergence of pilots and prototypes, development of policies, standards and rules.

The study can be accessed via the following links: [Zero Emission Vessels: Transition Pathways](#), [Fuel production cost estimates and assumptions](#), [Safety considerations for the use of zero-carbon fuels and technologies](#)

## EU REFLECTION PAPER ON A SUSTAINABLE EUROPE BY 2030

The European Commission has published a [Reflection Paper on a Sustainable Europe by 2030](#), providing an overview of the contributions of the outgoing Juncker Commission to the UN 2030 Agenda for Sustainable Development. The paper also aims to launch a debate on further developing the EU's sustainable development vision, whilst preparing for the long-term implementation of the Sustainable Development Goals (SDGs). The European Council welcomed the paper, which should pave the way for a comprehensive implementation strategy in 2019. It is also meant to feed into the development of the EU's strategic agenda 2019-2024 during the mandate of the next European Commission.

Three scenarios on how to move forward are proposed:

1. An overarching EU SDG Strategy to guide all actions of EU and Member States. This would include a European process for SDG policy coordination, regular monitoring of progress towards set targets. The Commission's President would be in charge of the agenda.
2. Continued mainstreaming of the SDGs in all relevant EU policies by the Commission, without enforcing Member States' actions. The aim would be more coherence between the SDGs and other processes/strategies, concentrating on where actions have added value and a commissioner in charge of sustainability.
3. An enhanced focus on external action while consolidating the current sustainability ambition at EU level.

However, the eventual outcome will most likely combine certain elements from each scenario.

The paper also identifies the focus of sectoral policies after 2020, among which sustainable mobility. From urban mobility to trans-European networks, road transport, shipping and aviation, the mobility



sector is an important driving force for the transition towards a clean, resource-efficient and carbon-neutral future. Clean alternatives need to be prioritised, states the paper, with an objective to have only zero-emission vehicles on EU roads and make the best use of digital technologies to help reduce fuel consumption. Likewise, the EU's satellite navigation systems contribute to reducing emissions, for instance in aviation and road transport. Through sustainable urban planning, addressing mobility demands and infrastructure, cities also have an important role to play. Eventually, it is important to look at the design and the end-of-life of vehicles, as well as transport infrastructure, to maximise the opportunities of circular economy transition.

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## Digitalisation

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### SELIS WORKSHOP ON SUPPLY CHAIN VISIBILITY



On 12 February, CLECAT attended a workshop on Supply Chain Visibility, organised by the SELIS (Shared European Logistics Intelligent Information Space) project, of which CLECAT is a consortium-member. Consisting of 37 European partners from 13 countries, the SELIS project aims to contribute to the development of a Shared European Logistics Information Space. The main objective of SELIS is the development of a platform for pan-

European logistics applications and the creation of a communication and navigation platform for the European logistics communities.

During the workshop, the use-case of Living Lab 8 was presented, which deals with supply chain visibility and collaboration for a retail-centric ecosystem in Portugal from the perspective of SONAE, a multinational corporation managing a wide portfolio of companies, including retail.

In collaboration with their suppliers, SONAE is aiming to achieve stock optimisation by using a secure communication network based on a dedicated SELIS Community Node, which allows collaboration between the involved stakeholders. Data access is restricted to those who have been expressly granted permission. Through this system, algorithms identify and predict alarming situations, i.e. insufficient stock or overstock. Based on that, the software creates an order forecast. This forecast can be sent to the supplier, who will also receive the alerts from the system and have a possibility to add his/her comments. Thereby, partners are able to take value-added decisions. Currently, there are live simulations and live testing, which both appear to be promising. When adopted in daily practice, this shall lead to enhanced supply chain visibility and collaboration between stakeholders.

### COLLABORATIVE INNOVATION DAY



CLECAT will join the upcoming Collaborative Innovation Day 'Logistics Information Spaces from data to value', which will take on 4 April in Brussels.

The event, which is hosted by the Alliance for Logistics Collaboration in Europe (ALICE) and ERTICO ITS Europe, will provide an opportunity to share experiences and knowledge on industry and public



initiatives, such as research and innovation projects in the field. The SELIS project will equally present some results from its living-labs during the day.

The event will revisit priorities included in [ALICE roadmap on Information Systems for Interconnected Logistics](#) and the conclusions of the [Digitalization Collaborative Innovation Day in 2017](#).

This topic calls for Collaborative Innovation so it can be addressed from users, authorities, transport and technology development perspectives to speed up opportunities' valorisation. The **objectives of this Collaborative Innovation Day (CID)** are to

- Bring a review of what has been achieved by data market and – platform providers and present their future visions and plans. Provide an overview of (public funded) projects and initiatives.
- Introduce the policy perspective both at EU – and national, Member State level. In particular, get an overview of the DTLF outcomes and future plans.
- Present the business perspective by introducing the various challenges for supply and logistics enterprises.
- Share and discuss achievements, challenges and opportunities for industry in the short and medium term.
- Discuss and agree on next steps and further research and innovation needs as well as topics that are already addressed enough.

For more information see the ALICE website [here](#)

## FINLAND ACT ON ELECTRONIC CONSIGNMENT NOTES

Finland will accede to the international agreement on electronic consignment notes in April. In order to carry out the accession, an amendment will be made to the Act on the Convention for the Carriage of Goods by Road. The amendment is expected to enter into force on 11 April 2019.

This means that in future an electronic consignment note may be used in international transport between the countries party to the agreement. Also other documentation related to transport may be in electronic form.

A requirement for more extensive digitalisation of the logistics sector is the conversion of data into electronic form. The use of the electronic consignment note will make the processing of information more efficient and faster. Once the data is in electronic form, the services can be made more flexible and the transport services speedier.

The electronic consignment note can be used in transport between countries party to the agreement. Currently, the number of countries amounts to 18. In domestic transport, the electronic consignment note may be used by mutual agreement of the consignor and the consignee.

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## Customs and Trade

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### REGULATION ON ENFORCEMENT AND COMPLIANCE IN THE SINGLE MARKET FOR GOODS

On 15 February, the Council's Permanent Representatives Committee endorsed a provisional deal reached on 7 February between the Romanian presidency of the Council and representatives of the





European Parliament regarding a [proposal for a regulation on market surveillance and compliance](#) as part of the so-called "[Goods package](#)". The agreed text will be submitted to the European Parliament and the Council for formal adoption.

CLECAT has been following closely the legislative process and will continue the constructive dialogue with the EU institutions towards ensuring that, while the main objectives of the proposed regulation are achieved, it is not creating disproportionate requirements and processes.

Source: [Council of the EU](#)

## EUROPEAN PARLIAMENT APPROVES EU-SINGAPORE TRADE DEAL

On 13 February, the European Parliament endorsed the landmark [EU-Singapore Free Trade Agreement](#). Once the Council concludes the deal, it can enter into force.

As the first bilateral trade agreement between the EU and a member of the Association of Southeast Asian Nations (ASEAN), the EU-Singapore trade deal would serve as a building block for further cooperation with Southeast Asia. Singapore is by far the EU's largest trading partner in the Southeast Asian region, with a total bilateral trade in goods of over €53 billion and €51 billion-worth of trade in services. The EU-Singapore trade agreement is set to remove all remaining tariffs on EU goods and will commit to keep unchanged the current duty-free access for all other EU products. The agreement also provides new opportunities for Europeans in sectors such as telecommunications, environmental services, engineering, computing and maritime transport. It will also make the business environment more predictable. Singapore also agreed to remove obstacles to trade besides tariffs in key sectors, for instance by recognising the EU's safety tests for cars and many electronic appliances.

The European Parliament also approved the [EU-Singapore Investment Protection Agreement \(IPA\)](#) and the EU-Singapore Partnership and Cooperation Agreement. The IPA will replace standing bilateral investment treaties between Singapore and various EU member states, encouraging investments and including an Investment Court System for resolving investment disputes. The Partnership and Cooperation Agreement provides a framework to deepen cooperation in key areas, from transport to science and technology. Both agreements need to be ratified by all Member States according to their respective national procedures before they can enter into force.

Source: [European Commission](#)

## SUSPENSION OF CAMBODIA'S PREFERENTIAL TREATMENT

On 11 February, the European Commission initiated the procedure leading to the temporary suspension of Cambodia's preferential access to the EU market under the Everything But Arms (EBA) trade scheme, due to evidence of serious and systematic violations of core human rights and labour rights in Cambodia. The temporary withdrawal procedure entails a period of intensive monitoring and engagement, with the removal of tariff preferences as an option of last resort.

The Everything But Arms arrangement is one scheme of the EU's Generalised Scheme of Preferences (GSP), which allows least developed countries to pay fewer or no duties on exports to the EU, giving them vital access to the EU market and contributing to their growth. The EBA scheme grants full duty free and quota free access to the EU Single Market for all products (except arms and armaments).

Source: [European Commission](#)



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# General

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## FETEIA-OLTRA ANNUAL REVIEW 2018 ON WOMEN IN LOGISTICS

FETEIA-OLTRA, the Spanish Freight Forwarders Federation, published its annual review, which incorporates articles from prominent personalities in the transport, logistics and customs representation area. The 2018 review incorporates articles from remarkable women of the sector in managerial positions in Spain and abroad.

The FETEIA-OLTRA Annual Review 2018 is available [here](#).

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## Forthcoming events

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### CLECAT MEETINGS

#### Brexit Preparedness meeting

26 February, Brussels, Belgium

#### Road Institute meeting

27 February, Brussels, Belgium

#### Maritime Institute meeting

11 April, Antwerp, Belgium

#### Air/Security Institute meeting

17 April, Schiphol Airport, The Netherlands

#### Board/General Assembly

26 June, Paris, France

### OTHER EVENTS WITH CLECAT PARTICIPATION

#### IRU/UNTRR Event on Decarbonisation of EU Road Transport

19 February, Bucharest

#### Stakeholder Workshop on Urban Vehicle Access Regulations

22 February, Brussels

#### EC Conference on the Future of Multimodal Transport

26 February, Brussels

#### IRU European Road Transport Conference

6 March, Brussels

#### SITL Conference – LEARN workshop for freight forwarders and shippers

26 March, Paris





Zolltag Spedlogswiss  
28 March, Switzerland

FIATA HQ meeting  
27-29 March, Zurich

## EP/COUNCIL MEETINGS

European Parliament TRAN Committee  
20-21 February, Brussels

European Parliament Plenary  
11-14 March, Strasbourg

European Transport Council  
4 March, Brussels  
7 March, Brussels

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