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## Brussels news

### CALL TO VOTE FOR TRAN POSITION ON POSTING RULES



The vote on Wednesday will be decisive in shaping the way in which international road transport will be performed within the EU. **Industry, signatories urges MEPs to support the agreed TRAN Committee Position on exempting international transport from Posting**

The transport and logistics sector across the entire EU, the signatories of the [Mutual Declaration](#), acknowledge the hard work and balanced

compromises reached by the Transport & Tourism Committee (TRAN) on the internal market and social aspects of the first Mobility Package of the European Commission.

CLECAT and its individual associations, Signatories of the declaration, reiterate the need to achieve balanced, proportionate and enforceable rules for the transport and logistics sector. Therefore, the Signatories urge Members of the European Parliament to **exclude international transport operations (transit, bilateral and cross-trade)** from the scope of the Posting of Workers Directive at the 4<sup>th</sup> of July Plenary session.

## Plenary Vote on the Kyllönen Report

5 good reasons  
to support the TRAN compromise



1. Representing employers' and employees' expert views
2. Based on the principles of the EU Single Market
3. Limiting red tape and safeguarding SMEs interests
4. Easily enforceable by national control authorities
5. Protecting workers' rights and free movement in the EU

International transport is a sector where hypermobile workers cross borders every day for the supply and distribution of goods. If cross border activities were to become subject to the Posting of Workers Directive, it will become very burdensome for drivers, companies and enforcement authorities to apply all the different national labour laws with different remunerations and holiday systems, different compositions of minimum wage, different social entitlements and different collective agreements for every single border crossing. No other mobile sector is subject to such administrative burden. Applying posting

rules to international transport would be an unenforceable and disproportionate measure that will not solve any of the issues which currently challenge the transport market. On the contrary, the application of such rules will likely push towards a growth in self-employed drivers with no social protection.

The Signatories urge MEPs to consider the Package's much-needed balance, as achieved by the TRAN Committee who has carefully considered adequate social conditions for those employed in the sector by securing revised rules on cabotage in road transport and driving and rest times. Now there is no time to waste: it is crucial that an agreement is struck before the European elections in 2019 to prevent the continued imposition of national posting regimes.

CLECAT, its members and the other Signatories therefore call on MEPs to trust and endorse the expert reports of the Transport Committee which would allow them to start trilogue negotiations as soon as possible, so that legislation brings the necessary certainty to drivers and industry whilst ensuring an effective, seamless and reliable road transport sector for Europe's citizens.

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## Rail

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### ALTERNATIVE LANGUAGE REQUIREMENTS FOR TRAIN DRIVERS

On 22nd June, the European Commission published a [preliminary version for a draft regulation](#) amending Annex VI of the Train Driver Directive (Directive 2007/59/EC), for the revision of language requirements for train drivers to allow pilots exploring alternative options. A [feedback](#) period for the draft act has been opened for four weeks, ending on 20 July.

According to current legal framework set out in the Train Driver Directive (Article 12, referring to Annex VI), train drivers must be able to communicate on a level 3 language competency, equivalent to B1 CEFR, in every country they drive a train in. Thereby, the driver is restricted to driving on certain routes and will not be able to drive in a country in which he does not know the language even in case of a diversion. Through a shortage of qualified staff, it may happen that certain train operations will have to be cancelled, as was the case after the Rastatt incident in 2017.



In its preliminary draft, the Commission proposes to allow railway undertakings in cooperation with infrastructure managers to carry out pilot projects to test alternative means of ensuring effective communication. These alternative options may provide greater flexibility than the language requirements, however, they should ensure an equivalent level of safety. This could include more targeted language requirements with a focus on rail specific terminology or a lower general language level coupled with alternative means to support the effective communication. In its entirety, any alternative measure should ensure an active and effective communication in routine, degraded and emergency situations (Recital 2).

CLECAT supports improvement of education and a simplification of language requirements. Therefore, CLECAT welcomes the preliminary draft proposal for a regulation from the Commission that should amend and simplify the language requirements for train drivers under Annex VI of the Train Driver Directive. Furthermore, CLECAT believes that in order to improve effective communication and combat the shortage of qualified staff, it should be sufficient for English to become the sole operational language across all rail networks, while guaranteeing a high level of safety standards.

The preliminary draft regulation may be retrieved [here](#). Feedback can be provided [here](#).

## NETHERLANDS PLAN 740M TRAIN TEST RUNS

As part of the measure pack that was proposed two weeks ago by the Dutch Government, DB Cargo and ProRail (the Dutch Infrastructure Manager) will start testing operations with 740m long trains at the end of August.

Currently, the Dutch railway network is operating trains up to a maximum length of 650m. Next to the Netherlands, Germany, Italy, Poland, Spain, Sweden and Switzerland have announced similar efforts of facilitation.

The operation of longer trains belongs to the priorities of the Rail Freight Sector, which has also been identified and actively supported by the Sector Statement Group of which CLECAT is part. Through the use of longer trains, a more efficient and cost-effective railway service can be offered, thereby promoting the competitiveness of the rail freight industry. The tests, taking place on the Brabant Route between Sloe and Dillingen, will be prepared by ProRail, who will take into account the possible scenarios and complications that may occur on the network, e.g. effects of longer trains on railway crossings.

## EUROPE SHOULD NOT HANDICAP THE NEW SILK ROAD

From 26-28 June, the Global Rail Freight Conference took place in Genoa, Italy. During the conference, Pier Eringa, the CEO of the Dutch Infrastructure Manager ProRail, urged governments to move forward with rail freight, especially considering developments on the New Silk Road. In that regard, he referred to the fast pace of development which the Chinese demonstrate in the creation and development of new routes and warned that the EU should not become the hurdle on the New Silk Road. More specifically, he encouraged EU governments to pursue an assertive policy when it comes to rail freight.

One of the main issues in Europe concerns interoperability, which is currently addressed through the deployment of the ERTMS (European Rail Traffic Management System). Through ERTMS, a harmonised railway network can be ensured, which simultaneously can offer predictive maintenance and even driverless operations in the future. Thereby, safety and capacity on the tracks can be enhanced by allowing trains to operate with smaller leap times. An additional technological



advancement that follows from this are track and trace services, allowing to see when and where cargo is transported at all times. According to Eringa, Europe has hesitated too long with the implementation of the ERTMS, which is the underlying reason for the current existence of different systems across Europe. Therefore, he urged to continue with the deployment of ERTMS.

Furthermore, Eringa added that an issue of major concern for rail freight remains its reliability. While freight trains do not always arrive on time, he argued that the track and trace possibility could improve predicting the time of arrival, thereby leading to increased reliability and thus attractiveness of the rail freight sector. While other modalities may be currently considered more flexible and reliable, rail is always more sustainable than the other modes. By concentrating on the further development and an increased efficiency of the rail sector, its competitiveness in comparison to the other modes of transport could be significantly increased.

Source: [Railfreight](#)

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## Road

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### DRIVING FUTURE PLATFORM – WHAT WILL FUEL TOMORROW'S MOBILITY

On 26 June, CLECAT attended the 7th Meeting of the Driving Future Platform on the future of fuel technologies, which was organised by MEP Ertug (S&D).

Henrik Hololei, Director General of DG MOVE, held a keynote speech in which he emphasised that mobility and transport are at the forefront of digital change. He noted that road transport will continue to have the biggest impact and that the discussion should not be reduced merely to the environmental aspect, but instead the bigger picture should be kept in mind. Furthermore, he stressed the importance of transport and mobility in the EU, as it is a sector proving global success due to the strong and competitive internal market of the EU. While he was confident that the industry will continue to lead the market, he emphasised that the solutions must be equally global as the nature of the market itself. In order to increase the efficiency in the transport system, multimodality as a form of smart transport should be further developed and supported. In that regard, digital solutions shall contribute to more sustainable transport. In his outlook for the future, he argued that conventional and alternative fuels would most likely continue to co-exist. He also highlighted that there is no one size fits all solution, but instead there is a need for smart solutions. A clear long-term policy framework is needed in which all parties should work closely together.

Jorgo Chatzimarkakis, Secretary General of Hydrogen Europe, elaborated on the importance of carefully selecting sector-appropriate solutions. He argued that while it is difficult to utilise batteries for HDVs and ships due to the nature of their employment, hydrogen could work as a good alternative fuel technique. In that regard, he stressed that an alternative fuel method should not be forced on sectors where its application is not feasible or not favourable. Marie-France van der Valk, Chair of the Platform for Electro Mobility, shared her vision of a sustainable and multimodal transport system of the future which is based on sustainable electricity.

Erik Jonnaert, Secretary General of ACEA, stressed the importance of reaching zero emissions for urban areas. He argued that an appropriate infrastructure would be the key enabler for it. Most importantly, the utilisation of delivery trucks emitting low and zero pollutant emissions was stressed.



For long-haul transports, he suggested that plug-in and hybrid technologies could be of better use. Regarding the use of trucks depending solely on battery power, he argued that this would only work for urban transport, but it would be rather unreasonable to utilise this for long-haul trucks.

The presentations of the event can be retrieved [here](#).

## FIRST TRUCK PLATOONING PILOT IN GERMANY

Last week, DB Schenker launched a pilot project with truck platooning services, which has been co-funded by the German federal government with ca. €2 million. A platooning service is a system used by vehicles on the road which allows at least two trucks to drive in a tight convoy on a freeway. The system is supported by a technical driving assistance and control system which links all the trucks to each other utilising vehicle-to-vehicle communication, in which the first truck determines the speed and direction which the other trucks follow.

The first pilot started along a 145km route on the A9 highway from DB Schenker's branch office near Munich to Nuremberg. In 2015, the former German Federal Minister for Transport and Digitalisation, Alexander Dobrindt, had announced plans to use a section of the A9 highway in Bavaria as a test track for autonomous driving. Therefore, the A9 highway is now designated as the digital test field for vehicles.

According to DB Schenker, the trials will be carried out without any loads until early August. After this initial trial period, the platoons shall make up to three laden routine logistics trips every day. The emergence of autonomous driving solutions can offer significant advantages for the road freight sector, especially regarding efficiency and a reduction of traffic jams. However, this new technology also brings about challenges for existing legislative concepts, most importantly in connection to the attribution of liability.

Source: [Deutsche Bahn](#)

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## Air

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### ICAO ADOPTS CORSIA MRV

On 27 June the ICAO Council adopted the First Edition of Annex 16, Volume IV, to the Convention on International Civil Aviation (Chicago Convention). This covers the monitoring, reporting and verification (MRV) scheme for CORSIA, the ICAO carbon offsetting and reduction scheme for international aviation, describing in detail what has to be done, by whom, starting with the collection of information on international aviation CO<sub>2</sub> emissions by airlines as of January 2019.

The CORSIA MRV provisions had been tested before their adoption, with the support of the Government of Germany and the active participation of six additional States and 10 airlines.

Also approved at the Council meeting was the 2018 version of the ICAO CORSIA CO<sub>2</sub> Estimation and Reporting Tool (CERT), which provides a simplified tool for small operators to monitor and report their CO<sub>2</sub> emissions, and further agreement was achieved around the specifics for a CORSIA Central Registry (CCR).



Future Council work on CORSIA will focus on the timely realization of the remaining CORSIA Implementation Elements, including the evaluation of carbon market programmes against a set of robust criteria, the determination of its Eligible Emissions Units, and which aviation fuels will meet the CORSIA Sustainability Criteria.

The European Commission welcomed the developments as a concrete illustration of European unity and of the global leadership of Europe in the fight against climate change. The EU will continue to encourage its international partners to join the ICAO Scheme and adopt adequate implementing measures ahead of the voluntary phase beginning in 2021. In order to facilitate this, the EU is providing capacity building assistance to developing nations, including in Africa, ASEAN Member States and the Caribbean Islands.

Source: [ICAO](#), [European Commission](#)

## AVIATION SAFETY REGULATION ADOPTED

On 26 June EU ministers formally adopted the revision of the EU aviation safety regulation. The new rules ensure safe, secure and environmentally friendly aviation for EU citizens and provide the European aviation industry with an effective and balanced legal framework. Most notably, the regulation establishes the first ever EU-wide framework for drones: for their harmonised registration as well as for their safe and secure use.

Transport Commissioner Bulc said: "The European ministers have just approved new EU rules to maintain the highest possible aviation safety standards. They are modern and flexible, increasing efficiency and bringing down costs. This means greater competitiveness and less administration for businesses and users alike. It will also establish, for the first time ever EU-wide rules for drones, ensuring a safe, secure and clean development for the years to come! The EU can only lead globally if it has Regulation that is fit for purpose. I am now counting on a swift adoption by our Member States so these rules can become a reality later after the summer.

The new rules will close existing gaps in the legal framework and eliminate red tape. The regulation also includes a system of pooling and sharing of resources between Member States and the European Aviation Safety Agency (EASA). EASA will benefit from better governance and will extend its role on aviation security, including cyber security.

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## *Sustainable Logistics*

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### COUNCIL ADOPTS MONITORING AND REPORTING RULES FOR CO<sub>2</sub>-EMISSIONS OF HDVS

On 25 June, the Council adopted a [regulation on monitoring and reporting of CO<sub>2</sub> emissions as well as fuel consumption of new HDVs](#), which is part of the EU's overall efforts to reduce CO<sub>2</sub> emissions and a step towards a competitive low-carbon economy. Through the new rules, transport companies (including many SMEs) will be able to obtain access to standardised information on fuel consumption and to compare different models of lorries, trucks and buses. Thereby, companies will be able to make well-informed purchasing decisions. Furthermore, the increased transparency will encourage manufacturers to develop more energy-efficient HDVs.



This new monitoring system provides the basis for the legislative proposal on setting and enforcing standards on CO2 emissions and fuel consumption for HDVs. Therefore, a central EU register will be created in which authorities and manufacturers will provide data on CO2 emissions and fuel consumption performance. For transparency reasons, this database will be accessible to the public, except for cases where it is justified based on the need to protect private data and to ensure fair competition. The regulation will thus allow the measurement of HDV duties registered in the EU for the first time in a standardised way.

Source: [Council of the European Union](#)

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## Brexit Update

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### BREXIT CONCLUSIONS OF THE EUROPEAN COUNCIL

Last week the European Council (Art. 50), in an EU 27 format, [reviewed the state of play of Brexit negotiations](#) and adopted conclusions on progress made. The European Council welcomed the further progress made on parts of the legal text of the Withdrawal Agreement. However, leaders highlighted that important aspects still need to be agreed.

EU27 leaders expressed their concern that no substantial progress had yet been achieved on agreeing a backstop solution for Ireland/Northern Ireland. They stressed the need for intensified efforts so that the Withdrawal Agreement, including its provisions on transition, can be concluded as soon as possible in order to come into effect on the date of withdrawal. Negotiations can only progress as long as all commitments undertaken so far are respected in full. The European Council (Art. 50) stressed that work had to be accelerated with a view to preparing a political declaration on the framework for the future relationship. According to the Council, this requires further clarity as well as realistic and workable proposals from the UK as regards its position on the future relationship. Finally, the European Council renewed its call upon member states, EU institutions and all stakeholders to step up their work on preparedness at all levels and for all outcomes.

Source: [European Council](#)

### UK'S WITHDRAWAL BILL RECEIVED ROYAL ASSENT

In the UK, the [EU \(Withdrawal\) Bill](#) received Royal Assent on 26 June from Her Majesty the Queen and became an Act of Parliament. This historic act should make sure the UK's laws, entwined with over 40 years of EU law, continue to work from the day the UK leaves the EU. It should also ensure a smooth and orderly exit.

According to the UK Government, it does this by transferring EU law into UK law where appropriate and creating temporary powers to correct the laws that will no longer operate appropriately. Now that the act has become law, the UK Government can start to prepare the statute book for the exit from the EU. Work on this will begin in the coming weeks as departments start to lay the relevant secondary legislation in Parliament. This marks the next essential step in Brexit.

Since the Bill was introduced in Parliament last year, MPs and peers have spent more than 250 hours debating its contents and more than 1,400 amendments have been tabled. In total, it is expected that around 800 pieces of secondary legislation will be needed eventually. As part of the first tranche to



be laid, the UK Government will use powers in the Bill to repeal the European Union Act 2011 as agreed by Parliament. Alongside this programme of secondary legislation, Departments are delivering on a further package of Bills which will deliver the more significant policy changes needed as a result of our exit from the EU.

Source: [UK Government](#)

## OPENING OF WTO NEGOTIATIONS ON BREXIT

On 26 June, the Council authorised the Commission to start formal negotiations within the WTO on the division of existing EU tariff rate quotas (TRQs) after the UK's withdrawal from the EU between the EU 27 and the UK.

While the EU will continue to apply its scheduled commitments for goods, adjustments will be required regarding its existing quantitative commitments, in particular the TRQs for agricultural, fish and industrial products, as the EU's WTO schedule will no longer be applicable to the UK. The approach for apportioning the existing EU tariff quotas had been communicated by the EU and the UK in [a joint letter to the WTO in October 2017](#). According to the planned approach, the apportionment will be based on an objective methodology which should reflect existing levels of market access and trade flows under each TRQ.

The EU needs to conduct negotiations on the apportionment of the TRQs with relevant WTO members based on the modifying concessions of the GATT 1994 (General Agreement on Tariffs and Trade). Additionally, the UK will have to launch the procedures in the WTO for setting out its own schedule of concessions and commitments before it ceases to be an EU Member State. While the UK will foreseeably cease to be an EU Member State on 30 March 2019, the currently negotiated withdrawal agreement would provide for the application of international agreements (including the GATT 1994) to the UK until 31 December 2020. Furthermore, the Commission has proposed a legislative act allowing the EU to proceed unilaterally with the apportionment of the TRQs and to amend the relevant EU provisions accordingly in order to address a possible situation in which agreements with relevant WTO Members have not been concluded in the designated timeframe.

Source: [Council of the European Union](#)

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# Customs

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## COUNCIL CONCLUSIONS ON TAXATION AND TRADE

The European Council on 28 June adopted conclusions on taxation, competitiveness and trade among other topics like defence and migration. The Council concluded that ensuring fair and effective taxation remains a key priority. In that context, the fight against tax avoidance, evasion and fraud must be vigorously pursued both at global level (notably in the OECD) and within the EU, according to the Council. At the same time, there is a real need to adapt the taxation systems to the digital era. The Council should therefore take work forward on the Commission proposals on digital taxation. Work should also continue on how to ensure effective VAT collection, including swift progress on the Commission proposals on short-term measures.

In a context of growing trade tensions, the European Council underlined the importance of preserving and deepening the rules-based multilateral system. The EU is committed to working towards its





modernisation and calls on all partners to contribute positively to this goal. It invites the Commission to propose a comprehensive approach to improving, together with like-minded partners, the functioning of the WTO in crucial areas such as more flexible negotiations) new rules that address current challenges like (anti-)dumping, intellectual property and forced technology transfers, the reduction of trade costs, and strengthening the WTO as an institution, including in its transparency and surveillance function. As part of its positive trade agenda, the Council concluded it will continue to negotiate ambitious, balanced and mutually beneficial trade agreements with key partners across the world, promoting its values and standards. The recent adoption of the regulation on the modernisation of trade defence instruments will contribute to ensuring a level playing field.

In reaction to the United States' decision to impose tariffs on the EU for steel and aluminium products, which according to the EU cannot be justified on the grounds of national security, the European Council fully supports the rebalancing measures, potential safeguard measures to protect EU markets, and the legal proceedings at the WTO, as decided on the initiative of the Commission. The Council wants the EU to respond to all actions of a clear protectionist nature, including those calling into question the Common Agricultural Policy.

Source: [European Council](#)

## WCO COUNCIL MEETING

From Thursday 28<sup>th</sup> to Saturday 30<sup>th</sup>, the WCO held its annual Council Meeting gathering the Director Generals of Customs representing the WCO's Members. At the meeting Kunio Mikuriya, Secretary General of the WCO since 2009, was re-elected for a further five-year term with effect from 1 January 2019. Kunio Mikuriya defeated the EU common candidate, Mrs Pilar Jurado, Director General of Spanish Customs and Excise Department. Among other subjects, the Council discussed the SAFE Framework and the eCommerce Framework.

The Council endorsed the updated version of the SAFE Framework of Standards, that will run until 2021. The private sector actively participated in this review cycle. The SAFE Review 2018 especially includes guiding principles for the establishment of a Trader Identification Number that will allow an AEO company to use one unique identifier in its customs declarations. It also includes new Guidelines for members wishing to implement Advance Cargo Information systems. The benefits to be granted to AEO companies have been clarified and aligned with the provisions of the WTO Trade Facilitation Agreement.

Among the tools discussed and adopted by the Council was the Framework of Standards on Cross-Border E-Commerce which is meant to assist WCO Members in developing eCommerce strategic and operational frameworks. More work still needs to be done on drafting technical specifications for the actual implementation of the Framework. The WCO is leading this work on behalf of customs administrations but its members called for more coordination with other international organisations to avoid redundancy. The private sector is closely involved in this work.

On behalf of FIATA, CLECAT attended the 44<sup>th</sup> meeting of the WCO Private Sector Consultative Group (PSCG) on 25 and 26 June. The PSCG is a group of 21 businesses/manufacturers and associations formed for the purpose of informing and advising the WCO on Customs and international trade matters from the perspective of the private sector. The group reviewed ongoing work and discussed future activities like e-Commerce, prevention of maritime shipping of counterfeit goods, the global connectivity index and the WCO Knowledge Academy



The press release of the WCO is available [here](#). The press release related to Dr Mikuriya re-election is available [here](#).

## REPORT ON TRADE AND INVESTMENT BARRIERS

On 26 June, the European Commission published its annual report on trade and investment barriers for 2017. EU Trade Commissioner Cecilia Malmström emphasised the important role which European exports have on the economy and warned of the worrying rise of protectionist tendencies.

According to the report, the Commission eliminated 45 obstacles, spanning across 13 key EU export and investment sectors which included aircraft, automotive, ICT and electronics, pharma, agri-food, steel and services, fully or at least partly in 2018. This success has been attributed to the EU's enhanced Market Access Strategy. A considerable increase in the resolution of border measures compared to behind the border measures were registered (34 to 11). Through the barriers which were removed between 2014 and 2016, EU companies are able to export an additional €4.8 billion each year, which is almost twice as much as in the analysis of 2015.

However, 67 new barriers were recorded in 2017, leading to a total of 396 existing obstacles between 57 different trading partners around the world, confirming the protectionist trend which was already identified in previous years. Next to the largest increase which can be seen in China, notable increases were also seen in Russia, South Africa, India, Turkey, as well as the Mediterranean region, which also showed a notable rise in barriers for EU Companies. While China has already been one of the most trade-restrictive partners for the EU, a substantial increase, with ten new trade barriers recorded, has been encountered in 2017. One of the main sectors that is affected by these measures is the ICT and electronics sector, in which new barriers concerning cybersecurity and encryption have been recorded. Nevertheless, notable progress in removing barriers has been achieved in the area of SPS.

The new barriers imposed in third countries span amongst 12 different sectors, amounting to potentially affected trade flows of €23.1 billion. The sectors which are concerned most significantly are the agriculture and fisheries sector. In view of the rising trends of protectionism, Commissioner Malmström emphasised market opening as an economic and political necessity.

Source: [European Commission](#)

## EU AND VIETNAM FINALISE TRADE DISCUSSIONS

Commissioner Malmström and Vietnamese Minister for Trade and Industry Trần Tuấn Anh agreed on a final text for the EU-Vietnam trade agreement, formally concluding the legal review of the document. In a meeting held in Brussels on 25 June, they also concluded discussions on an Investment Protection Agreement (IPA). The Commission will now translate the trade agreement text and launch the legal review of the IPA text, paving the way towards the signature and conclusion of these two agreements.

Vietnam has become the EU's second biggest trading partner in the Association of Southeast Asian Nations (ASEAN) after Singapore and ahead of Malaysia, with trade worth € 47.6 billion in 2017. The trade agreement will eliminate nearly all tariffs (over 99%). Vietnam will liberalise 65% of import duties on EU exports to Vietnam at entry into force, with the remainder of duties being gradually eliminated over a 10-year period. The agreement will also contain specific provisions to address non-tariff barriers in the automotive sector and will provide protection for traditional European food and drink products, in Vietnam. Alongside the recently agreed deal with Singapore, this agreement will



make further strides towards setting high standards and rules in the ASEAN region, helping to pave the way for a future region-to-region trade and investment agreement. Once translated, the Commission will make a proposal to the Council for signature and conclusion of the agreements. After signature the Council will send the agreements to the European Parliament.

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

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## *Digitalisation*

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### **EU DEAL ON FREE FLOW OF DATA**

The EU is moving to boost its data economy by creating a single market for data storage and processing services, such as cloud computing. This freedom to choose a data service provider anywhere in Europe is expected to lead to more innovative data-driven services and more competitive prices for businesses, consumers and public administrations. Member states' ambassadors endorsed the new rules 29 June, following a provisional agreement with the European Parliament on 19 June.

The reform will remove any restrictions imposed by member states' public authorities on the geographical location for storing or processing non-personal data, unless such restrictions are justified on grounds of public security. Important sources of non-personal data include the rapidly expanding Internet of Things, artificial intelligence and machine learning. Current uses of aggregate and anonymised sets of non-personal data include for example big data analytics and precision farming.

To ensure that the rules will work in practice, member states must either repeal their data localisation requirements or notify those that are permitted to the Commission. The text clarifies that member states' public administrations are not prevented from insourcing the provision of services involving data processing. If a data set contains both personal and non-personal data, the general data protection regulation will apply to the personal data part of the set, while the non-personal data will be covered by the free flow of data regulation. Member states' competent authorities will continue to have access to data even when it is stored or processed in another country. This may be necessary for example for the purposes of regulatory or supervisory control.

Once the agreed text has undergone legal and linguistic finalisation, it must be formally adopted, first by the Parliament and then by the Council (agreement at first reading). Following adoption, the regulation will be published in the EU's Official Journal. It will apply six months after publication.

[Draft regulation on the free flow of non-personal data in the EU](#)

Source: [European Council](#)

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## *Forthcoming events*

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### **CLECAT MEETINGS**

**SAVE THE DATE: INTERMEDIATE CLECAT CUSTOMS & INDIRECT TAXATION INSTITUTE**  
26 – 27 July, Brussels, Belgium



## CLECAT/FIATA ROAD INSTITUTE MEETING

7 September, Prague

## FIATA WORLD CONGRESS

26-29 September, New Delhi

## CLECAT Board Meeting

14 November, Brussels, Belgium

## FFF2018

15 November, Brussels, Belgium

## OTHER EVENTS WITH CLECAT PARTICIPATION

### LANDSEC Expert Group

4 July, Brussels

### Stakeholder Workshop on Urban Vehicle Access Regulations

6 July, Brussels

### High-Level Stakeholder Consultation Event - EU Long-Term Decarbonisation Strategy

10-11 July, Brussels

## EP MEETINGS

### European Parliament TRAN Committee

9 - 10 July

### European Parliament Plenary Session

2 - 5 July, Strasbourg

12 - 14 July, Brussels

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