



European association for forwarding,  
transport, logistics and customs services

# NEWSLETTER

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## Table of content

PRIORITY LANES FOR EU POLICY	P 1	TRAN EXCHANGE OF VIEWS WITH ERA	P 4
ELP EVENT 'LOGISTICS IN TRANSITION'	P 2	DB WAGONS BECOME SMART BY 2020	P 5
COUNCIL POLICY DEBATE ON TRANSPORT EMISSIONS	P 2	EU-MERCOSUR TRADE DEAL	P 5
NO-DEAL BREXIT PREPAREDNESS	P 3	HAMBURG, ROTTERDAM UNITE TO TACKLE SHIPPING EMISSIONS	P 6
UK ROAD HAULAGE PERMITS UNTIL END OF 2019	P 3	EU SUPPORTS NEW RAIL-ROAD TRANSHIPMENT HUB IN CALAIS	P 6
CLECAT/FIATA ROAD EXPERTS MEET IN LISBON	P 4	FORTHCOMING EVENTS	P 7

## Brussels News

### PRIORITY LANES FOR EU POLICY



The policy priorities of CLECAT – the European Association for Forwarding Transport Logistics and Customs Agents are made visible with the release of the PRIORITY LANES for EU Policy.

CLECAT encourages policy makers to have a close look at the priority lanes in support of a call for a stronger Europe through further opening of markets and harmonisation, as well as removing barriers instead of creating new ones. CLECAT is of the view that creating a fully integrated transport sector will translate into improved logistics chains, greater environmental sustainability, enhanced internal cohesion and increased competitiveness of the EU on the global stage.

You can download the brochure Priority Lanes for Logistics [here](#).



## ELP EVENT 'LOGISTICS IN TRANSITION'



### European Logistics Platform

The European Logistics Platform (ELP) organises its first large event for the new European Parliament on the 25<sup>th</sup> September. The event entitled '**Logistics in Transition: how to handle growing freight transport and the challenges ahead**' will take place at the Residence Palace in Brussels.

Confirmed speakers include Prof. Alan McKinnon, Professor of Logistics, Kuehne Logistics University, Sandro Santamato, DG MOVE and Leigh Pomlett, CEO of CEVA Logistics. Policy makers from the Commission, the European Parliament and the Finnish Presidency of the EU will also take part in the debates.

The ELP is a platform for dialogue between policy makers and all actors of the supply chain, from freight and logistics operators (of all modes) and their suppliers, to ports, terminals and the retailers and manufacturers relying on efficient logistics services. The ELP organises events focused on the key challenges facing the logistics sector, from digital transformation to sustainability, trade and access to skills. The events are designed to create an open debate between industry and policy makers to find solutions to common problems and challenges. They aim to inform policy making by bringing forward concrete case studies and industry developments from all parts of the logistics sector and supply chain. You can register [here](#).

## COUNCIL POLICY DEBATE ON TRANSPORT EMISSIONS

On 20 September, the Transport Council will hold an extensive policy debate on transport and climate change. The discussion will focus on how to reduce GHG emissions from transport, in line with the EU's commitments under the Paris Agreement. The debate will build on the European Commission's [communication](#) on its long-term vision for climate neutrality in Europe, published in November 2018.

To help the Member States structure the discussion, the Finnish Presidency has prepared a detailed [background paper](#), including questions to all delegations on reducing GHG emissions in various modes of transport. Ministers will address the topic in three separate rounds, corresponding specifically to land transport (road and rail), aviation and shipping.



Regarding land transport, the Member States will ponder the most efficient and realistic measures to reduce GHG emissions in road and rail. The EU's priorities for action in this field in the next five years will have to be established, as well as solutions to reduce emissions from road transport in a way that takes account of the social dimension and need for a just transition.

In terms of aviation, the discussion will focus on the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)'s impact on reducing aviation emissions, as well as its integration with the EU Emissions Trading System. Moreover, ministers will discuss measures that would be most efficient for reducing aviation emissions, while maintaining socially accessible connectivity and competitiveness of the sectors that depend on it. Ultimately, the additional measures that the EU



could take to reduce GHG emissions in aviation within the next five years (e.g. taxation, blending obligation for SAF, air navigation charges) will have to be identified.

With respect to shipping, the Member States will consider the most efficient measures for reducing emissions from international shipping. Given the relatively slow progress in the International Maritime Organisation (IMO), Ministers will also have to decide what additional measures could the EU take within the next five years to reduce GHG emissions from shipping (e.g. alternative fuel, making plug-in shore side electricity mandatory in EU ports, energy efficiency improvements, ETS).

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## Brexit

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### NO-DEAL BREXIT PREPAREDNESS

From mid-September to mid-October, [the French customs authorities will organise operational tests](#) of the [smart border under Brexit](#), in which TLF Overseas and its members will take part. The new phases of dry runs will be on the following corridors: Dunkerque, Calais port, Calais tunnel, Dieppe, Le Havre, Caen-Ouistreham, Cherbourg, Saint-Malo, Roscoff. This phase aims to establish a more exhaustive scope of testing, as close as possible to the real situation following a no-deal Brexit. The main objective of the dry runs is to assess the level of readiness of all smart border actors and allow each of them to take on their own role as of the Brexit date. The test will be performed by traders, freight forwarders/customs representatives and carriers. Software providers are also included in the process. During the dry runs, five major steps will be tested on import flows – import pairing, crossing, disembarking, SPS flow management and Customs flow management. Three major steps will be tested on export flows – export pairing, visas TIR/ATA and boarding notification.

As the UK also continues its no-deal Brexit preparedness efforts, last week, the UK government further updated various no-deal Brexit preparedness notices such as:

- [Trading and labelling organic food after Brexit](#);
- [Prepare your food and drink business for a no-deal Brexit](#);
- [Customs clearance for animals and animal products](#);
- [VAT for businesses if there's no Brexit deal](#).

In light of the large number of notices published by the UK Government, CLECAT advises its Members to [subscribe to the UK Government's website](#) to receive updates by email and remain informed.

### UK ROAD HAULAGE PERMITS UNTIL END OF 2019

On 29 August, the UK government updated its information about ECMT permits for journeys in November and December. Hauliers will be able to buy these permits from 30 August 2019. [The link to acquire those permits](#) was added to the UK government's information page on the same day. Until the end of 2019, the permits are only necessary to buy for journeys from the UK to non-EU or EEA countries through the EU or EEA, and if more than 2 cross-trade journeys within 7 days are carried out. To acquire the permits, a username and password to manage vehicle operator licence, and a debit or credit card to pay the application fee are required.

For journeys entirely within the EU or EEA, existing EU Community Licence can still be used until 31 December 2019, [as agreed between the EU and UK](#). What happens after that date is not entirely clear



yet. Only for haulage in Ireland specifically, if there's a no-deal Brexit, it is mentioned that EU Community Licence can continue to be used by UK companies for haulage from the UK to Ireland and from Ireland to the UK, through Ireland to other EU or EEA countries and through Ireland between Great Britain and Northern Ireland.

More information from the UK government on road haulage is available in the [guidance on international road haulage after Brexit](#).

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## Road

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### CLECAT/FIATA ROAD EXPERTS MEET IN LISBON

On 6 September, CLECAT will join FIATA's Road Working Group in Lisbon to present the progress on the remaining road-related dossiers of EU Mobility Packages, including the social and market pillars of the 1<sup>st</sup> Mobility Package and the revision of the Eurovignette Directive, as well as the road haulage guidance with regards to the upcoming Brexit.

Following the European Parliament elections and committee assignments, new rapporteurs have been assigned to the 1<sup>st</sup> Mobility Package dossiers on the *posting of workers in the road transport sector* (MEP [Kateřina Konečná](#) GUE/NGL, CZ) and the *maximum daily and weekly driving and rest times* (MEP [Henna Virkkunen](#) EPP, FI). MEP [Ismail Ertug](#) (S&D, DE) has retained his leading role on *access to the international road haulage market* as he is the only re-elected rapporteur.

Regarding the following steps, the Finnish Presidency is now waiting to see whether the TRAN Committee will be able to secure a mandate for entering into trilogues with the Council and the Commission. It remains more likely that the mandate for trilogues will be granted, in which case the Finnish Presidency would organise the first trilogue in October, with 2-3 rounds of negotiations to follow.

CLECAT calls on the newly elected TRAN to take this final opportunity to make corrections and allow for more flexibility as the framework, which has been proposed by the previous EP, will hamper efficiency in international road freight transport and increase empty loads. The EP should equally keep the initial objectives of the European Commission in mind: to increase enforceability, enhance focus on fighting illegal practices and simplify the current rules.

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## Rail

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### TRAN EXCHANGE OF VIEWS WITH ERA

On 2 September, the European Parliament's Transport (TRAN) Committee will hold an exchange of views with the Executive Director of the [European Union Agency for Railways \(ERA\)](#) to discuss the role of the Agency, the extension of its competencies, current topics and challenges ahead.

The 4<sup>th</sup> Railway Package is a set of legislative texts designed to complete the single market for rail services, i.e. the Single European Railway Area. Its aim is to revitalise the rail sector and make it more



efficient and more competitive vis-à-vis other modes of transport. The package comprises a technical pillar and a market pillar.

The Technical Pillar of the 4<sup>th</sup> Railway Package enhanced the role of ERA by introducing new tasks for ERA as the authority issuing single safety certificates, vehicle (type) authorisations and ERTMS trackside approval valid in multiple European countries. It also creates a 'one-stop shop' IT tool which will act as a single-entry point for all such applications, using easy, transparent and consistent procedures. This shall ensure a uniform implementation of the EU framework.

The exchange of views will take place on 2 September 2019 (afternoon) and will be [webstreamed](#).

## DB WAGONS BECOME SMART BY 2020

DB Cargo outlined in a recent press release its ambitions to fit its entire wagon fleet with smart sensors and telematics by 2020. The GPS and sensor technology bring a range of benefits for DB Cargo's customers. A telematics module, GPS and the use of RFID and NFC tags help the analogue freight wagons join the fully connected digital world. The modernised wagons use mobile telephony to transmit signals during the journey, such as when the wagon starts and stops, or sensors detect an impact. This data can help to produce useful information about the load condition, temperature and humidity and about the movement of sensitive cargo inside the wagon. "The smart freight wagons are modernising rail freight transport and making it fit for the future. Our customers are benefiting from more manageable logistics chains, higher-quality transport and predictable arrival times. With these advantages, we want to achieve a lasting shift in traffic onto the environmentally friendly rail freight network and to make our contribution to 'Strong Rail' in Germany and Europe," said Marek Staszek, Member of the Management Board for Production at DB Cargo.

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## Customs and Trade

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### EU-MERCOSUR TRADE DEAL

On 30 August, the European Parliament published a [briefing](#) on the future trade deal between the EU and Mercosur (Argentina, Brazil, Paraguay and Uruguay) outlining the key stages of the negotiation process and key elements of the agreement. The report comes about two months after the EU and Mercosur agreed 'in principle' on a free trade agreement (FTA) as part of a wider association agreement (AA).

The briefing contains detailed information of the current trade relation between the EU and the Mercosur states. It illustrates how the EU-Mercosur, EU-Mexico and EU-Chile FTAs compare in terms of the coverage of traditional and more innovative policy issues. The briefing also explains the changes that the trade deal is expected to bring. For example, Mercosur would remove import duties on 91% of imports from the EU over a period of up to 10 years for most products. That would be particularly beneficial for EU industrial exports such as cars, car parts, machinery, chemicals, clothing, pharmaceuticals and textiles. High import duties for EU agricultural exports of food and drink to Mercosur would progressively be eliminated. The chapter dealing with Sanitary and phytosanitary measures (SPS) lays out, *inter alia*, future-oriented steps to simplify import and approval procedures, including efforts to harmonise import requirements, certificates and import checks on the Mercosur



side and steps to establish a procedure for the recognition of equivalence regarding specific SPS measures.

Further information on the EU-Mercosur trade deal can be found on the European Commission's dedicated [webpage](#).

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## *Sustainable logistics*

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### **HAMBURG, ROTTERDAM UNITE TO TACKLE SHIPPING EMISSIONS**

Germany's Port of Hamburg and the Netherlands' Port of Rotterdam could join forces on reducing emissions from the shipping industry, under a proposal submitted by local politicians from the two port cities.

The proposed plan would see the ports operate under a set of identical climate protection measures that would be further harmonised. With these measures, Europe's largest and third-largest port would set an example in reducing greenhouse gas (GHG) emissions and air pollutants, intending to invite other port cities to join the initiative. The measures will be aimed at allowing European ports to reduce pollution in a "level playing field".

In Germany, representatives of the Green Party and the Social Democratic Party have already submitted a proposal for the adoption of the measures to the Hamburg legislature, while their Dutch counterparts are expected to follow suit in September this year. "We want the Port of Hamburg to be carbon neutral. To do this, we need to reduce the CO2 emissions of all container ships during their stay to zero in the medium term," said Anjes Tjarks, Green Party politician in Hamburg. "In order for us to achieve this goal, we want to implement this together with the other ports in the North Range," he explained.

Source: [World Maritime News](#)

### **EU SUPPORTS NEW RAIL-ROAD TRANSHIPMENT HUB IN CALAIS**

The CargoBeamer group and Calais Promotion have received a grant from the European Union up to a maximum of just over €7 million for the construction of a new rail-road terminal in the vicinity of Calais. This multimodal terminal is a key step in the beneficiaries' plans to extend services on key freight routes and to strengthen the logistic functions of the hub of Calais by allowing freight trailers that normally cannot be moved by crane to be transferred from lorries onto trains and vice-versa.

Calais is the major transit hub between continental Europe and the UK. Located on the North Sea-Mediterranean Core Network Corridor, the Port of Calais channels roughly half of all trade between mainland Europe and the UK, with traffic expected to double by 2021 compared to 2019 values. CargoBeamer is a logistics company, which has developed an innovative system for the automated transfer of freight trailers to and from rail carriages, thereby allowing for smoother operations in multi-modal terminals and offering new opportunities in transshipment markets.

The innovative technology rolled out in this Action will support the modal shift from road to rail and will improve the environmental performance of the transport sector, reduce congestion in and around Calais itself and improve the efficiency and safety of transport. Furthermore, the creation of the new



rail-road combined transport terminal, expected to be delivered by 2022, will improve freight traffic flows beyond the city itself and into France, the UK and the rest of Europe.

Source: [European Commission](#)

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## *Forthcoming events*

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### **CLECAT MEETINGS**

CLECAT Supply Chain Security Institute

9 September, Brussels

CLECAT Air Freight Institute

9 September, Brussels

ICS2 Workshop

10 September, Brussels

CLECAT Customs and Indirect Taxation Institute

11 September, Brussels

CLECAT Sustainable Logistics Institute (web meeting)

13 September, online

CLECAT Road Logistics Institute (web meeting)

16 September, online

CLECAT/FIATA Rail Institute

25 September, Brussels

CLECAT Freight Forwarders Forum 2019

14 November, Brussels

CLECAT Board/GA

15 November, Brussels

### **OTHER EVENTS WITH CLECAT PARTICIPATION**

FIATA Road Working Group

5-6 September, Lisbon

ELP Event 'Logistics in Transition'

25 September, Brussels

FIATA World Congress

1-9 October, Cape Town, South-Africa



## Digital Transport Days

7-9 October, Helsinki

## Maritime Economy Forum 2019

11 October, Gdynia

## ELETA Project Final Conference

5 November 2019, Brussels

## Smart Ports Smart City Expo World Congress

19-21 November 2019, Barcelona

## EP/COUNCIL MEETINGS

### European Parliament Plenary

16-19 September, Strasbourg

### European Parliament TRAN Committee

2-3 September, Brussels

23-24 September, Brussels

### EU Transport Council

2 December, Brussels

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