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Brussels news

ELP EVENT ON “SMART INFRASTRUCTURE INVESTMENTS”



**European
Logistics
Platform**

The European Logistics Platform organises a dinner event entitled “Smart Infrastructure Investments” on Monday 25th September in the European Parliament hosted by Gesine Meissner MEP.

The TEN-T network is a smart and well thought infrastructure plan for Europe, and its completion is important for the competitiveness of the EU. More investments are needed to make transport better, greener, cleaner and more connected in an increasingly digital world. The Connecting Europe Facility is an effective mechanism so far but there has been oversubscription and there is a risk of further reducing the instrument because of insufficient EU budget. The event will hear on future investment needs but equally address urgent problems that need to be resolved such as the incident in Rastatt which is causing huge problems to rail freight.

Speakers include Paul Mazataud, Europe Director at SNCF Réseau, Johan Gemels from Lineas and Joost Vantomme, Smart Mobility Director ACEA. Florentine Hopmeier from Jyrki Katainen’s Cabinet will give the Commission’s perspective. The dinner event will be moderated by Tom Antonissen from ECG.

The ELP would like to give members from across the European Parliament’s committees and political groups, the European Commission and the Permanent Representations the opportunity for exchanging views on the cross-border infrastructure needs of logistics.

[Registration](#) for the event is open.



FFFF17 SMART AND SUSTAINABLE LOGISTICS SOLUTIONS THROUGH MULTIMODAL TRANSPORT

CLECAT is inviting its members, policy makers and stakeholders to join its annual Forum, which is being organised with the support of the Port of Barcelona, on the 24th November at the WTC in Barcelona. *SMART AND SUSTAINABLE LOGISTICS SOLUTIONS THROUGH MULTIMODAL TRANSPORT* is the theme of the 2017 Freight Forwarders' Forum.



Effective multimodality permits forwarders to offer a tailor-made service to their customers, thus improving the flow of goods throughout the European economy and boosting growth. An efficient multimodal transport chain allows goods to bypass congestion, achieving value pricing through economies of scale and a flexibility which serves customer needs first. This furthermore brings important environmental benefits to the supply chain, and achieving seamless multimodality and synchro-modality in the transport system will be crucial in meeting Europe's climate commitments.

Innovation for multimodality also enables supply chain resilience, by leveraging the supply chain's high-tech information flows to give customs greater accuracy and information on what is being transported and where. This information sharing also enables collaboration between supply chain parties in order to optimise load factors, bring greater efficiency to terminal operations, and to reduce the overall emissions of the supply chain.

The FFF will hear from several multimodal logistics service providers and operators about what makes their business successful, how they deliver value for their customers. What are the needs in terms of a business environment, regulatory framework and infrastructure connections in order to build a multimodal system. How can innovation drive efficiency, resilience and emissions reduction at the same time? What is needed to boost these developments?

These are the themes and the questions that will be addressed during the Forum gathering different high-level experts speakers, who will set the scene for lively debates with different industry representatives and policy makers.

The event take place in the World Trade Center in Barcelona. Save the date and [register now online](#) for the Freight Forwarders Forum!

LEARN PROJECT WORKSHOP AND GA IN BERLIN



This week CLECAT attended the [LEARN](#) international expert workshop on closing research gaps in logistics emissions measurement methodologies, and the LEARN General Assembly, in Berlin.

The expert workshop presented the project's research on gaps in current emissions measurement methodologies, such as high altitude emissions for air, fuel consumption statistics for inland waterway transport and reflecting the effects of river currents, data sourcing for rail, development of data integration for fragmented sets of road carriers, consideration of the specificities of highly specialised ships, and definition of terminal types. Integration of air quality in emissions monitoring, particularly monitoring of nitrous oxides and fine particles, was also identified as a shortcoming, and was the subject of extensive discussion. Shipper



interest and the specific context for measurement (i.e. these emissions are more critical in urban areas than in long-haul motorway transport) were identified as particular issues with regard to pollutant measurement.

The project General Assembly discussed progress in the project's work packages including the set-up of the testing and validation exercise and the development of a survey on training requirements with regard to emissions monitoring.

Further information on the benefits of participating in the testing exercise may be found [here](#).

IMPACT ASSESSMENT ON COMBINED TRANSPORT PUBLISHED

On 8 September 2017 DG MOVE published a study providing a comprehensive insight into the current economic and legal state of combined transport (CT) operations in the European Union (EU) including all CT sectors and combinations. It establishes an extensive statistical database on CT operations in the reference year 2011 and time series data for recent years. The study also displays the economics of the CT industry with respect to business models, cost structures and socio-economic benefits.

The report further investigates trends and forces of change impacting on the evolution of CT sectors and delivers a forecast of CT volumes by 2030. A key element of the study is to examine the compliance of the national legal framework of Member States (MS) put in place to transpose the Directive 92/106/EEC, which delivers a common definition for CT and provisions for promoting CT. The study analyses the CT Directive itself and identifies the need for its revision. It provides recommendations for how the regulatory framework may be enhanced on EU and MS level. The study also looks at the wide range of incentives applied to promote use of CT in MS and third countries aiming to identify good practice solutions. Based on these findings, the study proposes effective measures for supporting CT operations.

It is expected that the European Commission will propose a legislation proposal reviewing Directive 92/106/EEC at the end of November. This was also announced in the Communication on the Mobility Package in May 2017.

The study is available [here](#).

Rail

MARKET PLACE SEMINAR DUISBURG

CLECAT participated this week at the 8th Edition of the Market Place Seminar organised by UIC and FIATA, the International Federation of Freight Forwarders Associations, in Duisburg, Germany.



Under the heading: "Inland Hubs: Key towards rail Freight Corridor Development" the event discussed the development of the transcontinental corridors, connections to the EU Rail Freight Corridors, connection to land-locked regions and digitalisation in rail freight.



Presentations are available [here](#)

RASTATT TO RE-OPEN EARLIER THAN PLANNED

Deutsche Bahn (DB) has announced that the Rhine Valley railway line through Baden-Baden in southern Germany is set to re-open on 2 October, five days earlier than planned. This important section of the entire European railway network has been closed since 12 August, due to an accident at a tunnel building-site near Karlsruhe.

Last week over 25 rail freight organisations, including CLECAT wrote an "[open letter](#)" to the European transport authorities calling for the urgent formation of a transnational task force to alleviate the situation.

Maritime

CONSTRUCTIVE FIRST CONSULTATION ON CONGESTION IN ROTTERDAM

For several months already, companies using barge transport in the Benelux container ports of Antwerp and Rotterdam have been coping with congestion. This congestion has led to higher costs in terms of demurrage and detention, costlier transport options, re-planning etc. It also led to frustrated supply chains because of missed closings, increased man-hours, delays and extra custom procedures. Ever larger container ships arriving outside of the planned time-windows on terminals have also made a substantial contribution to the congestion, because it creates unpredictable peak pressure at the expense of handling inland waterway vessels. This all has resulted to a reversed modal-shift back to road transportation.

Last week, under the leadership of the Port of Rotterdam Authority, a constructive first consultation took place on the inland waterway congestion in Rotterdam. This consultation was attended by representatives of barge operators, inland terminals, container terminal operators, shipowners, and shippers and forwarders organisations from Germany, Switzerland and the Netherlands. During the meeting FENEX (the Dutch organisation for Freight Forwarding and Logistics) emphasized the importance of working on structural solutions supported by the supply chain, such as: hard KPIs guaranteeing predictable and fast delivery times; measures that help to make better use of the current capacity of deep sea terminals such as larger call sizes, better planning and a reduction of "ghost bookings"; and agreements about clear and transparent communication about delays. The Port of Rotterdam Authority will provide funding for joint plans that lead to a more efficient and reliable handling of container inland shipping.

CONSULTATION ON REVIEW OF EU SHIPPING MRV REGULATION

The European Commission has opened a public [consultation](#) on revision of the [Regulation](#) on monitoring, reporting and verification of carbon dioxide emissions from maritime transport. The International Maritime Organisation (IMO) has completed the legal framework for its global data collection system (IMO DCS) with the adoption in July 2017 of guidelines on data verification and database management.



Considering these recent developments, the Commission is now reviewing the situation with a view to align the EU MRV with the IMO DCS and it will table, if appropriate, a legislative proposal to amend the EU MRV accordingly in 2018. The consultation therefore covers the objectives of maritime emissions MRV, policy options for aligning the EU and IMO systems, priorities in doing so, parameters to be monitored and reported, verification and transparency of data.

The consultation is open until 1 December. CLECAT will assess the questionnaire and develop a draft response for member approval.

Sustainable Logistics

PROMOTION OF THE USE OF ENERGY FROM RENEWABLE SOURCES

On 31 August, during the TRAN Committee meeting, the Rapporteur (Bas Eickhout, Greens/ALE) and the Shadow Rapporteurs for the Opinion on the promotion of the use of energy from renewable sources presented the main lines of the 222 amendments tabled. It was recalled that transport is responsible for 22% of total EU greenhouse gas emissions and that the sector has to do its part to achieve the Paris Agreement commitments. However, along the political spectrum, a wide array of policy preferences exists to reach these goals.

The debate therefore centred along political choices, such as the need and consequences of national mandatory targets, and a separate target for the transport sector, the desirability of specific sub-targets for certain types of (advanced) biofuels, stronger criteria for their sustainability, plus the need for a more gradual transition from the first to their second generation, the need for concrete measures to support the transition towards electrification of transport, and the possibilities of including a multiplier for aviation and maritime transport.

The Rapporteur will now meet the Shadow Rapporteurs in order to try finding compromise amendments. The vote in the TRAN Committee is scheduled for 12 October, with a view to voting in the main Committee in November.

General

TRAN COMMITTEE DISCUSSES NEED FOR TEN-T / CEF

On 31 August, as part of its continuous scrutiny activities on the TEN-T and CEF regulations, the TRAN Committee of the European Parliament heard a presentation of the Commission on the Progress report on the implementation of the TEN-T network in 2014-2015. According to the Commission the development of the TEN-T network is well on track, and most of the budgetary resources made available under the CEF have already been committed by now.

MEPs underlined the need for a fuller reporting of data across Member States and all projects. They also called for further developing cross-border connectivity and horizontal priorities such as alternative fuel infrastructure. Members furthermore stressed the importance of ensuring sufficient support to the TEN-T under the next MFF.



The Committee also adopted the opinion of Rapporteur Evžen Tošenovský (ECR) on the budget 2018, which recalled the importance of the transport sector in the European Union and of the Connecting Europe Facility (CEF). The TRAN Committee reiterated the significant EU-added value of the CEF, which it considers as a vital instrument to optimise the transport network across the Union. The Committee therefore stressed the need to provide adequate financial means for the CEF, and requested that no more budgetary cuts be made to fund the European Fund for Strategic Investments initiative. It underscored that it was important to provide sufficient resources for grants.

The vote in plenary is scheduled for the 25 October.

Forthcoming events

CLECAT MEETINGS

BREXIT Working Group meeting

21 September, Brussels

DIGIT Working Group meeting

22 September, Brussels

Customs and Indirect Taxation Institute

20 October, Brussels

Supply Chain Security Institute / Air Logistics Institute

24 October, Paris

Maritime Institute

23 November, Barcelona

CLECAT Freight Forwarders Forum 2017

24 November, Barcelona

CLECAT Board meeting

24 November, Barcelona

OTHER EVENTS WITH CLECAT PARTICIPATION

World Bank Group Trade Facilitation Event on Coordinated Border Management

19, 20 September, Montenegro

ELP dinner event on Infrastructure Funding

25 September, Brussels

Collaborative Innovation Days

27 September, Brussels

IATA Cargo Security and Facilitation Forum



3-4 October, Barcelona

FIATA WORLD CONGRESS

4-8 October, Kuala Lumpur

ECG CONFERENCE

20 October, Brussels

DIGITAL TRANSPORT DAYS CONFERENCE

8-10 November, Tallinn

THE FUTURE OF TRANSPORT 2017

6 December, Brussels

EP/COUNCIL MEETINGS

European Parliament Transport and Tourism Committee

25 September 2017

11, 12 October 2017

9 November 2017

22, 23 November 2017

4 December 2017

Transport, Telecommunications and Energy Council

19-21 September 2017, Tallinn (Informal meeting of Energy and Transport ministers)

24 October 2017, Luxembourg

4-5 December, Brussels (Telecommunications & Transport)

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