

## Table of content

JOINT INDUSTRY POSITION ON MARITIME SINGLE WINDOW	P 1	RHINE-ALPINE CORRIDOR UNAFFECTED FROM BRIDGE COLLAPSE	P 6
FFF2018: "CUSTOMS, TRADE AND SKILLS – WHAT'S THE DEAL?"	P 2	FMC INTERIM REPORT ON DETENTION AND DEMURRAGE	P 6
5Y ELP EVENT: LAST MILE TO THE NEXT EUROPEAN ELECTIONS	P 2	FREIGHT TRAFFIC GROWS BY 2.1%	P 7
EXCHANGE OF VIEWS WITH THE DIRECTOR GENERAL OF DG MOVE	P 4	ANTI-DUMPING ON SOLAR PANELS FROM CHINA NOT EXTENDED	P 7
CO2 EMISSION STANDARDS FOR NEW HDV'S	P 4	EU-US TRADE: EC SEEKS TO SETTLE LONGSTANDING WTO DISPUTE	P 8
TRAN/ITRE DRAFT REPORT ON CEF PROPOSAL	P 5	BREXIT: UK AGRICULTURAL FRAMEWORK	P 9
MODAL SHIFT REQUIRES A MENTAL SHIFT	P 5	2018 CUSTOMS FORUM - SPANISH CUSTOMS AGENTS	P 9

---

## Brussels news

---

### JOINT INDUSTRY POSITION ON MARITIME SINGLE WINDOW

On 10 September a coalition of European associations organisations in maritime logistics including CLECAT, ECASBA, EMPA, ESC, ESPO, FEPORT and IPCSA issued a joint position paper welcoming the Commission proposal for a Regulation which established a European Maritime Single Window environment (EMSWe).

In 2010, a Directive was adopted on reporting formalities for ships arriving in and/or departing from ports of the Member States. This directive is more commonly known as the Reporting Formalities Directive (RFD) and often referred to as the Maritime Single Window initiative (MSW). The objective of the RFD was to simplify and harmonise the administrative procedures applied to maritime transport and it set an obligation for Member States to establish National Single Windows (NSW) for reporting formalities from ships arriving in and/or departing from ports by June 2015.

In 2016, the Commission launched an evaluation of the RFD. The outcome of the study led to the conclusion that the objectives of the RFD were not (or only partially) attained. For example, paper reporting is still used to a certain extent in more than 50% of ports, often as duplication, and reporting is only fully digitalised and harmonised in a few EU countries. Therefore, the positive impact of MSW is small, sometimes even negative for the logistics industry. The proposal for the new EMSWe Regulation is intended to solve these issues and achieve the original goals of harmonisation and increased efficiency.

The associations welcome the efforts of the Commission in reducing burdens in maritime transport by repealing the RFD Directive. They also fully endorse the decision to replace the Directive with a

Regulation as this truly ensures the harmonisation and interoperability which is intended. They also welcome the fact that the chosen policy option respects the existing set-up of National Single Windows and makes use of the investments already made and other important good intentions expressed.

However, even though the organisations have an urgent need for improvement of the Maritime Single Window environment, they consider that the proposal in its current form requires more clarity and specification on various points before adoption, in order to guarantee that the proposals objective are met and the negative effects of the previous initiative are not repeated.

The full is available here: [Joint Industry Paper on EMSWe](#)

## FFF2018: “CUSTOMS, TRADE AND SKILLS – WHAT’S THE DEAL?”

CLECAT’s annual Freight Forwarders Forum entitled “**Customs, Trade and Skills – *What’s the deal?***” will take place on the 15<sup>th</sup> November at the WCO in Brussels.



The customs and trade landscape as we have known it in recent decades is changing drastically. For many years, initiatives breaking down trade barriers through the expansion of the EU were successful, reducing duties and simplifying border procedures. Today, increasing political and social issues across the globe are reversing these efforts. Trade conflicts, Brexit, tax evasion, immigration, terrorism and threats to consumers and the environment are all realities that the European Union must face. Finding the balance between protecting society and facilitating compliant trade has become increasingly difficult.

The Forum will discuss these questions and give first hand insights from the European Commission, WCO and industry experts. Capitalise on this unique opportunity to learn about changes in trade and customs and the impact they will have on your sector.

More information is available at the [CLECAT conference webpage](#). The outline of the programme is available [here](#). The conference is free to register and attend. If you are interested to join, please register [here](#).

## 5Y ELP EVENT: LAST MILE TO THE NEXT EUROPEAN ELECTIONS



**European  
Logistics  
Platform**

Last week the ELP celebrated its 5-Year Anniversary with around 40 EU policymakers and industry stakeholders in the European Parliament. Together with representatives from the Commission, European Parliament and academia the ELP had the chance to take stock of the work accomplished and discuss what has been achieved in this legislative term and, moreover, what lies ahead in the upcoming months prior to the elections of the European Parliament in May 2019.



Five years ago, the European Logistics Platform (ELP) was created to bring together policy makers and industry stakeholders to collectively tackle the challenges of the logistics sector. Through the organization of many debates in- and outside of the European Parliament but always with the support of the MEPs of the ELP Advisory Board, the ELP has promoted a better understanding of logistics and of its importance for the growth and competitiveness of the EU.



“Transport today is about multimodality and logistics brings it all together”, Henrik Hololei, Director General of DG MOVE, rightly pointed out that raising the political profile of transport and logistics has been one of the major priorities in the recent years, noticeable also through the key EU funding instrument, the Connecting Europe Facility (CEF). However, he admitted that the challenge of modal shift remains reality and still needs to be tackled in order to reach the EU 2030 climate targets. Furthermore, he urged the European Parliament to conclude its reports and find common ground prior to the new elections.



Pavel Telička, Member of the European Parliament (ALDE) and Transport Committee, complimented this European Commission for being a ‘realistic Commission’, focussing on existing bottlenecks and finding the best solutions. He highlighted the importance of the ELP’s work:

“Logistics is a sector serving other sectors, creating hurdles in logistics will lead to problems for the entire industry”. With a note of caution, Telička warned that any inward looking policy of Member States will harm the internal market and hamper businesses: “Our intention must be to avoid unilateral measures and look for European solutions”.



Thierry Vanelslander, Research Professor Transport, Logistics and Ports, University of Antwerp, highlighted the importance of investments in infrastructure, digitalisation, the need to integrate decarbonisation and transport policies and acceptance of pricing in European transport policy. He thought that in all these areas significant progress has been made over the last 10 years.

The Anniversary Cocktail event was moderated by Nicolette van der Jagt, Chair of the ELP, who emphasised the ELP’s role in showcasing practical experiences and increasing awareness on the importance of logistics in the European Parliament. She explained: “The ELP seeks to facilitate open debate and feed into EU policy initiatives aimed at creating a more holistic approach to logistics and supply chain issues in Europe”. In addressing the current and future challenges for the logistics sector, she noted “Today, there are even other challenges such as trade barriers and protectionism, new threats from trade policies, Brexit, the challenge for customs and finding the right work force. So, as the European Logistics Platform, we have not exhausted our agenda, instead it is getting longer and longer”.



## EXCHANGE OF VIEWS WITH THE DIRECTOR GENERAL OF DG MOVE

On 6th September Mr Henrik Hololei, Director General of DG MOVE, was invited to the TRAN Committee meeting of the European Parliament to discuss current and future transport policy issues. Mr Hololei focused on what has been achieved so far during the mandate but as importantly what can still be done until the end of the legislative term with references to the Mobility Packages 1, 2 and 3.

During the debate, Members of the TRAN Committee invited the Commission to encourage discussions in the Council to ensure timely progress. Questions were raised on different aspects of the posting of workers in the transport sector, cabotage and the review of the Eurovignette Directive. Moreover, the importance of promoting the shift to multimodality in the Mobility Package was also raised. Regarding the Connecting Europe Facility (CEF) within the Multiannual Financial Framework (MFF) 2021-2027, members of the committee were interested in the possibility of transferring more funds to the CEF as well as the possibility of shifts following its mid-term review. Questions were also raised with regards to the impact of Brexit on the aviation sector, as well as regarding the Commission's position concerning the transition from diesel technologies to alternative fuels and the introduction of the Euro 7 standard. The exchange of views was [webstreamed](#).

## CO2 EMISSION STANDARDS FOR NEW HDVS

On 6th September, MEP Henna Virkkunen (EPP, FI) presented her [draft opinion](#) on CO2 emission performance standards for new HDVs.

MEP Virkkunen considered that the proposed CO2 reduction targets are ambitious, but nonetheless realistic. She stated that the introduction of a number of measures would be necessary to achieve the reduction targets, including drivers aids through infrastructure management, platooning and load optimisation. To achieve the desired result, all available technologies should be allowed, and technology neutrality shall be guaranteed.

The members of the TRAN Committee generally welcomed the Commission's proposal and stressed its importance, while agreeing to the utilisation of all available technologies. While the importance of 2022 as time for the assessment of the effectiveness by the Commission was acknowledged, some MEPs shared their concerns that it might be too early for such an assessment.

MEP Virkkunen further suggested that the accounting of CO2 emissions should be based on a 'well-to-wheel'-approach, in order to take into account the environmental performance of fuel or energy and the end-use in vehicles, thereby allowing the assessment of environmental performance in a more realistic way. The Commission expressed reservations about such a change in approach by 2022, as it would have significant consequences for the current accounting system.

Regarding MEP Virkkunen's proposal for well-to-wheel emissions (WTW) CLECAT emphasises that manufacturers cannot control the eventual WTW emissions of a transport operation, which are determined by the fuel being used and other choices in the user's/operator's domain. The objective of this legislation is to regulate the emissions performance of the vehicle, and therefore can only feasibly focus on tank-to-wheel (TTW) emissions. Therefore, any Commission initiative on WTW calculation methodologies should be separate and be based on existing activity including the GLEC Framework, which should be supported as the single harmonised and comparable methodology for such a calculation.



CLECAT has issued a [position paper](#) in which it welcomes the Commission's proposal as the right step in enabling access to transparent, accurate emissions data. CLECAT would welcome a strengthening of the proposal by increasing the emission reduction target for 2025 and 2030 and taking measures to ensure that production of low- and zero-emission vehicles is boosted while also reducing emissions of traditionally-fuelled vehicles. The paper also notes that amendments to the manufacturer-specific emission target, following verification of vehicle emissions, must appropriately reflect the divergences found while respecting the fact that all HDVs are different, even within the same vehicle class.

The vote in the TRAN Committee will take place on the 9th October.

## TRAN/ITRE DRAFT REPORT ON CEF PROPOSAL

On 29<sup>th</sup> August, the TRAN and ITRE Committees discussed in a joint meeting the Committees' [draft report](#) on the CEF proposal by Rapporteurs Marinescu (EPP), Telička (ALDE) and Virkkunen (EPP). The rapporteurs overall welcomed the Commission's proposal to renew the CEF for the next multi-annual financing period of 2021-2027 with €42.265 billion, of which €30.615 billion is designated for the transport sector.

MEP Marinescu focused his presentation on aspects relating to the budget, the cohesion policy and the rule of law. In that regard, he emphasised his dislike for the cohesion policy proposal, stating that the cohesion money is inside the national envelope and should not be transferred to other Member States on the basis of a competition element, as "the poverty of one Member State cannot be finance by the poverty of another Member State". MEP Telička highlighted the need to achieve greater connectivity between the sectors and support projects of a cross-border nature. MEP Virkkunen from the ITRE Committee emphasised that more importance should be attributed to synergies, e.g. through the introduction of 5G and alternative fuel stations along major transport routes.

The Rapporteurs announced that further amendments would follow in the coming weeks and that the vote had been scheduled to take place during the joint committee meeting in October. The meeting was [webstreamed](#).

CLECAT welcomes the Commission's CEF proposal which is clearly prioritising on cross-border projects, both in the identification of projects as in the levels of co-funding. The new proposals recognise the need for the rebalancing between the investments in basic infrastructure, the investments in smart, efficient and sustainable infrastructure projects, the focus on climate-proof investments and the synergies between transport, energy and digital sectors in order to accelerate the decarbonisation and digitalisation of the EU's economy.

---

## Rail

---

### MODAL SHIFT REQUIRES A MENTAL SHIFT

While achieving a modal shift is necessary for a sustainable future, modal shift is not yet happening in Belgium, despite arguments and environmental benefits. This was concluded by "Brain Trains", a joint project of scientists from the universities of Antwerp and Liège. The scientists noted that the positive effects on road congestion and the environmental benefits of a modal shift have been acknowledged by most people. However, a mental shift including the innovation of business models aimed at increased productivity and profitability are needed. Professor Thierry Vanellander of the



University of Antwerp said: *“The government should be organised in such a way that different sections and services are integrated and cooperate in the most effective way. An uncoordinated implementation of policy can result in a waste of public support and be a hurdle to intermodality for the railway sector, where measures with the right purpose can be counterproductive with other measure. There should be an organisation exceeding different themes, allowing for example the environmental policy to play a role in the rail freight industry.”*

As a result of the project, 25 recommendations were formulated, including increasing the energy efficiency and load factors in freight transport. The recommendations are available [here](#) (pp.22-30).

## RHINE-ALPINE CORRIDOR UNAFFECTED FROM BRIDGE COLLAPSE

The international rail freight traffic from and to Genova on the Rhine-Alpine corridor has remained unaffected from the collapse of the Morandi bridge on 14 August. Long-haul rail freight is managed by the Voltri Mare station, which is the rail freight terminal on the Rhine-Alpine corridor which has not been damaged. Here, trains depart towards the north, west and east of Italy. It is also the rail freight terminal on the Rhine-Alpine corridor, one of the European core network corridors connecting Rotterdam with the Italian port of Genoa.

However, after a part of the bridge collapsed on 14 August, the railway lines which were situated under the bridge were damaged and left non-operational. Subsequently, the Gruppo Ferrovie dello Stato Italiane (RFI) carried out inspections on the Submarine line to assess the restoration needs. According to RFI, arrangements have been made and the works will start as soon as the official permit is issued by the Italian authorities. Currently, alternative routes are being use for freight transport to destinations in Italy.

The main problems of course are still on the road, but the situation is improving, thanks to the cooperation of all the parties involved, who are making all possible efforts to get out of the emergency situation.

Source: [Railfreight](#)

---

# Maritime

---

## FMC INTERIM REPORT ON DETENTION AND DEMURRAGE

The FMC issued last week its interim report in the investigation on detention and demurrage practices. Over the past six months, Commissioner Dye, who serves as the investigative officer on the report, has conducted scores of interviews with executives, managers, government officials, and policy experts with experience in, or specialized knowledge of, international ocean shipping and port operations. She also solicited submissions from shippers, consignees, and drayage providers. Bringing clarity, access and efficiency to the delivery of cargo from carrier to shipper will be key to improving the process for how and when marine terminal demurrage and ocean carrier detention charges are levied.

"Throughout this process, my priority has been how ocean carrier and marine terminal demurrage and detention approaches can optimize, not diminish, the performance of the overall American international freight delivery system," said Commissioner Dye.



As a concurrent part of the investigation, the Commissioner issued an information demand to ocean carriers and marine terminal operators (MTOs) which yielded extensive data related to demurrage and detention practices. These materials assisted Commissioner Dye in developing the preliminary observations contained in the report of her investigation.

Commissioner Dye advised the Commission that she has identified six areas to be developed:

1. Transparent, standardized language for demurrage, detention, and free time practices;
2. Clarity, simplification, and accessibility regarding demurrage and detention billing practices and dispute resolution processes;
3. Explicit guidance regarding types of evidence relevant to resolving demurrage and detention disputes;
4. Consistent notice to shippers of container availability;
5. An optional billing model wherein
  - a. MTOs bill shippers directly for demurrage; and
  - b. VOCCs bill shippers for detention; and
6. An FMC Shipper Advisory or Innovation Team.

The report can be accessed [here](#).

---

## Air

---

### FREIGHT TRAFFIC GROWS BY 2.1%

On 29 August, IATA released data showing that demand, measured in freight tonne kilometres (FTKs), rose by 2.1% year-on-year in July 2018. This is well below the five-year average growth rate of 5.1% and represents the slowest pace of growth since May 2016.

The growth of freight capacity, measured in available freight tonne kilometres (AFTKs) amounted to 3.8%, thereby outstripping demand growth for the fourth time in five months.

IATA's Director General and CEO Alexandre de Juniac announced that a 4% growth over the course of the year was still expected, while noting that the downside risk has increased. He added: *"The tariff war and increasingly volatile trade talks between the world's two largest trading nations – China and the US - are rippling across the global economy putting a drag on both business and investor sentiment. Trade wars only produce losers."*

Source: [IATA](#)

---

## Customs

---

### ANTI-DUMPING ON SOLAR PANELS FROM CHINA NOT EXTENDED

After having been in place for almost five years, the EU anti-dumping and anti-subsidy measures on solar panels from China have expired on Monday 3 September.



After considering the needs of both producers and those using or importing solar panels the Commission decided it was in the best interests of the EU as a whole to let the measures lapse. This decision also takes into account the EU's new renewable energy targets.

The EU first imposed definitive anti-dumping and anti-subsidy measures in December 2013 for a period of two years. These were then renewed in March 2017 for a period of 18 months only, as opposed to the usual five years.

In its March 2017 decision, the Commission aimed to find a balance between the interests of users, importers and EU producers of solar panels. The Commission also wanted to ensure that EU consumers could buy panels at prices close to the world-market level. After consultation with Member States, the Commission decided (exceptionally) to extend measures for 18 months as a compromise between the competing interests. The level of the measures has gradually decreased over time to allow the prices of the imports into the EU to align progressively with world market prices.

The Commission observed that the market situation has not changed to the extent that this would justify a further extension of the measures now beyond the scheduled 18 months. It therefore rejected the EU industry's request for an expiry review investigation.

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

## EU-US TRADE: EC SEEKS TO SETTLE LONGSTANDING WTO DISPUTE

On 3 September, after a longstanding World Trade Organisation (WTO) dispute, the Commission asked the Council for a mandate to settle the dispute with the United States on the functioning of an existing quota to import hormone-free beef into the European Union.

In 2009, the European Union and the United States concluded a Memorandum of Understanding (MoU), revised in 2014, which provided for an interim solution to a longstanding WTO dispute regarding the use of certain growth-promoting hormones in beef production. Under the agreement, a 45,000 tonnes quota of non-hormone produced beef is open by the EU to qualifying suppliers, which include the United States. The review of the MoU was requested by the previous US Administration in 2016 and the two sides have since then discussed the US concerns on the implementation of the MoU on a regular basis. The negotiation mandate intends to address these concerns and to find a mutually satisfactory solution in line with World Trade Organisation (WTO) rules.

In its proposal to the Council of last week, the Commission suggests to allocate to the United States a part of the existing quota that is also available to exporters from other countries. The Commission also suggests to identify a WTO-consistent and mutually agreed possible way forward, based on the country-allocation of the existing quota.

The European Commission states that it is committed to deliver on the letter and the spirit of the [Joint Statement agreed on 25 July](#) by Presidents Juncker and Trump to launch a new phase in the trade relationship between the European Union and the United States. Besides implementing the specific elements identified in the Joint Statement, the two sides should also endeavour to work on other outstanding trade issues.

Source: [EU Commission](#)





## BREXIT: UK AGRICULTURAL FRAMEWORK

On 12 September, the UK Government and the Welsh Government published a statement which sets out how they intend to work with all administrations (in the future) on agriculture. Trade in agricultural product is still one of the most concerning aspects of Brexit, because trade in these goods generally still requires physical inspections at the border and it still requires paper documents (unlike customs procedures).

In the UK agriculture is a devolved area, which means that each administration of the UK has the opportunity to develop policy to suit their own unique circumstances once the UK has left the EU. Both the UK Government and the Welsh Government have consulted separately on new agriculture policies to replace the Common Agriculture Policy (CAP) in England and Wales, respectively.

The UK Government published a 'Framework Analysis' policy paper in March 2018. This paper set out 153 areas where EU law currently intersects with devolved competence. This is where the UK Government and devolved administrations would need to work together to determine whether they would need UK or GB wide common approaches in future. The paper also identified a list of 24 policy areas to be subject to more detailed discussion to explore whether a legislative common framework arrangement might be needed, in whole or in part.

Having various authorities within Britain further complicates trade with the EU and an orderly withdrawal. However, it is still the ambition of the UK Government and the Welsh Government to work towards a UK-wide approach where that is necessary. They expect that their close collaboration to continue with the Department of Agriculture, Environment and Rural Affairs in Northern Ireland (DAERA) and the Scottish Government over the next 18 months to agree and implement administrative frameworks to set out future working and coordination on agriculture. As part of that process, the UK welcomes the views of Parliament, the devolved legislatures and wider stakeholders on these proposals.

Source: [UK Government](#)

## 2018 CUSTOMS FORUM - SPANISH CUSTOMS AGENTS

CLECAT and its members have been invited to take part in the 2018 Customs Forum of the Spanish Association of Customs Agents. The programme of the event is available at <https://foroaduanero.sponsorship-group.com/programa>

The event will take place at the Parador de Cadiz 'Hotel Atlantico' and will feature an interesting programme. More information is available at <https://foroaduanero.sponsorship-group.com/>



---

## *Forthcoming events*

---

### CLECAT MEETINGS

CLECAT BREXIT WORKING GROUP AND CUSTOMS & INDIRECT TAXATION INSTITUTE  
17-18 September, Brussels, Belgium



FIATA WORLD CONGRESS  
26-29 September, New Delhi, India

CLECAT Board/GA Meeting  
14 November, Brussels, Belgium

FFF2018 – CUSTOMS, TRADE and SKILLS – What’s the Deal?  
15 November, Brussels, Belgium

## OTHER EVENTS WITH CLECAT PARTICIPATION

EUROPEAN TRANSPORT FORUM: POTENTIAL FOR DECARBONISING EUROPE  
25 September, Brussels, Belgium

ENERGY VISIONS SERIES: CLEANER, CONNECTED AND COMPETITIVE  
26 September, Brussels, Belgium

EU CUSTOMS SINGLE WINDOW PROJECT  
25-27 September, Gdansk, Poland

IRG Rail Forum  
27 September, The Hague, The Netherlands

XVI Foro Aduanero / Customs Forum – CGAA  
4-7 October, Cadiz, Spain

IMCO WORKSHOP – STRENGTHENING THE COMPETITIVENESS OF THE INTERNAL  
MARKET BY DEVELOPING THE EU CUSTOMS UNION AND ITS GOVERNANCE  
10 October, EP, Brussels

FEDESPEDI AEO EVENT  
11 October, Milan, Italy

Intermodal Freight Transport Conference  
18-19 October, Hamburg, Germany

SELIS Workshop: Digital Logistics  
25 October, Brussels, Belgium

## EP MEETINGS

European Parliament TRAN Committee  
24 September, Brussels  
8 – 9 October, Brussels

European Parliament IMCO Committee, Workshop on UCC Transitional Period  
10 October, Brussels



European Parliament Plenary Session  
10 - 13 September, Strasbourg

**Contact**

***Nicolette van der Jagt***

*Director General CLECAT*

Rue du Commerce 77, B-1040 Brussels, Belgium

**Tel** +32 2 503 4705 / **Fax** +32 2 503 47 52

**E-mail** [nicolettevdjagt@clecat.org](mailto:nicolettevdjagt@clecat.org) / [info@clecat.org](mailto:info@clecat.org)

 @CLECAT\_EU

[www.clecat.org](http://www.clecat.org)



europaan association for forwarding,  
transport, logistics and customs services

