

Table of content

LEARN PROJECT ON TRACK TO ACCELERATE LOGISTICS EMISSIONS ACCOUNTING	P 1	PILOT PROJECT ON SMALL CONTAINER VOLUMES	P 5
FFF2018: "CUSTOMS, TRADE AND SKILLS – WHAT'S THE DEAL?"	P 2	CONFERENCE ON SAFE AND SECURE PARKING	P 5
ATTRACTING WOMEN TO THE TRANSPORT SECTOR	P 2	IATA PRIORITIES TO MINIMISE BREXIT IMPACT	P 6
TRAN DEBATES CEF PROPOSALS	P 3	THE WCO AND "CUSTOMS OF THE FUTURE"	P 6
UK INVESTS IN CUSTOMS TRAINING AND AUTOMATION	P 3	WTO REFORM	P 7
REPORT ON UK PREPAREDNESS FOR BREXIT	P 4	HOW DIGITAL IS EUROPE?	P 7
UK PARTNERSHIP PACK: PREPARING FOR A 'NO DEAL' EU EXIT	P 4	THE 2018 EDITION OF THE GLOBAL COMPETITIVENESS REPORT	P 8

Brussels news

LEARN PROJECT ON TRACK TO ACCELERATE LOGISTICS EMISSIONS ACCOUNTING

CLECAT joined the General Assembly of the LEARN project which took place at the Zaragoza Logistics Institute last week. The Logistics Emissions Accounting and Reduction Network project (LEARN) brings different actors together to empower business to reduce their carbon footprint across their global logistics supply chains. The project is now only 6 months away from its final event and important achievements have been made to improve logistics emissions measurement, reporting and verification.



More than 20 companies have completed the testing and validation on the use of the GLEC Framework; how results can be used for reporting and decision-making; and the usefulness of an eco-label. Initial results show that companies are generally satisfied with the GLEC Framework as a calculation methodology and are already in a position to suggest improvements. The data aspect is more challenging, especially determination of the volume of transport activity. Companies have already come forth with specific conditions for eco-labelling (or input into one) to be meaningful and acceptable to business. A training curriculum and initial training materials were developed for road freight carriers in three different languages based on the results of a survey among stakeholders. CLECAT, IRU and ESC engaged with members on a survey to learn more about company decisions with regards to the adoption of reporting



methodologies and decision-making. A 'network of networks' is in the making that leverages existing channels of LEARN partners and can continue beyond the LEARN project. This started at the 1st LEARN International Workshop in 2017 and continues through exchanging news, events and publications with stakeholders and maximizing the presence of LEARN partners in various events. As a result, key LEARN communication messages that contribute to wider uptake of logistics emissions accounting are reaching more companies and stakeholders at the senior and operational levels. LEARN has partnered in activities and events during 2018 with other EC-funded projects – e.g. ALICE-ETP, NexTrust, AEOLIX and SELIS.

More information is available [here](#).

The final LEARN international conference will take place on 6 and 7 February in Brussels. Save the date!

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



More than 120 persons have to date registered for the Freight Forwarders Forum which will take place in only 2 weeks from now. There are still a few places left so interested parties are invited to join CLECAT's annual Freight Forwarders' Forum entitled “**Customs, Trade and Skills - What's the deal**” taking place on the 15th November at the World Customs Organisation in Brussels. The Forum will highlight the importance of connecting trade, customs and skills across the EU and address challenges freight forwarders, customs agents and others in the logistics supply chain are facing in view of Brexit, increased protectionism and new customs legislation and systems entering into force.

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 program is available [here](#). If you are interested in registering for the event, you may do so [here](#).

ATTRACTING WOMEN TO THE TRANSPORT SECTOR

On 27 November the conference “How to attract women to the transport sector?”, hosted by Commissioner Violeta Bulc, will take place in Brussels in form of a full-day event. The event is organised by DG MOVE and will gather 250 representatives from companies and employers' organisations, transport workers and workers' organisations, researchers and academics, public authorities and non-governmental organisations for brainstorming sessions.

The morning discussions will focus on work-life balance and possible -economically viable- solutions to improve transport workers' choice of shifts, while the afternoon's discussions will aim at gathering positive insights on what are the attractors of the transport sector for women, to be used to fight negative stereotypes. The outcome of two studies conducted in the project will also be discussed. The first one, "Making the EU transport attractive to future generations" can already be consulted online. Based on case studies, the second one looks at measures that companies can put in place to increase their gender balance. It will be released at the occasion of the conference.

More information can be found [here](#). You can register [here](#).



TRAN DEBATES CEF PROPOSALS

During the last joint TRAN-ITRE meeting of the European Parliament in October, the amendments tabled to the Commission's CEF proposal were discussed. Members of the joint TRAN-ITRE committee tabled more than 1200 amendments to the proposed regulation covering all aspects of the Connecting Europe Facility. These included the level of funding, eligibility criteria, synergies among the transport, energy and digital sectors, cross-border cooperation, the adaptation of TEN-T infrastructure to military mobility needs, the use of blending in co-financing projects and simplification of rules and procedures.

In the debate, Members highlighted the need to increase synergies among the different sectors and underlined CEF's role in supporting climate policy goals. Members also stressed the importance of the programme's role in ensuring territorial connectivity and cohesion.

The dossier is covered by Rapporteurs Marinescu (EPP), Virkkunen (EPP) and Telička (ALDE). The joint vote of the TRAN and ITRE Committee on the draft report will take place on 22 November.

During the TRAN Committee's meeting on 15 October, the Commission presented the results of the recent CEF Transport Blending call and the CEF Transport SESAR call of 2017. The Members considered these ahead of the Commission's formal decision on the proposals selected for funding. A discussion took place on the scope of the calls, the geographical distribution of the projects, support for low-emission vehicles, and the financing provided by national promotional and commercial banks. The Commission also provided an overview on further thematic calls under the present CEF and the use of potential reflows to support further projects until 2023.

Brexit Update

UK INVESTS IN CUSTOMS TRAINING AND AUTOMATION

Last week, the UK HM Treasury and HMRC (Revenue and Customs) announced that a package of measures has been agreed, including an investment of £8 million, to support intermediaries (customs brokers and freight forwarders) ahead of March 2019.

The UK government has fully acknowledged the potential capacity challenges facing the customs/intermediaries' sector in the unlikely event of a no deal situation before the UK leaves the EU on 29 March 2019. In anticipation of this, HM Treasury and HMRC have designed a package of measures to support the intermediaries' sector to expand ahead of March 2019. This will include a one-off investment of £8 million to support broker training and increased automation. HM Treasury and HMRC have been engaging extensively with the customs intermediaries' sector on EU exit, including customs brokers, freight forwarders and fast parcel operators. They have listened to its concerns about the extra demand for customs broker services once the UK leaves the EU and especially in case of a no-deal situation. That is why the UK plans to invest £8m for customs training and automation to support the sector to expand to help meet the potential increase in demand.

This investment will involve a procurement process to establish contracts with training providers for creating and delivering new training courses and/or expanding existing material for customs brokers, a grant scheme to support intermediaries and/or traders with the upfront costs of training their employees and a grant scheme to support investment in automation in the sector. The government



understands that upfront cost is a key barrier, particularly for smaller businesses. The UK expects the procurement process for establishing contracts with training providers to start in coming weeks, with the grant schemes to support upfront costs of training or increased automation expected to be available in late autumn.

Source: [UK government, HMT & HMRC](#)

REPORT ON UK PREPAREDNESS FOR BREXIT

On the 24th October, the NAO (UK National Audit Office) has published its report on the UK Border: Preparedness for EU exit. The report found that there are risks to UK border operations if the UK leaves the EU without an agreement on 29 March 2019. Even with a withdrawal agreement, significant challenges lie ahead to ensure the UK border is fully functioning.

The report highlights that the creation of the Border Delivery Group has improved central government's understanding of the changes that need to be put in place at the border and focused efforts across departments. Although the UK government has achieved much, and its planning efforts have increased in momentum, given the scale of the task, there are considerable gaps and risks to its progress. The report concludes that many of the changes needed to be made by government under a 'no deal' scenario may not be ready on time. In particular critical systems that need to be replaced or changed to manage the border and new infrastructure to track and physically examine goods cannot be built before March 2019. UK Border Force also acknowledges that there is a significant risk that it will not deploy all the staff it plans to recruit by 29 March 2019 and the most complex issues relating to the movement of goods at the border, such as arrangements to apply at the Northern Ireland and Ireland border and a system that will allow roll-on roll-off ferry ports and Eurotunnel to operate smoothly still need to be resolved.

Planning for border operations in the event of a deal is less developed than that for no deal because of the ongoing uncertainty regarding the nature of the future relationship between the UK and the EU. If an agreement between the UK and the EU is reached, UK Government departments expect there to be little immediate change at the border. The report also shows that introducing new border arrangements will involve a large amount of work both leading up to and beyond the end of the implementation period, which was also [concluded by CLECAT in its Position paper](#).

Full details: [The UK Border: Preparedness for EU exit](#)

UK PARTNERSHIP PACK: PREPARING FOR A 'NO DEAL' EU EXIT

On 22 October, the UK published its so-called 'partnership pack.' This pack provides a high-level guide to customs processes and procedures that are likely to apply in a 'no deal' scenario. More detailed guidance will be provided later in the autumn, including specific actions that traders and other stakeholders will need to take.

With the publication of the pack the UK notes: "A scenario in which the UK leaves the EU without agreement (a 'no deal' scenario) remains unlikely given the mutual interests of the UK and the EU in securing a negotiated outcome. Negotiations are progressing well and both we and the EU continue to work hard to seek a positive deal. However, it's our duty as a responsible government to prepare for all eventualities, including 'no deal', until we can be certain of the outcome of those negotiations". More detail: [Partnership pack: preparing for a 'no deal' EU exit](#)



Maritime

PILOT PROJECT ON SMALL CONTAINER VOLUMES

On 5 November, the Port of Antwerp will start a pilot project regarding the bundling of small container barge volumes called “Container Barge Action Plan”. The aim is to achieve larger call sizes at the maritime terminals, thereby enabling a simpler planning process and making handling more efficient by ensuring better use of resources by terminal and barge operators.

According to the Port of Antwerp, central barge planning and monitoring will simplify and optimise the planning cycle, resulting in a planned vessel schedule per barge without conflicts. Antwerp Terminal Services is also closely involved in the coordination between the central planning department and the consolidation hubs.

The project will be introduced in stages, with the aim of having 24/7 scheduling and monitoring of container barge operations by the end of the year. Following a positive result of the evaluation, the project would be further developed. The pilot project starts on 5 November 2018, with a minimum call size of 20 moves per container terminal (loading and unloading). This is lower than originally announced and is due to the water level on the Rhine at present being lower than normal. However, starting 3 December, the minimum call size will be increased to 30 moves.

Source: [Port of Antwerp](#)

Road

CONFERENCE ON SAFE AND SECURE PARKING



On 6 November, the final Conference of the EU-funded project “Study on Safe and Secure Parking Places for Trucks” will take place in Brussels. The study aims at defining an action plan for safe and secure parking places, with the objective of creating the right framework for authorities and private developers who wish to establish safe and secure parking places, including accurate

information regarding planning, operation and standardization processes and best practices.

Commissioner Violeta Bulc will introduce the event with a keynote speech. During the conference, the industry view and the main results of the study will be presented. Following that, the next steps, including financing and investment possibilities, will be debated. The conference will provide a good opportunity to discuss the importance of safe and secure truck parking areas for the industry.

More information on the project and the study’s consortium can be found [here](#). The programme can be found [here](#). You can register [here](#).



Air

IATA PRIORITIES TO MINIMISE BREXIT IMPACT

Following the release of an IATA-commissioned study on the effects of Brexit on airlines flying to and from the UK, IATA has called for urgent action by the UK and the EU to put in place contingency planning for the continuation of air services in the event of a no-deal Brexit, and to move faster to bring certainty to the following three critical air transport issues:

- The uninterrupted continuation of air connectivity
- The framework for regulating safety and security
- The policies and processes needed for efficient border management

IATA's DG and CEO, Alexandre de Juniac, said: "These are the most critical areas because there are no fallback agreements such as the WTO framework available in a 'no-deal' Brexit scenario. Without any contingency planning being made transparent to the industry, the risks of not addressing these issues could mean chaos for travellers and interrupted supply chains. With less than six months to go, we have little more certainty than we did in June 2016".

More information on IATA's position can be found [here](#). The report from IATA's study on Brexit and Air Transport Issues can be downloaded [here](#).

Customs

THE WCO AND "CUSTOMS OF THE FUTURE"

At their June 2018 sessions, the WCO Policy Commission and Council approved the setting up of a Working Group on the Comprehensive Review of the International Convention on the Simplification and Harmonization of Customs Procedures, recognizing the need to ensure it remained the blueprint for modern and efficient Customs procedures in the 21st Century. The process of the comprehensive review of this WCO flagship instrument, widely known as the Revised Kyoto Convention (RKC), was launched recently, at the First Meeting of the newly established Working Group - WGRKC.

The First Meeting of the WGRKC in September 2018 gathered over 70 delegates representing around 50 WCO Members and launched the strategic discussions on the key issues related to the comprehensive review of the RKC. The WGRKC agreed that the WCO should leverage on the excellent partnership relations with other international organizations, regional organizations, industry associations, the private sector, development partners and academia, to ensure an all-inclusive approach to the comprehensive review of the RKC. In this regard, on 9 November 2018, the WCO is organizing a Global Conference on the Comprehensive Review of the RKC, which will bring together Member Customs administrations and a wide range of external stakeholders.

Source: [World Customs Organisation](#)



WTO REFORM

Last week, the EU welcomed the Ministerial Communiqué on the WTO reform adopted at the Ottawa ministerial meeting held on 24 and 25 October. The EU considers this an important step toward the reform of the WTO. The 13 countries participating in the Ministerial meeting unequivocally endorsed the rules-based multilateral trading system and reiterated their commitment to safeguarding and strengthening the WTO. They agreed to work together to strengthen all three functions of the WTO.

First, they agreed to work on solutions to fix the dispute settlement system and resolve the Appellate Body crisis, while preserving its essential features. The EU is preparing a first set of proposals in this regard. Second, they supported the need to reinvigorate the WTO negotiating function by recognising the need to move forward in various formats and the necessity to address the realities of today's economy and in particular market distortions caused by subsidies. They reiterated their commitment to concluding the fisheries subsidies negotiations by 2019 and welcomed the work being undertaken under the Joint Statement Initiatives, which are tackling such issues as e-commerce. Third, they recognised the importance of ensuring effective monitoring and transparency in the WTO.

The outcome of the ministerial meeting broadly supports the proposals made by the EU in its [WTO reform concept paper](#) published on 18 September 2018. The EU will continue to take these proposals forward in different configurations and will work closely with this group of like-minded countries.

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

Digitalisation

HOW DIGITAL IS EUROPE?

The [International Digital Economy and Society Index](#) (I-DESI) provides an overall assessment of where the EU stands, compared to non-EU economies, in its progress towards a digital society and economy. First created in 2013, I-DESI compares the average performance of EU member States with 17 non-EU countries, using a similar methodology to the EU DESI index. It measures performance in five dimensions or policy areas: connectivity, human capital (digital skills), use of Internet by citizens, integration of technology and digital public services.

EU Member States, on average, compare well with the non-EU countries and the top EU countries are among the best performers globally: six EU Member States were in the "top ten". The EU average, however, hides important differences between the most and least advanced EU Member State, as shown by the often wide gap between the "top" and bottom" EU Member States in the I-DESI tables.

Source: [EU Commission, Digital single Market](#)



General

THE 2018 EDITION OF THE GLOBAL COMPETITIVENESS REPORT

The World Economic Forum published its latest Global Competitiveness Report on October 16, 2018. Covering 140 countries, the report provides a comprehensive assessment of national competitiveness, defined as the set of institutions, policies and factors that determine the level of productivity.

The US economy is the closest to the 'competitiveness frontier', followed by Singapore, Germany, Switzerland and Japan. While Germany, the strongest European performer, tops the innovation rankings, Switzerland stands out for its top-notch transport infrastructure and well-functioning labour market. In Europe four distinct groups can be defined: a very competitive north-west; a relatively competitive south-west, led by France; a rising north-east region, led by Poland, Czech Republic and the Baltic countries; and the south-eastern region - in particular, the Balkan countries - which has relatively lower scoring than other groups. Despite continuing fragility from recent political shifts, the continent's basic competitiveness factors, such as health, education, infrastructure, and skills, are firmly in place.

The report also reveals the importance of openness for competitiveness at a time of escalating trade tensions and backlash against globalization: more open economies tend to be more innovative and their markets more competitive. Notably, The Netherlands, Germany and Sweden score highest on trade openness in Europe.

Click [here](#) to read the full report.

Forthcoming events

CLECAT MEETINGS

CLECAT Board/GA Meeting

14 November, Brussels, Belgium

CLECAT Rail Institute Meeting

14 November, Brussels, Belgium

FFF2018 – CUSTOMS, TRADE and SKILLS – What's the Deal?

15 November, Brussels, Belgium

CITI Customs Indirect Taxation Institute meeting

16 November, Brussels, Belgium

OTHER EVENTS WITH CLECAT PARTICIPATION

Final Conference of the EU-funded study on Safe and Secure Parking Places for trucks

6 November, Brussels



Intermodal Conference: Solutions for Enhancing Reliability in Inland Chains

7 November, Rotterdam

VEA Annual Congress

13 November, Antwerp

ELP event on EurAsian Landbridge

20 November, Brussels

Export Control Forum

13 December, Brussels

EP/COUNCIL MEETINGS

European Parliament Plenary Session

12-15 November, Strasbourg

European Parliament TRAN Committee

5 November, Brussels

15 November, Brussels

21-22 November, Brussels

3 December, Brussels

European Transport Council

29-30 October, Graz

3 December, Brussels

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 / info@clecat.org

 @CLECAT_EU

www.clecat.org



European association for forwarding,
transport, logistics and customs services

