

Table of content

SAVE THE DATE: CLECAT BRENNER PASS ROUND TABLE	P 1	EU INTERNATIONAL TRADE STATISTICS	P 5
SUEZ CLOSURE LEADS TO FURTHER SUPPLY CHAIN DISRUPTION	P 2	ICAO TESTING & CROSS-BORDER RISK MANAGEMENT MANUAL	P 5
GSF CALLS FOR A CLOSER INTEREST IN THE CONTAINER SHIPPING	P 2	EC APPROVES €270 MILLION TO SUPPORT ITALIAN RAILWAYS	P 6
DISCUSSIONS ON EUROVIGNETTE DIRECTIVE CONTINUE	P 3	COUNCIL ADOPTS CONCLUSIONS ON EU CYBERSECURITY STRATEGY	P 6
UK EXTENDS WAIVER FOR EXIT SUMMARY DECLARATIONS	P 3	EP INITIATIVE ON SUSTAINABLE AND SMART MOBILITY STRATEGY	P 7
EU STRENGTHENS COVID-19 VACCINES EXPORT AUTHORISATION	P 4	IMO STUDY: SHIPPING EMISSIONS UP BY 10% DURING 2012-2018	P 7
EP AGREES TO NEW EU EXPORT RULES ON DUAL USE ITEMS	P 4	FORTHCOMING EVENTS	P 7

Brussels News

SAVE THE DATE: CLECAT BRENNER PASS ROUND TABLE



On 21 April, CLECAT is organising a round table event to discuss short- and longer-term solutions for freight transport crossing the Brenner Pass. The reason for organising the event is that European freight forwarders and logistics service providers continue to face difficulties in transporting freight in the most efficient and sustainable way from Italy to Germany and the rest of Europe – and vice-versa – through the heavily restricted Brenner Pass in Austria. The wide spectrum of restrictions, introduced by

the Tyrolean government, have been extended at the beginning of this year. This led to further congestion during the daytime and with this more emissions. According to CLECAT, preventing the most environmentally friendly heavy-goods vehicles of today, without the appropriate alternatives in place, has disproportionate economic consequences and creates trade barriers for the countries neighbouring Austria. Notably, CLECAT sent an [open letter](#) to the Commission President von der Leyen recently, elaborating on our concerns and calling for a proportionate solution.

CLECAT is therefore organising a roundtable of experts to discuss solutions for both road freight transport and rail/combined transport. Confirmed speakers include MEP Barbara Thaler (EPP, Austria), Herald Ruijters (Director, Investment, Innovative & Sustainable Transport, DG MOVE) and Armin Riedl (CEO, Lokomotion).

Registration will open shortly.

Maritime

SUEZ CLOSURE LEADS TO FURTHER SUPPLY CHAIN DISRUPTION

The continuing blockage of the main channel of the Suez Canal threatens to bring further chaos to an already disrupted ocean freight market, creating a fresh surge of vessels when those currently stuck are released and adding to shortages of containers in export markets. While some remain hopeful that the Ever Given can be refloated in a matter of days, it is not ruled out that it could take weeks. The 20,000 TEU containership 'Ever Given' is continuing to block the Suez Canal despite efforts to re-float the Evergreen Line vessel, adding further disruption to an already highly disrupted ocean freight supply chain, and the ship's salvors have warned that the operation may take several days.

As reported yesterday's [Lloyd's Loading List](#), some vessels have already begun to divert around the Cape of Good Hope, taking the far longer route around the Cape of Good Hope to get to Europe or the east coast of North America. Other container lines yesterday indicated that they had not yet decided whether to divert or not. Maersk, which has nine of its own vessels affected by the closure of the canal, along with two of its 2M alliance partner Mediterranean Shipping Co, said estimated times of arrival would be "jeopardised" as salvage efforts continued, adding that the line would "do our utmost to mitigate the delay as best as we can", Lloyd's List reported.

There are now hundreds of vessels that are now unable to continue their transit and the impact on European ports will be felt in the coming weeks, as vessels are even further off schedule – and once released, there will be a rush to the berths to discharge import containers and re-load export laden and empty boxes back to Asia.

In a press statement from yesterday, MDS Transmodal noted that the blockage of the Suez Canal by the 22,000 TEU *Ever Given* highlights the dependence of the global economy on a handful of deep-sea shipping lines and the alliances they have formed. A fleet of around 5,000 lift on-lift off container ships moved approximately 150m loaded TEU moved around the world in 2020, a figure that fell by only around 1% lower than in 2019 despite the pandemic; Q4 2020 was the busiest ever quarter by several percentage points. The mean value of the goods in each loaded TEU is around \$40,000. Global consumption was maintained through governments' fiscal strategies.

Of that total, 108m TEU were 'deep-sea' (moving between continents), of which approximately 90% were moved by just 9 shipping lines, themselves organised into 3 alliances and with other inter-company agreements in place to manage capacity. These deep-sea services employ 3700 ships, of which 583 are above 10,000 TEU in capacity. The largest group, those over 18,000 TEU, are used exclusively on Asia to Europe services. The mean capacity of those ships on the services operated by the alliance members through the Suez Canal was 16,000 TEU.

Source: [Lloyd's Loading List](#) and MDS Transmodal

GSF CALLS FOR A CLOSER INTEREST IN THE CONTAINER SHIPPING

The Global Shippers Forum has called on the European Commission to put the container shipping market under closer scrutiny as the industry enters the second year of its Block Exemption from normal competition rules and responds to the continuing stresses induced by the global health pandemic. A year ago, the Commission announced its intention to renew the Consortia Block Exemption Regulation unconditionally for a further four years, ignoring demands from shippers and



other customer groups for revocation and substantial revision. The CBER permits the exchange of commercially sensitive information between shipping lines operating in consortia in order to permit the sharing of space on vessels and the co-ordination of sailing schedules.

Commenting on the first anniversary of the renewal announcement James Hookham, Secretary General of GSF said: “The past 12 months have been a wild roller-coaster ride for everyone involved in world trade and international logistics with shipping rates, capacity availability and service quality reaching new extremes. But the degree of co-ordination and discipline between shipping lines has been remarkable and has attracted the attention of regulatory authorities around the world, most notably in the US, China and South Korea. Only the EU has remained silent, yet four of the biggest shipping lines in the world fall within its jurisdiction.”

Road

DISCUSSIONS ON EUROVIGNETTE DIRECTIVE CONTINUE



On 23 March, negotiators from the European Parliament, Council of the EU and the European Commission met for a second trilogue to discuss the revision of the Eurovignette Directive. The meeting was said “constructive”, but with no major progress on the contentious issues. However, negotiators agreed on a series of provisions that was previously discussed in informal technical meetings. “Political” provisions, such as the variation of charges depending on CO₂ emissions, the external costs revenues (air and noise pollution) and

earmarking of revenues have been discussed between the institutions, without closing the gap between their respective positions.

Brexit

UK EXTENDS WAIVER FOR EXIT SUMMARY DECLARATIONS

On 23 March, the UK Government [announced](#) an extension to the temporary waiver for safety and security requirements on exports from Great Britain for two categories of movements: empty pallets, containers and vehicles being moved under a transport contract to the EU (and to other countries for which pre-departure declarations were not required before 31 December 2020); and goods in RoRo vehicles where there is a requirement for an exit summary declaration (EXS). This will include, for example, transit movements using RoRo.

The EXS waiver extension follows the [announcement](#) of 11 March of a revised timetable for the introduction of post-Brexit controls on imports from the EU. The next two stages of phased-in controls under the GB-EU Border Operating Model, initially scheduled for April and July, were postponed with 6 months respectively. The revision covered the requirement for economic operators to make an entry summary declaration (ENS) for goods imported into Great Britain from the EU, which is now scheduled to take effect as of January 2022.



CLECAT welcomed the revised timetable, which aimed to provide businesses with further time to prepare for the changes in trade and minimise disruption at the EU-GB border. CLECAT stresses, however, that businesses need to make the best use of the additional time to prepare, rather than ‘kick the can down the road’ and again postpone their practical preparations until the last minute, multiplying the risks of operational chaos.

Customs and Trade

EU STRENGTHENS COVID-19 VACCINES EXPORT AUTHORISATION

On 24 March, the European Commission adopted an [implementing regulation](#) to adapt the EU export authorisation mechanism for vaccines, with the aim of preserving the security of EU supply chains. The regulation introduces the principles of reciprocity and proportionality as new criteria to be considered for authorising exports.

The new regulation introduces two new elements to the existing transparency and authorisation mechanism. First, in addition to the impact of a planned export to the fulfilment of the EU’s Advance Purchase Agreements (APAs) with vaccine manufacturers, Member States and the Commission should also consider whether the destination country restricts its own exports of vaccines or their raw materials, either by law or other means; and the conditions prevailing in the destination country better or worse than the EU’s, in particular its epidemiological situation, its vaccination rate and its access to vaccines. In addition, the new legislative act includes countries previously exempted in the scope of the regulation.

Source and more information: [European Commission](#)

EP AGREES TO NEW EU EXPORT RULES ON DUAL USE ITEMS

On 25 March, the European Parliament [backed the new set of rules](#) for exporting dual use products and technologies, including cyber-surveillance tools. After the formal endorsement of the Parliament, the Council has to officially agree to the updated regulation before it can enter into effect.

The reviewed rules govern the export of so-called dual use goods, software and technology - for example, high-performance computers, drones and certain chemicals - that can have legitimate civilian applications but can also be used for the development of weapons of mass-destruction, terrorist acts and human rights violations. The current update, made necessary by technological developments and growing security risks, includes new criteria to grant or reject export licenses for certain items.

The European Commission proposed to update the control of the export of dual use products in 2016. The Parliament adopted its [negotiating mandate](#) in January 2018, and was waiting for the Council’s position to start talks until October 2019.

Source: [European Parliament](#)



EU INTERNATIONAL TRADE STATISTICS

The statistical office of the European Union (Eurostat) reported that the first estimate for extra-EU exports of goods in January was down by 10.8% compared with January 2020. Imports from the rest of the world stood at €139.9 bn, down by 16.9% compared with January 2020 (€168.4 bn). Intra-EU trade fell to €244.9 bn in January 2021, -5.4% compared with January 2020. Following the end of the Brexit transition period, both EU exports to and imports from the United Kingdom dropped significantly in January (by 27.4% and 59.5% respectively).



Looking at last year overall, in January to December 2020, extra-EU exports of goods fell to €1 931.7 bn (a decrease of 9.4% compared with January-December 2019), and imports fell to €1 714.2 bn (a decrease of 11.6% compared with

January-December 2019). Intra-EU trade fell to €2 843.2 bn in January-December 2020, -7.4% compared with January-December 2019.

Source: [Eurostat](#)

Air

ICAO TESTING & CROSS-BORDER RISK MANAGEMENT MANUAL

On 24 March, the International Civil Aviation Organization (ICAO) announced the release of the revised second edition of its [Testing and Cross-border Risk Management Measures Manual](#).

According to ICAO, the manual is fundamental to the effective global alignment of countries' pandemic response and recovery efforts and provides national governments and air transport operators with important updates on wide ranging pandemic response and recovery priorities relating to civil aviation and public health measures. The manual directly supports the work and objectives of the ICAO [Aviation Recovery Task Force \(CART\)](#). It contains new and revised information relating to pandemic risk management, public health corridors (PHCs), updates on the latest scientific developments regarding COVID-19 testing, and an entirely new section on vaccination and its interdependencies with the multilayer risk management framework it recommends countries adopt.

Specific new content has been included in the second edition on aviation-specific risk management models, as well as on the differing mitigation measures required for air crew and passengers. Vaccination considerations and protocols for aviation workers are also addressed, in addition to the standardisation and validation of COVID-19 test certificates.

Source: [ICAO](#)



Rail

EC APPROVES €270 MILLION TO SUPPORT ITALIAN RAILWAYS

On 24 March, the European Commission approved, under EU State aid rules, a €270 million Italian measure supporting both the rail freight sector and the rail commercial passenger sector in the context of the coronavirus outbreak.

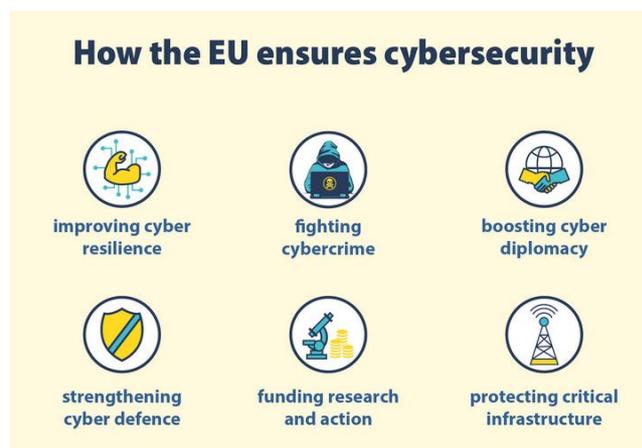
The measure enables Italy to relieve rail freight operators and rail commercial passenger operators of part of the costs related to track access charges (i.e. the charges that railway companies have to pay for the use of the rail network) during the period from 10 March to 31 December 2020. This support helps rail operators in Italy to cope with the difficult situation caused by the coronavirus outbreak, preventing the loss of market shares to road operators and preserving the benefits of the shift of traffic from road to rail achieved prior to the coronavirus outbreak.

The reduction of infrastructure access charges is also in line with [Regulation \(EU\) 2020/1429](#), which allows and encourages Member States to temporarily authorise the reduction, waiver or deferral of charges for accessing rail infrastructure below direct costs.

Source: [European Commission](#)

Supply Chain Security

COUNCIL ADOPTS CONCLUSIONS ON EU CYBERSECURITY STRATEGY



On 22 March, the [Council adopted conclusions](#) on the EU's cybersecurity strategy for the digital decade. This strategy was presented by the Commission and the high representative for foreign affairs in December 2020. It outlines the framework for EU action to protect EU citizens and businesses from cyber threats, promote secure information systems and protect a global, open, free and secure cyberspace.

The conclusions note that cybersecurity is essential for building a resilient, green and digital Europe. They set as a key objective achieving strategic autonomy while preserving an open economy. This includes reinforcing the ability to make autonomous choices in the area of cybersecurity, with the aim to strengthen the EU's digital leadership and strategic capacities.

To ensure the development, implementation and monitoring of the presented proposals, the Council encourages the Commission and the High Representative to establish a detailed implementation plan. The Council will also monitor the progress in the implementation of the conclusions through an action plan which will be regularly reviewed and updated.



Sustainable Logistics

EP INITIATIVE ON SUSTAINABLE AND SMART MOBILITY STRATEGY

On 22 March, the European Parliament published the [draft report](#) of the non-legislative initiative regarding the Smart and Sustainable Mobility Strategy. The Rapporteur, Ismail Ertug (S&D, Germany) acts to the numerous targets, objectives and measures announced by the European Commission. In his draft report Mr Ertug expressed his opposition to the inclusion of road transport in the EU ETS and asks the progressive end of fossil-fuel subsidies from 2022. The draft report calls for more ambitious targets regarding emissions standards and the share of zero- and low-emissions light and heavy-duty vehicles in 2030, as well as turning the Alternative Fuels Infrastructure into a Regulation while revising it. The rapporteur also calls for the “necessary reduction of the global volume of transports”.

This initiative will not have a regulatory impact but seeks to strengthen the position of the European Parliament on the scheduled measures by the Commission.

IMO STUDY: SHIPPING EMISSIONS UP BY 10% DURING 2012-2018

On 26 March, the Fourth IMO GHG Study [Executive Summary](#) has been published. This study is the first iteration since the adoption of the Initial IMO Strategy on Reduction of greenhouse gas (GHG) Emissions from Ships in 2018, under which IMO Member States have pledged to cut GHG emissions from international shipping and to phase them out as soon as possible. The study estimates that total shipping emitted 1,056 million tonnes of CO₂ in 2018, accounting for about 2.89% of the total global anthropogenic CO₂ emissions for that year. Under a new voyage-based allocation method, the share of international shipping represented 740 million tonnes of CO₂ in 2018. According to a range of plausible long-term economic and energy business-as-usual scenarios, shipping emissions could represent 90-130% of 2008 emissions by 2050.

For the first time, the study includes estimates of carbon intensity. Overall carbon intensity has improved between 2012 and 2018 for international shipping as a whole, as well as for most ship types. The overall carbon intensity, as an average across international shipping, was between 21 and 29% better than in 2008. IMO has been actively engaged in a global approach to further enhance ship’s energy efficiency and develop measures to reduce GHG emissions from ships, as well as provide technical cooperation and capacity-building activities. Highlights of the 4th GHG Study can be viewed [here](#).

Source: [Hellenic Shipping News](#)

Forthcoming Events

CLECAT MEETINGS

CLECAT Customs and Indirect Taxation Institute
29 March 2021, Online



CLECAT Road Logistics Institute
13 April 2021, Online

CLECAT Board Meeting
15 April 2021, Online

CLECAT Air Logistics Institute
8 June 2021, Online

CLECAT Security Institute
8 June 2021, Online

CLECAT Rail Logistics Institute
23 June 2021, Online

EU MEETINGS

Council of the European Union

Transport Council
3 June 2021, Luxembourg

Environment Council
21 June 2021, Luxembourg

European Parliament

European Parliament Transport Committee
14-15 April 2021, 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

