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News from Brussels

ELP DEBATE "SMART FREIGHT LOGISTICS"



**European
Logistics
Platform**

The European Logistics Platform organises a dinner event entitled "Unlocking the Potential - Smart Freight Logistics" on Monday 24th April in the European Parliament. The event will be kindly hosted by Wim van de Camp Member of the TRAN Committee and ELP Advisory Board (S&D).

Due to today's global and fast changing markets, companies face the challenge of continuously improving their logistics in order to stay competitive. In many areas of modern freight logistics, digital innovation and services already provide a new level of operational efficiency and customer service. New ideas turn into real solutions. However, the progressive transformation of the logistic sector also reveals the obstacles in providing internationally competitive solutions.

As the European Commission's Digital Single Market (DSM) Strategy aims to unlock the full economic potential of the data economy, these challenges for the logistics sector have to be brought into the



political debate. 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 many chances of a digital connected logistics sector.

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

CLECAT PRESENTS PRIORITIES AT FIATA HQ MEETING



CLECAT's Director General Nicolette van der Jagt presented CLECAT's priorities and ongoing work at the FIATA region Europa meeting which took place this morning at FIATA's Headquarters' Session, taking place in Zurich, Switzerland. A discussion took place on challenges for forwarders in many areas of their business, including road freight, customs, air freight and maritime transport.

Discussions took place on the upcoming road package which will be launched at the end of May. CLECAT calls for a realistic and pragmatic approach in various areas of policy, at a time when Europe needs to refrain from further protectionism which will ultimately not bring benefits to the European economy and society at large.

SELIS CONSORTIUM MEETS IN ATHENS



CLECAT participated earlier this week at the SELIS Living Labs workshop organised in Athens, Greece. During the workshop, SELIS Living Lab leaders discussed the progress of the Living Labs set up and overall planning. Particular focus has been given in the alignment of the Living Labs needs and how these will be addressed by the SELIS technology offer through the mapping with SELIS set Objectives & Strategies.

The [SELIS project](#), a Horizon 2020 funded EU project, of which CLECAT is a partner, seeks to build a 'lightweight ICT structure' to enable information sharing for collaborative sustainable logistics for all at strategic and operational levels.

Maritime

CARRIERS SHOULD TAKE RESPONSIBILITY IN CAPACITY CHAOS

The European Shippers' Council issued a [press release](#) this week echoing concern recently raised by CLECAT and FIATA. ESC reports that many shippers who regularly export goods to Asia have been facing a large drop of available slots for containers on almost every shipping line. The main reason given by carriers of the two new alliances is the reshuffling of their organization and the repositioning of their ships to start their new services next month. M2 alliance has stopped accepting freight from customers of competitors turning to them because of the shortage of capacity encountered.



ESC had been earlier warning stakeholders that some trouble might happen after the Chinese New Year, but the magnitude of the turmoil was nowhere to be expected in a background of a still structural overcapacity of the market. This disorder has a significantly more serious impact than the one caused by the installation of the previous alliances two years ago. It also comes only eight months after the very severe consequences of Hanjin bankruptcy.

ESC calls for carriers to take their responsibility and give an accurate display of the present situation and of its cause, while making sure that everything goes back to normal in the coming weeks.

CLECAT and FIATA issued recently a [press release](#) on the situation in the liner shipping market, in particular in view of the fact that forwarders with regularly export containers from Europe to Asia have been facing a large drop of available slots for containers on almost every shipping line. They have been facing unusually tight capacity for the time of year for several weeks leading to rising rates, booking restrictions, and blank sailing.

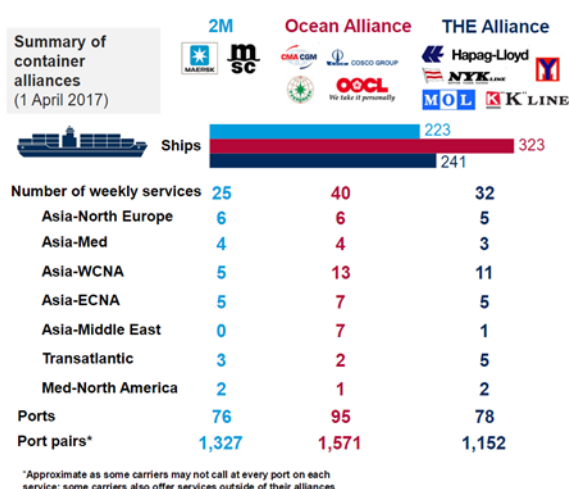
VALLETTA DECLARATION AND MARITIME SAFETY CONFERENCE

A High-level Ministerial Stakeholders Conference on the Maritime Sector was organised on 29 March in Valletta, Malta. The Conference took the form of a dialogue and provided a debate opportunity between European officials, officials in the industry and officials from countries outside the European Union with an interest in this sector. The Valletta declaration adopted at the end of the conference outlines priorities for the EU's maritime transport policy, focusing on competitiveness, digitalisation and decarbonisation.

Source: [European Council](#)

NEW ALLIANCES NETWORKS COMPARED

A recent analysis by Drewry takes a closer look at the new alliances networks, operational from 1 April. Drewry finds that overall, the Ocean Alliance has the most services at its disposal with a total of 40 loops spread across seven East-West trades, followed by THE Alliance with 32 services and 2M with 25. Ocean's status is primarily due to it having seven Asia-Middle East/Red Sea services, whereas THE only has the one and 2M none. 2M also loses ground in the Asia-West Coast North America with only five services, compared to Ocean (13) and THE (11).



The Ocean Alliance wins out with the most services in three (Asia-WCNA, Asia-ECNA, Asia-Middle East) of the seven trades and joint-most in two others (Asia-North Europe and Asia-Med) along with 2M. THE Alliance has the most services in just the one trade: Transatlantic; and shares top billing in Med-North America with 2M. With ship deployment details currently unknown it does not necessarily follow that having the most services will equal the biggest market share on the trade. 2M's lack of numerical advantage in services will in many cases be compensated by operating larger ships.



In an analysis of the [Asia-North Europe service](#) Drewry finds that the new alliance structure is skewed in favour of the main corridors in the Asia to North Europe trade, which makes perfect sense for carriers seeking the big volume business. Shippers along these routes will get the best transit times, most competition and cheapest rates. The reverse will be true for niche shippers.

Source: [Drewry Container Insight](#), 12 March

FCM GREEN LIGHTS 2M COOPERATION WITH HMM

The US Federal Maritime Commission (FMC) has approved the Maersk Line and MSC (2M Alliance) cooperation agreement with Hyundai Merchant Marine (HMM), effective tomorrow, but with a proviso on shipper safeguards. Commissioner William Doyle said: “Maersk confirmed this week it would honour its commitment to shippers as to having a say on the vessels their cargo will be loaded onto. I expect MSC to afford some measure of protection for its shippers as well.”

After signing the strategic cooperation agreement with HMM in December – which is still subject to creditor restructuring – and following shipper concerns, Maersk said 2M cargo would only be loaded onto HMM vessels “with customers’ express agreement”.

Source: [The Load Star](#), 29 March

Rail

SPAIN AND FRANCE PLAN ‘RAIL MOTORWAY’

Rolling stock manufacturers are invited to submit expressions of interest in supplying wagons capable of carrying lorries on ‘rail motorway’ services between France and Spain. This was agreed at a meeting of a working group on March 27 bringing together the transport officials of both countries as well as ADIF, RENFE and SNCF Réseau.

Under a two-stage process intended to sound out the market and define technical specifications as well as the optimum business model for services operating via the two main border crossings, manufacturers will initially be asked to provide details of vehicles able to carry semi-trailers, both with and without tractor units. Manufacturers will also be asked to state what proportion of the existing lorry fleet operating between France and Spain would be able to be carried by their proposed vehicle, and the anticipated timescale for obtaining approval. The governments intend to invite bids to operate the rail motorway service during the third quarter of 2017.

Source: [Railway Gazette](#), 28 March

ACCESS TO GROUND-HANDLING MARKET AT TALLINN AIRPORT

On 14 February 2017 the Commission received a notification from the Republic of Estonia pursuant to Article 9 (1) (b) of Council Directive 96/67/EC on access to the ground-handling market at Community airports.

The notification concerns a decision to exempt Tallinn International Airport from opening the groundhandling market to the extent required by the Directive for two categories of groundhandling



services (baggage handling and ramp handling), as well as to reserve for the airport managing body the monopoly for provision of the same categories of services for the duration of the exemption (two years renewable for another period of two years).

More information on the notification can be found in the [Communication](#) from the Commission published on 29 March 2017. The Commission invites interested parties to submit their comments within 15 days of the publication of the Communication.

Customs

WCO REPORT ON E-COMMERCE

The World Customs Organisation (WCO) recently published a Study Report on E-Commerce. Based on a short survey answered by 48 Organization's Members, the Report compiles Customs administrations' practices as well as their ongoing and/or future initiatives related to the processing of cross-border low-value e-commerce.

Current practices, issues and challenges as well as initiatives and potential solutions are presented in each of the survey sections: Facilitation; Risk Management; Data Exchange/Cooperation with E-Commerce Operators; Control and Enforcement; Revenue Collection. Case studies are also widely used throughout the document to illustrate specific practices.

The survey was undertaken as part of the WCO Work Plan on Cross-Border E-Commerce aimed at addressing cross-cutting issues in relation to e-commerce and coming up with practical solutions for the facilitated clearance of low-value shipments, including appropriate duty/tax collection mechanisms and control procedures.

The report is available [here](#).

Source WCO

WCO RESEARCH ON BIG DATA FOR CUSTOMS

To ensure that better informed and smarter decisions are taken, some Customs administrations have already embarked on big data initiatives, leveraging the power of analytics, ensuring the quality of data (regarding cargos, shipments and conveyances), and widening the scope of data they could use for analytical purposes.

The term 'Big Data' embraces a broad category of data or datasets that, in order to be fully exploited, require advanced technologies to be used in parallel. Many big data applications have the potential to optimize organizations' performance, including the optimal allocation of human or financial resources in a manner that maximizes outputs.

Recently the WCO published a paper that illustrates these Big Data initiatives based on the information shared by five Customs administrations.

The report can be downloaded from this link: [WCO; The Implications of Big Data for Customs](#)



ACCREDITATION FOR MASTER IN CUSTOMS & SUPPLY CHAIN COMPLIANCE

The only post-experience MSc degree programme that adheres to the EU Customs Competence Framework has been accredited by the Accreditation Organisation of the Netherlands and Flanders (NVAO). The Executive Master in Customs and Supply Chain Compliance (MScCSCC) at Rotterdam School of Management, Erasmus University (RSM) is now an accredited Master of Science programme. The next programme – which is in English - will start in September 2017.

This modular and part-time RSM programme enables customs and business professionals to learn how to deal with new regulations following the recently changed EU customs regulations law, while at the same time prepares the students for upcoming challenges in international trade and logistics. Therefore it is a multidisciplinary programme developed by three universities to support the three pillars (customs legislation, IT and supply chain management). The programme aims to benefit professionals working in cross-border supply chains, like freight forwarders and customs brokers, but also tax advisors, auditors and government agencies.

The MScCSCC programme was designed around the need for improved competencies for professionals working in the customs and logistics sectors. The organisation 'Top Sector Logistics' supports RSM's MSc programme, and has made available scholarships of €8,000 or €3,000.

For information about the programme and application procedure [visit RSM the website](#).

Sustainable logistics

SUSTAINABILITY PARTNERSHIPS

AkzoNobel and Maersk Line have signed a strategic sustainability partnership to reduce carbon emissions per container shipped by 10%. The aim of the partnership – which reflects the mutual ambition of both companies to jointly elevate sustainability in the maritime industry – is to drive positive change in a number of areas, including: creating transparency on sustainable best practices in the supply chain; identifying ways to integrate sustainability into the customer-supplier relationship as a decision-making factor; and reducing carbon emissions per container shipped by 10%. Both companies serve as customer and supplier for each other, which means the two parties enter into the partnership on equal terms. The partnership aligns with AkzoNobel's sustainability strategy to use 100% renewable energy and become carbon neutral by 2050.

TRAN OPINION ON GREENHOUSE EMISSION REDUCTIONS

At last week's TRAN Committee meeting MEPs adopted the opinion of rapporteur Merja Kyllönen (GUE/NGL) on the regulation on binding annual greenhouse emission reductions. The opinion will be presented to the ENVI Committee, which will vote on a report on the regulation on 29/30 May.

The TRAN Opinion requests that from 2020 onwards, the Commission shall evaluate once every two years whether progress made by Member States is sufficient for them to fulfil their obligations under this Regulation, rather than at five-year intervals as proposed by the Commission. It also specifies that the Commission shall adopt a delegated act, instead of an implementing act, which will set out the annual emission allocations.



Some limitations are requested with regard to the flexibilities, namely, if a Member State whose greenhouse gas emissions for a given year are below its annual emission allocation for that year, it may bank that excess part of its annual emission allocation to subsequent years, but only without exceeding 5% of the annual allocation emission.

Source: [TRAN Committee](#), 29 March

General

BIFA PREPARES FOR BREXIT

On 29 March, UK Prime Minister Theresa May invoked Article 50 and began negotiations for Britain's exit from the European Union. BIFA, CLECAT's UK member, said that it is still too soon to make speculative statements with so many unknowns. Robert Keen, Director General of BIFA says: "In the run up to the UK's eventual exit we will be working with Government to try and ensure that the movement of the UK's visible import and export trade does not become overburdened by over complicated trade procedures. Clearly there are significant areas of concern for our members, which are responsible for much of the physical movement of that trade, over the eventual outcome, including the physical infrastructure, trade arrangements and Customs practices that will be reviewed as part of the Brexit negotiations.

"I have already gone on the record to warn about the huge number of pundits offering solutions when nobody really knows what is likely to happen in reality. BIFA's focus now will be presenting the views of our members to the various government departments that we deal with, as well as working with organisations such as the Confederation of British Industry and International Chamber of Commerce to make sure that all parties negotiating the post-Brexit landscape are fully aware of the potential challenges for which they will need to find solutions."

Source: [BIFA](#)

DIGITALIZING TRANSPORT - MORE THAN JUST AUTOMATION

Digitalisation in the transport sector goes far beyond connected and automated driving, and this should be reflected in the EU strategy. This is the conclusion of a [draft opinion](#) of the TRAN Committee, by rapporteur Pavel Telička, regarding a Commission communication on digitalizing European industry which will be voted on 11 April in the TRAN Committee of the European Parliament.

MEP Telička presenting the opinion pointed out that transport is a front-runner in innovation and digitalisation. He underlined the importance of EU-wide standardisation for the dismantling of barriers in the internal market and stressed the need to promote open standards. The report emphasises this goes beyond connected and automated driving, with still a lot of challenges in various modes of transport and logistics.

EC DISCUSSES CETA PREPARATIONS

Commissioner for Trade Cecilia Malmström was in Canada recently for a two-day visit focused on the preparations for the upcoming entry into force of the EU-Canada Comprehensive Economic



Trade Agreement (CETA) and the EU's ambitious agenda for free and fair trade. The Commissioner met with the Canadian Minister for International Trade François-Philippe Champagne in Ottawa, and delivered a keynote speech on "[Progressive Trade Policy in a More Protectionist World](#)" at an event hosted by the Canada 2020 think tank.

Source: [European Commission](#), 20 March

Forthcoming events

CLECAT MEETINGS

FIATA Headquarters meeting

31 March - 2 April, Zurich

Customs and Indirect Taxation Institute

16 June, Lisbon

Board and General Assembly

16 June, Lisbon

CLECAT Freight Forwarders Forum

24 November, Barcelona

OTHER EVENTS WITH CLECAT PARTICIPATION

Logistics Cloud - Carbon Footprint Reduction in Freight Transport and Logistics

31 March, Brussels

LEARN International Workshop

4-5 April, Brussels

Green Freight Europe Programs workshop

6 - 7 April, Brussels

ELP dinner event on Smart Freight Logistics

24 April, Brussels

EC Conference on Connected and Automated Driving

5-6 April, Brussels

DTLF Plenary Forum

26 April, Brussels

Global Green Logistics: Making Emissions Accounting Work for Business

9 May, Transport logistic Messe, München

Global Liner Shipping Conference

16-17 May, Hamburg



EP/COUNCIL MEETINGS

European Parliament

Transport and Tourism Committee

10-11 April, Brussels

Plenary Session

3-6 April, Strasbourg

26-27 April, Strasbourg

Transport, Telecommunications and Energy Council

8-9 June 2017, Luxembourg

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