

Newsletter Issue 5 / 6 February 2015

NEWS FROM BRUSSELS

WHITE PAPER ON TRANSPORT: WHERE DO WE STAND?

CLECAT has been invited to a Hearing organised by the European Economic and Social Committee to express its views on the mid-term review of the European Commission's 2011 White Paper on Transport. The hearing will take place on the 6th March in Brussels.

The ECSC is particularly interested in knowing (a) which are the success stories of EU's transport policy, (b) which areas failed to achieve the desired results, and (c) as *summum bonum* which WP actions need to be prioritized from now on. CLECAT is in the process of drafting its position and will consult members prior to the 6th March.

The Commission's workprogramme for 2015 includes the evaluation of the existing legal framework; various repeals and withdrawals of obsolete legislation; reassessment of the White Paper; and implementation of Commission President Juncker's investment plan.

ROAD

GERMANY SUSPENDS MINIMUM WAGES FOR TRANSIT

As announced last week the German government has suspended the application of legislation introduced last month that imposed the country's minimum wage on international hauliers in transit through Germany. The measure, which had been intended to combat 'dumping' on wages in the German road haulage industry – alleged unfair competition from low-wage countries – but the government has bowed to pressure from other European countries, notably Poland.. However, the minimum wage stays in force for foreign drivers operating to and from Germany or engaged in cabotage in the country.

CLECAT members continue to raise questions on issues in relation to the minimum wages in particular with regards to the co-responsibility for freight forwarders. A number of other practical questions also remain unanswered, and little information is publicly available in any other language than German.

The EC has launched a detailed investigation on the new German law and initiated the pre-infringement procedure (EU Pilot) with a deadline of 21 February for German authorities to answer. CLECAT welcomes this, but believes that the suspension of the German legislation should apply

to all international transport and not just to cabotage. It remains therefore in close contact with Members of the European Parliament, the EC and a number of member states.

RAIL

TEN-T: EU TO SUPPORT THE DEVELOPMENT OF NORTHERN ADRIATIC PORTS

The EU's [TEN-T PROGRAMME](#) will back with almost €3 million studies on a better connection between the northern Adriatic ports and the main rail and inland waterways networks in the region. The project's ambition is to contribute to the development of these ports as interconnection points between maritime and other modes of transport. The studies will focus on improving the hinterland access of the sea ports of Trieste, Venice (Italy), Koper (Slovenia) and Rijeka (Croatia) and the inland ports of Chioggia, Porto Levante and Mantova (Italy) to the core European transport networks by rail and inland waterway connections.

In specific, the project will:

- Promote cooperation and agreements between ports, freight operators and inland terminals to improve services
- Promote efficient sea-rail freight intermodal solutions to integrate the ports into the core transport corridors crossing the northern Adriatic
- Foster sea-river co-modal services and integration of the sea ports of Venice and Chioggia into the Po river system
- Promote investments in Information and Communication Technologies (ICT) to improve the efficiency of the short sea shipping and its interconnection with other transport modes

MARITIME

MAERSK RETAINS CROWN AS MOST RELIABLE BOX LINE AMID RUMORS OF 20,000TEU ORDERS

Maersk again topped the liner shipping reliability rankings last year, according to new research released this morning by industry analyst SeaIntel. The top two spots were retained by Maersk and Hamburg Sud in a year during which 19 of the 20 largest container shipping lines saw their schedule reliability decline, compared with 2013.

The only carrier to buck the trend was CSAV, with 77.8% of its vessels arriving “on time”, compared with 77% in 2013, the result of its limited exposure to the main east-west trades where liner operators encountered most of their scheduling problems. Maersk and Hamburg Sud had a reliability score of 83.7% and 82.2% respectively.

Maersk Line is also reported to be having discussions with Asian shipbuilders over an order for up to 10 container mega-ships worth a total of around US\$1.5 billion, according to the Wall Street Journal. The vessels will have a capacity of around 20,000teu, which, if the reports are accurate, would regain the line its title of owning the world’s biggest ULCVs.

Meanwhile, average reliability in 2014 across the top 20 carriers declined by 7.6 percentage points to 72.2%, as carriers struggled to maintain schedule integrity in the face of adverse winter weather conditions in northern Europe and the US east coast in the early part of the year, and the port congestion that plagued Europe’s hub ports in the summer, and which continues to affect many of the major Asia hubs. Reliability on the Asia-North Europe, Asia-Med and transpacific trades was

significantly hit. Asia-North Europe declined steeply by 13.8 percentage points from 2013 to 67.2%, while the Asia-Med trade decreased 4.1 percentage points to 69.8%.

Source: [THE LOADSTAR](#), 2/02/2015

AIR

STAKEHOLDERS' SESSION ON THE OCCASION OF THE 22ND MEETING OF THE EU-U.S. TSCG

CLECAT will participate in the stakeholder session organised on the occasion of the 22nd meeting of the EU-US Transportation Security Cooperation Group (TSCG). The TSCG meeting will be held in Brussels on 5-6 March 2015 and agenda includes an aviation and maritime security track.

CLECAT will continue to call for EU-US mutual recognition (EA withdrawal, introduction ETD, OSS etc.), US recognition of EU cargo security regime (status of discussions on recognition of validations/audits) and with regards to advanced cargo data transmission – the alignment between US ACAS pilot and EU pilot

CUSTOMS

CEN STANDARDS OF COMPETENCY FOR CUSTOMS REPRESENTATIVES

CLECAT participated to the third meeting on the project to create CEN Standards of competency for customs representatives. CEN, the European Committee for Standardization, is an association that brings together the National Standardization Bodies of 33 European countries. CLECAT is the initiator of the standard but has also an observer status with the working party CEN/PC 432 'Competency for customs representatives' project.

The meeting was held in Brussels, on the CEN premises, on 29/30 January 2015, with the participation of ten National Standardisation Bodies (CYS, AFNOR, SFS, NQIS/ELOT, UNI, NEN, IPQ, AENOR, SIS and BSI).

Participants agreed on a vision on what should be the knowledge and skills for customs representatives. There was a common agreement that this should be in line with the EU Customs Competency Framework for Private Sector. The next meeting is planned to take place on 18/19 June 2015.

PUBLIC HEARING "WHY EUROPE NEEDS A LEGAL FRAMEWORK FOR CUSTOMS SANCTIONS"

At the end of January CLECAT's CITI Vice-Chairman Mr Jean-François Auzéau participated in a public hearing at the European Parliament "Why Europe needs a legal framework for customs sanctions".

The hearing was organised by the IMCO committee. The rapporteur Ms Kaja Kallas reviewed the need of a legal framework for customs sanctions in a broader sense.

The first session of the hearing was focused on the 28 Member States' customs sanctioning systems. The second session discussed the impact of the lack of an EU legal framework on infringements and sanctions on the functioning of the single market and on economic operators. The panel of the first session was composed by Mr Maurizio Gambardella, Grayston & Company Law Firm and Mr Ruud

Tusveld, PricewaterhouseCoopers. The panel of the second session was composed by Mr Timothy Lyons QC, Barrister of Inner Temple, Lincoln's Inn and King's Inns, Ms Luisa Santos, BUSINESSEUROPE and Mr Jean-François Auzeau, Vice-Chairman of CITI CLECAT.

All information relating to the hearing, including presentations can be found [HERE](#)

CLECAT PARTICIPATES IN ANNA CONSULTATION PANEL

CLECAT participated to the 3rd AnNa Consultation meeting in Brussels at the end of January. The progress of the AnNa project was discussed and various 2010/65/EU issues were addressed. EU Directive 2010/65/EU - Reporting Formalities for Ships arriving in/departing from EU ports - serves as the overall legal framework to allow for the development and implementation of interconnecting national Maritime Single Windows. To build the national Maritime Single Windows it is necessary for the EU Member States, neighbouring countries and business to co-operate. That is why the ANNA project was established.

It was noted that more involvement of DG TAXUD – and national Customs authorities - is essential in developing national Single Window solutions in relation to Directive 2010/65/EU. On an EU level, this has not yet materialised as efforts are geared towards the Union Customs Code (UCC). Directive 2010/65/EU should be considered as the first steps towards simplification and increased competitiveness for EU business in the maritime single window domain. Without DG TAXUD and Customs involvement, success in meeting the objectives of Directive 2010/65/EU is doomed to fail.

GENERAL

CLECAT/TLF/ESC EVENT AT SITL IN PARIS



International Week
of Transport and Logistics

CLECAT, TLF and ESC are jointly organising a seminar on how to ensure compliance in global supply chains on Thursday 2 April at the SITL International Week of Transport and Logistics in Paris.

Three panels will discuss how customs can contribute to the secure, safe and business continuity in the global supply chain. What is needed to ensure the balance between trade facilitation and security. How to embrace digitalisation and new IT solutions whilst remaining competitive?

- Understanding and getting ready for the biggest changes in customs regulation in over 20 years
- New models for better risk assessment: the submission of advance safety and security declarations
- The EU CORE project: Innovation and collaboration to facilitate trade and increase security

The event is addressed to all those involved in global supply chains that will need to be ready to comply with the new Union Customs Code and the related Commission Acts applicable as from May 2016. There will be a transitional period for the implementation of provisions which require IT support until 2020. The transitional measures will be discussed in the course of this year 2015. Equally the WCO SAFE framework of standards and coordinated and innovative border management systems will be further developed to ensure the security of EU.

iCARGO FINAL EVENT IN THE TRANSPORT LOGISTICS TRADE FAIR



CLECAT will participate to the iCargo's Final Event Session on May 6, during the [TRANSPORT LOGISTICS TRADE FAIR 2015 IN MUNICH](#). The event will present the final research outcomes including business, technical and pilot demonstration.

Key speakers from world's leading organizations include Wolfgang Höfs, European Union Head of Sector "Strategic Planning and Communication", Servet Balcioglu, ATOS Research – Project manager, Paolo Paganelli, Bluegreen srl. – CEO, Erik Cornelisse, Project Manager, Frank Knoors, Logit One NV – Managing Director, Jannie Van Andel, Unilever Supply Chain Development Manager, Jaco Voorspuij, DHL – Head of ITBD – DHL EMEA, Kenneth Sherman, Intellitrans – Vice President & General Manager.

The agenda of the conference is available [HERE](#)

In the context of the iCargo project, DHL has presented a business case video 'Applying MixMoveMatch.' The business case demonstrates that rethinking the supply chain and introducing a logistics process contributes to reducing emissions and saving cost for shippers and logistics service providers. One of the key objectives of the iCargo project is to use information and communication technologies to reduce emission of greenhouse gases. Reducing the number of vehicles needed for moving goods, is one way of realising this ambition.

The business case video is available [HERE](#)

INTERVIEW WITH SIIM KALLAS: 'EUROPE MUST REDUCE SUBSIDIES TO TRANSPORT'

Siim Kallas, former Vice-President of the European Commission, who was in charge of Transport policy spoke with to EurActiv's Editor-in-Chief, Daniela Vincenti about the EU transport policy during the 2010-2014 term of the European Commission. With regards to the challenges he noted that 'EU governments pour too much public money into obsolete enterprises and thereby keep low-quality transport services going when they should not be allowed to do so.' On attracting private investments he said that there is no shortage of money, but 'private investors expect regulators not to be politically motivated or micromanaging the activities of private enterprises. They must be fair, transparent and work with consistency and predictability over long periods.'

Siim Kallas is currently a professor of international economics at the University of Tartu.

The full interview is available [HERE](#)

COMMISSION PREDICTS MODEST ECONOMIC RECOVERY

Growth in the Eurozone remains "stuck in low gear", the European Commission admitted on February 5 as it published its latest batch of economic forecasts. Although the recent drop in the price of oil is expected to boost economic growth, and the lower value of the euro on foreign exchange markets will make European exports more competitive, the Commission forecasts that growth in the Eurozone will be only 1.3% in 2015. Although that is up 0.2 percentage points on its last forecast in November, the improvement is only modest.

“The fall in oil prices and the cheaper euro are providing a welcome shot in the arm for the EU economy,” said Pierre Moscovici, the European commissioner for economic and financial affairs, presenting the latest edition of the Commission’s economic predictions, which are made three times a year. “But there is still much hard work ahead to deliver the jobs that remain elusive for millions of Europeans.”

The Commission presented its forecasts warning that there was a “substantial” degree of uncertainty about its projections. Moscovici said that the Commission may have underestimated the positive effects of the ECB’s programme of quantitative easing, of low oil prices or a weak euro, in which case growth may exceed expectations. But there are also considerable negative risks. The Commission said that “downside risks” had intensified since the autumn. Geopolitical tensions, financial market volatility or a protracted period of low inflation all threaten to drag growth down. The Commission predicts that inflation will continue to fall until mid-2015, when it will start to rise on the back of strengthening economic growth and wage increases.

Source: [EUROPEAN VOICE](#), 5/02/2015

TEN-T: EU TO SUPPORT THE DEPLOYMENT OF COMMON INTELLIGENT TRANSPORT SYSTEMS

The EU's TEN-T programme will back with almost €2 billion an initiative of 12 EU Member States to build a European consensus on common Intelligent Transport Systems (ITS). The project follows-up the on-going European ITS Platform and will continue its activities towards ITS harmonisation across the continent.

European road operators and authorities have teamed up with the European Commission in the [EASTWAY INITIATIVE](#) to foster European harmonisation and interoperability of ITS through a range of projects on common standards and procedures. The EIP+ project will monitor the EasyWay deployment guidelines, evaluate the impact of ITS projects on a European scale, as well as disseminate best practice among Member States. The project will also provide a helpdesk and user support facility to further advance the EasyWay initiative. It is expected to foster international cooperation on ITS, in particular among the ITS works projects funded by the TEN-T Multi-Annual Call 2013.

Germany, Greece, Spain, Finland, France, Ireland, Italy, The Netherlands, Portugal, Romania, Sweden and United Kingdom take part in this initiative. The project was selected for EU funding with the assistance of external experts under the TEN-T Multi-Annual Call 2013, priority 'Intelligent Transport Systems'. Its implementation will be monitored by INEA, the European Commission's Innovation and Networks Executive Agency. The project is to be completed by December 2015.

FRAUD ALERT TO FREIGHT FORWARDERS AS EMAIL HACKERS DIVERT PAYMENTS FOR SHIPMENTS

The independent freight forwarder sector appears to have become the latest victim of internet crime, with several cases of international payments between forwarders being redirected into fraudsters’ accounts. Over \$100,000 has been stolen from WCA members in a series of stings over the past nine months, according to WCA vice-president of customer service Andy Robins. WCA, the world’s largest network of independent freight forwarders, with over 5,000 members across the world, has monitored an alarming increase in the number of forwarders targeted, although Mr Robins believed that the fraudsters’ modus operandi has largely been established. Forwarders need to be especially vigilant if their international partner claims to have changed bank account details during the payment process. The full Loadstar article is available [HERE](#)

FORTHCOMING EVENTS

CLECAT MEETINGS:

Customs and Indirect Taxation Institute

- 20 February

Security Institute

- 10 March a.m, Brussels

Air Logistics Institute

- 10 March p.m.

Maritime Institute

- 11 March a.m.

Sustainable Logistics Institute

- 11 March p.m.

Road Institute/Joint meeting with FIATA

- 17 March p.m. Zurich

Rail Institute / joint meeting with FIATA

- 23-24 April Vienna

Board General Assembly

- 2 June 2015, Brussels

Freight Forwarders Forum

- 19 November 2015

OTHER EVENTS with CLECAT PARTICIPATION

Alice Conference, Schiphol Airport Amsterdam

- 11 February 2015

European Shipping Week Conference, Brussels

- 4 March 2015

22nd Meeting of the EU-U.S. Transport Security Cooperation Group, Brussels

- 5-6 March 2015

Hearing Economic and Social Committee

- 6 March 2015

CORTE working group on Road Theft

- 12 March 2015

Global Supply Chains in Air and Sea Freight How to ensure Security and Customs Compliance, Paris

- 2 April 2015

iCargo Final Event, Transport Logistics Trade Fair, Munich

- 6 May 2015 at 12:00-17:00

ITF Summit Leipzig

- 27-29 May 2015

EU Meetings

EP TRAN Committee

- 23/24 February (afternoon)
- 24 February (morning and afternoon)

Council (Lithuanian Presidency)

- Transport Council, 13 March 2015
- Transport Council, 11 June 2015.