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Brussels news

CALL ON TRAN TO EXCLUDE INTERNATIONAL TRANSPORT FROM POSTING OF WORKERS

The Transport Committee of the European Parliament is considering compromise amendments on the draft report of Merja Kyllönen MEP on the Commission's proposal for a 'Lex Speciales' for the application of the posting of workers directive (91/71/EC) to international transport operations in the EU.

CLECAT calls for an exclusion of international transport (transit, bilateral and multilateral operations), restricting posting of workers to cabotage operations. The European Commission proposal only creates a marginal derogation from the general posting of workers directive, by having a 3 day exemption before the Posting of workers applies. Whereas MEP Martina Dlabajová called for an exemption of international transport, the result of the vote in the Employment Committee was very disappointing, showing a complete disregard for the complexities of international transport. For this reason, the vote of the EMPL Committee, reversing the very good draft report of MEP Martina Dlabajová, was very disappointing and would make the case for a 'lex speciales' completely obsolete. When a similar position would be taken by the Transport Committee, this would seriously disrupt international road freight transport in Europe.

Nicolette van der Jagt, Director General of CLECAT, said: 'I believe that this Report gives the wrong message to the Members of the European Parliament. In respect of international transport, economic welfare, jobs and sustainability in transport, we call on the Members of the Transport Committee to demonstrate a more realistic approach towards transport and logistics in Europe. CLECAT would not advocate for some half-way house but call for simply excluding international transport which would bring a clear and easy to enforce solution.'

YES TO ENFORCEABILITY & THE EU INTERNAL MARKET – NO TO THE EMPL VOTE

A coalition of stakeholders including the European Express Association, CLECAT and FIATA issued another joint statement today, calling for enforceable, simple, uniform and clear rules so that they can facilitate transport operations, protect the workers employed in this industry and ensure a fair competitive environment. Signatories urge the Members of the European Parliament's TRAN committee, who have a sound understanding of the complexities of international transport, to decidedly

- reject the damaging EMPL report and
- exempt international drivers from posting of workers rules.

A lex specialis for road transport which subjects drivers to posting of workers rules goes against all EU internal market achievements and adversely impacts the transport and logistics industry because

- it goes against the transnational character of road transport activities.
- is a measure which is difficult to enforce by national authorities.
- does not address the issue of 'nomadic driving'. The requirement for the driver and the vehicle to return to their place of employment within a number of weeks should be included in MEP van de Camp report (proposal COM(2017)277 on maximum daily and weekly driving times).
- does not bring clear benefits to transport operators – as they would be faced with a disproportionate administrative burden on the large intra-EU trade, especially SMEs.
- will diminish growth in the EU as it will increase costs of international transport and will negatively impacts the end-consumer who will pay the bill for unenforceable and disproportionate legislation.

Signatories therefore call on MEPs to support all amendments tabled which aim to totally exclude international transport from posting rules.

The Statement is available [here](#)

MULTIMODAL YEAR 2018 – THE FUTURE OF INTERMODAL

On the 16th May the European Commission, the European Union Agency for Railways (ERA) and UIIR organise an event to take stock of pressing regulatory issues at EU level for the future of intermodal transport.

CLECAT's DG Nicolette van der Jagt will moderate the afternoon panel where shippers, freight forwarders and intermodal operations will give their views on multimodal transport and how innovation and digitalisation can support a further uptake.

The event is part of the European Commission's Year of Multimodality. CLECAT members and others are invited to join the lively debate with EU decision-makers and peers on 16 May 2018 at the EU Representation of the Free State of Bavaria.

Please find the programme [here](#)

Commissioner Violetta Bulc will present the 3rd MobilityPackage for a clean, connected and competitive mobility on the 17th May and not, as earlier announced on the 16th May.



STUDY FOR SAFE AND SECURE TRUCK PARKING

The European Commission has commissioned a study to define an action plan for the provision of secure parking areas in Europe. The study is being carried out by a consortium including IRU, Dekra, Cross-Border Research Association, the European Secure Parking Organisation and Panteia. Part of the project to develop the study is a survey of transport stakeholders on their use and requirements of secure parking areas.

The survey has now been opened, and [may be found at the study website](#). The study is intended to feed into European Commission policy actions to increase the provision of secure parking areas in Europe, for which CLECAT and its members have been consistently lobbying. The study asks for input from all stakeholders in the transport supply chain to build a common standard which can be used in Europe and globally. It further aims at pinpointing hotspots and risk zones in terms of security and safety issues, as well as at identifying the appropriate spots to place safe and secure parkings across the EU. Simultaneously it aims at identifying the expectations for parking spaces and the issues which exist currently.

A final conference will be held in Brussels to present the study on 6 November. Other conferences are also planned in Spain and Romania. More details can be found [here](#).

Rail

3.2% RAIL FREIGHT VOLUME DECLINE ON RHINE-ALPINE CORRIDOR

In 2017, the overall rail freight traffic volume in Europe increased by 2%. However, the traffic volume on the Rhine-Alpine rail freight corridor decreased by 3.2% in comparison to 2016. The Rhine-Alpine RFC connects the North Sea ports of Belgium and the Netherlands with the Mediterranean port of Genoa (Italy) while crossing through Germany and Switzerland.

The decrease on this corridor can be attributed to the Rastatt incident in August 2017, as well as several construction-works, including those on the Gotthard line and the upgrades at the Swiss-Italian border crossing at Luino. This has been the first decline of traffic volumes on the Rhine-Alpine RFC since 2012, when the rail freight sector still suffered from the consequences of the economic crisis. The largest decline in traffic volumes was present in Basel (Switzerland). The decline on the German-Swiss border was 27% northbound and 53% southbound, while there was a decline of 13.5% and 28% respectively on the Swiss-Italian border. However, an increase of 4% was present on the Belgian-German border crossing of Aachen West-Montzen. This increase has been attributed to the good performance of the Belgian private rail operator Lineas.

Source: [Corridor Rhine-Alpine](#)

CERRE RECOMMENDATIONS ON TRACK ACCESS CHARGES

On 9 May, the Centre on Regulation in Europe (CERRE) published a [report](#) outlining a series of recommendations which shall guide the European Commission, infrastructure managers and regulators for the setting of track access charges. More specifically, the report examines the systems in [France](#), [Germany](#), [Great Britain](#) and [Sweden](#) and provides an overview of the situation and a review on the different approaches.



It recommends developing the track access charges based on:

- the direct cost of wear and tear on the infrastructure,
- the congestion and scarcity, as well as
- mark-ups to maintain efficiency on infrastructure use.

The evidence gathered from the report showed that with the exception of France, the imposed wear & tear charges are generally too low. The addition of congestion and scarcity costs was presented as an incentive for train operators to economise on the use of scarce capacity. The mark-ups should cover at least the avoidable costs and should be ideally differentiated by commodity. Furthermore, the report analyses strategies to promote efficiency for publicly owned infrastructure managers, such as benchmarking and the provision of financial and reputational incentives. In its conclusion, the report states that charges for infrastructure are only economically optimal if other transport modes are appropriately charged, as efficient pricing cannot be addressed for one transport mode in isolation. Therefore, progress is needed on all transportation modes simultaneously, as otherwise the track access charges may rather hinder the efficiency of rail as a transport system instead of improving it.

Road

STRONG COLLABORATION BETWEEN ROAD AND RAIL IN GERMANY

DSLVL (the German Freight Forwarders and Logistics Association) and VDV (Verband Deutscher Verkehrsunternehmen) declared - following their 15th Siegburg Cooperation Talks - that freight transport by road and rail have the potential for a strong coalition in the future.

Technical innovation, digitalisation, transparency, standardisation, removal of administrative burdens and deregulation of the inflexible regulatory framework for the rail sector have been identified as the core areas in which additional work can be undertaken to further develop the future potential for a coalition between the road and the rail sector.

According to the DSLVL and the VDV, the 'master plan' for the rail sector that was introduced by the German Federal Ministry for Transport and Digital Infrastructure (BMVI) offers the correct measures to enable future development. However, this development will only be feasible if the measures contained therein are implemented.

The proposed budget of €350 million to provide tax incentives to the train access charges will lead to increased competition in the rail sector. The German legislator is expected to launch the notification procedure to the European Commission. This would impose additional incentives for forwarders to engage in a modal shift from road to rail, while simultaneously enabling rail operators to invest in innovative technologies.

Furthermore, unhindered access to the rail sector and the efficient collaboration of the parties within the sector, e.g. in multimodal terminals, is of utmost importance to ensure efficiency for the forwarders. Simultaneously, the administrative process of combined transport must be revised and simplified.

Source: [DSLVL](#)



Maritime

DG COMP LAUNCHES REVISION OF THE CONSORTIA BER

The European Commission (DG Competition) has begun the process of revision of the Consortia Block Exemption Regulation. An [evaluation roadmap](#) has been published outlining the Commission's intentions and inviting initial written stakeholder comments, ahead of a full public consultation in the third quarter of this year.

The first Consortia Block Exemption Regulation ("Consortia BER"), Commission Regulation 870/95, was adopted in 1995 and has since been prolonged and amended 4 times. The current enabling Council Regulation 246/2009 provides that, by way of Regulation, exempt consortia agreements from the application of Article 101(1) TFEU for a period limited to five years with the possibility of prolongation.

In the years since the introduction of the first Consortia BER, the Commission has progressively repealed all maritime-specific competition legislation and guidelines as part of the general policy of harmonising competition rules and replacing sector-specific rules with measures (BERs or guidelines) providing general guidance on the application of Article 101 TFEU. Today the Consortia BER is the only remaining maritime-specific competition measure. Furthermore, in recent years, given the challenging economic context, the liner shipping industry has been undergoing a significant process of consolidation. Some carriers exited the market, merged or cooperate in increasingly larger consortia and some continue to cooperate in smaller consortia. The Commission has noted that under such circumstances, the question arises of the continued relevance of the Regulation.

In its evaluation, the Commission is seeking to determine whether the Consortia BER is still effective in facilitating economically efficient cooperation that benefits consumers, its effect on costs, its relevance to the modern industry and its coherence with other competition rules.

CLECAT is reviewing the Commission's roadmap and will seek to provide comments to DG COMP before the 4th June.

FEEDER VESSEL SHORTAGE LOOMING LARGE

The Copenhagen-based maritime consultancy Seaintel said that the rising deployment of ultra-large vessels tends to result in a service frequency reduction in the major trades to balance supply and demand. This leads to a situation where networks with lower service frequency will continue to depend on feeding services and even increased transshipments owing to the lower service frequency. Based on the existing fleet and orderbook, it is possible to calculate the ratio of feeder vessels to large vessels in excess of 11,000 teu. The current ratio is 7.9 feeder vessels for each large vessel in operation. With the current orderbook, and anticipated scrapping, this will decline to a ratio of just 5.4 by the end of 2020. At the outer extremes of the estimates, the global fleet will see a shortage of 400-1,200 feeder vessels by the end of 2020. (kd)

Source: [Seaintel](#)



Sustainable Logistics

MANAGING SUPPLY CHAIN RESILIENCE AND EFFICIENCY

CLECAT participated on 12 April at the ITF round table debates on the trade-off between supply chain resilience and efficiency. The event brought over 35 specialists from 17 countries to the ITF for Roundtable discussions on 12-13 April in Paris.

The academic papers are now available with the video-links at the [ITF website](#).

- [Efficiency and sustainability in multi-modal supply chains](#), Prof. Jean-Paul Rodrigue, Hofstra University
- [The Mitigation of Risk in Resilient Supply Chains](#), Prof. Martin Christopher, Cranfield University
- [Innovation and technology in multi-modal supply chains](#), Prof. Lóri Tavasszy, TU Delft
- [Collaboration in Supply Chain Management: A Resilience Perspective](#), Prof. Ruth Banomyong, Thammasat University

COUNCIL ADOPTS EMISSION REDUCTION TARGETS

Today, the Council adopted a regulation on greenhouse gas emission reductions. The regulation sets out binding emission reduction targets for Member States in sectors falling outside the scope of the EU emissions trading system for the period 2021-2030. This includes buildings, agriculture (non-CO2 emissions), waste management and transport (excluding aviation and international shipping). The regulation resulted from the Commission proposal on effort-sharing from July 2016.

Through this regulation, the EU is brought closer to fulfilling its commitment in the Paris Climate Agreement of cutting GHG emissions by at least 40% by 2030 in comparison to the 1990 levels. The regulation aims at ensuring that the EU's target of reducing GHG emissions by 30% in 2030 compared to the 2005 levels in the effort-sharing sectors is reached.

Following today's formal adoption of the legislative act, the regulation will be published in the Official Journal and enter into force twenty days after its publication.

Source: [Council of the European Union](#)

ITF REVIEW OF TRANSPORT CO2 AND THE PARIS AGREEMENT

The International Transport Forum published a review concerning transport CO2 and the Paris Climate Agreement. This report assesses the impact of transport commitments made in the Nationally Determined Contributions (NDCs) of the Paris Climate Agreement on national-level transport CO2 emissions. It contains an introduction to NDCs and provides an overview of economy-wide CO2 reduction targets that were defined in these pledges. The methodology, developed specifically for this report, allows a sectoral assessment despite the often limited information regarding specific ambitions for transport and planned CO2 mitigation measures.

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



Forthcoming events

CLECAT MEETINGS

CLECAT Customs & Indirect Taxation Institute

25 May, Paris

CLECAT Brexit Working Group

25 May, Paris

CLECAT BOARD/GENERAL ASSEMBLY

29 June, Sofia, Bulgaria

OTHER EVENTS WITH CLECAT PARTICIPATION

GLEC Plenary Meeting

15 May, Copenhagen

Multimodal Freight Conference

16 May, Brussels

CSR Europe Sustainability Summit

23 May, Brussels

ITF 2018 Summit: "Transport Safety and Security"

23 - 25 May 2018, Leipzig

Swedish Freight Forwarders Event (SIFA)

29 May 2018, Gothenburg

Dutch Freight Forwarders Event (FENEX)

31 May 2018, Rotterdam

DIGITAL TRANSPORT AND LOGISTICS FORUM PLENARY MEETING

14 June, Brussels

ALICE PLENARY

22 June, Amsterdam

EP MEETINGS

European Parliament TRAN Committee

24 May 2018

20 - 21 June

European Parliament Plenary Session

28 - 31 May 2018, Strasbourg



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