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Brussels News

CLECAT POSITION ON A TRANSITION TOWARDS SUSTAINABLE, SMART & RESILIENT MOBILITY



CLECAT has welcomed an opportunity to offer some industry insights on the European Commission's evaluation of its 'Roadmap to a Single European Transport Area – Towards a Competitive and Resource Efficient Transport System' (the 2011 Transport White Paper) and also on the ambition of the European Green Deal to put forward a comprehensive EU Strategy for Sustainable and Smart Mobility.

CLECAT has therefore submitted its response earlier this week to the public consultation on the future of transport, run by DG MOVE, and published an accompanying position paper, in which it sets out the needs and objectives of European freight forwarders and logistics service providers, seeking to provide some further vision on how to enable a shift to sustainable mobility, harness digital technologies and build a resilient transport system in the EU.

In the paper, CLECAT reiterates that the freight forwarding and logistics industry is fully committed to ambitious EU decarbonisation goals contained in the European Green Deal and is willing to actively contribute to the substantial reduction of GHG emissions from its transport and logistics operations through smart and innovative solutions.

According to CLECAT, the new policies of the European Commission and the Member States should support the transition towards the carbon-neutral transport system in the EU by introducing specific instruments and incentives that reinforce sustainable logistics-focused strategies and initiatives undertaken by the industry. These measures must be designed in a smart and proportionate way, with the least possible impact on trade and the free movement of goods in the EU.

Ultimately, CLECAT maintains that appropriate funding, both public and private, is key to realise the proposed measures and support investments in new technologies, sustainable alternative fuels and infrastructure solutions, without which the ambitions of the EU Green Deal will not be reached.

The full paper can be found [here](#).

CALL FOR A COUNCIL POSITION ON THE EUROVIGNETTE DIRECTIVE

CLECAT, alongside European truck makers and green groups, have written to EU Transport Ministers, urging them to agree on a common position with respect to the long-delayed reform of European truck tolling framework.



A revision of the Eurovignette Directive, proposed under the Mobility Package I back in 2017, is designed to help cut CO2 emissions from new trucks. The Eurovignette reform is a key tool in boosting investment in low- and zero-emission trucks and it would also help EU countries and industry reach the European Green Deal climate targets.

In June this year, the Croatian Presidency could not secure the Council's support for its compromise proposal, pushing the file to the German Presidency. The final draft of the Croatian Presidency is however very progressive. In particular, the provision under which new regulated trucks would in the future be tolled/charged based on CO2 is transformative and, once passed, would play a vital role in reducing CO2 emissions from new trucks.

The call follows the Germany Presidency's decision not to include the issue in the agenda of the videoconference of EU Transport Council, which is scheduled to take place on 28 September. The letter says that removing the toll reform from the Council agenda is "extremely concerning" and calls for a general approach of the Council to be agreed "without any further delay", i.e. by December 2020.

The full letter can be found [here](#).

Maritime

DCSA PUBLISHES GUIDELINES FOR STANDARD API CONNECTIONS

The Digital Container Shipping Association (DCSA) has announced the release of a new set of guidelines for API development to make it easier for industry stakeholders to adopt its standards and connect third-party technologies.

These guidelines can already be used to implement the organisation's standards for Track & Trace and Operational Vessel Schedules (OVS), outlining how APIs should be designed, developed and implemented in the container shipping context.



The document defines a list of API characteristics which compliant systems should follow, noting that they should have clearly defined responsibilities and an appropriate level of abstraction, while also being stable, secure and optimised for common interactions.

Specific technical details for API developers are described in the guidelines, detailing elements that ‘Must’ and ‘Should’ be included, those that are ‘Recommended’ or ‘Optional’, as well as noting inclusions that ‘Must Not’ be made.

The API guidelines are free to download, and are available [here](#).

Rail

SSG WELCOMES BERLIN DECLARATION AND PUBLISHES PROGRESS REPORT

On 21 September, the Sector Statement Group (SSG), of which CLECAT is a member, welcomed the publication of the [Ministerial “Rail Freight Corridors: The Future of Rail Freight in Europe” Declaration](#) (Berlin Declaration). The Berlin Declaration showcases the necessary clear commitment of the EU Member States to



support international rail freight and rightly recognises the environmental advantage of rail freight in view of the European Green Deal. The SSG notably welcomed the clear commitment of the Member States to agree on a migration strategy for Digital Automatic Coupling and the recognition of the importance of further digitalisation of infrastructure networks, capacity management and allocation.

Additionally, the SSG also presented its [“SSG Follow-up” report](#) to outline the developments, improvements and challenges of each identified priority action, accompanying the Berlin Declaration. The integrated efforts of the sector set in motion a process of tangible improvement for European rail freight transport. There has been good progress in the SSG Priorities during the past years, but there is still room for improvement and closer cooperation, also with Member States and the EU institutions. International rail freight transport is the future of the European Green Deal and the rail sector is committed in enhancing the competitiveness of international rail freight transport business, and improving the quality, reliability and efficiency of transporting goods across Europe, in light of the 2021 European Year of Rail.

The Sector Statement Group consists of the rail sector associations and their members (representing the interests of the shippers, freight forwarders, rail freight operators (RUs), intermodal operators, intermodal terminals, infrastructure managers (IMs), allocation bodies, rail freight corridors (RFCs), rail equipment suppliers and Rail Freight Corridors. In 2016, the railway sector adopted a [sector statement](#) with commitment to “boost international rail freight”.



Air

EC PROPOSES AMENDED SINGLE EUROPEAN SKY FRAMEWORK

On 22 September, the European Commission [published](#) their amended version of the Single European Sky regulatory framework. The objective is to modernise the management of European airspace and to establish more sustainable and efficient flightpaths, which, in light of the European Green Deal, could reduce up to 10% of air transport emissions. CLECAT will analyse the proposed framework together with its Air Freight Institute in view of establishing a position.

The Commission has emphasised that the Single European Sky paves the way for a European airspace that is used optimally and embraces modern technologies. It shall ensure collaborative network management that allows airspace users to fly environmentally-optimal routes. Furthermore, it shall allow digital services which do not necessarily require the presence of local infrastructure.

The current proposal will be submitted to the Council and the Parliament for deliberations, which the Commission hopes will be concluded without delay. After final adoption of the proposal, implementing and delegated acts will need to be prepared with experts to address more detailed and technical measures.

Source: [European Commission](#)

Sustainable Logistics

GLEC FRAMEWORK AVAILABLE IN FRENCH

Le Cadre GLEC, the French translation of the 2019 [GLEC Framework 2.0](#), the universal method to calculate and report greenhouse gas emissions from freight transportation, has been published.



The quantification and reporting of transport and logistics emissions has been of a long-standing significance to CLECAT, which aims to support its members with practical tools and knowledge-building in their efforts towards decarbonisation of transport and logistics operations. As a member of

the Global Logistics Emissions Council (GLEC), CLECAT has actively promoted the uptake of the GLEC Framework among its membership since its launch in 2016.

Le Cadre GLEC can be downloaded [here](#).



Customs and Trade

EU-CANADA TRADE DEAL THIRD ANNIVERSARY

21 September marked the third anniversary of the provisional entry into force of the EU-Canada Comprehensive Economic and Trade Agreement (CETA). The Commission reported that the trade balance of these three years is very positive: bilateral trade between the EU-27 and Canada has increased by 27% for goods and 47% for services as compared to the situation before CETA entered into force.

CETA eliminated tariffs on 98% of products that the EU trades with Canada, which amounts to approximately €590 million in saved duties per year once all the tariff reductions kick in. CETA has been provisionally in force since 21 September 2017 following its approval by EU Member States, expressed in the Council, and by the European Parliament. It will only enter into force fully and definitively, however, when all EU Member States have ratified the agreement.

More information on the EU-Canada comprehensive trade deal you can find on the Commission's dedicated [webpage](#).

Source: [European Commission](#)

EU INTERNATIONAL TRADE STATISTICS

The statistical office of the European Union (Eurostat) [reported](#) that in July 2020, the COVID-19 containment measures widely introduced by the Member States continued to have a noticeable impact on international trade in goods. The first estimate for extra-EU exports of goods in July 2020 was €168.5 billion, down by 11.3% compared with July 2019 (€189.9 bn). Imports from the rest of the world stood at €142.6 bn, down by 16.0% compared with July 2019 (€169.7 bn).



From January to July 2020, extra-EU exports of goods fell to €1 089.7 bn (a decrease of 12.2% compared with January-July 2019), and imports fell to €990.0 bn (a decrease of 13.1% compared with January-July 2019). Intra-EU trade fell to €1 599.5 bn in January-July 2020, -11.9% compared with January-July 2019.

In the first seven months of 2020, China overtook US as main partner for the EU. This result was due to an increase of imports (+4.9%) combined with a slight drop of exports (-1.8%), while trade with the US recorded a significant drop in both imports (-11.7%) and exports (-9.9%).

Source: [Eurostat](#)



Forthcoming Events

EVENTS AND MEETINGS

CLECAT Rail Logistics Institute

20 October 2020, **Online Meeting**

CLECAT Road Logistics Institute

5 November 2020, **Online Meeting**

CLECAT Maritime Logistics Institute

10 November 2020, **Online Meeting**

CLECAT Freight Forwarders Forum

12 November 2020, **Online Event**

CLECAT Board/General Assembly

13 November 2020, **Location TBC**

EVENTS WITH CLECAT PARTICIPATION

Decarbonisation of Heavy Transport & the Role of Hydrogen

1 October 2020, **Online Event**

Global Liner Shipping Conference

4-5 November 2020, **Online Event**

European Environmental Ports Conference

4-5 November 2020, **Rotterdam**

Digital Transport Days

1 December 2020, **Online Event**

Competition Law in Transport

1 December 2020, **Brussels**

EU MEETINGS

Council of the European Union

Transport Council

28 September 2020, Brussels

Environment Council

23 October 2020, Luxembourg



European Parliament

European Parliament Transport Committee

October 2020, Brussels

European Parliament Plenary

5-8 October 2020, Strasbourg

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European Association for Forwarding,
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