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## Brussels News

### NEWLY ELECTED TRAN COMMITTEE MEETS IN BRUSSELS

On 24 July, the first meeting of the newly elected European Parliament's Transport and Tourism committee took place. The members participated in the exchange of views with the Finnish Transport and Tourism Ministers as well as the EU's Transport Commissioner.

The Finnish Minister of Transport, Ms Marin, presented the Finnish Presidency's transport priorities for the second half of 2019. She reassured the Committee that Finland is committed to continuing work on the pending legislative files. In the area of land transport, the incoming Presidency will continue to focus on the Eurovignette, with an aim to adopt the Council's General Approach.



Furthermore, the Finnish stand ready to begin trilogues on the social and market aspects of the 1<sup>st</sup> Mobility Package, when the TRAN Committee agrees on a mandate to negotiate, and conduct negotiations in a constructive and neutral way. With regards to intermodal networks, Finland will continue to work on the proposal for a Smart TEN-T Network, aiming to reach a General Approach and open negotiations if possible. On the electronic freight transport information (eFTI), discussions are expected to be finalised. In shipping,

Finland will coordinate the EU's positions to the meetings of the International Maritime Organisation and work on strengthening the EU's global role in sustainability, digitalisation and automation. The Minister also emphasised that Finland seeks to promote ambitious emission reduction targets in all modes of transport. The possibilities of digitalisation and automation in emissions reductions should also be fully exploited.

During the following exchange of views, most MEPs emphasised the importance of finalising the 1<sup>st</sup> Mobility Package, calling for a more balanced approach in order to accommodate the differences in

the central and peripheral Member States. Divisions on the Mobility Package remain a cause for concern, and Members called for achieving a better balance between ensuring social rights and safeguarding EU market freedoms.

Other concerns included a fair road charging system, effective digitalisation of transport, the need to improve transport networks throughout the EU and the transport sector's contribution to decreasing CO2 emissions.

The Committee has also held an exchange of views with the EU's Commissioner for Mobility and Transport, Ms Violeta Bulc, who presented the Commission's priority files for the coming months. Commissioner Bulc urged the new TRAN Committee's members to support a swift adoption of [16 outstanding files](#), in particular those on the Connecting Europe Facility 2.0 and the 1<sup>st</sup> Mobility Package. Finalising the latter will also pave the way to finalise the Combined Transport dossier.

Finally, the TRAN Committee had a discussion on the progress and potential of modal shift from road to more sustainable transport modes, with respect to the policy objectives set in the 2011 Transport White Paper. The TRAN-commissioned study was presented, highlighting main barriers and factors that are hampering a more effective modal shift at EU level and providing policy recommendations for the way forward. Despite an increase in freight volumes, the modal shares of road, rail and inland waterway transport have remained substantially unchanged between 1996 and 2016. The full study is available [here](#).

## ELP EVENT 'LOGISTICS IN TRANSITION'



**European  
Logistics  
Platform**

The European Logistics Platform (ELP) organises its next event '**Logistics in Transition: how to handle growing freight transport and the challenges ahead**' on Wednesday, 25 September, at the Residence Palace in Brussels. Confirmed speakers include Prof Alan McKinnon, Professor of Logistics, Kuehne Logistics University, Sandro Santamato, DG MOVE and Leigh Pomlett, CEO of CEVA Logistics. Policy makers from the Commission and the Finnish Presidency of the EU will also take part in the debates.

The ELP is a platform for dialogue between policy makers and all actors of the supply chain, from freight and logistics operators (of all modes) and their suppliers, to ports, terminals and the retailers and manufacturers relying on efficient logistics services. The ELP organises events focused on the key challenges facing the logistics sector, from digital transformation to sustainability, trade and access to skills. The events are designed to create an open debate between industry and policy makers to find solutions to common problems and challenges. They aim to inform policy making by bringing forward concrete case studies and industry developments from all parts of the logistics sector and supply chain. You can already register for the event [here](#).

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## Rail

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### RAIL DISRUPTION BETWEEN FRANCE & ITALY SOLVED

Following the disruption to rail traffic between France and Italy via Modane, the section re-opened for freight and passenger traffic on Tuesday, 23 July, at 6.00h, which is three weeks earlier than



originally anticipated. The re-opening was originally planned for 15 August and later re-scheduled to 31 July due to the pace of works on the railway line regarding cleaning and consolidation.

The disruption was caused by storms in the Rhône-Alpes region on 3 July. After the activation of the measures contained in the [International Contingency Management \(ICM\) Handbook](#), the following rerouting possibilities for the freight trains were established for the time of the disruption:

- Via Marseille-Ventimiglia-Genova (with limited capacity available);
- Via Basel – Domodossola/Chiasso (main deviation);
- Via Geneva – Domodossola/Chiasso.

Source: [RFC North Sea Mediterranean](#)

## SNCF TESTS DRIVERLESS TRAINS

After 18 months of development, the French national railway company SNCF tested the running of a driverless, remote-controlled train on a 4km stretch between Villeneuve-Saint-Georges and Juvisy near Paris. The tractor was put into operation and steered by sensors and cameras via satellite and an LTE/4G connection. SNCF intends to use autonomous trains for freight transport in approximately four years. To that end, they are in the process of creating a map of the railway network and equipping it with appropriate sensors that will explore the respective traffic flow by means of geo-localization and make independent diagnoses. The first tests with autonomous freight trains are planned for next autumn.

Source: [Verkehrsrundschau](#)

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# Brexit

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## CONSEQUENCES OF NO-DEAL BREXIT

Recently, the UK Parliament published a [report outlining the negative consequences for UK businesses in case of a no-deal Brexit](#). The report analyses in more detail certain specific sectors, namely services, automotive, food and farming, pharmaceuticals and chemicals, research and higher education, and concludes that a no deal, non-cooperative relationship cannot be the desired end state for UK-EU economic relations.

The report concludes that it is clear from the evidence that the economies of the UK and the EU27 are closely entwined through highly integrated supply chains operating in the car industry, other areas of manufacturing and the agri-food sector. UK exports of goods and services to its largest and closest market also operate on the basis of frameworks of regulatory provision applicable to transport of food produce, pharmaceuticals, chemicals, automotive parts and the flow of data. The UK's exports of services and its higher education system rely on agreed provisions on recognition of qualifications and frameworks for collaboration in research and student exchanges. A no deal exit would represent a sudden rupture for all of these sectors.

According to the UK Parliaments' report, a no deal, non-cooperative relationship cannot be the desired end state for UK-EU economic relations. The closeness of the economic relationship is most evident in the agri-food sector on the island of Ireland. Those businesses that have not prepared for



no deal will clearly be more affected than those that have. The UK would also risk a great deal of goodwill with its trade partners by pursuing a no deal exit. The final conclusion of the report states that some have argued that a no deal exit would bring the EU “back to the table” and that the UK would secure a better deal as a result. This is, at best, a gamble. At worst, it could lead to severe disruption of the economy, pose a fundamental risk to the competitiveness of key sectors of the UK economy, and put many jobs and livelihoods at risk.

Source: [UK Parliament](#)

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## Customs and Trade

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### UNION CUSTOMS DATA MODEL 4.0 GOES LIVE

As of 19 July, a new version of the European Union Customs Data Model (EUCDM) web-publication is live and accessible. EUCDM 4.0 reflects all the recent changes in the customs legislation which affect the data requirements. The new version now also contains the provisions for the low value consignment dataset (e-commerce).

The EUCDM is the model for Customs trans-European systems such as NCTS, AES, ICS, EOS and for Member States national customs clearance systems. Its overall objective is to provide a technical instrument that models the data requirements laid down in EU Customs legislation and present a single and genuine source of information for the technical developments of the different IT systems that are used for data processing by customs in the EU. In consequence, the data elements which are used only in the context of paper-based declarations, are included exclusively in the reproduction of the legal text, but not in the mapping and structure reports.

Through the [web-publication of the EUCDM](#), the legal provisions of the UCC DA and UCC IA, changes of the new version and examples and explanations of data elements can be viewed in a structured way.

Source: [European Commission](#)

### EU UPDATE ON TRADE NEGOTIATIONS

On 25 July, the European Commission published a [report](#) on the implementation of the [EU-US Joint Statement of 25 July 2018](#). The report provides an overview of the progress made in strengthening the EU-US trade relationship and illustrates the depth of the engagement between the Parties over the past year.

One year on, a series of concrete actions have been achieved. The EU has significantly increased its imports of liquefied natural gas (LNG) and soya beans from the US - the EU has emerged as the primary destination of US LNG exports, while the US is now Europe's number one soya beans supplier. There have already been three rounds of discussions on regulatory cooperation. An EU-US agreement would allow exporters from a wide range of sectors to get certification of their products in their own country (as opposed to, for example, sending samples to the export destination). Regarding cooperation on standards, the EU presented ideas on a deeper cooperation in strategic sectors, in particular those related to emerging technologies, such as 3D printing, robotics and connected vehicles. Important progress has been made in the areas of pharmaceuticals, medical devices and cybersecurity.



On 26 July, the European Commission also published its regular reports summarising the latest progress in trade negotiations with [Australia](#), [Chile](#), [Indonesia](#) and [New Zealand](#), as well as the investment talks with [China](#). The European Commission has made publicly available the latest EU text proposals presented in the talks with [Australia](#) and [New Zealand](#).

For more details, please visit the trade [transparency](#) page, as well as the page dedicated to all ongoing and concluded [EU trade agreements](#).

## TRADE RESTRICTIONS CONTINUE AT HISTORICALLY HIGH LEVEL

On 22 July, the World Trade Organization reported that trade flows hit by new restrictions implemented by WTO Members continued at a historically high level between October 2018 and May 2019, increasing the uncertainty surrounding international trade and the world economy.

The report provides evidence that the turbulent times continue. The previous period saw a record level of new restrictive measures introduced. Most of these measures remain in place and have now been added to by a series of new measures in the current period which are also of a historically high level. WTO Members implemented 38 new trade-restrictive measures during the review period including tariff increases, import bans, special safeguards, import taxes and export duties. While fewer measures were introduced during this review period than in previous periods, the scale of those measures is much increased in terms of their trade coverage and the level of tariffs imposed. Trade measures implemented by G20 economies account for the overwhelming share of the trade coverage of import-restrictive measures recorded in the report.

The report highlights the continuing challenges in global trade and urges WTO Members to follow through on their commitment to trade and to the rules-based international trading system.

Source: [World Trade Organization](#)

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## *Forthcoming events*

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### CLECAT MEETINGS

CLECAT Supply Chain Security Institute  
9 September, Brussels

CLECAT Air Freight Institute  
9 September, Brussels

ICS2 Workshop  
10 September, Brussels

CLECAT Customs and Indirect Taxation Institute  
11 September, Brussels

CLECAT Sustainable Logistics Institute (web meeting)  
13 September, online



CLECAT Rail Institute  
25 September, Brussels

CLECAT Freight Forwarders Forum 2019  
14 November, Brussels

CLECAT Board/GA  
15 November, Brussels

## OTHER EVENTS WITH CLECAT PARTICIPATION

ELP Event on Logistics  
25 September, Brussels

FIATA World Congress  
1-9 October, Cape Town, South-Africa

Digital Transport Days  
7-9 October, Helsinki

Maritime Economy Forum 2019  
11 October, Gdynia

ELETA Project Final Conference  
5 November 2019, Brussels

Smart Ports Smart City Expo World Congress  
19-21 November 2019, Barcelona

## EP/COUNCIL MEETINGS

European Parliament Plenary  
16-19 September, Strasbourg

European Parliament TRAN Committee  
2-3 September, Brussels  
23-24 September, Brussels

EU Transport Council  
2 December, Brussels



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