

ECASBA Seminar

8th/9th of June 2011



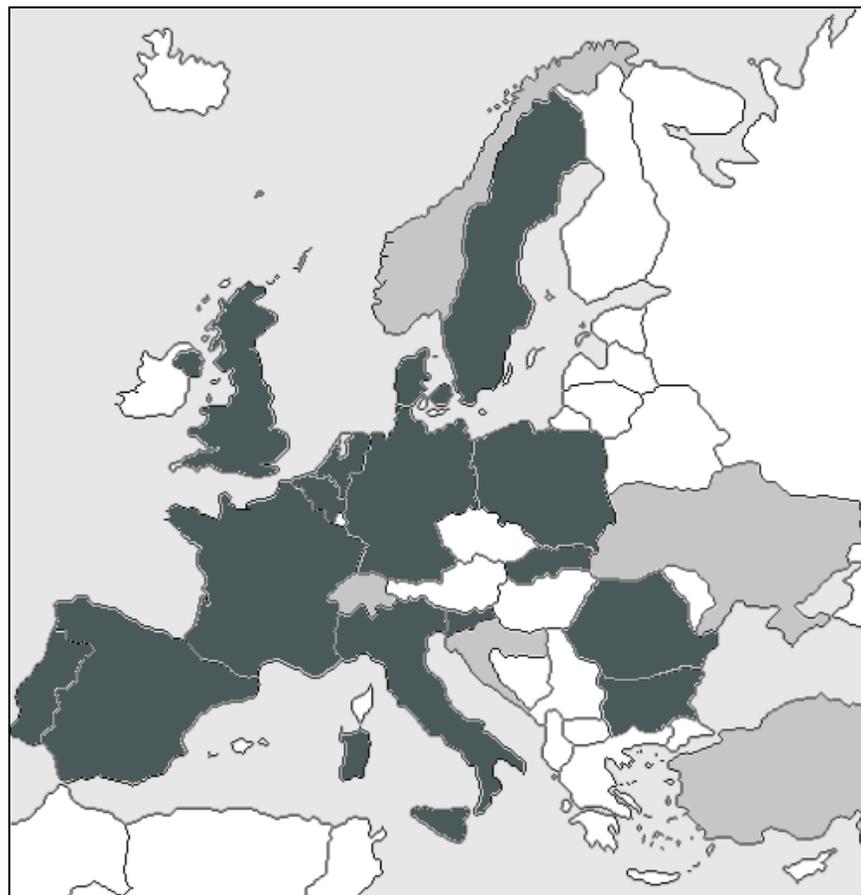
CLECAT's views on the European Commission's
Transport White Paper 2011

- Maritime Issues -

CLECAT – European Association for Forwarding, Transport, Logistic and Customs Services

- ❑ Founded 1958
- ❑ 24 members in Europe, representing some 19.000 companies with approx. 1.000.000 staff
- ❑ Related members are now admitted
- ❑ Users of all modes of transport: road, rail, air, maritime and inland waterways
- ❑ According to ship-owners, handling about 65% of maritime cargo.

CLECAT Membership



Facilitation

- Strong support for all measures that facilitate transport and ease administrative burdens → reduction of costs, transit time and emissions
 - Blue Belt: support the basic concept, although implementation shows some uncertainties
 - E-Maritime: [CLECAT intervention](#) at the e-Maritime conference
 - Inland Navigation: welcome measures to enhance attractiveness of IWT & interoperability with maritime

Sustainable Logistics

- Modal shift **Ö** co-modality... a non-issue?
- Internalisation of external costs → earmarking of revenues necessary to mitigate the environmental impact of transport & to finance infrastructure
- CO₂ emissions by shipping (ECCP WG on Ships); the competitiveness of the European shipping industry is at stake
- **Problem: International character of maritime transport!**
 - international solution preferred

See also: [CLECAT's Sustainable Logistics Best Practice Guide](#)

Infrastructure / TEN-T

- Preferred option for the future TEN-T structure: proposed dual layer with a comprehensive network and the core network.
- Additional suggestions:
 - Cutting of red tape: e-documentation, single window and interoperable technological solutions (e.g. in the area of ICT).
 - Resolution of bottlenecks: Commission's Bottleneck Exercise (2007) → A missed opportunity.
 - TEN-T policy not a panacea for infrastructure development in Europe → transport infrastructure funding is a broader topic than TEN-T: MS's should not throw in the towel

Security

- Enhancing security → there is no 100% security, it is an evolutionary process
- Security at Ports → address supply chain security not only from a national perspective but also as a global and complex challenge
 - Risk assessment approach preferred
 - Intelligence sharing with industry – focus on cooperation
- Important: privately owned asset protection is a private sector's concern: mandatory security measures are acceptable only with a view to public interest and for the protection of citizens.

See also: [CLECAT's Supply Chain Security Handbook](#)

What do we expect from the White Paper?

- ❑ Transport Policy objectives and measures should be adopted in consultation with the transport industry, but even more importantly with transport service users.
- ❑ Infrastructure: the decisions taken in the next 10 years will shape the transport network for the next 40 years → courage & wisdom are required
- ❑ One area that the White Paper is unable to tackle relates to the end users' attitudes → the transport sector is stuck between meeting EC aspirations and the cold economic requirements of its customers

Questions?



CLECAT

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