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## *Brussels news*

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### **CLECAT VIEWS ON DRAFT EP REPORT ON COMBINED TRANSPORT**

On 25 April, the TRAN Committee will discuss the [draft report by Daniela Aiuto MEP](#) on the revision of the Combined Transport Directive. Ahead of the discussion, CLECAT has considered the draft report and its views on the rapporteur's proposals. In the most part, the draft report is a positive step for encouraging and facilitating Combined Transport in Europe, although there are some key amendments which CLECAT opposes.

The rapporteur maintains many of the positive elements of the Commission proposal, notably the extension of the scope of application of 'combined transport' to all operations in the Union, and all modes of transport; removal of the specification of "nearest suitable terminal" and the flexibility offered in determining the length of the road leg (150km/20% of total distance, whichever is longest); and the ability to exceed these limits. In particular, the rapporteur's proposed Amendment 12, which would allow the maximum road leg limit to be exceeded as a general rule, subject to strict conditions, is a positive step. This would resolve many of CLECAT's concerns with the option proposed by the Commission for exceeding the distance limit, namely that the Commission proposal only applies to road/rail operations and lacks clarity and certainty as to how such authorisations will be granted and on what basis.

The draft report better clarifies the possibility for Combined Transport operations to contain a third country element and offers necessary flexibility by amending the requirement for the shipper's signature on the description of the operation (Amendment 17) and allowing a grace period to provide signatures when not available at the time of a road side check (Amendment 20). The rapporteur rightly prioritises digital provision of information and shifting away from specific paper documentation, as well as introducing important scrutiny and coordination measures for terminal construction and investment, which are necessary in order to ensure appropriate investment of funds and avoid market distortion.

Nonetheless, the rapporteur introduces some amendments which CLECAT opposes, including the application of posted workers rules to the road leg. In line with our [position](#) on the Commission proposal on posting of drivers in the road transport sector, CLECAT remains of the opinion that the Posting of Workers Directive is not suitable for the international (road) transport sector as it does not take into account the sector's highly mobile workforce, transnational character nor the administrative burdens and enforcement difficulties of applying it to road transport operations. This holds equally for the road leg of Combined Transport (Amendments 4 and 24).

The 'cabotage exemption' provided by Article 4 of Directive 92/106/EEC is an important element in the incentivisation of Combined Transport as a flexible, efficient and sustainable option for intermodal transport. Amendment 3 would introduce unhelpful hindrances to the efficiency of Combined Transport operations in the EU by removing the exemption for operations carried out purely in one Member State.

CLECAT looks forward to a fruitful discussion of the draft report and to the development of a revised Directive which properly incentivises and facilitates combined transport.

CLECAT's position paper on Combined Transport is available [here](#).

## LEARN PROJECT: TESTING EMISSIONS ACCOUNTING IN THE AIR CARGO SUPPLY CHAIN



The LEARN project, on developing a Logistics Emissions Accounting and Reduction Network, is at its half-way point. The project's General Assembly this week assessed progress so far, and work remaining to be done over the remainder of the 3-year EU-funded project in which CLECAT is a partner. The project examines, through several work packages, ways to empower businesses to reduce their carbon footprint across their global logistics supply chains through emissions measurement, reduction and verification.

One of the work packages which CLECAT is involved in covers testing and validation, working with forwarders and other logistics players to test and validate the practical applicability of carbon accounting in different multi-modal logistics settings. This typically involves examining how companies' current carbon footprinting systems work (if applicable), how their systems relate to the [GLEC Framework for logistics emissions accounting](#), and whether companies are able to get the right data to satisfy their customer and internal needs.

Several such tests are currently ongoing, although there is currently a lack of test cases involving air freight. CLECAT therefore wishes to solicit the interest of freight forwarders in participating in a test case covering supply chains with an air element. As air cargo constitutes such a specific element of



the global supply chain, and work on developing a harmonised emissions calculation methodology for the mode is currently ongoing within GLEC, testing on an air lane would be highly beneficial for the companies involved and for the project as a whole. Further information on the benefits of participation and the work involved in a test case can be found in the [Call for Participation flyer](#). To discuss these points further and to set up a test case, interested companies may contact Aidan Flanagan at [flanagan@clecat.org](mailto:flanagan@clecat.org).

Other work elements to be carried out over the rest of the project include the development of policy recommendations, training courses and a survey of industry's emissions accounting needs.

## ELP LUNCH DEBATE ON SAFE AND SECURE PARKING IN THE EU



**European  
Logistics  
Platform**

The European Logistics Platform is organising an interactive forum on issues relating to safe and secure parking in the EU on the 24th April at the Stanhope Hotel in Brussels. The event will be hosted by Elżbieta Łukacijewska MEP and Wim van de Camp MEP (EPP), members of the ELP Advisory Board and of the TRAN Committee of the European Parliament.

Truck drivers in Europe are often confronted with a lack of sufficient parking areas and therefore often park in non-secured zones or unsafe locations, exposing themselves and other road users to potential thefts and high risk of accidents. The Commission is therefore acting to improve the situation through a study and more funding for secure truck parking areas. Equally, how does the obligation for drivers to spend their weekend rest out of the cabin impact on the sector and is the proposal from MEP Wim van de Camp, calling for certified dedicated parking areas, a solution which is achievable within the proposed time-lines?

These and other questions will be addressed during the lunch debate. Registration for the event is closed.

## MULTIMODAL YEAR 2018 – THE FUTURE OF INTERMODAL

On the 16<sup>th</sup> May the European Commission, the European Union Agency for Railways (ERA), and the International Union for Road-Rail Combined Transport (UIRR) 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 has been invited to moderate the session giving an trends in digitalisation and future technologies in freight transport logistics. Clearly, the future of transport in Europe is driven by the need to dramatically reduce its environmental impact, while at the same time reaping the opportunities of the digital revolution and maintaining a strong position in global competition.

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](#) – register [here](#)



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# Road

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## 95 NEW PROPOSALS FOR HORIZON 2020

In connection to the Horizon 2020 transport funding, INEA received 95 project proposals for the calls in 'Mobility for Growth', the 'Automated Road Transport', and 'Green Vehicles', amounting to a request of €491.4 million. The total indicative budget for the call is €112 million.

Successful projects shall demonstrate innovative solutions aimed at low-carbon and sustainable transport, as well as contributing significantly to safe and resilient transport systems, automated transport, and the development of electrified vehicles and of advanced technological capabilities in transport. The proposals will be evaluated and selected by external independent experts drawn from the European Commission's database. The results will be announced no later than 4 September 2018.

Source: [European Commission](#)

## LKW-MAUT EXTENSION TO INCREASE COSTS

According to a recent report of the German Federal Ministry of Traffic and Digital Infrastructure, the costs for the road transport sector in Germany will increase by €2.5 billion in 2019, compared to 2018. This increase stems from the extension of toll roads in Germany and the increase in toll rates which the German government envisages for HGV's over 7.5 tons. The extension of toll roads, by an additional 40.000km of national roads, accounts for the major part of the traffic costs, which accumulates to €2 billion. The increase in toll rates constitutes the remaining €500 million.

According to Frank Huster, Managing Director of DSLV, this double cost increase will have a significant impact on freight- and consumer prices arguing that the distance-based tolls in Germany have the same effect as an excise duty. DSLV has welcomed the addition of uniform toll rates on motorways (Autobahn) and main roads (Bundesstraße) in the revised national toll rate legislation, since it enables a more transparent cost representation towards customers.

Source: [DSLVL](#)

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# Rail

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## ETA'S IN RAIL FREIGHT

CLECAT participated in a Task Force on ETA's (estimated time of arrival) earlier this week, hosted by the Dutch Ministry of Transport. An overview was given on developments in Rail Net Europe (RNE) and progress made so far by the recently launched ELETA project. ELETA, which stands for 'Electronic Exchange of ETA information' pilots 12 selected intermodal transport relations, which are operated by the Combined Transport operators CEMAT (Italy), Hupac (Netherlands), Inter Ferry Boat (Belgium), Kombiverkehr (Germany) and Rail Cargo Operator (Austria). The ELETA project will develop interfaces for the data exchange for terminals. Therefore, it is important for intermodal terminals to their usually company specific terminal ICT systems.



CLECAT takes interest in the project as freight forwarders acknowledge the advantages of exchanging the Estimated Time of Arrival (ETA) data within the whole rail supply chain management. More reliable ETA's will support the reliability in the rail freight services to shippers.

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## Maritime

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### REDUCING SHIPPING GHG EMISSIONS

The International Transport Forum (ITF) has recently published a report reviewing port-based incentive schemes aimed at reducing shipping emissions. Considering that GHG emissions from shipping are currently representing 2.6% of the total global emissions which could be tripled by 2050, action in the area is needed. There is a crucial role for imposing measures on ship design and



operations, as well as measures for ports to facilitate reducing emissions from shipping. The report analyses the extent to which financial incentives at the port-level could improve the design of decarbonisation policies for the maritime sector. More specifically, it identifies and analyses the port-based incentives which are currently in place and defines how the experience with the existing measures can support carbon-reduction measures and increase the effect of port-based environmental incentives.

As a result of the study, the ITF identified the environmentally differentiated port fee, i.e. a reduction of port fees for ships that are considered environmentally friendly, as the most common financial incentive used in the area. Ports play an important role in supporting the shipping sector to transition to clean shipping by incentivising cleaner ships and increasing efficiency of their operations. In that regard, more emphasis is needed on the monitoring, reporting and verification of the impact of such measures. The Four main recommendations:

- Acknowledge the important roles of ports in mitigating shipping emissions
- Expand port-based incentives for low-emission ships
- Link port-based incentives to actual emissions
- Move to a more harmonised application of green port fees

Source: [International Transport Forum](#)

### COMMISSIONERS BULC AND ARIAS CANETE ON IMO AGREEMENT

On 13 April, an [agreement on an initial strategy](#) to reduce GHG emissions from international shipping were reached at the IMO. Following the agreement, Commissioner for Transport Violeta Bulc and Commissioner for Energy and Climate Action Miguel Arias Cañete stated that the agreement reached at the IMO is a significant step forward in the global efforts to tackle climate change. Furthermore, they stressed that the shipping sector must contribute to the goals of the Paris Agreement. The agreement contains a clear GHG emission reduction objective of at least 50% by 2050, compared to 2008 levels, with a view to phase out the GHG emissions of the sector as soon as possible.



Regarding the role of the EU in the international context, they stated: “The EU and its Member States played an instrumental role in brokering and securing this deal with our international partners. This is another example of the EU becoming a stronger global actor to spur strong and credible climate action.” In that regard, they stressed the importance of adopting and putting in place effective reduction measures before 2023, in order to ensure the success of the initial strategy.

Commissioner Bulc and Arias Cañete ensured that the EU is committed to “continue playing an active role and pursue strong and credible global action on shipping emissions”. Furthermore, they emphasised their commitment to continue engaging with all international partners.

Source: [European Commission](#)

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## Customs

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### INCREASED SANCTIONS AND RESTRICTIONS

On 19 April 2018, the Council adopted various measures and declarations on increased or new restrictive measures and/or sanctions concerning Syria, Libya, Egypt and North Korea.

Concerning [Syria](#), [Libya](#) and [Egypt](#) the council adopted declarations by the High Representative which align restrictive measures. Several persons were added to the list of natural and legal persons, entities or bodies subject to restrictive measures. The Candidate Countries the former Yugoslav Republic of Macedonia, Montenegro and Albania, and the EFTA countries Iceland, Liechtenstein and Norway, members of the European Economic Area, as well as the Republic of Moldova and Georgia align themselves with this Decision. They will ensure that their national policies conform to this Council Decision.

Specifically concerning Syria, [EU foreign ministers discussed on 16 April the latest developments](#), including following the targeted US, French and UK airstrikes on chemical weapons facilities. Ahead of the Brussels second conference on '[Supporting the future of Syria and the region](#)', they discussed the need to relaunch a political solution to the conflict in the framework of the UN-led Geneva process. The Council [adopted the conclusions on Syria](#).

In that context, also on 16 April 2018, the [Council adopted conclusions on chemical disarmament and non-proliferation](#) with a view towards the fourth special session of the conference of the states parties to review the operation of the chemical weapons convention on the prohibition of the development, production, stockpiling and use of chemical weapons and on their destruction. This session will take place in The Hague on 21-30 November 2018. The Council reaffirmed that the use of chemical weapons is unacceptable, constitutes a breach of international law and may amount to a war crime or a crime against humanity and that there can be no impunity and those responsible for such acts must be held accountable. It underlines that the most recent reports from Syria, which are truly shocking and must be urgently and independently investigated, only serve to reinforce the EU's shared determination.

Furthermore, on 19 April, [the Council added four persons to the list of those subject to the restrictive measures against the Democratic People's Republic of Korea \(DPRK\)](#). These restrictive measures consist of a travel ban and an asset freeze. The four individuals have been involved in deceptive financial practices which are suspected of contributing to the DPRK's nuclear-related, ballistic-missile-



related or other weapons of mass destruction-related programmes. [The legal acts](#) were adopted by written procedure. They include the names and specific reasons for listing and will be published in the Official Journal of 20 April 2018.

Source: [EU Council](#)

## NEW LEGAL FRAMEWORK ON TRADE DEFENCE MEASURES

The Council adopted on 16 April its position on the regulation modernising the EU's trade defence instruments, following the political agreement reached with the EP in December 2017. This step clears the way for the final adoption of the text by the Parliament in the coming weeks.

The regulation amends the existing legal framework which allows higher tariffs to be imposed on dumped or subsidised imports in order to improve the protection of EU producers from damage caused by unfair competition. The new regulation should make EU trade defence instruments more predictable, transparent and accessible, in particular for small and medium-sized enterprises (SMEs).

The proposed regulation will increase the transparency and predictability of provisional anti-dumping and anti-subsidy measures. This includes a pre-disclosure period of three weeks after the information is made public during which provisional duties will not be applied, as well as additional safety nets related to stockpiling. It will also enable investigations to be launched without an official request from industry when there is a threat of retaliation by third countries. The normal investigation period will be reduced to a period of 7 months, with a maximum period of 8 months. Definitive duties will have to be imposed within 14 months. Most importantly, it will enable higher duties to be imposed where there are raw material distortions and where these raw materials, including energy, account individually for more than 17% of receipts. This would allow for the level of duties imposed under the "lesser duty rule" to be adapted if it is in the interest of the EU. The imposition of higher duties will include a target profit set at a minimum of 6%.

[The Council's position](#) was adopted by a qualified majority, with Ireland abstaining and Sweden and UK voting against. The European Parliament is now expected to vote in plenary on the final text of the regulation, thereby completing the legislative procedure in second reading. The formal signature of the regulation is foreseen in Strasbourg in late May. The regulation should be published in the Official Journal shortly thereafter.

Source: [EU Council](#)

## TRADE AGREEMENTS WITH JAPAN AND SINGAPORE

The European Commission presented on 18 April the outcome of negotiations for the Economic Partnership Agreement with Japan and the trade and investment agreements with Singapore to the Council. This is the first step towards the signature and conclusion of these agreements.

The [agreement with Japan](#) is the biggest bilateral trade partnership ever negotiated by the European Union and was a personal commitment undertaken by the President of the European Commission Jean-Claude Juncker and the Prime Minister of Japan Shinzo Abe. During a bilateral Summit and at the margins of a G7 Summit, both leaders provided political leadership at the highest level in order to accelerate and finalise negotiations in 2017. The Economic Partnership Agreement will open huge market opportunities for both sides and remove the vast majority of customs duties that cost EU



companies exporting to Japan €1 billion a year. The agreement will also eliminate a number of long-standing regulatory barriers, such as double testing and overlapping bureaucracy

The trade and investment [agreements with Singapore](#) are the EU's first completed bilateral deals with a member of the Association of Southeast Asian Nations (ASEAN). Within ASEAN, Singapore is by far the EU's largest partner with a total bilateral trade in goods of €53.3 billion (2017) and in services of €44.4 billion (2016). With these agreements, the EU has therefore made an important stride towards setting high standards and rules for the important and fast-growing Southeast Asian region. The deals also represent the first building block of a future region-to-region trade and investment agreement between the EU and ASEAN.

Once approved by the Council, the agreements will be sent to the European Parliament, aiming for the entry into force of the trade agreements with Japan and Singapore before the end of the current mandate of the European Commission in 2019.

Source: [EU Commission, DG Trade](#)

## WTO: STRONG TRADE GROWTH IN 2018 RESTS ON POLICY CHOICES

According to the World Trade Organisation (WTO), world merchandise trade growth is expected to remain strong in 2018 and 2019 after posting its largest increase in six years in 2017, but continued expansion depends on robust global economic growth and governments pursuing appropriate monetary, fiscal and especially trade policies.

The WTO anticipates merchandise trade volume growth of 4.4% in 2018, as measured by the average of exports and imports, roughly matching the 4.7% increase recorded for 2017. Growth is expected to moderate to 4.0% in 2019, below the average rate of 4.8% since 1990 but still firmly above the post-crisis average of 3.0%. However, there are signs that escalating trade tensions may already be affecting business confidence and investment decisions, which could compromise the current outlook. Trade volume growth in 2017, the strongest since 2011, was driven mainly by cyclical factors, particularly increased investment and consumption expenditure. Looking at the situation in value terms, growth rates in current US dollars in 2017 even stronger, reflecting both increasing quantities and rising prices. Merchandise trade volume growth in 2017 may also have been inflated somewhat by the weakness of trade over the previous two years, which provided a lower base for the current expansion.

Until recently, risks to the forecast appeared to be more balanced than at any time since the financial crisis. However, in light of recent trade policy developments they must now be considered to be tilted to the downside. Increased use of restrictive trade policy measures and the uncertainty they bring to businesses and consumers could produce cycles of retaliation that would weigh heavily on global trade and output. Finally, worsening geopolitical tensions could be counted on to reduce trade flows, although the magnitude of their impact is unpredictable. Technological change means that conflicts could increasingly take the form of cyber-attacks, which could impact services trade as much or more than goods trade. On the other hand, there is some upside potential if structural reforms and more expansionary fiscal policy cause economic growth and trade to accelerate in the short run. The fact that all regions are experiencing upswings in trade and output at the same time could also make recovery more self-sustaining and increase the likelihood of positive outcomes.

Source: [World Trade Organisation](#)



## BREXIT: UK HOUSE OF LORDS EXAMINES EU (WITHDRAWAL) BILL

This week the UK Parliament started its report stage of the European Union (Withdrawal) Bill, a further opportunity to examine the bill and make changes. On Wednesday 18 April, Members of Parliament discussed a change ([amendment 1](#)) to keep the UK in the customs union.

Those backing it were concerned that leaving the customs union would mean a fall in UK exports and argued it would be difficult for the UK on its own to make trade agreements with super powers. Members against the amendment responded saying that being inside the EU customs union puts the UK at a disadvantage and supporters of staying in it were making a political point rather than one based on trade. Members for the change said they were trying to get the best Brexit deal for the UK and its future relationship with the EU, not undo Brexit. The government said it would not accept the change, arguing that staying in the customs union would make the UK bound by the EU's tariffs and in a worse trade position. The change went to a vote. Members voted 348 for and 225 against, so the change was made. This was the seventh largest House of Lords vote on record.

Debate turned to a change ([amendment 11](#)) to protect rights in EU retained law after Brexit. Some members were concerned that ministers would be able to change some rights, for example consumer, employment and environmental protections, and said this change would 'bubble wrap' and safeguard them. Members against the change highlighted that some EU regulations don't achieve their objectives and could be improved after Brexit. The government argued that change would create uncertainty for business and said it would bring its own changes forward on this subject in later report stage days. The change went to a vote. Members voted 314 for and 217 against, so the change was made.

The European Union (Withdrawal) Bill continues its report stage, a further opportunity to examine the bill and make changes, on Monday 23 April as members discuss issues to go back to the Commons to consider. Members are expected to look at issues including the Charter of Fundamental Rights and the courts on the second report stage day.

Once Lords stages are complete, all Lords changes will go back to the Commons for it to consider. For more information please visit the following links:

[Read the Lords Hansard transcript](#)

[Bills and legislation: European Union \(Withdrawal\) Bill](#)

[List of suggested changes \(PDF\)](#)

[Lords Library briefing](#)

Source: [UK Parliament](#)

## WCO WORKING GROUP ON E-COMMERCE FINALISES THE FRAMEWORK OF STANDARDS

The WCO Working Group on E-Commerce (WGEC) met for the 3rd time at the WCO headquarters in Brussels from 9 to 12 April 2018. This meeting brought together more than 150 delegates from Customs administrations, other government agencies, the private sector, other international organizations, e-vendors/platforms, express service providers, postal operators, freight forwarders, Customs brokers and academia to mainly discuss and develop a 'Framework of Standards on Cross-Border E-Commerce'.



This Framework of Standards is expected to be a comprehensive instrument for assisting WCO Members in developing E-Commerce strategic and operational frameworks. It will be equally useful for customs authorities who are seeking to enhance existing frameworks in order to effectively meet the requirements of new and evolving business models. Going forward, the Framework will be supported by an implementation strategy and action plan, as well as a robust capacity building mechanism to ensure its harmonized and expeditious implementation, based on national and regional needs and imperatives.

Source: [World Customs Organisation](#)

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## Digitalisation

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### NEW 5G CROSS-BORDER CORRIDORS FOR CONNECTED AND AUTOMATED DRIVING

At the Digital Day 2018 several Member States took important steps to extend the 5G European network by signing regional agreements on 5G corridors. Following those new agreements and with previous agreements between many European countries, a pan-European network of 5G corridors is now emerging with hundreds of kilometers of motorways where tests will be conducted up to the stage where a car can operate itself with a driver present under certain conditions (third level of automation).

Last year, [27 Member States agreed](#) to develop large scale testing of connected and automated driving on European motorways (cross-border corridors) in the context of [Digital Day 2017](#). One year on, the Bulgarian Presidency of the Council of the European Union represented by Deputy Minister Ivan Dimov, Ministry of Education and Science, Vice-President for the Digital Single Market Andrus Ansip and Commissioner for Digital Economy and Society Mariya Gabriel gather Member States in Brussels at this year's Digital Day to take stock of the progress made, announce additional corridors and discuss the next steps. This collaborative network between European countries will enable a better environment for the testing and deployment of [5G technology](#). There are already several important initiatives in place: France, Germany and Luxembourg have [announced a joint corridor](#) between Luxembourg, Metz and Merzig; followed by Norway, Finland and Sweden with the E8 corridor between Tromsø (Norway) and Oulu (Finland) and the E18 corridor between Helsinki, Stockholm and Oslo; the Netherlands and Belgium join in with the Rotterdam – Antwerp - Eindhoven corridor.

This week, during the [Digital Day 2018](#), further progress was made: Spain and Portugal signed a Letter of Intent to have two joint corridors between Vigo and Porto and between Evora and Mérida, allowing connected automated driving to be tested across borders; Bulgaria, Greece and Serbia are working together on the corridor Thessaloniki – Sofia – Belgrade; In addition, Italy and the three presidents of Euroregion Tirol-Südtirol-Trentino have confirmed their intention to work, in cooperation with other interested Member States, on the development of the 5G Corridor on the Brenner pass motorway which has traffic of over 60 million vehicles per year.

The 5G corridors make Europe the biggest experiment area rolling out the 5G technology. This confirms Europe's leadership in large-scale testing and early deployment of 5G infrastructure enabling



[connected and automated driving](#). This pan-European effort will create a secure and safe environment for citizens to be able to enjoy the benefits of connected and automated driving.

Source: [EU Digital Single Market](#)

## COUNCIL RESPONSE TO MALICIOUS CYBER ACTIVITIES

On 16 April 2018, the Council [adopted conclusions on malicious cyber activities](#) which underline the importance of a global, open, free, stable and secure cyberspace where human rights and fundamental freedoms and the rule of law fully apply.

The Council expressed its serious concern about the increased ability and willingness of third states and non-state actors to pursue their objectives by undertaking malicious cyber activities. The EU will continue to bolster its capabilities to address cyber threats. The Council firmly condemns the malicious use of information and communications technologies (ICTs), including in Wannacry and NotPetya, which have caused significant damage and economic loss in the EU and beyond. It stresses that the use of ICTs for malicious purposes is unacceptable.

The EU expresses its willingness to continue working on the further development and implementation of voluntary non-binding norms, rules and principles for the responsible state behaviour in cyberspace within the UN and other appropriate international fora.

Source: [EU Council](#)

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## *Forthcoming events*

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### CLECAT MEETINGS

Road Logistics Institute/Sustainable Logistics Institute  
24 April, Brussels

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

ELP LUNCH EVENT ON SECURE PARKINGS  
24 April 2018, Brussels

BELGIAN CUSTOMS CONFERENCE 2018  
26 April 2018, Belgium



## GLEC MEETING

15 May, Copenhagen

## MULTIMODAL YEAR 2018 – THE FUTURE OF INTERMODAL

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

25 April 2018

14 - 15 May 2018

### European Parliament Plenary Session

2 - 3 May 2018, Brussels

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