

EU ROAD TRANSPORT MEASURES AND THE WAY FORWARD

MIGLE BLUSEVICIUTE

17 JUNE 2020



CLECAT

European Association for Forwarding,
Transport, Logistics and Customs Services

- **Introduction to CLECAT:**

- Brussels-based industry association representing freight forwarding, transport, logistics and customs related services in Europe:
 - Established in 1958.
 - 20 full members, 2 associate members (incl. Turkey), 2 observers & 2 related members.
 - Over 19,000 companies employing in excess of 1,000,000 staff in logistics, freight forwarding and customs services.
 - Member of FIATA.



- Main objective is to represent the industry by:

- Influencing legislation, policy-making and budget allocation at EU institutions & other relevant parties.
- Providing first-hand information and advice to the industry.
- Promoting the industry on an European level.
- Contributing to research and innovation in the field of logistics and transport.
- Organised in mode-specific & horizontal institutes, ad hoc WGs.

COVID-19 IMPACT ON EU ROAD TRANSPORT



- **COVID-19 impact on freight forwarders in road freight transport in the EU:**

- Severe impact on road transport sector → SMEs affected most:
- Reduced customer demand due to stalled industrial output → decrease in transportation volumes.
- Significant traffic disruptions resulting from border delays at crossings & national protective measures.
- Poor treatment of drivers and the mandatory quarantines imposed by national authorities on drivers without symptoms.
- Difficulties in renewing licences and permits for transport personnel as well as Schengen visas for third country drivers.
- Financial liquidity & payment problems leading to insolvency risk for freight forwarders.

CLECAT INTERVENTION

- **CLECAT role & action:**

- Regular communication with members across the EU and beyond.
- Continuous exchange with the EC on the existing issues.
- Recommendations to the EC and the Member States on alleviating the impact on the industry and restoring transport services.
- Practical recommendations for drivers / hauliers and consignors / consignees on handling goods at loading and unloading sites.



EU RESPONSE

- **EU response:**

- EC highly responsive to CLECAT demands → continuous support and guidance:
 - Network of national contact points for transport / related database.
 - Guidelines for border management measures to protect health and ensure the availability of goods and essential services.
 - Communication on the implementation of 'green lanes' for freight transport.
 - Guidelines on the exercise of the free movement of (transport) workers.
 - Guidance on the extension of certain certificates, licences and authorisations → corresponding legislative act adopted at the end of May.
 - Joint European Roadmap towards lifting COVID-19 containment measures.
 - Recommendations on the gradual lifting of restrictions at EU internal borders.
- Yet the implementation of relief measures remains with the Member States → non-coordinated national relief measures → challenge for companies.



RESTORING TRANSPORT SERVICES POST-COVID-19

- **Way forward – CLECAT priorities for post-crisis recovery:**
 - EU Single Market and trade with other countries impossible without open borders → important to go back to the pre-COVID-19 situation gradually, in a phased approach.
 - Crucial to maintain ‘green lanes’ and other operational measures for freight & logistics once passenger transport resumes.
 - Necessary to ensure continuous protection of truck drivers and cargo handling personnel.
 - A patchwork of national rules must be avoided → harmonisation at EU level needed on the lifting of temporary crisis measures and future recovery planning in different countries.
 - Need for financial support and investment to help companies recover in a sustainable and Green Deal-friendly way.

RESTORING TRANSPORT SERVICES POST-COVID-19

- **EU recovery plan framework and updated MFF for 2021-2027:**

- Support measures for green and digital transformation.
- Focus on cleaner transport and logistics:
 - Accelerating the production and deployment of sustainable vehicles and alternative fuels.
 - Financing of the installation of one million charging points, clean fleet renewals, sustainable transport infrastructure and cleaner urban solutions.
- Public investment to relaunch the recovery of the transport sector depends on a commitment from industry to invest in cleaner mobility.

SURE / ESM Pandemic Crisis Support / EIB Guarantee Fund for Workers and Businesses	€540 billion
Next Generation EU	Temporary reinforcement €750 billion
Multiannual Financial Framework	€1 100 billion

TURKEY-SPECIFIC ISSUES: VISA POLICY

- **Visa policy and implications:**
 - Guidelines on the implementation of the temporary restriction on non-essential travel to the EU and on the effects on visa policy.
 - Most countries have applied the practice of extending visa validity, yet challenges remain:
 - Different practices in the Member States and even between different authorities within the same Member State.
 - Mutual recognition of the visa extension by other Member States.



TURKEY-SPECIFIC ISSUES: ECMT PERMITS



- **Temporary derogations to the ECMT permit system:**
 - Member States to mutually recognise and grant extensions to the validity of the ECMT Certificate of Roadworthiness Test.
 - Member States to recognise the extension of validity of licences that have expired, until the vehicle is able to complete the journey.

EUROPEAN GREEN DEAL

- **European Green Deal:**
 - 90% reduction in transport emissions across all transport modes needed to achieve climate neutrality in the EU by 2050.
 - In Q4 2020, EC to adopt a **strategy for sustainable and smart mobility**, which will:
 - Tackle all sources of transport emissions.
 - Aim at boosting the uptake of clean vehicles and alternative fuels.
 - Describe how to better internalise the external costs of transport through pricing, while maintaining accessibility and affordability.
 - Focus on increasing investment in low- and zero-emission technologies and infrastructure.
 - Include a long-term resilience angle!

- **CLECAT priorities on EU Green Deal initiatives for road transport:**
 - **Multimodal transport:** modal shift of (a substantial part) of the 75% of inland freight carried today by road onto rail and inland waterways; new proposal for a revised Combined Transport Directive.
 - **Transport pricing:** possible extension of the EU Emissions Trading System (ETS) to the road sector.
 - **Sustainable alternative fuels:** funding call to support the deployment of public recharging and refuelling infrastructure; review of the Alternative Fuels Infrastructure Directive and the TEN-T Regulation; review of the Energy Efficiency and Renewable Energy Directives.
 - **Air pollution:** proposal for more stringent air pollution standards for combustion-engine vehicles.
 - **Automated and connected mobility and digitalisation:** concrete proposals to follow.

EUROPEAN GREEN DEAL

- **European Green Deal in the context of COVID-19:**
 - Need for financial support and investments to help companies implement the Green Deal ambitions while recovering from the crisis.
 - Remaining uncertainties for the industry:
 - Addressing a 90% reduction in transport emissions across all modes in the new strategy for sustainable and smart mobility.
 - Realising the ambitious modal shift objective.
 - Ensuring a harmonised EU approach in the second review of the Combined Transport Directive.
 - Implementing the review of the Alternative Fuels Infrastructure Directive:
 - ‘Chicken and egg’ problem with infrastructure development and investment in low- and zero-emission technologies and vehicles.



**THANK YOU FOR YOUR
ATTENTION!**

BLUSEVICIUTE@CLECAT.ORG



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