



EMPHASISING THE NEED FOR A HOLISTIC APPROACH TO MARITIME TRANSPORT AND LOGISTICS, CLECAT HIGHLIGHTS THE IMPORTANCE OF THE INTERCONNECTEDNESS OF CONTAINER SHIPPING AND THE LOGISTICS CHAIN

CLECAT, the European Freight Forwarders' Association, has outlined its priorities for the next five years (2024–2029) for all transport modes. Central to these objectives is the recognition of freight forwarders' role in maritime logistics supply chains. CLECAT stands ready to collaborate with the European legislators to develop a coherent policy framework. Such a framework should align with EU economic interests, address competition concerns, and prioritise environmental sustainability in the EU.



WITH THIS IN MIND, CLECAT CALLS ON DECISION MAKERS IN MARITIME FREIGHT TRANSPORT TO:

- **Reinforce the resilience and global coordination of maritime supply chains:** the increased occurrence of crises over recent years exacerbated by the interconnectedness of transport systems have demonstrated that policies strengthening the resilience of maritime supply chains should be at the core of transport policy. Mitigate and adapt to future disruptions will be key to ensure resilient, integrated and efficient global supply chains.
 - **Monitor the risk of dominant market positions and collaborations between shipping lines:** the non-renewal of the Consortia Block Exemption Regulation after April 2024 should trigger an effective oversight of cooperation agreements/alliances among shipping lines. This oversight should enforce competition rules in the evolving landscape of the liner shipping industry, enhancing the accountability of shipping lines and trust between the stakeholders.
 - **Review the Maritime State aid Guidelines and tonnage tax regimes to ensure fair competition between integrated carriers and independent logistics service operators:** the European Commission should amend these guidelines to avoid market distortions and unbundle the activities eligible for favourable tax treatment under tonnage tax schemes.
- This will mitigate the risk of competitive distortions between vertically integrated shipping companies and independent freight forwarders and service providers.
 - **Introduce guidelines on the imposition of surcharges and fees to ensure fair treatment of all actors of maritime supply chain:** certain practices including the imposition of detention & demurrage fees and other surcharges should be subject to clear guidelines in support of modal shift. The EU should take example from other jurisdictions such as in the United States.
 - **Monitor the risk of delocalisation of container transshipment activities to non-EU ports** to evade the requirements of the EU Emission Trading System (ETS) and the FuelEU Maritime Regulation, which potentially leads to operational inefficiencies and loss of competitiveness for EU ports and businesses.
 - **Introduce market-based measures at international level to address emissions reduction in the maritime transport sector.** The EU should be a leading force at the IMO to get an agreement on the implementation of the revised IMO strategy to reduce emissions from shipping and incentivise the shift to low and zero-emissions vessels.
 - **Promote the availability of renewable fuels for maritime transport in EU legislation.** More clean energy production capacity is needed, and investments must be accelerated through efficient permit-granting procedures.
 - **Support the implementation of the European Maritime Space** by boosting short sea shipping connections in the EU coupled with an efficient integration of maritime and hinterland transport.
 - **Invest in future EU Global Gateway projects in the maritime industry** (e.g. port infrastructure, hinterland road and rail connection, green hydrogen) to create a network of ports that facilitate trade and investments.

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