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News from Brussels

CLECAT RESPONSE TO THE 'ROAD ALLIANCE'

Those supporting the proposals of the European Ministers for a '[Road Alliance](#)', promoting a single road haulage market ensuring social rights and more efficient controls, should know that some of these proposals are counter-productive to the competitiveness of European transport and logistics and would frustrate ambitions to reduce carbon emissions through an efficient transport system.

In a press release published on 9 February CLECAT calls on policy makers to take a realistic and pragmatic approach at a time when Europe needs to refrain from further protectionism which will ultimately not bring benefits to the European economy and society at large. Overall, the liberalisation of international road freight transport has also allowed social and economic growth all over Europe and remains the backbone of the EU economy.

Nicolette van der Jagt, Director General of CLECAT said: "we are worried to see enforcement being replaced more and more by national initiatives and regulation, and an increased administrative burden on freight forwarders – to the level of taking over the role of enforcement. It should be

noted that freight forwarders always seek to ensure, before contracting a service from a carrier, that rules are being respected, including the legislation with regards to the minimum wages and driving and resting times. There are however limits to what can reasonably be controlled by them to avoid carriers committing offenses, whether intended or unintended.”

The Road Alliance also calls on the ITF to continue to cap the quota which controls market opening, in an effort to further protect European markets. Whilst recognising the political constraints, CLECAT calls on the European Commission to pursue its ambition to further internationalise road freight transport with third countries and regrets the lack of recognition of the importance of international road freight transport for European business.

Ms van der Jagt continued: ‘at a time when many of our members are disillusioned by restrictions being introduced into the market that seek to protect national interests, we are looking forward to further constructive discussions with policy makers in the run-up to the European Commission’s road initiative, as we do believe that it is the responsibility of the European Union to provide clear rules in support of the Single Market. We can therefore support the initiatives of the Road Alliance in support of better enforcement, e-CMR and cooperation between Member States.

Full Press Release available [here](#).

CLECAT ROAD INSTITUTE AND SUSTAINABLE LOGISTICS MEETINGS

On Tuesday the CLECAT Road Institute and the Sustainable Logistics Institute convened in Brussels to discuss current developments.

The current debates on social dumping in the road transport sector, fraudulent activities and cabotage regulation were high on the agenda, as was the so called ‘Road Alliance’ of nine EU member states. Members discussed in length the issues surrounding minimum wages and the posting of workers directive and its implications for the logistics and road transport sector. The administrative burden and costs of these could have a severe impact on the sector.

Participants also discussed resting times for drivers and increased national legislations. It was repeated several times that before resting times can be regulated and rest in the cabin banned, adequate resting facilities and secure parking areas need to be put in place.

The meeting also discussed and decided on a response to the proposals of the ‘Road Alliance’. Among other things, it highlights that forwarders are in no position to control their business contracts as they have no access to relevant information (see above article). Other topics on the agenda were decarbonisation of transport and road tolling, the revision of the combined transport directive, the implementation of the eCRM and land security.

The Sustainable Logistics Institute discussed the latest developments in national initiatives and European regulation. Before the discussions started, Taniel Chamerois, Network Support QSE Manager France at DB Schenker, was elected the Vice-Chair of the Institute.

After national developments were shared, Mr. Igor Davydenko from TNO (Netherlands Organisation for Applied Scientific Research) was invited to present the [LEARN project](#) (Logistics Emissions Accounting and Reduction Network). The project, which CLECAT is involved in as a project partner, aims to empower businesses to reduce their carbon footprint across the global logistics supply chain. LEARN is firstly a network that aims to promote a framework for measuring emissions and develop



research and applicability of this. LEARN builds on the existing framework developed by the Global Logistics Emissions Council (GLEC) for measuring carbon footprints.

Other topics on the agenda include the EUs Low Carbon Mobility Strategy, the recent IMO agreement on limiting sulphur emissions from fuel, emission reducing initiatives in the road sector, and aviation emissions. Regarding the latter the European Commission announced this week to continue to exclude international flights from the ETS. (*more on this in the Aviation section below*).

EC BLENDING CALL: €1 BILLION FOR TRANSPORT INFRASTRUCTURE

The European Commission is launching a new and innovative way to finance transport infrastructure projects in Europe. The call for proposals will seek to combine €1 billion of grants (Connecting Europe Facility - Transport) with financing from public financial institutions, the private sector or, for the first time, the European Fund for Strategic Investments, the heart of the Investment Plan for Europe and a top priority for the Juncker Commission. These so called 'blending' instruments will thus combine different instruments and will be a combination of grants and other financial instruments such as loans.

Selected projects must contribute to sustainable, innovative and seamless transportation along the Trans-European Transport Network. Particular emphasis will be placed on projects removing bottlenecks, supporting cross-border links and accelerating the digitalisation of transport.

Support will be granted on a competitive basis, following a thorough evaluation and selection process. The call will have two deadlines for submission of proposals, the first one on 14 July 2017 and the second one on 30 November 2017. On 27 February there will be an [Info Day](#) to provide interested stakeholders with more information regarding the political priorities of the call and requirements.

More information about the CEF blending call available [here](#).
Find out more about the Info Day [here](#).

Road

CLOSURE OF SECURE MOTORWAY PARKING FOR TRUCKS

The IRU has criticised the closure of secure motorway parking areas for trucks, saying that it will not solve the migration crisis. The IRU says that the move threatens the safety of drivers, removes essential facilities, and could impact negatively on local neighbourhoods, potentially exacerbating rather than addressing the problem.

IRU considers the closure of motorway parking areas at night-time, such as between Brussels and the Channel coast, to be counter-productive to problems associated with clandestine migration. The closure of these facilities are detrimental to the welfare of truck drivers and operators, while the real issues of lack of police capability, lack of funding for properly secured parking areas and the problems that would-be stowaways create for other road users remain unsolved.

By closing parking areas for long-term parking at night, truck drivers will be forced to park in places where safety is not guaranteed, increasing the risk of attacks on drivers and cargo crime. It could



also leave drivers without the necessary rest facilities, such as toilets and restaurants, and may impact drivers' ability to comply with driving and rest time rules.

In a press release from the IRU, Marc Billiet, who leads IRU's work on road freight transport in the EU, said, "Closing motorway service areas to trucks overnight will not solve the problem of stowaways. The migrants will simply move to the areas where drivers are forced to stop, off the motorway. This could seriously threaten driver safety and bring disruption and dangers to unsecured, ill-equipped parking areas or neighbourhoods."

CLECAT also calls for the provision of secure parking areas along the European road network, as well as open and accessible information for drivers to locate the parking areas and be informed as to the facilities available in terms of security and rest amenities.

All parking areas should be properly secured and have the necessary facilities that drivers need. European rules require secure parking on the core trans-European road network every 100km.

SLOVENIA INCREASES TRUCK TOLL

Since January 1st 2017 Slovenia introduced new toll tariffs for vehicles with a maximum permissible weight over 3.5 tons. The increase in toll prices is most severe for trucks with more than three axels. For the emissions classifications EURO III, IV and V the increase is almost 50%.

Meanwhile the Slovenian government is working on renewing the toll system. The plan is to move away from the current system where toll is collected at toll booths using satellite data. Instead a new On Board Unit will work with data collection stations on the roads. The new system will be implemented at the beginning of 2018.

More information on the Slovenian toll tariffs available [here](#).

Rail

EU AND GCC TO SIGN RAILWAY AGREEMENT

The European Union and the Gulf Cooperation Council (GCC) will sign a Memorandum of Understanding to support railway system development by providing regulatory provisions for the construction and operation of GCC's network. "The 28-member EU has really good experience in managing cross-border railway connectivity, which we will share with GCC besides our technical knowhow," said Violeta Bulc, European Transport Commissioner, in an interview with Arab News, without giving a date of endorsing the MoU.

Once endorsed, the proposed MoU between the two parties will be an important step to cater transport needs of the GCC. During a meeting between the Commissioner and GCC Secretary-General Abdullatif Al-Zayani it was discussed about the possibilities of cooperation in different areas with special reference to the potentials in the railway sector. "The EU would like to support GCC with its experiences, especially in terms of standards and regulatory framework in the railway sector. We can also share technical solutions to the problems," Commissioner Bulc said.

A similar MoU will be separately signed with Saudi Arabia, in order to boost railway sector development, Commissioner Bulc said referring to a meeting with Saudi Transport Minister,



Sulaiman Al-Hamdan. “The proposed MoU will help Saudi side to acquire standards, regulatory framework and also create better environment for businesses to engage in the deployment of addition railway tracks in the Kingdom,” she said.

Source: [RailwayPro](#), 7 February

Air

REVISED ETS FOR AVIATION NOT TO INCLUDE NON-EU FLIGHTS

Following the emissions agreement reached at the International Civil Aviation Organization (ICAO) Assembly last year, the Commission is amending the EU Emissions Trading System (ETS). The 2016 ICAO deal establishes a global market based measure to stabilise international aviation emissions, by requiring airlines to offset their CO2 emissions exceeding 2020 levels.

The Commission is now proposing to continue with the current geographic scope of the EU Emissions Trading System for aviation, covering flights between airports in the European Economic Area (EEA). The current status-quo will thus not change and international flights to and from the EEA will still be excluded. The Commission argues this will ensure a level playing field and equal treatment of all airlines flying in Europe. At the same time an inclusion of international flight might revive international tensions, as was the case in 2012 when an inclusion of international flights was first proposed.

This decision, as well as the ICAO deal is heavily criticised by environmentalist for being too weak and allowing aviation to continue to being a major polluter.

The proposal to revise the EU Emission Trading System will be discussed by the European Parliament and the Council, which are expected to finalise the co-decision process by the end of the year.

Source: [European Commission](#) and [Reuters](#), 03 February

IATA’S CARGO IQ TO LAUNCH SMART DATA PORTAL FOR MEMBERS

Cargo iQ, IATAs interest group with the mission of creating and encouraging the implementation of quality standards for the worldwide air cargo industry, has partnered with iRIX Software Engineering and Information Builders to launch Smart Data programme. The programme is a three-stage project, which will generate a broader scope of measurements, more information on specific milestones, and self-service member access to the group’s reporting platform.

Module One of the programme, which will boost Airport-to-Airport data collection and benchmarking processing, is underway and due for completion in the spring of 2017. Swiss IT service provider iRIX Software Engineering will implement Module Two, an online portal, which members can access to interrogate Cargo iQ data for customised reports on milestones covering individual routes, timeframes, and the performance of their partners. Full access to the portal will be launched in autumn of this year.

“The Smart Data project will enable members to look at the data in a lot more detail and analyse it more easily so that they can reallocate resources to the areas where it is most needed to improve their processes, and consequently, their quality,” said Ariaen Zimmerman, executive director, Cargo



iQ. “We are providing them with enhanced milestone data transparency to drive innovation along the whole Door to Door air freight supply chain, whilst supporting individual and industry quality and process improvement.”

Module Three will incorporate Door-to-Door (D2D) data from forwarders and generate a holistic view on the air cargo distribution chain. A dedicated Cargo iQ Working Group is overseeing the implementation of its Smart Data programme and is working on the specification of Module Three.

Source: [Stat Trade Times](#), 8 February

IATA RESOLUTIONS PUSH FOR BETTER E-AWB PENETRATION

IATA has issued ten New Year resolutions for the global air cargo industry. The second resolution is to ‘remove paper’. “Today one air cargo shipment can still require up to 30 pieces of paper. The industry needs to accelerate the implementation of end-to-end paperless transportation processes through implementation of programs such e-freight and e-AWB”, said Glyn Hughes, IATA’s global head of cargo.

Global electronic air waybill (e-AWB) penetration reached 48.9% in December 2016, again falling short of the full year target of 56%. However, according to the latest e-cargo briefing by IATA, an e-AWB penetration rate of 62% can be achieved by end of 2017. Regional statistics show that the Middle East has the highest implementation rate (70.8%) followed by Africa (62.9%) and North Asia (62.3%). Europe has a below average penetration rate of 38.3%. (Note: these statistics only include trade lanes where the e-AWB is legally feasible; these represent 62% of AWBs).

As part of the process to encourage further e-AWB adoption by airlines and forwarders, IATA has launched an [e-AWB implementation playbook](#) in pdf format, which presents the different steps to go through for successful implementation.

However, the historic challenges to e-AWB implementation remain and include such factors as e-AWBs are not possible in all airports and all trade lanes due to regulatory limitations. E-AWB procedures are not harmonized between freight forwarders, airlines and ground handling agents in key airports where e-AWB is live. Many of the small and medium sized enterprise (SME) forwarders do not have the technical capability/EDI enabled systems to enable them to transmit shipment data to airlines.

Source: [AirCargo news](#), 25 January

Maritime

DREDGING OF THE ELBE RIVER DELAYED – DSLV DISSAPOINTED

For almost 15 years there are plans in Hamburg to widen and deepen the navigation channel of the Elbe River, to allow for more flexibility and accessibility for mega-ships. This week the Federal Administrative Court ruled that the dredging can be done, however the current plans need to be improved and that authorities need to do more to protect the river’s maritime environment. The necessary adjustments will lead to a delay of unknown duration of the dredging activities.



DSLVL (Deutscher Speditions- und Logistik Verband), the German freight forwarders' association, is disappointed with the ruling. The delays caused by this are highly regrettable and it is in everyone's interest to make the necessary adjustments as fast as possible, said Willem van der Schalk, DSLV-Vice President and Spokesperson for the German Committee of Maritime Forwarders. He also criticised German legislation that allows pressure groups to block such important infrastructure projects, threatening the competitive position of the region and employment.

DSLVL Press release available [here](#).

INCORRECT CONTAINER PACKING CAUSES 65% OF CARGO DAMAGE

Correct packing of Cargo Transport Units (CTUs) and the safety issues that result from poor work practices is the topic of a high profile seminar during the European Shipping week (27 Feb – 2 Mar) in Brussels. The Secretary-General of the International Maritime Organization (IMO), Kitack Lim, and Magda Kopczynska from the European Commission's DG MOVE, which is the directorate responsible for freight transport safety within the EU, will join industry leaders to speak at a seminar on Monday 27 February. The seminar is organised by the Global Shippers Forum (GSF); the cargo handling group ICHCA; TT Club and the World Shipping Council (WSC).

A recent analysis of TT Club's insurance claims records suggests that 65% of damages to cargo result from poorly packed, blocked or secured cargo in CTUs, particularly freight containers. "Yet this points to only a fraction of the extent of a significant safety problem surrounding poor packing" states TT Club's Risk Management Director, Peregrine Storrs-Fox. "[...] preventable incidents, both on land (road and rail) and at sea, arise from badly packed CTUs. The safety of workers, particularly those unloading units at destination, is also at considerable risk. Safe industry packing and securing guidance must be disseminated and followed."

The seminar, entitled, 'Safety in the Intermodal Supply Chain: Promoting IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code)' will endeavour to raise the profile of the issues. The non-mandatory code has been in place for more than two years, but all stakeholders along the supply chain need to be aware and implement it correctly.

Register for the event [here](#).

Customs

PUBLICATION OF THE CEN STANDARD OF COMPETENCY FOR CUSTOMS REPRESENTATIVES

The CEN Standard of Competency for Customs Representatives has recently been officially published by the CEN, under the CEN Reference EN 16992:2017. The CEN National Standardization Bodies (NSB) have now 6 months to translate the Standard.

Since the adoption of the joint CLECAT-CONFIAD '*statement of intent concerning the launch of a CEN procedure with the purpose of adopting a CEN Standard on competency for customs representatives*' in Autumn 2013, CLECAT has promoted, together with CONFIAD, the development of a European CEN Standard of Competency for Customs Representatives. Under the management of AFNOR (the French National Standardisation Body), the Standard was developed in accordance with the rules set by the European organization CEN and took into consideration the Customs competency



framework for private sector published by the European Commission. The drafting of the standard was made under the CEN Project Committee (PC) 432 “Competency for Customs Representatives” which met for the first time in Paris on the 23rd April 2014. It involved the private sector and national standardisation authorities, and lasted for three years.

The National Standardization Bodies will need to prepare and finalise the national publication of the Standard and make it available before the end of July 2017. The Standard will be useful to demonstrate the competency of customs representatives in various domains and is compliant with the provisions of the Article 27 “*Practical standards of competence or professional qualifications*” of the Union Customs Code Implementing Act.

More information on the sales points where the Standard is already available can be found [here](#) (this page will be regularly updated by the CEN).

POLAND ABOUT TO ADOPT A LAW TO TACKLE VAT FRAUD

A legislative act entitled “System of monitoring of road transport of goods” is currently being discussed in the Polish Parliament and aims to tackle the revenue loss induced by VAT fraud.

This system, so-called SENT, will apply on certain types of goods transported to / from / via Poland and will be managed by the VAT authority. Every shipment containing these types of goods will have to be notified in the SENT system by the Polish shipper (in case of goods moving from Poland), the Polish consignee (in case of goods moving to Poland) or by the carrier (in case of transit through Poland), in order to get an application number (SENT number and SENT Carrier key).

The SENT reference number will be valid for 10 days. If the SENT number is missing or the data is incorrect, the carrier (haulier) could be fined up to 5000€ as from the 1st of May 2017. The fines could also be applied to the sender and the consignee.

The new rules apply on land transport but also on air/ocean/mms shipments that are transported by road. However goods under customs procedures, excise control system (EMCS), NCTS or postal law are exempted from the system.

The Regulation is planned to enter into force 14 days after its adoption and publication, which may happen soon, despite many concerns expressed by the industry asking for *vacatio legis*.

FIATA ON NEW INDIAN SERVICE TAX RULES

The International Federation of Freight Forwarders Associations (FIATA) reports that the position of Shipping Lines, to pass on the Service Tax levy to shippers for prepaid freight shipments to India, could breach international accounting standards and urges members to lobby against the imposition.

Amendments to the Service Tax rules in India that came into force on 22 January removes the previous exemption for freight prepaid shipments, now making them subject to the service tax. Most Shipping Lines have announced that they would start charging the 4,5% Service Tax on freight to India at origin from the shipper for freight prepaid shipments.

FIATA has issued a statement criticising the short time between the announcement of the new regulation and the implementation (10 days), as it does not allow involved parties to prepare. Furthermore FIATA Working Group Sea believes it is unreasonable to collect a tax from a foreign person who is not part of the Indian tax regime. Instead it is recommended that the Service Tax be



collected at destination, in India and from the consignee who is party to the Indian tax regime and could offset the same as per local regulations available to him/her.

Read FIATAs Press Release [here](#).

General

BIFA URGES CAUTION WHEN SEEKING BREXIT ADVICE

The British International Freight Association (BIFA) is encouraging its members to carefully consider the options when seeking advice on the likely implications to their business and services of the UK's decision to leave the EU.

Director General, Robert Keen says: "There has been a huge volume of announcements and press coverage on the likely impact on the UK's international trade and the issue has certainly been a shot in the arm for conference organisers. Not a week passes without the announcement of another 'must attend' event on the consequences of Brexit, some with eye-watering admission prices.

"We have been here before on numerous issues, such as container weighing, new customs regimes, etc, with a lot said based on very little fact. BIFA is in frequent discussions with the UK government about the possible implications of Brexit to try and find answers to some of the questions about international trade that arise from the UK's decision to leave the EU.

"In our discussions, we have made clear to Government the danger to international supply chains of poorly negotiated agreements on customs systems, border controls and trade tariffs, for example. At present, there are many ifs, buts and maybes on the actual mechanics of Britain's future trading relationships and how they might affect the freight forwarding sector.

"Hence, we are recommending that our members exercise caution in trying to evaluate how, as Brexit unfolds, the many issues influencing visible trade will affect the work of our members which facilitate that trade. When there is something tangible to tell BIFA members we will be running free seminars across the UK."

Source: [BIFA](#)

CROSS-BORDER E-COMMERCE EXPECTED TO GROW

A DHL commissioned study expects global e-commerce and especially cross-border e-commerce to grow significantly in the coming years. E-commerce volumes are expected to double by 2020. Cross-border e-commerce is expected to grow faster than national e-commerce and will increase its share from e-commerce from 15% (2015) to approximately 22% in 2020.

Better availability and more appealing (price) offers are two main drivers of this development. The main challenges highlighted by consumers to cross-border purchases relate to logistics, trust, price and customer experience

In the EU one major challenge for cross-border e-commerce is the fragmented nature of the [parcel-delivery market](#) that complicates cross-border deliveries and increases prices. The Commission



proposed a regulation to address this and make better cross-border deliveries available. The vote in the TRAN Committee is scheduled for 11 June.

DHL cross-border e-commerce study available [here](#).
More information on EU initiatives available [here](#).

INDEX RANKS EMERGING MARKET'S LOGISTICS POTENTIAL 2017

The Agility Emerging Markets Logistics Index 2017 has ranked China on top once again while India is seen as having the “most logistics potential” ranking in second, up one place from last year. Analysis and research firm Transport Intelligence (Ti), compiled the Index, using economic and trade data, social indicators and transport development to rank 50 emerging markets countries for their potential as logistics markets. According to the index, India and China remain the top two emerging markets due to their size and dynamism.

In the survey, India was the leading pick as an investment destination, which Agility says is an indication of the enthusiasm generated by some of the reforms undertaken by the government. The UAE is third in the Index, Malaysia is in fourth spot and is the top Southeast Asia country, in fifth is Saudi Arabia, sixth is Indonesia, seventh is Brazil, eighth is Mexico, ninth is Turkey and rounding out the top 10 is Russia.

The Index found big geopolitical events across the globe have an impact on emerging markets and emerging markets remain “essential area for growth and investment despite global realities”. Agility Global Integrated Logistics chief executive officer, Essa Al-Saleh says logistics providers and their customers are concerned that anti-globalization feeling and populist policies in the UK and United States could spread and harm trade in emerging markets that rely heavily on exports.

Source: [Air Cargo Week](#), 24 January
Agility Emerging Markets Logistics Index 2017 report available [here](#).

BALI TRADE-FACILITATION DEAL SET TO BOOST FREIGHT

Despite warnings that rising worldwide protectionism inspired by ‘Trumponomics’ and Brexit could hurt economic growth and trade, officials at the United Nations still expect 2017 to see a major trade facilitation breakthrough that will significantly boost freight transport demand.

The Trade Facilitation Agreement (TFA), brokered by the World Trade Organisation (WTO) in 2013, will enter into force once two more countries ratify the deal - 110 of the WTO's member countries have to formally accept the agreement and 108 have already done so. Once in force it will require WTO members to “streamline, standardize and simplify” passage of goods across borders, adding \$1 trillion to global trade output and “helping end the sixth straight year of sluggish trade growth”, claimed a statement from UNCTAD.

WTO Director-General Roberto Azevêdo declared TFA the biggest global trade deal in two decades. “As such it is essential that it is delivered in full,” he added. He said the Agreement aimed to streamline, simplify and standardize customs procedures, thereby reducing the time and cost of moving goods across borders. “By doing so,” he added, “it will help to cut trade costs around the world.

Source: [Lloyd's Loading List](#), 3 February



Forthcoming events

CLECAT MEETINGS

Customs and Indirect Taxation Institute

20 March, Brussels

Supply Chain Security Institute

21 March, Brussels

Air Logistics Institute

21 March, Brussels

Road Institute/working group Road (CLECAT/FIATA)

30 March, Zurich

FIATA Headquarters meeting

31 March, Zurich

Customs and Indirect Taxation Institute

16 June, Lisbon

Board, General Assembly

16 June, Lisbon

Road Institute

20 June, Brussels (tbc)

Sustainable Logistics Institute

20 June, Brussels (tbc)

OTHER EVENTS WITH CLECAT PARTICIPATION

UNECE-Meeting Intermodal transport

21 February, Geneva

Short-Sea Shipping Seminar

27 February, Brussels

ESW – European Shipping Week Conference

1 March, Brussels

DTLF

9 March, Brussels

Circular Economy Stakeholder Conference

9-10 March, Brussels



SITL – CLECAT/TLF side event

15 March, Brussels

European Truck Platooning Challenge Networking Event

21 March, Brussels

SELIS Plenary meeting

29-30 March, Athens

LEARN International Workshop

4-5 April, Brussels

EC Conference on Connected and Automated Driving

5-6 April, Brussels

Global Liner Shipping Conference

16-17 May, Hamburg

EP/COUNCIL MEETINGS

European Parliament

Transport and Tourism Committee

27-28 February, Brussels

22-23 March, Brussels

Plenary Session

1-2 February, Brussels

13-16 February, Strasbourg

Transport, Telecommunications and Energy Council

27 February, Brussels

8-9 June, Brussels

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