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## News from Brussels

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### DG MOVE TO DISCUSS IMPLICATIONS OF BRUSSELS ATTACKS

Following the terrorist attacks in Brussels on 22 March, the European Commission has announced that the next Land Transport Security Expert Group meeting, scheduled to take place on 11 April, will now include discussions on the topic of metro security. Stakeholders are invited to make suggestions on 'best practice' measures for metro security which may be discussed at this meeting.

### EMBRACING DIGITALISATION IN AIR FREIGHT

Speaking on behalf of European Freight Forwarders, CLECAT has called on airlines to make a general move into upgrading their messaging systems to the Cargo-XML standard. Nicolette van der Jagt, Director General of CLECAT said earlier this week at the SITL in Paris: "today, too many airlines are slow in upgrading their systems and freight forwarders can often only communicate with airlines through Communication Platforms. These platforms need to translate messages into a format acceptable to the receiving airline, which often leads to loss of quality in the information. Therefore, our members have also requested that the airlines accept direct communication from/to their customers (freight forwarders) through secure communication channels."

The debate took place at the SITL Europe 2016, a trade show in Paris covering all the links in transport, freight forwarding and the logistics chain, where TLF, CLECAT, AUTF and ESC jointly organised the 2nd Global Supply Chain Forum. The panel 'Embracing digitalisation in air freight' discussed the need for a more collaborative approach from all those involved from the cargo supply chain.

Ms van der Jagt noted that the e-AWB can provide clear benefits. 'The AWB (Air Waybill) is the most important transportation document in air cargo and digitising it will bring accuracy, confidentiality and efficiency. Ultimately it will also lead to reduced paper usage and lower processing costs for stakeholders due to higher data accuracy.' 'At this moment in time, however, forwarders have not felt the full benefit of these costs reductions and efficiencies. Those forwarders that are using e-AWB are not exempt from any fees for AMS filing and other pre-manifest systems, nor do they receive consistent status messages for all e-AWBs throughout the process, from booking to acceptance to departure/arrival and then final delivery.'

CLECAT also recommends that Ground Handling Agents become more involved in the efreight/eAWB process, so as to improve coordination. A possible solution for Ground Handling Agents to facilitate e-freight would be to develop a warehousing fast lane or fast track for the benefit of freight forwarders using e-freight. Finally, CLECAT calls on airlines to remove the paper fee which is nonetheless paid when using e-AWB, to create an incentive to digitize.

Lothar Moehle, Director Air Security Standardization & Governance from DB Schenker and CLECAT Board Member, spoke about the wider need for digitalization. He referred to new security and customs advance data requirements from authorities in the US, Canada and Europe. Pilots have been developed based on the fundamental principle that, working together, regulators and industry can enhance security without impeding commercial flows. Fortunately, these authorities are working together towards standard information and data structures. However, it will not work unless digitalization has been embraced noted Mr Moehle.

In conclusion, he noted that the European forwarder community is embracing the move towards digitalization but is criticizing the slow implementation and is calling for a collaborative joint effort among all stakeholders.

The Global Supply Chain Day included three sessions:

- Trade facilitation in a new global context
- Embracing digitalisation in air freight
- A new EU Customs Code – Challenges for the business community (see below)

## UNION CUSTOMS CODE FALLS SHORT ON AEO BENEFITS



The UCC and related legislation looked to simplify and streamline customs procedures and rules, provide greater legal clarity had as an objective to reduce costs for economic operators. However it can be seen that in a number of areas, the legislation has underachieved. Mr Parker said: 'While the new legislation introduces and clarifies a number of processes and procedures, it nevertheless falls short in its ambition to introduce clear simplifications and facilitation that will support European businesses. It is clear that the passage of the various legislative instruments has been watered down as it passed through the legislative process and it is a missed opportunity to both stimulate the European economy and to promote growth.'



He reminded participants on the need for to realistic deadlines for economic operators to plan, develop, test and implement the required electronic systems that will be obliged by EU Law.

CLECAT is actively participating and contributing in the preparation of new guidelines, particularly in the area of simplifications, guarantees and import and export procedures. It is hoped that the final guidelines will provide clear and unambiguous support to traders and economic operators. The discussions in the preparation of the guidelines should further highlight the deficiencies in the new legislation and should provide valuable input to the discussions in looking to improve on the texts.

TLF, CLECAT and the ESC jointly organised a full afternoon Forum entitled 'How to Facilitate Trade and ensure Security & Customs Compliance' during the SITL in Paris on the 22nd March 2016.

Speakers included amongst others Steve Parker, President CLECAT, Herbert de Saint-Simon, TLF Overseas President, Lothar Moehle, DB Schenker, Jean-François Auzeau, TLF Overseas, Gérard Tessaud, Custom Director at Renault, Lance Thompson, Chair UN/CEFACT Trade Facilitation, Stefane Noll, Cargo e-Business, IATA, Nik Delmeire, ESC, Anne Sandretto TLF and Pascal Meyer, Chanel.

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## Road

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### FIRST TESTS WITH “MEGA TRUCKS” IN SPAIN

In response to pending regulations from the Spanish General Traffic Directorate (Direccion General Traffico) transport companies are conducting their first tests with mega trucks. These trucks have more loading capacity compared to a regular set of a tractor unit with a semi-trailer; a mega truck has 66% more tons of loading capacity.

The DGT regulations would allow mega trucks on the Spanish roads. These tests were carried out together with transport companies Gefco and Marcotran. The aim was to test whether their facilities were ready for the loading and unloading of material and to what extent the roads could carry these trucks. It was concluded that the factory was ready for the mega trucks. The mega trucks are already in use in several European countries such as the Scandinavian countries. In Germany and France testing has already been extended.

### 2016 BETTER ENFORCEMENT FOR ROAD FREIGHT TRANSPORT

The road hauliers organisations TLN, IRU and the Nordic Logistics Association are organising an event “The path to better enforcement for road freight transport” hosted by MEP Wim van de Camp on 26 April 2016 in Brussels.

Improved enforcement for road freight transport is central in the on-going preparations for the revision of a number of rules for the market. Focus has been on better cooperation between national authorities, rules that are more enforceable and more effective, efficient and dissuasive controls and sanction. A discussion on a different organisation of enforcement in the EU has also been on the agenda, such as an EU agency.

The discussion will be on these issues and how to best proceed further in the EU seen from the perspective of the enforcement authorities and the road freight industries.



## EC ADOPTS COMMON RULES TO ENHANCE ROAD SAFETY

On 18 March 2016, the European Commission adopted a series of rules applicable to road hauliers and road passenger transport operators. They include a common classification of serious road safety infringements under transport legislation, as well as new specifications for smart tachographs (the device that records driving times of lorry, bus and coach drivers). The objective is to enhance road safety, contribute to a fairer competition between road transport operators and to facilitate a consistent enforcement of EU rules across borders. These initiatives will be discussed with Member States and stakeholders during a Road Transport Conference on 19 April (more information available [here](#)).

The Commission regulation on the classification of infringements (available [here](#)) provides for a common classification of serious and very serious infringements of the EU road transport rules, which, when ascertained, may lead to the loss of good repute of a road transport operator. This may further lead to the operator losing the Community licence necessary to run a transport business in the EU. The common classification will contribute to improving effectiveness of cross-border enforcement as Member States are obliged to exchange the information on serious and very serious infringements through the electronic system called European Register of Road Transport Undertakings (ERRU). Member States are obliged to transpose this common classification by 1 January 2017. The adopted list of infringements is not fully complete yet. The Commission is exploring possibilities for upgrading it within the ongoing work on preparing a set of road initiatives.

The new specification for the smart tachograph (not published yet) makes full use of advanced digital technologies such as the GALILEO and EGNOS satellite positioning systems. It will transmit its data directly to road controllers when the vehicle is moving, avoiding unnecessary stops for the hauliers and making the controller's job more efficient. It will be connected with other telematics applications (such as smart parking or pay as you drive apps), through a harmonised Intelligent Transport System interface. Start and final location of journeys will be automatically recorded. The new smart tachograph will be a decisive step towards more effective enforcement of road transport legislation.

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## Rail

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### 5TH UIC GLOBAL RAIL FREIGHT CONFERENCE

CLECAT has been invited as a guest to the [GRFC 2016](#). The 5th UIC Global Rail Freight Conference will attract actors of rail freight and logistics to Rotterdam on 22 and 23 June under the theme “Shaping together the Business of the Future”.

The 5th anniversary of this event will be organized under the Patronage of the Dutch Ministry of Infrastructure and the Environment and will run Back-to-Back with the TEN-T Days and the European Rail Freight Corridor event.

The UIC GRFC 2016 will address among others following topics:

- From Shanghai to Rotterdam: the landbridge concept 10 years on,
- Strategies to deliver opportunities and enhance effectiveness,
- Rail Freight 4.0: innovation and digitalization for global solutions,
- The workforce of the future: digital skills and human capital.



## EU TO NEGOTIATE AIR SAFETY AGREEMENTS WITH CHINA AND JAPAN

On 9 March the EU Council authorised the European Commission to open negotiations with China and Japan in view of concluding Bilateral Air Safety Agreements (BASA). Such agreements enhance air safety worldwide and contribute to the global competitiveness of the European aviation industry by cutting red-tape and facilitating exports.

EU Commissioner for Transport Violeta Bulc said: "In January I told the Aviation Summit that 2016 is the time for delivery of the Aviation Strategy. I am delighted that it is starting to pay off so early. The new Bilateral Air Safety Agreements we are pursuing will offer European companies new business opportunities in China and Japan, two key aeronautical nations. More trade means more growth and jobs in Europe, a priority of President Juncker. And yet these agreements are only one pillar of the ambitious external aviation policy we put forward as part of the new Strategy. In 2016, we will also seek to negotiate comprehensive aviation agreements with several key partners – including China – in order to improve Europe's global connectivity."

The EU has already successfully concluded bilateral aviation safety agreements with the United States, Brazil, and Canada. In 2016, Commissioner Bulc will travel to China and Japan to discuss inter alia the BASAs.

Source: [European Commission](#)

## ICAO SECRETARY GENERAL AT IATA WCS

Stressing the importance of maintaining current air transport safety and efficiency levels in the face of the dramatic growth now projected for global civil aviation, ICAO Secretary General Dr. Fang Liu delivered a strong message today to members the global air cargo community attending the International Air Transport Association's (IATA's) 10th World Cargo Symposium (WCS) in Berlin.

"Ensuring that that our global network maintains its outstanding safety and efficiency metrics is the best way to assure that modern air services continue to be invaluable to global trade flows and the many industries and sectors which rely on aircraft to get their products from A to B." highlighted Dr. Liu.

Worldwide, modern air transport is essential for enabling global connectivity. In terms of direct and indirect impacts it supports over 58 million jobs and generates more than \$2.4 trillion in economic activity. Last year, planes transported only half of one per cent of the total volume of goods traded internationally, however this small volume also translated into 35 per cent of the total value of all goods shipped via all transport solutions.

Recognizing the scale of air transport's economic contributions, as well as the UN's long-term objectives, Dr. Liu stressed to the IATA Symposium audience that "ICAO is working with great determination across all platforms to help assure broader social economic prosperity for all, in line with the new Agenda 2030 and its Sustainable Development Goals, and the value of air cargo trade offers a fantastic opportunity to facilitate economic and social development."



Dr. Liu also pointed to ICAO's ongoing No Country Left Behind initiative, noting that it seeks to ensure every State has the assistance and capacity-building required to effectively implement ICAO standards and policies. "In so doing, these same States and Regions can then begin to realize aviation's global connectivity benefits, and the extensive socio-economic impacts they provide," she added.

Air transport's unmatched delivery speed helps producers minimize in-transit inventory expenses and avoid unplanned shortages of components, producing further value across every link in the supply chain. Quality is an important second advantage to air freight solutions, since goods transported by air are less susceptible to en-route damage. However, fragmented supply chains and infrastructure constraints are preventing some regions from taking full advantage of these benefits for local businesses and citizens.

Dr. Liu raised the point that liberalization can greatly mitigate fragmentation impacts, pointing to the successes being seen today in the European and ASEAN air transport markets. She also emphasized that screening procedures can be streamlined without adversely affecting already-strong security levels, and the need for infrastructure modernization across the board.

"The full benefits of air cargo transport cannot be achieved without intermodal integration and seamless airport facilities," she commented. "Governments have remained the primary sources for related funding, but privatization and Public-Private Partnerships can also be useful options to consider - provided that ICAO's policies on charges for airports and air navigation services are respected in the process."

Ending off by noting the benefits of e-commerce solutions and the need for States to ratify the Montreal Convention of 1999 to facilitate the introduction of electronic cargo documentation, Dr. Liu mentioned that ICAO would be driving further progress on all related topics at two air cargo events it will be convening later this year, one in China this June and another in Africa later this November.

Source: [Air Transport News](#)

## AIR FREIGHT MAKES SOLID START TO 2016

The International Air Transport Association (IATA) released data for global air freight markets in January showing a rise in freight tonne kilometers (FTK) of 2.7% compared to January 2015. This continues the improving trend witnessed toward the end of 2015, and is the fastest pace since April of last year. The freight load factor (FLF) fell 1.8 percentage points, however, indicating that yields are likely to come under further pressure.

Total FTKs in January surpassed the previous all-time peak reached in February 2015. All regions except the smallest markets of Africa and Latin America expanded in January, but all regions reported declines in the FLF. Despite this good start, the underlying weak trade performance makes it unlikely that growth will accelerate significantly in the coming months.

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## Maritime

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### CLECAT OFFERS COMMENTS TO DG COMP ON GRI'S

CLECAT has responded to the European Commission's call for comments on [commitments](#) offered by shipping companies concerning General Rate Increases. 15 container lines agreed that they will cease





to announce general rate increases and publish the actual prices available to customers on an individual basis, broken down into at least five elements including base rate, bunker charges, security charges, terminal handling charges and peak season charges if applicable.

CLECAT's comments set out opposition to the practice of General Rate Increases and calls on shipping lines to determine their own individual prices, surcharges and ancillary charges based on their own costs, service standards and desired profit margins. We also call on the Commission to maintain scrutiny of shipping companies' practices and to examine whether a spot price system between carriers and their customers would be a better guarantor of fair competition. CLECAT also calls on the European Commission to continue carefully scrutinising the impact of strategic alliances on the competitive conditions.

## **DREWRY: CONSOLIDATION BETTER THAN MEGA-SHIPS, BUT NOT AT CUSTOMER EXPENSE**

According to Drewry there is more benefit in container lines pursuing growth through acquisition "rather than continuing to build new and larger tonnage, which the industry does not need".

In a new white paper, Consolidation in the liner industry, the authors consider the merits, and pitfalls, of M&A activity within container shipping, but cautioned that strategy needs to be carefully through through.

After a near-decade's lull in significant M&A activity, 2014 saw Germany's Hapag-Lloyd acquire Chilean carrier CSAV, closely followed by compatriot Hamburg Sud's takeover of CCNI.

Since then, the merger of Chinese carriers Cosco and CSCL and the planned acquisition of APL by CMA CGM have put liner consolidation firmly back on the agenda – not least because of the extreme financial pressure on weaker carriers, writes Drewry.

Despite recovering marginally, industry debt is still above \$85bn, and the current challenging market conditions could see debt levels rise further, said the authors.

The report argued that the rationale for consolidation is "complimentary geographical coverage" rather than just "doubling up" market share in the same trades.

This was the case in Hapag-Lloyd's takeover of CSAV's container business, which was a very strong player in the South American trades, but had little involvement in east-west routes.

However, Drewry said it is still "too early to judge" on the success of the Hapag-CSAV merger.

And while it admitted CMA CGM's success in integrating smaller carriers into its organisation, such as McAndrews, Delmas and OPDR, and preserving the value of their brands, it suggested that the acquisition of APL would be more challenging – not only because APL is significantly larger than previous acquisitions, but also because of CMA CGM's intention to migrate the Singapore-based carrier into a new east-west alliance.

Meanwhile, the Cosco-CSCL merger represents a "step into the unknown", said Drewry, as the newly-enlarged carrier has "no history of taking over other liner businesses".

The report said that M&A risks include changed or 'lost' services from current alliance/VSA offerings; changes to IT systems; loss of external focus; and loss of familiar staff in agency offices, prompting loss of customer focus.



It cautioned that the cost saving benefits from consolidation could be “rapidly eroded” if the enlarged line is not able to retain the market shares of the two constituent carriers, which could happen if customers experience significant negative change in their relationships.

This happened in 2005 when Maersk Line and Hapag-Lloyd acquired P&O Nedlloyd and CP Ships respectively, and both Maersk and Hapag had retained only half of the market shares of the purchased container line’s business.

Nevertheless, on the face of it, industry consolidation “may be a route to survival for some” said Drewry noting that a merger between troubled HMM and its bigger Korean compatriot, Hanjin, would propel the combined container lines to fifth place in the carrier rankings from their current positions of 15th and eighth respectively.

Source: [The Loadstar](#)

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## *Sustainable logistics*

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### **FRANCE PUSHES FOR ADDITIONAL REFORMS TO EU EMISSIONS TRADING SYSTEM**

Amid renewed concerns of falling carbon prices, a French “non-paper” has reportedly been circulated calling for changes to the “Market Stability Reserve” established under the EU’s Emissions Trading System (ETS). The non-paper, obtained by the Carbon Pulse media outlet, is an informal proposal that is said to be under discussion among other member states and other key players.

The EU ETS allows members of the 28-nation bloc, along with Norway, Iceland, and Liechtenstein, to trade carbon emissions, then auction off extra, unused emissions through an “allowance” system. The scheme has been in place since 2005.

Last September, the European Council approved a decision to create a market stability reserve that will remove and re-introduce excess permits into the system in response to certain supply thresholds. The MSR, as it is otherwise known, is set to begin in 2019.

According to Carbon Pulse, the non-paper calls on EU lawmakers to “face up to the reality that something further needs to be done to address low carbon prices.” Due to a years-long surplus of carbon allowances, prices have stayed low in recent years, and currently hover around €5 – down from highs of €30 in 2008 – leaving these well below levels believed to be necessary to spur low-carbon innovation.

According to the non-paper, France is pushing for a modification of the MSR, moving from its supply-based approach to a price-trigger mechanism through a “soft collar” system for allowance prices that could better withstand volatility in the carbon market, drawing on examples seen in other schemes, including some sub-national programmes in the US and Canada.

The non-paper proposes using this soft collar concept to implement a formalised price corridor, which it argues would allow the EU to keep carbon allowance prices more competitive and provide more certainty to companies, investors, and governments.

Source: [International Centre for Trade and Sustainable Development](#)





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# General

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## SCHENGEN: RESTORING THE EU'S PASSPORT-FREE ZONE

Parliament's civil liberties committee discussed the proposed new strategy to restore Schengen with the European Commission on Monday 21 March.

With efforts to strengthen the EU's external borders ongoing and following the deal struck with Turkey at the EU summit on 17-18 March, the Commission is keen to remove the temporary border controls imposed by several member states within the Schengen zone as soon as possible.

On 4 March the Commission revealed its [roadmap](#) for restoring the Schengen zone, which includes measures to reinforce the EU's external borders as well as improving the asylum system.

This is in response to several member states temporarily reintroducing border controls to deal with the refugee crisis and terrorism threats. These currently include Belgium, Denmark, Sweden, Austria, Germany and France.

Full article available [here](#).

## EUROPEAN COMMISSION CONSULTATION ON MIGRATION

The European Commission recently published a new consultation on "Tackling migrant smuggling: is the EU legislation fit for purpose?" to encourage all citizens (EU nationals and non-EU nationals) and organisations to contribute with their opinion on this subject.

The aim of this consultation is to collect opinions to underpin the on-going evaluation and impact assessment of the EU legislation on migrant smuggling, and to gather views on what improvements could be made to this legislation.

It is possible to contribute to this public consultation until 6 April 2016 by filling out the [online questionnaire](#). More information is available [here](#).

## BUSINESS AND GOVERNMENT FOR SMARTER FREIGHT



In the context of the 2016 International Transport Forum Summit in Leipzig, CLECAT, FIATA, ESC, IRU (and Smart Freight Centre (SFC) jointly organise a Side Event entitled "Business and Government for Smarter Freight" on the 20th of May. This side

event aims to explore opportunities for collaboration, how these can be realised in practice and share real world examples.

The freight and logistics sector is a critical part of transport and mobility and the broader economy. The private sector has to make ends meet in transposing low carbon use, efficient procedures and competitive freight rates ("smart freight") at the same time. However, governments must help to overcome market and policy barriers to accelerate the uptake of solutions and innovation. Consumers must also be considered, given the rapid growth in e-commerce and globalization that drives the demand for freight. The Side Event will address these various issues.

More information on the Side Event and registration is available [here](#).



## TURKEY NOTIFIES ACCEPTANCE OF TRADE FACILITATION AGREEMENT

Turkey has ratified the new Trade Facilitation Agreement (TFA), becoming the 71st WTO member to ratify. H. E. Ambassador Haluk Ilıcak and Hüsnü Dilerme, Deputy Under-Secretary with the Turkish Ministry of Economy, presented their country's instrument of acceptance to WTO Deputy Director-General Yi Xiaozhun on 16 March. The WTO TFA will enter into force once two third of its members, i.e. 108 countries, will have presented their Letter of Acceptance.

More information available [here](#).

## 2016 FIATA HQ SESSION - A GATHERING OF THE INDUSTRY

CLECAT participated last week to the FIATA annual Headquarter Session organised in Zurich from March 18th - 20th. During the HQ meeting delegates engaged in a number of sessions on training, security, customs, air freight and IT relevant to the developments of the industry. The Session produced a number of actions to be taken forward throughout the year and into Dublin where FIATA will hold its 2016 FIATA World Congress.

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## *Forthcoming events*

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### CLECAT MEETINGS

Customs and Indirect Taxation Institute

10 June 2016, London

Board/General Assembly

22 June 2016, Rotterdam

Rail logistics institute

22 June 2016, Rotterdam

### OTHER EVENTS WITH CLECAT PARTICIPATION

T&E Conference on decarbonisation of road transport

To be confirmed, Brussels

Road Freight Conference

19 April, Brussels

Port Finance International

20-21 April Antwerp, Netherlands

2016 Better Enforcement for Road Freight Transport lunch event

26 April, Brussels

European Rail Summit

10 May, Brussels



## Contact Group UIC / FIATA Meeting

12-13 May Shenzhen, China

## ITF 2016 Summit on Green and Inclusive Transport

18-20 May Leipzig, Germany

## TEN-T Days and Dutch Presidency Conference

22-23 June, Rotterdam, Netherlands

## UIC Rail Freight Conference

22-23 June Rotterdam, Netherlands

## EP/COUNCIL MEETINGS

### European Parliament

Transport and Tourism Committee

7 April, Brussels

25/26 April, Brussels

### Council of the European Union

Transport, Telecommunications and Energy Council

6 June 2015

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transport, logistics and customs services

