european voice of freight logistics and customs services •

Newsletter Issue 16 / 24 April 2015

NEWS FROM BRUSSELS

EC Publishes Report on the EU Logistics Sector

The European Commission has published a study, prepared on its behalf by a group of consultancies and research institutes, on an analysis of the EU logistics sector. The goal of the report is to provide understanding of the scope, functioning and performance of the European freight transport logistics sector, so as to enable the development of a mid-to-long term EU policy. The Commission believes that renewed policy actions are required to build on the 2007 Freight Transport Logistics Action Plan and to address current challenges facing the sector.

The key findings of the report are:

- The European logistics sector contributes significantly to the European economy through direct job creation and value added, as well as functioning as a key enabler for the rest of the economy. The sector performs above the world average, although the US and Japan are well ahead of Europe, and there are sharp differences between EU Member States.
- Three clear problems exist for the European logistics sector. These are continuous rise in costs, external environmental effects of the sector’s activities, and the quality and quantity of relevant staff. Two uncertainties underpin the future scenarios developed in the report, namely the prospects for European economic development and the future spatial patterns of production and consumption.
- Three potential policy options are a selective continuation of the 2007 Action Plan, particularly those actions deemed particularly relevant to current and future problems; supplementing the first option with an extra minimum intervention such as creating a framework for clean technology standards and raising end users’ awareness of the last mile impact of e-commerce; and providing more substantial EU support to the logistics market such as increasing funding for technology innovation, creating standards for CO2 calculation methodology and stimulating price differentiation for return-trips on e-commerce.
- The report concludes that the third policy option would be the most effective in achieving the objectives of increasing the sector’s resource utilisation, efficiency, interoperability and sustainability, but would require strong political will and financial support.

The full report can be found HERE.

Alliance for European Logistics event discusses infrastructure and big data

CLECAT attended the Alliance for European Logistics summit on 22 April, which discussed the role of the European logistics sector in driving EU growth and jobs.

A panel on infrastructure investments and competitiveness addressed the implications for the supply chain of infrastructure developments and phenomena such as the ever increasing size of container ships. Neil Davidson of Drewry noted that bigger ships mean lower costs for carriers and shippers, but the rest of the logistics chain is feeling the effect of higher investment requirements. This includes the demand for faster handling of larger ships and for more capacity to handle bigger demand peaks, creating a need for more road, rail and barge capacity to absorb peaks. This may lead to a shift to road as the most flexible onward transport mode, as well as demand for more inland terminals, and require structural change and innovation in landside transportation and logistics, such as synchronisation of modes and other more innovative ways of managing logistics.

Clemence Cheng, European CEO of Hutchison Port Holdings, said that this increased pressure on infrastructure is leading to greater emphasis on a hub and spoke sea network in Europe, as well as strain on hinterland connections requiring investment in rail terminals and network solutions. He added that administrative issues such as customs clearance are putting a strain on infrastructure by creating situations where cargo moves by sea to ports in northern Europe, where customs formalities are more efficient, and then overland to the south of Europe, rather than clearing customs at a southern European port where customs is more burdensome. He also added that privatised ports in the UK are much more responsive to market developments in making infrastructure investments than publicly owned port authorities on the continent.

In a panel discussion on the digital economy and e-commerce, Frank Appel, CEO of Deutsche Post DHL Group, noted that the concerns for cross-border e-commerce are the same as those that existed for domestic delivery a decade ago, and the onus is on the industry to make life easier for end users. He said that city logistics and last-mile transport will be a key focus in utilising big data for logistics, but also added that if there were a market and a high enough margin to tempt new, innovative services similar to Uber, someone would have already tried to launch such a service. Martin Bailey, head of unit for the Digital Single Market at the European Commission DG Connect, said that data is arguably a new currency which can be used for entire business models, and the best step may be to lift regulations and allow innovation while facilitating discussions on the appropriate nature of the market.

For more information see also HTTP://WWW.LOGISTICS-ALLIANCE.EU/

Twitter chat with Violeta Bulc on "Intelligent Transport Systems"

Transport Commissioner Violeta Bulc invites interested parties to participate in her twitter chat on "Intelligent Transport Systems – a Digital Strategy for Mobility" on 27 April, 2-3 pm CET.

Questions to Commissioner Bulc will be sent under the hashtag #ITS2015chat!

ROAD

Cargo Crime exceeds 1000 incidents in 2014

There was an average of three major cargo crimes a day targeting high value, theft-attractive products in the supply chain in Europe in 2014 with an average loss of €205,624, according to the Transported Asset Protection Association’s 2014 Incident Information Service (IIS) Annual Report for the Europe, Middle East and Africa (EMEA) region.

For the year as a whole, TAPA EMEA recorded 1,102 incidents of cargo crime in the region. For the 33% of crimes reporting a value, total losses for the year were €74,847,422.

In addition to concerns over the number of crimes and the value of losses, TAPA EMEA says the use of violence by organised criminal gangs continued to grow last year with a 4.5% year-on-year increase, driven largely by 102 violent hijackings of trucks, notably in France, Italy and South Africa.

Germany and the United Kingdom stood out as reporting the largest year-on-year increases. The Netherlands, the main location for reported cargo crimes in 2013, saw a 9.7% drop over 2013 but still recorded 258 incidents overall.

Thorsten Neumann, Chairman of TAPA EMEA, said: "It is well-known that the majority of cargo crime still goes unreported and that is a situation industry has to change. In 2007, a European Parliament study on organised theft of commercial vehicles and their loads put the annual cost to business as €8.2 billion and attacks on the supply chain by organised criminal gangs have certainly increased since then. We also know that the true cost of loss, taking into account all of the factors that can result from a cargo crime, can be five times the cost of the actual stolen product.''

MARITIME

CLECAT provides views on EU Maritime Strategy

CLECAT has responded to the European Commission consultation on the review of the EU Maritime Strategy. CLECAT's response calls on the EU to cooperate with international partners to ensure harmonisation of administrative and security requirements and remove barriers to market access. The CLECAT submission also calls for improvements to maritime transport performance by combating congestion and enabling co-modality, and through the adoption of a meaningful EU regulation on port services. The response also covers measures to boost short-sea shipping, such as development of appropriate port infrastructure and efficient hinterland transport infrastructure, plus the removal of administrative barriers to short-sea shipping. CLECAT also calls for the continued promotion of smart, collaborative, synchro-modal logistics chains through research and technological development.

Shippers sceptical about benefits of larger shipping alliances

At the TOC Container Supply China event in Singapore, David Panjwani, global logistics director for US machinery manufacturer John Deere said that the emergence of four large east-west shipping alliances, combined with the introduction of larger vessels and deteriorating schedule reliability levels had caused a series of problems in the company's supply chain that impacted its customers.

While he agreed that "on paper" having multiple carriers combining their respective networks appeared to be a better product, he argued that the alliance concept had been around since the 1970s, but now there are only four of them, "we have concerns about what this will look like in the long term".

Responding to the accusation that by forcing freight rates down and playing the spot market, many shippers had been the architects of their own downfall, Mr Panjwani said that John Deere's container supply chain was so important to the company's financial success that it had entered into contracts of almost unprecedented lengths with some of its carriers.

“We struck a three-year deal with fixed rates that are reviewed annually according to a rate index and adjusted depending on how the spot market behaves, because we have to keep our production lines running,” he said, adding that this approach was vindicated during the recent congestion crisis on the US west coast.

Source: TOC Asia

GSF LAUNCHES WORLD’S FIRST STANDARD CONTAINER CONTRACT

Global Shippers Forum has joined forces with the Baltic International Maritime Council Organisation (Bimco) to launch the Bimco/GSF SERVICECON container shipping contract. Launched on April 22 at the 2015 Containerisation International Conference in Hamburg, the Bimco/GSF Standard Container Contract is the world’s first standardised contract terms and conditions for use in container shipping markets worldwide. The GSF has also provided clause-by-clause analysis of the terms and conditions and legal guidance on the standard terms and conditions.

GSF secretary-general Chris Welsh said: “GSF is delighted to have joined forces with Bimco in creating the world’s first Standard Container Contract. Container shipping is characterised by a small number of very large shippers with high shipment demands, many of whom have individualised service contract arrangements, but the majority of small to medium sized shippers whose transport needs range from relatively modest cargo movements to significant numbers of containers haven’t been able to negotiate firm contractual agreements – until now.”

The Bimco/GSF Contract has been originally devised to meet the needs of small and medium sized shippers, although GSF believes that it will be useful for many larger shippers too, especially those with cargo shipments outside of the scope of the individualised contracts. Welsh added: “Many large multi-national shippers have developed their own bespoke contractual arrangements; until now no contract has been available to meet the needs of small and medium sized shippers.” The Bimco/GSF SERVICEO contract and guidance notes are available on the GSF website: WWW.GLOBALSHIPPERSFORUM.COM

MERCHANT SHIPPING INDUSTRY REPEATS CALL FOR URGENT ACTION ON MIGRANT CRISIS

Following the meeting of EU Foreign and Interior Ministers in Luxembourg on April 20 the European and global shipping industries have welcomed the increased attention that all EU Member States are giving to the humanitarian crisis in the Mediterranean. This includes the ‘10 point plan’ adopted as a result of the impetus provided by the terrible tragedy involving the loss of hundreds of lives at the weekend.

The European Community Shipowners’ Associations (ECSA) and the International Chamber of Shipping (ICS) particularly welcome the decision to call an extraordinary session of EU leaders on April 23 to address this crisis, which is spiralling out of control.

Speaking from Brussels, ECSA Secretary General, Patrick Verhoeven, commented: “The scale of the tragedy at the weekend is unprecedented, and European leaders can no longer ignore the catastrophe occurring on the EU’s maritime border.”

The shipping industry agrees there is a vital need to find a means to clamp down on criminal people smugglers, as well as the complex root causes of this mass migration by sea of tens of thousands of desperate people. "But the urgent and immediate priority is for EU Member States to increase resources for Search and Rescue operations before thousands more people die." said Mr Verhoeven.

"The provision of additional funding and resources to SAR is a positive step but more clarity is required to understand the implications of operating within the FRONTEX mandate."

Source: ECSA News, 21/04/2015

Shipping schedule reliability improving, but plenty of room for improvement

Liner shipping service reliability across the three core East-West trades hit a five-month peak in March with an aggregate on-time performance of 64%, according to Carrier Performance Insight, the online schedule reliability tool provided by Drewry Supply Chain Advisors.

The latest result represents an 8.5 percentage point gain over February and is the second best average (after October 2014) since the start of the new data series in May 2014. The improvement seen in March was the consequence of much improved services in the Asia-Europe trade and gradually easing congestion on the US West Coast following the resolution of the port labour dispute. However, services on the Transatlantic took a backwards step in the month.

The most reliable carrier in March was Maersk Line with an average on-time performance of 81%, followed by K Line (73%), Cosco and MSC (both 70%). At the bottom of the rankings were Zim (39%) and PIL (38%). "It is good news for shippers that service reliability is on the rise, although it comes from a low base and the industry average still has plenty more scope to improve. We expect the upwards trend to continue as USWC operations return to normal, but the sharp drop in Asia-Europe freight rates is a risk as carriers could look to make cost savings detrimental to reliability," said Simon Heaney, senior manager of supply chain research at Drewry.

Round Table of international shipping associations address cyber security issues

It has been announced that the Round Table of international shipping associations (RT) comprising BIMCO, ICS, Intercargo and INTERTANKO are developing standards and guidelines to address the major cyber security issues faced by the shipping industry.

Protection against malicious attacks on computer based systems on board ships is now hitting the top of the agenda for shipping organisations in all corners of the world. The International Maritime Organization (IMO) has already heard calls for action and the insurance industry repeatedly lists the issue as one for concern. The guideline developed by RT includes how to:

- Minimize the risk of a cyber-attack through user access management;
- Protect on board systems;
- Develop contingency plans;
- Manage incidents if they do occur.

The RT (through BIMCO) and CIRM (Comité International Radio-Maritime) are also in the final phase of developing a standard for the maintenance and update of programmable electronic systems.

Angus Frew, Secretary General of BIMCO, said: "The Round Table representing the global shipping industry is taking cyber security seriously. The standards under development are intended to enable equipment manufacturers, service personnel, yards, owners & operators, as well as crew, to ensure their shipboard computer-based systems are managed securely – and kept up-to-date to protect against the ever-growing threat from exploitation by criminals."

CONTAINER SHIPPING'S CONTINUED ADDICTION TO SHIPS STOKING TROUBLE

Despite positive growth momentum, the container shipping industry continues to suffer new, big ship deliveries with no let-up to the ordering frenzy according to the Container Forecaster, published by Drewry Maritime Research. Drewry forecasts another year of excess growth in relation to demand in 2015. This will make it harder for carriers to repeat the estimated 92% load factors across the main headhaul East-West trade lanes achieved in 2014.

New orders for Ultra Large Container vessels of at least 18,000 teu are pushing back the date when supply and demand can be expected to meet and at the individual trade route level this is now seemingly unachievable. There have been around 40 ULCVs ordered since January, mainly for 2017 delivery and this does not include any provision for Maersk and Cosco orders yet to be finalised.

"The industry paid a heavy price for the huge ordering it undertook in 2006/07 and it seems that four years after Maersk spent $3.8 billion on its Triple Es, history is repeating and many lines are entering or are about to enter this now not so exclusive club. The one difference this time around is that the operational agreements should mean that not all top 20 lines will make this big step", comments Neil Dekker, director of container research at Drewry.

"The decision by Maersk and MSC to downgrade the average size of ships on one of their European strings to the East Coast of South America from 9,000 teu to 5,500 teu may not seem particularly important in the grand scheme of things. But all ocean carriers have argued that deploying new and big ships across every trade route is strategically critical. This is the first sign that on routes where trade growth is weak, the lower slot cost per unit argument is simply not enough because freight rates dive to well below sub-economic levels", highlights Dekker.

Research on mega-ships was the focus of a meeting of an ITF ports and shipping informal network on 10 April in Paris, France. Participants from port authorities, terminal operators, industry associations, consultancies and academics, as well as the European Commission discussed the impacts of mega-ships on port terminals, hinterland traffic and the shipping sector in general. The meeting outputs will feed into a paper to be released at the 2015 ITF Summit, 27-29 May, in Leipzig, Germany.

Source: BIFA Newsletter, 16/04/2015, INTERNATIONAL TRANSPORT FORUM NEWSLETTER, April 2015

RAIL

FIATA/UIC/CLECAT MEETING DEBATES CHALLENGES IN TRANS-EURASIAN RAIL FREIGHT

Today and yesterday, FIATA, CLECAT and UIC discussed challenges and opportunities of Trans-Eurasian rail freight transportation at a very successful joint meeting hosted in the new offices of OBB Rail Cargo in Vienna. Rail freight traffic between China, CIS Countries and Europe is increasing but the market potential needs to be further explored and enhanced. Best practices examples were demonstrated with block trains and other examples of combined trains between Europe and

China. Forecasts of growth are that rail freight could grow to 1.25 mln TEU in 2020 which is a share of 7% on EU-Asia market.

Dr Gerhard Troche from DG MOVE spoke about the challenges for rail freight and the need for further cooperation between the freight corridors and OSJD-corridors. He referred to the service challenge to ensure that there will be new added-value service features, allowing to enter into new/lost market segments.

Rail freight corridors are geographically limited to the territory of the EU (plus Norway and Switzerland). However, the transport demand is not stopping at the border of the EU and therefore OSJD has already agreed to cooperate with the rail freight corridors in the EU.

Mr Galluzzi presented progress made by the Rail Freight Corridor 6. Mr Olaf Krueger from IBS Germany also called for cooperation with the corridors and for initiatives that encourage private companies to enter into the single wagon load business. The meeting ended with a discussion on how to open the market to more participants and how to respond to the opportunities created by further liberalisation.

FERRMED STEERING COMMITTEE PRESENTED THE BAR-DUIS PROJECT

CLECAT took part to the FERRMED Steering Committee on the 21st of April 2015 which presented the Barcelona-Duisport project. The project is a private initiative which will be developed by a group of three logistic/railway operators (Alfil Logistics, Captrain-Solutions and VTG Rail Logistics) and three consulting companies (Infraes, Rail Concept and Gomultimodal). The BAR-DUIS project will develop a study and design a pilot service in order to implement competitive transport services between Barcelona and Duisburg. It is not only a railway project but an integral project for definition, design and monitor of multimodal services and logistic support services.

QUESTIONNAIRE TASKS 1 & 2 LAST MILE PROJECT

Within the study on *support programmes for investment in last-mile infrastructure for rail freight*, the European Commission has launched an on-line survey for stakeholders, whose two main objectives are:

- To identify, describe and analyse the existing dedicated support–programs/instruments in Europe for financing and developing last-mile infrastructure;
- To identify, describe and analyse other programs/instruments at EU and national level for financing and developing last-mile infrastructure.

In the last few years, the focus of EU and Member States action has been mainly on the completion of rail freight and TEN-T corridors. Nevertheless, it is essential to also consider the access points to these corridors. Indeed, last-mile infrastructure is a crucial element of the rail system (providing an entry point to the corridors).
Various studies have highlighted the importance of developing last-mile infrastructure to enhance wagonload traffic and rail freight in general. However, many sidings were built more than 50 years ago and are in great need of upgrades. The lack of adequate funding can lead to their abandonment or disappearance, which in turn could force certain categories of shippers to stop considering rail as a viable logistic option, being no longer linked to the rail network.

Taking part to the survey on the study on *support-programs in last mile infrastructure for rail freight* is an essential factor for the success of the project. You can access the online questionnaire by using the following link: https://pwc.qualtrics.com/SE/?SID=SV_3rrxUgQ20hiTEm9

AIR

TIACA PROMOTES APPROACH FOR ADVANCE DATA REGULATIONS TO KEEP SHIPMENTS MOVING

TIACA has published a new position paper urging regulators to take a sequential approach, and ensure compatibility and operational feasibility on both Customs and Civil Aviation aspects. Pre-loading advance cargo information (PLACI) initiatives undertaken by the US, EU, and Canada since the 2010 "Yemen incident" have proved that using Advance Data for civil aviation risk assessment provides an additional layer of security. Regulators must continue to work closely with all members of the air cargo supply chain to ensure impending Advance Data regulations enhance security without impeding cargo flows, according to a new position paper from TIACA.

TIACA agrees that the so-called "7+1" data set currently used in the pilot phase is sufficient for civil aviation risk assessment and can be provided early in the supply chain.

TIACA also calls for a portal or other easily accessible system for small and medium forwarders to use when submitting data, to avoid the complications and IT costs to connect with existing automation systems.

TIACA's Position Paper states that Advance Data systems should adopt an outcome-oriented approach, and be flexible enough to adapt to diverse supply chain business models such as express, general cargo, and post. "This will ensure that all supply chain models are able to provide the necessary data, and that the data can be analyzed and security enhanced, while commercial flows are unimpeded," said Doug Brittin, Secretary General TIACA.

A full copy of the Position Paper - which includes detailed, up-to-date analysis of the issues around Advance Data as well as TIACA's recommendations and action points - can be downloaded from the TIACA website, www.tiaca.org.

CUSTOMS

VAT ASPECTS OF E-COMMERCE

On 17 April 2015 CLECAT participated to the workshop organised by the European Commission, DG TAXUD, and Deloitte, on the VAT aspects of e-Commerce. The workshop was reviewed in two break-out sessions VAT compliance and customs compliance.

The Irish Revenue authority made a presentation on the Mini One-Stop-Shop that came into force on 1 January 2015 and that allows taxable persons supplying telecommunication services, television and radio broadcasting services and electronically supplied services to non-taxable persons in Member States in which they do not have an establishment to account for the VAT due on those supplies via a web-portal in the Member State in which they are identified. The objective was to understand if this concept could be applied also for goods.

SUSTAINABLE LOGISTICS

SETTING-UP AN EXPERT GROUP ON ALTERNATIVE TRANSPORT FUELS

Following the adoption of Directive 2014/94/EU on the deployment of alternative fuels infrastructure the European Commission has announced the creation of the Sustainable Transport

Forum (STF). The STF should help the Commission to advance the application of the Clean Power for Transport strategy and facilitate the implementation of Directive 2014/94/EU. It shall assist the Commission in implementing the Union’s activities and programmes aimed at fostering the deployment of alternative fuels infrastructure to contribute to the European Union energy and climate goals.

The STF will bring together Member States and alternative fuels industry stakeholders. It will enable a structured dialogue, exchange of best practices and coordination, thus providing the opportunity to discuss practical issues that could be encountered during the implementation process of Directive 2014/94/EU.

The European Commission published on April 23 the Decision on setting-up an expert group on alternative transport fuels – The Sustainable Transport Forum.
The STF will operate with the following structure: a plenary, a secretariat, and non-permanent technical sub-groups to further develop the actions outlined in the Commission Decision. The STF envisages in particular to:

- Provide advice and technical expertise to the Commission on the development and implementation of legislation, policies, projects and programmes in the field of alternative transport fuels and contribute towards an energy-efficient, decarbonised transport sector.
- Facilitate exchanges of information on initiatives, projects and partnerships dealing with alternative transport fuels;
- Deliver opinions, submit reports, or develop and propose innovative solutions to the Commission, either at the latter's request or on its own initiative, on any matter of relevance to the promotion of alternative transport fuels in the Union.

A Call for Applications for the selection of STF members accompanies the Commission's Decision.
The European Commission is looking forward to applications from organisations meeting the criteria outlined in the call not later than 18 May 2015.

Source: European Commission Press Release, 23/04/2015

GENERAL

THE EU DIGITAL ROAD TO GROWTH

On 6 May, the European Commission is due to launch its long-awaited Digital Single Market Strategy. The Strategy is going to address several issues that constitute hurdles to a fully integrated European digital market, such as varying broadband connections, diverging data protection rules, geo-blocking and different VAT systems. The plan to create a truly EU Digital Union is to be applauded as there is no EU Single Market without an integrated market for digital economy. Andrus Ansip and Günter Oettinger are leading a team of 12 Commissioners involved in drafting the Strategy.

The three main areas of the Digital Single Market Strategy include: better access for consumers and businesses to digital good and services; shaping the environment for digital networks and services to flourish; creating a European Digital Economy and Society with long-term growth potential.

The Dods EU monitoring team has produced a briefing document analysing the present and the future of the Digital Single Market Strategy. The idea behind the Strategy can only be welcomed as it could constitute the first steps towards creating a truly single market fit for the digital age. To download the briefing document click here.

CLECAT AND FIATA AT THE ITF: BOOSTING GROWTH THROUGH LOGISTICS CONNECTIVITY

The 2015 ITF Summit theme is ***Transport, Trade and Tourism: Mobility for a connected world***. Trade and tourism are important engines of economic growth but they depend on effective transport systems. Yet transport faces huge challenges as a provider of human mobility and facilitator of goods exchange. Trade patterns will shift, creating uncertainty for supply chains. Growing numbers of tourists will put pressure on international and domestic transport networks around the world, highlighting the need for more sustainable and accessible services and infrastructure. How transport should respond and meet these challenges will be at the centre of debate at the 2015 Summit.

At the 2015 Summit, **FIATA** and **CLECAT** are organising a Side Event entitled ***Logistics connectivity: The key facilitator of global trade***, which the organisers hope you may be able to attend. The Side Event will address the global nature of logistics as the main facilitator of global trade, in the perspective of how the global and regional dimensions interact to build a scenario where stakeholders benefit from one another. The Summit **programme** is available at www.internationaltransportforum.org/2015.

WESTERN BALKANS 6 MEETING IN BRUSSELS

On April 21, Commissioners Hahn and Commissioner Bulc hosted in Brussels a meeting of six Prime Ministers from the Western Balkans discussing the core transport network for the region. The meeting confirmed the agreement of the core network through a joint statement, and discussed concrete ways which would help implement the core transport network. The Joint Statement adopted focused in particular on the following:

- Improving regional cooperation and economic stability;
- Improving connectivity as a key factor for growth and jobs in the Western Balkans;
- Establishing without delay single project pipelines of priority investments;
- Identifying and addressing without delay all relevant measures such as regulatory issues, streamlining of border crossing procedures which could bring about immediate connectivity benefits for the Western Balkan 6 participants and at a reasonable cost.

See also European Commission Press Release, 21/04/2015

FORTHCOMING EVENTS

CLECAT MEETINGS:

Rail Institute / joint meeting with FIATA/UIC

- 23-24 April 2015, Vienna

Board / General Assembly

- 2 June 2015, Brussels

Customs and Indirect Taxation Institute
- 26 June 2015, Ljubljana

Air Logistics Institute
- 13 October 2015 (morning), Brussels

Supply Chain Security Institute
- 13 October 2015 (afternoon), Brussels

Road Logistics Institute
- 14 October 2015 (morning), Brussels

Sustainable Logistics Institute
- 14 October 2015 (afternoon), Brussels

Maritime Logistics Institute
- 18 November 2015, Brussels

Freight Forwarders Forum
- 19 November 2015

<u>OTHER EVENTS with CLECAT PARTICIPATION</u>

ITS Conference 2015: A Digital Strategy for Mobility: from capacity to connectivity, Brussels
- 24 April 2015

40th Plenary Meeting of the Trade Contact Group
- 24 April 2015

Panel discussion on differentiated port infrastructure charges, Brussels
- 27 April 2015

EP hearing on the road haulage market and its social dimension
- 5 May 2015

iCargo Final Event, Transport Logistics Trade Fair, Munich
- 6 May 2015

International Conference on Fair Competition in Road Transport, Bucharest
- 8 May 2015

ITF Summit Leipzig
- 27-29 May 2015

Conference "Driving Road Decarbonisation Forwards", Brussels
- 18 June 2015

FERRMED Conference, Brussels
- 17 November 2015

EP TRAN Committee

Planned draft agenda

Monday, 4 May 2015, afternoon

- Presentation of the Common Progress Report of the European Coordinators, by Mathieu Grosch and Pat Cox
- Exchange of views with Mr Brenner, Executive Director of Eurocontrol
- White Paper on Transport - consideration of amendments / van de Camp
- Port Services - Exchange of views / Fleckenstein

Thursday, 5 May 2015

Hearing on Road Haulage Market

- Exchange of views with Commissioner Bulc on the Commission's Work Programme 2016

Council (Lithuanian Presidency)
- Transport Council, 11 June 2015