CLECAT european voice of freight logistics and customs services •

Newsletter Issue 20 / 22 May 2015

NEWS FROM BRUSSELS

CLECAT CALLS FOR SUSPENSION OF MILOG FOR INTERNATIONAL TRANSPORT IN GERMANY

CLECAT has welcomed the recent decision of the European Commission to start infringement proceedings against Germany for the application of its minimum wage law (MiLog) on international road transport operations. CLECAT fully supports the argued reasons from the Commission for this action as the additional bureaucratic burden to the industry seriously undermines the free movement of goods in an internal market.

Nicolette van der Jagt, Director General of CLECAT said, 'we have continued to raise our concern on the German legislation which prevents the internal market from functioning properly. We trust that the Commission and Germany seek to find a solution in this infringement procedure without delay as the current situation raises further questions in the industry. We therefore call for an immediate suspension of all the legislation on all affected international transport operations, including transports in, to and out of Germany, and not just on transit operations, while the infringement process is underway.'

EC LAUNCHES INFRINGEMENT CASE ON GERMAN MINIMUM WAGE LAW

The European Commission decided to launch an infringement procedure against Germany, concerning the application of the Minimum Wage Act to the transport sector. Following an exchange of information with the German authorities and a thorough legal assessment of the German measures, the Commission has sent a Letter of Formal Notice to Germany. This constitutes the first step in the infringement procedure. Whilst fully supporting the introduction of a minimum wage in Germany, the Commission considers that the application of the Minimum Wage Act to all transport operations which touch German territory restricts the freedom to provide services and the free movement of goods in a disproportionate manner. In particular, the application of German measures to transit and certain international transport operations can in the Commission's view not be justified, as it creates disproportionate administrative barriers which prevent the internal market from functioning properly. The Commission considers that more proportionate measures are available to safeguard the social protection of workers and to ensure fair competition, whilst allowing for free movement of services and goods.

The German authorities now have two months to respond to the arguments put forward by the Commission, in the letter of formal notice. The Commission's letter of formal notice only concerns the specific case of the German law and is without prejudice to further initiatives that the Commission may take to clarify the rules, for example in the context of the labour mobility package scheduled for adoption later this year.
Source: EC PRESS RELEASE, 19th May 2015

• Rue du Commerce 77 • B-1040 Brussels • Belgium •
• tel. + 32 2 503 47 05 • fax + 32 2 503 47 52 • email info@clecat.org • url www.clecat.org •

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

On the 29th May CLECAT and FIATA will be hosting a panel debate during the 2015 ITF Summit in Leipzig. The side event 'Boosting growth through logistics connectivity' will address the global nature of logistics as the main facilitator of global trade. It will showcase that a successful logistics sector is both a cause and effect of greater connectivity with the rest of the world, and the prosperity which comes with it.

Questions for debate are:

- How do trade lanes change from here until 2025 – regional and global perspectives?
- Chances and challenges of the EuroAsian land corridors
- Why population growth and demographic changes are important for logistics providers?
- Investments in connectivity through cross-border infrastructure, a coherent regional policy where both sides are the winner.
- Improving connectivity in logistics through greater information sharing and use of publicly available data
- How intermodal transport integration can be enhanced by 'corridor platforms' – the example of the EU core network corridor approach.

The debate will be moderated by **Christian Doepgen**, Chief Editor International Transport Journal
Speakers include the European Mobility Network at the European Commission, Director General DG MOVE, **Eva Molnar**, Director, Transport Division, UNECE, **Klaus Tilmes,** Director Trade and Competiveness, The World Ban, A**ndrea Galluzzi**, Corridor, Managing Director of Rail Freight Corridor 6, O**liver Peltzer,** Commission Vice-Chair Trade Facilitation Committee, ICC, **Francesco Parisi**, President FIATA and **Nicolette van der Jagt**, Director General, CLECAT.

The Summit **programme** is available at www.internationaltransportforum.org/2015.

ROAD

UK FREIGHT ASSOCIATION SAYS ILLEGAL STOWAWAYS THREATEN CROSS CHANNEL FREIGHT

BIFA has warned that a significant recent increase in would-be illegal immigrants attempting to stowaway on trucks passing through the Calais Eurotunnel terminal and ferry port is causing major problems and threatening the future of cross channel trailer services.

Robert Keen, Director General BIFA, says that whilst the trade association's members tend to be truck hirers, rather than operators, they are reporting increasing difficulties being caused by the growing numbers of illegal immigrants attempting to board trucks heading for the UK. "Over the years, we have become accustomed to seeing chaotic pictures in the media, but the recent scenes are the worst we have ever witnessed. Our members' cross channel trailer services are being directly targeted by the migrants putting the security of drivers, vehicles and customers' loads at risk.

"This can cause long delays to the scheduled arrival times of trucks in our members' depots, jeopardise the delivery of freight for their customers and cause huge inefficiencies in their transport planning.

"Without action now from the authorities in France and the UK, I believe there is a good chance that if the situation continues, international transport sub-contractors will start to refuse to operate on the Continent-UK cross channel market, due to the personal and financial risks that they and their staff are now taking. "With ever-increasing traffic between continental Europe and the UK, we are pressing the authorities to step up their protection of the routes across the Channel and fulfil their obligations to let trade move unhindered before serious damage is done to this strategic freight route."

BIFA has always encouraged its members to take strong measures to secure their vehicles from the start of their journey to the Calais area and urged their drivers to stay vigilant and accountable for their trucks and loads.

BIFA has welcomed the news that Eurotunnel has converted its existing terminal parking area into an extended pre check-in zone in order to provide increased security for approximately 150 additional trucks on site. The trade association is also pleased that later this year, Eurotunnel will be opening extended terminal facilities and a new secure truck park, which should further reduce the ability of migrants to climb aboard vehicles.

BIFA's statement comes as French riot police fought running battles with 300-400 migrants attempting to board UK-bound trucks parked on a motorway slip road near the Channel Tunnel.
The episode brings into sharp relief the number of migrants now gathered at the French Channel port and ready to seek passage to the UK. Police also note a more aggressive demeanour among *les clandestines*, some of whom they claim are armed with iron bars to open trailers.

"With tighter security at the Port of Calais and its approaches, one would expect there to be fewer incidents involving migrants. But this particular episode appears to have been triggered by unforeseen circumstances and underlines that as soon as trucks are stationary there is a risk of boarding by migrants," the UK Road Haulage Association's (RHA) Head of International Affairs, Peter Cullum, told Lloyd's Loading List.com.

Source: BIFA Press Release, 20/05/2015 and Lloyd's Loading List, 13/05/2015

Study on the legal framework related to Migrant smuggling

ICF International is currently undertaking a study on the legal framework related to the facilitation of irregular migration (migrant smuggling) on behalf of Directorate General Migration and Home Affairs (DG HOME) of the European Commission. The aim of the study is to evaluate the relevance, efficiency, effectiveness, coherence and EU added-value of the current EU legal framework related to the facilitation of irregular migration (so-called "Facilitators Package") which comprises the following two key instruments:

1. Directive 2002/90/EC defining the infringement of "facilitation of unauthorised entry, transit and residence";
2. Framework Decision 2002/946/JHA on the strengthening of the penal framework to prevent the facilitation of unauthorised entry, transit and residence.

This is part of an exercise of the Commission on possible **options to revise the EU legal framework** on the facilitation of unauthorised entry, transit and stay in an EU Member States.

The consultant is collecting information and opinions from the business sector on the relevance, efficiency, effectiveness, coherence and EU added-value of the existing legal framework and to gather views on what improvements could be made.

CLECAT members who have a stake in this subject and would like to be in contact with the consultant for a telephone interview are kindly asked to contact Aidan Flanagan at CLECAT secretariat. Please note that the consultation will end on the 5th June.

MORE HOTSPOTS FOR VIOLENT FREIGHT CRIME IN EUROPE AS MAFIA GANGS SEE THE POTENTIAL

A leading freight crime intelligence service is warning that organised crime gangs targeting freight loads in Europe are likely to employ ever more sophisticated and violent tactics. Freightwatch International Supply Chain Intelligence Centre also said overall levels of crime were set to increase this year. The organisation has released a report noting the top ten freight crime hotspots of Europe, which concluded that seven of them would see sharply increased levels of theft and hijackings.

The use of violence is commonplace in some regions – hijacking is on the rise in Italy and Russia – while in other regions, less confrontational theft from parked trailers and warehouse is dominant. Crimes in Paris are three times more likely to involve violence than those in other parts of France, with truck hijackings, mostly within just a few kilometres of the origin or destination DC, becoming increasingly common. The UK was identified as being particularly vulnerable to cybercrime, with the huge growth of e-commerce and lax digital security widespread.

Indeed, organised crime – be it Italian or Russian or Albanian mafia – is entrenched in the freight business across Europe. If it is not directly involved in an initial theft, it provides the networks for the goods to be transported elsewhere to be resold. "An increasing number of cargo theft gangs have international connections, are part of larger, well-organised and well-equipped international criminal organisations operating in many countries and relying on Europe-wide networks to resell stolen goods on black markets," FreightWatch International said.

The full article is available here

Source: The Loadstar, 19/05/2015

MARITIME

IMO STEPS ON ROAD TO INTERNATIONAL CO2 MONITORING

Following the meeting of the IMO's Marine Environment Protection Committee (MEPC) in London last week, carriers can now look forward to registering how much CO2 their ships emit going forward. The committee reached agreement on developing a data collection system to register CO2 emissions from ships across the globe. The data collection will happen in similar fashion to the MRV (Monitor, Report, Verify) scheme that has already been adopted for implementation in the EU from 2018. However, the international data collection scheme is still very much on the drawing board, unlike the EU scheme. Ahead of the next MEPC meeting in eight months, it will be discussed whether transport work should be included in the data collection scheme; this concerns whether the system will register how much CO2 the ships emit in relation to transported volumes. Another topic of discussion will focus on whether this data collection should be anonymous, and whether to make it mandatory or voluntary. Efforts underway In spite of the fact that this does not, for now, represent a fully fixed CO2 monitoring agreement, the Danish Shipowners' Association is still pleased that the efforts to reduce CO2 globally are finally underway.

The International Chamber of Shipping (ICS) feels that the IMO MEPC made good progress on the draft text that will mandate a global data collection system on CO2 emissions from shipping. This is something which ICS fully supports, provided it is simple to administer and will not ultimately be used to develop a Market Based Measure or some other over complicated mechanism that could lead to serious market distortion.

Transport and Environment responded in a negative statement: 'important European countries – not to mention the US, Australia and Japan – couldn't even bring themselves to mention the word 'target'. Once again it's up to the UNFCCC meeting in Paris at the end of the year to make clear that global action on the climate requires all sectors to act. And the message for the EU is clear.

The IMO continues to fail in its obligations to act. Europe needs to move quickly now and build on its recently agreed ship emission monitoring regulation by introducing measures to require all ships calling at European ports to make their fair reduction contribution. Since Kyoto, IMO has failed to deliver significant progress to reduce greenhouse gas emissions (GHG) from the international shipping sector. Shipping emissions have increased by approximately 70% since 1990 and represented 2.7% of global CO2 emissions in 2012. If these emissions were reported as a country, maritime transport would rank between Japan and Germany on a table of CO2 emitters. Under current policies, the IMO's 2014 GHG study forecasts shipping CO2 emissions to increase by 50% to 250% by 2050, which would then represent 6% to 14% of total global emissions. While emissions from other sectors have started declining or are looking to peak in 2020, none of the "business as usual" scenarios for shipping foresee a decline in shipping emissions before 2050.

Source: ShippingWatch.com and TRANSPORT & ENVIRONMENT, 13th May 2015

CARRIER SCHEDULE RELIABILITY IMPROVES IN APRIL, BUT DO SHIPPERS REALLY CARE?

*Transport consultant Drewry's Carrier Performance Insight (*CPI) for April records a 4.1% improvement on the previous month in the aggregate reliability of ships on the main Asia-Europe, transpacific and transatlantic trades – but it was still a less than impressive 67.6%. Drewry attributes the upswing to a return to "normal" operations at US west coast ports after the agreement of a new labour contract, and the bedding in of the new and upgraded vessel sharing alliances.

Simon Heaney, senior manager of supply chain research said: "Drewry expected the upturn in reliability following the end of the exceptional circumstances." The *CPI* on-time performance in April was the highest recorded since its inception in March last year when Drewry began using data from CargoSmart; but this was a low starting base reflecting how badly schedule reliability had deteriorated over past years.

Indeed, despite slow-steaming, and the ability of carriers to make up time en route, operators have shown no interest in approving the requests from masters to increase speed to achieve container terminal berthing windows, contending that the extra cost in fuel cannot be justified. The carriers argue that shippers will not pay for schedule reliability and are simply interested in price: they point to Maersk Line's decision to abort its own premium service due to lack of support as evidence.

At conference after conference, shippers of higher-value cargo have advocated an express service between Asia and North Europe; but the fact is there are simply not enough of these VIP cargoes to justify speeding up one string of an alliance service, even with the current cheaper cost of bunker fuel. Nevertheless, for April, Maersk Line was the top-ranked performer with 85% of its ships arriving on time, followed by OOCL at 77% and MOL and NYK both registering 74%.

Second from bottom of the rankings was the most-profitable carrier in the first quarter of the year, in terms of operating profit margin, Wan Hai, with 51%, and the table was propped up by niche carrier PIL with only 40% of its vessels on schedule.

Interestingly, MSC, which now shares its ships with Maersk within the 2M alliance, could only manage eighth place, scoring an on-time average of 67% during April. This variation, explained Mr Heaney, is because MSC's published schedules tend to be less accurate than its 2M partner's.

Nonetheless, MSC's association with the market leader and oft-heralded "most reliable" carrier has worked wonders for its schedule integrity, given that in the past it often picked up the wooden spoon for being the lowest-ranked container line for schedule reliability. Indeed, for many years on-time performance has been regarded as perhaps not MSC's best selling point, figuring low in terms of its priorities; although this did not seem to hinder the carrier's phenomenal organic growth.

Drewry's schedule performance review is only able to track the ships that actually sail, so the blanking of sailings, some with little advance notice, could actually makes the 'reliability' performance of carriers worse than is stated in the CPI.

Source: The Loadstar, 21/05/2015

ASIA-EUROPE BOX RATES FALL YET AGAIN AS MAERSK ADDRESSES MARKET SHARE

As widely predicted, the surge in Asia-Europe spot rates two weeks ago has proved very short-lived with a 'normal service' of rate discounting by carriers resumed – thus forcing rates back down again towards dangerous sub-economic levels. On May 15, Shanghai Containerized Freight Index (SCFI) for North Europe tanked by $203 to $658 per teu, after jumping by $518 per teu two weeks ago on the back of 1 May $800-1,000 per teu general rate increases (GRIs) and a raft of blanked sailings. Alarmingly for carriers, Asia-North Europe spot rates are now 45% lower than for the same period in 2014. Asia-Mediterranean destinations rates also resumed a downward spiral, plunging by $227 to $776 per teu.

Having posted improved first quarter results due to a substantial year-on-year fall in fuel costs, Asia-Europe carriers used up the majority of this windfall in April as weak demand and poor vessel utilisation levels encouraged them to buy market share.

However, the biggest carrier Maersk Line admitted last week it had been caught on the back foot, describing itself as "a little bit hesitant to join the price war", as rivals encroached on its market share and tempted away contract business. But in the company's first quarter results presentation last week, group chief executive Nils Andersen warned: "this will be addressed", vowing to regain market share and "live with whatever rates are in the market".

Indeed, container freight derivatives broker FIS reported on May 15 that the Danish carrier is understood to have "dramatically cut" rates last week as it belatedly joined the rate war front line. It said that the intervention by Maersk had "directly contributed to last week's declines on the route".

As the industry moves closer to the crucial peak season, the fundamentals are in a bad place for ocean carriers – on the basis of the worsening trading conditions many carriers that regained profitability in the first quarter could be heading back to the red for the half-year.

In response, Asia-Europe carriers have proposed a new wave of GRI's effective 1 June of around $1,000 per teu which are being underpinned by more cancelled sailings. At the end of April, G6 carriers advised that this week's Loop 7 service from Asia to North Europe has been pulled due to "expected low demand" following the 2 May Labour Day holiday. The service was due to have begun in Qingdao at the beginning of the week, with a 34-day transit time to North Europe.

Source: The Loadstar, 15/05/2015

RAIL

FRET SNCF CHALLENGED OVER UNFAIR COMPETITION

France's rail transport regulator, Autorité de Régulation des Activités Ferroviaires (ARAF), has ordered that the SNCF group re-submit the annual accounts of its rail freight arm, Fret SNCF, amid suspicions that it has benefited from financial support from other areas of its parent company's business, in contravention of EU law. "Fret SNCF financial structure is very fragile and its level of debt means it is very dependent on the rest of the SNCF group," ARAF said. "This situation raises questions about the existence of cross subsidization within the rail group."

According to figures issued by ARAF, Fret SNCF's loss-making operations over many years had led to it accumulating debts in excess of €3.5 billion at the end of 2013 - the latest date for which figures are available - despite a joint injection of aid by the French state and SNCF of €1.4 billion in 2005 and 2006. ARAF's president, Pierre Cardo, commented: "An independent rail company, operating its business under the same conditions as Fret SNCF and with comparable negative results and as poor an equity position, would have not been able survive for as long as Fret SNCF has."

A spokesperson for ARAF told *Lloyd's Loading List.com* that SNCF "must conform to an existing EU directive which stipulates strict separation of financial accounts for each branch of a rail group's activities" - notably between freight and passenger traffic, but other business lines too. The regulator has given SNCF until the end of 2015 to do so. Beyond the accounting issue, which the SNCF group would resolve, a Fret SNCF spokesman said it was "regrettable" that the regulator had painted a negative image of the company's business and of the rail freight sector in general, based largely on the years when the global economic crisis was at its height. "In 2014, Fret SNCF posted operating losses of €116 million, which continued the trend of reducing our deficit year on year," he told *Lloyd's Loading List.com*. "In 2010, we had been in the red to the tune €450 million and 2009 and 2008 had been heavy loss-making years too, which swelled our level of debt." "In 2015, we expect to trim our losses again, to around €90 million, and are working steadily towards breakeven in the coming years."

Source Lloyd's Lloyding List 20/5/2015
See also HTTP://WWW.AUTORITEDELACONCURRENCE.FR/PDF/AVIS/15A01.PDF

AIR

SHIPPERS CALL FOR MORE LIBERALISATION AS DUTCH RESTRICT GULF CARRIERS AT SCHIPHOL

The Dutch government has frozen landing rights for Gulf carriers at Schiphol Airport, ahead of a European Commission decision on possible unfair competition. However, some players are arguing for passenger and cargo traffic rights to be split.

Dutch shipper group EVO, concerned about Air France KLM Cargo's move to cut freighters, wants the market to be liberalised for main-deck capacity. "We are really hoping for more freighter traffic," said Joost van Doesburg, EVO spokesman.

"Air cargo is completely different to passenger traffic. I understand that the Ministry of Transport and Air Cargo Netherlands are in a difficult position as everyone needs to agree, and they want to defend the national carrier, but we should split the discussion." While Amsterdam does have relatively liberal traffic rights, there are restrictions on some carriers. Mr van Doesburg argued: "More than 60% of flowers come from outside Europe, and they need to be delivered as close as possible to the trading floor. But some carriers must fly to Liege, Luxembourg or Brussels as they don't have the rights to land in Amsterdam."

Some carriers are also arguing for cargo to be split from passenger traffic rights, a move which ICAO is said to be considering. "We would like to de-link cargo, as freighters are about the growth of the economy," said Uli Ogiermann, head of Qatar Airways Cargo, one of the more restricted carriers.

Last week Emirates threatened to become more competitive in Europe. Speaking to *The National*, Tim Clark, president, said: "Expand further from European hubs into the US? Yes we might do that. The kind of abuse we've been getting might cause us to do it. And after Milan, we can see how profitable it is."

The Dutch government is to debate aviation issues in the Parliament on June 4. Mr van Doesburg said the ministry of transport's announcement was made too soon. "We are a bit surprised that the Netherlands is already saying this, even before the EU has finalised its investigation."

Source: The Loadstar, 21/05/2015

FIRST MAJOR AIRLINE FINED FOR BREAKING AVIATION ETS LAW

Saudia Airlines has been fined some €1.4 million by a regional Belgian government for breaching EU carbon emissions rules, making it the first big non-EU carrier to be fined for breaking the EU aviation law.

The European Union requirement that all aircraft using its airports pay for carbon emissions caused international outcry when it was introduced at the start of 2012. Among the staunchest opponents was Saudi Arabia, which told its state-run airline not to comply. India and Russia were also outspoken critics. Faced with threats of a trade war, the EU changed its legislation to apply only to flights within the bloc, rather than the entire length of flights in and out of EU airports. That still included EU flights carried out by non-EU operators.

While European airlines have largely complied, some non-EU airlines have not and environment campaigners say EU governments have been slow to collect fines. Belgium, however, has exacted a fine on the Saudi airline which ranks as the biggest yet, officials said. The Flemish Environment Minister said that two operators were fined €100 for every EU Emissions Trading System they failed to submit, the other being smaller US operator Green Diesel which incurred a fine of €6,600. However, the company ceased operations from 2013 and the fine cannot be collected.

The fine on Saudia applies to all its intra-EU flights, since airline operators report to one authority only. The German Emissions Trading Authority (DEHSt) earlier this year published a list of 44 non-compliant operators it fined for not surrendering carbon allowances in 2012, including Air Berlin and Air Arabia Egypt. Britain's Environment Agency also fined five airlines for non-compliance in 2012, including Air India. However the EU Commission said earlier this week compliance was high, with operators accounting for 99% of aviation emissions complying with the rules. At talks in Paris later this year to try to agree a new UN deal on tackling climate change, Saudi Arabia, one of the world's biggest oil producers, is expected to resist calls to limit use of fossil fuels.

Source: EurActiv, 19/05/2015

CUSTOMS

EC assessment on VAT exemption for importation of small consignments

On 22 May 2015, the European Commission published the results of an assessment carried out on the application and the impact of the VAT exemption for importation of small consignments.

The EC reminds that the low value consignment relief for VAT (hereinafter 'LVCR') has been introduced in the EU in 1983 and has been subjected to several complains and submissions from industry stakeholders. In addition, the growth of e-commerce has put pressure on the existing LVCR arrangement. The current VAT Directive obliges the Member States to exempt all commercial importations (business-to-consumer, hereafter "B2C") of consignments with a value not exceeding EUR 10 from import VAT. Member States are free to increase this threshold up to EUR 22.

In order to feed the future debates, the Commission carried out the study on the application and impact of the existing LVCR, focusing on the policies in place in the 28 Member States and providing an economic analysis of the low value consignments market and its consequences.

The EC underlines that the main outcomes of the study show that there is evidence to demonstrate major competitive distortions resulting from the LVCR. The impacts of such distortions include the considerable loss of VAT revenues to Member States as well as reports of business closures, business relocations and booming fulfilment industries outside the EU.

The study is available HERE. An executive summary is available HERE.

EU-Israel Technical Arrangement

Products produced in the Israeli settlements located within the territories brought under Israeli administration since June 1967 are not entitled to benefit from preferential tariff treatment under the EU-Israel Association Agreement (see Commission Notice to importers, OJ C 232 of 3 August 2012, page 5).

The list of non-eligible locations initially made public in August 2012 has been updated further to Israel's move, as of 1 February 2013, to a 7 digit postal code system instead of the 5 digit system used until then. A new update is required, as of 1 June 2015, to take account of a number of changes in the postal codes of the non-eligible locations.
See the updated LIST OF NON-ELIGIBLE LOCATIONS in the English/international version (update of 1 June 2015).

More information available HERE (DG TAXUD website).

ADDITIONAL DUTIES APPLIED BY TURKEY

The EU and Turkey are applying a customs union for industrial products that allows the free movement between the two parts of the customs union for goods either wholly produced or put in free circulation after their importation from third countries in either Turkey or the Union. The proof of this customs status of 'goods in free circulation' is established by an A.TR. movement certificate.

CLECAT was informed that Turkey is imposing additional customs duties for goods sent from the EU with an A.TR movement certificate. This goes against the principles of the customs union.

The Commission is aware of the additional duties and the fact that only goods originating in the EU are exempt from them but not all goods covered by an A.TR certificate (which is of course is not in line with the rules of the customs union, as the duties themselves are in violation of the customs union).

The Commission has been raising this issue with the Turkish authorities since September 2014 when the first such duties were imposed on footwear and will continue raising it in all appropriate fora, requesting Turkey to repeal the duties.

GENERAL

EUROPEAN COMMISSION CONSULTATION ON CROSS-BORDER PARCEL DELIVERY

The European Commission has opened a public consultation on cross-border parcel delivery, as part of an initiative to enhance its affordability, quality and convenience. The initiative seeks to build on the 2013 roadmap for completing the EU single market for parcel delivery.

The questionnaire seeks information on respondents' business practices in transporting parcels across EU borders, including the delivery model used, obstacles encountered when delivering abroad and organisation of delivery across borders.

Questions also address regulatory oversight of cross-border parcel delivery, particularly the appropriate focus for regulation, means of increasing the quality of cross-border delivery, and the impact of regulation on respondents' business practices.

The consultation is open until 29 July. CLECAT will review the consultation document and a possible response. The consultation and reference documents, including the 2013 roadmap, can be found HERE.

FORTHCOMING EVENTS

CLECAT MEETINGS:

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

CLECAT Freight Forwarders Forum
- 19 November 2015

OTHER EVENTS with CLECAT PARTICIPATION

ITF Summit Leipzig
- 27-29 May 2015

High-Level Conference 2015 - "A Social Agenda for Transport"
- 4 June 2015

US-TSCG meeting
- 4 June

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

Workshop on co-operation between EU Rail Freight Corridors and OSJD Corridors, Brussels
- 18-19 June 2015

CORE/EUROSKY Exploitation workshop
- 18 June Brussels

FERRMED Conference, Brussels
- 12 November 2015

EP TRAN Committee
- 28 May 2015, morning and afternoon
  Agenda available HERE
- 15 June 2015, afternoon
- 16 June, 2015, morning and afternoon

Council (Lithuanian Presidency)
- Transport Council, 11-12 June 2015