Newsletter Issue 27 / 20 July 2015

NEWS FROM BRUSSELS

CALL FOR TRANSPARENCY AND COMPETITION IN TRUCK FUEL EFFICIENCY

CLECAT, IRU, Green Freight Europe, Transport & Environment and other transport industry and green groups called the European Commission to give a much-needed boost to competition on truck fuel efficiency, in a letter sent last week to Commission officials.

The Commission is finalising a test procedure, called VECTO that for the first time measure CO_2 emissions from new trucks and buses. VECTO is a software simulation tool that translates input values such as aerodynamic drag, rolling resistance and engine efficiency into fuel consumption and CO_2 figures on different type of routes for virtually all types of trucks. The Commission will introduce VECTO as the European type approval test procedure for trucks in 2016.

But if VECTO is to have a real impact on the market, truck users need to have access to it. Truck buyers must be able to compare how their preferred vehicles and fuel saving technologies perform on their specific routes or journeys. This would increase comparability, choice and competition.

The European Commission is currently assessing whether it should grant third parties access to VECTO and its input values. But truck manufacturers vehemently oppose it on the dubious ground that it would imply disclosing commercially sensitive information. The Commission is also working on another key demand of the eight signatories, i.e. to introduce an in-compliance test to ensure the simulated VECTO fuel consumption reflects real-world fuel consumption.

While lorries make up only 3% of vehicles, they account for 25% of road transport CO2 emissions in Europe. Their fuel efficiency has stagnated for the last 20 years and, contrary to cars or vans or to the USA, the EU has not set fuel economy standards for trucks. For hauliers, fuel amounts to up to a third of the cost of a running a fleet. European manufacturers have a leading position on the global HDV market, accounting for over 40% of total global production.

The letter is available HERE

CLECAT PARTICIPATES AT THE 2ND PHYSICAL INTERNET CONFERENCE

CLECAT participated at the "2nd International Physical Internet Conference" in Paris on the 6th and 7th of July. The event coincided with the general assembly ALICE (European Logistics Technology Platform). The conference sessions were structured according to ALICE Working Groups, therefore scoping: sustainable logistics; supply chain security and risk management; corridors; hubs and synchromodal transport; technologies for logistics; supply network collaboration and urban logistics.

The discussions and sharing of ideas contributed to the preparation of more detailed implementation plans for ALICE roadmaps and also to identify projects and public and private initiatives that are already contributing to ALICE roadmaps implementation.

ALICE has a clear vision of a Physical Internet. This vision addresses the development of new solutions and business models that leverage knowledge and technology to create more efficient supply networks and logistics operations. The Physical Internet concept is based on an open, global logistics system operating in a manner analogous to the digital Internet. The Physical Internet will employ physical, digital, and operational services, interconnected through a process of “encapsulation”, and based on standards interfaces and protocol designs, to move, store, supply and use physical objects throughout the world in a manner that is economically, environmentally and socially efficient and sustainable.

The Physical Internet vision still needs to be fully operationalized and be endorsed more broadly by industry. However, at this moment no proven comprehensive model of what such an approach to the transport of goods within the EU, and globally, exists. Such a model should be developed so that issue areas can be surfaced early and research and development project developed accordingly. The purpose of the conference was to address these issues and to build consensus between industry and research on this ‘game changer’ towards a more sustainable and efficient logistics and short term actions and low hanging fruits from research and innovation.

CORE, was also supporting the conference, leading to interesting discussions between the project, industry and research.

For further information IPIC 2015 or contact the CLECAT secretariat.

Presentation on priorities by the Luxembourg Minister of Transport

François Bausch, the Minister for Transport of Luxembourg presented the transport priorities of the Luxembourg Presidency at the meeting of the Transport Committee, on 14th July. He explained that the Presidency, which started on 1st July and will last till the end of the year, will focus on finding an agreement on the 4th Railway Package governance and public contracting rules, the “political pillar”. The second priority will be aviation, and particularly air passenger rights. Mr Bausch also listed emissions from the transport sector, investment in transport infrastructure, and road safety as key concerns. The Presidency would like the December Council meeting to tackle social issues in transport and plans to hold an informal Council meeting on urban mobility in October, the Minister added.

TRAN Committee adopts Report Wim van de Camp on Transport White Paper

The own initiative draft Report on the implementation of the 2011 White Paper on transport of Rapporteur Wim van de Camp (EPP, Netherlands) was adopted in the last TRAN Committee meeting on the 14th July. The report proposes a set of actions to achieve the White Paper's goals, placing emphasis on: promoting economic growth and maintaining the industry's competitiveness; developing a modern transport infrastructure in Europe; putting innovation at the service of transport users; mitigating transport's environmental impact by reducing greenhouse gas emissions; shifting the balance between modes of transport and ensuring co-modality; putting people at the heart of transport policy by promoting the safety and quality of transport services; and improving social conditions and preventing social dumping. The vote in Plenary will take place on the 9th September.

ROAD

SHIPPERS LOOKING TO AIR CARGO AS TERROR THREAT TO CROSS-CHANNEL SERVICES GROWS

Major shippers in the UK and mainland Europe are drawing up contingency plans to use air freight to maintain supply chain integrity in the case of a terrorist attack on the Channel Tunnel or ports. Tunnel and ferry services, already struggling from the impact of the French ferry workers' blockade in Calais and the presence of thousands of migrants, are on high security alert, according to industry sources. One shipper said his company was preparing for the possibility of chartering 747s to keep the supply chain intact, in the event of further disruption. When asked about a possible terrorist threat, a DFDS spokesman said: "Current conditions mean it is not right for us to operate in Calais at the moment. The blockade has quite fierce dimensions."

Automotive companies appear to have been hit the hardest by the disruption. Car plants were forced to turn to air freight charters during the worst of the crisis – in some cases chartering widebody freighters to fly to UK airports, including Doncaster, Manchester, East Midlands and Newcastle, from Liege, Ostend and Eastern Europe, as shipments built up. In just four days, the disruption cost the UK economy some £1bn, according to Port of Dover. While the perishables trade suffered losses, but not sufficient amounts for the sector to book air freight, charter brokers reported increased activity. "Air freight has become a viable option for some shippers," said Justin Lancaster, group commercial director for Air Charter Service.

Chapman Freeborn has also noted an "unseasonable surge", in particular out of Germany, it said. But time-critical specialist C4Logistics said air freight was not a sustainable option for shippers. "Automotive companies have made creative changes to schedules to accommodate for delays, and organisations such as ours are very busy trying to take alternative routes or use air charter services, but this is not the panacea for all," said Fred Cesarion, commercial director. "It is very expensive for all parties, particularly at times of high demand.

The UK government announced on 15 July the creation of a new "secure zone" at the port of Calais for UK-bound lorries, although one association said waiting until the autumn for its construction was not good enough. The UK's Home Office said the secure zone would provide a safe waiting area for 230 vehicles – the equivalent of removing a 4km queue from the approaching road.

CLECAT member BIFA said the announcement was "very welcome", claiming that it was further evidence that the UK government was listening to the advice it is getting from the UK's logistics sector. BIFA's director general, Robert Keen, said: "Only a month ago, we called for some additional action from the authorities in France and the UK 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.

Sources: THE LOADSTAR, LLOYD'S LOADING LIST

TRUCKS OFFERED MOTORWAY DISCOUNT IN SPAIN

Spain has introduced a test scheme that offers hauliers a 50% discount on truck toll costs in return for using certain motorways in preference to congested A-roads. Introduced on 1 July and set to run until 30 November 2015, the scheme extends to six motorway sections covering 326 kilometres.

The Spanish Ministry of Transport estimates that up to 1.3 million trucks could transfer to toll-paying routes this summer. Initially, the government had intended to prohibit the access by trucks of 1,300 kilometres of 'A-roads' that serve as alternative itineraries to around 20 motorway sections, only to back down in the face of opposition from road hauliers.

Source: Lloyd's Loading List, 8/07/2015

MARITIME

CYBERSECURITY IN THE MARITIME AND LOGISTICS CHAIN

CLECAT participated last week at a workshop organised by IPCSA, the International Port Community Systems Association in London last week. A number of IPSCA members participated to the event as well as invited associations, such as CLECAT and ESPO. It is clear that in the current climate of the electronic exchange of information to facilitate trade Cyber security is increasingly becoming an important topic for all stakeholders within the maritime and logistics supply chain. The workshop aimed to understand Cyber security and the challenges faced by the organisations within the chain. In a active workshop facilitated by a trained moderator participants debated the impact on their work and what organisations can do to approach it.

BOX-WEIGHING BURDEN 'WILL FALL ON FORWARDERS AND 3PLS'

The responsibility for verifying the gross weight of loaded containers under next year's new box-weighing rules will in many cases rest with freight forwarders, logistics operators or NVOCCs, according to the TT Club.

Welcoming the initiative of the World Shipping Council (WSC) in its recent publication of guidelines to the industry in relation to implementing the SOLAS requirements that become mandatory on 1 July 2016, TT Club noted that unlike the CTU Code, which forensically seeks to identify the chain of responsibility for everyone involved in the movement of freight, the amendment to the Safety of Life at Sea Convention (SOLAS) mandating the verification of gross mass of container overtly only names the 'shipper', the 'master' and the 'terminal representative', and – by implication – the competent authorities.

TT Club said the complex nature of logistics means that the term 'shipper' may encompass a range of people involved in the contracting, packing and transporting of cargo. However, as stated in the WSC guidance, it said the key commercial relationship in question is with the person whose name is placed on the ocean carrier's bill of lading.

"Thus, in many cases, the responsibility for actual 'verified' declaration will rest with a freight forwarder, logistics operator or NVOC. This means that often reliance will have to be placed on others to have adequate certified methods to provide verified gross mass – particularly for consolidation business," TT Club said.

It noted that of course many suppliers of homogenous shipments will already have advanced systems, which merely require some form of national certification, adding: "Apart from having a sustainable method by which the gross mass is verified, the shipper also needs to communicate it ('signed' meaning that there is an accountable person) in advance of the vessel's stow plan being prepared. "The information will be sent by the shipper to the carrier, but with joint service arrangements there may be a number of carriers involved, with one taking responsibility to consolidate the manifest information, in addition to communication with the terminal."

Implicit in the SOLAS amendment is that the carrier sets in place processes that ensure that verified gross mass is available and used in planning the ship stow," TT Club said. "Arguably, each carrier will need to amend systems and processes to capture 'verified' information. However, the simplest might be to amend the booking process, so that the gross mass information is left blank in the system until 'verified' data are available. This will be effective if it is clearly understood by all partner lines and terminals with whom the line communicates."

TT Club said clarity of such processes needed to be matched by consistency in enforcement. "Talk of 'tolerances' is disingenuous," it said. "SOLAS calls for accuracy. Everyone appreciates that some cargo and packing material may be hygroscopic, thereby potentially increasing mass during the journey, but that need not mask fraudulent activity, nor entice over-zealous enforcement."

It said the UK Marine Guidance Note may be instructive here, stating that enforcement action will only be volunteered where the difference between documented and actual weight exceeds a threshold. TT Club concluded: "It is suggested that key measures of success of the revised SOLAS regulation will include not only safety of containerised movements, but also free movement of boxes through all modes of surface transport, and a shift in behaviour and culture throughout the unit load industry."

Source: LLOYD'S LOADING LIST, 15/07/2015

Note: CLECAT is actively working on this issue and is maintaining contact with the WSC and other organisations in order to determine which matters remain unresolved with regard to implementation of the container weighing requirements.

MAERSK LINE OPTS FOR TRADELANE 'VERSATILITY' WITH ORDER FOR 14,000 TEU SHIPS

Maersk Line has placed an order for nine ultra-large container vessels (ULCVs) that can be deployed on north-south as well as east-west trades. A $1.1bn contract has been awarded to South Korean shipyard Hyundai Heavy Industries (HHI) to construct nine 14,000 teu ships – with an option for a further eight – which will have a maximum length of 353 metres.

The ships, which will be delivered in 2017, are shorter than the 15,500 teu Emma Maersk-class, which are 397 metres, and the 400-metre 18,340 teu Triple-E ships and, depending on other specifications which were not disclosed, could transit the expanded Panama Canal which is scheduled to open next year.

The maximum length for ships transiting the waterway will be 366 metres, which could put Maersk in an unbeatable position in terms of unit cost on the Asia to the US east coast route.

Soren Toft, chief operating officer for Maersk Line, explained the carrier's new strategy: "We have taken a new approach. The vessels will be designed to operate in, and perform efficiently across, many trades. They will help us stay competitive and make our fleet more flexible and efficient."

The new order is part of a $15bn investment by Maersk into new ships, containers and the retrofitting of some of its existing fleet. It follows the confirmation last month of a $1.8bn order for

11 19,630 teu ships, from HHI's compatriot shipyard, Daewoo Shipbuilding & Marine Engineering, which includes an option for a further six units.

The new Triple-Es, when they are delivered in 2017 and 2018, will be restricted to the Asia-Europe trades, but the latest order, "with a flexible profile", is, the company, said "a first for Maersk Line".

Maersk is also keen to increase its share of owned tonnage, which represents less than half its fleet, at 273 ships, with 335 vessels currently chartered-in. Although the carrier has benefited in the past few years from a depressed charter market, offering low daily hire rates and flexible terms, a hike in rates in recent months and difficulty fixing the right ships for a particular trade has probably pushed the carrier more towards ownership.

Source: THE LOADSTAR

RAIL

ROAD-RAIL COMBINED TRANSPORT: AMERICA SHOWS THE EXAMPLE

CER, ERFA and UIRR published a joint statement regarding "Rail Intermodal Transport" in the USA.

The Association of American Railroads (AAR) reported in 2014 a historic record for the number of consignments carried via Rail Intermodal, the equivalent of Road-Rail Combined Transport in Europe on the other side of the Atlantic Ocean. The 13,5 million consignments shipped is nearly 60% higher than what European Combined Transport achieved.

The joint statement calls on the European legislator to learn the lesson from America and focus their efforts on creating a regulatory framework in the EU that:

- Makes rail-freight investments attractive for private capital;
- Ensures that competition of the various modes of freight transport is based on their inherent technical merits, giving consideration to their respective capital, energy and labour intensity;
- Contributes to the development of a more liveable Europe through the emergence of sustainable long(er) distance freight transport based on the intermodal principle.

The joint statement is available here

COMMISSION FINES CARGO TRAIN OPERATORS FOR CARTEL

The European Commission has imposed fines of € 49,154,000 on three companies for operating a cartel in breach of EU antitrust rules in the market for so-called cargo 'blocktrain' services. Express Interfracht, part of the Austrian railway incumbent Österreichische Bundesbahnen ("ÖBB"), Schenker, part of the German railway incumbent Deutsche Bahn ("DB") and Kühne+Nagel of Switzerland, one of the largest transport and logistics companies in Europe took part in the cartel. The three companies fixed prices and allocated customers for their "Balkantrain" and "Soptrain" services in Europe for nearly eight years. Kühne+Nagel was not fined as it was granted immunity under the Commission's 2006 Leniency Notice for revealing the existence of the cartel.

The infringement lasted from July 2004 to June 2012 for all companies. The intrinsic upstream co-ordination of the operators (joint purchasing of transport services, such as locomotion/traction, trailers and other equipment from national rail carriers) is not covered by the Commission's decision because such co-ordination to create a blocktrain service is not anticompetitive. The decision concerns the collusion between the operators of the blocktrains in the marketing of the service.

See also press release [European Commission], 15th July 2015

AIR

Shippers seek quality alternative to lower Freight Rates

European shippers want an end to "the race to the bottom" on airfreight rates and have called for greater transparency in air cargo industry performance, to improve service quality. Joost van Doesburg, airfreight policy manager at the European Shippers´ Council, said: "Shippers are happy with lower rates, but are not happy with the service they are getting. Service quality is also touching an all-time low, so in the end it is a real race to the bottom."

Van Doesburg says that ESC members have identified "a very large variety of problems" in airfreight, which includes "definitely not delivered as promised" and lower quality service in certain aspects of the cool chain. He added: "Everybody tries to get the lowest rate possible from the other part of the supply chain: the shipper from the freight forwarder, the freight forwarder from the air carrier and the carrier from the handler. This creates a market dynamic that is not sustainable." Van Doesburg argues that low rates are not sustainable because supply chain operators are failing to respect partnerships based on quality and trust: "Now everybody is shopping around for the cheapest rate, and moving to other freight forwarders, who are moving to other airlines, who move to other handlers".

The ESC referenced research by Seabury for IATA, on stopping the modal shift from air to ocean and air to express, that saw 20% of shippers surveyed favouring lower airfreight rates. Said Van Doesburg: "If you look at the long list of options that shippers could choose from, then 80% chose options based on quality, including great transparency and a reduction in airfreight transit times. We took the wrong exit from the highway, and that is the race to the bottom exit. We should now take the quality exit, and see the air cargo industry compete. That means freight forwarders, airlines and handlers become much more focused on quality, instead of only on price. The ESC believes that the air cargo industry faces a "structural crisis" and wants to see a transparent benchmarking system for service performance which will be available to shippers and other airfreight participants in the supply chain.

The ESC would also like to see tripartite, longer term commercial agreements between shippers, freight forwarders and airlines, but such longer term agreements will need a fundamental shift in the business model for forwarders and airlines, suggests the ESC. "We see now that the later a freight forwarder books cargo space, the cheaper the rate, and that is totally different for the passenger side of the industry. The earlier you make the booking, the cheaper it is, and when booking a few hours before the flight, you pay the highest price."

Source: [Air Cargo News]

EC requests 5 EU countries to complete the implementation of their FAB

The Commission has requested that Belgium, France, Germany, Luxembourg, and the Netherlands complete the implementation of their Functional Airspace Block (FAB) as required under the Single European Sky. FABs are large portions of airspace arranged around traffic flows rather than state boundaries, in which air navigation services (ANS) are optimised. This allows aircraft to fly without delays on the shortest routes and best flight levels, therefore reducing fuel burn, and reducing costs.

All EU Member States should have implemented their FABs by 4 December 2012 according to Regulation (EC) No 550/2004. The FAB between Belgium, France, Germany, Luxembourg, the Netherlands, and Switzerland (FABEC) has been formally established through an international agreement which came into force on 1 June 2013. However, the objectives pursued by the legislation - to optimise the use of both that airspace and the air navigation services - have not been reached yet because the FABEC implementation has so far been too slow. Belgium, France, Germany, Luxembourg and the Netherlands now have two months to notify the Commission of measures taken to remedy this situation. Otherwise, the Commission may decide to refer these countries to the Court of Justice of the European Union (CJEU).

Source: European Commission Press Release, 16/07/2015

CUSTOMS

VAT - Study on destination principle applied to EU B2B supplies of goods

On 16 July 2015, the Commission published a feasibility and economic evaluation study entitled "Implementing the 'destination principle' to intra-EU B2B supplies of goods". This study compares the expected results of five policy options designed to enable the implementation of a destination based VAT system across the EU that to some extent addresses two issues of the current system in place within the EU: namely the additional compliance costs borne by businesses that conduct cross-border trade when compared to those businesses that only trade domestically and the occurrence of VAT fraud.
The five options to be examined were:

- Option 1 – Improving the current rules without modifying them fundamentally;
- Option 2 – Adapting current rules whilst still following the flow of the goods with the supplier charging the VAT of the Member State of destination;
- Option 3 – Adapting current rules whilst still following the flow of goods with the reverse charge mechanism;
- Option 4 – Aligning with the rules governing the place of supply of services with the reverse charge mechanism; and
- Option 5 – Aligning with the contractual flow with the supplier charging the VAT of the Member State of destination.

The conclusion of the study shows inter-alia that:
With regard to the objective of a reduction in VAT compliance costs associated with cross-border trade, Option 4 achieves the most significant reduction in compliance costs. Option 3 also meets this objective, but not as significantly. Option 2 and Option 5 meet the objective in terms of compliance cost reductions for SME and large businesses but generate an increase in compliance costs for microenterprises. On an aggregated basis however the savings generated are better than Option 3. Option 1 will only be of benefit to a small percentage of the business population, approximately 13% and as such on an aggregated basis the monetary impact is significantly small.
Option 2 and Option 5 are the only options that address the second objective of this study which is a reduction in the scale of VAT fraud in the EU. It is also worth noting that only Option 2, Option 4 and Option 5 address the reporting issues identified as being problematic with the current model.

The study is available HERE.

SUSTAINABLE LOGISTICS

VOTE ON ENERGY UNION PACKAGE

The two opinions "Towards a European Energy Union" of Rapporteur Henna Virkkunen (EPP, Finland) and "Towards a new international climate agreement in Paris" of Rapporteur Bas Eickhout (Greens/EFA, Netherlands) were adopted in the last TRAN Committee meeting on the 13th July.

"Towards a European Energy Union" supports the Commission's vision of a sustainable, low-carbon and climate-friendly energy union with an integrated continent-wide energy system and the completion of the internal energy market based on competition and securing energy supply. Members considered that global rules, agreed within the International Civil Aviation Organization and the International Maritime Organization, were needed so that aviation and maritime CO2 emission targets were met.

"Towards a new international climate agreement in Paris" welcomes the objectives of the EU's Contribution to the COP21 Climate Conference. It stresses the need for both the Commission and Member States to pay more attention to the transport sector. It calls for the Paris Protocol to include Greenhouse Gas reduction targets that are consistent with a global carbon budget in line with the 2 degree objective.

Source: TRAN Newsletter, 13-14/07/2015

GENERAL

IFREIGHTMED FINAL CONFERENCE

CLECAT participated in the final conference of the iFreightMED in Brussels at the end of June. A Manifesto was presented to improve the competitiveness of multimodal services in the Mediterranean Corridor including 10 prioritymeasures to influence policy and EU legislation on the transport of goods.

The Manifesto includes the following measures:

- Promoting competition in rolling stock, simplification and facilitation of approval processes for rolling stock by adapting various requirements at international and national scale;
- Offering new paths for rail freight transport of goods and harmonization of allocation requirements across the EU;
- Promoting an electronic monitoring and tracking system of freight for simplified integration of various operations in the logistics chain;
- Ensuring the implementation and improvement of infrastructures that must solve existing bottlenecks in the European Network;
- Progressing in achievement of interoperability standards across the Mediterranean Corridor.

The regions involved in the project include: the Generalitat of Catalunya and representatives of regional and national Institutions involved in Spain (Generalitat de Catalunya, Council of Chambers of Catalonia, FGC, CIMALSA), France (CCI Languedoc-Roussillon, Perpignan Méditerranée

Agglomération), Slovenia (CCI Slovenia, Port of Koper), Croatia (Chamber of Economy) and Italy (Port La Spezia). Regional Committees composed in each region involved are proposing new multimodal services, implemented as structural tools dedicated to meet expectations of professionals, enhance demand of transport by multimodal solutions and complete the good governance of the TEN-T network and rail freight corridors.

One of the services piloted in iFreightMed and now an actual service is the shipment of two containers from Perpignan and Katrineholm (Sweden) and vice-versa. This great novelty in the railway world will strengthen the development of multimodal transport by validating the technical feasibility and financial viability of this new rail freight service. Quality of monitoring (one-stop-shop, a single operator involved with the client on the whole trip set), frequency (three weekly, multiclient, multi-services), adapted and competitive prices, are the characteristics of this line that promises great prospects for economic exchanges between the South of France, Catalonia and Northern Europe.

The Manifesto can be downloaded here: Manifesto, Accompanying Measures

CEN gives Guidance on Energy Audits

CEN and CENELEC have published a series of European Standards that set out requirements and provide guidance on how to carry out energy audits. The EN 16247 series of standards is intended to help companies throughout Europe comply with the requirements of the European Union's Energy Efficiency Directive (2012/27/EU).

The European Standards of the EN 16247 series were developed by a Joint Working Group of CEN and CENELEC (CEN/CLC JWG 1 'Energy Audits'), which included experts from business and industry, public authorities and other stakeholders, in accordance with an official standardization request (M/479) from the European Commission. The first standard in the series (EN 16247-1), specifying the general requirements, common methodology and deliverables for energy audits, was adopted by CEN and CENELEC in June 2012. Three further standards, addressing the specific requirements, methodology and deliverables of energy audits in relation to buildings (EN 16247-2), processes (EN 16247-3) and transport (EN 16247-4), were adopted by CEN and CENELEC in May 2014.

The fifth and final standard in the series (EN 16247-5), which relates to the competences of energy auditors and will support the development of national qualification schemes for energy auditors, was approved by CEN and CENELEC in March 2015. All of the European Standards in the EN 16247 series are published and distributed by the National Members of CEN and CENELEC.

Source: CEN-CENELEC Press Release, 9/07/2015

Implementation of the WTO Trade Facilitation Agreement

The 2015 OECD Trade Facilitation Indicators (TFIs) find that the implementation of the TFA could reduce worldwide trade costs by between 12.5% and 17.5%. Countries which implement the TFA in full will reduce their trade costs by between 1.4 and 3.9 percentage points more than those that do only the minimum that the TFA requires.

The 2015 OECD TFIs cover 152 countries across different geographical regions and levels of development. Using cost estimates from the updated ESCAP-World Bank Trade Costs Dataset, they

provide the most current assessment of the potential impact of implementing the measures included in the WTO TFA. For the full analysis see the following link:
HTTP://WWW.OECD.ORG/TRADE/TRADEDEV/WTO-TF-IMPLEMENTATION-POLICY-BRIEF_EN_2015_06.PDF

FORTHCOMING EVENTS

CLECAT MEETINGS:

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

Customs and Indirect Taxation Institute
- 15 October 2015, Brussels

Maritime Logistics Institute
- 18 November 2015, Brussels

CLECAT Freight Forwarders Forum
- 19 November 2015

OTHER EVENTS with CLECAT PARTICIPATION

FIATA Working Group Road Transport meeting
- 25 August 2015, Varna Bulgaria

FIATA 2015 World Congress
- 8 – 13 September, Taipei

FERRMED Conference, Brussels
- 12 November 2015

EU meetings

European Parliament

Transport Committee
- 31 August 2015 (afternoon), Brussels