Newsletter Issue 30 / 21 August 2015

ROAD

CLECAT at FIATA Working Group Road meeting in Varna 24/25 August

CLECAT will participate at the FIATA Working Group Road meeting in Varna, Bulgaria next week and report on development on road transport in Europe, in particular with regards to the upcoming EC initiatives.

The European Commission intends to present its road package on market access, social issues and enforcement in the coming year. The Commission is also considering the review of the Revision of the Eurovignette directive and a proposal for a road agency to strengthen the implementation of these rules. These initiatives will be bundled in a Road Package, introduced by a Commission Communication and implemented step-wise over the coming years. A first meeting to discuss these initiatives with stakeholders, including CLECAT, will take place on the 28th September.

Other issues on the agenda include the application of minimum wages in Germany and in other countries, developments with regards to the TIR and road transport security.

Germany eased reporting requirements for minimum wages

Since 1 August, the German Government eased the reporting and documentation requirements for minimum wages according to the Belgian organisation FEBETRA. The employer and employee no longer need to sign up, nor must register the working hours in the following 2 cases if the normal monthly salary of the worker is more than 2958 euro gross amounts, or if the normal monthly salary of the worker is more than 2000 euro gross amounts and the employer demonstrates that he has paid the salary during the past 12 months. CLECAT will keep Members updated as soon as there is more clarity about this exemption and the control thereof.

New Calais security measures agreed

Lloyd's Loading List reported earlier this week on the new cross-Channel security measures by France and the UK including a joint 'command and control centre' and additional freight search team..

Among the planned measures was a "command and control centre" jointly run by British and French police and the UK Border Force, aiming to target criminals that smuggle migrants into France and across the Channel, the BBC reported. Other measures expected to be included in the new agreement are: additional freight search teams, including detection dogs; the deployment of extra French policing units.

Additional UK resources to secure the Eurotunnel railhead including fencing, CCTV, flood lighting and infrared detection technology, and stronger security within the tunnel itself.

A security audit carried out by specialist French and British police teams to underpin the design of the improvements.

The Home Office said officers would each report to their own government, but that the arrangement would enable greater collaboration.

Former director general of the UK Border Force, Tony Smith, said a joint British-French command structure would allow authorities to gather much more intelligence on people smuggling networks, the BBC reported. However, former Home Office minister and Ashford MP Damian Green said the causes of migration needed to be tackled, as well practical measures to “keep the roads running”.

Estimates are that the crisis was costing the UK freight industry £750,000 a day, as trucks were stopped on closed sections of the major route used to access Eurotunnel and the Port of Dover.

Source: Lloyd’s Loading List, 20/08/2015

MARITIME

TIANJIN PORT EXPLOSION IMPACTS UPON LOGISTICS CHAIN

Shippers, forwarders and third-party logistics operators (3PLs) are still adjusting to the impact of last week’s massive explosions in the Chinese port city of Tianjin, which have disrupted the local and global supply chains of a wide number of companies.

The port of Tianjin – which includes the world’s tenth largest container port – is said to be gradually resuming operations after the massive explosions late on last Wednesday left more than 100 people dead and destroyed sections of a logistics park and container storage areas nearby, although vessel delays remain severe amid persistent congestion. Last Friday, Tianjin Maritime Safety Administration said all berths had started to receive vessels based on normal schedules except for the Beigangchi area, which is still not allowing tankers and vessels carrying hazardous goods to enter.

A Tianjin-based shipping agent told Lloyd’s List that delays were very severe due to congestion, with port operations not completely normal, because operators were worried about the safety situation following the explosions and operating at reduced capacity.

Damco, which operates at the port, sustained serious damage to two of its warehouses, while another two had minor damage, although no employees were injured. Maersk said it not been able to verify yet whether cargo under management of Damco had been damaged, due to restricted access to the blast area.

Although Maritime officials are expecting port activities at Tianjin to resume this week, reports in China suggest it may take far longer for operations to get back to normal. The WSJ reported that several manufacturers have shut down operations in the vicinity, in part because of logistics difficulties in getting parts move around Tianjin, but also because their workers live in areas affected by the blast. Toyota Motor Corporation has reportedly halted manufacturing for at least three days at a plant in Tianjin and another about 40 miles away that receives parts from the Tianjin factory, with the company saying it was still looking at the impact on its broader global supply chain.

Logistics industry observers expect disruptions in and around Tianjin to continue for several weeks at least. Demand for air freight services is expected to increase among shippers whose supply chains are affected by the disruptions, while others would look to reroute shipments to other ports in northern China such as Dalian and Qingdao.

Meanwhile, the Guardian reported that the warehouse at the centre of the explosions had only received a licence to handle hazardous chemicals just two months before the disaster. Citing China's state-run Xinhua news agency, it said that Tianjin Dongjiang Port Rui Hai International Logistics, the company that owns the warehouse, did not have legal permission to handle such dangerous materials between October 2014 and June 2015, but the company had continued to work with hazardous chemicals. Source: LLOYD'S LOADING LIST, 18/08/2015

CLECAT member BIFA, the British International Freight Association, reported on its website that the Chinese authorities have strengthened their present rules and introduced some new regulations concerning hazardous cargo. It is understood that effective from Aug 15th, Shanghai Customs requests that all import and export cargo must be labelled both in Chinese and English otherwise it will be in detained in Customs custody. The label must include commodity, UN number, composition, warning sign, emergency contact and possibly more. BIFA recommends that overseas exporters clarify any changes in requirements with their Chinese counterpart before sending any dangerous goods shipments.

ICHCA CONTAINER WEIGHING SEMINAR – 11 SEPTEMBER

BIFA will represent CLECAT at a Container Weighing Seminar hosted by the International Cargo Handling Coordination Association (ICHCA), on Friday 11 September 2015, in London. The new IMO regulations requiring verification of a container's gross mass will become mandatory from 1 July 2016. Organisations and national authorities must make preparations for this significant change to global container operations, however many are still deciding on how to properly implement the regulations.

The IMO has agreed on two methods for verification - method 1, where the container and its contents are physically weighed, and method 2, where the aggregate weight of all of the cargo items and other materials in the container is added to the tare weight of the container to arrive at a calculated weight. The seminar agenda includes discussion of the regulations' requirements, their implementation, and their legal, contractual and commercial implications. Further information can be found HERE.

The topic will also be tackled at CLECAT's Freight Forwarders' Forum taking place on the 19th November in Antwerp. The issue continues to raise questions from the freight forwarding industry in particular with regards to the new insurance policies in the light of the new legislation and new requirements to cover a forwarder's liability.

MOL TRUMPS MAERSK FOR RELIABILITY: BUT DOES ARRIVING ON TIME MATTER ANY MORE?

Maersk Line has been replaced at the top of the rankings of the most reliable container line by Japan's MOL in Drewry's latest survey of ocean carrier on-time schedule integrity. But the jury is out on the importance of this accolade in the current market conditions.

According to the consultant's July edition of its Carrier Performance Insight, covering the three main east-west tradelanes, overall liner reliability slipped four percentage points during the month, to 73.3%, due to lower scores recorded in the Asia to Europe and transpacific trades.

MOL's on-time performance in July reached 80.1% while the Danish carrier fell back 5% to 79.8%. Drewry said that it was the first time it had been able to list a carrier other than Maersk at the top of its monthly rankings, although in consultancy rival SeaIntel's liner reliability report on the second quarter, Maersk dropped to fourth in rankings that also saw MOL at number one.

In the same report, Maersk's 2M partner MSC came in bottom for schedule reliability, albeit that this disconnect across services for which they share the same ship has more to do with the advertised dates provided by the respective carriers and on which data performance is gauged. Commenting on the SeaIntel report, Maersk said that the carrier was "pleased to be in the top quartile position – its set target – yet remains committed to improve".

Nevertheless, despite the commitment, the company confirmed that being the most reliable carrier was no longer an aspiration for Maersk Line – it is now satisfied to be in among the top performers. Maersk said it believed that after its flirtation with the ill-fated Daily Maersk product, shippers expect a 'good' service but are not prepared to pay extra for a 'premium' service.

Indeed, if Maersk wanted any further evidence it only has to look at its 2M partner MSC to see that on-time performance is not the 'be all and end all' in container liner shipping. MSC has grown exponentially, not just due to aggressive marketing and a competitive rate structure, but because of its close relationships on the ground with its customers.

Meanwhile, MOL's container line continues to operate in the red, in contrast to its two Japanese compatriot carriers NYK and K Line. Moreover, there is no firm evidence to suggest that it is winning cargo from other carriers based on the punctuality of its ships. Drewry says it expects to see an improvement in reliability in the Asia-Europe trade due to the expansion of the Suez Canal, which is anticipated to reduce convey transit times from 18 to 11 hours, while waiting times should also reduce significantly from the current up-to-11 hours to a maximum of three hours.

"Suez being turned into a two-lane maritime highway…will not only improve capacity, but will also speed transit times and reduce delays. This can only be good for operational efficiency," said Simon Heaney, senior manager of supply chain research at Drewry.

Source: Loadstar, Mike Wackett, 08.20.2015

Maersk/MSC container shipping alliance blamed for Asia-Europe trade imbalance

After the humiliating failure to implement cumulative general rate increases in excess of $7,000 per teu this year carriers plying the Asia-North Europe tradelane are preparing to ask shippers to pay an average $1,000 per teu extra from 1 September.

But once again, the prospect that the container lines will manage to get even a percentage of this latest GRI to hold for longer than two weeks appears remote.

Indeed, if the carriers cannot get rate increases to stick during a peak season, what chance do they have with the pre-holiday boom drawing to a close and seasonal weaker-demand months looming?

According to Alphaliner, after nine previous attempts to raise rates on the trade this year, shippers have become ‘more savvy': they are holding back from bookings immediately after a GRI is imposed, on the basis that they can obtain lower rates when the rate hike falters.

The consultant blames the Asia-Europe carriers for their inertia in terms of adjusting capacity to meet demand. It said that the refusal of the shipping lines to remove surplus capacity in June “effectively doomed” the July and August GRIs. Alphaliner is particularly critical of the 2M grouping of Maersk Line and MSC for remaining “steadfast in not withdrawing any capacity” in July and August. The stubborn attitude of the 2M partners only softened last week when Maersk and MSC announced that their AE9/Condor service would be replaced by “a seasonal” string – subject to inducement – from mid-September. But Alphaliner suggests the 2M’s belated move to join the other three alliances in cutting capacity “comes too late to reverse the ongoing rate slide on the trade”, as vessel utilisation levels remain stubbornly below 90%.

The 2M’s decision to cull the AE9/Condor service reversed a June decision to downgrade the size of the vessels operating on the service from September from an average of 9,500 teu to 6,500 teu types, with some even bigger ships, of 11,000 and 13,000 teu, being deployed in the interim. During Maersk Group’s second-quarter results presentation last week, chief executive Nils Andersen admitted Maersk Line had “overestimated market growth” on the tradelane and conceded that the carrier “needed to take the proper capacity decisions”.

It is not known whether 2M partner MSC was dragging its heels in agreeing to a capacity cut from Asia to North Europe, but it does highlight the downside of alliance membership as the Danish carrier cannot, as it did pre-2M, adjust its east-west schedule without the consent of the world’s second-biggest container line. Meanwhile, Alphaliner data shows that total capacity between Asia and Europe increased by a year-on-year 5%, as at August, with 62 new ships having been phased into the trade in the past 12 months. The newbuilds total 880,000 teu, with 81 ships equating to 675,000 slots having been cascaded down to other trades.

Source: The Loadstar, 19/08/2015

Shipping alliances prepare for Cosco-CSCL merger

With the shares in China’s state-run shipping groups China Cosco and China Shipping Container Lines (CSCL) suspended, awaiting confirmation from Beijing of a merger, rival east-west networks will seek to protect their market share and expand vessel-sharing agreements.

Most analysts agree that a merger between the container operations of Cosco and CSCL makes sense; not least because the current business plans of the two carriers seem unable to predict a profit – even in the brief windows of good trading conditions. Indeed, according to Drewry, the combined operating losses of the carriers over the past five years is fast approaching $1bn – despite the attempts of Cosco and CSCL to prop up their balance sheets by selling ‘family silver’ assets at every opportunity.

Drewry opined: “A merger would likely entail much better financial efficiencies and prudent use of capital. The combined entity will be able to get access to better financing synergies from banks and capital markets.”

For full article: The Loadstar, 18/08/2015

RAIL

BRUSSELS HAS ALLOCATED €238M TO LATVIA FOR THE "RAIL-BALTICA" PROJECT

Brussels has allocated €238m to Latvia for implementation of the first round of the standard gauge railroad project Rail Baltica. The largest part of the amount will go to construction of a railroad connecting the Riga Central Railroad Station and Riga Airport, according to Edvins Berzins, member of the board at Baltic joint venture RB Rail which was set up to co- ordinate implementation of the Rail Baltica project, cites LETA. By 2020, the Baltic States will receive a total of €442.2m (co-funding of 81.82%) for this project by the EU.

According to Berzins, the funding for the first round of the Rail Baltica project in Latvia will be used to build a railroad between the Riga Central Station and Riga Airport between 2018 and 2020. The Transport Ministry has also signed agreements on a research project for building a logistics centre near Salaspils and draft designs for potential reconstruction of the Riga Central Station. The station will serve as a multifunctional hub, connecting the Riga International Coach Terminal, 1,520 and 1,435 mm gauge stations.

"Whether the funding allotted thus far will be used for reconstruction of the station depends on the latest estimates. As soon as we get to know the technical solutions and layouts for the railroad, we will have more accurate figures''. According to the technical specifications, the updated research must be ready by the end of 2016. "This is an enormous project – it concerns not only cargo and passenger turnovers of all three Baltic States, but also port and airport growth, global development, as well as the Russia factor. An analysis of costs and benefits will have to be submitted in order to receive the European Union's co-funding for the next round" the company's representative said.

As reported, the Rail Baltica project deals with construction of a new 1,435 mm standard-gauge railroad in the Baltic countries. The implementation of project could cost € 1.27bn to Latvia and €3.68bn to the Baltic States altogether. The European Commission could co-fund 85% of the project's costs. The request for funding was submitted to the European Commission in the spring of 2015, so construction of the railroad could begin in 2016. Further funding for the project is to be provided as part of the next financial period that will begin in 2020.

Source: Baltic Course, 13/08/2015

MARKET PLACE SEMINAR, ANTWERP 24-25 SEPTEMBER

FIATA and UIC are jointly organising the 7th edition of the Market Place Seminar. This year the seminar will be organised in Antwerp, on 24 and 25 September and will focus on "Rail Crossroads", hosted by the Port of Antwerp, VEA (Antwerp Forwarders association) and CEB (Belgian Forwarders Association).

The Market Place Seminar aims to create a lively exchange platform for railway undertakings, freight forwarders and customers, and their cooperation with sea carriers. By bringing together all participants of the logistics chain, we would like to create an opportunity to brainstorm effective transport solutions and attractive business opportunities. As in previous years, the conference will be conducted in a highly interactive format.
We will also discuss significant topics:

- Conjunction between sea and rail

- Terminal operations – Moving forward
- Railway connections - green light for hinterland traffic
- Effects of digitalisation on logistics

Detailed information regarding registration as well as the latest version of the seminar programme on WWW.MARKETPLACESEMINAR.ORG

CHINA SEEKS MORE PRIVATE RAIL INVESTMENT

China issued last month a guideline to attract more private investment into its cash-strapped railway sector as it presses ahead with costly high-speed rail projects that the country hopes can help lift economic growth.

Under the guideline, from the National Development and Reform Commission, private investors will be encouraged to bid for railway contracts and manage projects through diversified investment channels. The government wants to see more private investment in the construction and operation of inter-city and intra-city lines as well as rail links for mining projects.

In the first half of the year, China Railway Corporation, which is responsible for building and operating the country's railway network, completed only 265.1 billion yuan (43.3 billion U.S. dollars) of fixed-asset investment, or just one-third of its full-year planned investment.

The slow investment pace fell short of the expectations of policymakers, who are now looking at infrastructure construction as a pillar of the economy, particularly when the real estate sector, another pillar, is wobbling amid weak demand and declining prices.

Source: Xinhuanet, 30/07/2015

CHINA'S 'ONE BELT, ONE ROAD' TRADE STRATEGY TO HIT CHINA-EUROPE AIR CARGO

Airlines flying cargo between China and Europe will be hit hardest by Beijing's One Belt, One Road trade strategy as the land bridge rail route proves too attractively priced to ignore, believes Steve Flowers, head of global freight forwarding at UPS who was interviewed by JOC.com.

"Transportation managers will likely have a hard time passing on the opportunity to reduce transport costs up to 65% while not having to endure the 40 days-in-transit typical for ocean service," Flowers said. UPS has been running full container loads on the China-Europe rail network for the past year and Flowers explained that based on what he had learned, customers were saving up to 65% by opting for rail over air, with traditional FCL services via ocean carriers to Europe taking 40% longer than if the containers were transported by rail.

More importantly, a recent development on the China-Europe rail service has been the introduction of less than container loads, great news for shippers but a service that will cut deep into the market share of air cargo.

Flowers said the LCL option would make the service more attractive to traditional air freight shippers that were accustomed to palletized loads, and open up new multimodal freight options for shippers of all sizes.

The full article is available HERE

AIR

AIR FREIGHT 'SET FOR SUBDUED SECOND HALF GROWTH'

Air freight appears set for relatively low growth in the second half of 2015 because a cyclical slowdown in emerging markets is dampening the potential for significant advances, according to the latest analysis by Airports Council International (ACI).

Figures published last week show only modest growth in June of 2.1%, year over year. International freight experienced weakness as volumes inched up by only 0.9%, whereas domestic freight traffic increased by 4.8%. Although the rate of growth in air freight markets has slowed, air freight has grown by 3.4% for the first half of 2015 compared to the same period the previous year, ACI notes. But growth has become more subdued as global demand for foreign goods and commodities has weakened compared to 2014, it said.

Overall growth in volumes in the Asia-Pacific has slowed to 3% on a year-to-date basis, with the cross-border shipment of goods showing the weakest growth. International freight volumes, which make up the greatest proportion of freight traffic in the region, grew by only 2.7% for the first six months of 2015, whereas domestic freight traffic grew by 3.8%.

In Europe, despite the signs of rising business confidence, the shadow of uncertainty regarding the Greek debt crisis and its potential contagion effects has left European air freight volumes in a sluggish state in the first half of 2015. Volumes inched up by 0.5% during the period. The region's three major air freight hubs, Frankfurt (FRA), Paris (CDG) and Amsterdam (AMS), experienced declines of 2.3%, 4.7% and 2.1% respectively in the first half of 2015.

The North America posted the highest growth at 4.8% year over year in the first half of 2015. The higher growth in North America continues to coincide with an American rebound.

Strong economic fundamentals helped propel the air freight market. For a mature market, the relatively high level of growth in air freight volumes represents a banner year, at least with respect to the first half of 2015. Growth is exceeding 2013 levels.

Source: Lloyd's Loading List, 14/08/2015

SUSTAINABLE LOGISTICS

IATA AND AIR CARGO CUSTOMERS TO DISCUSS STANDARD CARBON REPORTING

On 3 September, IATA will host a meeting of its Air Cargo Carbon Footprint working group, along with other stakeholders from the air cargo community, which CLECAT will attend. The meeting will discuss work so far concerning the air cargo carbon footprint, including IATA's Recommended Practice 1678, work towards global harmonization through ICAO and GLEC and the IATA FRED reporting tool. The meeting will also discuss definition of a standard reporting format, including the air cargo customers' wish list, benefits of partnership and the roadmap for the way ahead.

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GENERAL

MOVING TOWARDS A CIRCULAR ECONOMY

The EC is aiming to present a new circular economy strategy late in 2015, to transform Europe into a more competitive resource-efficient economy, addressing a range of economic sectors, including waste. The strategy will be aligned with the priorities of the EC. It will comprise a revised legislative proposal on waste and a Communication setting out an action plan on the circular economy for the rest of this Commission's term of office. A roadmap for this initiative can be found HERE.

The circular economy requires action at all stages of the life cycle of products: from the extraction of raw materials, through material and product design, production, distribution and consumption of goods, repair, remanufacturing and re-use schemes, to waste management and recycling. All these stages are linked (for example, use of certain hazardous substances in the production of products can affect their recycling potential, if the substances become subject to regulatory requirements at later stages, or the quality and value of recycled materials, if not addressed adequately), and improvements in terms of resource and energy efficiency can be made at all stages.

Promoting the circular economy also requires demand-side measures. The development of innovative solutions and new markets also need to be supported as a key element of the circular economy. Important barriers to the circular economy arise from market failures (e. g . weak price signals due to lack of internalisation of externalities on some commodity markets , split incentives for actors across the value chain, lack of information for investors or consumers, etc.), but also governance and regulatory failures, some of which can be linked to EU legislation (e.g. some ineffective or insufficient policy tools, unaddressed implementation problems, lack of coherence between policy instruments, creation of administrative burden and barriers, lack of harmonised standards, etc.).

This initiative aims at tackling some of those barriers through a comprehensive and coherent approach that fully takes into account interactions and interdependence across the whole value chain, rather than focusing exclusively on one part of the economic cycle.

ASIAN FORWARDERS UPBEAT DESPITE SLUGGISH EUROPEAN DEMAND, SLOWING CHINESE GROWTH

Sluggish European demand and slowing Chinese economic growth are not dampening the volume expectations of leading forwarders in Asia, according to industry sources.

With the Chinese stock market suffering major losses in recent weeks, most economists have now downgraded GDP growth forecasts for China in 2015 to below 7%. Moreover, HSBC's China flash Manufacturing PMI fell to a fifteen month-low reading of 48.2 in July as both domestic and external demand weakened, while the bank also warned that new export orders were now at their weakest level since June 2013.

However, Paul Tsui, the immediate past Chairman of the Hong Kong Association of Freight Forwarding & Logistics and the Federation of Asia Pacific Aircargo Associations, said he was confident demand would pick up next month. "We expect freight from Asia to Europe to increase," he added. "On the other hand, the rise of the middle class in Asia is also keeping the demand high for goods from Europe to Asia."

David Goldberg, senior vice-president, Ocean Freight, DHL Global Forwarding Asia Pacific, said "While the typical peak season has declined over the past several years and the build-up of inventories becomes more elongated rather than the sharp peak we used to see 5-10 years ago, we still do expect increased activities in Q3 and Q4," he said.

Goldberg also said there had been no significant changes in shipping patterns for Chinese exports despite the bearish economic outlook. "We have both up-trading and down-trading customers in all markets," he told *Lloyd's Loading List.com*.

Goldberg added that liner service rationalisation and the formation of alliances had reduced choices for shippers but also created new opportunities for forwarders. "We have seen forwarders becoming a more preferred option, even for those historically carrier-direct contracted customers," he said.

Source: Lloyd Loading List, 29/07/2015

MOST EUROPEAN SMEs MISSING EXPORT OPPORTUNITIES, STUDY FINDS

The majority of SMEs across key European markets are missing out on the benefits of exporting according to the new European SME Export Report, conducted by Harris Interactive and commissioned by FedEx Express. Findings show that more than six out of 10 (62%) SMEs are currently not exporting despite over three quarters (78%) recognising the potential of international markets and customers.

The report examines current export behaviour and attitudes among the region's small and medium-sized businesses, which are widely acknowledged as having a major role to play in driving growth, opening new markets and job creation. It highlights clear differences between the individual markets researched, with exporting behaviour ranging from more commonplace in Spain, where almost half (47%) of SMEs are internationally active, to 41% in Italy, with French and German SMEs reporting markedly lower levels at 32% and 31% respectively.

Those SMEs that are exporting to other markets tend to do so on a 'local' level, with only a quarter (24%) exporting outside of Europe. Spain leads the way with a third (32%) of SMEs taking advantage of US and LatAm markets in particular, compared with just a fifth (19%) of German SMEs, which are more focused on near-neighbours in Europe including Austria, Switzerland and France.

Exporting SMEs appear to be reaping significant financial benefits from being internationally active, with fast-growing SMEs growing at 11% p.a. or faster (52%) almost twice as likely to export compared to SMEs that are static in growth or in decline (28%) in revenue terms. Exporting SMEs are also more optimistic about their revenue prospects over the next 12 months, with 60% expecting growth compared to 48% of non-exporting SMEs.

While most SMEs expect more growth in international than domestic revenue, only 23% across these key EU markets have firm ambitions to grow their international base, strongly indicating that SMEs are not completely sold on the benefits of exporting just yet. Indeed growth of the SME export market is projected to be steady, with 50% of European SMEs anticipated to export in five years' time compared with 38% today, rising only to 55% in a decade.

David Binks, president for Europe at FedEx Express, commented: "Our research shows that SMEs across Europe are missing out on additional revenue, lacking in confidence to think beyond their own country borders, largely because they perceive the barriers of trading internationally to be too great. Many are reluctant to explore lucrative export opportunities because they are concerned about the practicalities of ensuring they get paid and handling queries and returns without a presence in-market as well as lacking technical know-how around legal processes such as customs procedures."

Source: Lloyd's Loading List, 7/08/2015

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

IATA - Air Cargo Carbon Footprint: Defining a standard reporting
- 3 September, Geneva

ICHCA conference
- Friday 11 September 2015, London

FIATA 2015 World Congress
- 8 – 13 September 2015, Taipei

Market Place Seminar
- 24-25 September 2015, Antwerp

FERRMED Conference, Brussels
- 12 November 2015

EU Commission Rail Freight Day 2015 Conference
- 4 December, Vienna

EU meetings

European Parliament

Transport Committee
- 31 August 2015 (afternoon), Brussels