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News from Brussels

CLECAT CALLS FOR SIMPLIFICATION OF CABOTAGE RULES

With several European Union Member States interpreting the road haulage cabotage rules in different ways, CLECAT believes it is timely for the European Commission to come forward with proposals to make the European road transport sector perform better – in the interest of better operational efficiencies from the haulage sector - within the context of a Single European market. This would entail the lifting of the number of cabotage operations which may be carried out within a 7-day period, facilitating enforcement by national authorities.

CLECAT calls for EU initiatives to make the cabotage regulation easier to enforce and simplified. Creating a Single European Transport Market should remain the aim and therefore CLECAT calls for a gradual, managed process where liberalisation and harmonisation of the rules are carried out together. CLECAT submitted this week its position on access to the Market in road freight transport within the context of the public consultation on the review of Regulation (EC) No 1072/2009).

On a different but related issue, CLECAT remains of the view that the Posting of Workers legislation should not lead to disturbances of the free movement of goods and services. The systematic application of the French and German minimum wage legislation to the transport sector creates

disproportionate administrative barriers, for freight forwarders and carriers, which prevent the internal market from functioning properly. The current situation creates further discrepancies between Member States which is not acceptable.

The CLECAT Position Paper is available [HERE](#).

Air

QATAR FIRST CARRIER TO IMPLEMENT IATA'S CARGO-XML

Qatar Airways Cargo has become the first carrier to fully adopt, implement and integrate the next generation messaging standard, Cargo-XML in its cargo management system – CROAMIS. The Cargo-XML messaging is an initiative mandated by International Air Transport Association (IATA) as a preferred standard for electronic communication between airlines and shippers, freight forwarders, ground-handling agents, regulators, as well as customs and security agencies.

Qatar says IATA's Cargo-XML eliminates the constraints posed by the traditional Cargo Interchange Message Procedures (Cargo-IMP) standard and is designed to promote greater and seamless data interfaces. The carrier says the new messaging standard while providing better data quality, will also simplify the electronic data interchange between airlines and other air cargo stakeholders. Cargo-XML is recognised as the universal language for improving e-commerce, and therefore facilitates growth in trade and encourages participation in global commerce through electronic data submission for all air cargo shipments.

The airline says the new messaging system supports easier transmission of more electronic documents, thereby streamlining air cargo processes and reducing their costs. Qatar Airways chief officer for cargo, Ulrich Ogiermann says: "With the implementation of these new messaging standards, we are now able to offer numerous benefits to our partners in the supply chain including customers and regulatory authorities who have adopted Cargo-XML.

IATA's global head of cargo, Glyn Hughes says: "Achieving alignment across the industry – IATA's goal – not only facilitates trade growth and improves cargo security, it also helps to ensure that the millions of tons of air cargo transported annually from medicines to crucial electronic components reach the consumer more easily."

The Cargo-XML specifications are compatible with other industry standards such as the World Customs Organization (WCO) and International Standards Organization (ISO), hence adopting a common messaging standard for all air cargo shipments will lead to the transfer of technically correct information between airlines and customs. Cargo-XML enables Qatar to enhance its information exchange directly with customers and other business stakeholders, thereby reducing the dependency on messaging intermediaries and other associated costs. Cargo-XML complements the carrier's e-initiatives such as e-AWB, e-freight, e-CSD and e-booking.

Source: www.aircargoweek.com , 14/09/2016

FFF16 "AIR CARGO LOGISTICS: GROUND FOR CHANGE?"

One of the topics for debate at the Freight Forwarders' Forum is the call from forwarders to the airlines to make a general move into upgrading their messaging systems to the Cargo-XML standard.



Nicolette van der Jagt, Director General of CLECAT notes that: “today, too many airlines are slow in upgrading their systems and freight forwarders can often only communicate with airlines through Communication Platforms. These platforms need to translate messages into a format acceptable to the receiving airline, which often leads to loss of quality in the information. Therefore, our members call for direct communication with airlines to their customers (freight forwarders) through secure communication channels. The move from Qatar Airlines is welcomed and we hope that other airlines – and we know some are making great efforts - will follow.”

The FFF16 will further debate efforts to the airline industry to create more value and quality in the air logistics supply chain. Steven Polmans, Head of Cargo, from Brussels Airport will talk about the development of new logistics applications ‘in the cloud’ at Brussels Airport. This will be an open environment where all kinds of people can easily but with the necessary security place and access the data they need for their daily business.



Issues related to border management, new Customs requirement in view of the UCC will be debated in a panel which will be introduced by the Director Compliance and Facilitation of the World Customs Organisation Mrs Ana Hinojosa.

For more information and for registration have a look at the conference pages at <http://www.clecat.org/news/events/freight-forwarders-forum-2016>

EP DRAFT AVIATION STRATEGY REPORT PUBLISHED

On 13 September, Pavel Telička MEP (Liberal, Czech Republic) published his [draft report](#) in response to the European Commission’s [aviation strategy](#).

CLECAT had [called on MEPs](#) to give recognition to cargo issues in the report, as the Commission strategy makes no open references to freight. Mr Telička calls in his report for the integration of European aviation into a true inter-modal system, as part of the TEN-T corridors, in order to allow more efficient use of infrastructure, creating a favourable environment for trade and cargo.

Mr Telička also calls for the setting of long-term, strategic objectives for the whole aviation value chain, as well as for an intelligence- and risk-based security system, with greater cooperation between Member States in intelligence-sharing and exchange of best-practice for airport security systems.

The rapporteur notes that the aviation sector is already quite advanced in its push for digitalization, and encourages the sector to continue taking a lead in this regard, while ensuring interoperability. This is something which CLECAT is encouraging, particularly with regard to the e-Air Waybill.

CLECAT is happy to see that Mr Telička has taken on board many of our concerns with regard to the aviation strategy, and will continue to engage with MEPs ahead of the Transport Committee’s vote on the draft report in November. Many of these issues will be discussed at the CLECAT Freight Forwarders Forum 2016, on 16 November in Brussels.

EU CALLS FOR AMBITIOUS ICAO AVIATION EMISSIONS MEASURE

The EU, along with the Marshall Islands and Mexico, as part of the “High Ambition Coalition” has called on ICAO members to adopt an ambitious measure to cut aviation CO2 emissions at the 2016



ICAO Assembly, which starts on 27 September. The High Ambition Coalition comprises the majority of participants at the UN Climate talks which were held in Paris last year, including 79 African, Caribbean and Pacific countries, the USA and all EU member states, although not China nor India.

In a letter to participants in the coalition, EU Transport Commissioner Violeta Bulc, Climate Commissioner Miguel Arias Cañete, along with their counterparts from the Marshall Islands and Mexico, call for the ICAO Global Market-Based Measure (GMBM) to include all major aviation countries from the start. The GMBM should include a robust review mechanism, so as to adapt the measure's ambition and effectiveness over time, include aviation routes responsible for the greatest share of global emissions, and treat all carriers on these routes in a non-discriminatory manner. The GMBM should be designed to spur demand for offsets with environmental integrity for which supply could come from developing countries.

The letter also calls on the ICAO Assembly to endorse the aviation industry's long term objective of reducing the sector's CO2 emissions by 50% from 2005 levels by 2050.

The letter's signatories call on members of the coalition to lobby other countries to support this position, and to join the GMBM from the start, in order to ensure the maximum effectiveness of ICAO's proposed offsetting scheme for international aviation.

Source: [Politico](#)

Maritime

HANJIN REVEALS VESSELS STATUS

Unloading operations have begun on some Hanjin vessels after the line finally began to update shippers and forwarders on where its vessels actually are. A fleet update issued by the carrier this morning shows the vast majority of its vessels still "waiting in open sea" for instructions from headquarters. The status of the Hanjin vessels is available at the Hanjin website, see [HERE](#).

So far six vessels are confirmed to have been arrested – the Hanjin Baltimore at Panama, with the Panama Canal "impassable" to the line; Hanjin Vienna in Vancouver; Hanjin California in Sydney; Hanjin Rome, as widely reported, in Singapore; and Hanjin Rotterdam in Yantian; and Hanjin Sooho in Shanghai; while the Hanjin Montevideo has been arrested by its bunker supplier in Long Beach, California. Another seven vessels are at port under embargo and three more – Sky Pride, Sky Love and Pacita – have been returned to their owners.

Source: [The Load Star](#)

Road

EUROPEAN PARLIAMENT VOTES ON SOCIAL DUMPING

On Wednesday, 14 September, the European parliament voted in favour of MEP Guillaume Balas' initiative on Social Dumping in the EU.



The discussion centred on the practice of some employers to seek lower wages by locating in Member States with laxer social welfare systems. The road haulage industry was repeatedly cited as an example of worst practice, while some MEPs also referred to the care, agriculture and catering sectors. There was broad support for the full implementation of existing regulations, particularly for tightened inspection of labour markets and practices. However, differences emerged over the approach to the issue, with the centre-right EPP questioning the legal validity of the term “social dumping” and arguing against a call by the S&D for legislation harmonising the approach to minimum wages across the EU.

Mr Balas argued that the legislation also needs to be improved, for example by combating the practice of using “letterbox companies” and ensuring that firms must demonstrate genuine commercial activity before being permitted to employ workers. He flagged the transport sector as a problem area, and said haulage firms should be blacklisted and excluded from procurement procedures if they are found to have broken EU or national laws.

While recognising that a single minimum wage across all of Europe would be “impossible”, Mr Balas argued that requiring member states to apply minimum wages that are 60% of the national average wage would represent “significant progress”.

The report calls for increased monitoring of the implementation of working time and rest time rules in the road transport industry; calls for the improvement of monitoring devices and the timely introduction of smart tachographs for professional use with a view to ensuring proper, efficient and non-discriminatory implementation of existing legislation by Member States without creating any undue administrative burden.

The Report rejects any further liberalisation of cabotage until the implementation of the current legal framework has been strengthened; encourages the Commission to propose improved rules with a view to ensuring better implementation and facilitating monitoring; calls on the Commission to revise the Combined Transport Directive (92/106/EEC⁽²⁴⁾) in order to eliminate unfair practices, and calls for further measures to ensure compliance with the social legislation relating to combined transport.

The adopted report includes a proposal to revise the directive on the posting of workers, the elimination of “letterbox companies” and the set-up of a European road transport agency to control the implementation of EU legislation.

The Report on social dumping in the EU is available [HERE](#).

EU EXPERT GROUP FOR LAND TRANSPORT SECURITY ON 3 OCTOBER

CLECAT will participate at the EU expert group for land security taking place on 3rd October in Brussels. The topics to be discussed include the role of the new EU Commissioner in EU transport security policy, rail and metro Security, secure parking, the impact of migration on road transport. T

Presentations will be given on several freight-related projects and future events.

You can find the Agenda [here](#).



Rail

DB CARGO TO LAUNCH CHINA-HAMBURG RAIL FREIGHT SERVICE

Deutsche Bahn (DB) Cargo will launch a regular rail freight service between the Chinese city of Hefei, situated 250 miles west of Shanghai, and Hamburg. DB cargo has signed a memorandum of understanding with Hafei's municipal authority with initial plans making provision for a weekly frequency on the route starting next month. Due to its nodal position in the eastern Chinese province of Anhui, Hefei is a freight hub for shippers from eastern and southern Chinese regions, DB Cargo explained.

Routed via Dostyk in Kazakhstan, Moscow and Warsaw, the freight train convoy will carry containers over a distance of 10,600 km, the journey to Germany taking 15 days to complete. The service is run by Trans Eurasia Logistics (TEL), a joint venture between DB and Russian Railways. TEL has been offering rail freight connections between a number of Chinese regions and Europe for several years.

Source: [Lloyd's Loading List](#), 9/9/16 (extract)

CALAIS TRUCK-TRAIN SERVICE NOT TO RESUME YET

A new 'rail motorway' service for unaccompanied road trailers between the French Pyrenees and Calais, VIIA Britanica, which was suspended indefinitely in July following repeated incursions by migrants near the Channel port, will probably only resume after the migrant camp known as 'The Jungle' is closed down, industry sources have told Lloyd's Loading List.

The intermodal service, which is marketed as a direct link to the UK for exporters in the Mediterranean, was only launched in March but its operator, SNCF Logistics' subsidiary VIIA, said it had made a satisfactory start before it was suspended.

"Following last week's protest actions and guarantees from the state authorities that the migrant camp will be rapidly dismantled, it probably makes good sense to wait until this has happened before resuming the service even though it's more than two months now since it operated," one source said.

An SNCF spokesperson said the objective was to resume the VIIA Britanica service as soon as possible but only when safety and security conditions were deemed to be adequate. "A specific date for the re-start has not been set, but it's unlikely to be this month (as had been initially hoped) - but some time in the autumn," he added.

Lloyds' Loading List, 14 September 2016

Customs

NEW CUSTOMS DECLARATION SPEEDS E-COMMERCE CARGO THROUGH SCHIPHOL

Dutch Customs has teamed up with the Schiphol airport cargo community in Amsterdam to launch a simplified e-commerce declaration called VENUE.



The declaration has been designed to help shippers import and export items that are being purchased via e-commerce platforms - such as fashion, personal care, and homeware - throughout the Union Customs Code transition period, which ends in January 2021.

The VENUE declaration will be available at Europe's third largest cargo hub until the third quarter of 2019. "Together with Dutch Customs we are engaged in cooperating with stakeholders at the airport to find new ways of working which can further improve efficiencies," said Saskia van Pelt, business development director, Schiphol Cargo.

"The air cargo market is changing and we are seeing a huge increase in e-commerce parcels. At Schiphol we are focused on ensuring we continue to provide a high quality, efficient service for our e-commerce customers and VENUE will help us to do just that."

VENUE-authorised shippers are able to submit a pre-declaration leaving out one or more particulars, such as the Harmonised System (HS) code, and with goods valued at €22 or less requiring no supplementary declaration.

Schiphol airport management said that VENUE has "significant advantages" because generating HS codes can be time consuming, adding: "Particulars are provided to Customs in a supplementary declaration of a periodic nature, reducing administrative time and costs for both Customs and the authorisation holder."

Alex Drost, authorised economic auditor at Dutch Customs, said: "The rise in e-commerce is changing the supply chain and last year we saw an increase of 15% in Customs declarations, even though the volumes at Amsterdam remained stable."

Source: [Air Cargo News](#)

SUSTAINABLE LOGISTICS

MEPS CALL FOR FUEL EFFICIENCY STANDARDS FOR TRUCKS NOW

MEPs have called on the European Commission to table an ambitious proposal to reduce carbon emissions from trucks as soon as possible. A cross-party group of MEPs joined the call during the Transport & Environment #InconvenientTruck event at the Strasbourg Parliament.

Unlike cars and vans, trucks don't have to comply with CO2 standards in Europe. While the US, Japan, China and Canada have CO2 standards in place, the fuel efficiency of trucks in Europe has remained stagnant for the past 20 years. In its Low-emissions Mobility Strategy the Commission promised it would propose truck CO2 standards during its mandate.

The call comes after leading businesses including IKEA, Nestle, DHL and DB Schenker wrote to the Commission in June 2016 to demand truck CO2 standards. Transport has now become the single biggest emitter of greenhouse gases in Europe. Trucks alone are responsible for 25% of on-road fuel use and emissions, even though they make up less than 5% of vehicles on the road.

Source: [Transport & Environment](#), 14 September



REDUCING CO2 EMISSIONS FROM HEAVY-DUTY VEHICLES

The Commission (DG CLIMATE ACTION) may consider further measures to curb CO2 emissions from HDVs. The most apparent option is to set mandatory limits on average CO2 emissions from newly-registered HDVs, as is already done for cars and vans.

Other measures could include the development of modern infrastructure supporting alternative fuels for HDVs, smarter pricing on infrastructure usage, effective and coherent use of vehicle taxation by Member States and other market-based mechanisms. An impact assessment will be done to identify the most cost-effective option or options.

Studies carried out while preparing the strategy suggest that state-of-the art technologies can achieve cost-effective reductions of at least 30% in CO2 emissions from new HDVs.

CLECAT is preparing a response to the Public Consultation on the preparation of legislation on monitoring / reporting of Heavy-Duty Vehicle fuel consumption and CO2 emissions. The consultation is open until 28 October 2016. The issue will be debated at the next CLECAT sustainable logistics institute meeting taking place on the 20th October in Berlin hosted by the DSLV.

The link to the consultation is available HERE:

http://ec.europa.eu/clima/consultations/articles/0031_en.htm

GSF SAYS AVIATION NEEDS GLOBAL CLIMATE CHANGE DEAL

With cargo owners are under increasing pressure to report on the carbon footprints of their supply chains, the aviation sector must agree a global deal to tackle climate change, the Global Shippers' Forum (GSF) said in its new Aviation Emissions Policy Statement. But the cost burden of measures such as 'offsetting' should be shared between operators and customers, rather than simply passed on to shippers, the association claims.

GSF said the sector, "a key enabler of economic growth and social development", currently represents 2% of global carbon emissions, but its projected growth means emissions are expected to increase significantly in the coming decades."

But it also pointed out: "Shippers are under increasing pressure to be able to report on the carbon intensity of their supply chains including transport." The International Civil Aviation Organisation (ICAO) has set a goal to improve fuel efficiency by 2% each year and to have carbon neutral growth by 2020 (CNG20). The UN body has committed to agreeing a global deal this year.

Rachael Dillon, GSF climate change policy advisor, said: "Air freight is a vital mode of transport for shippers and GSF is pleased to see significant progress at ICAO to reduce aviation emissions. We support the focus on addressing carbon reduction via operational and fuel efficiency measures first and then using a global market-based measure (GMBM) based on carbon offsetting to address the remaining emissions. "However, as with any market-based measure, we are concerned that costs can simply be passed down the supply chain to shippers."

GSF said a pragmatic approach will need to be taken during ICAO's 39 Assembly later this month, as 191 Member States will need to reach consensus to sign off the global deal. Just a few weeks ago, it emerged that significant changes had been made to the planned offsetting approach, GSF noted. It was originally expected that the GMBM would begin from 2021, but instead a voluntary phase will be put in place until 2027 when the obligations become mandatory.



Dillon added: "The initial voluntary phase should help ease the path to achieving the global deal and GSF will be closely following the negotiations at ICAO this September. Offsetting offers a simple and effective mechanism to reduce aviation's emissions but we must ensure that cost burdens are shared between operators and customers as the technical elements of the deal are ironed out."

Ahead of the 39 Assembly of the International Civil Aviation Organisation (ICAO) later this month (27 September-7 October), where it is hoped a global deal for tackling aviation emissions can be made, GSF has examined how the aviation industry is tackling carbon emissions at a global level through ICAO and the role industry is playing including the air cargo sector.

The policy paper can be downloaded from

<https://globalshippersforum.com/media/1262/gsf-aviation-briefing-update.pdf>

GENERAL

AEOLIX PROJECT LAUNCHED

CLECAT participated this week to the launch event of the new European project AEOLIX.

AEOLIX will develop a digital ecosystem to enable various actors at different levels and of different sizes, with different systems and platforms or even without own in-house systems, to better manage, (re-) plan and/or synchronise freight and logistics operations across Europe. The AEOLIX digital ecosystem will improve data end-to-end visibility across the supply chain, enabling more sustainable and efficient transport of goods across Europe.

The AEOLIX Pan-European logistics platform is expected to reduce energy consumption and thus greenhouse gas emissions by at least 30% compared to the current situation. The AEOLIX digital ecosystem will be tested, validated and implemented in 11 Living Labs representing logistics business communities across Europe covering the nine TEN-T corridors (Austria, France, Germany, Greece, Italy, The Netherlands, Romania, Sweden, Spain and the UK). "AEOLIX will facilitate information exchange in an easier and more efficient way (without investment), enable larger-scale implementation, and increase the degree of system interoperability for logistics actors". Hermann Meyer, CEO of ERTICO – ITS Europe stated.

This is the perfect moment as the Digital Transport and Logistics Forum launched by the European Commission, DG MOVE, in 2015 will present the recommendations concerning future business models for a harmonised platform on transport and logistics during its Plenary meeting on 20 September. "We are proud to start this activity with major players in the industry and look forward to welcoming more companies, organisations and authorities to participate in the AEOLIX innovation platform", Lina Konstantinopoulou, AEOLIX coordinator and Head of Transport and Logistics at ERTICO said.

"AEOLIX will create a strong business environment towards a collaborative approach in the industry supply chain. It will reduce the complexity of operations and paper work and pave the way for a Pan-European digital network. We look forward to work with such important stakeholders to strengthen the cooperation of the freight and logistics community in Europe as a whole" Zeljko Jetic, Head of Innovation at IRU concluded.



EC TASK FORCE ESTABLISHED ON BREXIT NEGOTIATIONS

The Commission decided on 14 September to set up a Task Force for the preparation and conduct of the negotiations with the United Kingdom under Article 50 of the TEU ("Article 50 Task Force"). This followed the appointment, on 27 July 2016, by President Juncker of Michel Barnier as Chief Negotiator in charge of those negotiations and of the new Task Force.

The Article 50 Task Force will be in charge of preparing and conducting the negotiations with the UK, taking account of the framework for its future relationship with the European Union. The Task Force will coordinate the Commission's work on all strategic, operational, legal and financial issues related to these negotiations. It will be able to draw on policy support from all Commission services.

The Commission has appointed Sabine Weyand, currently Deputy Director-General in the Commission's trade department (DG TRADE), as Deputy Chief Negotiator.

The Task force and Negotiators will take up their duties as of 1 October 2016. No negotiations will take place until Article 50 process has been triggered, in line with the 'no negotiation without notification' principle. As this has not yet happened, the Task Force under Michel Barnier will make internal preparations for the negotiations, to allow for the withdrawal negotiations of the UK to take place as orderly as possible.

European Commission [Press Release](#), 14 September.

PRESIDENT JUNCKER'S STATE OF THE UNION 2016

President Juncker delivered his State of the Union address to the European Parliament, 14 September. This address typically takes stock of last year's achievements and presents the Commissions priorities for the next year.

President Juncker addressed the current issue of lacking European mentality across the EU, instead Member States seem to be less willing to work together and nationalist parties are on the rise domestically. He recognized the existence of many problems in the EU, but called for action to address these problems together, so that Europe can be "more than the sum of its parts".

You can view President Juncker's complete speech [here](#), and download the State of the Union 2016 Brochure [here](#).

Forthcoming events

CLECAT MEETINGS

Road Logistics Institute

20 October, Berlin

Sustainable Logistics Institute

20 October, Berlin

Supply Chain Security Institute

21 October, Berlin



Air Logistics Institute

21 October, Berlin

2016 FREIGHT FORWARDERS FORUM

16 November, Brussels (morning)

Board & General Assembly

16 November, Brussels (afternoon)

Customs and Indirect Taxation Institute

11 January, Brussels

OTHER EVENTS WITH CLECAT PARTICIPATION

CEN Customs Competency meeting

14-15 September, Paris

DTLF, Plenary Meeting

20 September, Brussels

Court of Auditors briefing on Ports

22 September, Brussels

European Transport Forum

27 September, Brussels

WTO meeting

28 September, Geneva

IRU Workshop on the 'Vehicle of the Future'

4 October, Brussels

H2020 2017 calls info-day and ALICE Plenary

13-14 October, Brussels

TIACA Air Cargo Forum

26-28 October, Paris

LEARN Kick-off meeting

27-28 October, Amsterdam

SELIS kick-off meeting

29-30 October, Athens

FIATA World Congress

3-8 October 2016, Dublin

Conference 'Law and logistics: the way forward'

12/13 October 2016, Antwerp

GLEC event on launch methodology

15 November, Brussels



ELP Forum on the Future of Logistics

15 November, Brussels

2016 FREIGHT FORWARDERS FORUM

16 November, Brussels (morning)

FEPOR Second Annual Stakeholders' Conference

8 December, Brussels

EU Rail Freight Day

9 December 2016 Vienna, Austria.

EP/COUNCIL MEETINGS

European Parliament

Plenary Session

3-6 October, Strasbourg

Transport and Tourism Committee

26 September, Brussels

Transport Council

1 December, Brussels

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