CLECAT european voice of freight logistics and customs services •

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NEWS FROM BRUSSELS

FREIGHT' FORWARDERS FORUM 2015: 'MOVING THE MARITIME SUPPLY CHAIN FORWARD'

CLECAT's Annual Freight Forwarders Forum addressing trends and developments in the maritime logistics chain will take place at the Port of Antwerp on the 19th November.

The Forum will include key note speeches from policy makers, industry leaders and academia, as well as three round table discussions. Confirmed speakers include **Stijn Rubens**, Supply Chain Advisors, Drewry, **Désirée Oen**, Deputy Head of Cabinet for Transport Commisioner Bulc, **Jens Poggensee,** President Freight Forwarding Europe, UPS, **Olaf Merk,** Administrator, Ports and Shipping, International Transport Forum**, Lamia Kerdjoudj-Belkaid**, Director-General, FEPORT, **Lennart Heip**, Dow Logistics, **Peregrine Storrs-Fox**, Risk Management Director, TT Club, **Lars Kjaer**, World Shipping Council and others.

The programme of the FFF15 is available HERE. To register please click HERE.

ROAD

INDUSTRY INITIATIVE ON THE COMMERCIAL VEHICLE OF THE FUTURE

CLECAT participated on the 23rd September at the first meeting of the Joint industry group launched by the IRU to define the Commercial Vehicle of the Future operating on the infrastructure of the future. Bringing together a wide range of partners, the initiative seeks to ensure efficiency gains across the transport chain, a reduction of CO2 emissions and increased safety in road transport.

Participants included the European Commission as well as leading non-governmental organisations from the environmental and road safety fields, transport industry stakeholders, vehicle manufacturers, transport technology specialists, academics and representatives from Europe's major cities.

Marc Billiet, leading IRU's work on this effort, said, "This is an exciting initiative that will chart the road ahead for the road transport industry. It will help define the sort of vehicles and infrastructure we want to see in 2030 and 2050." The first meeting laid out terms of reference, working methodologies, roles and expected contributions. Marc Billiet added, "The world of 2050 will be a very different place from today as global trends such as urbanisation, digitalisation, e-commerce, increased electrification and e-mobility impact our lives. One thing is sure, namely that transport will continue to be crucial to us all. We need to start working today to ensure that we maximise the benefits the transport system can provide to society in the future."

Commission asks Denmark to comply with cabotage rules in road transport

The European Commission has asked Denmark to bring its national rules into line with Regulation (EC) No 1072/2009 on common rules for access to the international road haulage market. Under EU law, each national carriage operation undertaken by a non-resident haulier (cabotage) may involve several loading '*and*' unloading points. However, under Danish law each cabotage operation may only involve several loading 'or' unloading points, but not both. In the Commission's view, this further restriction is not warranted. In addition, the Danish authorities impose fines for illegal cabotage reaching DKK 35000 (€ 4691). The Commission considers this level of fines to be disproportionate to the infringements in question. The request was sent in the form of a reasoned opinion under the EU infringements procedures. Denmark has two months to inform the Commission of measures taken to ensure full compliance with EU law; otherwise the Commission may decide to refer Denmark to the Court of Justice of the EU.

Source: European Commission Press Release, 24/09/2015

Four Member States call for limits on truck CO2 emissions

EurActiv reported last week that Britain, Belgium, Slovenia and the Netherlands are calling for the Commission to introduce CO_2 limits for trucks, according to submissions to a Commission questionnaire, adding their weight to calls from Germany's Federal Environment Agency in August for CO_2 targets for trucks.

The European Commission has introduced a limit of 95 grams of CO_2 per kilometre (g/km) by 2021 for cars and vans, but emissions from heavy goods vehicles (HGVs) are unregulated. The United States by contrast in June proposed tighter standards on truck emissions.

ACEA said CO_2 emissions from trucks were already being reduced by efforts to improve fuel efficiency, driven by competition in the industry. "Considering that trucks and buses come in several thousand shapes and sizes, there simply is no 'one-size-fits-all' approach to address CO_2 emissions from heavy-duty vehicles," said a spokeswoman for ACEA.

Earlier this month the European Parliament called for the development of a simulation tool measuring the fuel consumption and CO_2 emissions of HGVs, and, if needed, the imposition of mandatory emissions limits.

Commission data found overall HGV emissions rose by 36% between 1990 and 2010, while data released on 21st September by campaign group Transport & Environment show that in 2012 HGVs accounted for almost a third of road transport emissions but less than 5% of all vehicles on the road. By contrast, CO_2 emissions for new cars sold in the EU have fallen from more than 170 g/km in 2005 to less than 130 in 2014.

Source: EurActiv, 22/09/2015 (extract)

Expansion of German HGV toll to revitalise national road network

Federal Minister of Transport Alexander Dobrindt told Die Welt newspaper that the introduction of a toll on HGVs over 7.5 tonnes "will provide us with an additional €300m per year to invest in our roads." Dobrindt wants to use the new stream of revenue from the expansion solely to finance new road projects and maintenance. This should secure German growth, prosperity and jobs. The toll revenue will be used to provide long-lasting investment.

Until now, the toll has only applied to vehicles over 12 tonnes, but as of 1st October, it will be expanded to cover HGVs over 7.5 tonnes as well. Gerd Landsberg, Director of the German Association of Towns and Municipalities, wants to go even further and has called for the toll to be expanded again. Landsberg told the Passauer Neue Presse on 19th September that, “For financial and environmental reasons, the inclusion of all HGVs between 3.5 and 7 tonnes is also necessary.” He added that, “at the same time, providers of commercial goods delivery should be encouraged, through incentive programmes, to invest in climate friendly E-mobility.” This would dramatically reduce urban pollution. Landsberg spoke about an across the board HGV toll on all roadways in Germany, as well as the involvement of local authorities in enforcing it. “Without additional revenue from the toll, the much-needed sustainable redevelopment of our road network, with its potholes and crumbling bridges, will not go ahead,” Dobrindt added. In the municipal transport sector, there is “an investment backlog of €34bn.”

Source: EurActiv, 21/09/2015

ROAD FREIGHT HIT BY NEW BORDER DELAYS AND COSTS

New border checks within Europe being introduced as a result of the ongoing migrant crisis are adding to transit times and costs for road freight operators, with some operators looking to introducing new fees to compensate for longer waiting times for trucks at European borders.

Several European countries struggling with the current huge flows of refugees and migrants fleeing conflicts in Syria, Afghanistan and parts of Africa have imposed border checks and closures in recent days, leading to reports of long backlogs of trucks on key international freight corridors. In addition to emergency border closures between Hungary and neighbouring Serbia and Croatia, Germany, Austria and Slovakia have all re-imposed identity checks on parts of their borders, and Poland and the Netherlands are reportedly considering whether to follow suit.

AFP news service said Germany had set up border checks along its frontier with Austria a week ago to control the human tide and Austria and Slovakia had followed. Now Germany was also strengthening its borders with France and the Czech Republic. Since last week, it said massive traffic jams had formed in Germany and Austria, quoting German transport group Allgeier Translog saying its vehicles were experiencing delays for all their cross-border trucks. It noted that that when trucks are delayed they unload goods late and they are also slower to pick up new cargo, it quickly leads to capacity shortfalls. “And that pushes up prices,” the company noted.

The slowdown at national borders comes at a time of tight capacity on the European transport network because of an increase in trade, according to the federation of Bavarian transporters. The federation’s Managing Director, Sebastian Lechner, said Bavaria had been hardest hit by border checks so far, with all the freight traffic from Italy, a major German trade partner, transiting Austria and Bavaria. If controls were to be established along all the borders of the Schengen area, the loss in earnings for Dutch transport companies alone would amount to €600m a year, assuming a one-hour delay for each border, according to the Dutch association for transport and logistics. “More broadly, the return of border controls is a big blow to European competitiveness,” said the association. In the EU, about three-quarters of goods traffic goes by road, the organisation estimated.

According to AFP, Doriano Bendotti, secretary of the north Italian Bergamo section of Italy's road hauliers association, said traffic slowdowns had increased in the border region along Germany, Hungary and the Czech Republic, but said we were "not in an emergency situation". Transport costs to the UK had already climbed because of heightened security procedures in the French Port of Calais, he said, as migrants try to cross from Calais to Britain, often by smuggling themselves into the backs of trucks.

The German association of freight forwarders and logistics noted that traffic congestion was a day-to-day part of the business, and could be compensated for in part by planning longer journey times. But if the border checks last weeks or longer, then companies in the industry will have to speak to their customers about adjusting prices, the association added.

Indeed, in an industry with very thin margins these additional cost are not sustainable in the long run, commented Sebastiaan Scholte, CEO of Jan de Rijk Logistics. "Therefore Jan de Rijk Logistics has announced it is to start charging waiting cost for every additional hour of delay due to border checks or tunnel disruptions in order to offset at least some of the additional cost burden," he said. He said the problems of the last few months at the tunnel between Calais and Dover had a big financial impact on Jan de Rijk Logistics. These additional cost were caused by extra waiting times, empty positioning and reduced booking by customers.

Source: Lloyd's Loading List, 21/09/2015

RAIL

AIR CARGO TO LOSE OUT AS NEW ASIA-EUROPE RAIL SERVICES CUT TRANSIT TIMES AND COST

Reduced costs and transit time on Asia-Europe rail freight services could mean a 10% shift in volumes as shippers switch their temperature-controlled cargo away from air.

Henrik Christensen, chief executive at Silk Route Railway, believes rail will become more attractive than air, as transit times and costs are reduced via new block-train services, investments in reefer equipment, advances in rail gauge technology and a "game-changing" free zone on the China-Kazakhstan border. "I look at rail as really being competitive with air but not ocean freight," Mr Christensen told delegates at the Cool Logistics Asia conference in Hong Kong this month.
He added: "The transit time today from Chongqing to Duisburg is 11.5 days. We want to see it below 10 days, and I think that will happen quite soon. Then it will be difficult to justify the cost of air freight." Mr Christensen said rail freight could take as much as 10% of the Asia-Europe refrigerated cargo that goes by air, and electronics manufacturers could potentially save $30,000 per 40ft container going from Western China to Germany. On the other hand, less than 1% of cargo would be switched from ocean.

Silk Route Railway is a new NVOCC set up to take advantage of the huge investments in rail networks across Eurasia as a result of China's "One Belt, One Road" policy. The company hopes to eventually provide a time-definite block-train service with real-time temperature monitoring from every Chinese province.

Currently, the main routes operating are from Chongqing to Duisburg, Chengdu to Lodz, Wuhan to Hamburg, and Zhengzhou to Hamburg. New routes just starting are from Kunming, Xiamen, Qingdao, Lianyungang and Xian. More routes and faster services will be made possible by the opening of the Khorgos Special Economic Zone, according to Mr Christensen. Located on the landlocked China-

Kazakhstan border, it is hoped that the DP World-managed facility will become a key gateway for Asia-Europe rail freight, with cargo coming in from across China and South-east Asia, quickly transloaded from narrow to wide gauge, and shipped to Europe in under a week.

"Khorgos is going to be a major hub, it's a massive project. Having DP World in there to manage it is one of the key factors, as it will use its processes and customs clearances like it does in Dubai, [Jebel Ali] to create very efficient services," said Mr Christensen. Faster transloading will be made possible by a combination of Triple X railway wagons, which, with electric locomotives, will allow the use of standard reefer containers, and a lane changing system with variable-gauge wheelsets and automatic axle gauge. Meanwhile, Silk Route Railway is working with temperature-monitoring specialist Globe Tracker to provide real-time temperature control and visibility, allowing customers to go online to track their cargo. Mr Christensen added that a project with CIMC to install tracking on the railways and at rail stations would mean there would "no longer be any doubt about whether containers are at the right temperature".

Source: The Loadstar, 23/09/2015

MARITIME

VARIED TOLERANCE ON BOX WEIGHT PROOF WILL CREATE 'UNEVEN PLAYING FIELD'

Dutch shipper body EVO has warned of a flaw in the International Maritime Organization's (IMO) forthcoming regulation on container weight with shippers obliged to provide a verified gross measurement of the weight of export containers prior to loading on ships.

EVO policy consultant on maritime affairs and fiscal lawyer Lodewijk Wisse told The Loadstar that part of the legislation, which becomes law on 1 July 2016, allows individual countries to set their own weight tolerance percentages for weighing equipment. This, he believes, will result in a seriously unbalanced playing field.

For example, the UK's maritime regulator, the Maritime and Coast Guard Agency (MCA), has said it will accept weighing equipment that has an accuracy of plus or minus 5% of the actual gross mass of a container. The Dutch ministry of transport is advocating a similar tolerance level and EVO is advocating that all countries adopt the same fixed difference in stipulated allowance percentage.

Mr Wisse said: "We have run a test to find out what the real tare weight of a container is, while establishing a particular tolerance percentage. The test was done on a fully certified and calibrated weighbridge. Its outcome was an allowance of 5%." He added that the transport ministry will issue a concept regulation to the effect in the weeks to come.

The only other country which has so far set its tolerance level is Denmark, which only went as far as 0.5%. Dutch maritime industry sources suggested that leading Danish shipping line Maersk may have lobbied for this low percentage.

EVO has also repeatedly argued that placing the entire responsibility for providing the verified gross mass through weighing will pose a huge administrative burden – while a shipper can establish the weight of his product, it has more difficulty with packaging used wrap goods or pallets on which cargo is carried.

“Customs already inspect containers and their contents. To the shipper’s mind, safety is not only about weight, but also about stowage and lashing of cargo,” Mr Wisse added. “This should not be laid solely upon shippers.”

Jasper Nagtegaal, infrastructure policy consultant to Rotterdam-based port entrepreneurs’ organisation Deltalinqs, agreed. “Transportation sectors will also be confronted with these regulations. That is why Deltalinqs, [Dutch forwarders organisation] Fenex, Transport & Logistics Netherlands, EVO and others strongly advise dividing the administrative burden of compulsory weighing across all modalities. Terminal operators specifically focus on the spot weighing bridges should be positioned. All for the sake of a smooth operation at terminals,” he said.

The Royal Association of Dutch Shipowners (KVNR) has supported both container weighing and certified weight calculation methods, as well as prohibiting containers without verification from being loaded onto a vessel.

KVNR managing director Martin Dorsman said: “Incorrect container weight can cause serious problems during stacking layers of containers at the terminal and when lashing them onboard ship. A heavy weight stacked upon a light weight can cause the lower positioned container to collapse. There is also the risk onboard, in case a heavy container is stacked too high in a layer. In such a case the vessel’s movements during the voyage can cause containers to go overboard.”

One solution under currently development in the Netherlands is containerweight.com, which has run a test using an axle load weighing system. The ContainerWeight app can be used at the weighbridge and the results are filed to any port community system. Containerweight.com is also developing a worldwide database of container tare weights to help shippers.

Source: THE LOADSTAR

EUROPEAN COMMISSION ORDERS BELGIUM TO CHANGE MAJOR LAW ON PORT EMPLOYMENT

The European Commission has given Belgium one month to adapt its law relating to employment in the ports, nearly 18 months after its first ruling that the so-called Major Law is in breach of EU regulations.

According to the newspaper Gazet van Antwerpen, EU Transport Commissioner Violeta Bulc has written to Federal Labour Minister Kris Peeters ordering the government to amend the law. In particular, the “pool system” which means that only recognised dock workers may take up employment in the port areas in Zeebrugge, Ostend, Ghent and Antwerp.

Any change would be opposed by dock unions, who have said they are prepared to go to court to defend their position. Peeters, however, faces a deadline of 23rd October or see Belgium brought before the European Court of Justice.

The Commission first spoke out against the legality of the Major Law last year and has since then been in constant, but ultimately unsuccessful, negotiations with the government.

Earlier this month, Fernand Huts, CEO of logistics company Katoen Natie, said he would be prepared to take on 500 refugees if the terms of the Major Law were lifted for logistics businesses working in the port. The choice, he said in an open letter to the government published in De Morgen, was simple: "Either defence of selfinterest by the dock unions, or job creation, economic growth and work for recognised refugees."

Source: Flanders Today, 18/09/2015

AIR

MORE INTEREST IN AIR CARGO AS REFUGEE CRISIS PUSHES UP THE COST OF LOGISTICS IN EUROPE

The refugee crisis in Europe is having a knock-on effect on logistics, triggering haulage price rises, while air freight has become a more realistic option for some time-critical shippers.

With some borders in the previously open Schengen area now closed or with increased checks, there have been reports of backlogs of trucks and congestion affecting countries including Germany, Austria, Hungary, Serbia and Croatia.

"The tremendous influx of immigrants is resulting in an increased cost of logistics to the industry," said Sebastian Scholte, CEO of Jan de Rijk Logistics, in a statement. "The problems of the last months at the tunnel between Calais and Dover had a big financial impact on Jan de Rijk Logistics. These additional costs were caused by extra waiting times, empty positioning and reduced booking by customers." While he claimed that the company had nevertheless managed to provide "an excellent service", continuing problems meant that Jan de Rijk is to levy a charge for waiting times at borders. "Besides delays at crossings between the UK and mainland Europe, we are now also faced with increased waiting times at border crossings due to checks by authorities. In an industry with very thin margins these additional cost are not sustainable in the long run. Therefore Jan de Rijk Logistics is to start charging waiting costs for every additional hour of delay due to border checks or tunnel disruptions, in order to offset at least some of the additional cost burden."

The Dutch association for transport and logistics told Business Insider that if controls were established across all Schengen borders, adding to a one-hour delay, the costs for Dutch carriers alone would be €600m a year. "More broadly, the return of border controls is a big blow to European competitiveness," the association said.

Priority Freight, a time-critical logistics provider, said it had laid on some 78 additional air charters to ensure that automotive customers in particular did not face any supply chain disruption.

Ed Bembridge, operations manager for Priority, said he was unable to give an accurate figure for the additional costs faced by customers over the summer, but noted: "Production stoppage or downtime at plants can cost £25,000 per minute. We kept all our clients' manufacturing sites running over this period." In one weekend, the company said, it arranged the collection and delivery of more than 2,000 cu metres of material by air. Charters were arranged from Germany, the Czech Republic, Poland and Spain. "Where time permitted, we were able to consolidate cargo at centralised airports onto larger aircraft to reduce the overall cost to our clients," added Mr Bembridge. "We used aircraft ranging in size from Metroliners and Kingairs to AN12s and A300s."

While the main problems at Calais have abated, there remain some delays on the route. "The situation has improved hugely, but delays to cross-Channel carriers are still ongoing due to heightened security in Calais and occasional breaches of fencing at Eurotunnel," said Mr Bembridge.

Mr Scholte called on governments to work together to provide solutions. "Europe and the rest of the world have to solve this situation. First of all, from a humanitarian point of view, it is our moral obligation to help to solve this situation together. Secondly, these problems are also adding cost to the transport of goods."

Source: The Loadstar, 21/09/2015

CUSTOMS

EUROPEAN COMMISSION INTRODUCES THE UCC DELEGATED ACT TO THE PARLIAMENT

On the 22nd of September, the European Commission (DG TAXUD) gave a presentation on the draft delegated act of the UCC to the IMCO Committee of the European Parliament. Discussions revealed that several MEPs had received complaints from the private sector regarding the content. They criticised that this last version was based on numerous compromises and had therefore lost part of its impact. Philippe Juvin (EPP, France), rapporteur for the IMCO Committee during the legislative process, recommended the endorsement of the delegated act submitted by the Commission but recognised that the content was not ambitious enough. More information was also requested from the Commission on the data requirements and the timelines for implementing the proper IT systems.

The European Commission stated that the European Parliament and the private sector have been closely involved in the discussions related to the implementing provisions. It explained that compromises needed to be found and that the priority of the Commission was to develop workable solutions for every Member State in order to ensure a harmonised implementation. It also reminded MEPs members that numerous provisions of the UCC would not be fully implemented until 2020 to leave time and flexibility for developing the appropriate IT systems.

The Commission then said that it was aware of the concerns expressed by trade on data requirements and data availability. It explained that trade would also benefit from a transitional period. Only data truly necessary would be required during this time and additional data would not be required before the development of the proper IT systems.

The draft delegated act was submitted to the Council and the Parliament on the 21st of August. This means that the Parliament and the Council have until the 21st of October 2015 to endorse the delegated act (or 21 December if an additional delay of two months is requested).

SUSTAINABLE LOGISTICS

EU ADOPTS CLIMATE SUMMIT NEGOTIATING POSITION

On 18 September the EU Council adopted its negotiating position in preparation for the UN COP21 climate summit. The statement calls for an ambitious and durable agreement, which will provide a long-term vision of the transformation needed to move to low-emission and climate-resilient economies. The EU pledges to reduce emissions by 40% by 2030, compared to 1990 levels.

The Council also calls for a long-term mitigation goal, and a strengthening of adaptation activities. The international use of market-based measures to mitigate climate change should be allowed. Furthermore, the statement calls for the IMO and ICAO should regulate as soon as possible to reduce emissions from shipping and aviation, in order to meet the 2°C limit for temperature rises.

ECSA welcomed the EU call for the IMO to be entrusted with regulating shipping emissions reduction, as it would ensure global coverage and a level playing field. ECSA noted the EU's progress in contributing to the international process at IMO level following the adoption of the Regulation on the monitoring, reporting and verification of CO2 emissions from maritime transport.

The Regulation, which enters into force in 2018, is intended to be the first step of a strategy geared towards a global IMO solution, by helping ascertain the real contribution of shipping to global CO2 emissions. From its side, the IMO is also making good progress towards the development of a global CO2 reporting system for individual ships, similar to the EU MRV Regulation. Industry is also introducing a range of technical and operational measures to reduce CO2 emissions.

The COP21 takes place on 7-8 December in Paris. Depending on the results of negotiations, the European Commission may propose an even higher emissions reduction target for 2030, should other parties agree to such measures.

Source: EU Council press release, ECSA press release

GENERAL

CORE Supply Chain Forum

On 24 September CLECAT attended the first CORE supply chain forum at the Transport & Logistics fair in Antwerp. Panels covered policy developments in supply chain security, the CORE project's demonstrators and IT/risk management solutions for supply chain security.

In the policy panel, Paolo Salieri of European Commission DG Home Affairs noted the need for an integrated, strategic approach, recalling that EU Member States had opposed x-raying of containers for stowaways two years ago but were now changing their approach in light of the current refugee crisis. Demonstrators presented included the secure and efficient port-hinterland containerised supply chain, which aims to address the risks to revenue and security from supply chain disruption events. The demonstrator is developing a dashboard to monitor risks and optimise recovery procedures along the BSH Yantian-Zaragoza trade lane, which will be in pilot testing by February 2016.

David Hesketh of HM Revenue & Customs presented the data pipeline demonstrator at the port of Felixstowe, which aims to avoid the redundancies and duplication involved in different supply chain parties reporting the same data several times to different government agencies. The pipeline concept is being tested using the port community system at Felixstowe, making the process more efficient for forwarders, shippers and carriers and allowing coordinated border management for the authorities.

Other demonstrators presented included the secure, hybrid composite container being tested by the European Commission and localisation and tracking solutions for dangerous goods transport. Juha Hintsa from the Cross Border Research Association presented the results of the survey on training needs for law enforcement in supply chain security, which found that it would be useful for law enforcement to receive training regarding narcotics and cybercrime, multi-agency cooperation, databases, human factors, and collaborative approaches to risk management. Law enforcement favoured practical and interactive approaches to training.

High Level Conference on Boosting Investments in Transport

CLECAT will participate in a conference on "Boosting Investments in Transport" organized by the Directorate-General for Mobility and Transport on the 22nd October in Brussels.

The conference aims at providing a framework for discussion on removing barriers and attracting private financing into long term transport investments, which constitute the vital basis for the worldwide competitiveness of the European Union, and of the social and territorial cohesion of its Member States.

The programme and registration are available here.

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, Antwerp (morning)

Rail Institute
- 18 November 2015, Antwerp (afternoon)

CLECAT Freight Forwarders Forum
- 19 November 2015, Antwerp

Board & General Assembly
- 20 November 2015, Antwerp

OTHER EVENTS with CLECAT PARTICIPATION

Seminar on EU Road Package
- 28 September 2015, Brussels

International Lorry Security Summit
- 28 September 2015, Brussels

EUROSKY Advisory Board
- 2 October 2015, Brussels

EC Conference on Land Transport Security Incident Reporting
- 6-7 October 2015, Brussels

EC Conference on Boosting Investments in Transport
- 22 October 2015, Brussels

GLEC Consultation meeting
- 28 October 2015, Brussels

EC Conference on the 2011 White Paper: achievements and challenges

- 12 November 2015, Brussels

FERRMED Conference

- 12 November 2015, Brussels

FEPORT Conference

- 3 December 2015, Brussels

ACEA Conference

- 3 December 2015, Brussels

EU Commission Rail Freight Day 2015 Conference

- 4 December, Vienna

EU meetings

European Parliament

Transport Committee

- 12 October 2015, (afternoon), Brussels
- 13 October 2015, (morning and afternoon), Brussels