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News from Brussels

INDUSTRY ALLIANCE FOR MULTIMODAL CONNECTIVITY AND LOGISTICS FOR GROWTH LAUNCHED



21 industry associations, including CLECAT, representing different modes of transport, cargo owners, freight forwarders, logistics and port service providers, shipyards, transport workers and equipment manufacturers have agreed to strengthen their cooperation in the framework of an **Industry Alliance for Multimodal (IAM) Connectivity and Logistics for Growth**. The Industry Alliance was launched yesterday during the 2nd Annual FEPORT Stakeholders conference in Brussels.

The Alliance will express their positions and expectations with regards to EU policy initiatives that could boost and enhance European multimodal connectivity and logistics. **I AM Connectivity & Logistics for Growth** will complement the work of other platforms and initiatives and seek win-win opportunities with them, whilst aiming itself to achieve specific policy objectives and deliverables through joint positions.

The Alliance will provide industry input to EU decision-makers, TEN-T Corridor Coordinators and relevant EU agencies, operating on a coalition model, on topics where there is consensus. Areas of mutual interest cover competitiveness, efficiency, reliability, safety, security and sustainability of supply chain, logistics, cargo transport, handling and freight services across the European region.

EU TRANSPORT COUNCIL

The Transport Council, meeting in Brussels on the 1st December discussed a number of issues which are relevant for logistics.

The Commission updated Ministers on the latest developments in the area of security in the transport sector. Transport Commissioner Violeta Bulc was joined by Security Union Commissioner Julian King. The EU is currently working on developing a Security Union, and transport security is part of it. According to the Commission, transport security requires a risk-based approach and proportionate policy responses. At the same time, transport systems should be kept open and accessible to citizens.

The Commission briefed ministers on the outcome of the 39th session of the Assembly of the International Civil Aviation Organisation (ICAO) and the 70th meeting of the Marine Environment Protection Committee (MEPC) of the International Maritime Organisation (IMO). Both meetings took place this autumn. The ICAO agreed to establish a global scheme (global market-based measure) to stabilise CO2 emissions from international aviation from 2021. In the light of this outcome, the Commission will review the scope of the EU Emissions Trading System and intends to propose new legislation in early 2017.

The IMO made progress in addressing international shipping emissions, in particular by formally adopting a mandatory data collection system for fuel consumption of ships and agreeing that an IMO strategy on reduction of greenhouse gas emissions from ships should be adopted in 2018. It may also consider the levels of ambition of the shipping sector's contribution to the international efforts to curb greenhouse gas emissions.

The IMO now needs to develop guidelines for the implementation of the data collection scheme. These are expected to be approved in May 2017. The Commission will review the EU data collection scheme against the international one, once the latter is in place.

The Commission briefed ministers on the **road initiative** it is planning to present in the first half of 2017. The French and German delegations, which had asked for this item to be put on the agenda, expressed their concerns with regard to the current challenges in the road haulage sector and asked the Commission to address these issues in the upcoming legislative initiatives on road transport. A large number of member states also took the floor to express their views.

Many delegations stated that they were against further liberalisation of road transport, while some were in favour of more market opening. Any abuse and fraud in the road haulage sector were felt to be unacceptable. A number of delegations mentioned the issue of working and rest times, fraudulent use of tachographs and letterbox companies. Several member states called for more harmonised inspections.



A number of member states also mentioned the need to facilitate competition, avoid fragmentation and keep the administrative burden to a minimum.

The Commission explained that its upcoming road package will consist of four pillars, focusing on the functioning of the internal market, the social aspects of road transport, road charging and digitalisation and interoperability. It was too early, however, to discuss specific policy measures that will be included in the package. The Commission will analyse carefully the phenomenon of letter-box companies, which is at the heart of many problems. It will also carry out an impact assessment to see which rules should apply to light trucks. A smart tachograph adopted in 2014 will be mandatory for new vehicles in 2019, and that will be an efficient tool.

Other topics discussed at the Transport Council were road safety and reducing accidents, connected and automated driving, women in transport, progress of Galileo and the European low-emissions strategy. Ministers were also updated on the transport priorities of the upcoming Maltese Presidency.

Source: [Council of the European Union](#)

Road

EC AND GERMANY REACH AGREEMENT ON ROAD CHARGING

In the margins of the Transport Council held last week in Brussels, EU Commissioner for Transport, Violeta Bulc, met with the German Federal Minister of Transport and Digital Infrastructure Alexander Dobrindt. Both parties agreed on a solution to put an end to the legal dispute over the planned introduction of a road charge for passenger cars in Germany. The new law should make sure to not discriminate on the basis of nationality.

This comes after the European Commission launched an infringement case against Germany in June. The proposed scheme includes a clause that would allow vehicles registered in Germany to benefit from a deduction of the road charges from the annual vehicle tax, leading to lower/defacto zero road charges to be paid by cars registered in Germany. This would discriminate against other vehicles and is therefore not in line with EU law. The infringement procedure will now be put 'on hold' and formally closed once the German legislation has been amended in accordance to EU law.

Source: [European Commission](#), 1 December

GERMANY – ONLINE PORTAL FOR POSTING NOTIFICATION

In Germany all foreign employers posting employees to Germany are required to register this employee to the German Customs Authority. From January 2017 this should be done via the new online portal www.meldeportal-mindestlohn.de (available from 01.01.2017). This is required of all employers registered abroad, who send their employees to Germany. This also applies to intra-German transport and Cabotage transport (start or destination of transport in Germany). Only transit transport is excluded from the registration requirement.

Find out more on the German Customs website [here](#).



Rail

COMMISSION: REPORT ON THE DEVELOPMENT OF THE RAIL MARKET

Today the European Commission adopted the fifth report on the development of the European rail market. The report shows that EU legislation on rail, which encourages competitiveness and market opening, has led to a more efficient and customer-responsive industry. In Member States where rail markets are opened, competition can result overall in lower fares for customers and better value for taxpayers. After adoption of the 4th Railway Package, the focus of the Commission will be on the implementation of existing legislation to bring about further performance improvement.

The report shows that, on average, the market share of competing freight operators (15% in 2006) had more than doubled by 2014. At the end of 2014, rail freight transport was 100% in the hands of national incumbent still in Finland, Greece, Ireland, Lithuania and Luxembourg. Market shares of competitors in passenger markets are lower, given the different stage of market opening, being well below of 20% in most Member States.

Main findings include: Improvements in rail safety; 25 increase in length of railway network (compared to 2009); 52% of networks are electrified; decrease in employment; infrastructure costs reached 110EUR, of which 30% were public subsidies.

Source: [European Commission](#), 8 December
Read the full report [here](#).

Air

EC REMOVES ALL KAZAKH AIRLINES FROM EU AIR SAFETY LIST

Today the European Commission updated the EU Air Safety List, the list of airlines that do not meet international safety standards, and are therefore subject to an operating ban or operational restrictions within the European Union. The EU Air Safety List seeks to ensure the highest level of air safety for European citizens, which is a top priority of the Aviation Strategy adopted in December 2015.

Following today's update, all airlines certified in Kazakhstan are cleared from the list, following further improvements to the aviation safety situation in that country. On the other hand, Iran Aseman Airlines was added to the list due to unaddressed deficiencies.

Commissioner for Transport Violeta Bulc said: "The EU Air Safety list is one of our main instruments to continuously offer the highest level of air safety to Europeans. I am particularly glad that after years of work and European technical assistance, we are today able to clear all Kazakh air carriers. This also is a positive signal for all the countries that remain on the list. It shows that work and cooperation pay off. The Commission and the European Aviation Safety Agency are ready to assist."

Following today's update, a total of 193 airlines are banned from EU skies.



Source: [European Commission](#), 8 December

AIR CARGO LINKED TO SIX-FOLD IMPORT-EXPORT BOOST

Air cargo connectivity has been linked to a six-fold increase in a country's total import-export trade in a new report providing the first quantitative link between a country's air trade and eFreight "friendliness" and its participation in global trade, published yesterday. The study, 'Value of Air Cargo: Air Transport and Global Value Chains', was commissioned International Air Transport Association (IATA), and identified that a 1% increase in air cargo connectivity is associated with a 6.3% increase in a country's total exports and imports.

This report also highlighted air cargo's important role within the "new trade and development paradigm" of so-called 'Global Value Chains' (GVCs) – the complex networks of interconnected, cross-border component production assembly processes that increasingly make up the modern manufacturing and supply chains that produce finished goods like cars, computers, cellular phones, and aircraft. The World Trade Organization estimates that almost half of global trade now takes place within GVCs, which has been growing more rapidly than other types of trade since the 1990s.

The IATA report is available [here](#).

EURACTIV EVENT DISCUSSES FUTURE OF AVIATION ETS

Peter Vis, a senior advisor at the European Commission in charge of transport decarbonisation, said Europe's aviation ETS will have to be reconsidered in light of the deal reached at the International Civil Aviation Organisation (ICAO) in Montreal last October. Speaking at a EurActiv event on 7 December, which CLECAT attended, Vis said the Commission was preparing "appropriate proposals" in January to ensure EU laws on aviation pollution are in line with the bloc's international commitments.

International flights have been exempted from the European scheme since 2013 in an effort to avoid a trade war and give ICAO time to craft a global agreement to curb aviation pollution. China and India were among the countries threatening to boycott the EU scheme, which was initially intended to cover all flights departing or landing in Europe but was later rolled back following international outcry to cover domestic flights only.

Now, Vis said the European Union was running against the clock to make sure its aviation ETS is not reinstated "inadvertently" to cover international flights as of January. "If we were to allow the ETS to revert to full scope to cover third country flights as well, there would be a risk that we would destabilise those ongoing talks", Vis said, referring to technical work at ICAO to hammer out the detail of the October deal reached in Montreal. "We're very conscious of those risks," he said, adding that the Commission's January proposal "will try to minimise those".

"If we don't want that to happen, we have to all act very quickly," he added, urging legislators in the European Parliament and the EU Council of Ministers to stand ready for a quick approval of the revised ETS and "prevent the full scope [of the scheme] reverting inadvertently".

Asked whether the Commission was considering revising the aviation ETS also for domestic flights, Vis replied, "Yes, we could".



Violeta Bulc, the EU's Transport Commissioner, said she was not "in love" with the ICAO agreement, mainly because it won't be mandatory before 2027 instead of 2021, like initially requested by the EU.

Vis acknowledged those shortcomings, saying the Global Market-Based Measure (GMBM) agreed at ICAO "still has some further work to be done" and that the Commission "is committed to doing that work well" ahead of its January proposals. Technical groups at ICAO are expected to design the instrument in detail over the next three years.

Jacqueline Foster, a British Conservative MEP who is vice-chair of the European Parliament's sky and space intergroup, said she favoured dropping the aviation ETS altogether but admitted this wasn't the majority view in the EU Assembly where most MEPs want to strengthen it. "If it's intra-EU, it should be the same system" as the one agreed at ICAO, she insisted, otherwise European airlines will be at a disadvantage compared to international competitors.

Brian Moran, Vice President of Government Affairs at Boeing, said whatever scheme is eventually adopted needs to encourage innovation in technologies that will help curb aircraft emissions.

Transport and Environment (T&E) cited a new independent study which found that almost half (43%) of emissions savings expected in land transport across the European Union will be cancelled out by ships and planes through to 2030. "Only through innovation can we meet those challenges," Moran said, citing biofuels among the most valuable solutions to cut aviation emissions. "We are hitting the boundaries of physics," he said, adding Boeing was "investing billions and billions" to push those boundaries further.

According to Boeing, the Commission's Winter Package of energy proposals, presented on 30 November, was a step in the right direction to promote sustainable biomass and "get rid of food-based biofuels" that cause deforestation in developing countries. He deplored the furious controversy surrounding biofuels, saying the debate "has completely side-tracked us" from the aviation sector's pledge to achieve carbon-neutral growth by 2020. For Moran, the aviation sector doesn't have to wait for so-called second generation biofuels to become available, because sustainable solutions are already there.

"We don't have to wait that long – we have it," Moran said. "We've flown 2,500 flights on sustainable biofuels," he added, referring to first-generation biofuels which are already available and certified by the Roundtable on Sustainable Biomaterials (RSB), an independent, multi-stakeholder coalition which includes environmental and conservation groups among its members. The only remaining issue, he said, was to "ramp up production" to meet the aviation sector's growing demand for sustainable aviation fuels.

Ron van Manen, Programme Manager at the EU-financed Clean Sky aviation industry research initiative, agreed saying there was "no alternative to aggressive investment in technology" to reduce the aviation sector's carbon emissions.



Maritime

FEPORT STAKEHOLDER CONFERENCE

On 8 December CLECAT attended the annual FEPORT stakeholders' conference, on the subject of seamless, sustainable and resilient logistics chains in Europe. Discussions covered investment in transport infrastructure inside and outside the EU, digitalisation and reporting requirements in logistics.

EU Transport Commissioner Violeta Bulc spoke of the need for collaboration and multi-modality in logistics in order to develop a truly holistic approach to the sector's development. This should include better integration of ports with the whole logistic network, building a data-driven economy and supporting investment and innovation. Forthcoming legislation on the free flow of data and on corridor management systems will help with these objectives. Dr Martin Stopford of Clarksons Research echoed points about the benefits of big data for smart shipping based on connected vessels for fleet management. He also noted the diminishing economies of scale of larger vessels.

A panel on infrastructure investment in Europe discussed the need for better oversight and a strategic view of port investment, including full integration with the TEN-T corridors and matching shipper demand. The panel on infrastructure outside the EU discussed integration of the TEN-T with external networks, and especially the effect of China's One Belt One Road (OBOR), policy on the TEN-T. Alain Baron of DG MOVE noted the work of the EU-China Connectivity Platform in ensuring cooperation and regulatory convergence with the OBOR, while Professor Theo Notteboom presented the Chinese strategy with OBOR and the need for better EU oversight to ensure that Europe benefits from, and is not negatively affected by, the Chinese strategy.

Regarding digitalisation, the benefits of the physical internet and data mining in optimising logistics capacity and efficiency were presented, so as to drive down internal and external costs. Godfried Smit of EVO discussed the eCMR and how EU Member States must increase their implementation.

In the panel on customs, Suzanne Aigner of DG TAXUD presented the implementation work of the Union Customs Code, and Sandro Santamato of DG MOVE discussed the Commission's work on simplifying formalities with e-Manifest and the Maritime Single Window.

David Kerr of the Maltese Permanent Representation gave an overview of the work of the incoming Maltese Presidency of the EU Council, which will have a strong maritime focus, including on shipping emissions, digitalisation, energy efficiency and motorways of the sea.

FEPORT CALLS FOR FRAMEWORK FOR PRIVATE PORT INVESTMENTS

FEPORT published its White Paper for private port investments earlier this week expressing its expectations to policy makers. The paper notes: 'Today, private port operators are facing big challenges. In the container sector, the ever-increasing alliances are seeking to leverage their position to drive down handling costs, while at the same time expecting port operators to invest in the necessary equipment to handle bigger ships. This situation is becoming unsustainable in a context where the regulatory framework for ports is constantly changing be it at national or European level. Time has come for the EU and Member States to acknowledge the role of the private sector and to adopt a real enabling framework for private investors. Private port operators



cannot continue to invest if the returns from investing in and operating terminals are not sufficient and if the rules applicable to port investments are constantly reinterpreted.'

"The current depressed growth aggravates the impact of market inefficiencies and reveals the necessity to better target investments on hinterland connections to improve the connectivity of the transport network" says Mr. Gunther Bonz, FEPORT President in a press release. "Private port operators are ready to continue to invest but they need a clear and stable framework including fair and transparent governance rules and a real protection from risks of distortion of competition" comments FEPORT President.

Source: FEPORT – [Press Release](#), 7 December

HUNDREDS OF SHIPPERS STILL WAITING FOR HANJIN CONTAINERS

Three months after the collapse of Hanjin Shipping, hundreds of shippers have still not received their cargo, even though the bankrupt carrier's containerships have now all been discharged.

Evidence of the continued fallout was revealed at a meeting of the Taiwan government's transportation committee yesterday, when it was claimed that, "50,000 containers carrying Taiwanese products were either stranded at sea or seized by port authorities".

It has not been formally disclosed by authorities, but there are thought to be tens of thousands of Hanjin containers at Singapore terminals, effectively abandoned by shippers unable or unprepared to pay the deposit and other charges required to release the boxes. Some shippers have calculated that the charges exceed the value of the goods and have abandoned the boxes. As a consequence, PSA issued a notice advising that if containers remained unclaimed after 28 November, it would "take steps to dispose and/or sell them".

Source: [The Load Star](#), 6 December

Customs

NATIONAL PLANNING OF UCC IT SYSTEMS PUBLISHED

In the context of the UCC Work Programme, establishing the dates of deployment for the customs trans-European and national IT systems, DG TAXUD published the provisional national planning for the systems being developed and deployed within the time-windows set out in the Work Programme.

The data consolidated by the Commission includes the provisional national planning for a number of IT systems, namely: Proof of Union Status (PoUS), NCTS, Automated Export System (both national and trans-European), Special Procedures (Import and Export), Notification of Arrival, Presentation Notification and Temporary Storage, National Import Systems upgrade, and National Guarantee Management.

The published documents related to UCC IT national planning are available [here](#).



IMCO MOTION FOR A RESOLUTION ON UCC IMPLEMENTATION

On 5 December 2016, the IMCO Committee (Internal Market and Consumer Protection) of the European Parliament adopted a Motion for a Resolution on tackling the challenges of the Union Customs Code implementation.

In this Motion for a Resolution, the IMCO Committee acknowledges that different customs systems, in particular as regards customs duties and customs clearance, create fragmentation, additional administrative burden and delays that cause uncertainty and market disparity, which may undermine compliance of economic operators with the Union's Customs legislation.

The Motion requests the Commission to make sure that the UCC is implemented in a harmonised way, that the review of the implementing regulations should correct the issues and loopholes met on the ground and that the private sector should be closely involved at each step of the review processes.

The Motion for a Resolution is available [here](#).

ECOFIN ADOPTS CUSTOMS RISK MANAGEMENT STRATEGY

On 6 December 2016, the ECOFIN adopted the Council Conclusions on the progress report on the implementation of the EU Strategy and Action Plan for customs risk management.

On the basis of the progress report published in July 2016, the Council:

- Welcomes the progress achieved and the good cooperation between the Member States and the Commission leading to steps forward in the reform of customs risk management.
- Underlines that the development of the appropriate IT systems is crucial to ensure the availability and sharing of supply chain-data and risk relevant information. It calls the Member States and Commission to continue work on assuring the availability of resources in a timely manner for the necessary IT systems.
- Notes that the partnership of customs with trade, together with cooperation with international partners, needs to be further explored and enhanced in order to ensure supply chain security and to facilitate legitimate movement of goods.
- Strongly recommends Member States and the Commission to improve synergies between customs and other law enforcement authorities in the area of security and organised crime, to strengthen multi-agency cooperation for better risk management, to continue work on improving access to and exchange of information for customs risk management.
- Invites the Commission to develop with Member States an efficient reporting mechanism to measure the impact of outcomes and results of specific actions deriving from the EU Strategy on improvements to the customs risk management processes.

The Council Conclusions are available [here](#). The next progress report of the Commission on the customs risk management Strategy will be published in mid-2018.



General

EP EXCHANGES VIEWS WITH COMMISSIONER BULC

The European Parliament TRAN Committee had an exchange of views with European Commissioner for Transport Violeta Bulc on Monday this week. The Commissioner updated the EP on its work-programme for 2017 which includes the Strategy for low emissions mobility, the Road Initiative and the implementation of the Aviation Strategy and initiatives for the Maritime Year.

MEPs were eager to learn more about the strategy on cooperative and automated mobility, in particular with regards to the legal and liability issues. The Commissioner clarified that she expects connected vehicles on European roads by 2019. On the road package she stressed the need for an EU wide solution with clear rules and good implementation. The aim is to prevent fragmentation of the EU market. Other topics discussed were the legal challenges with Uber, the collaborative economy, the aviation dispute of Gibraltar and the creation of a Single European Sky.

COMMISSION WORKING ON FACILITATING TEN-T PROJECTS

The European Commission is working on improving and facilitating TEN-T project application and procedures. This week CLECAT attended a workshop organized by the Commission to present a study that identifies these barriers and options for improvement. Industry stakeholders and Member State delegations were participating.

Mr Herald Ruijters, Acting Director of DG MOVE, opened the event and stressed the importance of facilitating the approval procedures. The difficulties with these procedures were presented by two industry infrastructure managers (DB Netz, Vinci Concessions). They stressed the complexities that derive from different and multiple procedures necessary for projects, the difficulties in dealing with public approval and complaints, and technical issues that arise as a result of different standards and regulations in EU countries.

The study confirms what the infrastructure managers reported and propose different options in the areas of organising the permitting procedure, public acceptance, environmental assessments, public procurement and state aid. Several solutions include having either an EU wide authority or national authority in charge of procedures and/or better coordination between different authorities involved. National delegates were worried the proposed 'one-stop-shop' approach could turn into a 'one-size-fits-all' approach. This should be avoided as the specifications of no two projects are the same, and careful assessments are important. Industry representatives stressed the need for more guidelines and support in dealing with these complex procedures.

A representative from Directorate General for Energy presented the facilitation actions taken in the TEN-E network and how these could be relevant for the TEN-T network. The actions included streamlining permitting processes to one national authority and developing guidelines for better understanding of regulations.

MATTHIAS MAEDGE TO LEAD IRU BRUSSELS DELEGATION

The IRU announced the appointment of Matthias Maedge as the new IRU General Delegate to lead the work of its Brussels office. Matthias Maedge is currently the Secretary General of NGVA Europe,



the Brussels-based stakeholder, which promotes natural gas and bio- and synthetic methane alternative fuel used in the road transport sector.

Sustainable Logistics

EU WINTER PACKAGE TARGETS TRANSPORT DECARBONISATION

On 30 November, the European Commission presented a vast “[Winter Package](#)” of energy-related strategies and legislative proposals, intended to give effect to the EU target to cut CO2 emissions by at least 40% by 2030 and improve energy efficiency by 30%.

Included in the package is a revision of the EU’s Renewable Energy Directive, which introduces an obligation on European transport fuel suppliers to provide an increasing share of renewable and low-carbon fuels, including advanced biofuels, renewable transport fuels of non-biological origin (e.g. hydrogen), waste-based fuels and renewable electricity. The level of this obligation is progressively increasing from 1.5% in 2021 (in energy terms) to 6.8 % in 2030, including at least 3.6% of advanced biofuels. Preferential rules would apply to advanced aviation fuels in order to support their deployment in the aviation sector (e.g. their energy content is accounted 20% more).

To minimize the Indirect Land-Use Change (ILUC) impacts, the proposed revision introduces a cap on the contribution of food-based biofuels towards the EU renewable energy target, starting at 7% in 2021 and going down progressively to 3.8% in 2030. The proposal also introduces national databases to ensure traceability of the fuels and mitigate the risk of fraud.

Due to the large number of proposals included in the package, and the controversial nature of some of their provisions, negotiations in the Council and European Parliament are expected to carry on for the next couple of years. CLECAT is discussing some of these issues, including alternative fuels and efficient logistics, with policy makers in the context of the Low-Emission Mobility Strategy.

Source: [European Commission](#)

Forthcoming events

CLECAT MEETINGS

Customs and Indirect Taxation Institute

11 January, Brussels

Maritime Logistics Institute

20 January, Milan

Sustainable Logistics Institute

7 February, Brussels

Road Institute

7 February, Brussels



Supply Chain Security Institute
21 March, Brussels

Air Logistics Institute
21 March, Brussels

OTHER EVENTS WITH CLECAT PARTICIPATION

LEARN Work Package 3 & 4 Kick-off
13 December, Leiden

European Commission Workshop on evaluating the RFC Regulation
16 December, Brussels

EP/COUNCIL MEETINGS

European Parliament
Transport and Tourism Committee
5 December, Brussels
25-26 January 2017, Brussels

European Parliament - Plenary Session
12-15 December, Strasbourg

Transport, Telecommunications and Energy Council
12-15 February 2017, Brussels

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