CLECAT
european association for forwarding, transport, logistics and customs services

NEWSLETTER

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News from Brussels

FFF16 'AIR CARGO LOGISTICS: GROUND FOR CHANGE?'

Did you register for the Freight Forwarders Forum 2016, entitled "Air Cargo Logistics: Ground for Change?", which will be held on 16 November in partnership with Brussels Airport, at the nearby Van Der Valk Hotel?

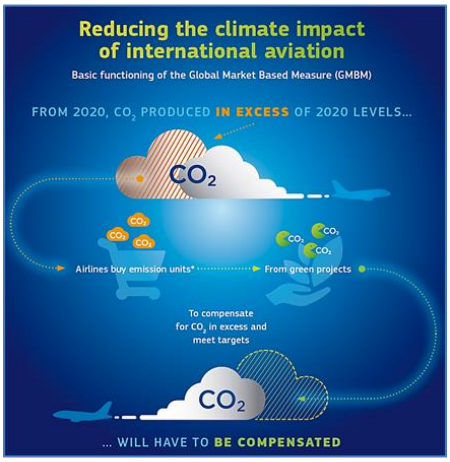
The issue of efficient border and regulatory management will be discussed in one of the panels. An exciting concept in this area is the data pipeline, which enables supply chain parties to voluntary submit data at their disposal into one single access repository, and for various border/regulatory agencies to retrieve on demand the data which they require to carry out their checks. This removes the need for individual parties to submit the same data multiple times to different agencies, or for multiple entities to submit similar data to a single authority. The CORE project, in which CLECAT is a partner, is among the initiatives looking into the possibilities offered by data pipelines for coordinated border management and increased security.

Panelists debating these issues will include Ana Hinojosa, Director Compliance and Facilitation at the World Customs Organization; Gordon Wright, Head of Cargo Border Management at IATA; and Andreas Wilhelm, Global Security Manager at Kuehne + Nagel.

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

Air

COMMISSIONER BULC WELCOMES LANDMARK AVIATION DEAL



The European Commission has welcomed the agreement reached last week by the International Civil Aviation Organisation (ICAO) to curb CO2 emissions from international aviation. Commissioner for Transport Violeta Bulc said, "This unprecedented agreement opens a new chapter in international aviation, where sustainability finally becomes part of the way we fly." She defended the aviation emissions deal before a sceptical Environment Committee on Wednesday. "For too long, the issue of international aviation emissions has been swept aside," Bulc said in her opening statement, calling its global market-based mechanism, or GMBM, "A serious step forward."

Despite this optimism, some MEPs were unhappy about the mechanism requiring participating airlines to offset any additional emissions above a 2020 baseline. Their complaint is that the ICAO deal isn't well integrated with the goals set out by the Paris climate agreement. "If I look at what we got from Montreal it did not fulfil its own promise, this is definitely not carbon neutral growth," said Gerben-Jan Gerbrandy from the ALDE group.

Bulc defended the review mechanism that allows countries to make the deal "more robust and more ambitious" once the offset system starts in 2021. "I'm certain some of you would have wanted a more ambitious deal," Bulc said. "However, we reached an agreement within our red lines and that was really important. We will work hard to improve the deal." EPP's Peter Liese suggested putting international traffic under the Emissions Trading System (which now covers only flights within the EU's borders), a controversial topic in aviation circles.

On Tuesday, Mr H. Hololei, Director General of DG Move, was met with more optimism at the Transport Committee of the European Parliament. He stressed the great importance of the ICAO agreement, especially considering the 191 signing parties. As the first ever climate agreement in a specific sector it may sever as inspiration for other sectors.

A total of 65 countries — including the EU 28 and 16 more that joined up under ICAO's regional grouping — have said they will opt-in from the start of a deal (2020). But countries with big aviation sectors like Russia and India look like they will stay out until 2027, which is when the deal becomes mandatory. Only a few small countries are exempted from the deal, but around 80% of the emissions above 2020 levels will be offset by the scheme between 2021 and 2035.

Bulc heads to Luxembourg on Monday to meet with the EU Council and Climate Commissioner Miguel Arias Cañete. A Chinese delegation will also arrive in Brussels next week to discuss the aftermath of the ICAO agreement and to start technical discussions on how an offset system would work in practice. The Commission will file a report to Parliament in January on the offset mechanism, as well as proposals on what to do with the ETS.

Sources: POLITICO, 13 October; European Commission, 7 October

UK AND CHINA AGREE UNLIMITED CARGO FLIGHTS

The UK and China have agreed to allow unlimited cargo flights and more than double the number of passenger flights allowed to operate between the two countries, following successful negotiations this week.

A restriction on the number of destinations that airlines can serve has also been lifted, meaning services can be operated between any point in the UK and any point in China. Up until now, airlines could only serve six destinations in each country.

Under the new deal, passenger flights can now increase from the current maximum of 40 per week for each nation to up to 100. There will be no limit on the number of all-cargo services, "creating new opportunities for UK trade and businesses", the Department for Transport said. It said the move would also boost tourism and trade opportunities for the UK – "links which will be vital as we look to build a confident, Global Britain after Brexit", it added

Source: Lloyd's Loadinglist, 12 October (extract)

Maritime

EC CONSULTATION ON STATE AID FOR PORTS AND AIRPORTS

The Commission has launched a public consultation on a revision draft proposal to the General Block Exemption Regulation, which was introduced in 2014. It allows countries to finance ports and airports without prior Commission approval. The revised proposal includes simplifications for small port investments and it would enlarge the scope of provisions for very small airports. The public and stakeholders can submit comments on the consultation until December 8, and the Commission hopes to adopt the final regulation in the first quarter of 2017. Find the consultation here.

CONTINGENCY PLANNING 'IS A MUST' TO AVOID CHAOS

As the industry begins to learn lessons from the demise of Hanjin, it is clear that the location of containers will be the priority for forwarders and shippers seeking to mitigate the effect of future collapses. A recent critique from Damco emphasises visibility in the supply chain and that contingency planning is "no longer an option, but a must". […]

It said: "The Hanjin experience points to some wider lessons for supply chains. First the importance of visibility: supply chain disruption, in all its forms from natural disasters to geopolitics, is increasing rather than decreasing and shippers need to be paying more attention to risk.

"Second, the Hanjin collapse should trigger significant change in the way companies approach the procurement of shipping and carrier services. Now that we know that no carrier is 'too big to fail', with higher risk, contingency planning is no longer an option, but a must," it said. Shortly after Hanjin's bankruptcy the Korean Shippers Association revealed that the majority of its members had no idea where their goods were – a fact that some in the business of providing visibility to shippers greeted with incredulity.

The Loadstar also reported this week that shippers and forwarders could face multi-million-dollar bills from Hanjin if its creditors sue customers which failed to deliver all the cargo stated in the Minimum Quantity Commitment (MQC). According to consultancy SeaIntel, shippers could face claims for between $40m and $300m. The potential claims follow similar action involving The Containership Company (TCC), which went bankrupt in 2011. […] The case could be significant for Hanjin and its customers.

SeaIntel uses an assumption that about 20% of import shippers do not meet their MQCs, which would mean that Hanjin could have faced a shortfall of some 460,000teu. SeaIntel estimates damages could be $250 per teu. While contracts covering the 2016-17 year are not relevant, as Hanjin stopped sailing four months in, the previous year's agreements could be critical as the contract period has expired, and the court has ruled they are enforceable. However, this would be a "nuclear option" for Hanjin, and is likely only to be used if the line is not to be revived. As SeaIntel notes: "Suing a large amount of shippers would effectively end any aspirations to become a large transpacific carrier again."

Source: The LoadStar, 6 & 10 October (extracts)

DREWRY EXPECTS A TURN OF THE TIDE BY 2018

The weak period for the multipurpose and project carrier sector will continue until the end of 2017, according to the latest Multipurpose Shipping Market Review and Forecaster report published by the London-based consultancy Drewry. A serious oversupply and rates barely above operating costs have led a number of owners to cut their maintenance budgets. Drewry: "Shippers have to decide whether their main driver is price or quality, especially when they are putting high value cargo on these ships."

Yet, there are sparks of hope. The current upturn in container rates will not make the lines shift capacities away from the breakbulk sector, but the BDI is on the turn and moved back over 1000 points (albeit briefly) at the end of August. Drewry does expect an upturn in dry cargo trade over the forecast period and dry bulk trade in particular. Indeed, although over 2015 to 2020 the MPV market share is expected to decrease by around 1% a year, it is forecast to hit a floor in 2017 and return to positive growth thereafter.

Source: Drewry, 12 October

Road

NEW LAW AGAINST SOCIAL DUMPING IN THE NETHERLANDS

The Dutch parliament passed a new law that aims to combat low wage truck drivers in the Netherlands. According to the new law, shippers may be brought to court if the working conditions and wages of truck drivers do not comply with Dutch law. Previously a lawsuit was only possible against the transport company employing the truck driver. It will now be possible to persecute shippers and transport companies in case of non-compliance.

MORE SECURE PARKING FOR TRUCKS ACROSS EUROPE

Transport security organisation TAPA is launching a new initiative across Europe in a bid to stem increasing cargo theft from trucks. TAPA is to contact around 115 parking locations to encourage them to beef up security to a defined standard and to allow companies to pre-book spaces. It is also launching an online platform showing areas most at risk and where secure parking is located.

Some 57% of thefts from trucks occur at non-secure parking locations. In the EU, 18bn tonnes of goods are transported each year – or 46m tonnes every day. "Road freight is the weak link," Tony Kavanagh, regional HSSE manager Europe for Damco, a TAPA member, told delegates at FIATA's World Congress in Dublin. "About 86% of cargo crime last year was truck-related. Most happened after drivers, not the freight company, made a decision on where to stop," he said.

He added that finding secure locations was a burden on companies. "It is hard to determine the level of security without a physical inspection and there is a lack of sites. Drivers may have to pay with a card or cash for secure parking, and could be unwilling to."

The TAPA initiative is open to all parking space owners, and encourages them to upgrade and, in the first phase, self-certify against a TAPA standard. Phase two, which will launch in 2018, will help parking locations move to an even higher level of security.

BREXIT DRIVES UP UK INTERNATIONAL ROAD FREIGHT PRICES

The weakening of the pound since the UK's vote to leave the EU has significantly increased UK international haulage costs for those paying in sterling, according to analysis by European road freight specialist Freightex.

CEO Tim Phillips said the UK's vote for Brexit at the end of June was the dominating factor of the last quarter in terms of UK international road freight pricing, chiefly because it had led to an immediate drop in sterling from €1.30 to around €1.18, a fall of more than 10.2%. Although that was followed by a small period of recovery that took sterling back over €1.20, recent weeks had seen a further weakening of sterling, as speculation grows on the full impact of Brexit, with the pound now running below €1.15.

With around 80% of capacity across the Channel provided by mainland Europe-based companies, there had been the predictable effect on prices, Phillips said in his quarterly review of UK cross-Channel road freight pricing, published today in Lloyd's Loading List. "We have seen significant upward movement for UK-paying customers for all international movements," he said.

"The export rate showed dramatic effect with an increase of 16% since the end of June, this maybe compounded by increasing export activity due to the lower exchange rate." However, that was now showing signs of levelling off, with a slight drop back in the last week. Meanwhile, the increase in import rates had been "more in line with the pure exchange rate move, at around 8%. "However, this is still climbing, so we wait to see the extent of the impact," he added.

Source: Lloyd's Loadinglist, 7 October (extract)

Rail

IMPROVE OPERATIONS ON THE RAIL FREIGHT CORRIDORS

CLECAT participated last month in a meeting hosted by the Dutch Permanent Representation in Brussels to review further work on the Sector statement" on Rail Freight Corridors. A group of rail stakeholders have translated the statement into a very concrete action list. The action list defines responsible actors for implementation, the objectives to be reached and the timeline. Although all issues need to be tackled, the list identifies 5 main priority projects, where benefits can be achieved in short terms:

- Estimated time of arrival: a pilot project will be launched to provide the end-customer with information about the status of their shipment;
- Coordination of works between IMs and systematic consultation of RUs from the beginning in case of capacity restrictions;
- TEN-T parameters to be included in the plan of RFC (e.g. 740 train length, 22.5 axle loads, 100km/h line speed, full electrification, deployment of ERTMS);
- Time Table redesign for rail freight capacities;
- Cross Border/ operational bottlenecks: harmonisation of Safety certification, locomotive authorisation, drivers' certification and language requirements on cross border sections.

CLECAT supports the dialogue between stakeholders and the action list as they seek to remove operational bottlenecks and improve efficiency of the RFCs. However, in order to give a real supranational approach to the RFCs, a revision of the current legislation will be needed. CLECAT responded earlier this year to the consultation on the review of the consultation.

RUSSIA CAUSES PROBLEMS FOR EUROPE-CHINA RAIL ROUTE

The food import ban on EU products imposed by Moscow is hurting the Continent's fruit export market as it struggles to send apples and other fruit to China over the world's longest railway line. The Yixin'ou corridor stretches from the Chinese city of Yiwu to Madrid via Kazakhstan, Russia, Belarus, Poland, Germany and France, and is especially important to Spanish plum and peach producers since they signed a deal for the export of stoned fruit to China in April. But since the Russian ban came in during 2014, growers worry their ability to deliver over a competitive mode of transport that's cheaper than air and quicker than the sea route is threatened.

New markets: The Yixin'ou line overtook the Trans-Siberian Railway as the longest continuous rail route in the world when it completed its first full trip in late 2014, towing 82 carriages over a return journey distance of over 25,000 kilometers. Despite the trouble caused by crossing borders and changing railway gauges multiple times along the trip, traders say the rail route is far swifter than using ships and cheaper than sending goods by air. Poland is hoping to open up an apple market in China, while other EU exporters are hoping to plug a food export gap. The EU as a whole saw its fruit and vegetable exports fall by some 12 percent in the year following the Russian sanctions in August 2014.

New corridors: Another new rail route was inaugurated last month, after the Chengdu-Tilburg-Rotterdam-Express arrived at the Port of Rotterdam following a 15-day journey across Eurasia. By ship a similar journey would likely take more than 35 days. The idea for the service came from Chinese rail operator CDiRS and it has said it plans to run services five times a week from late next year in concert with a Dutch firm.

Source: Politico, 10 October (extract)

Customs

EUROPEAN COMMISSION PUBLISHES THE EU CUSTOMS BPM

On 14 October 2016, the European Commission announced the publication of the EU Customs Business Process Models aimed at supporting the UCC.

In 2010, the Commission started to work on "business process modelling" together with customs experts from the Member States and the private sector (including CLECAT). The EU Customs Business Process Models (BPMs) were created upon request of the Member States' customs authorities and the trade community in order to facilitate the reading of the newly proposed legal provisions allowing them to understand the "TO BE" situation and the impact of the changes on the practical customs processes and procedures.

Different working packages of the EU Customs BPM for the UCC were developed in the period till adoption of the new UCC delegated and implementing Regulation. According to the Commission, the BPMs depict the legal provisions in a visual, understandable and integrated manner (combining provisions from UCC, UCC DA and UCC IA) and as such serve a harmonised and correct implementation of the new legislation and the processes defined.

The final EU BPM Publication is available here (search "EU Customs BPM").

WCO AT 2016 FIATA WORLD CONGRESS

WCO Secretary General Dr. Kunio Mikuriya, as Guest of Honour, addressed the opening session of the 2016 FIATA (International Federation of Freight Forwarders Association) World Congress held in Dublin. Mr. Zhao Huxiang, President of the FIATA highlighted the many challenges faced by members in today's trading environment, especially with the need to comply with the multiplicity of different rules in international trade. Dr. Mikuriya emphasized the role of the WCO as a standard-setting organization, working with commercial operators to facilitate international trade. The WCO plays an important role in coordinating border management, bringing together the various agencies to reduce delays at borders.

The WCO will play a central role in implementation of the WTO Trade Facilitation Agreement, which is based on the WCO Revised Kyoto Convention. Dr Mikuriya also highlighted the role of Customs and private sector operators in fighting illicit trade.

He added that, as the trading environment constantly evolves, digital trade and e-commerce will continue to impact on how operators in the logistics sector do business. Working together with the regulatory authorities and the standard-setting bodies, as well as trade and industry, can help meet the challenges by strengthening a culture of compliance and integrity. The Secretary General looked forward to continued cooperation with business operators, and highlighted the important role played by FIATA as a partner.

Source WCO/ Full press release available here

General

€1.9 BILLION TO SUPPORT KEY EUROPEAN TRANSPORT PROJECTS

The European Commission will make €1.9 billion available to finance key transport projects. The money will be made available to projects through the Connecting Europe Facility (CEF) for transport. €1.1 billion are earmarked for projects in Member States eligible for financing from the EU Cohesion Fund, in order to better integrate these countries into the internal market.

EU Commissioner for Transport Violeta Bulc remarked: "The EU supports over 460 projects across the territory of the Member States contributing to better mobility and connectivity for European citizens and businesses. With this new call, we are giving more focus to intelligent transport systems across

Europe and to infrastructure development in the cohesion states. The Commission is committed to building the transport network of the future while providing to keep countries and regions united."

This year's calls continue to focus on innovative transport to improve safety and environmental performance, increase efficiency and build cross-border connections. For the first time, a specific priority (provided for with €110 million) addresses smaller cross-border projects, located on the comprehensive network, which shall help bringing regions closer together and enhancing their accessibility.

“Although we have been investing a lot in improving transport infrastructure, there is underinvestment in many smaller cross-border sections, and bottlenecks and missing links remain. I therefore welcome the new Commission initiative to scale up support for smaller cross-border projects” said Michael Cramer, Chair of the Transport and Tourism Committee of the European Parliament.

Overall, the calls make €840 million available to all 28 Member States ('General envelope') for cross-border infrastructure projects and for projects covering innovation and new technologies and traffic management systems. The "cohesion" envelope (€1.1 billion, available to 15 Member States) will add key infrastructure projects on the TEN-T core network in sustainable transport modes such as rail and inland waterways to these priorities.

Applicants will have until 7 February 2017 to submit their proposals.

Source: The European Commission, 13 October

HOW DISRUPTIVE WILL 3-D PRINTING BE FOR THE SUPPLY CHAIN?

Supply chain innovations such as 3-D printing have great disruptive potential for global supply chains. Experts are divided on the extent to which this will take place, arguing that the picture is a complex one, although they agree that the ways some supply chains are strategically planned and operated will change.

A recent example of changing supply chains includes Adidas’ announcement several months ago that it was setting up a Speedfactory for the mass production of running shoes in Germany. Advances in 3-D printing (or additive manufacturing), robotics, and automation mean that Adidas can now afford to bring production ‘back home’ and in proximity to customers in major markets in Europe while meeting demands for faster deliveries and offsetting wage inflation in Asia and protracted shipping times.

Markus Kückelhaus, vice president of Innovation and Trend Research at Deutsche Post DHL, guards against hype surrounding disruptive technologies and dismisses the claims that it is going to revolutionise mass production. “This is as naive as saying that everyone is going to have a 3D printer in their garage,” he quipped.

Kückelhaus and his team have studied how 3-D printing will impact trade volumes in the automotive and life sciences industries by 2020. Their findings reveal that only 2-4% of DHL’s ocean freight forwarding traffic on the key Asia-Europe trade lane is at risk within that period as a result of manufacturing in these verticals being moved closer to consumer markets. No specific data has been released for air freight, but Kückelhaus believes that the impact will be no more significant than that on ocean freight.

Source: Lloyd’s Loadinglist, 10 October

This will be one of the issues discussed at the European Logistics Platform's event on 'the Future of Logistics' taking place on the 15th November in Brussels.

Markus Kückelhaus will present a keynote introduction on these and other trends in the Logistics industry at the **European Logistics Platform**'s event '**On the Future of Logistics'**, on **15 November** in Brussels.

Find out more about the event and registration here.

DIGITAL SKILLS IN THE WORKPLACE: EC STUDY

On 7 October CLECAT attended a seminar on Digital Skills in the Workplace, hosted by the European Commission. The seminar included the presentation of the interim report of a study being prepared for the Commission by Ecorys and the Danish Technological Institute into the impact of ICT on the skills required for different jobs. One of the job profiles used as a case study is that of transport clerk within a logistics company.

Main findings of the report were that ICT is taking over routine analytical tasks, such as route- and logistics-planning, is replacing highly complex analytical thinking and advanced manual tasks. It is increasing the speed and flexibility of work, as well as the differentiation between employees' competence levels, blurring the boundaries between occupations. This creates a need to continuously update employees' skills and increases the importance of complementary skills, although mainstreaming technology adoption and overcoming lack of know-how takes time.

Actions which can be taken to address these changes include awareness-raising and facilitation of access to digital technology and training – the study found that at present 72% of companies have taken no action to address digital skill gaps, often due to cost or staff shortages, despite the rapidly changing technological environment.

MEPS DEBATE CETA TRADE AGREEMENT WITH STAKEHOLDERS

International Trade Committee MEPs, farmers, businesses, public health and trade union representatives debated the Comprehensive Economic and Trade Agreement (CETA) between the EU and Canada on Wednesday morning. CETA can only enter into force with the European Parliament's approval.

Agriculture and business representatives were generally supportive of the agreement, underlining that new market access would foster growth and competitiveness and boost employment. Trade union and public health advocates raised concerns about the CETA's possible impacts on public services, the level of protection for workers and the environment, and states' right to regulate.

Many MEPs argued that CETA is a fair, transparent and geopolitically important agreement, "the best deal we can get" and that it would benefit the European economy. It would also set the standard for further free trade deals, they added. Others were cautiously optimistic and suggested studying the text further.

Some MEPs said that they were still worried about social and environmental standards and that the draft joint interpretive declaration by trade Commissioner Cecilia Malmström and Canadian trade minister Chrystia Freeland, which is meant to be a part of the agreement, does little to dispel such fears as it is not legally binding. A couple of MEPs plainly rejected the deal, echoing fears that it would weaken democracy and only benefit multinational companies.

Next steps: Members of the International Trade Committee are set to vote on the CETA trade deal in December. (Source: European Parliament, 12 October)

Meanwhile the German Constitutional Court rejected a legal challenge to CETA from campaigners on Thursday. This preliminary ruling will allow Germany to sign the provisional CETA agreement on 27 October. The court will now review the claims in detail and the final court ruling will take place at a later time. A central condition to Germany signing the agreement is a provision that would allow Germany to leave CETA, should there be a negative ruling. This decision is relevant only for the preliminary implementation of CETA. The EU parliament and Member States parliament's still need to ratify the agreement. (Welt.de, 13 October)

IMO TO AGREE ON CLEANER SHIPPING FUELS

The European Parliament's Industry, Research and Energy Committee voted in favor of the EU Emission Trading System directive. It calls for the Commission to monitor the contribution of the aviation and maritime sectors to the reduction of CO2 emissions in accordance with the Paris climate agreement ratified earlier this month. The International Maritime Organization will introduce a global CO2 data collection system by 2018, which will allow it to monitor emissions and set future emissions standards. The IMO's Marine Environment Protection Committee meets in London from October 24, and the timing of a deal to cut emissions from the sector will be on the agenda.

The Committee will also discuss the implementation of a sulfur emissions cap of 0.5% by 2020 and other decisions concerning CO2 emissions of ships.

"This transition will be more disruptive than the switch to the 0.1% sulfur blend in the ECAs because the 0.5% cap will affect the industry worldwide and have a significant impact on fuel supplies," Goh Swee Chen, chairperson of Shell Singapore, said at the Singapore International Bunkering Conference. The higher cost of production and increased use of gasoil in the blend will drive up the cost of 0.5% sulfur fuel oil and a lack of demand for high sulfur fuel oil will drag down HSFO prices, Swee Chen said.

There is a provision for IMO to delay the implementation of the new sulfur content cap to 2025, which is a highly debated issue in the industry and among countries. EU countries and China support the 2020 adoption, whereas the position of the US remains unclear (Shippingwatch, 11 October).

According to a report submitted by the Finnish government to the International Maritime Organization, the delayed implementation could lead to 570.000 premature deaths as a result of sulfur emissions (this is the worst case scenario). Exposure to sulfur emissions and the health issues linked to this are higher in coastal areas of Asia-Pacific regions and Latin American countries. The EU and the US are less exposed, as they already have 'sulfur emissions control areas' in place. (Shippingwatch, 11 October).

Bimco strongly criticizes the report for being flawed and issued their own report, which recommends 2025 as implementation date. The report questions the feasibility of the 2020 deadline, stating that the supply of low sulfur fuel may not be sufficient by 2020. They stress the costly investments necessary, not just for ship owner, but also for refineries to be ready by 2020. (Shippingwatch, 10 October). The industry demands clarification from the IMO, so that the relevant planning and investing can take place.

Source: Politico, Platts, 12 October (*extract*) Finnish report available 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

GLEC Multimodal Action Group meeting
25 October, Amsterdam

TIACA Air Cargo Forum
26-28 October, Paris

LEARN Kick-off meeting
26-27 October, Brussels

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)

FEPORT Second Annual Stakeholders' Conference
8 December, Brussels

EU Rail Freight Day
9 December 2016 Vienna, Austria.

EP/COUNCIL MEETINGS

European Parliament

Plenary Session
24-27 October, Strasbourg

Transport and Tourism Committee
9-10 November, Brussels

Transport Council

1-2 December, Brussels
5 December, Brussels

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