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?'

FFF2016 Freight Forwarders Forum

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

ELP EVENT ON THE FUTURE OF LOGISTICS

Members of the European Parliament, policy makers, ELP members and other stakeholders are invited to an interactive forum moderated by Jacki Davis on the Future of Logistics in Europe.

Following a keynote introduction from Transport Commissioner Violeta Bulc and a deep dive into logistics trends by DHL innovation, by Markus Kückelhaus, Vice-President Innovation and Trend research, at DHL, a first panel will debate new ways of delivering sustainability in logistics. The panel will discuss how, with innovation and new ways of thinking, practical solutions can be found improve efficiency, reduce emissions and lower operating costs. Will this be enough to reach the EU's decarbonisation targets or is there a need for more stringent regulation? And can Europe keep its No. 1 role in logistics, with the much-needed skills and R&D required?

A second panel will review some real game-changers and disrupters in logistics and provide insights into what logistics may look like in 2050. Today, already, collaboration can produce significant gains in terms of both efficiency and sustainability, so what is preventing this from happening now? If the technology is available, what are the key drivers for - and barriers to - innovation in the freight and logistics sector? And how will these new technologies and models support Europe in meeting the challenges and fulfilling its ambitions on sustainability and growth?

Join the debate by registering HERE.

CLECAT TO SPEAK AT GLEC LAUNCH EVENT

CLECAT has been invited to speak at the GLEC Framework launch event on the 15 November in Brussels. This event is taking place prior to the ELP event (see above). The GLEC (Global Logistics Emissions Council) is a group of companies, industry associations and programs that want to make carbon accounting work for industry and is backed by leading experts, governments and other stakeholders.

Companies need to transport products to millions of customers around the globe. Leading companies want to be competitive and more environmentally sustainable by improving freight efficiency, tracking greenhouse gas emissions and lowering costs. Including the carbon footprint of logistics activities in business decisions (alongside costs, time and reliability) is only possible if emissions can be calculated consistently at a global level across road, rail, air, sea, inland waterways and transhipment centers. For the first time the GLEC Framework 1.0 provides this guidance, allowing multinational shippers and carriers to compare and select more fuel efficient modes and carriers and identify ways to increase efficiency.

The launch of the GLEC Framework follows a year of consultation and validation with GLEC partners such as Hewlett-Packard, Kuehne + Nagel, DB Schenker and DHL, as well as the issuance of the GHG Protocol Built on Mark. A next step is to mobilize companies to apply the GLEC Framework and integrate it into, for example, industry tools, green freight programs, and national standards and policies.

Find out more about the event and registrations here.

CALL FOR REVIEW MULTI-ANNUAL FINANCIAL FRAMEWORK

30 European transport associations (amongst which CLECAT) representing infrastructure managers, operators, local authorities, users and equipment suppliers in the maritime, inland waterways, railways, road, cycling, aviation and intermodal sectors, issued a Press Release today calling on the European Parliament and the Council to approve the Commission proposal for the review of the Multi-Annual Financial Framework. The proposal foresees an increase of EUR 1.4 billion for the Connecting Europe Facility (CEF) budget. The current proposal would contribute to enhancing the role of transport as an enabler of economic growth and job creation, which at the moment employs directly and indirectly 20 million people (10% of total EU employment).

Nonetheless, the transport sector warns that this cannot be considered sufficient to complete the Trans-European Network for Transport (TEN-T). The Connecting Europe Facility (CEF) is the financial lifeline of the TEN-T network. From a CEF total budget of 31 billion euros (2.8% of the overall MFF), only EUR 2 billion are left to co-fund transport projects of high European added-value until 2020. Due to an insufficient EU budget for transport and a significant reduction in national public investments, a large number of high-quality projects in the transport sector had to be, and will continue to be, rejected.

European citizens and customers require safer, ever more secure, reliable, efficient, green, multimodal and smart mobility but also better connectivity between nodes and modes of transport. This can be made possible by modernising the transport sector and completing the TEN-T network. The TEN-T completion will create 10 million additional jobs and lead to 1.8% GDP growth by 2030. The Commission and the Member States estimate that the development of the TEN-T network during the period 2014–2020 would require about 500 billion EUR of investments. These huge investment requirements in the transport sector should be taken into account by the current review of the MFF and by the future EU budget 2021-2027, in view of the review of the TEN-T Core Network implementation by 31st December 2023.

Providers and users of transport services and infrastructures, representing the public and private spheres of the sector, are ready to actively address these challenges but this requires a predictable and stable regulatory framework for investment and funding. Many high-quality projects are already benefiting from co-funding under the CEF calls and from financial blending programmes, but many other projects that are essential for the completion of TEN-T are lacking financial support.

Completing the TEN-T network will provide Europe with a smart, overarching and climate-friendly infrastructure plan. We, the representatives of the transport sector, are fully committed to making that plan a reality and we call on the necessary means to achieve it. There is not a moment to lose if we want to preserve and boost the competitiveness of European economy.

For more information, have a look at the campaign "More EU budget for Transport."

EP TRAN COMMITTEE CONSIDERS LOGISTICS REPORT

MEP Ayala Sender presented her own-initiative report on "Logistics in the EU and Multimodal Transport in the new Ten-T Corridors" at the European Parliament TRAN Committee meeting which took place last week.

MEP Ayala Sender underlined the importance of a strong logistics and freight transport sector for the EU economy. The report should serve to stimulate a debate on the needed policy actions to support the sector and to set the right priorities for implementing the multimodal TEN-T network, in order to achieve efficient and sustainable multimodal freight transport in the EU. The draft report calls for a renewed EU freight logistics strategy, to make multimodality a focal point in further TEN-T implementation, ensuring optimal use of available funding, in particular by monitoring Member States' transport infrastructure planning under the European Semester.

MEPs called for improved coordination of Member States' transport infrastructure planning, a stronger role of the Commission in pursuing TEN-T wide priorities and speeding-up the integration of digital services in and across all transport modes. Some Members recalled the urgent need to ensure fair competition and social conditions in freight transport. They also stressed the need to foresee sufficient EU funding for transport infrastructure investments under the next multiannual budget.

Amendments will be considered at the next TRAN Committee meeting in November and the vote will take place in December. The Plenary vote on the report is expected in January 2017.

EXCHANGE OF VIEWS EP WITH DG MOVE DIRECTOR

An exchange of views with Mr Henrik Hololei, Director General of DG MOVE, took place at the TRAN Committee for an exchange of views last week. Mr Hololei informed MEPs about results of the ICAO General Assembly of 6 October 2016 and the Commission's work plans in transport policy. The Commission will now have to assess the impact of this deal in the context of the EU Emissions Trading System for aviation. A review on the ICAO outcome is to be presented to the European Parliament in early 2017.

Mr Hololei informed the TRAN Committee about EU aviation agreements with third countries, where negotiations started with Qatar on 19-21 September 2016. The next round is planned for January 2017. During the coming weeks the Commission will also hold the first rounds with ASEAN (26-28 October, Brussels) and Turkey (9-11 November, Ankara). In addition, Mr Hololei called for a measured, proportionate and risk-based approach to transport security. He also mentioned that road transport initiatives and fitness check of maritime legislation are planned for 2017.

In the debate, MEPs asked for more information about drones, road package initiatives, the impact of Brexit to transport, the revision of Regulation 868/2004 on unfair competitive practices in aviation, the implementation of Single European Sky and the WTO case concerning Airbus and Boeing. MEPs also called for timely information about negotiations of aviation agreements. Some MEPs raised safety concerns about using composite train brakes in winter conditions.

In his reply, Mr Hololei explained that the main focus of the road package initiatives would be on improving the enforcement of EU legislation. Concerning aviation, all drones will be covered by EU legislation, however rules will be proportionate to the weight of drones and existing rules on model drones would not be changed. The Council is not moving ahead with Proposal for Single European

Sky, and revision to Regulation 868/2014 should come at the beginning of 2017. The WTO decision on the Airbus/Boeing case is expected in a couple of months.

NEW ORGANISATIONAL STRUCTURE FOR DG MOVE

DG MOVE has adopted a new organisational structure that reshuffles the titles and responsibilities of the Directorates in DG MOVE.

One noteworthy change is the introduction of directorates that focus more on modes of transport. Directorates C, D and E are now dedicated to land, waterborne and aviation transport, respectively. Previously these modes fell into overlapping units. Deputy Director General Matthew Baldwin remains the coordinator of directorates C, D and E. Each type of transportation has its own unit for policy, safety and the Single European Market topics. Intermodal transport is not assigned to an individual unit; rather it is integrated into the individual modal directorates.

The new structure takes a holistic approach to transport security with the creation of one unit dealing with Transport Security. This combines the previously separate units for transport security per mode into one overreaching unit. Carlos Mestre Zamarreno is the head of this new unit (previously head of Aviation Security). Robert Missen, previously head of the old unit for Land and Maritime Security is now head of unit for Innovation and Research, replacing Keir Fitch.

Fotis Karamitsos (previously head of Directorate D) has been reassigned to be the new principal advisor to Director General Henrik Hololei. There will now be three advisory positions to the Director General, instead of two. The other advisors remain unchanged, Ricardo Pascual Bremon and Peter Vis.

Another change is the position of INEA, the Innovation and Networks Executive Agency, and the organisation of Investment issues. Directorate B will now deal with Investment and Innovative & Sustainable Transport. INEA was previously structured directly under the Director General and linked to several units. The agency is now linked to the Transport Investment unit under Directorate B. The other Transport Agencies remain linked to the relevant units.

View the new Organigram here.

Air

NO FINAL DECISION ON HEATHROW EXPANSION UNTIL 2018

A 'final decision' on whether or not to expand Heathrow Airport may not be taken until 2018, said 'Politico' earlier this week. The UK government will give the go-ahead to one of three schemes to boost airport capacity in the south-east of England later this month, with a third runway at Heathrow the clear favourite.

However, the preferred option will then be subject to a "full and fair public consultation" before a final decision is put to MPs in "winter 2017/18" according to a letter from Theresa May to cabinet ministers released Tuesday.
May will give cabinet ministers with long-held views on extra airport capacity special dispensation to voice their opposition to the government's decision, a Downing Street spokesman said. The move was seen as the strongest indication yet that Heathrow was likely to be given the nod because

Foreign Secretary Boris Johnson is one of the most high-profile and vocal critics of the proposal to expand Heathrow.

Robert Keen, Director General of the British International Freight Association (BIFA), said in a recent statement : “In the last week there have been a number of indications that a decision is imminent and that the decision will favour Heathrow."

“The UK's freight forwarding community, which is the engine of Britain's international trade, believes that an announcement that the Government will move forward with the recommendations made by the Airports Commission by building more capacity at Heathrow airport would be massive sign that we are a confident, outward-looking trading nation, still capable of taking bold decisions that have a direct positive effect on the UK economy, its international connectivity and reputation.”

Source: Politico, BIFA Newsletter

Maritime

TRAN COMMITTEE VOTE ON PORT SERVICES REGULATION

Last week the TRAN Committee approved the port services regulation. After two unsuccessful attempts to adopt a Regulation on port services, the Parliament is now on its way to success on its third attempt, following TRAN’s endorsement by a large majority of the compromise text adopted last week by COREPER (Committee of Permanent Representatives).

In a short intervention, the Rapporteur Knut Fleckenstein (S&D, DE) stressed that the Commission was invited to provide clarification as soon as possible on state aid within the framework of Commission Regulation (EU) No 651/2014 (General Block Exemption Regulation) with regard to access and defence infrastructure accessible to all users on an equal and non-discriminatory basis. The Plenary sitting of the European Parliament will vote on the regulation in December.

HMM EYES HANJIN'S ASIA-US ASSETS

South Korea's Hyundai Merchant Marine is considering whether to bid for Hanjin Shipping's Asia-US assets. HMM is currently reviewing the fit and feasibility of an asset purchase, but no deal has been confirmed, according to Lloyd's List. Whether or not the sale went through had no impact on HMM's planned membership of the 2M alliance, which consists of Maersk and Mediterranean Shipping Co. In July HMM signed a memorandum of understanding with 2M for a joint service to begin from April 2017, after finalising negotiations and approval procedures in each country.

The shipping line was responding to local media reports that HMM, Maersk Line and MSC could be in the running for Hanjin's Asia-US assets, which were put up for sale by Seoul Central District Court late last week. Interested parties will then have until November 7 to submit firm bids for the Asia-US assets, which include around 500 employees, five container vessels, seven overseas units and a cargo distribution system. The sale is expected to be completed by end-November

Source: Lloyd’s Loading List, 18 October (extract)

SEAINTEL: TOXIC MIX RAPIDLY DRAINING CARRIERS

According to SeaInetl Maritime Analysis growing fuel costs combined with low rates have drained the 15 largest container carriers of a total USD 1.5 billion in the second and third quarters. A toxic mix of low rates and growing costs for fuel are draining container carriers of liquidity at an alarming pace. The increase in bunker costs alone represents a burden on 15 major container carriers worth USD 600 million in the third quarter.

For the second and third quarters, the extra cost is a total of USD 1.5 billion after an increase of 76 percent in the bunker price since February 2016, projects SeaIntel Maritime Analysis in its latest newsletter Sunday Spotlight. The negative effect of low rates and growing bunker expenses is expected to make a bigger additional impact on the carriers' cash flow in the fourth quarter by about USD 750 million.

Source: ShippingWatch, 17 October

Road

WESTERN MINISTERS COMPLAIN OVER 'ILLEGAL' ROAD PRACTICES

Transport ministers from eight European states have written to EU Transport commissioner Violeta Bulc to highlight their growing concerns over alleged violations of EU labour laws and illegal business practices within the road haulage sector, which they claim has led to unfair competition and 'social dumping.'

The ministers, from Austria, Belgium, Denmark, France, Germany, Italy and Luxembourg and non-member Norway, claim that "the fundamental rights such as the free movement of goods and services, which we wholeheartedly support, are increasingly being invoked in an abusive way in order to avoid conforming to European regulations, which are the guarantee of fair competition in the internal market.

The ministers have also drawn attention to the emergence in the sector of so-called 'letterbox companies' - set up to circumvent legal and collective agreement obligations in another EU country - "whose unfair business practices are more and more frequent".

They make a number of recommendations to the Commissioner, which include prohibiting drivers from sleeping in their vehicles during designated weekly rest periods, stepping up and harmonising checks on HGVs, introducing measures to put an end to 'shell company' activity as well as action to curb the growing trend of light commercial vehicles (vans) carrying out international transport operations.

The letter followed a letter from Member States in Eastern Europe (including Republic of Bulgaria, the Czech Republic, the Republic of Estonia, Hungary, the Republic of Latvia, the Republic of Lithuania, the Republic of Malta, the Republic of Poland, Romania, the Slovak Republic and the Republic of Slovenia). They were referring to protectionists practices in a number of Member States and the need to complete the internal market. The issue was discussed at CLECAT's Road institute meeting in Berlin yesterday.

SPAIN WILLING TO INCREASE MAXIMUM WEIGHT VEHICLES

ESC reported in its Newsletter that the Spanish Land Transport Director General Joaquin del Moral has stated that he would be willing to increase in the maximum weight of vehicles to 44 tons. Del Moral believes that increased capacity of the vehicles would enhance the competitiveness of Spanish transport.

While neighbouring European countries already have implemented measures allowing for this increase, Spain still needs to address the issue. According to Del Moral, Spain has to increase the capacity of vehicles in order to remain competitive, as the Spanish transport sector currently shows excessive fragmentation.

In the European Union disparities exist with regard to the maximum weight of vehicles. In Belgium, Luxemburg, France, Italy and Great Britain the maximum weight is 44 tons, in the Netherlands it is 50 tons.

DHL LAUNCHES 'DISRUPTIVE' ROAD FREIGHT PLATFORM

DHL has launched a new digital logistics solution it claims will "disrupt the traditional road freight business" in Europe. It describes the freight platform, branded Cillox, as a "virtual B2B marketplace" that "brings together shippers and transport providers in Europe". It aims to help companies match their full truck load, part truck load and less than truck load offerings with transport providers' capacities.

A spokesperson told Lloyd's Loading List it would be launched Germany-wide in January 2017 and "expanded into the rest of Europe in 2018". Cillox is the brainchild of DHL Freight, the integrator's road freight service provider in Europe. "100 transport providers have been testing with us during the pilot phase and 250 have signed up to test with us for the rest of the year," the spokesperson told Lloyd's Loading List, adding that DHL would be one of the carriers as well as a shipper within the Cillox network.

Transport companies and carriers would both benefit from the new business model, according to Amadou Diallo, CEO, DHL Freight. "With Cillox, DHL offers a solution to promote the digitalization of the logistics industry and disrupt the traditional road freight business," he added. "The launch of the platform is a result of our strategy 2020 and promotes further growth due to its innovative and agile business model."

According to DHL, shippers using Cillox will no longer need to deal with challenges such as lengthy price inquiries and comparisons or unreliable providers. Instead they will have end-to-end control of their shipment processes within a single platform and can pay, manage and track their shipments using a dashboard.
Transport providers will profit from guaranteed fast payment with streamlined invoicing and payment processes that improve accuracy. They will also be able to market their company's assets to an expanded customer base to locate suitable loads to further optimize fleets.
Early user testing during the pilot period in September had showed high customer satisfaction, said DHL. "Cillox enables companies to find a suitable transport service provider at the touch of a button," said the company.

"The platform seeks to address common problems while searching for an appropriate and reliable transport service provider, such as lengthy price inquiries and comparisons, or delays in the Proof of Delivery process, by offering instant access to a large number of DHL pre-qualified and peer-rated providers for fast quotes and easy transport booking." The software supporting the platform is also designed to evolve in response to users' needs and feedback. "After the initial launch, further functionalities will be added gradually, including a real-time chat option and mobile document scanning via the mobile app," said DHL.

Lloyd's Lloyding List, 20 October 2016

Rail

COUNCIL ADOPTS 4TH RAILWAY PACKAGE MARKET PILLAR

On Monday, the Council formally adopted new rules aimed at boosting train travel in Europe. The reform will open up domestic rail passenger markets in the member states and create fairer conditions for train companies in terms of non-discriminatory access to the network.

The Slovak Minister for Transport, Construction and Regional Development, Arpád Érsek, said: "Today the 4th railway package is definitely safely on track. Our citizens will now be able to benefit from better performing services. Rail companies should have better access to markets in all member states to increase competition, choice and quality for passengers. And rail transport should be boosted given its contribution to sustainable mobility in our societies."

The revised rules make it easier for new operators to enter the market and offer their services. This should result in wider choice, cheaper fares and improved quality for passengers. Competitive tendering will become the norm for public service contracts, with some exceptions. Direct award will still be possible where it leads to better quality of service or cost efficiency.

The new system will be introduced gradually. Infrastructure managers must comply with the new requirements at the latest two years after the legal act has entered into force.

To complete the procedure, the Parliament must approve the texts at its second reading. Once signed by both institutions, the legal acts will be published in the EU Official Journal. This is expected to take place by the end of 2016.

Source: European Commission, 17 October

NEW RAIL SERVICE ZEEBRUGGE-LYON LAUNCHED

CLdN ro-ro SA will launch a new direct rail service from its terminal on Brittanniadok in Zeebrugge to Port Edouard Herriot in Lyon, as part of a larger and ambitious intermodal strategy. The initiative reflects the market's demand for environmental, cost efficient and reliable hinterland services. Initially a 630m train will be deployed to offer three departures a week from Zeebrugge to Lyon, and vice versa. The train will be able to haul a total weight of 1.800 ton in a flexible and versatile manner, combining trailers, swapbodies and (tank) containers ranging from 20ft up to 45ft. The service will have a transit time of 22 hours in each direction. It is expected that the service will be fully operational by the end of October 2016. CLdN's chosen partners to operate the service are Luxemburg based rail operator CFL Multimodal together with the Port of Zeebrugge.

Source: RailwayPro, 17 October

DB CARGO UK PLANS TO CUT 893 JOBS

UK: Deutsche Bahn subsidiary DB Cargo UK has announced changes to its business model and proposals to eliminate 893 roles in response to what it says are 'rapid and unprecedented changes' in the freight market. The measures announced on October 17 include revising of the number and locations of operational sites, and further reductions in the locomotive and wagon fleets. No final decisions have been taken, and all proposals are subject to collective and individual consultations.

The company said the rail freight industry was facing a 'dramatic decline' in core markets such as coal. Government energy policy had resulted in the early closure of coal-fired power stations, with reduced running hours planned at those which remain from 2023 and complete phase out of all UK coal-fired power plants is planned by 2025. In the first nine months of 2016 DB Cargo UK ran 1 353 coal trains, a 78% reduction on the 6 163 in the same period in 2015.

Source: Railway Gazette, 18 October

Customs

CLECAT NOMINATED TO JOIN THE EC SINGLE WINDOW PROJECT GROUP

CLECAT has been selected to participate to the work of the newly created DG TAXUD Project Group to study a possible framework to develop the EU Single Window environment for customs (EU-SW) including the legal context. The Project Group will consist of 19 EU Member States and 5 business organisations, including CLECAT.

The Project Group has a mandate running from October 2016 to mid-2018, with a maximum of 14 meetings foreseen. The objective of the Project Group is to work on a potential legal framework to develop the EU-Single Window environment for customs, and to reflect on its progressive, uniform and harmonised implementation.

The first meeting of the Project Group will take place in December this year.

Sustainable Logistics

EP CONFIRMS IMO REGULATORY ROLE ON CO2 EMISSIONS

The Industry Committee, ITRE, of the European Parliament reached an important agreement concerning the revision of the EU emission trading system (ETS) directive last week. The report of MEP Fredrick Federley (ALDE / Sweden) was adopted with a clear majority of 45 against 13 votes.

European shipowners support the balanced report that calls upon the European Commission to monitor that international sectors contribute to the reduction of CO_2 emissions in accordance with the Paris Climate Agreement. This includes the shipping sector, where targets and measures are agreed at the level of the International Maritime Organisation (IMO).

“This is an important signal from the European Parliament and we fully agree that IMO now has to deliver a workplan and set a timeline for the further reduction of the sector’s CO2 emissions”, said ECSA Secretary General Patrick Verhoeven.

The shipping industry has a mandatory global CO2 reduction regime which has been in force since 2013. IMO will now build on the substantial CO2 reductions already achieved by shipping, introducing a global CO2 data collection system, which will be operational by 2018. Based on the data collected and a real understanding of the emissions, realistic targets for CO2 emission reduction can be set for the sector.

View the proposal for amending the EU directive here.
View the draft opinion by MEP Federley here.

Forthcoming events

CLECAT MEETINGS

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

Contact

Nicolette van der Jagt
Director General CLECAT

Rue du Commerce 77, B-1040 Brussels, Belgium

Tel +32 2 503 4705 / **Fax** +32 2 503 47 52

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