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News from Brussels

CLECAT WELCOMES MEPS' PUSH FOR GLOBAL ACTION ON SHIPPING EMISSIONS

On Wednesday CLECAT issued a press statement welcoming the vote in the European Parliament to tackle emissions from maritime transport. The position adopted by the Parliament on reform of the EU Emissions Trading System (ETS) would include shipping emissions in the ETS from 2023 and create a "maritime climate fund" with a share of the proceeds, in the event that the International Maritime Organization (IMO) has not adopted a comparable measure.

Nicolette van der Jagt, Director General of CLECAT, said "Today's vote represents an important push for global action on shipping emissions. The existing EU monitoring, reporting and verification regulation for shipping emissions, and the new IMO decision on collection of ships' fuel consumption data, are important first steps towards reducing emissions, but it is vital to go further and faster in developing a comprehensive scheme for emissions reduction. As shipping is a global industry and emissions know no borders, the IMO is the ideal forum for this action. MEPs have today shown that

Europe can lead the way in driving this progress forward and we call on the IMO to step up and develop a comparable initiative at global level.”

The maritime climate fund would be used to compensate for maritime emissions, improve energy efficiency and facilitate investments in innovative technologies to reduce CO2 emissions of the maritime sector. CLECAT strongly welcomes this approach, as it is important that the costs of compliance in emissions reduction be re-invested into innovation for further improvement of shipping’s environmental performance.

Ms van der Jagt added: “CLECAT is active in initiatives to measure and reduce CO2 emissions throughout the logistics chain, including the [Global Logistics Emissions Council](#) and the [LEARN project](#). Monitoring, reporting and verification of shipping emissions, logistics carbon footprinting, and actions to then reduce emissions based on this data, are inherently linked. Developing such a clear, coherent scheme for reducing emissions will therefore ensure that the logistics sector can follow the most carbon-efficient way to deliver for our customers.”

REVISED EU ETS SYSTEM FOR SHIPPING AND AVIATION

On Wednesday the European Parliament voted on the new plans for the European Emissions Trading system (ETS). The approved proposal reduces the number of carbon credits available for auctioning in the industrial sector and reduces emissions in the shipping and aviation sector. The Parliament voted 379-263 in favour of the draft measures proposed by its environment committee (ENVI), demonstrating significant opposition from many MEPs who either felt the package of reforms was not consistent with EU pledges made under the Paris Agreement or that it went too far in damaging European industry competitiveness.

The maritime sector will also be included in the ETS system if there is no comparable system under the International Maritime Organisation by 2023. ETS for the aviation sector will not expand to non-EU flights, but carbon allowances for intra-EU flights will be reduced gradually.

The proposal includes the provision to include the **shipping** industry in an EU Maritime Climate Fund and be part of the ETS system, if by 2023 the IMO fails to set up a similar system. Apart from CLECAT [The Clean Shipping Index](#), ESPO, FEPORT and T&E are supportive of the initiative.

The European Community Shipowners’ Associations (ECSA) [criticises](#) the European Parliament’s move, and stresses the need for a global approach. ECSA Secretary General Patrick Verhoeven said: “Putting unrealistic pressure on IMO with regional measures that will gravely hurt a global sector and do very little for climate is not the way to proceed. It will unduly complicate the achievement of an effective and timely global agreement in IMO that everyone in the end wants.” [IMO Secretary-General](#) Kitack Lim is also concerned such regional actions may undermine the efforts taking place on a global level.

In the **Aviation** sector the ETS will continue to apply to intra-EU flights only, excluding international flight to and from the EU. However, in the new proposal there will be a declining cap on emissions. This should provide a greater incentive for the sector to reduce emissions. The choice to not include international flights is to give time to CORSIA (Carbon Offsetting and Reduction Scheme for International Aviation) agreed at the ICAO last year, to develop.

According to the proposal, the total quantity of allocated allowances in 2021 would be 10% lower than the average allocation for the period from 1 January 2014 to 31 December 2016, and then decrease annually at the same rate of 2.2% – the so-called linear reduction factor – as that of the total cap for the EU ETS so as to bring the cap for the aviation sector more in line with the other



sectors by 2030. Since its inclusion in 2012, no such annual reduction factor has been applied to aviation. Under current rules, 15% of allowances are auctioned but MEPs have agreed that the level should be raised to 50% from 1 January 2021.

The reforms to the ETS need to be finalized by the European Council before they can be implemented. MEPs will now discuss the proposal with the Maltese Presidency of the Council to reach an agreement on the final shape of the proposal. The final proposal will then return to the European Parliament for a final vote.

Sources: [European Parliament](#) and [EurActiv](#) 15 February

LEARN WORKSHOP: EMPOWERING BUSINESS TO REDUCE CO2

CLECAT and other consortium partners of the [LEARN](#) project invite interested parties to join the LEARN International Workshop on 4 and 5 April 2017 in Brussels. The event brings together private sector, government and civil society stakeholders with an interest in reducing the carbon footprint of the global freight and logistics sector.

The project 'Logistics Emissions Accounting and Reduction Network' (LEARN) empowers business to reduce the carbon footprint across their global logistics supply chain through improved emissions accounting. The workshop aims to introduce the LEARN project, partners and activities, collect feedback from stakeholders and explore how we can work together to maximize business uptake of carbon accounting and reduction.

[Registration](#) for the workshop is open.

Road

CVOF MAPS OUT ACTION PLAN TO REDUCE CO2 EMISSIONS

CLECAT participated earlier this week in the launch event of the new report Commercial Vehicle of the Future (CVOF), published this week by IRU.

The report was developed by a public-private partnership of EU road transport professionals, including CLECAT, civil servants and experts. Their objectives have been to develop medium- and long-term policy and business recommendations, to propose an action plan on how to reach a 30% reduction in CO2 emissions by 2030 and a 60% reduction by 2050.

This report's aim is to take stock of how evolving technologies and trends could shape the use of commercial vehicles in the future, and how these measures might have positive cross-over benefits for improving road safety and operational efficiency. Marc Billiet, who leads IRU's work on road freight transport and environmental affairs in Europe, said in an IRU statement: "The road freight transport & logistics industry is well under way to meet its voluntary commitment to reduce CO2 emissions by 30% by 2030. But, it will be very difficult to reach these targets without close cooperation with partners in the public and private sector such as the European Institutions, national governments, vehicle and component manufacturers, fuel producers, ITS providers, clients and NGOs."

The final report is available [here](#)



HEARING IN EP ON IMPACT OF STRENGTHENED BORDER CHECKS

The TRAN Committee will hold a hearing with experts on ways in which recent strengthened border checks have affected the industry. The hearing will consist of one panel with 5 experts from the following organisations: France Stratégie, Transport & Mobility Leuven, International RoadTransport Union (IRU), European Transport Workers' Federation (ETF) and the European Commission. The hearing will take place on Tuesday 28 February from 15:00-17:00 in Altiero Spinelli A1-G3 and will be webstreamed.

PRESSURE MOUNTS ON EU TO PULL THE PLUG ON GERMAN MAUT

Transport Commissioner Bulc was criticised in the Plenary session of the European Parliament for waving through the German bill on road tolls, which would charge drivers based on how many days they use roads but reimburse that fee only to vehicle owners registered in Germany.

The Commissioner told MEPs that an overhaul of EU road toll rules that she plans to propose this spring could lay down measures against discrimination of vehicle owners from another EU country. "It is very important for me and the EU that Germany now agrees to put their road charging forum in the context of a future EU-wide system," she said. The Commissioner said her proposal could also introduce the first EU-wide toll rules for passenger cars.

Austrian Transport Minister Jörg Leichtfried, who is leading the 11-country charge against the bill, said in a statement yesterday that Bulc should "rethink her position" and reject the "clearly discriminatory" German law. He warned that the Commission's approval of German Transport Minister Alexander Dobrindt's plans creates the impression that big EU countries always get their way and is threatening to bring Germany to the European Court of Justice.

For over a year, the Commission put up a fight against the bill, which is expected to face a vote in the Bundestag this spring. But the Commission agreed last December to freeze a lawsuit against Germany over the law in exchange for new measures that would charge lower rates to drivers with more environmentally friendly car models. Bulc said on Tuesday that the Commission could still reopen the legal case if it determines the toll rules break EU law once the final version is passed by the Bundestag.

The European Parliament's Transport Committee (TRAN) is pressuring the Commission to drop its support for road toll bill. A non-binding resolution criticising the Commission for backing it will be voted in the Committee at the end of the month and then brought to the full Parliament in the March plenary session.

For the full story: [EurActiv](#), 16 February

Rail

ACCESS TO SERVICE FACILITIES IN RAIL FREIGHT

CLECAT participated last Friday to full day workshop on the draft implementing act on access to service facilities. DG MOVE is drafting an implementing act on access to service facilities, which the Commission intends to adopt on the basis of Article 13 (9) of [Directive 2012/34/EU \(Recast\)](#)



The Commission believes such an implementing act is necessary to provide more transparency and the same conditions for access to services facilities and terminals.

According to ERFA (European Private Rail Operators) the text of the current Directive is too vague and discrimination of access to service facilities and terminals continues. Transparency would enable fair access which is the condition for developing an open rail market to improve rail's competitiveness. Reference is made to examples in several member states where new entrants have been required to pay double that of what incumbents pay for accessing the same service, while the installations that are the subject of discriminatory practices were often built with public investment in order to provide a public service.

CLECAT is of the opinion that the ambition for transparency is good, in particular to avoid discriminatory practices of incumbent operators. However, CLECAT is of the view that a ***differentiation*** can be made between ***dominant players*** and ***small facility operators***, including forwarders who have private sides, for which the current draft is too difficult to apply.

A follow up meeting to further review the revised text is planned to be held in April.

SNCF LOGISTICS TAKES 45% STAKE IN SWITZERLAND'S BLS CARGO

SNCF Logistics has taken a 45% stake in BLS Cargo, part of private Swiss rail group BLS, as part of a strategy to further develop its rail freight activities across Europe. The value of the transaction has not been disclosed and BLS remains the majority shareholder in the company. The agreement is subject to regulatory approval.

Operating on routes stretching from the North Sea to the Mediterranean, BLS Cargo has been one of the few profitable rail freight companies in Europe on a consistent basis, SNCF Logistics said, highlighting its "sleek business model and innovative, cross-border concepts for the use of locomotives".

Bernard Guillelmon, chairman of the board of directors of BLS Cargo, commented: "We have found just the right partner in the SNCF Group. This means that we can shape the freight business internationally to make it more sustainable and forward-looking."

Source: [Lloyd's Loading List](#), 16 February

Air

EUROPEAN PARLIAMENT ADOPTS AVIATION STRATEGY REPORT

On 16 February the European Parliament adopted its [report](#) on the EU [Aviation Strategy](#). The Parliament report sets out MEPs' reactions to the Commission's strategy and views on how it should be implemented. The report takes up a number of CLECAT's proposals, including opposition to protectionism, support for intermodality as basis for a competitive and efficient aviation sector, risk-based security and investigating the carbon footprint of whole supply chains. It also takes into account the specific role of cargo in the aviation value chain, which was lacking from the



Commission's original strategy. This includes the benefits of innovation and digitalisation for cargo flows and for security.

BOOST TO GLOBAL ADOPTION OF CARGO MESSAGING STANDARDS

The International Air Transport Association (IATA) and the [United Nations Conference on Trade and Development \(UNCTAD\)](#) announced that IATA's Cargo-XML messaging standard has now been fully integrated into [ASYCUDA World](#), the UNCTAD automated customs management system used by 90 countries worldwide for their customs procedures.

The integration of Cargo-XML in ASYCUDA World standardizes the electronic communications between airlines and customs authorities using the program. The new data standard reduces message duplication and simplifies communication across the supply chain facilitating trade growth, improving cargo security, modernizing customs operations and fostering participation in global commerce through advance electronic data submission for air cargo shipments.

Cargo-XML makes it easier for airlines, freight forwarders and shippers to ensure that the information being provided to the customs authorities is technically correct and in line with the standards of industry bodies such as the [World Customs Organization \(WCO\)](#) and regulators. It also facilitates custom risk assessments for air cargo shipments and improves compliance with security regulations.

"Having a standard air cargo digital messaging system between customs authorities, airlines and other air cargo stakeholders is fundamental to enhancing efficiency, driving trade growth and maximizing safety and security across the industry. IATA's successful partnership with UNCTAD means that airlines, freight-forwarders, shippers and border agencies in over 90 countries can now talk the same digital language. It takes the industry one step closer to achieving the global adoption of a standard air cargo messaging system," said Glyn Hughes, IATA Global Head Air Cargo.

Source: [IATA](#)

Maritime

ALIBABA SIGNS NEXT MOU WITH CARRIER – CMA CGM

CMA CGM has followed Maersk's lead, signing a memorandum of understanding (MoU) with the world's largest e-commerce platform Alibaba. The agreement is for container space on its Asia-Mediterranean and Asia-Adriatic services, booked via Alibaba's OneTouch platform.

The service will allow Chinese exporters using OneTouch to book space on CMA CGM's MEX 1 service, which connects the Chinese export gateways of Qingdao, Shanghai, Ningbo and Yantian with the Med gateways of Barcelona and Valencia and CMA CGM's transshipment hub at Malta, and the Asia-Bosporus BEX service connecting Shanghai, Ningbo and Chiwan with the Adriatic gateways of Rijeka, Koper, Trieste and Venice.

OneTouch also offers import and export services such as customs clearance and logistics, as well as air freight and express booking. The development could well add renewed fuel to the debate about the digitisation of shipping and the potential threat of e-commerce platforms to traditional freight



service providers. “For CMA CGM, it is one step ahead to create added value to its customers and to make the industry meet the digital world,” a statement from the line said.

Recently Alibaba has also expanded its [partnership](#) with Australia Post. Both signed a MOU that will increase Post Australia’s involvement in Alibaba’s logistics chain and data systems.

Source: [The LoadStar](#), 15 February

MAERSK SETTLES RUSSIAN COMPETITION CLAIM ON GRI NOTICES

Maersk Line has reached a settlement with Russian competition authorities over alleged cartel operation allegations that had previously seen the carrier fined \$12m. The line has now agreed to pay a \$230,000 fine as part of a settlement with the Federal Antimonopoly Service (FAS) of the Russian Federation and agreed to cease public price announcements for cargo to Russian ports. The previous FAS decision to fine Maersk approximately \$12m has now been terminated.

Maersk was under investigation for cartel behaviour regarding General Rate Increase (GRI) Announcements. These announcements indicate the amount of increases of shipping line rates for a certain period. Typically different carriers announce their increases around the same time. Carriers are not bound by the announcements. According to Maersk this practice is legal in other jurisdictions.

An EU investigation last year had not found an infringement of UE Competition law. The European Commission was investigating Maersk Line and thirteen other carriers, including CMA CGM, COSCO, Evergreen and Hapag Lloyd. The Commission feared the practice allows carriers to be aware of each other’s pricing intentions and allows them to coordinate their behaviour. To address these concerns the carriers offered several commitments, which include more price transparency and price announcements functioning as maximum prices. These commitments are legally binding for a period of three years.

Russian authorities had similar concerns, but also here an agreement was reached. Next to the \$230,000 fine, Maersk customers will in future receive price information for Russia specific corridors via email or a password-protected webpage. Maersk will also sign up to voluntary industry guidelines for price announcements. These commitments broadly align with principles adopted under the agreement with the Commission.

Source: [Lloyd’s Loading List](#), 10 February

Find out more about the European Commission 2016 decision [here](#).

Customs

FINALLY AGREEMENT OVER DIRECT REPRESENTATION IN BELGIUM

After years of negotiations an agreement has finally been reached to introduce direct representation for customs agents in Belgium. VEA, the Antwerp association of freight forwarders and customs agents has reported that the new system could be introduced as of 1st April 2017.

The system of direct representation should allow for faster customs declarations and, more importantly, shifts liability to the client (exporter/importer). Direct representation means that the



customs dispatching agent files the declaration on behalf of the shipper and the shipper is the declarant. The declarant is responsible and liable for the content of the declaration.

Previously, the system of indirect representation was applied. Here the customs dispatching agent files the declaration in his own name, payable by the shipper, and is liable to the content of the declaration.

“The new regulation is in the interest of both the shipper and the customs forwarder. Import activities will benefit the most. The customs process will run more efficiently”, says Olivier Schoenmaeckers, VEA Director General. The fact that direct representation was not available in Belgium but was available in its neighbouring countries such as the Netherlands and Germany put Belgium in a competitive disadvantage.

“We noticed that this was often a reason for companies not to ship goods via Belgium but via other countries. Direct representation will now also be possible in our country with financial facilities. Now we are able to compete with equal means at European level to attract customs activities to our ports and airports”, concluded Schoenmaeckers.

Source: [Flows](#), 16 February

General

DB SCHENKER TAKES STAKE IN FREIGHT BOOKING PLATFORM

DB Schenker is taking a \$25 million stake in online freight booking platform uShip Inc., deepening the ties between one of the world’s oldest logistics providers and an upstart looking to bring new technology to the tradition-bound shipping business. DB Schenker, a global logistics company owned by Deutsche Bahn AG, hired uShip to pair shippers with truckers across Europe in an exclusive agreement last summer. Shippers began booking on uShip’s platform via the partnership in January.

The German firm bought its minority stake in a Series D funding round announced Wednesday, with DB Schenker also receiving a seat on uShip’s board. The companies didn’t disclose uShip’s valuation. The Austin, Texas-based technology company raised \$25 million in three previous rounds.

The investment is the latest in the logistics world to pair an established company—DB Schenker was founded in 1872—with a technology-focused business. Companies that book freight on trucks, trains and ships still conduct much of their business by phone, relying on armies of brokers to connect shippers with tens of thousands of transportation providers. But uShip and dozens of other technology firms have launched online platforms or developed cloud-based software in recent years they say will make arranging transportation more efficient—and potentially break traditional bonds between shipping middlemen and their customers.

In the last two years, large logistics companies have taken stakes in startups, or acquired them outright. The pace of these deals is picking up as profits have shrunk, particularly in the ocean and airfreight markets, where a glut of capacity has forced forwarders to cut prices. Many companies are hoping new technology can reduce costs internally and win new customers, while startups struggling to turn a profit need regular cash infusions, said Cathy Roberson, an industry consultant.



DB Schenker's investment will be put toward developing uShip's technology, marketing and other operations, said Chief Executive Mike Williams. The company is also looking to sign licensing agreements with other logistics providers outside Europe, he said.

Source: [The Wall Street Journal](#), 15 February

EU PARLIAMENT APPROVES CETA

The European Parliament approved the CETA Trade Agreement between the EU and Canada on Wednesday 16 February. The Comprehensive Economic and Trade Agreement (CETA) was passed with 408-254, and 33 abstentions. This approval now paves the way for the provisional application of the agreement (approximately 90% of the deal) as early as April.

To be fully implemented the agreement needs to be ratified by all EU member states. This involves parliamentary approval in all countries (except Malta), sometimes by different chambers (e.g. Regional Parliaments in Belgium).

The European Commission welcomed the agreement, and Trade Commissioner Cecilia Malmström said: "This vote is the start of a new era in EU-Canada relations - together we are sending a strong signal today. By building bridges rather than walls, we can face the challenges that confront our societies together. In these uncertain times, with rising protectionism around the world, CETA underlines our strong commitment to sustainable trade."

CETA creates new opportunities for EU companies. It will save EU businesses over €500 million a year currently paid in tariffs on goods that are exported to Canada, by removing almost all tariffs. Almost 99% of these savings start from day one. It will give EU companies the best access they've ever had to Canadian public procurement contracts, including at provincial level (as well as federal and municipal). The agreement will overwhelmingly benefit smaller companies who can least afford the cost of red tape. Small businesses will save time and money, for example by avoiding duplicative testing requirements, lengthy customs procedures and costly legal fees.

According to the European Community Shipowners' Associations (ECSA) the agreement will boost trade and also the shipping industry will flourish, due to the important link between trade and a well-functioning shipping industry. CETA will ensure open markets for international maritime transport services and is one of the first agreements to conditionally open some feeder services, transportation of empty containers and dredging services. Patrick Verhoeven, Secretary General of ECSA comments: "We are pleased CETA will bring legal certainty and a clear legal framework, especially given today's context of rising protectionism. While shipping can be considered as more liberalised than many other sectors, this is in very few cases backed by international legal binding agreements. The consequence is that it is very easy to revert and to close markets."

Source: [European Parliament](#), [European Commission](#), and [ECSA](#), 15 February

FIATA ISSUES STATEMENT AGAINST RISING PROTECTIONISM

FIATA has responded to the recent rise in nationalist and anti-globalization rhetoric by highlighting the value of free trade, trade facilitation, and trade development – which will be the themes of the International Federation of Freight Forwarders Associations' annual World Congress this year.

In the statement FIATA highlighted that international trade is "the fundamental building block of the development and prosperity of each state and nation in the world today", noting that the most



successful civilisations of the past have thrived and prospered thanks to their ability to create and facilitate trade both internally and with neighbouring states and empires.

It said: “With free trade increasingly challenged on several fronts in recent times and in the light of recent trends observed in US trade policies (as well as in other countries), freight forwarders and logistics service providers have decided to speak up to reconvene (reinforce) the benefits of the open, liberal and global trading system which has been built in the last few decades and has ensured better living conditions to the vast majority of humanity. Economic globalisation has sadly become the scapegoat to justify many internal shortcomings, but local and global problems are not caused by it.”

FIATA highlighted evidence from OECD and the World Bank that indicate faster income growth and economic growth in open economies. “Free trade is an opportunity, not a risk, for all regions including developed, developing, landlocked developing and least-developed countries.”

“As principal trade facilitators, freight forwarders and logistics service providers are spurred by free trade and have a key role to play in increasing the sustainable, affordable development of our economies. They are able to think of supply and demand in a holistic manner, responsive to the fact that supply chains do not stop at national or regional borders and rarely use one mode of transport only.”

The full statement is available [here](#)

BLOCKCHAIN TECHNOLOGY IN LOGISTICS

Blockchain is currently hailed as the new technology to disrupt the supply chain. In a recent survey by Xeneta, 72% of respondents agreed that this technology will be applied to logistics to regulate and simplify administrative work. Yet, there also seems to be a lot of uncertainty regarding the technology.

Put in a simple way, blockchain technology is a very secure way to share information between parties. It creates a permanent, digital public ledger of transactions which can be shared among a distributed network of computers. Developed originally to monitor and secure bitcoin, blockchain maintains a continuously growing list of records or transactions, called blocks, which are secure from tampering, hacking or revision.

The sharing possibilities of this technology creates many opportunities for logistics/supply chain applications, say advocates. Advantages for the sector include improvements of transparency and data sharing across the supply chain, better tracking of orders, reducing errors and better fraud detection. One important aspect of this technology is that it can only reap its full benefits if all stakeholders/members of the supply chain make use of the technology and can access it.

Some experts did not expect the application of this technology before 2018; however there are already some examples of blockchain technology being used in logistics. Marine Transport International (MTI) is using the technology to record and store Verified Gross Mass (VGM) data. “Instead of a VGM message being delivered sequentially to parties within the supply chain, our platform can provide a decentralised approach to delivering VGM messages.” Sais Jody Cleworth, MTI’s chief executive.



At the end of November Walmart also announced it is trialling blockchain technology to see whether it is well-suited to identifying the source of bad food in the supply chain. IBM is also investing in the technology and is currently working on developing blockchain products.

Blockchain technology presents huge cost saving advantages for the industry, Cleworth added. The airfreight sector might be ideally suited for it, due to high security and safety requirements. “It is unhackable and safe, it allows many intermediaries in the air cargo chain, from handlers to Customs, from shippers to carriers to communicate safely, cheaply and affectively” said Cleworth. It remains to be seen how fast and how widely blockchain technology will be used in the supply chain.

Sources: [The Load Star](#), [Cerasis – A. Robinson](#), and [TIACA Times](#) (2016/17, p.6-9)

Forthcoming events

CLECAT MEETINGS

Customs and Indirect Taxation Institute
20 March, Brussels

Supply Chain Security Institute
21 March, Brussels

Air Logistics Institute
21 March, Brussels

Road Institute/working group Road (CLECAT/FIATA)
30 March, Zurich

FIATA Headquarters meeting
31 March, Zurich

Customs and Indirect Taxation Institute
16 June, Lisbon

Board, General Assembly
16 June, Lisbon

Road Institute
20 June, Brussels (tbc)

Sustainable Logistics Institute
20 June, Brussels (tbc)

OTHER EVENTS WITH CLECAT PARTICIPATION

UNECE-Meeting Intermodal transport
21 February, Geneva



TLF OVERSEAS & FIATA Maritime Committee

23-24 February, Paris

Short-Sea Shipping Seminar

27 February, Brussels

ESW – European Shipping Week Conference

1 March, Brussels

DTLF

9 March, Brussels

Circular Economy Stakeholder Conference

9-10 March, Brussels

SITL – CLECAT/TLF side event

15 March, Brussels

European Truck Platooning Challenge Networking Event

21 March, Brussels

SELIS Plenary meeting

29-30 March, Athens

LEARN International Workshop

4-5 April, Brussels

EC Conference on Connected and Automated Driving

5-6 April, Brussels

Global Green Logistics: Making Emissions Accounting Work for Business

9 May, Transport logistic Messe, München

Global Liner Shipping Conference

16-17 May, Hamburg

EP/COUNCIL MEETINGS

European Parliament

Transport and Tourism Committee

27-28 February, Brussels

22-23 March, Brussels

Plenary Session

1-2 March, Brussels

13-16 March, Strasbourg

Transport, Telecommunications and Energy Council

27 February, Brussels

8-9 June, Brussels



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