

### Table of content

ROAD PACKAGE CONFERENCE IN EP	P 1	AIRLINES COMMIT TO AIR CARGO MODERNIZATION	P 6
EU TRANSPORT COUNCIL: MOBILITY PACKAGE AND CROSS-BORDER PARCEL DELIVERY	P 2	ITF AGREEMENT TO USE AVIATION DATA FOR DECARBONISATION	P 7
EU'S MARITIME TRANSPORT POLICY UP TO 2020	P 3	OCEAN FREIGHT CARBON FOOTPRINTING	P 8
PORT STRIKES CONTINUE IN SPAIN AND GOTHENBURG	P 3	SUSTAINABLE DROP-IN FUEL TO REDUCE BARGE EMISSIONS	P 8
ITALY JUMPS ON THE CHINESE FREIGHT LINK BANDWAGON	P 4	EU TO SUPPORT CITIES USING SUSTAINABLE MOBILITY INDICATORS	P 8
ITF AGREEMENTS ON ROAD SAFETY & SUSTAINABLE DEVELOPMENT	P 5	QATAR BLOCKADE: CARRIERS SUSPEND SERVICES AND LOOK FOR ALTERNATIVES	P 9
EU-CHINA STRATEGIC FRAMEWORK FOR CUSTOMS COOPERATION	P 5	BIFA: NEW UK GOVERNMENT TO MAKE BIG DECISIONS	P 10
EU AVIATION PACKAGE PUBLISHED	P 6	USING PRIVATE SECTOR TRANSPORT DATA FOR THE PUBLIC GOOD	P 10

## News from Brussels

### ROAD PACKAGE CONFERENCE IN EP

CLECAT's Director General Nicolette van der Jagt spoke on Wednesday this week at a conference in the European Parliament on Social and Employment issues in road transport. The conference was organised by MEP Elżbieta Łukacijewska, MEP Danuta Jazłowiecka and MEP Markus Pieper, members of the EPP. The conference was a first opportunity to discuss the proposals of the Mobility Package published last week.

In particular the Commission threshold with regards to the 5 day period to perform cabotage operations came under fire, but also the proposal regarding posting of drivers. The Commission proposes 3 days/months for international transport after which drivers will be considered as posted workers. Ms van der Jagt noted, 'By exempting cross-border transport for only 3 days from the minimum wage regulations of the relevant country the European Commission is contributing to the bureaucratic minimum wage patchwork that exist in Europe, instead of resolving it. The fact that the two most crucial elements of the Mobility Package continue to raise heated discussions shows how complicated and politically important these proposals are.'





She recalled that it remains the task of national government to ensure enforcement of regulation and to exchange information and national control practices and therefore supports proposals of the Commission to make strengthen enforcement and make cooperation between Member States mandatory. However, CLECAT is worried to see enforcement being replaced more and more by national initiatives and regulation, and an increased administrative burden on freight forwarders – to the level of taking over the role of enforcement.

CLECAT also expressed concerns on the number of national measures that Member States across the single market are putting in place that result in new obstacles to international transport operations. Such national measures not only have a disruptive impact on the transport sector, but on the free movement of goods and services as such, often going against the principles of the single market as set out by the EU Treaties. The Commission was urged to act firmly as the guardian of the EU Treaties and the single market itself.

It was recognized that the current proposals are the starting points for negotiations between the EP, Council and the European Commission. CLECAT will be pleased to enter into further dialogue with Members of the European Parliament in support of pragmatic and realistic solutions for the road logistics sector.

## EU TRANSPORT COUNCIL: MOBILITY PACKAGE AND CROSS-BORDER PARCEL DELIVERY

This week the EU Transport Council came together to discuss, among other things the Commission's mobility package. Ministers expressed their initial views on the mobility package, and generally welcomed the initiative. "While member states are still analysing these recent proposals, they generally welcomed the Commission's efforts to clarify the existing rules and step up enforcement," said the Maltese presidency. "However, some key parts of the package will need detailed assessment in respect of their social, economic and in some cases also environmental impact."

The Council also agreed on an important position on cross border parcel deliveries in the EU. Cross-border parcel delivery services in the EU are set to become more transparent and better monitored. Increased price transparency and more effective oversight should make the market more efficient and help bring down those tariffs which are not fully justified by objective factors such as wages or geographical distance. The EU Council this week agreed its position (a 'general approach') on the draft regulation, which is part of EU efforts to boost e-commerce under the digital single market.

At the meeting the Council also agreed on a [general approach](#) on updated rules for the training and qualifications of professional lorry and bus drivers. The update puts greater emphasis on safety in the training and will improve recognition of qualifications obtained in another EU country. The Council adopted two sets of conclusions: on the priorities for the [EU's maritime transport policy](#) up to 2020 and on [road safety](#). Other items on the agenda included, aviation security, professional qualifications in inland waterways and initiatives to reduce greenhouse gas emissions from ships.

Source: The Council of the EU



---

# Maritime

---

## EU'S MARITIME TRANSPORT POLICY UP TO 2020

The European Council this week defined the priorities of the EU maritime policy up to 2020. The [Council conclusions](#) endorse the content of the [Valletta declaration on the EU's maritime policy](#), which was adopted at an informal ministerial conference organised by the presidency on 29 March 2017. Competitiveness, decarbonisation and digitalisation are the guiding principles that will serve as a basis for the EU's maritime transport policy up to 2020 and beyond. These principles aim to ensure that maritime transport remains an attractive way for transporting goods and people and becomes even more environmentally-friendly. It should also serve as a catalyst for investment and innovation.

The Conclusions insist on the need to boost the creation of a network of multimodal transport corridors, and acknowledge the importance of stimulating data exchange and clarifying the conditions to make data accessible and available to all parties in view of optimising the logistic chains and promoting multimodal transport in Europe and internationally. Ministers note the potential of automation which complements digitalisation in offering reductions in fuel consumption, increasing efficiency and optimising cargo flows in logistics, and highlight the importance of enabling further development of digital solutions and advanced maritime technology as well as promoting utilisation of open data taking into account the need for an up-to-date legal framework which enables the development of digital solutions.

The European Shipowners' Association (ECSA) [welcomed](#) the Council conclusions, especially as the current maritime transport strategy will expire in 2018. ECSA believes that these priorities must be developed beyond 2020 and calls for an ambitious shipping strategy for the period 2019-2028. For EU shipping to flourish, it needs a stable, forward looking policy and regulatory framework with a global orientation.

Source: [The Council of the EU](#), 8 June

## PORT STRIKES CONTINUE IN SPAIN AND GOTHENBURG

Spanish dockworkers plan to strike for seven more days this month after Monday's 24-hour walkout following the breakdown of talks between unions and port employers over the implementation of the government's forthcoming waterfront labour reforms. The strikes follow months of slowdowns that have sharply reduced productivity and stoked fears carriers will permanently shift some calls that are being rerouted to rival ports on Morocco, Malta and Portugal. Dockers stopped working on alternative hours Wednesday and Friday, and plan an all-out, 48-hour strike on June 14-15 and walk out every other hour on June 19, 21 and 23.

The reforms, which secured parliamentary approval last month, will end "closed shop" union controlled hiring of dock labour to comply with a European Court ruling in December 2014 that the Spanish system breaches EU freedom of establishment.

Meanwhile the lock-out at Gothenburg's APM Terminals continues and carriers such as OOCL and Hapag-Lloyd have suspended their services to Gothenburg until the situation is resolved. Responding to blockades by the Swedish Dockworkers Union Section 4, APM Terminals Gothenburg first imposed partial lockouts mid-May, which are now set to last until the end of June. Sweden's largest container



terminal operating at low capacity has resulted in serious congestion and rerouting of cargo. The Swedish government called for collective resolution of the conflict.

Source: [JOC.com](#), 6 June & [the Load Star](#), 7 June

---

## Rail

---

### ITALY JUMPS ON THE CHINESE FREIGHT LINK BANDWAGON

Northern Italy and China will be linked by another cargo rail service from September. Faster than maritime shipping and cheaper than air freight, the service is set to be a boon for the fashion, food, automobile and hi-tech industries. The new rail link is designed to provide an alternative to maritime and air services. Operated by Chinese company Changjiu Logistics, it will connect the northern Italian town of Mortara with the capital of Sichuan province, Chengdu.

The initial plan is to run one service a week in both directions and double the frequency in 2018, if the market conditions justify it. German rail company DB Cargo will run the service in Europe, which will be largely dedicated to transporting cars at first. But Changjiu Logistics eventually hopes to branch out into other sectors like fashion, furniture, electronics and food. For Mortara, a small town near the city of Pavia, this is a huge opportunity. Its logistics hub currently shifts around 50,000 intermodal units a year thanks to freight between Italy and northern Europe.

China's Belt and Road Initiative is a massive development strategy focused on connectivity and cooperation. Although the EU and China did not see completely eye to eye at a recent summit, Beijing is keen to increase trade and this train service fits nicely into its plans. The EU and China confirmed today on the 2nd June their decision to step up their cooperation against climate change. But disagreements over trade soured the end of the summit, as Beijing refused to sign the joint declaration.

It is not the first rail link to connect Italy with the business of East Asia. The Far East Land Bridge (FELB), operated by Russian company RZD, has already linked Milan to China via Germany this year. FELB Italy manager Nicola Cavasin explained that "many Italian companies now ask their shipping partners to send freight by rail between Europe and Asia as an alternative. The train is faster than a ship and cheaper than a plane." The improvements have already made the train competitive against the ship, which takes around 20 days to make the same journey. Further reductions will only increase its attractiveness as a transport option. DHL Global Forwarding Italia's Mario Zini lauded the rail option as a "secure system and an excellent compromise between time and cost". DHL, one of the first to exploit the rail link, moved 50,000 containers between the two continents last year, which was a 119 percent increase on the previous year.

Source: [Euractiv](#)



---

# Road

---

## ITF AGREEMENTS ON ROAD SAFETY & SUSTAINABLE DEVELOPMENT

The International Transport Forum (ITF) has signed an agreement with the Fédération Internationale de l'Automobile (FIA) and the World Bank signed an agreement to create a network of Regional Road Safety Observatories. Focusing on low- and middle-income countries, these observatories will bring together national officials in charge of road safety with a view to improving the collection of road safety data, benchmarking road safety performance and driving evidence-based policies that reduce road deaths and injuries. The observatories will serve as platforms for knowledge sharing and the dissemination of best practices. They will facilitate collaboration across regions and create transparency necessary to establish a healthy competition among countries to improve road safety conditions.

The IFT Also signed a Memorandum of Understanding with the International Road Assessment Programme (iRAP) on enhanced collaboration in promoting policies that support the achievement of transport-related UN Sustainable Development Goals (SDGs). The five-year agreement focuses on halving road deaths and injuries by 2020 (SDG 3.6); making cities safe and sustainable (SDG 11.2); and unlocking the full potential benefits of investment in transport infrastructure (SDG 9). Among the areas of co-operation will be the provision of performance tracking tools to support implementation of the SDGs; development of innovative financing partnerships and impact investment initiatives

Source: [International Transport Forum](#), 8 June

---

# Customs

---

## EU-CHINA STRATEGIC FRAMEWORK FOR CUSTOMS COOPERATION

On 2 June 2017, the EU and China signed a Strategic Framework for Customs Cooperation for the years 2018 – 2020, setting out the priorities and objectives for EU-China customs cooperation for the years ahead. The document reiterates the main objectives of mutual cooperation and assistance between the EU and China.

The framework's priority areas of focus are protecting citizens and combating illegal trade through effective customs controls, at the same time speeding up and reducing administrative burdens on legitimate trade.

It aims at continuing cooperation on supply chain security while facilitating reliable traders. It also includes elements related to the enforcement of Intellectual Property Rights, and the fight against financial and environmental fraud. Cooperation has also now been extended to the field of e-commerce.

The Strategic Framework for Customs Cooperation between EU and China is available [here](#).

Source: European Commission



---

# Air

---

## EU AVIATION PACKAGE PUBLISHED

The European Commission has adopted a series of measures to further support open and connected aviation markets in the European Union and beyond.

These initiatives aim to safeguard competition and connectivity in aviation, facilitate investments in European airlines and enhance the efficiency and connectivity of European skies. This will reinforce the competitiveness of European aviation, which is a strong driver of job creation, economic growth and trade. Open and connected aviation markets offer better value flights to a greater choice of travel destinations worldwide. The 'Open and Connected Aviation' package includes four initiatives, which deliver on two core priorities of the [Aviation Strategy for Europe](#) adopted by the Commission in 2015. A [Communication](#) sets out its broad goals.

In the absence of international rules, EU airlines may be subject to practices affecting competition. In the long run this could also affect the EU's connectivity, impacting the Union's competitiveness. The Commission is therefore [proposing a new Regulation](#) to ensure that EU airlines can compete on the basis of equal opportunities, and connectivity can be safeguarded. It will allow the EU to take appropriate action, should certain practices put the EU's connectivity at risk.

The Commission also adopted [guidelines](#) on the ownership and control of EU airlines. By bringing more clarity and certainty to investors and airlines alike, these guidelines will facilitate investments and help create new jobs.

Another priority is to enhance the efficiency of European skies by reducing fragmentation, which is responsible for EUR 3 billion of extra costs a year and 50 million tonnes of CO<sub>2</sub>, and by minimising air traffic disruption. The Commission is therefore inviting Member States and aviation stakeholders to consider a number of good practices to ensure air service continuity in the event of industrial action. These practices do not question the fundamental right to strike, but rather aim to improve service continuity and minimise disruption to the European network for airlines and passengers. Between 2005 and 2016, more than 243,000 flights were cancelled due to industrial action in Air Traffic Management, affecting around 27 million passengers. The good practices put forward by the Commission draw on a number of existing practices across the EU Member States.

[CLECAT has stated](#) that the EU should preserve the principles of free and fair competition in international aviation, acting where there is evidence of injury as a result of uncompetitive practices, but without resorting to protectionism. Should evidence be found of unfair commercial practices in third countries, to the detriment of European carriers, responses must be based on clear criteria, laid down in law and communicated transparently with market operators. We will assess the extent to which the Commission's new proposals meet these criteria.

Source: [European Commission](#)

## AIRLINES COMMIT TO AIR CARGO MODERNIZATION

The International Air Transport Association (IATA) 73rd Annual General Meeting (AGM) adopted a [resolution](#) to accelerate the modernization and transformation of the air cargo industry. The



resolution builds on the momentum created by the entry into force of the World Trade Organization's (WTO's) Trade Facilitation Agreement (TFA).

"The TFA commits governments to making trade faster, cheaper and more efficient. Air cargo processes are stuck in another century. To ensure that air cargo is ready to benefit from the expected \$1 trillion boost in trade growth arising from the TFA and the improving global economic environment, we need a major overhaul of industry processes. And there is no time to lose; our customers already expect the efficiency of electronic documentation," said Alexandre de Juniac, IATA's Director General and CEO.

The IATA resolution calls for the air cargo industry to take a customer-centric approach to transformation to meet the evolving needs of shippers and urges the industry to:

- Conclude the digitization of the supply chain to allow all information to be shared instantly, improving efficiency and simplifying the transport process
- Adopt modern and harmonized standards that facilitate safe, secure and efficient operations, particularly in relation to carriage of dangerous goods
- Use enhanced technology to provide customers with responsive services based on intelligent systems able to self-monitor, send real-time alerts and respond to deviation
- Harness the power of data to drive efficient and effective industry quality improvements

The resolution also recognizes that partnerships are critical in driving industry transformation especially for a business where global standards are so vital, the resolution also calls on governments to support the industry's modernization process by:

- Rapidly implementing the TFA so that its substantial benefits such as harmonized rules for expediting the movement, release and clearance of goods crossing borders and the acceptance of e-payments and electronic documentation can be realized
- Developing smart regulations that not only improve the safety and security of the air cargo supply chain, but also facilitates the efficient transport of goods

Source: [IATA](#), 5 June

## ITF AGREEMENT TO USE AVIATION DATA FOR DECARBONISATION

An agreement on closer co-operation on aviation data to support the International Transport Forum's Decarbonising Transport project was signed by the ITF and Eurocontrol, the intergovernmental organisation in charge of European air traffic management, on 1 June. Both organisations will exchange expertise on forecasting methodologies for air traffic and emissions and share traffic, fuel burn and emissions data and inventories.

Eurocontrol holds a vast amount of aviation-related data from its air traffic management activities across 41 European countries. Applications developed by Eurocontrol experts provide historical air traffic data and emissions inventories as well as traffic and emissions forecasts which will be of great value to the work of ITF and specifically its Decarbonising Transport project. The ITF will support Eurocontrol with its extensive expertise in methodological issues across different transport sectors, with a view to enhancing the Agency's air traffic and emissions forecasting methodologies. The ITF will also independently assess Eurocontrol's work in order to ensure that the data most relevant to the Decarbonising Transport project are as robust as possible.

Source: [International Transport Forum](#), 8 June



---

# Sustainable Logistics

---

## OCEAN FREIGHT CARBON FOOTPRINTING

Kuehne + Nagel (K+N) has begun noting the CO2 emissions generated by sea freight shipments on invoices, to help customers identify their carbon footprint. K+N claims to be the first logistics provider to disclose sea freight emissions on an invoice, but several operators have told The Loadstar they have similar policies. Board member Otto Schacht said K+N's goal was to raise visibility and awareness of the environmental impact and improve decision-making within the supply chain.

"Due to our global IT operating platform, we are able to deliver customised reporting and digital solutions, not only in our core business, but also in areas such as sustainability," he said. "In order to meet the customer's CO2 reduction targets, we can assist with moving the cargo, generating the lowest possible carbon footprint."

A spokesperson for Panalpina told The Loadstar it had been providing information on CO2 emissions for customers as part of its ECOtransIT platform since 2014. "We can provide our customers with a breakdown of their CO2 emissions per mode of transport and per tradelane," said the spokesperson. "The company is currently working on an initiative to integrate this information directly into its invoices."

Source: [The Loadstar](#)

## SUSTAINABLE DROP-IN FUEL TO REDUCE BARGE EMISSIONS

The sustainable fuels producer GoodFuels, Nedcargo and Heineken have launched a pilot project to demonstrate a sustainable drop-in maritime fuel. The marine fuel supplied by GoodFuels contains 30% biofuel made from waste and reduces CO2-emissions by more than 25%, whilst also reducing local emissions as nitrogen and particulate matter. The advantage of the drop-in fuel is that it does not require vessel modifications, and because it is more sustainable than traditional maritime fuels allows for emissions reduction. The pilot phase will now monitor the exact emissions reduction compared to fossil fuels. For the pilot phase an inland barge will be monitored, transporting Heineken beer from the Zoeterwoude brewery to the port of Rotterdam.

Source: [GoodFuels](#), 1 June

## EU TO SUPPORT CITIES USING SUSTAINABLE MOBILITY INDICATORS

The European Commission launched a call for tender to offer support for cities to make use of the SMP2.0 Sustainable Mobility Indicators developed by the World Business Council for Sustainable Development (WBCSD). The Indicators provide cities with tools to assess their sustainable mobility performances and deliver integrated sustainable urban mobility plans. Essentially, the indicators help cities to measure their performance and identify strengths, weaknesses and areas for improvement in urban mobility. The indicators were developed in collaboration between the members of WBCSD's Sustainable Mobility Project (SMP2.0), the Ghent University, the Organisation for Economic Cooperation and Development (OECD) and the International Transport Forum (ITF).





The European Commission's call for tender will now give technical support to minimum 50-55 EU urban area to use these indicators and to collect feedback to improve the indicators based on the experience of the cities.

Source: [European Commission](#), 6 June

---

## General

---

### **QATAR BLOCKADE: CARRIERS SUSPEND SERVICES AND LOOK FOR ALTERNATIVES**

On Monday Saudi Arabia, the United Arab Emirates (UAE), Bahrain and Egypt announced the severing of all diplomatic relations with Qatar and closed their land borders with Qatar and closed airspace, airports and seaports to Qatari carriers, the consequences of which are significant for logistics. The political dispute escalated after years of tensions in the region, and Qatar is now being accused of supporting terrorist groups. Yemen, the Maldives and Libya later joined the 'blockade'. Kuwait offered to mediate the dispute.

Maritime: On Monday this week the United Arab Emirates extended the ban to not just Qatari carriers, but to also include all vessels destined for or arriving from Qatar. Carriers are now considering alternatives to their schedules. Maersk Line confirmed that DP World Jebel Ali and Abu Dhabi Terminals would no longer accept cargo to and from Qatar ports, including transshipment cargo. Two deepsea services by the Ocean Alliance and MSC will also be affected as these services call at Doha, Dubai and the Saudi port of Dammam. Several carriers have suspended services between these countries and are now looking for alternatives. Transshipment cargo will be most affected by the ban, as larger container ships are unable to dock at ports in Qatar due in part to shallow waters so shipping lines especially use feeder services, which transport container boxes from the larger port of Jebel Ali.

Saudi Arabia and Bahrain have announced similar bans, although Egypt's Suez Canal transits have not been affected and all Qatar-flagged vessels are free to transit, Lloyd's List reports. Industry sources suggested that the ports of Salalah and Sohar in Oman could for the time being replace Jebel Ali as the main hub for container traffic to and from Qatar while the diplomatic dispute continues between Qatar and the Saudi-led coalition.

There is also some concern what the diplomatic dispute could mean for Hapag-Lloyd. The recent merger with Gulf-based United Arab Shipping Company (UASC) meant UASC's two shareholders – Qatar Holding and Saudi's Public Investment Fund (PIF) – took 14.4% and 10.1% stakes in the combined company. Hapag-Lloyd declined to comment.

Another issue concerns bunkering and bunkering prices. The UAE port of Fujairah is the key bunkering port in the region. Fujairah's ban on Qatari-flagged and owned vessels as well as vessels moving to and from Qatar is expected to weigh heavily on bunker sales in the hub, as well as result in increased costs for owners who have to seek alternative ports for refuelling.

Aviation: All three major Gulf airlines (Emirates, Etihad and Qatar airways) will be affected – the most serious impact will be felt by Qatar Airways, which will be unable to fly to these countries or via their airspace. The move is likely to result in longer flight times for Qatar Airways, as well as higher fuel bills. Qatar airways has announced the suspension of all flights to Saudi Arabia, and Emirates, Etihad,



Saudia, Gulf Airways, flyDubai and Air Arabia announced they would suspend all flights to and from Doha. The ban will have the biggest impact in transshipment cargo via Qatar and other gulf countries part of the ban. Carriers and forwarders are now looking for alternative options for their cargo.

Sources: [The Loadstar](#), 5 June & [Lloyd's Loading List](#), 8 June

## **BIFA: NEW UK GOVERNMENT TO MAKE BIG DECISIONS**

British International Freight Association (BIFA) called earlier this week on the new UK government to make big decisions to reduce uncertainty and to move forward with the expansion of UK aviation capacity.

BIFA director general, Robert Keen says: "In the year since the Brexit vote, the UK has been in a period of great uncertainty on the political front and we hope that the new government is ready to confront the massive decisions that now need to be taken. Other than the huge issues concerning international trade surrounding Brexit negotiations, we urge the new government to stop procrastinating over the expansion of UK aviation capacity and move forward with the recommendations made by the Airports Commission to expand Heathrow airport."

Source: [BIFA](#), 8 June

## **USING PRIVATE SECTOR TRANSPORT DATA FOR THE PUBLIC GOOD**

The International Transport Forum has joined the World Bank's Open Transport Partnership (OTP). The OTP is a global initiative that brings together private and public partners to facilitate responsible use of private sector transport data for the public good. It supports mutually beneficial collaboration on data-driven urban mobility policy and service programs and also develops the guidance and tools to navigate these partnerships.

Combined open data for OTP is generated by more than 12 million drivers in more than 40 countries through private sector partners such as Easy, Grab, Le.Taxi, NDrive, and Miovision, while public sector partners such as the World Bank, America's National Association of City Transportation Officials (NACTO) and the World Resources Institute, provide links to governments around the globe. The OTP's inaugural programme, called "Open Traffic", will be a global open data repository of anonymised traffic statistics generated by its members. Supported by open data mapping platform Mapzen, Open Traffic will empower resource-constrained transport agencies to develop better, evidence-based solutions to traffic and road safety challenges.

Source: [International Transport Forum](#), 8 June

---

# *Forthcoming events*

---

## **CLECAT MEETINGS**

Customs and Indirect Taxation Institute

16 June, Lisbon



## Board and General Assembly

16 June, Lisbon

## Road institute meeting

28 June, Brussels

## CLECAT Event on the Mobility Package

28 June, Stanhope Hotel, Brussels

## Supply Chain Security Institute

24 October, Paris

## Air Logistics Institute

24 October, Paris

## CLECAT Freight Forwarders Forum 2017

24 November, Barcelona

## OTHER EVENTS WITH CLECAT PARTICIPATION

### 7th global meeting of Low Carbon Technology Partnerships initiative (LCTPi)

19-20 June, Brussels

### NOVIMAR stakeholder meeting

21 June, Rotterdam

### TOC Europe

27 June, Amsterdam

### I AM CONNECTIVITY PLENARY MEETING

27 June, Amsterdam

### UIC/FIATA Market Place Seminar

14-15 September, Duisburg

## EP/COUNCIL MEETINGS

### European Parliament

#### Transport and Tourism Committee

19-20 June, Brussels

10-11 July, Brussels

#### Plenary Session

12-15 June, Strasbourg

3-6 July, Brussels

### Transport, Telecommunications and Energy Council

26 June 2017, Luxembourg (Energy)

24 October, Luxembourg (Energy)

4-5 December, Brussels (Telecommunications & Transport)



## 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

E-mail [nicolettevdjagt@clecat.org](mailto:nicolettevdjagt@clecat.org) / [info@clecat.org](mailto:info@clecat.org)

 @CLECAT\_EU

[www.clecat.org](http://www.clecat.org)

