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News from Brussels

CLECAT RECOMMENDATIONS FOR THE EP TRAN VOTE MP1

Given the unprecedented effects of the COVID-19 pandemic on the transport and logistics sector in the EU, CLECAT believes that the social and market access legislation, contained in the 1st Mobility Package, should be carefully reassessed by incorporating amendments that would help the industry adapt to future challenges and make green post-crisis recovery possible.

In view of the vote on the second-reading amendments in the European Parliament's Transport Committee next week, CLECAT has urged the Members of the Transport Committee to take into account the remaining concerns of the transport, logistics and freight forwarding industry, outlined below, and make sure that the new rules contribute to a sustainable and well-functioning internal market for road transport, accessible to all.

- CLECAT particularly welcomes the proposed removal of the **mandatory 8-week return of vehicles to their home countries**, as well as a **4-day 'cooling off period' for cabotage operations**. Not only would these measures undermine the economic recovery of the road transport and logistics sector post-COVID-19, following large financial losses, but also disrupt the objectives of the European Green Deal as they would lead to a substantial increase in unnecessary CO2 emissions, air pollution and congestion.
- The **prohibition on taking the regular weekly rest in the vehicle** will be particularly unhelpful in containing the spread of COVID-19, as it will create health and safety risks for the driver. Moreover, the safety of goods will also be compromised at the time when safe and secure parking areas in the EU are lacking.

- CLECAT has welcomed the amendment which would increase the number of **cross-trade operations allowed in addition to a bilateral trip** without triggering the posting rules (up to 3 in total, rather than 1 in each direction or up to 2 on return).
- CLECAT also favours the removal of the references to the **road legs of combined transport** to the 1st Mobility Package legislation, so as to decouple combined transport from the 1st Mobility Package and allow for this issue to be dealt within the review of the Combined Transport Directive. The possibility for the Member States to unilaterally suspend the exemption of road legs of combined transport from cabotage rules (the so-called 'Article 4') would compromise intermodal transport and could even lead to a reverse modal shift.

In the remaining phase of adopting the legislation on the 1st Mobility Package, it is up to the European Parliament to ensure that the road transport and logistics sector in Europe is able to make a sustainable long-term economic recovery, without compromising driver health and safety, as well as the environmental goals of the EU.

CLECAT WEB-MEETING ON LAND TRANSPORT



CLECAT and its members met this week with Ms Elzbieta Lukaniuk, Member of Cabinet of Commissioner Vălean responsible for land transport, and Ms Charlotte Norlund-Matthiessen, Policy Assistant responsible for sustainable and intelligent transport as well as multi-modality and logistics.

A discussion took place on the impact of COVID-19 on supply chains, in particular of those supply chains that depend on road and rail freight transport services. During the debate, the Cabinet recognised the operational knowledge brought to the table by CLECAT members and their member companies, as well as their need for the most effective solutions. The Commission fully shared the objective of the industry to end the internal border controls and was pushing the Member States to open their border as soon as the epidemiologic situation allowed. With respect to the recovery package, the Commission wanted to combine the post-crisis recovery with the EU Green Deal objectives and direct the recovery funding towards green and digital solutions so that the transport sector could come out of the crisis reinforced.

Another subject discussed was the ongoing second-reading procedure on the 1st Mobility Package. CLECAT continued to call for a careful reassessment of the legislation during the second-reading procedure, in order to take into account the economic impact of the crisis and make sure that the new rules contributed to a smooth long-term recovery of the transport and logistics sector, without compromising driver safety and the environmental goals of the EU. The new Commission assessments on vehicle return and cabotage restrictions would provide detailed analysis on the vehicle return and the use of cabotage restrictions on the road legs of combined transport, without looking at other measures contained in the 1st Mobility Package legislation. However, the Commission would also look at the economic impact of the COVID-19 crisis on the road transport market.



Finally, CLECAT members inquired about the plans of the Commission to pave way for a 90% reduction in transport emissions in the upcoming strategy for sustainable and smart mobility. The Cabinet specified that the strategy would focus on switching to low-emission transport modes, improving efficiency of the whole transport system through multimodal solutions and increasing the uptake of clean vehicles, vessels and aircraft as well as new technologies and alternative fuels.

TRANSPORT MINISTERS DISCUSS SUSTAINABLE RECOVERY

At their third informal video conference on 4 June, the EU Transport Ministers discussed a sustainable and digital recovery of the transport sector after the COVID-19 outbreak. During the meeting, the Ministers were invited to reflect on initiatives and investments which are the most urgent for a sustainable and digital recovery and which can make the sector more resilient. Moreover, they discussed the best short to medium-term and long-term tools to meet these objectives.

The Ministers reaffirmed the importance of a coordinated approach both in introducing measures to stop the spread of the virus and applying the exit strategy, and in securing the recovery. Overall, Ministers stressed the importance of optimising the use of the transport system as a whole, noting that there is a need to improve the density, capacity and capabilities of transport systems, taking also into account the new trends of mobility and supply chains. Effective freight transport logistics management was seen as a precondition for the recovery and competitiveness of EU industry.

The Member States agreed that transport, as a sector which has been extremely hard hit by the pandemic, will need financial support. A large number of ministers considered that public investment in the recovery of the transport sector should come with a commitment from the industry to cleaner and more sustainable mobility.

Regarding the notion of sustainability, the Member States agreed that this should not be limited to the greening of the sector but must also include social and economic aspects of the transport industry. A number of Ministers pointed out that some current legislative proposals, such as the Eurovignette, will contribute to the sustainability of transport.



For land transport, it was emphasised to consider the lessons learned from the establishment of ‘green lanes’, which helped avoiding a more serious impact on the sector. These lessons should be used in the situation of future pandemic outbreaks. Next to that, a group of Member States expressed concerns regarding the implementation of the 1st Mobility Package on the transport sector.

The Ministers stressed the importance of rail transport as a sustainable mode of transport in the COVID-19 recovery period. The importance of further developing Rail Freight Corridors, as well as the necessity to continue investing into rail infrastructure, was emphasised.

The major role which the air transport sector plays in economic growth and connectivity was stressed. In that regard, it was argued that the collective efforts in reducing emissions must go hand in hand with the economic recovery of the aviation sector. States underlined the potential of Air Traffic Management modernisation and digitalisation in this respect while acknowledging the need to ensure a fair social transition. Several ministers mentioned increased use of sustainable aviation fuels as essential for more sustainable aviation. In that regard, the importance of the EU implementing CORSIA for the pilot phase, which is to start in 2021, was emphasised.



For the maritime sector, Ministers expressed the need to coordinate at a global level, especially in terms of resolving the problem with crew changes in order to make it possible for the EU seafarers to repatriate after their contracts have ended. Issues of designating crew members as essential workers in the EU and in third countries, as well as the need to tackle the problem of reduced capacities to issue Schengen visas to third country seafarers were highlighted. Ministers also advocated a continued greening also through investments in onshore power supply. They also advocated a continued greening, further digitalisation and automation of the sector at EU and global level. Ministers welcomed the forthcoming adoption of the draft Council conclusions on carbon-neutral, zero-accident, automated and competitive waterborne transport. A written procedure for the adoption of these conclusions by the Council was launched yesterday.

The Ministers considered that the COVID-19 crisis provided momentum for a shift to more digital services and administrative processes, which will reduce reliance on redundant physical paperwork.

Finally, Ministers called for a coordinated and balanced recovery strategy for transport, which shall combine the imperative protection of public health with operational and economic recovery. This strategy would need to be made concrete in the coming weeks.

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

CLECAT SUSTAINABLE LOGISTICS INSTITUTE WEB-MEETING

Members of the CLECAT Sustainable Logistics Institute received a presentation last week on the recently published [Smart Freight Procurement Questionnaire](#), which is a best practice tool that forwarders and LSPs can utilise in their collaboration with shippers and carriers. The questionnaire builds on the [Smart Freight Procurement Guidelines](#), which aim to enable companies to reduce GHG emissions and air pollutants through their freight transport and logistics procurement.

For instance, the SFP Questionnaire can be used in a tender process with carriers as a decision criterion to assess their decarbonisation efforts. Forwarders and LSPs are confronted with an increasing number of non-transparent, non-standardised questionnaires, which create an administrative burden that often has no positive impact on the procurement process. With the help of the SFP Questionnaire, they can receive the same questions from different shippers.

Guest to the meeting, Ms Kathrin Brost, Vice President and Global Head of GoGreen, DHL Global Forwarding, noted during the web-meeting: “We receive many questions on our sustainability efforts, which is a great signal. The bandwidth and complexity of questions can be a challenge. The SFP Questionnaire is a practical and actionable collection of questions on transport decarbonisation, and we encourage our customers to use it. Such standardised approach helps to simplify RFI/Qs and underlines the commitment of all market players involved to focus on decarbonisation measures.”

To make this tool as useful as possible, the Smart Freight Centre and the Global Logistics Emissions Council (GLEC) cooperated with more than a dozen of shippers, LSPs and carriers. Throughout the development phase, CLECAT contributed to the draft with comments and suggestions on how to make it more appealing to users. The result is a questionnaire that covers all freight transport modes and that companies of all sizes can use to procure sustainable logistics services.

The SFP Questionnaire includes a manual that not only provides crucial insights and information to the buyer but also includes clear and helpful guidance to assist the supplier in the response process.

The SFP Questionnaire and the accompanying manual are available for download [here](#).



Road

GALILEO GREEN LANE APP

Developed by the European GNSS Agency in collaboration with the European Commission, the Galileo Green Lane app is a key tool in the COVID-19 pandemic response of the EU. By easing traffic flow through the EU borders, the app is helping to support a fundamental EU principle – the free movement of goods in the internal market.

The Galileo Green Lane app uses the positioning services of Galileo – Europe’s Global Navigation Satellite System (GNSS) – to monitor and facilitate the free movement of freight, making it possible to reduce waiting times at the EU internal land borders and facilitate the transport of goods. The initiative builds on the so-called ‘green lanes’, established at land border crossing points by EU Member States following the guidelines from the European Commission.



The Galileo Green Lane app is designed to address the needs of both border control authorities and truck drivers, through two intuitive user interfaces. For border control authorities, the app provides a real-time visualisation of the situation at border crossings along with regular updates on the traffic flow situation. For truck drivers, the app also provides real-time border visualisation with an EU-wide map produced by real-time visibility provider Sixfold, of which CLECAT informed its members back in March. This enables drivers to better prepare their routes, by providing advance knowledge of the waiting time at each border crossing.

At the same time, the app provides Member States with a website where they can generate reports automatically, making it easier to comply with EU recommendations. The solution is the product of cooperation not only between EU Member States and agencies, but also with users, who provide the data that is aggregated and analysed to produce the solution.

Several EU countries have welcomed the opportunity to use the Galileo Green Lane app, which has already been tested with the border police at border crossings in Hungary, the Czech Republic and Spain, with over 5 000 datasets collected. Testing is still ongoing in France and Greece.

The Galileo Green Lane app can be download [here](#).

Source: [European Commission](#)

Rail

EC CALLS ON GERMANY TO PROPERLY IMPLEMENT EU LEGISLATION

As part of its [May infringements package](#), the European Commission sent a letter of formal notice to Germany, urging them to bring their national legislation in line with Directive (EU) 2016/797 on the interoperability of the rail system within the European Union. This letter concerns the national provisions regarding the requirements for freight wagon braking equipment.



The railway interoperability Directives (EU) 2016/797 and 2008/57/EC set out the conditions to be met by Member States to achieve interoperability within the Union rail system. These conditions cover the design, construction, placing into service, upgrading, renewal, operation and maintenance of the parts of the rail system, along with the professional qualifications and health and safety conditions for the staff who are involved in its operation and maintenance.

The European Commission considers that the German national provisions regarding requirements for freight wagon braking equipment are not compliant with EU law and hamper interoperability efforts. Germany has now four months to reply to the Commission's arguments. If it does not, the Commission may decide to send a reasoned opinion.

In a CLECAT meeting with the European Commission earlier this week, Tomas Arvidsson, Vice-Chair of CLECAT's Rail Freight Institute, said: 'Some Member States, including Germany, have put in place national requirements that do not align with EU legislation, thereby creating problems for the industry. In this specific case, the German requirements for the so-called 'silent brakes' are going beyond what is foreseen by the EU legislation. It presents a pressing danger that will have very severe effects on for rail freight transport from and to Scandinavia as of December 2020. Should Germany not repeal or mitigate the legislation that is currently not harmonised with EU law, in the worst case, this could lead to a negative shift from rail to road for several million tons of goods.'

The implementation of the rail noise legislation in Germany in 2020 would come four years before it was envisaged by the EU. In an effort to address existing complaints, Germany has noted that it would make exceptions for older, non-complying trains running slowly enough so as not to generate excess noise. However, for some countries, including those of Scandinavia, this assurance has not been sufficient.

Maritime

MEP TIEMO WÖLKEN QUESTIONS BER FOR CONSORTIA

In response to a written question from MEP Tiemo Wölken, Commissioner Vestager has confirmed that subject to political validation, the next evaluation of the Consortia BER would start already in 2021-2022, and would provide an appropriate opportunity for the Commission to gather new information and data on the market and its developments. On 24 March 2020, the Commission adopted Regulation (EU) 2020/436 prolonging the Consortia Block Exemption Regulation (Consortia BER) for a period of four years, until 25 April 2024. The Commission prolonged the Consortia BER based on the results of its evaluation conducted from October 2018 to November 2019, and on the results of the stakeholder consultation launched in November 2019.

The MEP questioned why the Commissioner and DG COMP had extended the regulation by four years as it was criticised by shippers, freight forwarders, railway companies, inland waterway operators and the port industry — in other words, the clients and service providers of liner shipping services — in the context of digitalisation. The logistics industry is complaining that extending the regulation in an unchanged form takes no account of technological developments, particularly in the area of digitalisation, or of market and vessel size developments in container shipping. The impact on the logistics industry — on both users and consumers — received scant consideration in the review, and the Commission's approach is in general legally questionable. The MEP had therefore asked the



Commissioner to refrain from a four-year extension and instead to carry out a more in-depth review over the coming twelve months.

See the full exchange [here](#).

FINNISH GUARANTEE SCHEME TO SUPPORT MARITIME COMPANIES

The European Commission has approved a €600 million Finnish aid scheme to support the maritime companies in the context of the COVID-19 outbreak.

The scheme was approved under the State Aid Temporary Framework, adopted by the Commission on 19 March 2020, as amended on 3 April and 8 May 2020. Under the scheme, the public support will take the form of state guarantees on working capital loans. The measure will be directly operated by the Finnish State Treasury.

The scheme will be accessible to those maritime operators that are essential for maintaining the security of supply to Finland during the coronavirus outbreak. The aim of the measure is to help these companies cover their immediate working capital needs, maintain employment and have sufficient liquidity to continue their activities, which are vital to safeguard maritime cargo traffic and ensure essential supplies to Finland.

Source: [European Commission](#)

Air

GLOBAL AIR FREIGHT DEMAND DOWN NEARLY 28%, IATA REPORTS

On 1 June, the International Air Transport Association (IATA) released [data for global air freight markets in April](#) showing that global demand, measured in cargo tonne kilometres (CTKs), dropped 27.7% year-on-year, representing the sharpest fall ever recorded. Simultaneously, global capacity, measured in available cargo tonne kilometres (ACTKs), decreased by 42% in April year-on-year.

Notwithstanding the sharp decline in demand, there was insufficient capacity to meet demand as a result of the loss of belly cargo operations on passenger aircraft. Belly capacity for international air cargo shrank by 75% in April year-on-year. This was partially offset by a 15% increase in capacity through expanded use of freighter aircraft.

The cargo load factor (CLF) rose 11.5% in April, the largest increase since tracking began. According to IATA, the magnitude of the rise suggests that there is significant demand for air cargo which cannot be met owing to the cessation of most passenger flights, thereby underpinning the continuous view of industry over the past weeks.

Alexandre de Juniac, IATA's Director General and CEO, noted that, "while many [governments] have responded with speed and clarity to facilitate the movement of cargo, government red-tape—particularly in Africa and Latin America—is preventing the industry from flexibly deploying aircraft to meet the demands of the pandemic and the global economy". More specifically, IATA notes that delays in getting operational permits issued, blockages at the border and inadequate ground infrastructure to/from and within airport environments continue to hamper air cargo in countries in



Africa and Latin America. Air cargo needs to move efficiently throughout the entire supply chain to be effective. IATA therefore urges governments to accelerate approvals for cargo operations; expedite customs clearance for urgently needed medical supplies; and ensure there is adequate staff on the ground and land-based infrastructure to move cargo efficiently.

Source: [IATA](#)

ICAO ADOPTS NEW COVID-19 AVIATION RECOVERY GUIDELINES

On 1 June, the ICAO Council adopted a new COVID-19 report and guidelines, which were produced by the Council's Aviation Recovery Task Force (CART). The documents aim at restarting the international air transport system and aligning its global recovery. They were developed through consultations with countries and regional organizations, and with advice from the World Health Organization (WHO) and aviation industry groups.

The [CART's Report](#) contains a detailed situational analysis and key principles, supported by a series of recommendations focused around objectives for public health, aviation safety and security, and aviation economic recovery. It emphasises that globally- and regionally-harmonised, mutually-accepted measures are essential. Such measures should be compatible with safety and security requirements; proportionate to the improvement of public health; flexible where possible to allow for a viable economic recovery; and safeguarded not to distort markets.



This content is supplemented by the report's special ['Take Off' document](#), which contains guidelines for public health risk mitigation measures and four separate modules relating to airports, aircraft, crew, and air cargo. The air cargo module notes that cargo flight crews should apply the same health and safety considerations as passenger flight crews and thus are collectively included in the crew section of the document. Whilst air cargo consignments do not come into contact with the travelling public, the cargo acceptance and hand over process does include interaction with non-airport employees. The Cargo Module addresses aviation public health including physical distancing, personal sanitation, protective barriers point of transfer to the ramp and the loading and unloading, and other mitigation procedures. It is composed of four modules:

- [Road Feeder to Freight Reception and Freight Pick Up](#): Focusing on protecting cargo handling staff and truck drivers during the handover points for physical freight (in warehouse) and documentation (often office).
- [Within Cargo facility - Origin - Destination - Transit](#): Focusing on protecting cargo facility (warehouse) staff during business operations such as build-up, breakdown, repositioning and documentation handling
- [Cargo facility to ramp - Origin - Transit - Destination](#): Focusing on protecting staff during the Cargo facility handover to/from ramp crews in preparation for aircraft loading and unloading.
- [Aircraft Loading - Unloading](#): Focusing on protecting ramp handling staff during the loading and unloading of the aircraft performed by multiple crews of 3-4 depending on the operation; Ensuring enhanced bio safety when the number of close contact personnel rises during manual loading of the passenger cabin

Source: [ICAO](#)



Sustainable Logistics

FUTURE OF TRANSPORT IN THE CONTEXT OF THE GREEN DEAL

Last month, the Executive Vice President of the EU responsible for the European Green Deal, Mr Frans Timmermans, was invited to exchange views with the Transport Committee of the European Parliament (TRAN) on the future of transport in the context of the Green Deal.



From the start, the European Commission recognised the difficult choice to be made, Mr Timmermans stressed: while the transport sector is crucial for the Green Deal, it is also one of the sectors mostly affected by the crisis. For Commissioner Timmermans, this meant that the recovery plan should not only be geared towards saving and creating jobs, but also at moving the EU economy towards climate-neutrality. Therefore, according to him, the recovery plan should include measures such as sustainable scrapping plans for the automotive sector, enhanced plans

for electric charging stations, a shift towards more sustainable modes and measures to modernise the airline sector.

Many interventions of the Members of TRAN Committee during the debate concentrated on the question of how to reconcile the necessary recovery from the crisis with the measures to reach climate-neutrality. While some saw the Green Deal as a way out of the crisis, others called for a more gradual and fair transition that would prevent companies from going bankrupt. Executive Vice President Timmermans stressed that in his view, there was no contraction between the two and that we can combine the recovery process with the sustainability challenge by being more forward looking in the transport sector, hugely cut emissions and use digitalisation to the maximum.

Many MEPs intervened in the debate and raised a number of different topics, including the role of the EU Emissions Trading System (ETS) in maritime and aviation, the need for a level playing field between different transport modes and for a long-term predictability for industry, the specific difficulties in the railway sector, the 1st Mobility Package, alternative fuels and priority European projects.

Source: TRAN Committee

Customs and Trade

LAUNCH OF EU SYSTEM INF SPECIAL PROCEDURES

On 1 June, the European Commission launched the electronic system for INF Special Procedures (INF SP). The system replaces the previous paper-based INF sheets INF1, INF2, INF5 and INF9. The INF SP is a trans-European system that ensures the administrative and standardized exchange of information between economic operators and customs authorities, and between customs authorities themselves involved for inward and outward processing.



The INF system is integrated in the [EU Customs Trader Portal](#), in addition to the existing access to the previously launched systems for eAEO and eBTI. Access to the EU Customs Trader Portal is managed through the Uniform User Management and Digital Signature system (UUM&DS), which is the system to secure authorised access to the EU Customs electronic systems for Economic Operators, customs representatives and employees.

Source: [European Commission](#)

EU ADVANCES FREE TRADE NEGOTIATIONS

On 2 June, the European Commission published the [report](#) summarising the progress made during the latest negotiation round for the EU-Australia trade agreement, held between 4-15 May. The Commission reported that the parties had held constructive discussions on a number of areas including customs and trade facilitation, market access for goods and investment.

In April, the Commission published a [report](#) on the latest negotiation round for the EU-New Zealand trade agreement. The online meetings had allowed for further progress across a range of areas including, in particular, Geographical Indications (GIs), customs and trade facilitation and anti-fraud.

More information regarding ongoing trade negotiations, EU negotiating texts proposals, as well as latest reports on trade negotiations on EU's trade agreements you can find [here](#).

REPORT ON COVID-19 IMPACT ON EU TRADE

On 27 May, the European Commission published an [updated report](#) on the predicted impact of the coronavirus on EU trade, following their first report in April. The second analysis performed by DG TRADE estimates a decrease in global trade between 10%-16% for 2020. For the EU27, the predicted reduction is expected to be between 9%-15% for extra-EU27 exports and 11%-14% for extra-EU imports (goods and services combined).

The report indicates that in absolute terms, using the latest available statistics, this amounts to a reduction in extra-EU27 exports between €282-470 billion and a decrease in extra-EU27 imports between €313-398 billion (goods and services combined). Exports of primary sectors (other than energy) and services trade turn out to be less affected than manufacturing sectors, although most of which see export contractions by 15%. In particular, transport equipment and electrical machinery exports turn out to be the most affected sectors.

Source: [European Commission](#)

Forthcoming Events

EVENTS AND MEETINGS

CLECAT Air Logistics Institute
16 June 2020, **Online Meeting**



CLECAT Supply Chain Security Institute

16 June 2020, **Online Meeting**

CLECAT Customs and Indirect Taxation Institute

23 June 2020, **Online Meeting**

CLECAT Board Meeting

9 July 2020, **Online Meeting**

EU MEETINGS

Council of the European Union

Environment Council

22 June 2020, Luxembourg

European Parliament

European Parliament Transport Committee

8 June 2020, Brussels

Extraordinary European Parliament Plenary

17-18 June 2020, Brussels

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