NEWSLETTER

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

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News from Brussels

FINAL AGREEMENT ON THE ROAD FREIGHT TRANSPORT REFORM

On 8 July, the European Parliament gave its green light to the major road freight transport reform known as the 1st Mobility Package. CLECAT welcomes a uniform legal framework for European road freight transport but warns against the unintended yet far-reaching implications of the new regulatory package for the transport and logistics industry.

"The result is a complex compromise, and it remains to be seen whether the agreement reached will lead to an alignment of competitive and social regulations, as well as to a more precise definition of market access conditions. This is why the implementation guidelines that the European Commission is currently preparing are of utmost importance for the industry," said Ms Nicolette van der Jagt, Director General of CLECAT.

"Throughout a burdensome three-year-long legislative process, CLECAT campaigned tirelessly against some of the 1st Mobility Package provisions, as they will create more administrative burden for freight forwarding companies, their transport service providers and even enforcement authorities. The new rules will also put the ambitious environmental objectives of the European Commission at risk. We are therefore pleased that the Commission has initiated additional impact assessments of certain measures," stressed Ms van der Jagt.

In particular, CLECAT regrets that the main industry concerns were not taken into account by the co-legislators throughout the negotiations. This relates to the inclusion into the agreement of the posting obligation for international transport, as well as generally unclear and hardly enforceable posting

rules, the mandatory 8-week return of vehicles to the country of establishment, the 4-day 'cooling-off' period and other restrictions on cabotage operations, as well as the prohibition to spend the weekly rest in the cabin.

"All things considered, however, we appreciate that without any conclusions on the 1st Mobility Package different interpretations of the rules would continue to prevail among the Member States, leading to further internal market fragmentation and disproportionate national measures that hamper the free movement of goods in the EU," acknowledged Ms van der Jagt. "While the results of the 1st Mobility Package are not necessarily satisfactory, its adoption will at least provide planning security for European freight forwarders and logistics service providers, as well as their customers," she added.

EU LEGISLATION ON PAPERLESS TRANSPORT ADOPTED

On 8 July 2020, the European Parliament adopted in its Plenary meeting the Regulation on electronic Freight Transport Information (eFTI). CLECAT welcomes the adoption as it is a significant step in the digitalisation of transport in Europe. The eFTI Regulation obliges EU Member States to accept regulatory transport information if a company wishes to provide it in a digital format. At the same time, the eFTI Regulation harmonises the data and the systems through which the data is exchanged across different countries, pieces of legislation and modes of transport.

The eFTI Regulation tackles several of the main issues for the digitalisation of transport in Europe. As mentioned in the [EU Commissions impact assessment](), one of the main obstacles is acceptance of electronic information by authorities. eFTI will make it mandatory for those authorities to accept information in a digital format. The other main obstacle is the fragmented landscape for electronic data exchange. Through setting harmonised and detailed rules and specifications, eFTI will counter this fragmentation. The EU Commission's impact assessment estimates that through the eFTI Regulation €20-27 billion in administrative cost savings for operators can be achieved over 20 years.

It is expected that the implementation of the eFTI Regulation will start in 2024 and should be fully implemented in 2025. The adoption of the Regulation marks the start for setting the previously mentioned detailed rules and specifications. The preparations for this work have already started through the Commission's Digital Transport & Logistics Forum (DTLF). The DTLF's subgroup on paperless transport was appointed last year as the expert group which advises and assists the Commission on the creation and implementation of the eFTI legislation. CLECAT's senior manager is rapporteur of that group and several of its Members actively participate. CLECAT has contributed intensively to adoption of the eFTI legislation in its current format and is therefore very pleased with the final adoption in the European Parliament.

On the day of the adoption by the Parliament, the EU Commission presented the detailed content of the eFTI legislation to CLECAT and its members at the meeting of the CLECAT Digitalisation Working Group.

ELP EVENT ON GREEN DEAL AND LOGISTICS IN TIME OF RECOVERY

Brussels, 7 July 2020 – At the second webinar organised by the European Logistics Platform (ELP) this year, over 40 EU policy-makers and industry representatives met online to discuss how European policy was seeking 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.

Ismail Ertug, Member of the European Parliament and Vice-President of the S&D Group, opened the webinar by expressing full support for the commitment of the European Commission to link the post-crisis recovery with the Green Deal objectives and implement a 90% reduction in transport emissions by 2050, with a sustainable and a digital angle. "This is a good strategy, as the EU should do its utmost to become the first CO2-neutral continent in the world and at the same time transform itself into a market leader in terms of new technologies and digitalisation," he stressed, adding that the European Parliament (EP), together with other European institutions, was committed to putting forward new legislation, needed to shift different sectors within the EU to a digital and zero-carbon economy.

Tariel Chamerois, Head of Sustainability France & Maghreb, DB Schenker, gave a realistic picture of where DB Schenker stood in terms of its carbon footprint of all their transport modes and shed light on what the company's decarbonisation ambitions were for the future. In that regard, the highlighted that DB Schenker has implement an overall -50% reduction in CO2 emissions, compared to 2006, and will become completely carbon-neutral and only use renewable energy by 2050. Mr Chamerois emphasised that the role of policy-makers was now to help kick-off and boost new technologies and energies, which would later be integrated into the normal processes of companies to guarantee the high-level service required by the citizens. Finally, he noted that the COVID-19 crisis had strengthened the governments' recognition of the importance of logistics in the EU, while placing the focus of the policy-makers and the industry on green recovery in the coming years.

Paul Kyprianou, External Relations Manager, Grimaldi Group, introduced the commitment of the Grimaldi Group to the main objectives of the Green Deal in the transport sector, in particular the improvement of energy efficiency; acceleration of decarbonisation in maritime transport to reach climate neutrality; further promotion of the modal shift; adoption of renewable energy along the whole logistics chain and the promotion of innovation through R&D. Overall, the group's environmental vision was gradual decarbonisation by offering logistics services with the lowest environmental footprint. Regarding the post-crisis recovery, Mr Kyprianou commended the positive move of the Commission to stimulate the economy as well as the strong sign of solidarity between the Member States.

Daniel Mes, Cabinet Member of Commission Executive President Frans Timmermans, praised the responsiveness of the logistics sector to the COVID-19 crisis and its commitment to move goods across Europe regardless of all the hindrances. He emphasised that the logistics sector was put at the heart of the initial Commission's recovery proposals noting that this was unprecedented opportunity to

move towards the smart and carbon-neutral transport and mobility system of the future. When it came to public support for companies' fleet renewals, he specified that the Commission proposed to do so across the modes, with the focus on clean trucks, vessels and aircraft.

Commenting on the Commission's objective to shift a substantial part of freight currently carried by road onto rail and inland waterways, he argued that the COVID-19 situation highlighted the importance of these modes in that they were able to back up road freight in a crisis mode. He also specified that the Commission revamped the urban mobility agenda, as well as zero-emission, smart urban logistics, which would form a big part of the upcoming Commission's Strategy on Sustainable and Smart Mobility. Eventually, he advised the logistics sector to claim the support for clean mobility in the upcoming national investment plans of Member States, as there would be a lot of competition with other sectors.

In concluding the event, **Nicolette van der Jagt, Chair of the ELP** highlighted the importance of continued communication between the industry and the legislators as it proved to be indispensable throughout the crisis and remained equally needed in the recovery phase.

Maritime

EP ENVI REPORT ON THE EU MRV REGULATION

On 7 July, the European Parliament's Environment Committee (ENVI) adopted its report on the Commission's proposal from February 2019 to revise the EU system for monitoring, reporting and verifying CO_2 emissions from maritime transport (the so-called EU MRV Regulation) and bring it in line with new obligations under the International Maritime Organisation (IMO) to monitor shipping emissions from 2019 and report on them in 2020.

In summary, the Members of ENVI Committee (MEPs) welcomed the draft report by the rapporteur Jutta Paulus (Greens/DE) and voted in favour of the following measures:

- Including ships of 5000 gross tonnage and above in the EU Emissions Trading System (ETS).
- Introducing binding requirements for shipping companies to reduce their annual average CO_2 emissions per transport work, for all their ships, by at least 40% by 2030. Notably, the reference/baseline year for these reductions was left out and is to be determined by the Commission in a delegated act.
- Establishing an 'Ocean Fund' for the period of 2023-2030, financed by revenues from the ETS, to make ships more energy efficient and to support investments in innovative technologies and infrastructure, such as alternative fuels and green ports.

MEPs also stressed that it is important to align the EU and IMO reporting obligations, as proposed by the Commission. They however believe there is insufficient progress in the IMO and ask the Commission to examine the overall environmental integrity of the measures decided upon by the IMO, including the targets under the Paris Agreement. The report therefore calls for an ambitious global agreement on GHG emissions from shipping.

If the ENVI report is adopted by the EP Plenary, possibly at the 14-17 September Plenary session in Strasbourg, the EP will be ready to start trilogue negotiations with the Member States and the Commission on the final shape of the legislation.

Source: European Parliament

Air

ROADMAP ON UPDATES RULES FOR AVIATION UNDER EU ETS

On 3 July, the European Commission published a roadmap on updated rules for aviation under the EU Emissions Trading System (ETS). The proposed initiative is part of the broader package of legislation under the European Green Deal. As such, it proposes to amend the EU's ETS to implement the International Civil Aviation Organisation's (ICAO) Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) in a way that is consistent with the EU's 2030 climate objectives. Additionally, it proposes to amend the EU ETS to increase the share of allowances auctioned under the system for aircraft operators to further contribute to reducing greenhouse gas emissions.

The overall objective of this initiative is to secure the aviation sector's "adequate contribution" to the European Union's climate objectives, while taking account of any potential impacts, including on mobility in Europe. According to the roadmap, the European Commission will assess the co-existence of the EU-ETS and CORSIA. More specifically, the Commission is to present a report to the European Parliament and to the Council in which it shall assess CORSIA in relation to a set of features and consider (a) increasing the percentage of auctioning from the current levels and (b) ways to implement CORSIA in Union law through a revision of the EU ETS Directive. Where appropriate, it shall accompany this report with a legislative proposal that is consistent with the Union economy-wide GHG emission reduction commitment for 2030 with the aim of preserving the environmental integrity and effectiveness of Union climate action. This work will be considered in the context of the European Green Deal and the objective of enhanced climate ambition for 2030.

As part of this process, a public consultation will be launched, and a stakeholder meeting will be organised to present the main options under consideration. Through the consultations, input is sought on market-based measures to reduce the climate impact from aviation, notably on: (a) the ability of the aviation sector to pass on costs of CO_2 to its customers, both in relation to the EU ETS and to the CORSIA scheme developed by ICAO and (b) questions relating to the environmental integrity of CORSIA and different options for implementing CORSIA in Union legislation.

The roadmap is open for comments until 28 August. CLECAT will analyse the situation within its Air Freight Institute and Sustainable Logistics Institute, in view of establishing a position.

EC APPROVES €25 MILLION AID TO SUPPORT GROUNDHANDLER

On 8 July, the European Commission approved a €25 million Belgian individual aid measure to support Aviapartner, a ground handling service provider at Brussels National Airport (Zaventem). The measure was approved under the State aid Temporary Framework.

The measure provides aid in the form of a convertible loan. The aim of the recapitalisation measure is to ensure that Aviapartner has sufficient liquidity to continue its operations. The Commission argues that Aviapartner is an essential operator at Brussels National Airport and that therefore a failure of Aviapartner would cause major disturbance to the Belgian economy and connectivity.

The Commission found that the measure notified by Belgium is in line with the conditions set out in the Temporary Framework. In particular, (i) the measure will not exceed the minimum needed to ensure the viability of Aviapartner and will not go beyond restoring its capital position to before the coronavirus outbreak, (ii) the scheme provides an adequate remuneration for the State; (iii) the conditions of the measures incentivise beneficiaries and/or their owners to repay the support as early as possible; (v) safeguards are in place to make sure that beneficiaries do not unduly benefit from the recapitalisation aid by the State to the detriment of fair competition in the Single Market, such as an acquisition ban to avoid aggressive commercial expansion.

The Commission concluded that the measure is necessary, appropriate and proportionate to remedy a serious disturbance in the economy of a Member State, in line with Article 107(3)(b) TFEU and the conditions set out in the Temporary Framework. A non-confidential version of the decision will be made available under the case number SA.57637 in the State aid register on the Commission's competition website once any confidentiality issues have been resolved.

Supply Chain Security

PUBLIC CONSULTATION ON NIS DIRECTIVE LAUNCHED

Following the publication of the roadmap for a revision of the Directive on security of network and information systems (NIS Directive) on 25 June, the European Commission launched a public consultation on the NIS Directive on 7 July.

Since the entry into force of the NIS Directive in 2016, the cyber-threat landscape has been evolving quickly. The Commission now plans to begin the procedure for the revision of the NIS Directive, starting with a public consultation that aims to collect views on its implementation and on the impact of potential future changes. Vice-President for 'Promoting our European Way of Life', Margaritis Schinas, said: "The review of the Network and Information Systems Directive is an integral part of our forthcoming EU Security Union Strategy that will provide an EU coordinated and horizontal approach to security challenges".

Since its adoption, the NIS Directive has aimed at ensuring that Member States are better prepared for cyber incidents and have increased their cooperation through the NIS Cooperation Group. The NIS Directive obliges companies that provide essential services in vital sectors ("Operators of Essential Services), including in the area of transport, to protect their information technology systems and report major cybersecurity incidents to the national authorities.

The consultation, which will be open until 2 October 2020, seeks opinions and experiences from all interested stakeholders and citizens. CLECAT has been actively monitoring the national implementation of the NIS Directive since 2016, as well as its effects on the industry in the EU Member States. In that regard, it has been seen that the way Member States have transposed the rules of the NIS Directive into their national law diverges significantly. The public consultation provides a good opportunity to communicate the observations and concerns that have been identified by CLECAT

members. CLECAT will contribute to the review to ensure that the views of the freight forwarding industry will be considered.

More information about the EU's actions to strengthen cybersecurity capacities is available here and in the Q&A's, and more information about the work of NIS Cooperation Group is available here.

Sustainable Logistics

EU HYDROGEN STRATEGY

On 8 July, the European Commission published the EU Hydrogen Strategy, which addresses the potential of hydrogen to decarbonise various sectors of the economy, including transport. It can offer solutions for hard to abate parts of the transport system, in addition to what can be achieved through electrification and other renewable and low-carbon fuels.

In transport, hydrogen is a promising option where electrification is more difficult. In a first phase, early adoption of hydrogen can occur in captive uses, such as urban fleets or specific parts of the rail network, where electrification is not feasible. Hydrogen refuelling stations can easily be supplied by regional or local electrolysers, but their deployment will need to build on clear analysis of fleet demand and different requirements for light- and heavy-duty vehicles. Hydrogen fuel cells should be further encouraged in heavy-duty road vehicles, alongside electrification, including long-haul trucks, given their high CO_2 emissions.

Moreover, hydrogen fuel-cell trains could be developed to other viable train commercial routes that are difficult or not cost-effective to electrify: about 46% of the mainline network is still being served by diesel technology today. Certain fuel-cell hydrogen train applications can already be cost-competitive with diesel today.

For inland waterways and short-sea shipping, hydrogen can become an alternative low-emission fuel, especially since the Green Deal emphasises that CO_2 emission in the maritime sector must have a price. Scaling up fuel cell power from one to multiple megawatts and using renewable hydrogen for the production of synthetic fuels, methanol or ammonia – with higher energy density – are required for longer-distance and deep-sea shipping.

Hydrogen can also become, in the longer-term, an option to decarbonise the aviation and maritime sectors, through the production of liquid synthetic kerosene or other synthetic fuels. These are "drop-in" fuels that can be used with existing aircraft technology, but implications in terms of energy efficiency have to be taken into account. In the longer-term, hydrogen-powered fuel cells or hydrogen-based jet engines may also constitute an option for aviation. Realising these ambitions will require a roadmap for considerable long-term research and innovation efforts.

The Commission will address the use of hydrogen in the transport sector in the upcoming Sustainable and Smart Mobility Strategy, announced in the European Green Deal and due to be presented before the end of 2020. The full text of the strategy can be accessed here.

Brexit

FREIGHT FORWARDERS AND CUSTOMS BROKERS ASSESS BREXIT TRANSITION

On 3 July, CLECAT members from across Europe attended an online meeting to take stock of the negotiations on the future relationship and the announced measures by the EU and UK to transition to the new relationship.

CLECAT's Senior Manager Dominique Willems brought the issues and concerns identified by CLECAT's members to the attention of the UK House of Lords' Committee on EU goods during an online meeting which took place on the 6th July. The recording of this hearing can be watched on Parliamentlive.tv. CLECAT was equally present at the meeting of the EU-UK Intermediaries Task Force on 7 July to provide feedback and views. The Task Force is a group of EU and UK private sector actors and customs authorities which cooperate to mitigate as much friction at the borders as possible.

Freight Forwarders and Customs Brokers are of strategic importance for the UK's withdrawal from the EU as they handle the vast majority of transport and they deal with more than 80% of customs formalities. Especially the UK's strategy for readiness relies heavily on professional intermediaries to take care of border formalities. Since the 1st of July, it has become clear that the transitional period will not be extended, which means that only six months remain for preparation for the intermediaries, and other actors like carriers and ports.

CLECAT's members have expressed that they are as ready as they can be, but it remains difficult to start final preparations because the details for practical implementation are still lacking. The UK's plans for a 3-phase implementation and the new goods movement system are welcomed in general. However, as long as specific aspects, such as what are exactly controlled goods or the technical specifications of the new systems, are not known, it remains difficult to adjust systems and procedures, to allocate capacity and resources and to inform customers. Trade and transport around Northern Ireland remain especially unclear at this moment. On the EU-side, additional clarity is also still needed, even though in general the rules and procedures for trading outside of the Customs Union are known. It is, for example, still not clear at which locations live animals can be inspected at entry and also the differences in VAT rules at national level continue to cause confusion.

EU COMMUNICATION ON READINESS

On 9 July, the European Commission published a Communication to help national authorities, businesses and citizens prepare for the inevitable changes that will arise at the end of the transition period between the EU and the UK. The Communication sets out a sector-by-sector overview of the main areas where there will be changes regardless of the outcome of the ongoing EU-UK negotiations, and sets out measures that national authorities, businesses and citizens should take in order to be ready for these changes.

Regarding customs formalities and controls, the Commission highlights that as of 1 January 2021, the UK will no longer be part of the EU Customs Union. Therefore, customs formalities required under Union law will apply to all goods entering the customs territory of the Union from the UK or leaving that customs territory to the UK. This will happen even if an ambitious free trade area is established with the UK, providing for zero tariffs and zero quotas on goods, with customs and regulatory

cooperation. The Commission therefore advises EU businesses to acquaint themselves with the formalities and procedures for doing business with the UK as a third country as of 1 January 2021. Additionally, the Communication provides further guidance concerning VAT rules, as well as certificates and authorisations of products.

In parallel, the European Commission is reviewing and, where necessary, updating all 102 stakeholder notices, published at the time of the withdrawal negotiations – many of which continue to be relevant for the end of the transition period. A list of more than 50 updated technical notices is available on the Commission's dedicated webpage. Those updated readiness notices include, among other areas, excise duties, movement of live animals, air transport, aviation and maritime security.

Source: European Commission

UK COMMUNICATION ON READINESS

On 10 July, the UK Government published a guidance notice on declaring goods brought into Great Britain from the EU from 1 January 2021, which marks the start of the first phase of the UK's 3-phase approach to customs controls. The Government explains that if standard goods are being imported into Great Britain from the EU between 1 January and 30 June 2021, operators can use 'entry in the declarant's records' without getting authorisation in advance and without making an entry summary declaration. However, operators need to (1) Record the goods in their own records; (2) Account for the VAT in their VAT Return if they're VAT registered; and (3) Make a supplementary declaration up to 6 months after the goods were imported.

Operators will also need to have the following in place before they make their first supplementary declaration: authorisation to use entry in the declarant's records; a CHIEF badge; software that works with CHIEF; and a duty deferment account for paying any import duties and VAT. For controlled goods, the normal rules for making an import declaration will be followed. The list of controlled goods will be published soon.

The Government also published a guidance notices with an overview of the necessary import and export licences, certificates and special rules for bringing into or taking out goods of the UK from 1 January 2021. The overview includes, inter alia, animals, plants and their products, including wood packaging material, chemicals and waste.

The UK Government also published a notice that more detailed guidance for UK businesses moving goods into, out of, or through Northern Ireland from 1 January 2021 will be provided in the coming weeks. However, the UK Government notes that until the negotiations with the EU conclude, there will be some areas without complete certainty. Full guidance will be provided by the end of the transition period.

Customs and Trade

COUNCIL AGREES TO POSTPONE VAT E-COMMERCE RULES

The EU Council has agreed to postpone the entry into force of the new e-commerce VAT rules by six months, including the provisions affecting the import of low value consignments. That decision is to address the severe disruptions created by the COVID-19 pandemic. The new VAT rules for e-commerce

will therefore apply as of 1 July 2021 instead of 1 January 2021, giving Member States and businesses enough time to prepare.

CLECAT has expressed mixed feelings about this proposal for delay of the VAT e-commerce package. On the one hand, the delay is welcomed because there would not have been sufficient time to implement the changes for both the public and private sector. Already without COVID-19, the time for implementation was short due to late clarity on the legislation, procedures and technical specifications. Next to that, the implementation would have started at the same time as the ending of the Brexit transitional period. Additionally, in March 2021, the first phase of ICS2 will start and will also have a major impact on logistics in relation to e-commerce. Therefore, with or without the COVID-19 crisis, the delay is welcomed.

On the other hand, even though the delay is necessary, there is a certain disappointment over the proposed delay. Changes in VAT and customs legislation in relation to e-commerce are already long overdue. The rules, procedures and systems for processing e-commerce consignments are in most cases already several decades old and do not match the current reality after the exponential growth of e-commerce. This has led to unfair competition in many ways, inefficient formalities and serious tax evasion and fraud. There have been many years of debate on this change and when the VAT e-commerce package was announced in 2017, it was very much welcomed. The fact that the outdated situation will continue for another half year is therefore regretted.

Source: EU Council

NEW RELEASE OF CUSTOMS DECISION SYSTEM

On 29 June, the European Commission released a new, improved version of the Customs Decisions system (CDS) which is used in all Member States to facilitate more than 31.000 applications and 19.000 authorisations. The new major release, developed in cooperation with Member States, significantly upgrades the functioning to the system for both traders and customs authorities. The major changes include an updated consultation mechanism depending on the customs decisions type, and an improvement to the consultation and right-to-be-heard process in case of an amendment.

Access to the system for traders using the EU Trader Portal remains the same. The support contact points have not been changed and are available on the Customs Decisions website.

Source: European Commission

UPDATED LIST OF COUNTRIES APPLYING THE REX

The European Commission published an updated list of countries applying the Registered Exporter System (REX). In particular, the transition period for Bangladesh, Indonesia and the Philippines has been extended until 31 December 2020 due to the COVID-19 pandemic. This extension comes in light of Implementing Regulation, published by the Commission on 5 June, extending the transition period for the application of the REX system to 31 December 2020. This measure was taken as the COVID-19 pandemic led to some countries experiencing serious difficulties respecting the 30 June 2020 time-limit for the application of the REX system.

The REX system will progressively and completely replace the current system of origin certification based on certificates of origin issued by governmental authorities and on invoice declarations. The global transition period from the current system of origin certification to the REX system started on 1

January 2017. In case a beneficiary country does not apply the REX before the end of its transition period or has not requested an extension to the transition period, the preferential origin will not be established, and duties will have to be paid.

The REX system is the system of certification of origin of goods that applies in the Generalised System of Preference (GSP) of the EU and is based on a principle of self-certification by economic operators who will make out themselves so-called statements on origin. To be entitled to make out a statement on origin, an economic operator will have to be registered in a database by his competent authorities. The economic operator will become a 'registered exporter'.

Source: European Commission

Forthcoming Events

EVENTS AND MEETINGS

CLECAT Customs and Indirect Taxation Institute
24 July 2020, Online Meeting

CLECAT Board Meeting
10 September 2020, Online Meeting

CLECAT Air Logistics Institute
22 September 2020, Location TBC

CLECAT Supply Chain Security Institute
22 September 2020, Location TBC

CLECAT Freight Forwarders Forum
12 November 2020, Location TBC

CLECAT Board/GA
13 November 2020, Location TBC

EU MEETINGS

Council of the European Union

Transport Council
28 September 2020, Brussels

Environment Council
23 October 2020, Luxembourg

European Parliament

European Parliament Transport Committee
13-14 July 2020, Brussels
2-3 September 2020, Brussels

European Parliament Plenary
14-17 September 2020, Strasbourg

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