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Brussels news

ELP DEBATE - ‘THE FUTURE OF MULTIMODAL TRANSPORT’

At the first European Logistics Platform (ELP) event of the year 2018, on the 30th January, more than 80 EU policymakers and industry stakeholders met to listen to testimonies and experiences from companies that have implemented multimodal strategies in their companies’ supply chains and to discuss the opportunities and the challenges they face with making multimodal transport a success in Europe.



The event was hosted by MEP Wim van de Camp, member of the TRAN Committee and of the ELP advisory board. In his introductory remarks, Mr van de Camp noted, with reference to the multimodal year 2018, that modal shift is the starting point of multimodality and that not only rail, but also inland waterways and

shortsea shipping have to be considered as sustainable solutions within the logistics chains.

Rickard Backlund, Senior Manager Logistics, SSAB Europe, provided the customers' perspective on the need for multimodal transport. As a large shipper SSAB wishes to increase its rail share as much as possible but there are obstacles such as the Rastatt incident, derailments, weather disruptions, which force them sometimes to go back to road transport. Road support is always needed and the rail system is not always robust enough. Seeking to accommodate the needs of customers, who want higher frequency and shorter lead times, SSAB is equally aiming to reduce their customers' CO2 by 10mn tonnes by 2025. This requires among others: infrastructure as a European asset; rail freight corridors with high availability and flexibility; reduced and reliable lead times; digitalisation; cost-efficient solutions and a customer-first focus in service provision.



Sam Bruynseels, Managing Director of Lineas Intermodal, presented the company's work in developing new rail freight services with bundled freight through its Green Express Network. Lineas was seeking to bundle different types of cargo, including intermodal and conventional wagons (mixed trains) in a high frequency service between economic hubs in Europe. He said that the company was responding to concerns that the current transport model in Europe is not sustainable in the long-run, as the expected 35% increase in transport volume would threaten

economic growth due to its effects on congestion as well as on the environment. Shifting traffic to rail is the right choice, he said, because of its higher safety record, lower environmental costs and better use of existing capacity; moreover, it's crucial for sustainable logistics in Europe. He noted that the rail sector also needs to improve its service offering, by asking its customers what the sector needs to do to get them to shift to rail and to ensure that price, quality and ease of use are optimum, while enabling business and profits to grow.

Bram Bellemans, Logistics Manager at Aurubis Belgium, highlighted that the current reality is congestion, longer distances, a shortage of drivers and restrictive regulation. The optimal transport solution is reliable, flexible, sustainable, environmentally-friendly and user-friendly. Highlighting the need for shippers to take their responsibility for choosing sustainable logistics solutions, a logistics network should resemble a metro map, with hubs connecting multiple lines (modes), as well as an electricity network, with "high voltage" main lines and local "lower voltage" delivery legs at the end. Aurubis has gone from an eighty per cent road share in 2000 to forty-five per cent in 2016. For this to happen, infrastructure is the key enabler and further strategic infrastructure construction is vital.

Magda Kopczynska, Director for Waterborne Transport in Directorate-General for Mobility and Transport considers multimodality an important driver for sustainable transport, economic strength and efficiency. She presented in a nutshell the Commission's intention for the 2018 Multimodality Year, pointing out that the Multimodality Year will not transform the transport system overnight, but shall contribute to a vision of what is needed in the short, medium and long term. The focus will be on digitalisation as an enabler for multimodality, with a specific initiative on electronic transport documents, building support for physical and digital infrastructure in the CEF, and on economic incentives for multimodal transport.



ELP Chair **Nicolette van der Jagt**, closing the event, noted that with the ELP celebrating its fifth anniversary this year, more was expected on the theme of multimodal transport with the aim of finding suitable solutions to the transport and mobility challenges we face to make European industry more efficient, sustainable and innovative.

EXCHANGE OF VIEWS ON THE COMBINED TRANSPORT DIRECTIVE

Earlier this week, on Thursday 1st February, the Transport and Tourism Committee of the European Parliament hold an exchange of views with the European Commission (DG MOVE) on the proposal amending the Combined Transport Directive.

The spokesperson of the Commission explained to the MEPs that the proposal to amend directive 92/106 on combined transport was aimed at accelerating the shift from road only to other modes of transport such as rail and waterways, with a view to reducing emissions, road congestion and accidents. This would be achieved through a clearer definition of combined transport, a better enforcement by way of digitalisation, and updated incentives.

The Rapporteur, [MEP Daniela Aiuto \(EFDD\)](#) said that she welcomed those objectives and insisted on the need to invest further in combined transport terminals and boost digitalisation to reduce bureaucracy and make controls easier. She also intends to work on the definition to make sure that it is made clearer and that it is consistent with other horizontal legislation, wants to avoid any abuse of cabotage through the existing exemption in the directive. She also intends to pay special attention to the posting of drivers.

Members also focused their interventions on the definition, with some questioning the 150 km or 20% limit for the road legs proposed by the Commission, on the necessary support to investments in infrastructure, and on the development of digitalisation. The cabotage and posting of drivers issues would be sensitive topics in the debate.

CLECAT will publish its Position Paper on the review of the Directive next week. The Directive currently discourages some combined transport operations by imposing an arbitrary limit on the road leg. We will address some shortcomings in the Commission's proposal but in general it is CLECAT's opinion that the proposed revision goes some way to overcoming these failings of the current Directive.

- CLECAT welcomes the extension of the scope of application of 'combined transport' to all operations in the Union, and all modes of transport.
- CLECAT welcomes removal of the specification of "*nearest suitable terminal*".
- CLECAT welcomes the removal of the restriction of the minimum length of 100km as the crow flies on the non-road leg.
- CLECAT welcomes the cabotage exemption.
- For reporting purposes, CLECAT supports the introduction of a system based on electronic documents, which could replace the outdated paper document and stamp system.

BULGARIAN PRESIDENCY PRIORITIES ON TRANSPORT

Mr Ivaylo Moskovski, Minister of Transport, Information Technology and Communications of Bulgaria, presented the Bulgarian Presidency's plans in the area of transport to the TRAN Committee at the January meeting. The Presidency's action will be based on seeking consensus, competitiveness and cohesion in all policy sectors, including through deepening cooperation on the integration of the Western Balkan countries into the European family.



With regard to the first Mobility Package, the Minister informed the Committee that priority will be given to work on the dossiers on access to the market and the profession, as well as on specific legislation on posting of drivers, hired vehicles, and interoperability of electronic road toll systems. Furthermore, the Presidency has also started looking at the revised common rules for the combined transport of goods.

In the area of aviation, the Presidency will focus on the Regulation on safeguarding competition, and will encourage the EU's negotiations with third countries for the conclusion of comprehensive bilateral air transport agreements.

Regarding maritime transport, action will focus on the new Directive on port reception facilities for ship generated waste, and on reducing administrative burden on businesses. Mr Moskovski also confirmed that Bulgaria will host the next European maritime day from 31 May to 1 June 2018 in Burgas, on the Black sea, and that a High-Level Ministerial Meeting on "Multimodal Transport in Europe" will be organised in Bulgaria jointly with the European Commission.

In the exchange of views, MEPs insisted on the key role of transport in European citizens' daily life, and on the need for concrete results. MEPs reminded the Presidency of the strong demand from citizens for a better harmonised European transport market, and for concrete actions against unfair competition in Europe.

Source: [TRAN Committee Newsletter](#)

Road

TAPA UPDATE ON CARGO THEFTS AT UNSECURED PARKINGS

Attacks on vehicles in unsecured parking locations now present the greatest risk to high value, theft targeted cargoes as well as to drivers and their vehicles. TAPA has recently provided facts and figures which are available [here](#).

Cargo thefts at unsecured parking locations in the EMEA region accounted for 173 or 85.1% of incidents reported to TAPA's Incident Information Service (IIS) in November. Cargo crimes at unsecured parking places in the EMEA region continue to dominate newly-recorded freight thefts in the Association's Incident Information Service (IIS) database.

Rail

HUGE RISE FOR EURASIAN FREIGHT ALLIANCE IN 2017

During 2017, the rail freight corridor alliance United Transport and Logistics Company (UTLC) handled more than 2,000 container trains with around 175,000 TEUs transported, which equals to a rise of 75% from the previous year. 2016 started with just 19 routes in the UTLC services, while at the end of 2017 the amount has increased to 48 regular routes, with around 15 container trains being sent every day. UTLC said that advances in technology have paved the way for an increasing efficiency of



infrastructure capacity and reduction in transport costs. In December the UTLC announced its partnership with Forwardis, the multimodal arm of France's SNCF Logistics.

Source: [Railfreight](#)

BRENNER TUNNEL WILL PAVE THE WAY FOR MODAL SHIFT

The world's longest underground railway link construction is well underway. The Brenner tunnel that will connect Italy and Austria has a total budget of 4.4 billion EUR. Moreover, 1.5 billion EUR will have to be added to the bill of Italy as it will have to update its current railway infrastructure for 750-metre length and 1,600 tonne trains, given that it can only provide support to 450-metre and 1,200-tonne trains at the moment. This changes in infrastructure will have a huge impact in trade given that approximately 25% of Italian import-export ground traffic uses this infrastructure.

The new tunnel will involve drilling right through the Alps to connect Fortezza, in the Italian region of Adigio, with Innsbruck in Austria. The new infrastructure will mean trains take just 25 minutes to travel between the two locations, cutting 55 minutes off the current journey time. The tunnel, which is expected to be fully functioning by 2027, will be a key milestone of the Trans-European Transport Network (TEN-T) corridor project, which will connect Malta with Scandinavian countries via Gioia Tauro Port, in Calabria, Italy.

Source: [Railfreight](#)

PUBLIC TENDER FOR PORTUGUESE RAIL FREIGHT WORKS

The Portuguese government will soon launch a public tender for the construction of the rail freight corridor between Sines and Setubal and the Spanish border. Both ports are the ideal sea gateways for the Spanish western regions of Extremadura and Castilla and Leon, with their automotive exports. The total investment of the project will amount to 422 million EUR, of which 264 million will come from the Government of Portugal and the remaining 158 million from the European Union through the Connecting Europe Facility initiative.

This will significantly boost trade given the importance of the Sines port, which currently loans a total of 36 trains of the 450-metre length variety every day. The announced project is expected to increase the capacity to 51 trains of the 750-metre train type. It is expected that the works will be completed by 2020, and fully providing rail freight services by 2021.

Source: [Railfreight](#)

Maritime

ACTIVE BOX SHIP FLEET CONTINUES TO GROW

Alphaliner, the container shipping analyst said that January was a record month for containership deliveries, with 228,00 TEU of newbuilding capacity handed over. Nonetheless, lines remain reluctant to take capacity out of circulation, at least until Chinese New Year.



It has been noted that the idle containership fleet of over 500 TEU capacity vessels had continued to shrink this month, falling to only 82 ships (301,116 TEU) on January, down from 416,640 TEU in December. Moreover, no containership scrap sales were reported in January as scrapping activity came to a complete halt for the first time in seven years. As a result of this the active fleet (total fleet less idle fleet) (has now reached 20.98m TUE, 10,8% higher than the same time last year.

Alphaliner stated that during the next two weeks they are expecting to report a continuous growth of the active fleet as demand peaks before Lunar New Year holidays in mid-February approach. After the festivities the growth will potentially stop until early March, only to pick up strongly in April given a raft of new service launches already scheduled by lines. This information was later confirmed by another container shipping analyst that explained that lines are reluctant to take out capacity at the current time because utilisation on East-West trades is currently high and the recent wave of consolidation means that lines are trying to keep hold of customers.

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

Air

STRONGEST AIR FREIGHT DEMAND GROWTH SINCE 2010

IATA has released full-year 2017 data for global air freight markets showing that demand, measured in freight tonne kilometers (FTKs) grew by 9.0%. Freight capacity, measured in available freight tonne kilometers (AFTKs), rose by 3.0% in 2017.

Air cargo's strong performance in 2017 was sealed by a solid result in December. Year-on-year demand growth in December increased 5.7%. This was less than half the annual growth rate seen during the middle of 2017 but still well above the five-year average of 4.7%. Freight capacity grew by 3.3% year-on-year in December. Full-year 2017 demand for air freight grew at twice the pace of the expansion in world trade (4.3%). This outperformance was a result of strong global demand for manufacturing exports as companies moved to restock inventories quickly.

"Air cargo had its strongest performance since the rebound from the global financial crisis in 2010. Demand grew by 9.0%. That outpaced the industry-wide growth in both cargo capacity and in passenger demand. We saw improvements in load factors, yields and revenues. Air cargo is still a very tough and competitive business, but the developments in 2017 were the most positive that we have seen in a very long time," said Alexandre de Juniac, IATA's Director General and CEO.

"The outlook for air freight in 2018 is optimistic. And we see growing strength in international e-commerce and the transport of time- and temperature-sensitive goods such as pharmaceuticals. Overall the pace of growth is expected to slow from the exceptional 9.0% of this year. But we still expect a very healthy 4.5% expansion of demand in 2018. Challenges remain, including the need for industry-wide evolution to more efficient processes. That will help improve customer satisfaction and capture market share as the expectations of shippers and consumers grow ever more demanding," said de Juniac.

Source: [IATA](#)



AIR FREIGHT RATES MAINTAIN INCREASE

After air freight rates recorded their slightest November-to-December decline in five years, expectations for another strong period in early 2018 raise. East-West Airfreight Price Index published by Drewry showed December rates down some 2.8% on November, but at \$3.06 per kg were 8% up on December 2016. One of the key reasons identified to explain this pushing capacity is e-commerce.

Having finished 2017, it was assumed by experts that rates would begin to decline. Nonetheless, with capacity remaining tight, it seems optimists who predicted a gradual, rather than sudden, dip may have been right. As a consequence, expectations are for a strong January – if figures from the TAC Index are anything to go by. It puts rates for Hong Kong to North America around the \$4.30 per kg mark. Moreover, if this level holds, rates would be around \$1.39 per kg higher than January 2017 – for Hong Kong to Europe, the figure is a little less, at \$2.90 per kg. One of the explanations is that shippers and forwarders appear to be propelling this, with reports of rising fear among the community that capacity will remain tight.

Source: [Theloadstar](#)

Customs

START OF BREXIT NEGOTIATIONS ON TRANSITION AND CUSTOMS

On 8 December 2017, the European Commission recommended to the European Council (Art 50) to conclude that sufficient progress has been made in the first phase of the Article 50 negotiations with the UK. On 15 December, the leaders of the EU27 confirmed that [sufficient progress](#) had been achieved on citizen's rights, Ireland and the financial settlement, and adopted guidelines to move to the second phase of the negotiations. This also follows a resolution on 13 December by the European Parliament confirming that sufficient progress has been made. On 20 December, the European Commission sent [a Recommendation](#) to the Council (Art 50) to begin discussions on the next phase of the orderly withdrawal of the United Kingdom from the European Union.

This week, on 29 January, the EU Council, meeting in EU27 format, adopted [supplementing negotiating directives for the Brexit negotiations](#), which detail the EU27 position regarding a transition period. These negotiating directives provide the Commission, as the EU negotiator, with a mandate to start discussions with the United Kingdom on this matter.

The proposed end date by for the transition period in the negotiating directives is 31 December 2020. During the transition period the whole of the EU acquis will continue to apply to the UK as if it were a member state. Changes to the acquis adopted by EU institutions, bodies, offices and agencies during that period would also apply in the UK. All existing EU regulatory, budgetary, supervisory, judiciary and enforcement instruments and structures will also apply, including the competence of the Court of Justice of the European Union. Concerning the area of freedom, security and justice, where the UK has a right to opt in and opt out of individual pieces of legislation, the current rules will apply for acts adopted during the transition by which the UK is bound before its withdrawal. However, the UK will no longer be allowed to opt into new measures in this area other than those amending, replacing or building upon the ones he is bound before its withdrawal. During the transition period, the UK will remain bound by the obligations stemming from the agreements concluded by the EU, while it will no longer participate in any bodies set up by those agreements.



DG TAXUD opened this week a special page on the website of its services entitled [Withdrawal of the United Kingdom from the European Union](#) focussing on Customs and Indirect Taxation matters and providing information about issues related to the of the Task Force on Article 50 negotiations with the United Kingdom. The first documents published deal with [customs & taxation](#) and [import & export licenses](#). Both documents mainly describe what would happen in a worst-case scenario/no-deal situation.



CLECAT is pleased to see that one of its main concerns regarding a transitional period are being addressed by the negotiating parties. However, preparing for the withdrawal in the area of customs and taxation is not just a matter for EU and UK authorities, but also for companies and individuals trading with the United Kingdom. In order to be fully prepared for an orderly Brexit before 2021, companies still need more clarity. There are still major concerns regarding human and IT capacity to cope with the increase of customs processes. If these concerns are not addressed properly, not only EU-UK trade will suffer from it but all trade the EU and UK conduct with the rest of the world will be negatively affected.

Sources: [EU Council](#) & [EU Commission DG TAXUD](#)

COMMISSION IMPOSES MEASURES ON CAST IRON PRODUCTS FROM CHINA

On the 31 January, the Commission has imposed definitive anti-dumping duties on iron castings from China. The measures range from 15.5% to 38.1%. The Commission has 53 measures now in place on steel and iron products, including 27 on products coming from China. Cast iron castings are a family of products that include manhole covers and grates used in street drainage. The market for castings in the European Union is estimated at around €700 million.

The investigation was initiated in December 2016 following a complaint from seven EU producers concerning products from China and India. The investigation found there to be no dumping in the case of India. EU applied anti-dumping measures for the same product imported from China already in the past between 2005 and 2011.

Source and more information on trade defence measures: [EU Commission, DG Trade](#)

CLASSIFICATION DECISIONS ON THE HARMONIZED SYSTEM

The Harmonized System Committee (HSC) held its 60th Session at WCO Headquarters in Brussels from 27 September to 6 October 2017. The decisions taken by the HSC during this session have now been [published on the WCO website](#).

The new decisions include, in particular, 21 new Classification Opinions and 18 sets of amendments to the HS Explanatory Notes, as well as 45 Classification Rulings dealing. These rulings deal with, among other things, green shell mussels; quinoa; smartphone covers; sandals for adults and children made of plastics; electronic interactive whiteboards and books and sound reproducing apparatus, also called "Future Book Set".



Hard copies of new Classification Opinions and sets of amendments to the Explanatory Notes will be made available in due course, enabling Contracting Parties to update their HS publications (Explanatory Notes and Compendium of Classification Opinions, 2017 Edition).

Source: [World Customs Organisation](#)

NEW VERSION OF THE WCO DATA MODEL

The WCO Data Model Projects Team (DMPT) last week welcomed the newly published WCO Data Model release, version 3.7.0. The DMPT processed 30 Data Maintenance Requests (DMR), and approved 24. The new release of the WCO Data Model (DM) can be accessed from the [WCO Bookstore](#). A draft update of the WCO DM framework of conformity was also prepared and discussed by the DMPT. The update of the tool was intended to clarify the criteria of conformity to the WCO Data Model. DMPT participants debated whether the conformity criteria should include criteria relating to message formats. Taking into account the complexity of the topic, the DMPT agreed to continue this discussion as part of its intersessional work.

Furthermore, in cooperation with the SAFE Working Group, the DMPT has developed the draft concept of the Trader Identification Number (TIN). In addition to the TIN, the DMPT discussed the need to develop a Master Data structure to facilitate the transmission of AEO master data. This information could enable Customs to recognize, and remain up-to-date with, information relating to the AEOs of their Mutual Recognition Arrangement/Agreement (MRA) partners. The draft of this AEO Master dataset will be submitted to the SAFE WG for further input and feedback.

The IMOFAL Focus Group has also continued its work on revising the International Maritime Organization (IMO) Facilitation (FAL) Compendium and aims to report on progress with the work to the IMO Facilitation Committee at its 42nd Meeting in June 2018. Also, the Implementation Support Focus Group has continued its work on developing the WCO DM Guidance for non-technical users, and has proposed that the WCO Secretariat work together with the Focus Group to update existing publications and promotional material relating to the WCO DM.

Source: [World Customs Organisation](#)

CHINA DONATES 1 MILLION USD TO SUPPORT TRADE FACILITATION AGREEMENT

The government of China is contributing 1 million USD to help developing and least-developed countries implement the WTO's Trade Facilitation Agreement and to support the objective of full implementation of the Agreement by all WTO members. According to the WTO, China's donation to the Trade Facilitation Agreement Facility (TFAF) will finance the capacity-building support needed by developing countries to implement the Agreement. TFAF assists these countries in assessing their specific needs and in identifying partners to fund capacity-building activities. Overall, China has donated more than CHF 4.6 million to WTO trust funds over the past 10 years.

Source: [World Trade Organisation](#)

NEW CUSTOMS EDUCATIONAL PROGRAM IN BELGIUM

The Belgian Federal Tax authority and the University of Antwerp have joined forces to establish a permanent educational program on Customs and Excise. The customs & excise program has a modular



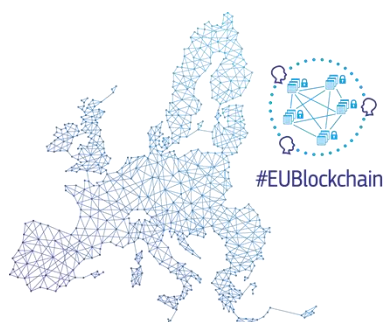
academic structure and is specialisation oriented. The education is organised bilingual through cooperation between the University of Antwerp (Dutch) and the University of Liege (French). The private sector was also involved in the development of the program, which follows the structure of the [EU Customs Competency Framework](#).

The program is currently in a pilot phase and aims at professionals from both the public and private sector. The initiative stems from the enthusiasm for a series of mini-seminars organised by the University of Antwerp on customs and excise, after which it was decided to develop a full program. The education will be provided by academics and experts from different disciplines such as legal and business and government administration.

The course starts from 26 February 2018. More information can be found on the website of the [Antwerp Tax Academy](#)

Digitalisation

ESTABLISHMENT OF EU BLOCKCHAIN OBSERVATORY AND FORUM



According to the EU, blockchain may bring great improvements for the European industry and it can enable the provision of more efficient services and the emergence of new ones by improving business processes in governments, companies and organisations. Further, it can enable new distributed business and interaction models based on direct peer-to-peer exchanges without the need for centralised platforms or intermediaries. Therefore, on 1 February, the European Commission has launched the EU Blockchain Observatory and Forum.

For some time, EU Governments and the European Commission have been working on blockchain related actions. In May 2017, in the Digital Single Market mid-term review, the Commission recognised blockchain-inspired technologies as having huge potential for our administrations, businesses and the society in general.

Also, the [Council conclusions of 19 October 2017](#) (page 7) highlight blockchain, along with artificial intelligence, as "key emerging trends". There are regular interactions between the European Commission services and the blockchain constituencies, including organisations that envisage to use such technologies and are running proof of concepts or pilots. In the 1st EU blockchain Conference (11th May 2017), online polls from more than 600 participants asked Europe to take leadership on this topic.

The newly established [EU Blockchain Observatory & Forum](#) will map key existing initiatives in Europe and beyond, monitor developments, analyse trends and address emerging issues, become a knowledge hub on blockchain, promote European actors and reinforce European engagement with multiple stakeholders while inspiring common actions based on specific use-cases of European interest

So far EUR 83 million have been allocated by the EU to blockchain related projects, and potentially up to EUR 340 million could be committed from 2018 to 2020. Under the [Leadership in Enabling and](#)



[Industrial Technologies \(LEIT\)](#) research programme, research on Blockchain technologies has been pioneered by a [Collective Awareness Programs for Sustainability and Social Awareness \(CAPS\)](#) project. In addition, projects like [D-Cent](#), [DECODE](#) or [MyHealthMyData](#) successfully already use blockchains to address the concerns on centralisation of data. In its next steps, the European Commission will explore the potential of blockchain to improve cross-border European services. This includes for example VAT reporting, Customs and environmental, financial and company reporting.

More information: [EU Digital Single Market, Blockchain Technologies](#)

ADOPTION OF IMPLEMENTING REGULATION ON DIGITAL SERVICE PROVIDERS

On 31 January a new [Implementing act](#) was adopted, which lays down requirements for Digital Service Providers under the NIS (network and information systems) Directive.

The implementing act provides rules that further specify elements and parameters for setting the security and notification requirements for digital service providers (i.e. cloud computing services, online marketplaces and search engines) in the EU. [The Network and Information Systems \(NIS\) Directive](#), adopted in 2016, is the first piece of EU legislation aimed at strengthening the EU's cyber-resilience as it should help to build national capabilities, establish technical and strategic cooperation at EU level and introduce security and notification requirements.

The list of entities which are deemed to be 'operator of essential services' and thus to which this implementing act applies, includes for example the energy, banking and health sector, but also includes the transport sector in various ways.

Source: [EU Digital Single Market](#)

General

ZERO EMISSIONS LOGISTICS FOR 2050 WORKSHOPS



Following the last ALICE Plenary meeting where members voted to work towards zero emissions from freight transport by 2050, ALICE has organized two workshops on the 8-9 of March.

The workshops will be led by ALICE renewed Working Group on Sustainability in collaboration with the LEARN project. The workshop on the 8th of March will look into the status and developments in logistics emissions accounting and try to develop ideas on how to get data. The workshop on the 9th of March will discuss the status and developments in logistics emissions reduction paths. Both workshops will take place in Procter & Gamble Brussels Innovation Center (BIC). CLECAT will join both meeting.



Forthcoming events

CLECAT MEETINGS

CLECAT Road Institute

7 February, Brussels

CLECAT Workshop on the EU Customs Data Model

7 February, Brussels

CLECAT Customs & Indirect Taxation Institute

8 February, Brussels

Supply Chain Security Institute / Air Logistics Institute

28 February, Brussels

ALICE – LEARN Event

7-8 March, Brussels

CLECAT Customs Conference

28 March, Brussels

CLECAT BOARD/GENERAL ASSEMBLY

29 June, Sofia, Bulgaria

OTHER EVENTS WITH CLECAT PARTICIPATION

FIATA WORKING GROUP SEA & IT ADVISORY BOARD

8-9 February, London

ALICE WORKSHOP ON “ZERO EMISSIONS LOGISTICS”

8-9 March, Brussels

FIATA WORKING GROUP ROAD TRANSPORT

14 March, Zurich

SIDLEY AUSTIN ROUND TABLE CONFERENCE: HOW TO PREPARE FOR BREXIT?

15 March, Brussels

FIATA HEADQUARTERS SESSION 2018

15-17 March, Zurich

HIGH-LEVEL CONFERENCE ON EUROPEAN MULTIMODAL FREIGHT TRANSPORT

20 March, Sofia

AIR FREIGHT PANEL TLF/CLECAT

20 March, Paris



CORE FINAL CONFERENCE

11 April, Brussels

ALICE PLENARY

22 June, Amsterdam

TEN-T DAYS 2018

25-26-27 April 2018, Ljubljana

ITF 2018 Summit: "Transport Safety and Security"

23 - 25 May 2018, Leipzig

ITS World Congress

17-21 September, Copenhagen

EP MEETINGS

European Parliament Plenary Session

5-8 February 2018, Strasbourg

28 February – 1 March 2018, Brussels

European Parliament Transport and Tourism Committee

19-20 February 2018, Brussels

BREXIT hearing – Impact on Maritime transport

20 February 2018, Brussels

26-27 February 2018, Brussels (Extraordinary meeting)

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