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

NEWSLETTER

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Brussels news

CONFERENCE ON EUROPEAN MULTIMODAL FREIGHT TRANSPORT

Commissioner Bulc and Bulgarian Minister of Transport, Information Technology and Communications Ivaylo Moskovski will organise a high-level conference on European Multimodal Freight Transport.

The conference will take place in the National Palace of Culture of Sofia on 20th March 2018. Stakeholders, including CLECAT, are invited to share knowledge and experiences and to discuss opportunities, needs and challenges for a seamless multimodal transport system in Europe. The event is organised as part of the 2018 Year of Multimodality to promote the functioning of the transport sector as a fully integrated system, making better use of existing capacities in all transport modes, and improving efficiency of the logistics chains.

Further information on the programme will shortly become available here.

MOBILITY PACKAGE DEBATED NEXT WEEK

As announced in last week's newsletter, the Rapporteurs for the different legislative proposals of the Mobility Package will present their draft reports at the TRAN Committee meeting on 22 and 23 January in Brussels. The meetings will be webstreamed.

NEW EU ROADSEC PORTAL LAUNCHED

Following a project funded by the European Commission, a new Roadsec.eu portal has been created, which provides downloadable factsheets for truck drivers and logistics managers on top security tips, preparation of a security plan, vehicle inspection and incident reporting in road transport.

The project's primary action was to prepare a toolkit on Security Guidance for the European Commercial Road Freight Transport Sector. This document provides guidance for truck drivers and for logistics managers on ensuring security of road freight, including protection against theft, hijacking and intrusion, and will be available shortly on the Roadsec portal.

The guidance has been developed with input from CLECAT and freight forwarders, and other stakeholders. Member associations are encouraged to share the guidance among their member companies and to promote its uptake.

Road

ESC PAPER ON 1ST MOBILITY PACKAGE

The European Shippers Council released this week its position paper on the First Mobility Package. ESC believes that the proposed legislation should aim at contributing to a better functioning of internal market as well as to the welfare of the European population. In order to achieve this, market fragmentation should be avoided at all cost, and clarity of legislation is considered to be a prerequisite for enforcing the new legislation.

Like CLECAT, ESC criticises the 'lex specialis' on posting of drivers; the three-day threshold is considered disproportionate as it will involve an enormous administrative burden for transport and logistics companies to implement it. Very rightly, the paper also notes that the Mobility Package does not take into account the likely future convergence of wages. If the wages across different Member States level out over time, the rules on the social dimension as proposed by the European Commission will become obsolete.

ESC is not supportive of the introduction of the co-liability system, and insists that this regime would only be viable if better systems of exchange of information between Member States and open and easy access to information is guaranteed. ESC welcomed the changes proposed on cabotage and on this CLECAT and ESC are in agreement. ESC is also largely supportive of the revision of Eurovignette.

Maritime

ONE MERGER CLEARED FOR LAUNCH

The new Ocean Network Express (ONE) joint venture combining the container shipping businesses of Japan's three leading shipping groups, K Line, MOL, and NYK, has received the necessary regulatory clearances in time for its plan to start business on 1 April.

Kawasaki Kisen Kaisha, Ltd., Mitsui O.S.K. Lines, Ltd., and Nippon Yusen Kabushiki Kaisha today announced that their new joint venture company, Ocean Network Express, "has received all necessary merger approvals from local competition authorities in regions and countries where such approvals are required for the launch of service by the newly established joint venture company".

The lines had announced last July that the JV had completed the approval process in all regions and countries except South Africa. Following continued negotiations with the South African competition authority, the JV "today obtained approval with conditions requiring measures regarding competition law compliance".

The service commencement schedule for the new company remains unchanged, with operations slated to begin on 1 April 2018.

According to Lloyd's List, ONE plans to take over all of the contracts with cargo owners from the three constituent Japanese lines, honouring any commitments within contracts that may extend beyond April 2018. ONE would also negotiate with clients directly for new contracts starting from April 2018.

When ONE becomes operational, it is set to effectively become the world's sixth-largest carrier when measured by containership fleet with close to 1.4 million teu, giving it a market share of approximately 7%, according to analysis by Drewry. And orders for new containerships by the JV's constituent lines mean that by 2021 it is set to leapfrog Hapag-Lloyd to become the world's fifth-largest carrier.

Under the terms of the joint-venture agreement – covering only the three companies' containership activities and non-Japanese terminals – NYK will be the largest shareholder with 38%, while MOL and K Line will both have 31%. The distribution reflects NYK's greater number of owned ships – active and on order – and terminals that it is putting into the JV.

Between them, the ONE carriers have seen annual container sales diminish by around 20% since the 2014 peak of $20 billion to $15.7 billion in calendar-year 2016.

And between 1Q15 and 1Q17, the three lines have suffered some $1 billion in collective operating losses from container operations, Drewry noted last year, adding: "It is these heavy losses that spurred the ONE lines to finally come together after years of speculation and seek the cost savings to reverse their fortunes."

Source: Lloyd's Loading List

Rail

EU CONSULTATION ON FREIGHT NOISE RULE CHANGES

The European Union Agency for Railway (ERA) is proposing a revision of the technical specifications for interoperability (TSIs) in order to be applied to freight rolling stock. Amongst the proposed amendments there are changes relating to rolling stock failures, extreme weather conditions, infrastructure failures and scheduled maintenance of infrastructure and wagons. Given that the proposed changes to the technical rules governing noise from rail freight wagons will have an impact in freight traffic, ERA is running a consultation. Any stakeholder interested in accessing the proposed amendments can access the draft document in the following link.

MEMORANDA OF UNDERSTANDING ON RAIL STATISTICS

Following the recent exchange of views between the TRAN Committee of the European Parliament, Eurostat, DG MOVE, and the European Union Agency for Railways (ERA), it was decided to revise the memoranda of understanding on rail statistics of the mentioned institutions.

The objective behind the revision of the memoranda is to have more reliable and accurate statistics on freight and passenger rail transport. Through harmonised procedures on the collection of statistical data and by improving mechanisms for sharing data and providing easy access to it, the European Parliament hopes to achieve better law-making, and adequate funding of transport policy and priorities. The Parliament has also called on the need of getting statistical data on European Rail Traffic Management System and on the cross-border railway sections.

STUDY ON THE NEW SILK ROUTE PUBLISHED

The European Parliament has published a new study entitled 'The new Silk Route – opportunities and challenges for EU transport.' The study performed by Steer Davies Gleave, MDS Transmodal, commissioned by the European Parliament, analyses the opportunities and challenges for the European transport system resulting from the Chinese "One Belt, One Road" (OBOR) Initiative.

"One Belt, One Road" refers to the combination of the "Silk Road Economic Belt" (six major land corridors across the Eurasian continent) and the "21st Century Maritime Silk Road" (a network of maritime trade routes connecting Asia with Africa and Europe). This study refers to the Initiative as the "Belt and Road Initiative" (BRI), which is the name more recently used by Chinese governmental sources.

The study identifies a number of opportunities and challenges for the European transport system. Some of the opportunities identified relate to the potential beneficial effects of commercial viable rail services between China and the EU for European operators, shippers and industry, and the reduction of CO2 emission as a result of the projected mode shift to rail freight. Duplication of projects generated by the lack of a clear investment plan, increase of Chinese market power in EU trade given their dominance in rail transport and increased control of the entire logistics chain were identified as challenges that the policy makers should take into account.

The study provides conclusions and recommendations to the TRAN Committee. The study recommends that the European Parliament supports the Commission in implementing these initiatives and continue to monitor progress on the Comprehensive Agreement on Investment. Key issues to consider in the context of the BRI are:

- the screening of foreign direct investment (FDI);
- the establishment of a level-playing field in public procurement markets;
- export credit guidelines.

The study can be accessed through this link.

Air

BRUSSELS AIRPORT LAUNCHES SLOT-BOOKING APP

Forwarders at Brussels Airport can now enjoy faster pick-up and delivery, following the introduction of the airport's slot booking app. DHL Global Forwarding was the first to book on Monday, with Nippon Express, Kuehne + Nagel, Panalpina and Skyfast also taking advantage of the new process. More than 300 slots have now been booked over the next few weeks.

The app allows forwarders to book times for pick-up and delivery at two handling warehouses, those of Aviapartner and WFS. On approval by the handler, they can go to the reserved gate at the specified time instead of having to queue, cutting wait times.

Until now, all information was exchanged manually, via email or phone. This resulted in peak and idle periods for ground handlers, waiting times for forwarders, a lack of transparency and inefficient personnel planning, according to the BRUCargo community. The new app matches a slot request with available capacity and aligns supply and demand.

“The first feedback was very positive and no major issues have been reported,” said Sara Van Gelder, cargo and logistics development manager for Brussels Airport. We have no objective calculation about the reduction of the waiting times, since before [the app] no data was collected and shared on waiting times. We can clearly say though, based on the feedback from the forwarders, that yesterday they could get immediate access to the reserved gates and so eliminate waiting times almost completely.”

The app will develop in three phases, with all local deliveries from forwarders located at BRU first. “We want to broaden the scope of the app to include deliveries originating from outside BRUcargo. The more forwarders get involved, the more capacity the ground handlers will make available,” added Ms Van Gelder.

The slot booking app marks the first step towards digitising landside management at the airport. The community has plans for several more, including truck status, traffic guidance, freight management and driver database. “A combination of applications will make it possible to have a smooth and paperless ‘green lane’ for the delivery and pick-up of freight,” said Ms Van Gelder.

Source: The Loadstar

IATA TO REVIEW AIR CARGO LOAD FACTOR CALCULATIONS

A 27% relative discrepancy in the way aircraft load factors are calculated is a “terrible miss” for the industry, it was claimed. Last year’s Project Selfie, which re-examined the way load factors are calculated, revealed that, in some cases, recording utilisation by weight alone significantly mis-represents the air cargo industry.

“The gap between the two calculations is very large,” said Niall van de Wouw, architect of Project Selfie. “Imagine if a factory had such different utilisation rates – it would make or break a company. Or if the passenger business was 27% out on its load factors. It’s a significant order of magnitude.”

The average volume load factor of 66% was 10 percentage points higher than the weight load factor of 56%. Applying the dynamic load factor metric put the utilisation rate even higher, at 71%, giving a relative difference of 27% between weight and dynamic. In November, when capacity was all but unavailable and rates sky high, the official figures calculated load factors at just 49%.

Mr van de Wouw admitted there were some surprises when he recalculated load factors based on statistics from airlines representing nearly 25% of the global market. “I was not surprised by the overall magnitude of the numbers, but what did surprise me was the regional differences,” he said. “There was a big difference between the weight load factor and the dynamic on Asia outbound and the Atlantic, with the two metrics varying between 6% and 20%.

“The theory behind the variety is that there is so much more pressure on capacity for Asia outbound. The high rates out of Asia and the nature of the goods incentivises airlines and allows them to build up pallets to the maximum. “But across the Atlantic, where there is less pressure and rates are lower, there are fewer incentives to build up pallets so densely.”

Another surprise – along with the fact that as many as 19 major airlines participated in just an eight-week deadline – was that no two airlines calculated load factors internally in the same way. “There is no standard,” said Mr van de Wouw. “It was pretty amazing to get so many carriers, and although different airlines had different reasons for participating, it is reflective of the fact that they know the weight measurement is not representative.”

IATA, which currently reports cargo load factors based on “long-standing industry measurement tools and submissions made by members airlines”, said it was re-examining the issue. “As the industry has evolved, and commodities transported have evolved, IATA is keen to look at this area of industry analysis in keeping with our view that all aspects of the industry should be continually reviewed,” said cargo chief Glyn Hughes. “We therefore will be inviting a number of industry experts who have expressed a view in this area to join us in a think-tank to review and determine if we can collectively identify something more relevant for today.”

Source: [The Loadstar]

Customs

PROPOSAL ON NEW RULES FOR VAT RATES

On 18 January, the European Commission has proposed new rules to give Member States more flexibility to set Value Added Tax (VAT) rates and to create a better tax environment to help SMEs flourish. The proposals are the final steps of the Commission's overhaul of VAT rules, with the creation of a single EU VAT area to dramatically reduce the €50 billion lost to VAT fraud each year in the EU, while supporting business and securing government revenues. The proposed measures follow up on the 'cornerstones' for a new definitive single EU VAT area proposed in October 2017, and the VAT Action Plan towards a single EU VAT area presented in April 2016.

Member States can currently apply a reduced rate of as low as 5% to two distinct categories of products in their country. A number of Member States also apply specific derogations for further reduced rates. In addition to a standard VAT rate of minimum 15%, Member States would now be able to put in place two separate reduced rates of between 5% and the standard rate chosen by the Member State, one exemption from VAT (or 'zero rate') and one reduced rate set at between 0% and the reduced rates. The current, complex list of goods and services to which reduced rates can be applied would be abolished and replaced by a new list of products (such as weapons, alcoholic beverages, gambling and tobacco) to which the standard rate of 15% or above would always be applied. To safeguard public revenues, Member States will also have to ensure that the weighted average VAT rate is at least 12%. The new regime also means that all goods currently enjoying rates different from the standard rate can continue to do so.

Furthermore, under current rules, Member States can exempt sales of small companies from VAT provided they do not exceed a given annual turnover, which varies from one country to the next. Growing SMEs lose their access to simplification measures once the exemption threshold has been exceeded. Also, these exemptions are available only to domestic players. This means that there is no level playing field for small companies trading within the EU. While the current exemption thresholds would remain, this weeks' proposals would introduce a €2 million revenue threshold across the EU, under which small businesses would benefit from simplification measures, whether or not they have already been exempted from VAT, the possibility for Member States to free all small businesses that qualify for a VAT exemption from obligations relating to identification, invoicing, accounting or returns and a turnover threshold of €100,000 which would allow companies operating in more than one Member State to benefit from the VAT exemption.

These legislative proposals will now be submitted to the European Parliament and the European Economic and Social Committee for consultation and to the Council for adoption. The amendments will become effective only when the switch to the definitive regime effectively takes place.

More detailed information about the proposal: Proposal on rules for VAT rates

BUSINESS LEADERS CALL FOR TRADE REFORM

On the occasion of the annual meeting of the World Economic Forum, ten business leaders have called for a reform of global trade. These business leaders include the CEO's of UPS, Deppon Logistics, Agility, Swiss International Airlines, Volkswagen, Allcargo Logistics, A.P. Møller Mærsk, and DP World. During the annual WEF meeting the leaders stated:

"Despite the best efforts of the global policymakers, we are eight years removed from the global financial crisis and still haven't enjoyed the broad-based rebound we need to create a world that is safe and more prosperous. Yes, the stimulus provided by the central banks helped stabilize the Western economies, but where's the catalyst that gets us back to the robust growth we enjoyed in prior decades? We don't need to look far because the catalyst exists in the shipping containers coming in and out of a port near you. Simply put, the easiest way to expand the global economy is to expand global trade. Yes, free trade has come under criticism in the West from populists who blame trade for every lost factory job. In reality, trade took fewer jobs than automation, a force much harder to reverse. So while trade has made for an easy scapegoat, the reality is that cross-border commerce has played an unheralded role in producing the inclusive global prosperity we've enjoyed over the past 60 years.

The business leaders defined four areas of reform:
Reform The WTO; The first step would be for the WTO to reform the transparency and notification system, and speed up the dispute settlement process.

Bring Trade Laws into the Digital and Service Eras; Whether regional, global or bilateral, many of today's trade agreements were written in an era where manufacturing drove the global economy. Today, the service industry is a much bigger force — and services such as information technology, logistics, architecture, law and accounting now trade easily across borders. Only 20 percent of regional trade agreements address such e-commerce issues as transparency, data protection and paperless trading — and it's imperative that trade laws catch up to the times.

Streamline Customs; While tariffs get the most attention, what really inflates the cost of trading are non-tariff measures such as needless customs inefficiencies and the quotas, licensing and local-content laws designed to protect domestic producers. The Trade Facilitation Agreement ratified in early 2017 could cut trading costs by up to 15 percent, facilitating a $1 trillion expansion in global trade. But this will require policymakers everywhere to act in good faith as they enact these customs reforms. And that will require free trade proponents like us to push governments around the world to do the right thing.

Make Trade more inclusive; Even if trade has been overwhelmingly positive over the long run, there is a need to give more consideration to the workers displaced by trade or technology efficiencies — and to the small businesses who could trade more. Therefore, it must be ensured that trade is more inclusive and helps support sustainable development. Countries should tailor these approaches to their social policies, but the WTO and the business community can promote best practices.

The full article can be read at: WEF; How to fix trade, according to 10 global CEOs

REPORT ON DUTIES APPLIED TO TOBACCO

On 8 March 2016, the Council (ECOFIN) requested the European Commission to undertake the necessary studies to submit a legislative proposal for revision of Directive on the structure and rates of excise duty applied to manufactured tobacco (2011/64/EU). This week the EU Commission published a report which presents the results and conclusions of an external study on this subject and sets out the reasons why the Commission has decided to not submit a proposal for revision of Directive 2011/64/EU at this moment in time

Directive 2011/64/EU sets out harmonised rules at EU level on the structure and rates of excise duty applied to manufactured tobacco. In particular, it defines and classifies various manufactured tobacco products covered by the Directive according to their characteristics. The structure of the excise duties for the different types of products is also established in this Directive. In this report the Commission has explained the reasons why no proposal to revise or amend Directive 2011/64/EU will be tabled in 2017. The main reasons are the lack of data necessary to underpin a proposal for harmonized taxation of e-cigarettes and the fact that some issues identified in the evaluation of 2014 have since been solved at national level or have been settled. The question whether there is a need to propose a harmonized explicit category for e-cigarettes and Heat-not-Burn tobacco products will be re-considered in the context of the next REFIT evaluation (Regulatory Fitness and Performance Programme) and report on the directive due in 2019.

The Commission also considers that a review of the minimum rates applicable under the Directive should also take place in parallel with the REFIT evaluation. Currently almost all Member States, except Bulgaria, Hungary and Romania, have reached the overall minimum rates. By 2019, when the next report and possible revision are due, it will have been almost 10 years since the current minimum rates were approved and no correction for the effects of inflation has been applied. In an annex to the Council Conclusions of 8 March 2016, five Member States supported the conclusion that the work on a future revision of the minimum rates should be started without delay. Moreover, bearing in mind the serious harm to health of tobacco products, it should be taken into account that article 168 of the Treaty on the functioning of the EU requires a high protection of public health and that the EU is a party to the Framework Convention on Tobacco Control (FCTC). For these reasons, the Commission now believes that the examination of the need to increase minimum rates should also take place in parallel with the REFIT evaluation. Therefore, the Commission will start the evaluation of the minimum rates in 2018.

For the full report, please visit: Report on the structure and rates of excise duty applied to tobacco

CALL FOR PROPOSALS ON CETA COOPERATION

The EU-Canada Comprehensive Economic and Trade Agreement (CETA) entered into force provisionally on 21 September 2017. Work is now underway to set up its institutional structure to govern the different aspects of the Agreement and ensure its correct implementation. In its institutional structure CETA includes a mechanism to develop further voluntary regulatory cooperation between the Parties, called the Regulatory Cooperation Forum (RCF).

The cooperation in the RCF is always voluntary and in no way limits the ability of the Parties to carry out its own regulatory, legislative and policy activities. Chapter 21 of CETA defines a broad scope for such activities under the RCF, such as for instance regulatory measures related to technical barriers to trade, sanitary phytosanitary aspects and trade in services, with the objectives to avoid and reduce unnecessary regulatory differences or reduce administrative burden and unnecessary duplication.

To prepare the first meeting of the RCF tentatively scheduled to take place mid-2018 (date to be determined), the Commission is seeking to develop a list of potential topics where EU and Canadian regulators can meaningfully cooperate in the future. This list of topics could guide the exchanges of regulators in future RCF meetings.

With this objective in mind the Commission invites input from all stakeholders and interested parties, including representatives from academia, think-tanks, civil society, non-governmental organisations, trade unions, businesses, consumer and other organisations in identifying sectors/issues where there is a high interest for regulatory cooperation with Canada, such as for instance in relation to new technological developments. Another area where the EU and Canada can work together could be to promote common regulatory approaches in international fora.

The EC encourages joint submissions from associations and organisations representing different stakeholders from the EU and Canada.

Proposal can be sent to TRADE-E1-US-CANADA-EVENTS@ec.europa.eu and GROW-A4@ec.europa.eu by 16 February 2018.

Source: EU Commission DG Trade

THE EU AND MEXICO MAKE PROGRESS IN LATEST TRADE TALKS

Discussions on a new trade agreement between the EU and Mexico took place last week in Mexico City. According to the Commission, talks have resulted in very good progress. A number of areas have already been finalised, including competition, small and medium companies, transparency, sanitary issues, good regulatory practices, and trade and sustainable development. Further work on a number of issues is still required, related both to market access and rules, including geographical indications and investment protection.

The EU and Mexico both remain strongly committed and with the aim to conclude the talks as soon as possible. Meetings and other contacts at technical level continue. The two teams agreed to meet soon in Brussels.

More on EU-Mexico trade issues

SECOND REPORT ON THE EFFECTS OF GSP

According to the 2012 GSP Regulation (Generalised Scheme of Preferences) the Commission has to submit, every two years, a report to the European Parliament and to the Council on the effects of the GSP covering all three preferential arrangements (Standard GSP, GSP+, EBA) during the most recent two-year period. The report is accompanied by 10 country-specific analyses related to the EU's special incentive arrangement for sustainable development and good governance (GSP+), called Staff Working Document(s). Both documents have been jointly prepared by the Commission and the European External Action Service (EEAS).

The report shows that EU trade preferences under GSP continue to support developing countries through increased trade with the EU. Especially, EU imports from least developed countries, benefiting from zero tariff duties on all exports except arms and ammunition, increased considerably between 2014 and 2016 – by around 38% to €23.5 billion. Moreover, the report lists numerous examples of positive developments in the beneficiary countries that were incentivised by GSP+, such as the promotion of gender equality in the Philippines, CITES-aligned national legislation in Paraguay and action on the rights of women and children in Pakistan.

Overall, GSP+ countries have demonstrated progress in strengthening their national institutions and adopted legislation. Furthermore, all GSP+ countries have improved their reporting to the international treaty bodies (UN and ILO), thus contributing to strengthening the international organisations' supervisory mechanism. At the same time, the Commission states that the problems outlined in these analyses are complex and require long-term engagement. Virtually all beneficiaries need to step up efforts on effective implementation, enactment and enforcement of legislation, providing action plans and policy frameworks to bring about change on the ground. Often, GSP+ beneficiaries lack institutional capacity and technical expertise to effectively implement the 27 international conventions. The report, however, does not constitute a 'pass or fail' test. Instead it assesses, in a factual and objective manner, the progress being made (or lack thereof) by each beneficiary country in implementing the 27 conventions.

If needed, the GSP report is taken into account by the Commission when considering if there are sufficient grounds for initiating the procedures for temporarily withdrawing GSP+. This could happen if a GSP+ beneficiary does not make progress (without legitimate and objective reasons) or if there is serious backtracking on commitments.

More information: Second report on the effects of GSP

Digitalisation

NEW MEASURES TO BOOST KEY COMPETENCES AND DIGITAL SKILLS

To follow up on the Gothenburg Summit, the European Commission has this week adopted new initiatives to improve key competences and digital skills of European citizens. The new proposals come only two months after European Heads of State and Government discussed education, training and culture at the Gothenburg Summit in November 2017. They are intended to reduce socio-economic inequalities, whilst sustaining competitiveness in order to build a more united, stronger and more democratic Europe.

The initiatives proposed by the Commission include a Council Recommendation on Key Competences for Lifelong Learning**.** Building on the Recommendation on Key Competences adopted in 2006, this proposal brings forward important updates reflecting the rapid evolution of teaching and learning since then. It aims to improve the development of key competences of people of all ages throughout their lives and to provide guidance to Member States on how to achieve this objective. A particular focus is placed on promoting entrepreneurial drive and innovation-oriented mindsets in order to unlock personal potential, creativity and self-initiative.

Further, the proposals include a Digital Education Action Plan that outlines how the EU can help people, educational institutions and education systems better adapt to life and work in an age of rapid digital change by making better use of digital technology, developing the digital competences and skills needed for living and working in an age of digital transformation and improving education through better data analysis and foresight.

Source: EU Commission Digital Single Market

INTENTION TO FORM JOINT VENTURE BY IBM AND MAERSK

Maersk and IBM have announced the intention to establish a joint venture to provide more efficient and secure methods for conducting global trade by using blockchain technology. The new company aims at bringing the industry together on an open global trade digitization platform that offers a suite of digital products and integration services.

The platform is currently being tested by a number of selected partners who all have interest in developing smarter processes for trade. As IBM incorporate learnings and continue to expand the network, a fully open platform whereby all players in the global supply chain can participate and extract value is expected to become available.

Through the following links you can read the announcement by IBM and Maersk to learn more.

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

CORE Final Event
28 March, Brussels

CLECAT Customs Conference
28 March, Brussels

OTHER EVENTS WITH CLECAT PARTICIPATION

LAND TRANSPORT SECURITY EXPERTS GROUP
23 January, Brussels

WOMEN IN TRANSPORT PLATFORM
23 January, Brussels

ELP LUNCH DEBATE | THE FUTURE OF MULTIMODAL TRANSPORT
30 January, Brussels

CELCAA TRADE COMMITTEE
2 February, Brussels

FIATA WORKING GROUP SEA & IT ADVOSORY BOARD
8-9 February, London

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

TEN-T DAYS 2018

25-26-27 April 2018, Ljubljana

25th ITS World Congress

17-21 September, Copenhagen

EP MEETINGS

European Parliament Transport and Tourism Committee

22/23 January 2018

European Parliament Committee on International Trade

22/23 January 2018

Committee on the Internal Market and Consumer Protection

22/23 January 2018

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