

Newsletter Issue 26/30 August 2013

REGISTRATION IS OPEN FOR 2013 FREIGHT FORWARDERS FORUM 28/11/13 ANTWERP



Registration is now open for the Freight Forwarders Forum, the annual event of CLECAT where policymakers, politicians and industry get together to discuss EU initiatives that impact on the logistics sector in Europe. The event entitled **“Innovative Solutions in Logistics: from Strategy to Reality”** is taking place in Antwerp (KBC tower) on the **28th November 2013**.

More details on programme and registration are available [HERE](#).

ROAD TRANSPORT

RECENT DEVELOPMENTS REGARDING TIR CARNETS IN RUSSIA

The Russian requirement for additional guarantees for goods carried under cover of a TIR Carnet has been postponed until 14 September 2013. It is hoped that the FCS will soon announce that more time will be given to seek to find alternative solutions.

On 27 August 2013, the TIR Executive Board (TIRExB) held an extraordinary session to assess the situation created by the Russian’s decision to require additional guarantees to carriers transporting goods in the territory of the Russian Federation under cover of a TIR Carnet. At the invitation of the Chair of TIRExB, the Chair of the Administrative Committee of the TIR Convention (AC.2), the Chair of the UNECE Working Party on Customs Questions affecting Transport (WP.30), the European Commission, the Eurasian Economic Commission, the Permanent Mission of the Russian Federation in Geneva, the Association of International Road Transport Carriers (ASMAP) and the International Road Transport Union (IRU), attended the session as observers.

The TIRExB regretted that Russian customs had failed to officially bring the proposed measure for its consideration, which is an usual procedure when national measures are taken by competent authorities. The TIRExB concluded that Russian customs decision is in breach of UN TIR Convention. It called for the withdrawal of the measure or at least its postponement until the end of the year, as to allow time for the competent bodies to examine the issues at stake and reach a mutually acceptable solution.

The conclusions and recommendations of the TIRExB are public, which is unusual but necessary with regard to the urgency of the situation. They can be found [HERE](#).

At the international level the IRU has met with Russian authorities and other stakeholders, urging the FCS RF to withdraw, without delay, its unilateral and illegitimate decision to no longer accept TIR guarantees on the Russian territory. The IRU has stressed that if the measures cited in the FCS RF letter dated 4 July 2013 come into force as currently planned on 14 September 2013, they would constitute, *de facto*, a flagrant breach of the UN TIR Convention. This opinion is shared by the international community and notably the United Nations and the European Commission both of which officially addressed the Russian Government requesting the withdrawal of the FCS RF decision.

CLECAT wrote earlier this month to the Russian Minister of Foreign Trade to express its concern. CLECAT met together with IRU the representative of the Russian Chamber of Commerce in Brussels, the 28th August 2013 to discuss the issue.

CLECAT, FIATA and IRU continue to urge the competent Russian authorities to take the sound, wise and right decision to withdraw the FCS RF letter as soon as possible.

EP STUDY ON IMPACT OF LONG AND HEAVY TRUCKS

A study will be presented to the TRAN Committee of the European Parliament on the 5th September. The study provides comprehensive information on the (major) impact of long and heavy trucks. It is based on the assessment of the most relevant existing studies in that field and has been reviewed by four renowned experts.

EP rapporteur Leichtfried (Austrian) has already issued a working document in which he is calling for a limitation of the use of the EMS vehicles to national territory. EMS is only a part of the proposal on the revision of the Directive 96/53 on weights and dimensions.

The time line in EP looks as follows:

- Sept 5: Presentation of study
- Sep 17: Hearing
- Nov 5: consideration of draft report
- Nov 20: deadline for amendments
- Dec 16: consideration of amendments
- Feb 2014: TRAN vote
- April 2014: Plenary vote

The meeting on the 5th September will be webstreamed. For more information: [HTTP://WWW.EUROPARL.EUROPA.EU/COMMITTEES/EN/TRAN/HOME.HTML](http://www.europarl.europa.eu/committees/en/TRAN/home.html)

UNCERTAINTY OVER START OF FRENCH HGV TAX SCHEME

The scheduled introduction of a French tax on trucks on 1st October has been cast into doubt as a result of delays in the administration of the scheme. It was originally scheduled to take effect from 1st July 2013. The company responsible for collecting the tax, Ecomouv, began the registration of an estimated 800,000 Heavy Goods Vehicles (HGVs), including 200,000 foreign-

registered vehicles, on 19th July, but is said to be only able to handle 10,000 applications daily. On top of that, some hauliers are suspected of deliberately dragging their feet in coming forward to sign up vehicles in the hope of delaying the introduction of the scheme and gaining some “free days” after 1st October.

Ecomouv is planning to more than double its staff numbers during the start-up phase but underlines that it will be unable to cope if it is inundated with applications at the last minute. Levied at an average rate of €0.12/km, the tax will apply to commercial vehicles of more than 3.5t, plying over 12,000km of French highways, excluding toll motorways, the aim being to encourage shippers to use other modes of transport than road. The scheme is expected to generate annual revenues of just over €1.2bn to finance road maintenance and new transport infrastructure projects. Ecomouv will receive an annual fee of around €240m for running the scheme which involves vehicles being equipped with special badges enabling them to be tracked by satellite.

A number of trade associations in France have called on the French government to postpone the scheme in order for it to be introduced “in the best conditions.” But while accepting there is little room for manoeuvre, France’s Transport Ministry appears to be against a second postponement this year. Any decision would not be taken before the end of September in order to offset a wait-and-see attitude emerging on the part of hauliers.

Source: LloydsLoadingList.com, 23rd August 2013

RAIL TRANSPORT

GERMAN COURTS FIND IN FAVOUR OF CAPTRAIN AGAINST DEUTSCHE BAHN (DB)

Judicial complaints lodged by SNCF Geodis’ rail freight subsidiary, Captrain Deutschland against two Deutsche Bahn units, DB Netz and DB Energy, for anti-competitive practices, have been upheld by courts in Germany. It is not known whether DB will appeal.

One of the complaints focused on commercial practices designed to eliminate competitors from the market; another concerned the energy costs Captrain Deutschland was billed for, while the third was related to the tariffs paid for freight train slots. In August 2013, the German courts have found in favour of Captrain (SNCF Geodis rail freight subsidiary) and the judgements are expected to give rise to DB Netz and DB Energy paying indemnities, the amounts of which have yet to be fixed. This decision follows three complaints lodged by Captrain against the DB units between November 2012 and March 2013.

These complaints fall within the broader context of an indirect legal battle between SNCF and DB through their subsidiaries in France and Germany. Indeed, in December 2012, Fret SNCF was condemned for a number of commercial practices designed to hinder and delay the arrival of new market entrants into France’s rail freight sector. It followed a complaint lodged by ECR (DB’s subsidiary in France) in 2009. Parent French rail operator SNCF was handed a €60.9 million fine by the regulator, but has since lodged an appeal. Recently, ECR had made fresh claims that rival Fret SNCF continued to engage in anti-competitive practices and was planning to file a complaint with France’s regulator.

It is also noteworthy that the European Commission takes aim at DB and its commercial practices, as reflected by the current investigation led by the EC on possible breaches of EU antitrust rules by DB (see article below).

DEUTSCHE BAHN OFFERS COMPROMISE ON POWER CHARGES

In June 2013, the Commission informed DB of its preliminary assessment that DB may have abused its dominant position on the market for the provision of traction current (electricity used to power trains) in Germany, in violation of Article 102 of the Treaty on the Functioning of the European Union (TFEU). Taking into account the fact that DB is the only traction current supplier in Germany, the Commission estimated that DB Energy's pricing system, and in particular discounts that only railway companies of the DB Group can achieve fully, may have hampered the development of competition on the markets for rail freight and long-distance passenger transport, in breach of EU antitrust rules.

Following this, DB has offered to change its pricing system for traction current, from 2014 and for five years, in order to end the EU antitrust probe. The new pricing system for traction current would have separate prices for electricity and for access to the traction current grid. The company would apply a single price for electricity without volume or duration based discounts. DB Energie would also pay non-DB railway companies a onetime retroactive refund of 4% of their latest annual traction current invoice.

In order to assess the admissibility of the offer, the Commission has invited interested parties to make comments on DB's commitments.

The press release of the Commission is available [HERE](#) and all the information related to the antitrust proceedings [HERE](#).

GEFCO LAUNCHES NEW RAIL LINK RIGA – KALUGA

Transport and logistics provider GEFCO, in cooperation with rail operator TransContainer and Nurminen Logistics, has recently launched a rail link from the Latvian Port of Riga to the Rosva industrial park in Vorotinsk near Kaluga in Russia.

"Block train Riga-Kaluga is a route that provides on time, efficient and continuous supply capacity for our clients. It's been established in cooperation with our partners ensuring the best result as well as providing the joint contribution to the development of environmental solutions in logistics. Multi-modal solutions are one of the main directions of development within GEFCO", accented Martynas Kersys, General Manager of GEFCO Baltic.

According to GEFCO, the key advantages of this product are: determined and seasonally stable lead time, availability of transport equipment, competitive rates, and advantage for transportation of heavy, hazardous, valuable and other special cargo. It seems that this rail link was also launched in order to operate a modal shift from road to rail: according to Nicholas Kruchinin, General Director of Taskom Company, the link will remove the need for any road transport between the two locations and will address the current delays and unpredictability

of the road transport resulting from the hard weather conditions on the path between the two locations.

Since the launch of the project there were organized several container block - trains from Riga to Kaluga. After the summer vacations, starting from the beginning of autumn, the scheduled weekly shipments of cargos are planned on the base of container block-train.

CHINA'S RAIL REFORM AIMS TO COMPETE WITH AIR AND ROAD TRANSPORT

As logistics providers such as DHL and DB Schenker begin to offer rail services from China to Europe, China is working towards reforming its domestic rail freight service. Earlier in 2013, the country's Ministry of Railway was split into 3 groups and the China Rail Corporation (CRC) was formed with the purpose of overseeing the commercial aspects of the rail industry, including passenger and freight transport. According to the CRC, the popularity of rail freight in China has steadily declined as air and road transport have become the preferred methods, despite higher rates. This change in modal preference was attributed to the railroad's extra fees, complicated booking procedures and poor service. As a result, in June 2013, the CRC undertook reforms to make the railroad more competitive. The results, according to the group, were positive. For July 2013, almost 260m tonnes of cargo were transported via the country's railways, a 2.5% increase over July 2012. One of its first initiatives was the introduction of door-to-door freight transport. This allows shippers to arrange to have freight collected at their door either by contacting CRC customer services or online. This new option eliminated complicated procedures including liaising with various departments for transport and loading, and submitting request plans. Included within this initiative is small parcel delivery. The intended plan is for small parcels to be transported on the first high-speed train of the day to allow for same day or next day delivery to final destination.

The reforms that are underway with China's rail should eventually help to ease the country's high logistics costs, particularly as it continues to develop its domestic transportation network. It is likely that intermodal options combining rail and truck solutions will be encouraged to further promote efficiencies and provide alternative options; much like that which has occurred in the US. Companies that offer road freight solutions, such as CEVA, could benefit from this possibility. Perhaps, what is most interesting is CRC's attempt to compete within the express industry. According to China e-Business Research Centre, 80% of the country's domestic express parcels are moved by truck and 15% by air. Those moved by other means, including rail, come in at less than 5%. According to an industry expert, for shipments moving over 1,000km, air transport is preferable to rail, and for those moving over a few kilometres, road is more flexible.

Another expert, from Beijing Jiaotong University, has also identified that while the reform is a good start, it exposes the railway authority to problems. Firstly, it must update its information systems to provide customers with real-time tracking. Secondly, it must also provide flexible rates to meet changing market conditions. In addition, it must offer scheduled services to enhance reliability. Reform within China's rail industry is seen as a positive move and one that could help lower the country's high logistics costs. While no one questions the benefits of moving bulk items such as coal and grain via rail, the movement of small parcel is raising some eyebrows. Ambitious, certainly, and a move that could definitely link China's various regions together, much like the e-commerce company Alibaba hopes to achieve with its own logistics

plan. However, it has a long way to go to prove itself as trucks remain the transport mode of choice.

Source: *Transportintelligence.com*, 21st August 2013

MARITIME TRANSPORT

FMC ISSUES FINAL RULE ALLOWING OTI'S TO ENTER INTO FOR NRAS

The Federal Maritime Commission has issued a final rule, Docket No. 11-22, on Non-Vessel-Operating Common Carrier Negotiated Rate Arrangements: Tariff Publication Exemption. This final rule is effective as of 19 July 2013. Under the rule, foreign Ocean Transportation Intermediaries (OTIs) are able to enter into negotiated rate agreements (NRAs) instead of publishing rates.

In order to enter into an NRA they need to register with the FMC and provide slightly more information than that which is currently required. They will also need to renew their registrations every three years. Foreign-based unlicensed NVOCCs may begin to register as of 19 July and may enter into NRAs once their registration is completed. However, mandatory compliance with the registration requirement is being delayed until 17 October 2013. For more information visit: <http://www.strtrade.com/publications-foreign-unlicensed-NVOCCs-registration-071813.html>

MAERSK WILL INCREASE PRICES ON SERVICES FROM ASIA TO EUROPE

The world's largest container shipping line Maersk Line and number three carrier CMA CGM have added their weight to attempts to increase rates on the Asia-Europe trade in September. Several lines have announced plans to increase prices on the trade lane over the past couple of weeks. In a customer circular, the Danish carrier said it would increase prices on services from Asia, excluding Japan, to North Europe by \$400 per teu from September 1. On services from Asia, excluding Japan, to the Mediterranean, excluding Syria, it would implement a rate increase of \$500 per teu. CMA CGM said it would implement a general rate increase of \$450 per teu from all Asia ports to all northern European ports from the same date.

[Lloyds' Loading list](#)

DREWRY: CONTAINER PORT SECTOR REMAINS PROFITABLE

Drewry's latest annual report on global and international container terminal operators shows that the sector remains dynamic and profitable, but that numerous changes are also taking place. All terminal operators face the challenge of growth on two fronts – growth in container demand and growth in ship sizes.

Whilst it is generally agreed that future container demand growth will not be as strong as the boom periods of the 1990s and 2000s, global container port demand is still forecast to exceed 800 million teu p.a. by 2017, growing by just over 5% p.a. To put this growth into context, the 186 million teu which this growth represents is the equivalent of the entire throughput of all Chinese ports in 2012. Or to put it another way, it is more than the entire 2012 throughput of

North America, Europe and the Middle East combined. This illustrates what a colossal industry the container port business has become – something that is often overlooked because it is geographically fragmented across nearly 1,300 terminals across the world and so the collective industry is somewhat under the radar.

Even modest demand growth now generates huge absolute increases in volumes therefore. At the same time, container ship sizes are increasing dramatically. The largest container ship in the world fleet has quadrupled in size since 1992, and in the Asia-Europe trade lane it has doubled in the last 10 years. This in turn has triggered the formation of ever larger operational alliances, most notably the P3 alliance between Maersk, MSC and CMA CGM.

The resultant rampant and rapid cascading of larger ships into secondary trade lanes is likely to create more port problems and challenges than the 18,000 teu monsters destined for the Asia-Europe trade lane. Drewry's Neil Davidson, Senior Analyst – Ports and Terminals said: Container terminal operators remain successful and highly active but there are many changes coming:

- Changes in ownership as cash strapped shipping lines are forced to sell more stakes in their terminals, and aggressive terminal buyers chase expansion opportunities.
- Changes in operations and infrastructure as ever larger container ships have to be accommodated not just in Europe and Asia, but around the world.
- Changes in demand as modest growth still generates large absolute volume increases. For example, even if they only perform at the world average, Shanghai or Singapore will add almost 10 million teu to their total throughput by 2017. A figure of 10 million teu is more than the entire container port throughput of the UK, India or Brazil. "

See also [HERE](#)

AIR TRANSPORT

AIRLINES NEW FSC METHOD OF CALCULATION

At the beginning of August, three airlines, Emirates, Lufthansa and Korean Air, announced a shift in the basis of calculation for all or most surcharges, from the actual weight to the chargeable weight.

Lufthansa is to introduce a chargeable weight system at the start of its winter schedule, Korean Air will do the same from 1 September on all shipments out of Europe, while Emirates will apply the new mechanism to both fuel and security surcharges, also from 1 September.

While some freight forwarders and shippers have accused the airlines to look at a way of increasing their revenue, the airlines claimed that they are trying to simplify the system. They argued that chargeable weights are already used in many parts of the world, including India, and are a legal requirement in some Asian countries (e.g. Japan). Moreover, trucking companies and ocean carriers already base surcharges on chargeable weights.

The European Shippers' Council has publicly criticized the announcement. Joost van Doesburg ESC air freight policy manager, said that a surcharge is the one thing that is not negotiable. He stressed that if the changes made in the surcharges calculation method increase the surcharges, this represents a violation of the tripartite agreement between airlines, freight forwarders and shippers.

The Load Star issued an article saying that ‘One European head of air freight for a major forwarder, who believes most carriers will have made the change by the end of the year, said: “For the time being we are not fighting it – but we also do not actively support the carriers. We are expecting a lot of resistance from customers, especially global players with a high percentage of volumetric cargo. Probably, forwarders will have to buffer a transition period until the market accepts the new calculation method, or the initiative will fail.”

He added: “Short-term for the forwarders, this involves the risk of losing money on customers that do not accept the new methodology, while long-term it could help to maximise forwarders’ profits in consolidations – as long as volumes can be absorbed.”

The full article is available [HERE](#)

MITIGATING FUTURE AVIATION CO₂ EMISSIONS – “TIMING IS EVERYTHING”

A report, issued by Manchester Metropolitan University’s Centre for Air Transport and Environment (CATE), highlights the critical importance of taking early action when implementing measures to reduce the climate impact of rapidly increasing emissions from aviation. The report shows that the real climate benefit of any action depends on the cumulative emission reductions between now and a future date, and not just on achieving a certain amount of emission reductions by a specific year (the CO₂ having a long lifetime in the atmosphere).

The report assesses the potential of several existing tools in reducing the CO₂ emissions of air transport with a long-term perspective. The findings highlight that emissions trading (such as EU ETS), as a measure, offers the single largest incremental improvement in climate impact by 2050. Maximum feasible reductions from improvements in technology and operational improvements offered the second best mitigation potential as a single measure.

The full report is available [HERE](#) and the press release [HERE](#).

CUSTOMS AND INDIRECT TAXATION

US NITL SEEKS CLARITY ON CHINESE VAT SCOPE

In a letter to the US Department of State, Bruce Carlton, the President and Chief Executive Officer of the United States' National Industrial Transportation League has called for assistance in obtaining clarifications from authorities in China regarding the application and scope of its value-added tax, which was expanded nationwide on August 1, 2013.

Carlton wrote: "While the new VAT is not supposed to be aimed at the movement of international freight, there appears to be much confusion as to its application and resulting impacts especially on freight moving between China and the US."

"The League is one of the oldest and largest associations representing freight transportation professionals. Our members are engaged in using all transportation modes both domestically

and internationally. As such, many of our members are specifically engaged in transporting products to and from China."

"According to PRC sources, the VAT of six percent is applicable to customers for all charges related to domestic shipping, logistics and freight forwarding and related services in China. We believe it is not specifically applicable to international ocean freight. Nevertheless we have monitored reports that some ocean carriers and non-vessel operating common carriers (NVOCCs) are simply passing on the tax to their customers in the form of surcharges or service charges even when the freight charges have been 'pre-paid'," he explained.

"In general there appears to be widespread confusion over the application of the new VAT enacted by China, as well as its implementation by service providers. This is clearly generating considerable market uncertainty for shippers not only in the region but here in the US as well." His letter concludes: "We would respectfully request your help in obtaining clarification from China to help end this confusion and bring greater certainty to the application of the VAT on international ocean transportation."

Source Tax-News.com 21st August 2013

REPORT ON CUSTOMS ACTIONS TO ENFORCE IPR

According to the Commission's annual report on customs actions to enforce PR, EU Customs detained almost 40 million products suspected of violating intellectual property rights (IPR) in 2012. Although this is less than the 2011 figure, the value of the intercepted goods is still high, at nearly €1 billion. The report also gives statistics on the type, provenance and transport method of counterfeit products detained at the EU's external borders. Cigarettes accounted for a large number of interceptions (31%), miscellaneous goods (e.g. bottles, lamps, glue, batteries, washing powder) were the next largest category (12%), followed by packaging materials (10%). Postal and courier packages accounted for around 70% of customs interventions in 2012, with 23% of the detentions in postal traffic concerning medicines.

In terms of where the fake goods were coming from, China continued to be the main source. Other countries, however, were the top source for specific product categories, such as Morocco for foodstuffs, Hong Kong for CD/DVDs and other tobacco products (mainly electronic cigarettes and liquid fillings for them), and Bulgaria for packaging materials. Around 90% of all detained cases were either destroyed or a court case was initiated to determine the infringement.

GENERAL

COMMISSION CLARIFIES OZONE BAN ON INTERMODAL TRANSPORT CONTAINERS

The European Commission has adopted a formal Opinion to clarify when the EU's ban on ozone-depleting substances applies to intermodal containers used in international transport. International trade conventions require that the free movement of containers is not restricted. However, the EU's 2009 Ozone Regulation prohibits the import or export of equipment relying on ozone-depleting substances. Certain intermodal containers contain one such substance, hydrochlorofluorocarbons (HCFCs), in insulation foams or refrigeration equipment. Recent

media articles and a European Parliament question have pointed to uncertainty among stakeholders over how these rules fit together.

The Opinion clarifies that the EU import and export prohibitions apply, in general, to containers, but containers that enter or leave the EU under the 'temporary admission' customs procedure are not prohibited.

The Opinion also encourages Member States to enforce these bans by ensuring that containers admitted under this procedure respect the relevant requirements and are not subsequently placed on the market in the EU.

The press release of the European Commission is available [HERE](#) and the Opinion [HERE](#).

1% OF GDP: AVERAGE ROAD AND RAIL INFRASTRUCTURE INVESTMENT

Latest data released by the **International Transport Forum** (ITF) show that investment in inland transport infrastructure has remained at around 1% of GDP since 1995 in OECD countries. The new report, "Spending on Transport Infrastructure 1995-2011: Trends, Policies, Data, and a related database", finds a relatively constant investment share of GDP in Western European countries, while data for North America show a share below the OECD average. Spending for Central and Eastern European countries grew sharply from around 1% of GDP in 2002, reaching 2% in 2009. The consistency in figures suggests investment levels may be affected by factors other than real investment needs. "Levels of transport spending may be guided by historical budget levels, institutional budget allocation procedures or budgetary constraints taking into account also needs in the other sectors of the economy", says ITF economist Jari Kauppila.

The entire report is available [HERE](#).

EC LOGISTICS CONFERENCE 2013- 7-8 NOVEMBER 2013

The European Commission will organise a Logistics Conference on the 7-8 November in Brussels to discuss selected topics of particular relevance and importance for the logistics sector.

In plenary and panel sessions on the both days, the logistics conference will offer a debate on the current challenges for the sector and will discuss opportunities for further growth and enhancement of the position of the European logistics in the global market place.

DG MOVE has confirmed the dates but further details are not yet available.

FORTHCOMING EVENTS

MEETINGS WITH CLECAT PARTICIPATION

DG-Taxud – Trade Contact Group

- 18 September 2013

Electronic Customs Group

- 20 September 2013

ELP Dinner event on CITY LOGISTICS

- 24 September 2013

PRECISE (PRE-loading Consignment Information for Secure Entry) Project Group

- 25 September 2013

Project Group to support the development of an EU customs competency framework

- 27 September 2013

Cassandra Advisory Board

- 3 October 2013

Stakeholder Hearing on an EU co-ordinated approach to R&I in the rail sector by the European Commission DG MOVE on 12th September 2013

[HTTP://EC.EUROPA.EU/TRANSPORT/MEDIA/EVENTS/2013-09-12-HEARING-RAIL_EN.HTM](http://ec.europa.eu/transport/media/events/2013-09-12-hearing-rail_en.htm)

EU Mobility Week, by the European Commission on 16th -22nd September 2013

[HTTP://WWW.MOBILITYWEEK.EU/](http://www.mobilityweek.eu/)

European Transport Forum, by the Volvo Group on 15th October 2013

[HTTP://EUROPEANTRANSPORTFORUM.EU](http://europeantransportforum.eu)

TEN-T Days, by the European Commission on 16th-18th October, Tallinn, Estonia

[HTTP://TEN-TEA.EC.EUROPA.EU/EN/NEWS_EVENTS/EVENTS/TEN-T_DAYS_2013.HTM](http://ten-tea.ec.europa.eu/en/news_events/events/ten-t_days_2013.htm)

Clean Power for Transport Conference, by the European Commission DG MOVE on 21st October 2013

[HTTP://EC.EUROPA.EU/TRANSPORT/THEMES/URBAN/EVENTS/2013-10-21-CPT-CONFERENCE_EN.HTM](http://ec.europa.eu/transport/themes/urban/events/2013-10-21-cpt-conference_en.htm)

Logistics Conference 2013, by the European Commission DG MOVE on 7th-8th November 2013

[HTTP://EC.EUROPA.EU/TRANSPORT/MEDIA/EVENTS/2013-11-LOGISTICS-CONFERENCE_EN.HTM](http://ec.europa.eu/transport/media/events/2013-11-logistics-conference_en.htm)

European Logistics Summit, by the Alliance for European Logistics on 27th November 2013

[HTTP://WWW.LOGISTICS-SUMMIT.EU/](http://www.logistics-summit.eu/)

4th Intelligent Transport Systems Conference, by the European Commission DG MOVE on 2nd December 2013

[HTTP://EC.EUROPA.EU/TRANSPORT/THEMES/ITS/EVENTS/2013_12_02_ITS_CONFERENCE_EN.HTM](http://ec.europa.eu/transport/themes/its/events/2013_12_02_its_conference_en.htm)

CLECAT MEETINGS

Security Institute

- 24 September (morning)

Air Freight Institute

- 24 September (afternoon)

Maritime Institute

- 25 September (morning)

Sustainable Logistics Advisory Body

- 25 September (afternoon)

Road institute

- 10 October (10.00 -13.00 Brussels)

Customs Institute

- October 25

Board Meeting & General Assembly

- 27 November

Freight Forwarders Forum

- 28 November

Rail Institute

- 29 November

EUROPEAN PARLIAMENT

TRAN Committee

- 5 September

EP Plenary

- 10 September 2013
 - (Tentative votes on UCC (TBC))

COUNCIL

Transport

- 10 October 2013
- 5 December 2013

Environment

- 14 October 2013

Competitiveness

- 26 September 2013