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## Brussels news

### THIRD MOBILITY PACKAGE: CLECAT WELCOMES PROPOSAL ON HDV CO2 STANDARDS WHICH WILL BOOST EFFICIENT LOGISTICS IN EUROPE

CLECAT welcomes the [proposed Regulation on CO2 emission performance standards for new heavy-duty vehicles](#), published by the European Commission on 17 May as part of the third Mobility Package.



The Commission proposal would set emissions targets for heavy-duty vehicles based on a two-phased approach, namely 15% by 2025 and 30% by 2030, compared to 2019. This is the first year for which officially monitored CO2 emissions data will be available for heavy-duty vehicles, based on the VECTO tool, which CLECAT has long supported. Furthermore, manufacturers would receive specific emission targets on an annual basis from 2025, in order to reach the overall targets for 2025 and 2030.

CLECAT believes that the proposed Regulation is an important step towards improving the emissions performance and efficiency of the logistics system, by standardising and increasing the uptake of technologies which reduce fuel consumption and emissions. Furthermore, it will increase the competitiveness of European transport and logistics by driving down fuel costs and maintaining the technological leadership of the European transport industry. The two-step approach in the proposal, as well as the flexible mechanisms to incentivise low- and zero-emissions vehicles, appear to be a

reasonable approach to driving innovation while avoiding punitive measures which would damage competitiveness.

Nicolette van der Jagt, Director General of CLECAT, said “CLECAT has long supported transparency of information on the CO2 performance of heavy-duty vehicles, obtained using the VECTO tool, as a driver of innovation in logistics. The new proposal from the European Commission is a logical manifestation of this notion, by opening the door to the widespread adoption of technologies which will improve vehicles’ fuel and emissions performance, driving down costs in the industry and contributing to an efficient, low-carbon logistics system”.

As the architects of an efficient logistics network, freight forwarders have a clear interest in measuring and reducing the emissions and fuel consumption of their operations. For this reason, CLECAT is a member of the [Global Logistics Emissions Council](#), which has developed the first harmonised framework for logistics emissions calculation, and the [LEARN project](#), which is examining how to apply and improve emissions accounting and reduction in logistics.

CLECAT therefore sees the new proposed Regulation as a necessary partner to these efforts, as it will incentivise actions to improve the emissions performance of vehicles and their operations, based on clear, transparent and accurate data. This in turn will enable innovation for a modern, efficient logistics system.

CLECAT will continue to review the proposals in more detail and looks forward to discussions with the Council and the European Parliament, in order to see the swift adoption of a Regulation which will drive innovation and emissions reduction, based on a realistic and ambitious framework which will boost European competitiveness.

## CLECAT WELCOMES STEP TOWARDS PAPERLESS TRANSPORT

CLECAT has welcomed the [third Mobility Package](#) including two important legislative initiatives which will create a digital environment for information exchange in transport, benefiting both the business community and the authorities. The Commission is proposing to establish a fully digital environment for information exchange in freight transport, replacing paper transport documents, which will facilitate digital information flows for logistic operations.

Freight forwarders and logistics service providers support a move to a fully digital transport environment across all modes of transport providing the potential to improve efficiency, reliability and potentially reduce costs in freight transport logistics. CLECAT, as an active member of the Digital Transport and Logistics Forum (DTLF), a Commission expert group and through this Forum, was able to steer the discussions, in particular over the last year, towards more concrete initiatives and recommendations in support of paperless transport. Nicolette van der Jagt, Director General of CLECAT said: ‘Requiring acceptance of electronic formats for transport information as legally equivalent to paper format by enforcement authorities is a sine qua non. We are glad that the Commission has now taken concrete action to tackle authorities’ different degrees of acceptance of information of documents made available electronically by business.’

Dominique Willems, CLECAT’s manager for digitalisation added: ‘One of the major steps forward is that the initiative is about electronic transport information and not about documents anymore. In the conventions and regulations of the past decades paper documents served as a means of exchanging data/information and therefore the processes for exchanging information were also based on the limited possibilities paper documents provide. Current and future technology provide ways to fully



rethink these processes and create tangible efficiency benefits and new opportunities. We are very pleased to see that this way of thinking is fully reflected in the Commission's proposal'.

CLECAT is equally pleased to see that many of its recommendations have been taken on board by the Commission in its [revision of the Regulation for a European Maritime Single Window](#). We are confident that this pan-EU legislative initiative can ensure that electronic communication is possible in all Member States and for all relevant authorities in those Member States. Most important is that this can happen in a harmonised way, whereby a common data set is also enforced. Also, in this initiative the focus is on the exchange of data for the B2A and A2A communication.

'There is a strong desire amongst industry stakeholders to ensure the revision is a success, all having the ambition to secure EU harmonised reporting for ships, the establishment of a maximum dataset and the efficient re-use of data ([joint position paper](#) refers) We are therefore encouraged that the current proposal will be supported by Member States, noted Ms van der Jagt.

She added: 'Clearly, for freight forwarders and customs agents, sharing and re-using data is part of their core business, either because of legal requirements or because of customers' or other supply chain partners' demands and wishes. We therefore welcome this initiative which encourages and supports the sharing and re-use of data. There is still a lot of work to be done by all parties involved. However, we are confident that this will lead in the long term to less administrative burden and a positive case for business.

CLECAT will continue to review the proposals in more detail and looks forward to discussions on its positions with the Council and the European Parliament, in support of future implementation.

## MOBILITY PACKAGE 1: PROGRESS IN EP

*Proposal for a Regulation on minimum requirements on maximum daily and weekly driving times, rest periods and tachographs*

Earlier this week Wim van de Camp presented the eleven compromise amendments which he put forward so far, all focusing on key issues such as the applicable rules for returning home, the respective apportionment of driving and rest times, the introduction of dedicated parking areas, as well as rules applying to passenger transport, light commercial vehicles, better enforcement of rules, and the use of smart tachographs.

There are diverging views on the baseline time periods for driving and rest, the inclusion of light commercial vehicles within the scope of this Regulation, the ban against sleeping in vehicle cabins and the principle involved in home base returns. Members were in agreement that rules must be better enforced, and that the road transport sector must embrace modern technology, leading to both better enforcement and a lessening of administrative burdens. So there are still issues left to be solved at the upcoming meetings between the groups' shadow rapporteurs.

CLECAT is of the opinion that a prohibition of regular weekly rest and reduced weekly rest in the vehicle will seriously disrupt international road freight transport at a time when the lack of suitable secure parking and rest facilities in the EU is a serious challenge, creating safety risks for the drivers and the goods.

The TRAN Committee will vote on the 4th June.



*Directive amending Directive 1999/62/EC on road charging of heavy goods vehicles for the use of certain infrastructure*

Members mostly supported the approach from the Rapporteur, Christine Revault d'Allonnes Bonnefoy (S&D) to strengthen the application of polluter-pays and user-pays principles in road transport and in particular the gradual move from time-based to distance-based charging systems, including for light vehicles. The key compromise amendments were built on the phasing out of time-based charging, external cost charges, congestions charges, variation of charges based on CO2 standards, discounts and reductions and earmarking of revenues to transport. There are still some remaining reservations to certain compromises.

CLECAT supports many of the amendments but reiterates that this revision should not result in an increase of the tax burden to HGV operators. This would prevent the sector from investing in innovative, greener and smarter technologies.

The TRAN Committee will vote on the 24<sup>th</sup> May

*Proposal for a Directive of the Posting of drivers in the road transport sector*

Merja Kyllönen (GUE/NGL) continues to seek to adopt a meaningful legislation on posting of workers /lex speciales which is possible to enforce. The first block of compromises is linked to checks on driving time and working time. It was underlined that there are difficulties in carrying out roadside checks of working time with existing technological tools due to the long reference period for the calculation of working time. Most MEPs supported amendments aimed at reducing the administrative burden for transport operators and drivers, including having a one-stop-shop. There is also a broad consensus on facilitating cooperation between competent authorities and shortening deadlines for the exchange of information.

The second block of compromises focuses on the application of posting rules to road transport. The shadow-rapporteurs support full exclusion on international road transport from rules on posting. However, there are still those that defend the opinion of EMPL Committee asking for full inclusion of on international road transport in posting rules from day 1. The third block of amendments deals with better and smarter enforcement to address the weak enforcement of current legislation. There will be another Shadows' meeting to finalise the file with a vote planned for the 4<sup>th</sup> June.

CLECAT continues to call for the exclusion of international transport from posting of workers. When Posting of Workers would be imposed to **international multilateral freight transport**, these services may risk disappearing as companies may not find it worthwhile anymore in view of the administrative burden. Instead, companies may focus on bilateral transport which would increase the number of trips in Europe and increase GHG emissions from road freight transport – defeating the objective of achieving more green freight transport in Europe.

*Proposal for a Regulation amending Regulation (EC) 1071/2009 on access to occupation and Regulation (EC) 1072/2009 on haulage market COM(2017)0281*

The Rapporteur Ismail Ertug (S&D) informed the Committee about the state of play of the negotiations ahead of the vote. Several shadow meetings have already taken place, in which a good deal of agreement has been found on the topics of enforcement, the fight against letterbox companies and the (partial) inclusion of light commercial vehicles in the scope. Discussion is still ongoing on the issue of cabotage.



## MULTIMODAL YEAR 2018 – THE FUTURE OF TRANSPORT

On 16th May, the European Commission, the European Union Agency for Railways (ERA) and UIRR organised an event to address the pressing regulatory issues at EU level for the future of intermodal transport.

Deputy Director of DG MOVE Matthew Baldwin in his opening speech elaborated on how efficient use of multimodal freight transport can help in improving decarbonisation, diminishing congestion and ensuring a high degree of competitiveness. In the first panel, MEP Daniela Aiuto (EFDD), Rapporteur on the revision of the Combined Transport Directive, stressed the need to find safer, more efficient, environment-friendly and innovative solutions. In addressing the main priorities, she urged for ensuring the development of multimodal links and attributed a strategic role to the shift to rail in this regard. Furthermore, she highlighted the importance of digitalisation for the future of transport, leading to enhanced speed, connectivity and accessibility. In the debate with the audience, several operators referred to ongoing problems with the definitions of the current directive in particular with regards to the ‘most suitable terminal’, the length of the road leg and the exemption for rules on cabotage.

CLECAT’s DG Nicolette van der Jagt moderated the first afternoon panel where shippers, freight forwarders and intermodal operators gave their views on multimodal transport and how innovation and digitalisation can support a further uptake. A high level panel with speakers from SAMSKIP, DHL, Covestro, BASF and LogitOne discussed the need to improve interoperability of rail freight and service levels in Europe; hence the quality of services in rail freight. There was a strong call from the shippers in the panel to receive accurate and timely revised ETA’s which should be supported with more KPIs from the rail sector.

Considering the future development of multimodal transport, the last panel discussed possible new business models and the importance of providing value added services. The panellists mentioned that while digitalisation opens up the opportunities for new business models, it must not be forgotten that physical transport will remain essential. CLECAT noted that in order to hold up with the changes, new skillsets on IT, digitalisation and customs regulation will be necessary.

## COMBINED TRANSPORT: PROGRESS IN TRAN

Members of the European Parliament had until 16<sup>th</sup> May to submit amendments to the draft report of TRAN Rapporteur Daniela Aiuto. CLECAT very much supports the Commission proposal and the draft report by Ms Aiuto. There is nonetheless room for improvement in developing a framework which properly incentivises Combined Transport in Europe in an effective manner.

CLECAT has noted that in order to avoid discrimination among operators and competition problems between Member States, it should be mandatory for all Member States to allow as a general rule to exceed the maximum road leg distance limit but under very clear conditions and criteria applying to the whole Union. The rapporteur’s proposed Amendment 12 is a good step in this direction, but should be applied to all CT operations, not just road/rail. Amending this would resolve many of our concerns with the option proposed by the Commission for exceeding the distance limit, namely that the Commission proposal only applies to road/rail operations and lacks clarity and certainty as to how such authorisations will be granted and on what basis.



CLECAT also called for an amendment to clearly state that electronic signatures are acceptable on the (electronic) documents to be delivered to assist the enforcement of compliance with the combined transport operation definition.

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## Rail

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### RAIL LOGISTICS ON DEMAND

As digitalisation and automation is becoming increasingly important for the European economy, providing enhanced real-time tracking and control of the goods is crucial for freight competitiveness. In reaction thereto, the Shift2Rail initiative is determined at delivering 'logistics on demand' as a capability for the railway systems, which shall improve freight flexibility and responsiveness to clients' demands. Today, only 18.3% of goods travelling inland across Europe are transported by rail, despite the unique features of freight rail: offering a cost-effective, attractive service to shippers that helps to take freight away from the congested road network and contributing to reducing traffic jams and CO2 emissions.

To lead a modal shift of freight to rail, Shift2Rail projects aim at contributing to improved logistics services driven by customer demand, better planning, tracking and shipment information capabilities and developing automated yards, intermodal hubs, and ports, connecting the rail system to the multimodal logistic chain.

In a joint conference on 18th April in Vienna, Austria, Shift2Rail freight projects presented their progress on building up the logistic transport of the future, based on rail. The work done in the projects was presented, including the achievements linked to 'logistics on demand':

- SMART-RAIL assessed the feasibility of implementing visibility to customers of rail freight transport based on block chain technology.
- FR8HUB is simulating faster freight trains for important and mixed traffic bottleneck railway lines and defining a Data-Exchange Platform to improve data exchange, traffic information between freight transport stakeholders.
- OPTIYARD is developing a fully functional software, which will facilitate real-time interaction between yards and relevant network IT systems that allow for software-based planning and ultimately optimising of single wagonload and block train operational processes.

The Shift2Rail initiative has eight ongoing projects dedicated to the freight sector, in which it has invested more than €35 million. More than 60 universities, SMEs and large firms across Europe have participated in these Research and Innovation activities, since the first project started in 2015.

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## Road

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### GERMAN CABINET PASSES NEW TOLL LEGISLATION

On 15 May, the German Federal Cabinet [passed the proposal](#) on the fifth Federal Road Toll Act (Bundesfernstraßenmautgesetz) by Transport Minister Andreas Scheuer. There will be a serious increase in the HGV tolls starting 1st January 2019. An overview of the changes can be found [here](#).



The differentiation of toll rates will be based on the maximum permissible weight, as well as the number of axles for vehicles surpassing the weight of 18 tons. The income from toll rates is expected to amount to €7.2 billion, which shall be divided upon all regions of Germany. Regarding the adaptation of tariffs, Minister Scheuer argued that it would lead to fairer tariffs, by imposing higher tolls on heavier vehicles that have a greater impact on the highways. The yearly increase of toll income resulting from the extension of the toll roads and the adaptation of toll rates is expected to amount to €2.5 billion.

The transport and logistics industry has expressed serious concerns about the rise in toll rates in connection with the extension of the toll roads in Germany. These would result in heavy burdens for the transport industry, eventually leading to increases in prices which would be passed on to the customer. As reported earlier this year by CLECAT, this double cost increase will have a significant impact on freight- and consumer prices.

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## Maritime

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### COMPETITORS REJECT IBM/MAERSK BLOCKCHAIN SOLUTION

The blockchain solution developed for the container sector by Maersk and IBM has been met with rejection by Maersk's competitors Hapag-Lloyd (Germany) and CMA CGM (France). The blockchain solution offers an open platform, which aims at increasing transparency in the supply chain and digitalise paperwork related to importing and exporting goods.

At the annual Global Liner Shipping Conference in Hamburg, Hapag-Lloyd CEO Rolf Habben Jansen rejected the idea behind current developments of blockchain solutions and similar digital projects in the container sectors. While expressing his support for the idea of a joint digital platform jointly with the General Manager of CMA CGM in Germany Peter Wolf, he criticised the Maersk-IBM platform for its lack of being a general industry platform. More specifically, he stated that the basic requirement would be to ensure a common standard, as well as a governance which enables it to be a platform for the entire industry, thus not controlled by one of the companies.

Jansen added that joint efforts throughout the sector are needed to provide an effective and efficient solution for the industry based on blockchain technology. According to Wolf, a joint platform based on joint efforts of the 5-7 biggest liner companies appears to be the only realistic solution for the sector.

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## Customs

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### EU SINGLE WINDOW ENVIRONMENT FOR CUSTOMS

This week DG TAXUD launched a [public consultation on an EU Single Window environment](#) for customs. This initiative aims to support through regulatory and non-regulatory measures the development of an integrated and coherent electronic environment of single window services for customs with national and EU components through enhanced intergovernmental/agency cooperation, improved enforcement of cross-border regulatory requirements and trade facilitation.



The increased digitalisation of logistics processes (including IT developments in the customs domain, sanitary border control, maritime transport, etc.) creates opportunities to perform automated checks; however, these possibilities are presently not fully seized due to limited information sharing and unharmonised data management across policy domains. In addition, the limited exchanges of information between the different authorities acting at the border do not only hamper the free flow of goods, but also weaken the security and safety of citizens, animals and the environment. To enhance cooperation between competent authorities involved in the cross-border movement of goods, some Member States have started developing national initiatives to provide single window services for customs. Nonetheless, these emerging national initiatives are characterised by different modalities and maturity levels. As a result, these isolated initiatives only offer limited benefits to trade in the context of the EU Single Market. The current proposal will cater for a coordinated and coherent development and implementation of single window services, providing a definition of the scope of the Single Window environment for customs and the roles and responsibilities of the different stakeholders involved.

The impact assessment considers several policy options for targeted EU level intervention with a view to addressing the problems identified under section A. These options will be structured around two e-governance domains that facilitate information sharing and interaction between the stakeholders involved in the cross-border movement of goods. In the context of this initiative, the government-to-government (G2G) cooperation is expected to promote collaboration and coherence between customs and competent authorities to ensure a better alignment of the various sectoral regulatory requirements and efficient information sharing. The business-to-government (B2G) segment would streamline reporting processes imposed to trade by the different competent authorities involved in the cross-border movement of goods. The initiative mainly concerns certificates like Flegt, COI and CVED and CHED which concern either food and environmental health and safety.

CLECAT has participated in and strongly encouraged the creation of a single window environment for a few years already and is therefore pleased to see that the Commission and Member States are taking more concrete steps towards better digital communication among various border authorities. Mainly the approach of first improving G2G communication is could lead to significant efficiency benefits.

Source: [EU commission, DG TAXUD](#)

## (LACK OF) PROGRESS ON BREXIT NEGOTIATIONS

Following the negotiations that took place from 16 to 18 April and from 2 to 4 May 2018, EU27 ministers met to discuss the latest developments in the talks with the UK. The Council (Art. 50) was briefed by the Commission's Brexit chief negotiator Michel Barnier about the latest state of play of the ongoing negotiations with the UK. Commissioner Barnier insisted on the need to continue working on all withdrawal issues and, in light of the lack of significant progress in the latest rounds of talks, recalled the need to intensify the work on preparedness, so that the EU is ready for any possible scenario. The chief negotiator also presented to the EU27 ministers a possible structure for the future partnership discussions with the UK (see figure [Possible Framework Future Relationship](#)).

On the issue of the border in the island of Ireland, EU27 ministers highlighted the need to make progress by the June European Council (Art. 50). Ministers also recalled the importance of maintaining a constructive approach and the unity of the EU27 throughout the negotiations.



Next week, on Friday 25 May, CLECAT's Brexit working group and Customs and Indirect Taxation Institute will meet with the UK's EU Exit policy team to discuss the strategic and policy aspects of the possible future relationship and various aspects of operations and readiness, including for example RORO, VAT and Excise.

Source: [EU Council](#)

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## Digitalisation

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### EU BUDGET FOR DIGITAL TRANSFORMATION

According to the EU, digital transformation holds the key to unlocking future growth in Europe. Therefore, through dedicated programmes and targeted financial support, the future long-term budget of the EU should help to bridge the EU's digital investment gap, including in remote and rural areas. It tackles digital challenges, from artificial intelligence to the promotion of digital skills, from personalised medicine based on supercomputer calculations to the capacity to equip the EU against cyberattacks and cybercrime.

This week, the Commission proposed to create a new Digital Europe programme with an overall budget of €9.2 billion to shape and support the digital transformation of Europe's society and economy. The digital strand of the Connecting Europe Facility has a budget of €3 billion which will finance digital connectivity infrastructure.

According to the Commission, the real value of the data economy will be captured only if artificial intelligence is widely adopted by the public and private sectors. Companies are reluctant to invest in artificial intelligence due to cost and lack of means to experiment. An essential step is to ensure the availability and proximity of facilities and expertise. One way to achieve this is through regional competence centres that could offer expertise and guidance for artificial intelligence uptake. The Commission proposes open platforms and 'common data space' for artificial intelligence to be made available across the EU in digital innovation hubs, providing testing facilities and knowledge to small businesses and local innovators.

In order to tackle the issues of digital skills, Digital Europe will offer students and technology experts the opportunity to pursue training in advanced digital technologies, such as data analytics, robotics, artificial intelligence, blockchain technology, cybersecurity and high-performance computing. They will be offered specialised courses and internships in companies deploying advanced technologies.

Source: [EU Digital Single Market](#)

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## Air

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### DEFINING, MEASURING AND IMPROVING AIR CONNECTIVITY

The International Transport Forum published a report examining the different approaches to defining and measuring air connectivity. The report focusses on perspectives that can help governments, airports and airlines to improve their long-term aviation strategies. As a demonstration of how air connectivity assessments can help improving the outcomes for the users of aviation, the findings of



the report have been applied to assess air connectivity at Incheon International Airport and Amsterdam Airport Schiphol, two major hub airports.

According to the results of the report, there is no single best approach to define and measure air connectivity. The utilisation of simple or more complex metrics depends heavily on the information which is desired. While tracking the share of transfer traffic in total traffic over time provides information on the extent to which hubbing takes places at an airport, it does provide no insight into how any changes to airport operations may affect the hub connectivity levels.

Therefore, the ITF recommended the following measures:

- adapt the use of connectivity metrics to specific policy challenges
- use a combination of approaches to assess potential knock-on effects that policy or strategy changes may have on air connectivity
- involve all aviation stakeholders in the policy process of developing air connectivity metrics
- make systematic use of air connectivity metrics to evaluate the performance of the national aviation sector and improve decision-making

The report can be found [here](#).

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## *Forthcoming events*

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### **CLECAT MEETINGS**

**CLECAT Customs & Indirect Taxation Institute**  
25 May, Paris

**CLECAT Brexit Working Group**  
25 May, Paris

**CLECAT BOARD/GENERAL ASSEMBLY**  
29 June, Sofia, Bulgaria

### **OTHER EVENTS WITH CLECAT PARTICIPATION**

**CSR Europe Sustainability Summit**  
23 May, Brussels

**ITF 2018 Summit: "Transport Safety and Security"**  
23 - 25 May 2018, Leipzig

**Swedish Freight Forwarders Event (SIFA)**  
29 May 2018, Gothenburg

**Dutch Freight Forwarders Event (FENEX)**  
31 May 2018, Rotterdam

**DIGITAL TRANSPORT AND LOGISTICS FORUM PLENARY MEETING**  
14 June, Brussels



## TLF ANNUAL EVENT

20 - 21 June, Paris

## ALICE PLENARY

22 June, Amsterdam

## EP MEETINGS

### European Parliament TRAN Committee

24 May 2018

4 June

20 - 21 June

### European Parliament Plenary Session

28 - 31 May 2018, Strasbourg

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European association for forwarding,  
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