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Brussels news

FFF2018: "CUSTOMS, TRADE AND SKILLS – WHAT'S THE DEAL?"

Interested parties are invited to join CLECAT's annual Freight Forwarders' Forum entitled "**Customs, Trade and Skills - What's the deal**" taking place on the 15th November at the World Customs Organisation in Brussels. The Forum will highlight the importance of connecting trade, customs and skills across the EU and address challenges freight forwarders, customs agents and others in the logistics supply chain are facing in view of Brexit, increased protectionism and new customs legislation and systems entering into force.



The Forum will discuss these questions and give first hand insights from the European Commission, WCO and industry experts. Capitalise on this unique opportunity to learn about changes in trade and customs and the impact they will have on your sector. More information is available at the [CLECAT conference webpage](#). The program is available [here](#). If you are interested in registering for the event, you may do so [here](#).

SOLUTIONS FOR ENHANCING RELIABILITY IN INLAND CHAINS

CLECAT organises a panel session at the Intermodal Conference in Rotterdam on the 7th November entitled 'solutions for enhancing reliability in inland chains'. The session will focus on concrete and practical ways to effectively enhance reliability in inland chains. The starting point is that reliability is important and can bring benefits to the supply chain but good IT insights are lacking. With new technical possibilities for data collection and processing this may be created, and this is currently undertaken by the SELIS project. CLECAT is part of the strong [consortium](#) of logistics stakeholders and ICT providers that work in the project the SELIS project supported by the European Commission's Horizon2020 programme.



The Erasmus University of Rotterdam has developed a standard for measuring reliability and creating a dashboard for providing users good information. In another case – equally developed by the University of Rotterdam – a dashboard is created with the aim to provide insight in where barges are in the Rotterdam port area at any time and to give predictions on their arrival time in the hinterland. This is done based on

AIS data and by developing a platform. The panel will give practical insights with speakers including Donald Baan, Business Manager Logistics at Port of Rotterdam, Frans Swarttouw, Managing Director, TEUbooker and Mark Jansen, Director operations, Hupac.

More information on the event is available [here](#).

Maritime

ITF REPORT ON INFORMATION SHARING FOR EFFICIENT MARITIME LOGISTICS

The International Transport Forum has published its report on Information Sharing for Efficient Maritime Logistics. The report assesses the opportunities and challenges related to data sharing in the maritime logistics chain and presents policy options which shall encourage the sharing of information along the maritime supply chain. It analyses the current use of digital technology and information sharing in maritime logistics and highlights the potential that exists for making door-to-door cargo flows more efficient. Moreover, the report examines the numerous challenges, covering problems ranging from interoperability issues to a lack of collaboration in the supply chain.



The report is based on desk research and benefits from interviews with selected stakeholders and a discussion within the framework of the Global Maritime Logistics Dialogue of which CLECAT is a member. The main recommendations which are set out in the report are the following:

- Support the emergence of open standards in maritime logistics
- Ensure interoperability between public and private systems for the exchange of logistics information
- Support ports in creating coordination platforms and Single Windows



- Ensure that digitalisation in the maritime logistics chain occurs in a competitive environment
- Closely monitor cyber-security vulnerabilities in maritime logistics

You can find the report [here](#).

CONSULTATION ON BER FOR CONSORTIA

The European Commission has launched on the 26th September a consultation seeking to collect views from stakeholders on the relevance of the Consortia Block Exemption Regulation. The consultation is open, through the [consultation website](#) until 20 December 2018. There are 2 ways to contribute to the consultation:

Targeted questionnaire: DG Competition would like to receive input and feedback from companies through a targeted questionnaire. Companies need to express your interest of participation by sending an email to DG COMP's email: COMP-CONSORTIA-EVALUATION-2018@ec.europa.eu. On the website the Commission has noted that the deadline for the expression of interest is Friday 12 October 2018. However, if you request for a *targeted questionnaire* after the deadline of 12 October 2018 you will still receive one.

Public questionnaire: In addition, DG Competition has launched – for a period of 12 weeks – a public consultation to evaluate the Consortia Block Exemption Regulation. The public questionnaire is available online [here](#).

Please note that for the public consultation you need a EU transparency registry number. However, stakeholders can request, receive and respond to the *targeted questionnaire* without having a transparency registry number.

IMO 2020 LOW-SULPHUR RULE

A recent study by Drewry showed that there is considerable unease among global shippers and freight forwarders ahead of the IMO's 2020 global emissions regulations, which will come into force on 1 January 2020. There has been particular uncertainty and concerns expressed by 56% of the respondents regarding the lack of fuel cost transparency. Furthermore, the study showed that although there has been significant coverage of the topic in the media in recent months, one third of the respondents admitted to having poor or very poor awareness and understanding of the new sulphur regulation.

According to Philip Damas, Head of Drewry Supply Chain Advisors, *“the IMO low-sulphur rule change represents a very significant, industry-wide, change which will likely have far reaching effects on the global shipping industry for many years to come. Given the scale of the extra costs triggered by the new regulation and the carriers’ expectations that their pricing and fuel charge mechanism with customers must be restructured, there is a need for carriers to address the transparency concerns expressed by their customers”*.

The rules, drawn up by the U.N. International Maritime Organization (IMO), will ban ships using fuel with a sulphur content higher than 0.5 percent, compared to 3.5 percent now, unless a vessel has equipment to clean up its sulphur emissions. Any vessels failing to comply will face fines, could find their insurance stops being valid and might be declared “unseaworthy” which would bar them from sailing.

Source: [Drewry](#)



Brexit Update

BREXIT NEGOTIATIONS UPDATE

Michel Barnier, chief EU negotiator on Brexit, said in a speech earlier this week that the EU is doing its best to reach a deal on the UK's orderly withdrawal. He reconfirmed that 80 to 85 % of the Withdrawal Agreement has now been agreed with the UK. However, there are remaining difficult issues to agree on including the governance of the Withdrawal Agreement and the geographical indications that are currently protected in the 28 EU Member States. Above all, there needs to be agreement on how to avoid a hard border between Ireland and Northern Ireland for political, human, and economic reasons.

Mr Barnier has repeated that a consequence of the choice of the UK to leave the EU is that there must be checks on goods travelling between the EU and the UK (customs and VAT checks and compliance checks with EU standards to protect consumers and businesses). Nonetheless, he has also stated that the EU is willing to have a future relation that can mitigate the necessary checks, or even make some unnecessary. For instance, a veterinary agreement would mean less frequent inspections of live animals. Barnier has also stated that the EU is open to the notion of having a Customs Union with the UK (which is not the same as being part of the EU Customs Union). Such a Customs Union would eliminate an important part of custom checks. The EU continues to have concerns about the UK's proposal for the future relationship, particularly around the distinction between goods and services under the common rule book and with respect to the Facilitated Customs Arrangement (FCA).

It is interesting to note that Dominic Raab, the UK Secretary of State for Exiting the European Union, stated on 9 October that the UK's White Paper proposals are the best way of ensuring there is continued frictionless trade in goods when Britain leaves the EU, whilst fulfilling the joint commitment to avoid a hard border between Northern Ireland and Ireland. The UK is sticking to its binary approach of the proposal that is on the table (the FCA) or a no-deal situation by March 2019.

Sources: [EU Commission](#), [UK Government](#)

Road

TRAN OPINION ON HDV CO2 EMISSION PERFORMANCE STANDARDS

On 8 October, the TRAN Committee considered the amendments that have been tabled to the draft opinion of MEP Henna Virkkunen (EPP, FI) on the proposed CO2 Emission Performance Standards for new HDVs and consequently adopted the draft opinion the following day with 37 votes in favour, 8 votes against and 2 abstentions. In her draft opinion, MEP Virkkunen supported the targets that have been proposed by the Commission, however, she favoured a well-to-wheel and a life-cycle approach.

During the consideration of amendments, it became evident that MEPs from S&D, the Greens and GUE/NGL were critical and had reservations towards the draft opinion of MEP Virkkunen, as well as the Commission's proposal. They argued that the Commission's proposal should be amended to become more ambitious, including an increase in the targets, especially considering the recent IPCC panel export findings. The TRAN Committee provides an opinion on the proposal, however, the ENVI Committee of the EP is in the lead.



The ENVI Committee assigned the file to Bas Eickhout (Greens/EFA, The Netherlands) as rapporteur. His draft report of 16 July 2018 would increase the emissions reduction target for new heavy-duty vehicles in 2025 to 20 % and the indicative target for 2030 to 45 %. It would set minimum binding shares for low and zero-emission vehicles (10 % from 2025 and 35 % from 2030) instead of super-credits, and would set 2030 as the date from which only zero-emission buses could be placed on the EU market. It would require the Commission to introduce an on-road in-service conformity test to ensure that real-world CO2 emissions and fuel consumption of heavy-duty vehicles do not exceed the monitoring data by more than 10 %. The Committee considered the draft report on 29 August 2018 and a vote will take place at the end of October.

CLECAT calls for the Commission proposal to be supported and strengthened by increasing the emissions reduction targets for 2025 and 2030 and taking measures to ensure that production of low- and zero-emission vehicles is boosted while also reducing emissions of traditionally-fuelled vehicles. This should be achieved through decreasing the cap on reductions by means of the zero- and low-emission factor to 2% and decreasing the maximum 'value' of a low-emission vehicle to 1.5 vehicles. CLECAT looks forward to the development of a Regulation which is ambitious, balanced and respectful of actual technological capabilities and investment cycles.

DIESEL BANS IN BERLIN

In a recent judgment, the Administrative Court of Berlin ruled that diesel-bans must be set-up for a number of street sections in Berlin by mid-2019. According to the Court's judgment, the Berlin Senate Administration will have to introduce a stricter clean-air plan that transposes the ruling into law and make the prohibition of diesel vehicles effective as of the end of June 2019.

The ban concerns parts of eleven road sections that are particularly affected by pollution and is applicable to all diesel cars and HDVs below falling within the categories of Euro 1 to Euro 5. Moreover, Berlin will have to examine whether bans should apply to additional road sections, amounting to 15km in length.

Prior to this judgment, the Berlin Senate Administration had already implemented measures to improve air quality, including the introduction of zones with a maximum of 30km/h. The case was initiated through an action of Environmental Action Germany (Deutsche Umwelthilfe), who have also been the initiators of legal suits in other German cities.

Sustainability

IPCC ON ACCELERATION OF EMISSIONS REDUCTION IN AVIATION

In the Special Report 2018 on the impacts of global warming of 1.5°C above pre-industrial levels and related global GHG emission pathways, that has been published by the Intergovernmental Panel on Climate Change (IPCC), it was highlighted that the aviation sector must accelerate its emission reductions to ensure that the targets of the Paris Agreement are achieved.

According to the report, the EU is currently not on target to keep global warming below the 2-degree Celsius commitment, and even further from the 1.5°C benchmark that has been agreed on in the Paris



Agreement of 2015. The report further emphasised that the transport sector is significantly lagging behind, while in contrast thereto, transformational change is taking place in the power sector.

The aviation sector accounts for 5% of global warming when taking into account CO₂ and the climate effects at altitude. However, there have been some doubts on the coverage of the aviation sector's international part in the scope of the Paris Agreement, as it has been argued that this has to be addressed on a global level through the UN International Civil Aviation Organization (ICAO). Nonetheless, the IPCC argues in its report that the reduction of emissions in the aviation sector, which is fast growing, is essential to meet the goals of the Paris Agreement. Furthermore, it claims that efficiency improvements alone will not be enough, and that without further action in the aviation sector, the goal of limiting a temperature increase to 1.5°C will be impossible to achieve.

You can find the report [here](#).

IATA REAFFIRMS CARBON COMMITMENTS

[IATA reaffirmed its commitment](#) to a sustainable future on the ten-year anniversary of the aviation industry agreeing an ambitious joint strategy for reducing carbon emissions.

Speaking at the Air Transport Action Group (ATAG) during the Global Sustainable Aviation Summit, Alexandre de Juniac, IATA's DG and CEO, said: *"Ten years ago, the entire aviation sector committed to a joint strategy for carbon-neutral growth and to work towards a carbon-free future. That was a daring goal. But with hard work and solid commitment of industry and government, carbon-neutral growth from 2020 will be a reality. And we are already looking beyond. By 2050 we will cut our net emissions to half 2005 levels"*. Furthermore, he noted that in the past decade, flying has become 20% more fuel-efficient.

It remains to be seen how the strategy will develop further in the future and whether the aviation sector can effectively respond to the IPCCs demands for further action to support the work towards the goal of the Paris Agreement.

Customs

EXTENSION OF THE UCC TRANSITIONAL PERIOD

This week was an important week for the implementation of the UCC. The European Court of Auditors published a report and recommendations concerning delays in the customs IT systems and several meetings were held in the European Parliament on the same topic. The IMCO Committee organised a workshop on 9 October during which CLECAT presented its views.

On 2 March 2018, the European Commission proposed an [amendment to article 278 of the UCC](#), which enables customs authorities and economic operators to continue using, until 2025 at the latest, already existing systems for the completion of certain customs formalities. While most of the new or upgraded electronic systems that are necessary to apply the provisions of the UCC will be operational by 2020, some electronic systems may not be fully completed until 2025 (mainly ICS2).

CLECAT has welcomed this proposal, because first of all, it is just a matter of reality that certain systems will not be ready by 2021, whether or not the legislation is amended. Having no realistic end



date would lead to more uncertainty for the private sector. Next to that the Members of CLECAT prefer good functioning and well implemented IT systems instead of hastily deployed and faulty systems, as these systems are crucial for duty and tax collection, protection of society and international trade. And lastly, every company will have to deal with the same IT implementations and especially SME's do not have the same resources as the Commission or Member States to do so. So, having everything at once is an extremely heavy burden on the private sector. On the other hand, CLECAT would not want a further extension than what is currently proposed. At some point companies need to be able to actually make their own business decisions and invest in and improve their own systems rather than dealing with updates and changes from governments.

On 11 October, the IMCO committee of the European Parliament approved the draft report of Mr Selimovic on the proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) No 952/2013 to prolong the transitional use of means other than the electronic data-processing techniques provided for in the Union Customs Code/ The report was adopted as amended, with 31 votes in favour, 3 against and 2 abstentions. The IMCO Committee accepted an extension of the transitional procedures carried on paper, before the achievement of a full changeover to electronic treatment of all customs transactions. IMCO also voted by the same majority in favour of opening interinstitutional negotiations.

[Live stream of CLECAT's presentation](#)

[CLECAT's presentation](#)

[More information on the legislative process from the EP](#)

COURT OF AUDITORS REPORT ON CUSTOMS IT SYSTEMS

In a report which was published on 10 October, entitled '[A series of delays in Customs IT systems: what went wrong?](#)' the European Court of Auditors (ECA) analysed whether the Customs 2020 programme, together with the related customs legislation, are likely to deliver the IT systems necessary for improving customs operations in the EU. It carried out this audit during the implementation stage with the view to contribute to the discussions on the next Customs programme, that will start in 2021. The Court examined whether the programme ensures that IT systems are implemented in a timely manner and, where applicable, the reasons for delay were identified.

In its report, the Court of Auditors found that the delays are due to several factors, in particular: changing project scope, insufficient resources allocated by the EU and Member States, and a lengthy decision-making process due to the multi-layered governance structure. The Court also noted that the Commission did not report appropriately on delays, and that the Customs 2020 programme objectives and reporting arrangements are not suitable for monitoring the implementation of the IT systems.

The ECA recommended that the next Customs programme's objectives relate explicitly to the planned IT systems. The Court also recommended that when preparing the timelines and resource allocations, the Commission should ensure better that the lessons from previous programmes (such as risks related to the IT environment and project complexity) are duly taken into account. Lastly, the Court recommended that cooperative IT development between Member States should be more facilitated and that the Commission should streamline the governance of customs IT systems development. The Commission has accepted all recommendations and has already started to implement some of them.

CLECAT was invited to a stakeholder briefing and shared its views on the report with the ECA. CLECAT welcomed the report, as it recognises the conclusions and agrees with the recommendations.

Source: [European Court of Auditors](#)



REGISTERED EXPORTER SYSTEM (REX) UPDATE

The list of countries applying the Registered Exporter System has been updated by the Commission. The list remains very worrying because it shows that many of the beneficiary countries still have not applied for the REX system, despite the fact that the deadline for implementation has past or will soon pass.

The Registered Exporter system is the system of certification of origin of goods that applies in the Generalised System of Preference (GSP) of the European Union since 1 January 2017. It is based on a principle of self-certification by economic operators who will make out themselves so-called *statements on origin*. To be entitled to make out a statement on origin, an economic operator will have to be registered in a database by his competent authorities. The economic operator will become a "registered exporter". The REX system will progressively and completely replace the current system of origin certification based on certificates of origin issued by governmental authorities and on invoice declarations made out under certain conditions by economic operators.

When a beneficiary country starts the application of the REX system, the system of origin certification with certificates of origin Form A continues to apply in parallel for 12 months. In case those 12 months are insufficient for the beneficiary country to abandon the system with certificates of origin Form A, an extension of 6 additional months is possible. At the end of the transition period, consignments above 6 000 EUR will be entitled to GSP preferential tariff treatment in the EU only if accompanied by a statement on origin made out by a registered exporter.

The full list of countries and more information about REX is available at [Registered Exporter system](#)

EXTENSION OF DUTIES RUSSIA AND UKRAINE

The Commission has decided that the existing anti-dumping measures on Russian and Ukrainian imports of seamless pipes and tubes should stay in place for another five years to ensure fair conditions for EU producers. The duties range from 24.1% to 35.8% for imports from Russia and from 12.3% to 25.7% for imports from Ukraine. The decision is another example of the continued Commission's commitment to creating a level playing field for EU steel industry, with 52 trade defence measures currently in place on steel and iron products.

The investigation to review of the measures was conducted upon request from the European Steel Tube Association (ESTA). It showed that significant dumping from both Russia and Ukraine had continued over the previous period (over 30% for Russia, and over 20% for Ukraine) and, if the measures were to lapse, it is likely that significant quantities of dumped Russian and Ukrainian exports would again be directed to the EU market threatening the EU pipe and tubes producers, based among others in Czech Republic, France, Germany and Italy. The decision helps therefore preserving jobs in a sector that employs today over 13,000 Europeans.

Source: [EU Commission, DG Trade](#)

NEW EU ACTION PLAN ON INTELLECTUAL PROPERTY RIGHTS

On 9 October, the Council endorsed a new EU customs action plan to combat infringements of intellectual property rights (IPR). The new action plan will cover the years 2018 to 2022. It should ensure effective enforcement of IPR, tackle trade of IPR infringing goods throughout the international



supply chain and strengthen cooperation in this area with the European Observatory as well as relevant law enforcement authorities. The Commission is invited to prepare a roadmap by Spring 2019 on the implementation of the new action plan, as well as to monitor this implementation and to submit annual reports to the Council.

Source: [European Council](#)

CUSTOMS SINGLE WINDOW CONSULTATION

A public consultation on the EU Single Window environment for customs initiatives has been launched on the 9th October. The consultation period will last until the 16th of January 2019. The main purpose of the consultation is to gather feedback from businesses, individuals, and other interested parties on a possible EU initiative on an EU Single Window Environment for Customs. The results will feed into the impact assessment for a potential future initiative on an EU Single Window Environment for Customs.

[Public Consultation Customs Single Window](#)

EXPORT CONTROL FORUM 2018 – SAVE THE DATE

The European Commission and the Austrian Presidency of the Council are organising an Export Control Forum on 13 December 2018 in Brussels to which EU Member States, the European Parliament, industry and civil society are invited. The 2018 Export Control Forum will provide an opportunity to exchange information about ongoing export control implementation in the EU, and to review the state of play of the legislative process regarding the proposal for a modernisation of EU export controls.

The 2018 Export Control Forum will be opened by representatives of the Commission, the Presidency and the European Parliament, and will convene selected panels of experts, to be followed by open dialogue with the stakeholders. The Forum will be held at 13 December 2018 in Brussels.

Source: [EU Commission, DG Trade](#)

2018 CUSTOMS FORUM – CADIZ



CLECAT participated last week in the “Foro Aduanero 2018”, the 2018 Customs Forum organised by the Spanish Association of Customs Agents. The well attended and well documented event took place in Cadiz from 4-7 October. The President of the Consejo Mr Antonio Llobet introduced a broad range of speakers from the private and public sector as well as from international law and academic forums.

Irene Guardiola who is representing the CCGA in the Customs Institute in CLECAT made a presentation addressing the challenges the sector is facing in view of Brexit, more sanctions, other restrictions and more focus on export controls. She also addressed the implementation of the UCC and the new important legal improvements which were adopted over the Summer period (e.g. waiver for guarantees & definition of exporter). Nonetheless discussions on interpretation and harmonisation are still ongoing. The new UCC is in line with Lisbon treaty and the Commission has more power to ensure harmonisation through the Delegated Act. However, still a lot



of room for national interpretation. As Member States have full responsibility and liability for the collection of the duties and other taxes on goods at the border full harmonisation remains a challenge.

FEDESPEDI CUSTOMS EVENT

Yesterday, FEDESPEDI, the Italian Freight Forwarder's Association, organised an event entitled 'Customs Law, Competitiveness and Protectionism – What Perspectives for International Trade?' in Milan, Italy. The event marked the end of the second training programme for persons responsible for customs matters which is organised by FEDESPEDI and accredited by the Italian Customs Agency. During the event high-level speakers from the public and private sector presented their views regarding the future of international trade.

On the occasion of the AEO's 10-Year Anniversary, Dr Cinzia Bricca, Vice Director Central of the Italian Customs Agency provided the participants with an overview of the history of the AEO programme as well as the benefits that it provides.

The President of CLECAT, Mr Steve Parker, was invited to the panel of speakers where he presented the current customs landscape and provided an outlook on the possible implications of Brexit for customs and trade.

The Customs Decision System was presented by Mr Lorenzo Clemente, Regional Director for Lombardy of the Italian Customs Agency. The possible impact of Brexit and neo-protectionism, leading to an increase of tariff barriers were presented by Mr Giovanni de Mari, President of Italian Customs Brokers Association CNSD. The event was concluded by FEDESPEDI's president, Roberto Alberti, who announced the delivery of certificates to the participants of the training course on customs matters.

General

EU TRANSPORT IN FIGURES

The European Commission's DG MOVE has published the statistical pocketbook for 2018 on 'EU Transport in figures', which provides an overview of the most recent and the most pertinent annual transport-related statistics in Europe, covering all 28 EU Member States, as well as the current EU candidate countries and the EFTA countries as far as possible.

In 2016, it was monitored that goods in the EU were transported by the modes in the following modal split:

- Road: 49.3%
- Sea: 32.3%
- Rail: 11.2%
- Inland Waterways: 4.0%
- Pipelines: 3.1%
- Air: 0.1%

The pocketbook also gives an overview of the modal split of freight transport on land transport by country.

The Statistical Pocketbook of the Commission is available [here](#).



UNCTAD REVIEW OF MARITIME TRANSPORT 2018

The United Nations Conference on Trade and Development (UNCTAD) has published its review of maritime transport for 2018, in which it identified seven key trends that are currently redefining the maritime transport landscape and shaping the sector's outlook. The identified trends entail challenges and opportunities which require continued monitoring and assessment for sound and effective policymaking. The following trends have been identified:

1. Uncertainty arising from wide-ranging geopolitical, economic and trade policy risks; especially inward-looking policies and rising protectionism
2. Digitalisation, e-Commerce, and the implementation of the Belt and Road Initiative
3. Ordering excessive new capacity
4. Increased liner shipping consolidation through mergers and alliances
5. Relationship between ports and container shipping lines
6. Scale and the increasing relevance of technological advances
7. Efforts to curb the carbon footprint and improve the environmental performance

You can find the UNCTAD review [here](#).

Forthcoming events

CLECAT MEETINGS

CLECAT SECURITY/AIR Institute Meeting

24 October, Brussels, Belgium

CLECAT Board/GA Meeting

14 November, Brussels, Belgium

CLECAT Rail Institute Meeting

14 November, Brussels, Belgium

FFF2018 – CUSTOMS, TRADE and SKILLS – What's the Deal?

15 November, Brussels, Belgium

CITI Customs Indirect Taxation Institute meeting

16 November, Brussels, Belgium

OTHER EVENTS WITH CLECAT PARTICIPATION

LEARN GENERAL ASSEMBLY

25-26 October, Zaragoza, Spain

SELIS Workshop: Digital Logistics

25 October, Brussels



Final Conference of the EU-funded study on Safe and Secure Parking Places for trucks
6 November, Brussels

ELP event on EurAsian Landbridge
7 November, Brussels

Intermodal Conference: Solutions for Enhancing Reliability in Inland Chains
7 November, Rotterdam

EP/COUNCIL MEETINGS

European Parliament Plenary Session
22-25 October, Strasbourg

European Parliament TRAN Committee
15 October, Brussels
25 October, Strasbourg

European Transport Council
29-30 October, Graz
3 December, Brussels

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