

Minutes of the Digital Transport and Logistics Forum (DTLF)
3rd Plenary session

Brussels, 16 March 2016

Welcome by the Chairman

The third plenary meeting of the Forum was chaired by the Head of Unit D1, Maritime Transport and Logistics, DG MOVE. The Chair welcomed the members of the Forum and expressed satisfaction with the interest raised by the DTLF, including outside of the Forum. Moreover, he referred to numerous initiatives taking place outside of the Forum for the optimization of transport and logistics through digital processes notably within specific modes of transport. In this context, the DTLF is particularly valuable in promoting multimodal exchanges and sharing of information among varied stakeholders. The plenary meetings of the Forum provide the opportunity to share progress among the sub-groups and teams.

Adoption of the agenda

The Chair proposed an amendment to the agenda: the presentation of sub-group 2 was anticipated; the rest of the agenda remained unchanged.

Adoption of the minutes of the second DTLF plenary meeting

The members of the Forum adopted the minutes of the second plenary meeting. The minutes were uploaded mid-November to the expert group registry and the DTLF online collaboration tool.

1. Presentations of sub-group 2(SG2) – Cargo flows optimization along corridors

Rapporteur from Hamburg Port Authority

- a. Presentation of the progress in the sub-group**, given by the representative of Hamburg Port Authority

The rapporteur summarized the progress of the team and highlighted good engagement of stakeholders in the work of the sub-group.

The **objectives of SG2** are defined in the mandate of the subgroup as the identification of obstacles (technical, legal and administrative) that could be addressed by better access and availability of information in order to smoothen the flow of cargo flows along TEN-T transport corridors. SG2 should also propose short-, medium-, and long-term measures to overcome the identified barriers. These proposed measures should aim to increase interoperability and interconnectivity of digital systems and services across all TEN-T corridors. Implementation of these measures could be initiated under

subsequent initiatives and projects. Finally, these measures could be evaluated according to an evaluation plan created by SG2.

The **scope of SG2** covers the flow of cargo along TEN-T transport corridors. As a starting point of the methodology developed for the work of this subgroup, the decision was made to select a single corridor and apply the approach, identify needs and opportunities of business processes in the corridor, and finally develop business solutions. Transferability to other corridors would then be looked into.

The **work methodology of SG 2** is organized around 7 steps until the end of 2017:

1. **Corridor mapping** with the stakeholders represented in the Forum, with expertise covering the whole supply chain in all transport modes (Deliverable A1, between 24 November 2015 and 31 January 2016).
2. **As-Is survey** (Deliverable A2, between 31 January 2016 and 30 April 2016). The survey is now online, Forum members are invited to participate and share the survey to members.
3. **Identification of possible business cases**, prioritizing obstacles and bottlenecks and elaborating a ranking of top issues on which to elaborate a business case in the next step.
4. **Business cases description** (Deliverable A3, between 30 April 2016 and 31 July 2016). Business cases will cover information on problems of supply chain encountered and possibly identify technology to be used to cope with the problems.
5. **Business case(s) analysis** (Deliverable A4, between 31 July 2016 and 30 June 2017), perhaps requiring expert interviews.
6. **Recommendations** will be formulated as a result of business cases analysis for the short-, medium- and long-term.
7. **Best practices and lessons-learned** (Deliverable A5, between 30 June 2017 and 1 December 2017) will be drawn in order to replicate and transfer methodologies and approaches developed to other corridors. The proof of methodology, results and lessons-learned will be consolidated into the Final Report.

The **timeline for the work** of SG2 is subject to change according to progress of the sub-group.

The working methodology necessitates high **engagement of members of sub-group**. The chosen methodology was agreed upon by the sub-group in order to ensure necessary engagement for all activities. Before the start of each activity, the sub-group will nominate the Activity Leader. A call for participants to the core team (10-15 members representing different areas of expertise to cover the area of analysis) will then be launched. The working mode for collaboration among the core team (face-to-face meetings, workshops, correspondence, online conferences, etc.) is defined by the Activity Leader. Results are then consolidated and communicated to the sub-group and at plenary level.

The rapporteur presented **first results** of the sub-group:

- The mandate and roadmap had been approved by the sub-group;
- The corridor mapping had been completed and a pilot corridor (the Scan-Med Corridor) has been selected as a result. Criteria for the selection of the pilot corridor included cross-border coverage, representativeness among Forum members, representativeness of the different

transport modes, volume of cargo flow, maturity of infrastructure and IT, representation of deep sea/short sea as well as urban interface.

- The As-Is survey had been designed by the core team and launched on 10 March. It should take around 30 minutes to complete, with answer choices proposed and the possibility to provide free text. It will be online until 31 March.
- Quality of information and responses to the survey from Forum Members providing a sound understanding of the business process (IT digital infrastructures, bottlenecks related to interoperability, etc.) will be essential for the future work of the sub-group and, in particular, the business case on the selected corridor.

The rapporteur finished the presentation by detailing the **next steps**: from 31 March, survey responses would be analyzed and by 30 April the As-Is analysis report would be made available to the Forum. The business case description will start y 2 May and follow the same process and work methodology as the previous activity. Interested Forum Members are invited to already approach representatives of DG MOVE.

b. Case study: Hamburg as a logistics node, Datenkommunikationssystem (DAKOSY)

DAKOSY representative, presented both a case study (import via the port of Hamburg) and an example of best practice (export customs procedures at sea and airports). These aimed at illustrating possible outcomes of SG2. The cases presented business processes that can be facilitated by digital tools (e.g. messages, interfaces and exchange infrastructures).

The **case study** examines the process of imported goods coming by ship to the port Hamburg, with a short transport chain covering three modes: incoming transport by ship, transport by truck between terminals and transport to the hinterland by rail. The information chain is more complex, with significant information exchange between all involved partners (forwarder, carriers, terminal, customs and other authorities) during the different phases of the transport process (pre-advice, close to port, port). These information exchanges have been condensed for the purpose of the presentation.

In the case of import through the port of Hamburg, traffic congestion at the terminal gate is identified as an example of bottleneck and gap in the information chain. Two solutions are identified as well: mandatory slot booking from June 2016 as well as active and real-time Traffic Management based on infrastructure and logistic data.

The case study allows drawing some lessons learnt: the transport chain and the supporting information chain allow for real supply chain management. Identifying bottlenecks and gaps and working on them together with the partners in the transport chain is crucial.

Best practices presented include an example customs export procedure from the Seaport of Hamburg and the Airport of Frankfurt. Once analyzed, these processes may be transferred to other modes of transport.

c. Group discussion on the work of SG2

On the quality of data exchanges: Port of Rotterdam commented on the port community system in most ports in Europe and expresses concerns with the quality of input data, noting that accurate data is mandatory for customs only and forwarders often have limited incentive to provide accurate and up-to-date information in a timely manner for other parties. Hamburg Port Authority mentioned that data quality is directly related to the work of port communities and authorities. In Hamburg, the focus is on convincing actors that data exchange is based on a give-and-take principle in the community for good collaboration among stakeholders. The representative of DAKOSY, added that working groups meet each other on a very regular basis in Hamburg to discuss data exchanges and that those who do not share information will run into problems in their transport process, for example with automated customs declarations. The Federation of European Private Port Operators (FEPORT) intervened on behalf of terminal operators and stated that if information is not communicated at the right level, it creates a bottleneck in itself. The DAKOSY representative mentioned that, in Hamburg, every single movement of container by terminal operators is filed in the system and reported to customs. Transport et logistique de France (TLF) reinforced the point, mentioning that, in France, there are currently two single windows, one for air and one for maritime. The information process along the chain can be successful through true collaborative works between all stakeholders and government agencies, including customs, with clearly defined roles for all stakeholders in terms of providing data. International Road Transport Union (IRU) recognized that data is not always made available for road transport as it is currently not possible to fully digitalize information: trucks must still provide papers documents to authorities, in particular for road-side checks. Hamburg Port Authority welcomed this intervention, and specifies that similar comments are sought through the survey of SG2. GS1 mentioned that, with the global dimension of maritime transport, shippers have strong needs for harmonization and standardization of data elements and data exchanges across the different nodes touched by international supply chains. The Chair, reaffirmed that when looking into standards, the sub-groups will use as much as possible standards developed globally that are widely available, in order to avoid duplication of work. Port of Rotterdam mentioned that customs legislation provides a strong incentive to provide accurate information; SG2 could think about incentives for all parties to provide more quality data. DG TAXUD took the opportunity to summarize recent developments regarding customs legislation: as of 1 May, the Union Customs Code (UCC) will come into effect, supplemented with delegated acts and implementing acts, with annexes providing baseline data. While much work will need to be done to adapt systems and to ensure proper communication of these data elements, legislation can help to tackle issues of data quality and data standards. Chalmers University of Sweden commented that when talking about digital information that is accessed by numerous parties at the same time, the origin of data is always important but that the sub-group should by all means avoid a hierarchy of data.

2. Presentations of sub-group 1 (SG1)– Electronic transport documents

Rapporteur: European Shippers' Council (ESC)

a. Presentation on e-signatures: legal framework and technical specifications, by a representative from the European Commission, DG CNECT

The purpose of presentation was to show all different tools under the eIDAS Regulation (Regulation EU/910/2014), in particular e-signature, and how it can help digitalize transport documents. It started off with reaffirming **key principles of the eIDAS Regulation**, mentioning first and foremost that the regulation does not impose the use of eID and trust services.

On eID, while Member States decide on the use or introduction of means for electronic identification, cross-border mutual recognition of eIDs is mandatory for the access to public services with the obligation on Member States to recognize means and schemes communicated to the European Commission. The principle of reciprocity relies on liability rules and different levels of assurance, detailed in implementing decisions and implementing regulations. An Interoperability framework is set up to ensure technical interoperability. The Regulation introduces working groups for cooperation between Member States on this issue. Full autonomy remains for the private sector. Access to authentication capabilities is free of charge for public sector bodies and based on national rules for private sector relying parties.

On trust services, there are several horizontal principles applicable to all trust services (including e-signatures, e-seals, time stamping, electronic registered delivery services and website authentication, as defined in Art. 3 (16)). In particular, the eIDAS Regulation sets out the following key principles regarding trust services: non-discrimination in Courts of electronic trust services vis-à-vis their paper equivalent, specific legal effects associated to qualified trust services and non-mandatory technical standards ensuring presumption of compliance (technological neutrality).

DG CNECT Representative explained how e-signature could be used in the context of transport. Electronic signature is defined as data in electronic form which are attached to or logically associated with other electronic data and which are used by the signatory to sign (Art. 3 (10)). This definition aims at highlighting distinctions between the tools covered by the eIDAS Regulation. The legal framework for e-signature provides a solution for the issue of signature of e-documents for transport, resulting in a high level of legal certainty for electronic transport documents:

- The equivalence of qualified eSignature with hand-written signature (Art. 25 (2));
- Requirement to identify verification when issuing a qualified certificate (Art.32 & 33-40);
- Cross border validity of e-signature (Art. 25 (3)).

Implementing acts were adopted as well as regards trust services, comprising in particular:

- The Implementing Decision 2015/1505 outlining technical specifications and formats relating to trusted lists (art. 22.5),

- The Implementing Decision 2015/1506 defining **specifications relating to formats of advanced electronic signatures and seals to be recognised by public sector bodies** (art. 27.5 & 37.5).

The eIDAS Regulation entered into force in September 2014. From an application perspective, the timeline is the following:

- For eID, voluntary cross-border recognition is applicable between September 2015 and September 2018. From September 2018, cross-border recognition will be mandatory for Member States.
- For trust services, the eIDAS rules will be applicable from 1 July 2016.

Additional information has been compiled in a recently published set of FAQs by DG CNECT (<http://ec.europa.eu/digital-agenda/en/trust-services-and-eid>).

Discussion on e-signature: INTTRA inquired about practical examples, if any, regarding the implementation in the field. DG CNECT Representative clarified that while cross-border recognition for eIDAS will be mandatory from 2018, e-signatures will have to be recognized as from July 2016. From digital point of view, e-registered delivery is used in several Member States, not only by authorities to citizens and business, notably for invoicing. United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT) mentioned that recommendation on electronic authentication of trade documents have already been developed and insists on the fact that European Commission DGs should work closely together and ensure links with global projects. DG CNECT representative explained that the legal effects of tools provided by eIDAS will be considered (as per the request of BE, FR, AT, IT) on the occasion of a symposium in April 2016, and will in particular take on board work at international level through the United Nations' General Assembly.

b. Introduction to progress in sub-group 1 and its teams, European Shippers' Council Representative

The rapporteur reaffirmed the vision that the DTLF is a mean and instrument to contribute to the flow of goods in the most efficient and effective way, through collaboration and the best use of available technology. On the occasion of the first sub-group meetings in November 2015, the mandate, teams and work methodology of SG1 were confirmed.

As per its **mandate**, the sub-group aims to address the question of how to improve the use of electronic transport documents. It aims at formulating recommendations and solutions that can be adopted by authorities and the industry, through collaboration, cross-fertilization and mutual learning from respective expertise of sub-group members. Team 1 (T1) was established to consider the acceptance of "digital" as medium for transport documents accompanying goods, Team 2 (T2) focuses on the harmonization of documents and data between transport modes (focusing here again on the waybills), while Team 3 (T3) examines transport documents accompanying vehicles (not related to goods).

In the first phase of work, between December 2015 and March 2016, T1 has developed a survey on the acceptance of digital transport documents (including questions from T3), T2 has begun to map

documents across modes, looking into ways of moving towards further harmonisation, and T3 has begun listing vehicle-related documents for which progress in terms of digitalization could be expected.

Physical team meetings were organized by T3 on 18 February 2016 and by T1 on 19 February 2016.

c. Presentations Sub-group 1 – Team 1 - Acceptance of e-transport documents

1. Presentation of the progress in the SG1 T1, by the team leader of T1

The team leader introduced the team and explained that for the first phase of the work, representatives of each mode of transport had been particularly active.

The **work programme** for T1 is planned in 3 phases: a first phase to understand the acceptance and barriers to the acceptance of electronic transport documents, a second phase to find solutions and exchange best practices between Member States and with the industry and a third phase to formulate recommendations towards the European Commission, Member States and the industry for higher uptake of e-transport documents. Milestones have been identified for 2016, with the possibility to adapt work and processes according to results.

The first phase of work is now well underway, with a preliminary report on the results of the first task of the team: a survey on the acceptance of electronic transport documents. The objective of the survey is to understand the status of acceptance of electronic transport documents, focusing on waybills, for each mode of transport in each Member State. The survey considers both barriers to their acceptance as well as seeks to identify existing best practices. It also includes questions on e-signature and other transport documents (related to the work of T3). It is noted that, as obtaining a solid understanding of the situation in Member States is crucial for the next steps, the team will continue throughout the duration of the Forum to gather input and update reported results accordingly.

A first version of the draft report presents preliminary results per mode of transport gathered until 4 March 2016, with input gathered from Member States and industry stakeholders covering the situation in 22 Member States. It will be circulated to Forum Members in the coming weeks.

Next steps for T1 include a team meeting on best practices planned for the first semester 2016, a study on key success factors and possible barriers by May/June and draft recommendations by June.

2. eCMR pilot project, Ministry of Transport of Belgium

The speaker presented a pilot project on eCMR that will be launched in the coming months in Belgium. Belgium explained the rationale behind the pilot project by recognizing the **advantages of eCMR**: increased efficiency and transparency for users (through automated creation, management and archiving of documents), enhanced control services through long-distance control services, risk analysis and incident management as well as environmental benefits. Despite these recognized advantages, there are also **uncertainties related to the eCMR** and questions (legal, technical, financial) concerning practical implementation. The pilot project will allow to address these questions as well as explore and test

possibilities without exposing authorities and industry users to excessive risk. In particular, the pilot project will allow to:

- Gather field experience and data from operational use (learning what to expect);
- Leave possibilities open (no narrowing down of the system by excessive regulation on the form);
- See and test different systems in practice before adapting legislation to this situation.

The **requirements** for the pilot include full transparency and controllability. For this reason, the pilot will focus on national transport, known software, software providers and companies, with access to the databases by administration (Ministry of Transport). All parties will be informed of any change and irregularities and possibility to kick out any unfair players will remain open throughout the pilot. In return, involved parties are guaranteed the use of the eCMR as alternative to the paper version for a minimum period of 3 years (in Belgium).

In practice, a legal text would take into account requirements of the eCMR protocol as well as the requirements for proper functioning and control (unique number, periodical transmission by providers of full list of eCMR in their software, obligation to keep eCMR for 5 years, minimum data, and possibility for recipients to obtain a paper copy).

The first phase of the pilot project will consist of monitoring different services in use (expanding knowledge) and evaluating the functioning of the eCMR in practice by companies and control services. A second phase of the project will consist of fine-tuning the rules, if necessary, and testing the new rules in practice again. Finally, a third phase would allow for the geographical expansion of the system, with for instance neighboring Member States or at EU level. The biggest obstacle at this stage for geographical expansion is that the transparency introduced at national level would also need to be extended to other Member States.

3. Group discussion on the acceptance of electronic transport documents

A question is raised on Blockchain technology and the possibility of sharing electronic transport documents in a virtually tamper-free, peer-to-peer encrypted environment. Belgium clarifies that the security concerns for eCMR are not so much about databases and exchanges between contracting parties but about roadside controls and the possibility of using altered images of valid electronic documents. The Association of European Vehicle Logistics (ECG) inquired about the timeline and decision process in Belgium between the adoption of the eCMR protocol in 2011 and the launch of the pilot project in 2016. Belgium clarifies that it had planned to ratify the protocol, but numerous questions were raised by authorities and industry stakeholders about the risks, investments and interoperability concerns, in the absence of standards for eCMR. Luxembourg, who is looking into cooperation with Belgium on this topic, expresses similar concerns as Belgium and insists that adopting eCMR makes sense for small countries only if it is working at least at an EU level. To that extent, it would be good to harmonise at an EU level the standards used for eCMR implementation, and to encourage further Member States to ratify the eCMR protocol. The question of a possible EU legislation on this topic was raised. Several Forum Members also expressed interest in hearing about the implementation experience

of Member States that have ratified the protocol and how they overcame identified difficulties. The International Road Transport Union (IRU) specified that the workshop envisaged by T1 in the first semester 2016 aims, amongst other objectives, to share experience of Member States that have ratified the eCMR protocol.

d. Presentations Subgroup 1 – Team 2 – Multimodal transport documents

Team leaders: Lufthansa Representative / Planung Transport Verkehr Group Representative

1. Presentation of the progress in the team, by the team leader

The team leader presented the **working approach** chosen by T2, based on the following steps:

- Focus on waybills per mode;
- Analysis of air waybill as reference;
- Compare elements from other modes with air and each other;
- Address issues and specifics:
 - Process and stakeholders involved;
 - Information needs and requirements;
 - Legal (not mandate but possibly relevant).

The **timeline** for T2 is based on an iterative process, with a screening of different documents. The documents used in the various modes will be analysed and compared, with a view to issuing conclusions and to formulating recommendations with a view to possible further harmonisation. T2 is currently in an ongoing analysis and comparison phase until the summer break. First conclusions and recommendations will be presented in the next plenary meeting.

The team leader presented the **status and progress** of work undertaken by T2 so far. T2 started with the analysis of messages used in air freight transport. In parallel, documents from other transport modes are being screened. The team is also looking at business models and commercial practices and information specifics related to different modes. The objective is to identify common patterns and structures in electronic transport documents across modes: common terminologies across documents (static structure) and the potential of re-use of data within documents (dynamic – process) for multi-modal transport documents.

The immediate **next step** for T2 is to clarify the need for harmonization.

2. Presentation of United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT) project « MMT Multi-Modal Transport Data Reference Model »: objectives and first results, given by UN/CEFACT Domain Coordinator for transport and logistics

The Domain Coordinator introduced the project, its purpose and objectives. The Multi-Modal Transport Data Reference Model project builds upon the results of between 25 and 40 years of work, depending on whether this counts paper or only electronic documents works. The **purpose** of the MMT project is to

create a number of structured subsets of the United Nations (UN) Core Component Library (CCL) and to provide semantic links with **Electronic Data Interchange For Administration, Commerce and Transport (EDIFACT)** Implementations. The MMT project uses the idea of a data pipeline of information in line with the European Union (EU) Cassandra project and the EU Core project. The **objective** of the MMT project is to provide a syntax neutral reference data model to understand the relationship between data and support domain data exchange interoperability. The project also seeks to support Cross-Border Regulatory Interfaces, to provide migration paths from **UN/EDIFACT** and UN/Layout documents to align all these different formats as well as to provide mapping to related data models (e.g. WCO data model).

The project is led by UK Customs and co-led by a Member of the Forum (from TLF). The MMT project contributes to several projects and initiatives, including the CORE project. Several draft deliverables of the MMT project are currently available for review: the High-level Business Process Scope document, the Multimodal shipping Instruction message structure and the Multimodal data pipeline carrier message structure (in conjunction with the CORE project).

The UN/CEFACT Representative then presented the UN/CEFACT Buy/Ship/Pay (BSP) Business Process Reference Model, which the MMT Project is trying to link with data related with cross-border trade, transport and customs entities. Relationship between the Sales and Transport Service Contracts from the booking and order to the shipment and payment is mentioned as particularly relevant (for example, the trade details of the order, transaction details, packaging details and shipment details).

The UN/CEFACT Transport and Logistics Domain Scope covers commercial, operational and regulatory interface processes globally, based on principles of multi- and inter-modality for single and multiple consignments.

In particular, several clear definitions and relationships are being agreed upon and harmonized to provide a basis for semantic interoperability between electronic documents and to ensure quality of information exchanges:

- Party and Role Definitions (trade and transport);
- Semantic Anchors (shipment and consignment);
- Message Structures;
- Contextualized Code Subsets;
- Contextualized Business Rules.

Links with the works on-going in the DTLF should be further explored.

3. Group discussion on the multi-modal harmonization of transport documents

Inland Navigation Europe (INE) mentioned that it had been following the project for some time already and suggests that DTLF sub-groups consider the use of available data models and how to integrate this work into their efforts. A representative from the Netherlands inquired about whether the MMT project looked into similarities within eCMR documents. The UN/CEFACT representative responded that this intervention echoed a question from UN/CEFACT on the standards upon which the eCMR is built and

agreed it would be interesting to reuse in the UN project the electronic messages used in the eCMR. The International Road Transport Union (IRU) representative commented that there were no agreed upon standards between Member States and no regulation for this purpose yet, but that there is a clear need to ensure standardization between solutions currently being developed by the industry in parallel. This is a topic team 1 of the DTLF is currently looking into. The Netherlands Organisation for Applied Scientific Research (TNO) specifies that the Netherlands have national standards for eCMR derived from UBL standards. The UN/CEFACT representative pointed out that UBL standards have different definitions of shipment and consignment than those of UN/CEFACT and welcomed discussion this. Forum Members were reminded that the UN/CEFACT framework has been tested and proved to be valuable for several projects and initiatives. UN/CEFACT products can be used, free of charge, by all stakeholders. The INTTRA representative mentioned preparatory work carried out by The European Anti-Fraud Office (OLAF) to receive containers messages to increase security and safety screening of incoming containers and wonders how this is linked to work of the UN/CEFACT. DG TAXUD mentioned that TAXUD was working with OLAF on this initiative and added that UN data models and the Union Customs Code (UCC) have opened various possibilities for harmonization.

e. Presentation Subgroup 1 – Team 3 – Other transport documents

1. Presentation of the progress in the team, Team leader: Association for the Danish road transport of goods (ITD)

As previously mentioned, T3 covers other transport documents. The team leader clarifies that these documents could cover both documents related to the drivers and documents related to the means of transport (vehicle) and provides examples for both types of documents from the perspective of road transport. For now, T3 has been focusing on the latter type of documents, documents related to the means of transport. T3 has thus begun to identify these documents and to develop an inventory list of relevant documents. Next steps will include suggestions for standardization and suggestions for digitalization.

The speaker further presented the case for road transport. Registration certificates have been identified as the central document and contain data that is already standardized, based on Directive 1999/37/EC, amended by Directives 2003/127/EC, 2006/103/EC, 2013/22/EU and 2014/46/EU. SmartCard registration certificates are mentioned as a possible solution and EReg, the Association for European Vehicle and Driver Registration Authorities, published report in 2013 on the issue. The ITD representative summarizes the key points of work undertaken by EReg on SmartCard registration certificates, calling for more unity in Europe and detailing the international possibilities for SmartCard registration certificates.

Moreover, the speaker also presented preliminary results on the use of SmartCards and the implementation of Directive 2003/127/EC, gathered through the online survey launched by T1. Some Member States (AT, NL, SK) have already introduced SmartCards. Details will be gathered on the practical implementation in those countries as follow-up to the survey.

A similar process will be applied by T3 to other modes of transport, where relevant, with the support of mode representatives among T3 members.

3. Conclusions

The Chair concludes the meeting by reaffirming the significant added-value of gathering the Forum at plenary level to communicate on the work undertaken by sub-groups and teams and develop synergies between these groups as well as with developments and works carried out outside of the Forum. The progress achieved by the DTLF until now is encouraging and will need to be maintained in the coming months and years. The next plenary meeting of the Forum is planned for 20 September 2016. Until then, the DTLF will continue to work through the subgroups and the teams.

In addition, the Chair draws the attention of Forum Members to the TEN-T Days that will be held in Rotterdam in June, as these are events of general interest to Members of the Forum and could present opportunities for Forum Members to organize face-to-face meetings in parallel.

ANNEX – List of Participants

LIST OF PARTICIPANTS DATE: 16TH MARCH 2016, BRUSSELS

MEMBER STATES	
AUSTRIA	GERMANY
BELGIUM	ITALY
DENMARK	POLAND
ESTONIA	SPAIN
FINLAND	SWEDEN
FRANCE	THE NETHERLANDS

ORGANIZATIONS		
AENA	ERTICO	MARINTEK
ALICE	ESC	NAGEL GROUP

BDKEP & Händlerbund	ESPO	NLA
BSM	ETF	NORWEGIAN COASTAL ADMIN.
BUSINESS EUROPE	EUROPLATFORMS EEIG	OLTIS GROUP
CEN	FEDESPEDI	PUERTOS DEL ESTADO
CER	FEPOR	RINA SERVICES
CHALMERS UNIVERSITY	GS1	SIEMENS ITS
CLECAT	HACON	SKAL
CORREOS	HAMBURG PORT AUTHORITY	SWEDISH TRANSPORT ADMIN.
DEUTSCHE BAHN AG	ICCS	TLF
DEUTSCHE POST DHL	INDRA	TLN
ECASBA	INE	UNIFE
ECG	INTTRA	
ECSA	IPSCA	
EFIP	IRU	
ERFA	ITD	

OBSERVERS	
BIC	IKEA
BLUE GREEN STRATEGY	OSSERVATORI DIGITAL INNOVATION
DELOITTE	RENAULT
GDV	UNITED NATIONS
IBM	UN/CEFACT