



Newsletter – January 2025

The EU plan for competitiveness



The long awaited EU Competitiveness Compass has been published, and it will certainly be extensively commented in the coming weeks. Beyond its content, we may already collectively appreciate the fact that competitiveness is high on the EU agenda. We also hope that the intentions will be followed by concrete actions.

FEPORT welcomes that ports and the maritime industry are highlighted, in this important document, as crucial for the future EU economy.

The European Union's (EU) maritime cluster is indeed critical in the context of global competition in digital dominance and decarbonization. While the EU is not as prominent as the U.S. in digital technologies or as aggressive as China in renewable energy production, more than ever, we should act to become more autonomous and consolidate our strengths.

FEPORT welcomes the intention to adopt ambitious EU policies that will have a significant role in driving sustainability and innovation in the maritime sector. The future policies should be holistic and not fragmented.

The EU maritime cluster encompasses shipbuilding, shipping, ports, marine technology, and blue economy sectors. The EU is home to some of the world's leading shipping companies, innovative shipbuilders, and advanced port superstructure and infrastructure.

The EU maritime ecosystem serves as a bridge between digital innovation and decarbonization. However, it faces stiff competition.

Digital transformation requires significant investment which smaller operators may struggle to afford. And when implemented, increased digitalization may expose the maritime sector to cyber threats, requiring robust defences. The good news, however, is that solutions exist, and many companies are taking efficient measures.

In many respects, the EU maritime sector embodies the challenges faced by many industries in the EU. While thanks to their massive investments in digital innovation and energy projects the US and China currently dominate, the EU excels in sustainable technologies, and innovation.

The key component of the EU plan should therefore be investment in those sectors where we perform and export. Our leitmotiv should also be “we need an assertive and offensive EU” and “not a defensive and protectionist EU” as there is no progress without real competition.

A real public-private partnership at EU level is also needed as will be crucial more cooperation between research centres, academic institutions, and the private sector to ramp up in terms of innovation.

Last but not least, we need to invest in people, those who are everyday working in the EU and for the EU to maintain and enhance its competitiveness.

FEPOR Eighth Stakeholders' Conference: 9th April 2025

Ports Ahead: Navigating the future EU Maritime Industrial Strategy



Dear colleagues, Dear friends,

It will be our pleasure to welcome you on April 9th, 2025, at Residence Palace.

We are looking forward to having an interesting conference which will start at 9:30 am and last until 4:30 pm.

Looking forward to welcoming you!

08.01.2025 – Commission opens call for feedback on preliminary recommendations Platform on Sustainable Finance regarding taxonomy review - Brussels



PLATFORM ON
SUSTAINABLE FINANCE

On January 8th, the Platform on Sustainable Finance published a [draft report](#) containing preliminary recommendations on the following subjects:

- The review of the Climate Delegated Act
- The possible addition of new activities to the EU taxonomy which are currently not covered

The draft report is currently open to a call for feedback to which stakeholders can reply until February 5th. The draft does not constitute an official position of the Commission, but it will feed into policy discussions on the taxonomy, especially when it comes to proposals for simplification and the inclusion of new activities.

FEPOR is preparing a reply to the public consultation underlining the need for a proper inclusion of cargo handling equipment in the taxonomy criteria, while reducing the administrative burden that companies are currently subject to.

Source: European Commission and FEPOR

10.01.2025 - FEPOR and Partners Advocate for Stronger Rail Freight Frameworks – Brussels



FEPOR, alongside AERRL, CEFIC, CEPI, CLECAT, COCERAL, ECG, ERFA, ESC, EUROFER, UIP, and UIRR, has co-signed an open letter addressing the ongoing trilogue negotiations on the Railway Infrastructure Capacity Regulation.

The letter emphasizes the vital role of rail freight in sustaining European supply chains and the broader economy. Despite its significant potential, rail freight continues to face substantial challenges, particularly due to fragmented infrastructure management across national networks and the prioritization of passenger rail services.

To overcome these hurdles and advance the creation of a Single European Railway Area, the co-signatories have outlined seven key proposals:

- **Harmonised and Binding Frameworks:** Ensuring European frameworks for capacity management are binding and transparent.
- **Incentives for Efficient Capacity Use:** Introducing commercial conditions that prioritize capacity allocation for cross-border freight services.
- **Integrated Train Path Management:** Adopting a holistic approach to train path management, especially for cross-border routes involving multiple infrastructure managers.
- **Socio-Economic and Environmental Criteria:** Applying objective and harmonised European criteria for capacity allocation to enhance cross-border traffic management.
- **Governance and Performance KPIs:** Establishing a governance structure with key performance indicators, such as punctuality and border-crossing efficiency, to drive improvements.
- **Enhanced Stakeholder Involvement:** Providing capacity applicants with a decisive role through the establishment of a Rail User Platform for continuous consultation.
- **Improving Upon Existing Frameworks:** Strengthening the regulation to enhance the current Rail Freight Corridor framework without any regression.

The co-signatories urge institutional stakeholders involved in the trilogue negotiations to carefully consider these critical points, which are essential to the future competitiveness and sustainability of rail freight in Europe.

The open letter can be accessed [here](#).

09.01.2025 – EU Advances implementation eFTI Regulation - Brussels



The European Union has taken a significant step towards modernizing freight transport operations with the entry into force of the first set of implementing and delegated acts under the Electronic Freight Transport Information (eFTI) Regulation on January 9, 2025. This regulation will pave the way for the transition from paper-based documentation to standardized electronic

data exchange across all modes of transport, marking a major shift toward a more efficient, transparent, and sustainable logistics sector.

Next steps for the eFTI Regulation

- **January 2025:** Member States can begin developing IT systems in line with the first set of eFTI acts. These systems will enable authorities to digitally verify transport information, moving away from paper-based processes.
- **September 2025:** The European Commission will release additional implementation specifications that will outline the technical and functional requirements for eFTI platforms, as well as rules for certification and service providers.
- **January 2026:** eFTI platforms and service providers will prepare for operational activities. During this phase, national authorities may start accepting data stored on certified eFTI platforms for inspections.
- **July 2027:** The eFTI Regulation will be fully implemented, with Member State authorities required to accept electronically submitted transport information through certified platforms.

This move towards electronic freight documentation will not only reduce administrative burdens for transport operators and national authorities but will also enhance data security and ensure smoother compliance with both EU and national freight regulations. By July 2027, secure, certified eFTI platforms will streamline data exchange, making the freight transport sector more efficient and effective.

The eFTI Regulation represents a major leap forward in digitalizing freight transport across Europe, ensuring that the sector remains competitive and capable of meeting the challenges of the future.

Source: The European Commission

14.01.2025 – Port of Rotterdam and Port of Antwerp-Bruges present a joint study – Brussels

On 14 January, the Port of Rotterdam and Port of Antwerp-Bruges organized a joint event at the Solvay Library in Brussels to present the study "[Value Creation for Europe: A First Study on the Value Creation for Europe's Sustainable and Competitive Position of the Combined Ports of Rotterdam and Antwerp-Bruges.](#)" conducted by Erasmus UPT and VUB.

Larissa van der Lugt and Elvira Haezendonck highlighted the findings, emphasising how the synergy between these two major ports results in a combined impact that is "greater than the sum of its parts." This collaborative scale not only drives sustainability but also secures Europe's industrial future in an increasingly competitive global landscape.

14.01.2025 – EESC high level panel on Trans-European Transport Network (TEN-T) in ensuring resilience and preparedness for both civilian and military needs – Brussels

On 14 January, the European Economic and Social Committee organized a high-level panel discussion regarding the critical role of the Trans-European Transport Network (TEN-T) in ensuring resilience and preparedness for both civilian and military needs during times of crisis. The event brought speakers from NATO, the European Commission, and the Polish Ministry of Infrastructure, the Latvian Minister of Transport as well as representatives from trade associations.

The discussions echoed the perspectives evoked by Sauli Niinistö, former President of Finland, in his recent report on strengthening Europe's civilian and military preparedness. The report emphasises the importance of integrating civilian and military priorities to create a robust and agile infrastructure framework.

The broader range of dual-use infrastructures and capabilities, crucial in times of war or crisis, urgently requires upgrading. A notable example in this sense is the investment needed in the trans-European transport network (TEN-T) to ensure the swift movement of military forces. The updated TEN-T Network Regulation now requires Member States to take military mobility needs into account when building or upgrading infrastructure on the network.

On the other side, the civilian sector plays a crucial role in supporting efforts during major crises, with measures that benefit both civilian and military stakeholders. Enhanced dual-use and civil-military cooperation based on the EU framework also includes climate change challenges and energy security.

This dual approach calls for new funding possibilities with a view to improving both civilian and military mobility. Until now, the EU has invested through the Connecting Europe Facility EUR 1,7 billion in dual-use transport infrastructure to co-fund 95 military mobility projects in 21 countries. To be eligible for EU co-funding, transport infrastructure projects must be useful for both civilian and defence purposes and be planned along the trans-European transport network (TEN-T).

17.01.2025 – European Commission Proposes List of Excluded Non-EEA Container Transshipment Ports for FuelEU Maritime Compliance - Brussels



The European Commission has presented a draft implementing Regulation outlining non-EEA container transshipment ports excluded from the definition of 'port of call' under the FuelEU Maritime Regulation. The proposed list, mirroring the list of ports under ETS Maritime, omits Tanger Med (Morocco) and East Port Said (Egypt). This step is designed to prevent shipping companies from bypassing FuelEU requirements by reconfiguring their routes at the expense of ports in the EEA.

FuelEU Maritime, of which the phase-in started January 1, 2025, mandates a gradual reduction in greenhouse gas (GHG) intensity for vessels operating within EU ports, starting with a 2% reduction this year and increasing to 80% by 2050.

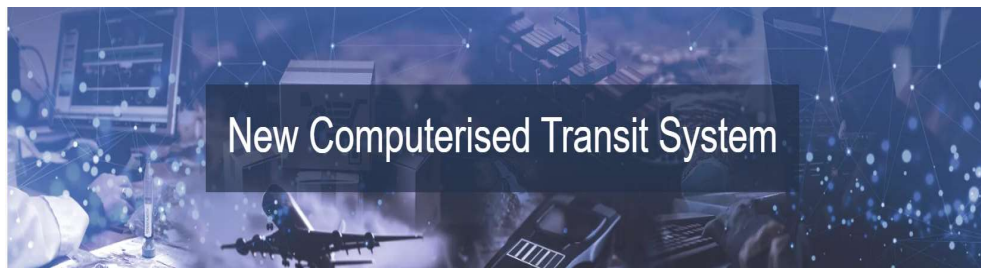
To enhance enforcement, the scope of the proposed implementing Regulation aligns with that of the ETS for maritime transport, applying consistent criteria to identify and exclude neighbouring ports posing a risk of traffic diversion.

The draft rules are open for feedback until February 11.

FEPOR is preparing a draft reply to this call for feedback, underlining that although the proposed list of excluded ports helps combating evasion, it does not suffice to deter shipping companies from rerouting strategies at the expense of business activities in ports in the EU.

Source: The European Commission and FEPOR

17.01.2025 - EU to Launch Enhanced update NCTS - Brussels



The European Union (EU) will roll out the latest version of the New Computerised Transit System (NCTS5) across all Member States on 21 January 2025, marking a major upgrade to customs transit processes under the Common Transit Convention (CTC).

NCTS simplifies the movement of goods between countries, ensuring customs duties and taxes are settled in the destination country. Operational since 2005, the system is used by 36 countries, including EU Member States and other CTC participants such as Norway, Switzerland, Turkey, and the United Kingdom.

NCTS5 introduces several key enhancements, including improved data requirements, mandatory six-digit commodity codes, and the ability to list multiple consignors and consignees in a single declaration. These updates are expected to streamline complex shipment management and reduce administrative burdens for businesses. From the implementation date, traders and logistics providers must ensure their systems comply with the new requirements by providing more detailed transit information.

Source: The European Commission and CLECAT

22.01.2025 – Transport sector requests EUR 9.5 billion for infrastructure projects on the TEN-T network via CEF – Brussels



The European Climate, Infrastructure and Environment Executive Agency (CINEA) has received 258 applications requesting more than EUR 9.5 billion in co-funding from the Connecting Europe Facility (CEF). This amount exceeds by almost four times the available budget for the 2024 CEF TRANSPORT calls, for which the application deadline was 21 January 2025. Applicants will be informed about their proposals' evaluation results in July this year, while the grant agreements for those projects that will be allocated funding are set to be signed by October.

The selected projects will contribute to the modernisation of transport sector in the EU, making mobility throughout the TEN-T network increasingly sustainable, smart and resilient to climate change.

FEPURT is of the opinion that the significant number of applicants and the large sum of requested funding are a clear signal of the CEF Transport's relevance, showcasing the need to maintain similar programmes in the future.

Source: CINEA and FEPURT

27.01.2024 – ESPO's and FEPURT's joint position paper on the proposed amendments to the Water Framework Directive (WFD) and Environmental Quality Standards Directive (EQSD) – Brussels



Ahead of the interinstitutional negotiations on the Integrated Water Management Directive proposal, European Seaports Organisation (ESPO) and FEPURT adopted a position paper calling on the co-legislators to consider the following recommendations.

- A balanced approach to pollution control for the entirety of the river basin is essential. The unique challenges faced by ports, such as the relocation of existing contamination through activities such as dredging and the management of drainage water, must be acknowledged.
- Operations addressing legacy pollutants should be excluded from the non-deterioration principle.
- Practical environmental quality standards for ubiquitous substances should be introduced, considering technological limits and natural remediation processes. Gaps in measurement techniques for reliable compliance assessments must be addressed.
- Transboundary cooperation must be strengthened by enhancing collaboration within International River Commissions to tackle upstream pollution sources. The current 'shift of responsibility' from original polluters to ports must be prevented, and source-based monitoring and remediation should be prioritised over end-of-pipe solutions.
- Mechanisms to reaffirm the 'polluter pays principle' must be established, to avoid such undue burdens on ports.
- Sustainable port growth should be supported by facilitating infrastructure development for the energy transition and TEN-T network expansion while meeting environmental goals.

The joint paper also called specific attention to the fact that **dredging is essential for maintaining navigability and infrastructure development**. Stricter EQS may complicate licensing procedures, hindering these activities. The proposed EQS for tributyltin (TBT), forms an example in this respect.

The joint paper can be accessed [here](#).

28.01.2025 – European Parliament Event - Zero Pollution in Action: Strengthening Pellet Regulation – Brussels



On the 28th of January, FEPORT attended an EP Event organised by Pew on the microplastics regulation proposal, in view of the upcoming triilogue negotiations.

The event was co-sponsored by MEPs including MEP César Luena (S&D), MEP Karin Karlsbro (Renew) and MEP Jutta Paulus (Greens)

MEP César Luena underlined in his opening remarks the need to maintain an ambitious approach in the trialogues, whereas MEP Karlsbro stressed the need for prevention. MEP Jutta Paulus pleaded in favour of an inclusion of the maritime sector and the labelling of containers.

The European Commission was represented by Ms. Emmanuelle Maire, Head of Unit DG ENVI B1, who explained the need for regulation as voluntary actions have not been delivering enough. She also pointed to responsibilities for operators to adopt a risk management plan and stressed operators are required to report in case of accidents causing pellet losses.

The event also featured speakers from several NGOs, such as Good Karma Projects, represented by Mr. Jordi Oliva, who stressed the need for all the actors in the supply chain ranging from the maritime sector to pellet producers to take appropriate action.

The perspective of certification bodies was provided by Martin Michelot representing TIC Council, while Ms. Morag Campbell presented on behalf of OSPAR who shone light on the organisation's recommendations and guidelines building on Operation Clean Sweep (OCS).

The closing remarks were provided by Ms. Natacha Tullis speaking on behalf of Pew, who stressed that the adoption of the regulation should lead to a clear chain of responsibility in case of pellet losses.

28.01.2025- ITF OECD Stakeholders' Consultations – Paris



Since 2007, the ITF Annual Consultation conducts a consultation of International Organisations to identify key topics in the transport sector.

Since 2016, the meetings also include an Annual Consultation on Gender and Transport, with the aim to gather focused input from ITF stakeholders regarding the integration of gender considerations into the Summit programme, as well as other aspects of ITF work.

This year the consultations took place on the 27th and 28th January 2025.

The 2025 ITF Annual Consultation with International Organisations focused on ITF's Priorities, and the forthcoming 2025 and 2026 Annual Summits. Many organizations and institutions attended the event among them FEPORT.

FEPORT Secretary General, Ms Lamia Kerdjoudj participated to the discussions and underlined the need to allocate time during the summit in Leipzig to topics such as the dual use of transport infrastructures, the mapping of new risks as well as the necessity to de-risk without decoupling.

29.01.2025 -The European Commission Releases the Competitiveness Compass - Brussels

The European Commission has released on the 29th of January 2025 the "Competitiveness Compass," a strategic framework aimed at enhancing the EU's economic dynamism and global competitiveness. The document emphasizes the need for innovation, decarbonization, and reducing dependencies to secure Europe's economic future. Here are the key points:

Key Objectives:

1. **Innovation-Led Productivity:** The EU aims to close the innovation gap by supporting start-ups, scaling up companies, and investing in advanced technologies like AI, quantum computing, and biotechnology. This focus on innovation is expected to drive productivity and economic growth.
2. **Decarbonization and Competitiveness:** Aligning environmental goals with economic strategies to ensure sustainable growth. The EU plans to accelerate the clean energy transition, promote electrification, and develop lead markets for low-carbon products. The Clean Industrial Deal will support energy-intensive industries in their transition to cleaner technologies.
3. **Reducing Dependencies and Increasing Security:** Enhancing economic security by reducing reliance on external suppliers and strengthening internal capabilities. The EU will focus on securing supply chains for critical raw materials, advanced technologies, and essential goods. Trade agreements and strategic partnerships will play a crucial role in this effort.
4. **Simplifying Regulation:** Reducing regulatory burden to make the EU a more attractive location for investment. The Commission aims to cut red tape, streamline administrative procedures, and ensure that regulations are proportionate and technology-neutral.
5. **Single Market Integration:** Removing barriers to the free flow of goods, services, capital, and people within the EU. The Horizontal Single Market Strategy will modernize governance frameworks and foster collaboration with Member States.
6. **Financing Competitiveness:** Mobilizing private investment and using public funding more effectively. The Strategy on a Savings and Investments Union will aim to channel household savings into productive investments and support innovation and infrastructure projects.
7. **Promoting Skills and Quality Jobs:** Investing in education, training, and lifelong learning to ensure a skilled workforce. The Union of Skills initiative will focus on future-proof skills creation, fair mobility, and attracting talent from third countries.

8. **Coordinated Policies:** Aligning national and EU policies to maximize impact. The Competitiveness Coordination Tool will help coordinate industrial and research policies and investments across Member States.

European Port Strategy and Industrial Maritime Strategy: Ports and the maritime industry are highlighted as crucial for the future EU economy. The strategy aims to leverage Europe's vast maritime area and coastline to boost innovation and economic growth. It includes promoting new blue technologies and clean energy production, which are essential for sustainable maritime operations.

The Competitiveness Compass sets a comprehensive agenda for enhancing the EU's economic competitiveness. By focusing on innovation, sustainability, and reducing dependencies, the EU aims to create a resilient and dynamic economic environment that supports growth and modernization across various sectors, including the port and maritime industry.

29.01.2025 - Annual Single Market and Competitiveness Report highlights challenges and opportunities to EU competitiveness - Brussels

On January 29th, the European Commission has published [the 2025 Annual Single Market and Competitiveness Report](#) analysing the strengths and weaknesses of the EU economy. It provides the analytical context for the Competitiveness Compass, an action plan that aims to reignite economic dynamism in Europe.

The report tracks the evolution of 22 key performance indicators, such as integration in the Single Market, Research and Development, expenditure and electricity prices. They are crucial for assessing the EU's competitiveness, identifying areas requiring special attention, such as completing the Single Market, closing the innovation gap, decarbonising industry, and reducing dependencies.

The main findings of the report are the following:

- The competitiveness of the EU economy faces mounting pressure from several angles, including high energy costs and overcapacities in third countries.
- The Single Market, home to 450 million consumers and 23 million companies, is at the core of the EU's long-term competitiveness. Nevertheless, persistent barriers in the Single Market hold it back from reaching its full potential. Regulatory burden is seen as an obstacle by two thirds of companies.
- Europe boasts stable investment spending, strong research activity and an ample talent pool. However, businesses struggle to scale up, Research and Development expenditure remains below peers and digitalisation progresses too slowly.
- Europe has a strong industrial base, but high energy prices weigh on its competitiveness. The decarbonisation of industry and energy systems as well as circularity is advancing but should accelerate.
- The EU maintains its position as the number one global exporter of services and number two exporter of goods. Still, strategic dependencies and non-market overcapacities in third countries merit careful monitoring.

Member's Corner

07.01.2025 - DP World Reinforces European Presence Amid Global Expansion Milestone – Constanta, Romania



DP World has reached a historic milestone, surpassing 100 million TEUs in container handling capacity globally since its inception. This achievement underscores the company's strategic investments of over USD 11 billion in infrastructure over the last decade. While DP World celebrates this global success, its recent developments across Europe highlight the company's critical role in strengthening the continent's trade and logistics network.

DP World's EUR 130 million investment in Romania marks a significant expansion in European trade. The Constanta terminal now hosts a specialized facility for heavy and complex cargo, along with a new roll-on, roll-off (RO-RO) terminal. Meanwhile, the Aiud logistics hub in Romania's industrial heartland is set to open in 2025, further enhancing intermodal transport and supply chain connectivity.

Source: DP World

07.01.2025 - HHLA Project Logistics Expands to Hamburg with Successful Rail Wagon Transshipment



HHLA Project Logistics, a subsidiary of Hamburger Hafen und Logistik AG (HHLA), has successfully completed its first cargo operation in the Port of Hamburg, marking a significant milestone in its expansion into the German market. Renowned for managing project cargoes in Asia, HHLA Project Logistics leveraged its expertise and the extensive HHLA Group network to execute this complex operation seamlessly.

The project involved the transshipment of six oversized passenger railway carriages, each measuring 17 to 22 meters in length and weighing between 20 and 47 tonnes, along with their

associated bogies. The rail wagons, manufactured in China, were shipped by sea to Hamburg and then transferred to the HHLA-operated O'Swaldkai terminal for onward transportation.

Upon arrival at the Wallmann & Co terminal, the carriages were transferred onto inland waterway vessels that transported them to O'Swaldkai. HHLA's subsidiary UNIKAI Lagerei- und Speditionsgesellschaft managed the handling operations at the terminal. Following customs clearance, the wagons were placed on O'Swaldkai's dedicated rail track, where they were assembled for their final journey by rail to the Czech Republic.

This operation highlights the Port of Hamburg's capabilities as a hub for complex logistics projects and reinforces HHLA's commitment to sustainable transport solutions. By prioritizing rail for the onward journey, the company demonstrated its dedication to reducing environmental impact and supporting the shift toward greener logistics.

HHLA Project Logistics specializes in transporting heavy and oversized cargo across the Caucasus region and Central Asia. Established in 2001 and headquartered in Poti, Georgia, a key hub along the historic Silk Road, the company offers tailored solutions for complex transit cargo operations. Its services are built on high standards of safety and quality, with ISO 9001 and ISO 14000 certifications. In addition to its Georgian headquarters, the company operates branches in Tbilisi (Georgia), Baku (Azerbaijan), and Almaty and Astana (Kazakhstan).

This successful transshipment marks a pivotal step for HHLA Project Logistics in establishing a foothold in Germany. By showcasing its operational excellence and leveraging the strategic advantages of the Port of Hamburg, the company has solidified its reputation as a reliable logistics partner capable of managing demanding international projects.

With this accomplishment, HHLA Project Logistics has not only demonstrated its ability to adapt to new markets but also contributed to reinforcing Hamburg's role as a leading logistics hub.

Source: HHLA

13.01.2025 - Contship Group's Hannibal Launches New Intermodal Service Between Italy and the Netherlands

Hannibal, the multimodal transport operator (MTO) of the Contship Group, has launched a new intermodal service connecting Rail Hub Milano in Melzo, Italy, with the Moerdijk terminal in the Netherlands. This service represents a significant step in bolstering trade relations between the two countries while enhancing sustainable logistics options for businesses.

The service, operated in collaboration with A2B-online, will initially offer three weekly round trips. Starting in April 2025, this frequency will increase to four round trips per week, providing greater flexibility and capacity for customers. Rail operations within Italy will be managed by Oceangate, a subsidiary of the Contship Group.

The selection of the Moerdijk terminal as the service's destination underscores its status as a critical multimodal hub. Boasting over 40 kilometers of roads, 35 kilometers of rail infrastructure, and five modes of transport, the terminal is a key gateway for international trade. It also offers seamless connections to various destinations in the United Kingdom, enhancing its strategic appeal.

In addition to providing faster transit times, the service offers an environmentally friendly alternative to traditional road transport. By shifting freight to rail, the initiative contributes to

significant reductions in CO2 emissions, aligning with the Contship Group's commitment to sustainability.

By introducing this service, Hannibal continues to adapt to the changing demands of the logistics market. The initiative underscores the company's dedication to offering reliable, innovative, and sustainable transport solutions, solidifying its position as a trusted partner in international freight transport.

With this latest addition to its network, Hannibal is further expanding the Contship Group's intermodal capabilities, promoting seamless trade flows across Europe, and reinforcing its leadership in multimodal logistics.

Source: Contship Group

FEPORT Meetings

04.02.2025 - Customs and Logistics Committee Meeting

12.02.2025 - Port Policy Committee Meeting

13.02.2025 - Board of Directors Meeting - Brussels

19.02.2025 - Environment, Safety and Security Committee Meeting

03.03.2025 - Social Affairs Committee Meeting

08.04.2025 - Board of Directors Meeting - Brussels

09.04.2025 - FEPORT Eighth Stakeholders' Conference - Residence Palace - Brussels

07.05.2025 - Customs and Logistics Committee Meeting

13.05.2025 - Environment, Safety and Security Committee Meeting

27.05.2025 - Port Policy Committee Meeting

03.06.2025 - Social Affairs Committee Meeting

19 -> 20.06.2025 - General Assembly- Naples

25.09.2025 - Board of Directors Meeting - Brussels

08.10.2025 - Environment, Safety and Security Committee Meeting

10.10.2025 - Port Policy Committee Meeting

14.10.2025 - Customs and Logistics Committee Meeting

28.10.2024 - Social Affairs Committee Meeting

04.12.2025 - Board of Directors Meetings - Brussels

04.12.2025 - General Assembly - Brussels

EU Institutions Meetings

European Parliament

European Parliament Plenary

20-23 January, Strasbourg

Environment Committee

23 January, Brussels

Transport Committee

29-30 January, Brussels

Council of the EU

Informal meeting of transport ministers

17-18 March, Warsaw

Informal meeting of environment ministers

28-29 April, Warsaw