



The Federation of European Private Port Companies and Terminals



## *Newsletter – October 2024*

### **Hearing Time**

As we await the confirmation hearings for the new Commissioner-designates, it's an opportune moment to reflect on the priorities they have outlined in the answers to the written questions submitted by MEPs from different committees, particularly those which relate to the maritime and port sectors. With a focus on sustainability, digitalisation, and global competitiveness, these priorities align with the pressing needs of Europe's Port Sector.

Mr Apostolos Tzitzikostas, the Commissioner-designate for Sustainable Transport and Tourism, has set ambitious goals aimed at transitioning the maritime sector towards sustainability. He plans to coordinate the preparation of a comprehensive EU Port Strategy, aimed at improving the security, sustainability, and competitiveness of EU ports. He has expressed a commitment to implementing the Naiades III Action Plan, which seeks to shift more goods onto inland waterways and promote zero-emission vessels and ports.

Digitalisation remains a cornerstone of the future port sector, with Commissioner-designate Tzitzikostas emphasising the development of the European Maritime Single Window Environment (EMSWe). This initiative aims to streamline freight transport and logistics, delivering substantial efficiency gains for ports and their operations. Such advancements align with the broader EU agenda of creating integrated, digitally enabled logistics chains that can enhance service delivery and responsiveness to market demands.

The strong statements on sustainability as well as digitalisation underscore the importance of a holistic approach across all segments which compose the maritime logistics sector i.e. upstream and downstream ports. We hope that this approach will also be reflected in the European Maritime Industrial Strategy that should also be inclusive of ports. Ports are not standalone entities. They are fully part of the maritime cluster and connected to the hinterland and all other modes of transport.

Additionally, the role of ports in enhancing military mobility has been emphasised by Andrius Kubilius, the Commissioner-designate for Defence and Space. His recognition of the importance of investing in logistics infrastructure, including ports, aligns with the EU's goal of ensuring economic security and resilience. This perspective integrates the dual-use nature of transport infrastructure, demonstrating how ports as part of the maritime logistics chain can contribute to both civilian and military purposes.

With a focus on innovative solutions, sustainable practices, and enhanced infrastructure, the port sector stands at the forefront of Europe's efforts to achieve economic growth and environmental responsibility. The hearings will be pivotal in determining how these priorities will be transformed into actionable policies and significant financial support.

We hope that dialogue between the different industries of the transport sector will be the trademark of the new incoming Commissioners and that will take place prior to new initiatives. This will probably be the best way to build meaningful and useful policies for a strong and competitive EU transport sector.

## OVERVIEW OF THE CONFIRMATION HEARINGS

MORNING 9.00-12.00	AFTERNOON 14.30-17.30	EVENING 18.30-21.30	MORNING 9.00-12.00	AFTERNOON 14.30-17.30	EVENING 18.30-21.30				
<b>Monday 4 November</b> The hearings of the Commissioners-designate will take place in the József Antall building, in rooms 202 and 402, at the times indicated. Each hearing will last 3 hours. The table shows the committee(s) responsible for each hearing. Certain other committees have been invited to participate in each case.			<b>Tuesday 5 November</b>						
<b>Maroš ŠEFČOVIČ</b>  TRADE AND ECONOMIC AFFAIRS Trade and Economic Security, Interinstitutional Relations and Transparency	<b>Glenn MICHALLEF</b>  TRANSPORT Interinstitutional Relations, Health, Culture and Sport	<b>Christophe HANSEN</b>  AGRICULTURE AND RURAL DEVELOPMENT Agriculture and Food	<b>Apostolos TZITZIKOSTAS</b>  TRANSPORT Sustainable Transport and Tourism	<b>Michael MCGRATH</b>  JUSTICE Democracy, Justice, and the Rule of Law	<b>Ekaterina ZAHARIEVA</b>  RESEARCH AND INNOVATION Start-ups, Research and Innovation	<b>Dan JØRGENSEN</b>  ENERGY AND CLIMATE Energy and Housing	<b>Dobravka SUICA</b>  REGIONAL DEVELOPMENT Mediterranean	<b>Jessika ROSWALL</b>  ENVIRONMENT Environment, Water Policies and a Competitive Circular Economy	<b>Magnus BRUNNER</b>  INTERNAL AFFAIRS Internal Affairs and Migration
<b>Wednesday 6 November</b>			<b>Thursday 7 November</b>						
<b>Hadjia LAHBIB</b>  EMPLOYMENT AND SOCIAL AFFAIRS Progression and Civil Management, Equality	<b>Maria Luks ALBUQUERQUE</b>  ECONOMIC AFFAIRS Financial Services and the Savings and Investments Union	<b>Costas KADIS</b>  FISHERIES Fisheries and Oceans	<b>Josef SIKELA</b>  ECONOMIC AFFAIRS International Partnerships	<b>Andrius KUBILIUS</b>  DEFENCE AND SPACE Defence and Space	<b>Olivér VÁRHELYI</b>  HEALTH AND ANIMAL WELFARE Health and Animal Welfare	<b>Wopke HOEKSTRA</b>  ENVIRONMENT Climate, Net Zero and Clean Growth	<b>Maria KÖS</b>  CULTURE AND EDUCATION Engagement	<b>Pieter SEBAFIN</b>  BUDGETARY CONTROL Budget, Anti-Fraud and Public Administration	<b>Valdis DOMBROVSKIS</b>  ECONOMIC AFFAIRS Economy and Productivity, Implementation and Simplification
<b>Tuesday 12 November</b>									
<b>Raffaella FITTO</b>  FISHERIES Executive Vice-President: Cohesion and Reform	<b>Kaja KALLAS</b>  ECONOMIC AFFAIRS High Representative for Foreign Affairs and Security Policy, Vice-President	<b>Roxana MINZATU</b>  ENVIRONMENT Executive Vice-President: Climate, Skills and Preparedness	<b>Stéphane SÉJOURNÉ</b>  ECONOMIC AFFAIRS Executive Vice-President: Property and Industrial Strategy	<b>Teresa RIBERA RODRÍGUEZ</b>  DEFENCE AND SPACE Executive Vice-President: Climate, AI and Competitive Transition	<b>Henna VIRKKUNEN</b>  HEALTH AND ANIMAL WELFARE Executive Vice-President: Tackling Inequality, Security and Democracy	<b>COMMITTEES:</b> AFET Foreign Affairs DEVE Development INTA International Trade BUDG Budgets CONT Budgetary Control ECON Economic and Monetary Affairs EMPL Employment and Social Affairs ENVI Environment, Public Health and Food Safety TIRE Industry, Research and Energy IMCO Internal Market and Consumer Protection TRAN Transport and Tourism REGA Regional Development AGRI Agriculture and Rural Development FISHERIES Fisheries CULT Culture and Education JURI Legal Affairs LIBE Civil Liberties, Justice and Home Affairs AFCC Constitutional Affairs FEMM Women's Rights and Gender Equality PETI Petitions			

## SAVE THE DATE

**FEPORT Eighth Stakeholders' Conference: 9<sup>th</sup> April 2025**

**Ports Ahead: Navigating the future EU Maritime Industrial Strategy**



Dear colleagues, Dear friends,

Please SAVE THE DATE of FEPORT's 8th Stakeholders' Conference: 9th of April 2025 at the Residence Palace in Brussels.

Looking forward to welcoming you !

### **30.09.2024 - The European Parliament Considers the Draghi Report – Brussels**



The European Parliament convened to discuss the future of European competitiveness, as outlined in the Mario Draghi report.

The debate around the Draghi report highlighted several critical challenges for Europe, including its lagging position in research and development (R&D) and economic growth compared to the US and China. MEPs discussed the need for bold actions to stimulate competitiveness while balancing environmental goals and energy costs. Key points of contention included:

- Regulation and Bureaucracy: MEPs emphasised the importance of reducing red tape without compromising safety and consumer protection. Some, like MEP Cavazzini (Greens/EFA, Germany), praised the Green Deal as essential for future competitiveness, while others, like MEP Dahl (EPP, Denmark), criticised the EU's regulatory approach as outdated.
- Energy Prices: Rising energy costs were a major concern, particularly for energy-intensive industries like automotive. MEPs also called for a balance between sustainable energy policies and the protection of industrial competitiveness.
- Public vs. Private Investment: The reliance on private sector solutions was criticised by MEP Konečná (Non-attached Members, Czechia), who advocated for increased public investment in strategic infrastructure, particularly in nuclear energy.
- Trade Deficits: MEPs expressed worries about growing trade deficits with China and the need for stronger R&D investment to counter these issues.

The European Commission welcomed the Draghi report, stating it provided a useful diagnosis of Europe's competitiveness challenges while underscoring ongoing initiatives like Repower EU and the Net Zero Industry Act to bolster key technologies.

Source: *The European Parliament*

## 01.10.2024 – CER/ Jacques Delors Institute Event: On Track for Much More than a Market – Brussels



FEPOR's Secretary General, Ms Lamia Kerdjoudj attended a joint debate held at the European Parliament, organised by the Community of European Railway and Infrastructure Companies (CER) and the Jacques Delors Institute. The event focused on the future of European railways and their pivotal role in fostering mobility, sustainability, and economic resilience across the EU.

The event, hosted by Mr. Massimiliano Salini, Vice-Chair of the European People's Party (EPP), gathered policymakers, industry leaders, and researchers to discuss the synergies between the rail sector and the EU Single Market. Two key reports shaped the dialogue: *Much More than a Market* by Enrico Letta, commissioned by the EU Council, and CER's 2024-2029 policy agenda *On*

*Track for Europe*, which both highlighted the importance of developing intermodal transport networks and attracting private investment to support Europe's green transition.

Mr. Enrico Letta, President of the Jacques Delors Institute, outlined the priorities for ensuring efficient, sustainable mobility and underlined the necessity of expanding the EU Multiannual Financial Framework (MFF) to accommodate high-speed rail infrastructure.

Mr. Alberto Mazzola, Executive Director of CER, emphasised the importance of rail at the heart of a resilient European transport system, with the aim to better connect capitals and major urban hubs.

The first panel delved into how rail could act as a key integration tool for national markets, with inputs from the European Commission (DG MOVE), the European Investment Bank (EIB), and several EU representatives.

The second panel examined rail's role in achieving greener, strategically autonomous mobility, with contributions from various European Parliament TRAN Committee members.

The event culminated in a networking session where industry stakeholders exchanged views on how the rail sector can support Europe's ambitious climate goals and enhance connectivity across the continent.

*Source: CER/FEPORT*

### **03.10.2024 – FEPORT Attends ESSF-CCEG Dedicated Meeting on ETS Maritime – Brussels**

On the 3rd of October, FEPORT was invited to the joint European Sustainable Shipping Forum – Commission Climate Expert Group (ESSF-CCEG) meeting focusing on the Commission monitoring of ETS Maritime, along with other associations representing the port and maritime logistics sector that are impacted by the ETS for shipping: ESPO, CLECAT, ESC, EMPA, ETA and ECASBA.

During this meeting, Ms. Polona Gregorin, Head of Unit DG CLIMA B4, and Mr. Timothée Noël, Maritime Team leader, shared a presentation about the Commission monitoring of ETS Maritime, focusing on evasion. DG CLIMA reiterated the evasion risks that are on their radar such as the relocation of transshipment operations in nearby non-EEA ports and the reordering of port calls at the expense of ports in the EEA. DG CLIMA also gave an overview of the preliminary results of the monitoring exercise, giving stakeholders the opportunity to provide their feedback.

FEPORT's feedback to the Commission presentation mainly focused on the methodology of the ETS monitoring, in particular suggesting modifications on the study's scope. FEPORT in particular reiterated that evasion via non-EEA ports with a transshipment incidence below 65% and/or which are located farther away than 300 nautical miles from the EEA should also be taken into account. In addition, when setting thresholds for transshipment incidences, not only the situations of individual ports, but also the situation of individual terminals should be considered as in some cases terminals with a high transshipment incidence are located in ports where the average transshipment incidence is still situated below 65%.

In addition, FEPORT recommended not only monitoring evasion through containerised traffic, but to also assess evasion risks for ships carrying other types of unitised cargo such as paper, pulp or steel.

Aside from commenting on the monitoring methodology and preliminary results, FEPORT stressed that it is crucial that the Commission is very proactive and already starts drafting anti-evasion measures before the monitoring establishes that evasion is taking place. This is crucial as it will allow the Commission to react immediately and prevent evasive practices at the expense of EEA ports reaching the point where they are irreversible.

## 07.10.2024 - ESMA Publishes its First Annual Report on EU Carbon Markets – Brussels



7 October 2024  
ESMA50-43599798-10379

ESMA Market Report

### EU carbon markets 2024

The European Securities and Markets Authority (ESMA) has released its first edition of the 2024 EU Carbon Markets report, offering a detailed analysis of the European Union Emissions Trading System (EU ETS). The report sheds light on the performance, trends, and structural dynamics of the EU's carbon market, with several key findings on prices, auctions, and trading behaviour.

#### Key Findings:

- **Price Decline and Market Volatility:** Since early 2023, the prices of EU ETS emission allowances have decreased. This drop is attributed to weaker industrial activity, reduced demand for emission allowances, and the decarbonisation efforts in the European energy sector. Additionally, natural gas prices have fallen, and there has been an increased supply of allowances through auctions to support the REPowerEU plan, all contributing to the market trend.
- **Concentrated Auction Participation:** Emission allowance auctions have stayed consistent, with just ten participants acquiring 90% of the auctioned volumes. Suggesting that most EU ETS operators prefer to source allowances through financial intermediaries rather than participating directly in the auctions.
- **Trading Activity:** The report highlights that most emission allowance trading occurs in the secondary markets through derivatives. Non-financial firms hold longer term positions for compliance matters, while banks and investment firms typically take short positions, reflecting the cyclical nature of annual EU ETS compliance.

This report builds on ESMA's earlier research from 2022, which was commissioned in response to rising energy prices and a sharp increase in emission allowance prices in 2021. The 2024 analysis aligns with ESMA's mandate under the EU ETS Directive, which oversees greenhouse gas emission allowance trading across the EU.

*Source: European Securities and Markets Authority*

## **07.10.2024 – The European Parliament's TRAN Committee is Ready to Start Trilogues with the European Council – Brussels**

The European Parliament's Transport and Tourism Committee voted to begin triologue negotiations with the European Council on two legislative proposals: strengthening the European Maritime Safety Agency (EMSA) and improving the allocation of railway infrastructure capacity. These reforms aim to enhance the EU's transport systems in terms of safety, efficiency, and environmental sustainability.

- **Maritime Safety:** Transport MEPs are advancing discussions on reforms that will equip the European Maritime Safety Agency (EMSA) with greater capacity to support Member States during the green transition. The proposed changes aim to enhance maritime safety by improving situational awareness and providing better training for crews. EMSA's updated role is expected to play a key part in advancing maritime safety while aligning with the EU's environmental objectives.
- **Railway Infrastructure Capacity:** The second major file focuses on the optimal use of railway infrastructure across the EU. The new rules aim to improve the planning and allocation of railway capacity, ensuring better punctuality and reliability, while reducing transport-related emissions.

*Source: The European Parliament*

## **08.10.2024 – 67th Plenary Session of the Trade Contact Group - Brussels**

On the 8th of October, FEPORT attended the 67th plenary session of the Trade Contact Group. This meeting provided a forum for the European Commission and representatives from the business community to exchange ideas on topics such as the Customs Reform, Rules of Origin issues and the implementation of the Carbon Border Adjustment Mechanism.

DG TAXUD among others provided an overview of the relevant elements of the mission letter of Commissioner designate for trade and economic security Maroš Šefčovič who will be tasked to support the conclusion of negotiations on the Customs Reform package and should take the lead on its implementation, while tackling challenges related to e-commerce platforms.

When providing an overview of the gradual implementation of CBAM, it was pointed out that a review will be carried out in 2025, focusing on assessing the feasibility of extending the scope of CBAM to additional sectors such as refineries and chemicals. The gradual phase-in of CBAM will

start as of January 2026 onwards in conjunction with the phase-out of free ETS allocation. Until December 2025, the CBAM transitional phase applies, with only reporting requirements in place.

## **09.10.2024 – European Parliament Plenary - Prevention of Drug-Related Crimes – Strasbourg**

The European Parliament held a debate addressing the increasing threat of drug-related crime in Europe. Commissioner Margaritis Schinas emphasised that drug trafficking is a pressing issue affecting European citizens, highlighting the need for comprehensive strategies to combat this crime. While illegal drugs, particularly cocaine, often enter Europe through various channels, it is essential to focus on strengthening security measures and international cooperation to address the broader challenges posed by drug trafficking.

Commissioner Schinas outlined the European Ports Alliance, a public-private initiative aimed at preventing drug trafficking and reducing criminal infiltration at ports. This alliance is now operational, enhancing information sharing to combat corruption and bolster security measures. The need for stronger cooperation with police and authorities in source countries was also highlighted, stressing the urgency of addressing the problem collaboratively.

Europol has identified 821 criminal groups in the EU, with more than half involved in drug trafficking. Commissioner Schinas noted that drug-related crime poses a significant threat to public safety, particularly in urban areas near ports and transportation hubs. He pointed out the importance of targeting the financial aspects of organised crime, including measures to confiscate illicit profits and prevent money laundering, including through cryptocurrencies.

Members of the European Parliament (MEPs) echoed these concerns, emphasising the need for enhanced border controls and law enforcement cooperation. They recognised that the situation is dire and called for a comprehensive approach that includes prevention, education, and effective enforcement strategies. The rising violence associated with drug trafficking, including attacks on law enforcement, was also a focal point, highlighting the urgency of decisive action.

*Source: European Parliament Plenary*

## **09.10.2024 – FEPORF Speaks at PEMA Autumn Meeting 2024 – Antwerp**





FEPORT Secretary General, Ms Lamia Kerdjoudj has been kindly invited to speak at PEMA Autumn Meeting 2024 which took place on October 9th in Antwerp. The event featured many speakers from the port industry who shared views and exchanged about the challenges for the sector.

FEPORT Secretary General presented the [FEPORT Manifesto](#) and highlighted the main priorities of the sector. She also updated the audience about the hearings of the Commissioners-designate and responded to questions regarding the impact of pieces of legislation such as ETS for Maritime on the EU ports as well as the potential effects of trade tariffs between the US and the EU.

PEMA Members and invited guests had the opportunity to enjoy a port tour and visit of DP World Terminal that was very much appreciated.

## 15.10.2024 – FEPORT Updated Position Paper UCC Reform – Brussels

FEPORT published an update of its position paper on the UCC reform, of which the original version dated from October 2023.

The FEPORT paper in particular provides recommendations on the topic of temporary storage as well as on aspects of the Commission proposal related to risk management and the harmonisation of cargo release management through the Customs Data Hub.

The position paper reiterates FEPORT's call for a longer time limit but also calls attention to other aspects related to the temporary storage of goods, in particular:

- **Guarantees:** when designing rules for guarantees for goods in temporary storage, it is crucial to take into account the operational and economic activity of terminal operators which handle high volumes of cargo and are not aware of the cargo's value. It is therefore essential for the financial solvency of terminal operators that trusted TSO operators are able to apply for a guarantee waiver;
- **Authorisations:** the UCC proposal does not specify how companies can apply for an authorisation for the operation of a temporary storage facility. This should be clarified as such authorisations are crucial for the development of new port businesses.
- **Cargo Release Management:** the Customs Data Hub can be leveraged to harmonise release management of goods leaving temporary storage.

The FEPORT full updated position paper can be accessed [here](#).

## **15.10.2024 – IRU Debate on EU Transport Innovation – Brussels**

The International Road Transport Union hosted a high-profile manifesto dinner debate, to discuss the future of European road transport. This exclusive event focused on advancing key discussions around policy actions that are crucial for the sector's development in the upcoming legislative term.

The discussions aimed to address some of the most pressing challenges facing the industry. These included tackling the shortage of drivers, setting realistic CO<sub>2</sub> standards for heavy-duty vehicles, and promoting the digitalisation of transport systems.

The evening featured interactive debates on each of these pillars:

- **Prosperity:** Topics included accelerating the adoption of digital transport documents, establishing practical rules on vehicle weights and dimensions, and ensuring fair access to vehicle data.
- **Environment:** Discussions focused on resetting CO<sub>2</sub> standards, creating an EU-wide network for zero-emission transport, and harmonising urban access regulations.
- **People:** Participants explored strategies to address the driver shortage, improve access to the profession, and enhance working conditions across the sector.

*Source: International Road Transport Union*

## **16.10.2024 – T&E Asks for Inclusion of International Shipping in UK ETS – Brussels**

On October 16<sup>th</sup>, Transport and Environment wrote to the UK Chancellor of the Exchequer to call upon the new UK government to include the UK's share of maritime greenhouse gas emissions in the United Kingdom Emissions Trading System (UK ETS).

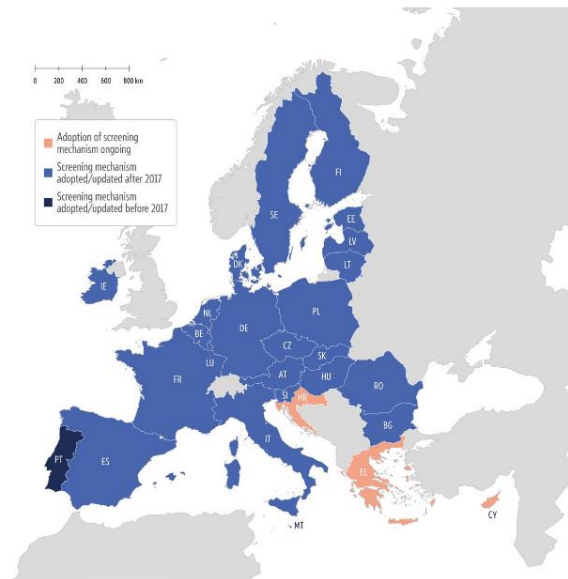
According to T&E's assessment, over £1bn per year could be generated for the UK budget by including domestic and 50% of international shipping emissions by ships above 400 gross tonnage in the UK ETS. In addition, such an UK ETS regime would achieve harmonisation between the UK and the EU ETS, while avoiding the risk of carbon leakage which could arise through vessels calling at UK ports to avoid paying into the EU Emissions Trading System.

T&E recommends leveraging the UK ETS revenues to support investments in the UK-based production of renewable, hydrogen-based marine fuels.

T&E's letter can be accessed [here](#).

*Source: T&E*

## 17.10.2024 - Publication of the 4th Annual Report on the screening of foreign direct investments (FDI) – Brussels



Source: [Third Annual Report on the screening of FDI into the Union](#), European Commission, 2023, p. 9, with updates by the author.

The European Union is enhancing its collaboration on the screening of foreign direct investments (FDI) to bolster security and public order within the region. A recent report from the European Commission highlights an 18% increase in notifications to the EU's cooperation mechanism since the framework's establishment in 2020, reflecting growing vigilance regarding investments from third countries.

The 4<sup>th</sup> Annual [Report](#) on the screening of foreign direct investments (FDI) into the Union details how the EU has intensified its scrutiny of potential threats posed by foreign investments, particularly in light of rising geopolitical tensions. In 2023, of the 488 notified cases, 92% were resolved within 15 days, indicating the efficiency of the screening process, while only 8% necessitated a more detailed second-phase assessment.

Since the introduction of the FDI Screening Regulation in October 2020, the EU has remained open to global investment. The report emphasises a positive cumulative trend in foreign investment over the past decade, while also acknowledging the importance of economic security in recent years. This focus culminated in the EU's first Economic Security Strategy, outlined in a Joint Communication.

Member States have responded proactively, with 24 currently implementing national screening mechanisms aimed at safeguarding collective EU security. In 2023 alone, six additional countries adopted relevant legislation, while the remaining three—Croatia, Cyprus, and Greece—are taking steps toward establishing similar frameworks. However, the report reveals that notifications are not uniform across the EU; approximately 85% of notifications in 2023 originated from just seven Member States.

The Commission has also identified areas for improvement within the current screening system. A legislative proposal introduced in January 2024 aims to mandate the establishment of FDI screening mechanisms across all EU Member States and introduce a minimum level of

harmonisation among national laws. This proposal is currently under review by the Council of the EU and the European Parliament.

*Source: European Commission*

## **17.10.2024 – EU Commission Adopts First Cybersecurity Rules Under NIS2 Directive – Brussels**



In a move to enhance Europe's digital infrastructure resilience, the European Commission adopted the first implementing rules on cybersecurity under the NIS2 Directive. This new directive details the cybersecurity risk management requirements and establish the criteria for reporting significant incidents to national authorities. The implementing rules apply to critical digital service providers such as cloud computing, data centres, social media platforms, online marketplaces, search engines and the port sector.

Effective as of October 18, 2024, the implementing act aims to boost the security of key digital services and infrastructure across the EU. It specifies what constitutes a "significant incident" for each service category, making it mandatory for affected companies to report such incidents to national cybersecurity authorities. This coincides with the deadline for Member States to transpose the NIS2 Directive into national law, ensuring they adopt the necessary supervisory and enforcement measures.

The implementing regulation will soon be published in the Official Journal of the EU, taking effect 20 days later. This marks another step toward achieving the EU's goal of a high level of cybersecurity across sectors critical to the economy and society, including public electronic communications, energy, health, and transport.

## **18.10.2024 – FEPOR Attends 9th DTLF Plenary Meeting – Brussels**

On the 18th of October 2024, FEPOR Secretariat attended the 9th plenary meeting of the Digital Transport and Logistics Forum (DTLF). The hybrid event, organized and hosted by DG MOVE, invited key stakeholders from both the transport and logistics sectors to discuss and support the vital digital transformation of these sectors across the EU. The Plenary constituted a forum to

examine the DTLF's priorities for this new mandate, and to provide an overview of the DTLF's achievements, progress and challenges.

DTLF brings together public and private stakeholders under a constructive platform to advance efficient and interoperable electronic information exchange and to discuss critical and future advancements, as well as ongoing obstacles and challenges, in digitalisation and data sharing for transport modes and logistics chains. This Plenary session emphasised the DTLF's alignment with pivotal initiatives such as the Electronic Freight Transport Information (eFTI) Regulation. Overall, the DTLF's aim is to serve as an expert group dedicated to fostering cooperation between the European Commission and Member States and industry players to further these topics.

The day-long agenda consisted of several breakout sessions in small groups, where participants shared their views about the DTLF's priorities and other specific topics within its mandate, after which the subgroups presented their views on DTLF priorities in Plenary, collecting insights and furthering discussions. Priorities and issues summarized by the different presenters ranged from eFTI implementation and related challenges to communication, harmonization, alignment and interoperability of data exchange tools and systems.

## 23.10.2024 - European Commissioner-Designates Outline Key Strategies for EU Connectivity, Sustainability, and Economic Growth - Brussels



Several European Commissioner-designates have provided strategic priorities in response to written questions from the European Parliament, offering key insights into a balanced approach

to enhancing connectivity, economic resilience, and infrastructure across the EU. Their plans, if confirmed, are meant to play a central role in supporting digital transformation, regional integration, and industrial growth, while aligning with the EU's goals for a modern and competitive economy.

#### **Nominee for Executive Vice-President for Cohesion and Reforms, Raffaele Fitto**

Nominee for Executive Vice-President Fitto emphasised EU cohesion policy as a critical lever for infrastructure development and market access, particularly for regions requiring enhanced connectivity. His agenda includes supporting the implementation of the Trans-European Transport Network (TEN-T), designed to foster economic integration and strengthen resilience across borders.

He also highlighted the importance of supporting fisheries, particularly in coastal and remote regions, by focusing on economic diversification and stability through the European Maritime, Fisheries, and Aquaculture Fund (EMFAF).

#### **Nominee for Executive Vice-President for Sustainable Mobility and Competitiveness, Teresa Ribera**

Spain's Teresa Ribera, Nominee for Executive Vice-President for Sustainable Mobility and Competitiveness, shared her focus on aligning EU transport infrastructure with resilience goals, targeting investments to bolster digital and physical infrastructure across member states. A key element of her agenda includes enhancing the robustness of the Trans-European Transport Network (TEN-T) to support economic activity, security, and continuity. Nominee for Executive Vice-President Ribera's Transport Investment Plan aims to boost funding for modernizing Europe's transport sectors with global partnerships. Commissioner-Designate Tzitzikostas is expected to complement this by prioritizing regional connectivity through improved maritime and aviation routes, fuel access, and logistics.

#### **Executive Vice-President for Industrial Strategy and Economic Prosperity Stéphane Séjourné**

Stéphane Séjourné (France), nominated for Executive Vice-President for Industrial Strategy and Economic Prosperity, discussed the Clean Industrial Deal's potential to enhance EU economic resilience and competitiveness. His agenda includes reinforcing the EU's access to essential resources, with a particular focus on critical raw materials and the implementation of the Critical Raw Materials Act.

Executive Vice-President Nominee Séjourné emphasized his commitment to advancing the circular economy and intends to strengthen the EU Single Market, promoting sustainable industry practices while supporting growth in emerging industrial sectors. A planned review of EU public procurement practices will prioritize both innovation and resilience, seeking to drive demand for sustainable and high-quality European goods.

#### **Commissioner-Designate for Climate and Clean Growth, Wopke Hoekstra**

The Nominee for Climate and Clean Growth, Wopke Hoekstra (Netherlands), presented his agenda to support the EU's clean growth objectives through investment in innovative energy and infrastructure technologies.

He highlighted plans to revise tax structures to support the adoption of sustainable fuels in both aviation and maritime sectors, aligning with EU regulations like FuelEU Maritime. He aims to advance initiatives for carbon capture and storage (CCS) and carbon market integration as part of

broader EU objectives to strengthen energy independence and support industrial innovation across sectors.

**Commissioner-Designate for Defence and Space, Andrius Kubilius** Commissioner Designate Nominee Andrius Kubilius (Lithuania), designated to lead the EU's defence and space strategy, underscored his focus on enhancing Europe's defence infrastructure and logistics capacities. His priorities include strengthening military mobility across the TEN-T network, with dual-use infrastructure designed to meet both civilian and military needs. By bolstering defence logistics hubs, maintenance facilities, and supply corridors, Commissioner Designate Nominee Kubilius aims to prepare the EU for rapid crisis response and enhance regional security.

The Commissioner-designates' proposals outline steps toward a more cohesive, resilient, and economically active EU. Their strategies include measures to strengthen infrastructure, support industrial growth, and bolster defence capacities, alongside enhancing connectivity and development across member states. With plans for targeted investments, policy updates, and greater stakeholder collaboration, these proposals aim to foster a balanced approach to economic growth, market integration, and regional stability, contributing to the EU's goals for resilience and global competitiveness.

## **23.10.2024 – FEPORT Speaks at the 19<sup>th</sup> Greenport Congress and Cruise - Le Havre**



On October 23<sup>rd</sup>, 2024, FEPORT Secretary General, Ms Lamia Kerdjoudj participated to the opening session of GreenPort Congress held in Le Havre. The panel discussion also included speakers from ESPO, Ms Isabelle Ryckbost, CLECAT, Ms Nicolette Van Jagt, IAPH, Mr Antonis Michael and HAROPA, Mr Cedric Virciglio. All participants to the session provided their thoughts on the main priorities for EU ports and the maritime logistics chain as well as their expectations from the next EU Commission.

FEPORT's Secretary General underlined and welcomed the prioritization of competitiveness and resilience at the highest EU level as this is indeed important for all sectors including ports. She

also argued that ports are doing a lot and are fantastic assets for the EU economy. They should therefore be treated as such when it comes to financing and support.

*Source: FEPORT*

## **24.10.2024 – FEPORT Participates in Panel Discussion on Green Port Strategy at ABTO Conference - Antwerp**



On the 24th of October, Mr Maarten Boot, Senior Policy Advisor at FEPORT, participated in a panel discussion on “Green Port Strategy” at the annual conference of the Association of Bulk Terminal Operators (ABTO) which featured the following speakers: Mr Arne Strybos - Program Manager Fuel Transition at the Port of Antwerp- Bruges; Mr Nick Chubb – Managing Director Thetius; Mr David Ingvarsson, Sales Manager at Bruks Siwertell; Ms Karin Smit-Jacobs, Director EU Transport and Energy at Conference of Peripheral Maritime Regions (CPMR) and Mr Tobias Batzdorf – Shore Power Manager at Igus GmbH.

The discussion among others, touched upon the topic of shore power on which the participants agreed that a stable and clear legal framework as well as funding is key, while stressing that a successful deployment of shore power in ports can only be achieved through the collaboration of all stakeholders. Mr Strybos explained that Port of Antwerp-Bruges is working towards becoming a multi-fuel port, offering different alternative refueling and recharging solutions such as methanol, LNG and shore power.

FEPORT's intervention focused on the various ways terminal operators contribute to the greening of port operations and the energy transition at large. Such as by greening their own operations and equipment, but also through the import and production of renewable energy sources. At the same time, Mr Boot provided his view on the implementation of EU environmental and climate legislation, arguing that monitoring and preventing negative impacts on EU port competitiveness is key.



## Member's Corner

### 30.09.2024 - ANESCO Signs Agreement to Foster Workforce Renewal and Gender Equality in Spanish Ports – Madrid



The Association of Stevedoring Companies and Port Employment Centers, along with the Coordinadora and UGT Unions, signed an “Agreement on Specific Matters to Promote Generational Change in the Port Stevedoring Sector.” This agreement focuses on two primary employment objectives:

- Promoting generational renewal among port stevedores.
- Increasing the participation of women in the sector.

It is expected that these measures will enhance productivity, boost the international competitiveness of Spanish ports, and strengthen job security and professionalism in the industry.

The agreement also fulfils a legal mandate enabling collective bargaining within the port stevedoring sector to include clauses for terminating employment contracts upon an employee reaching the ordinary retirement age, adjusted for applicable reduction coefficients. Contract termination for workers at retirement age will occur only if the employee has reached the eligible age and qualifies for 100% of their pension. Furthermore, when rehiring for these roles, priority will be given to women in cases of equal qualifications, supporting gender equality initiatives.

This policy change is based on provisions outlined in Law 2/2024, of August 1, which established the Independent Administrative Authority for Technical Investigation of Railway, Maritime, and Civil Aviation Accidents and Incidents. Specifically, section six of this law amended the Law on State Ports and the Merchant Navy, adding a new provision to the consolidated text approved by Royal Legislative Decree 2/2011, dated September 5.

*Source: ANESCO*

### 04.10.2024 - The European Commission Clears Acquisition of HHLA by SAS Lux and HGV – Brussels

The European Commission has approved the acquisition of joint control over Hamburger Hafen und Logistik Aktiengesellschaft (HHLA) by SAS Shipping Agencies Services S.à r.l. (SAS Lux) and

HGV Hamburger Gesellschaft für Vermögens - und Beteiligungsmanagement mbH (HGV). This approval falls under the EU Merger Regulation.

This merger primarily affects the sectors of container terminal services, port transport, and logistics. After a thorough evaluation, the Commission determined that the merger poses no significant competition issues. The analysis took into account both vertical and horizontal aspects of the deal, concluding that adequate competition remains in the relevant markets. The presence of sufficient rivals ensures that the necessary services and access to North European ports are maintained.

The transaction underwent the standard merger control review process, leading to the Commission's decision that the concentration would not hinder competition in the market.

*Source: The European Commission*

## **07.10.2024 - BMF Port Burgas to Improve Rail Infrastructure with EU-Funded Project "From East 2 West Connections" – Burgas**

BMF Port Burgas AD, in partnership with the European Climate, Infrastructure and Environment Executive Agency (CINEA) under the European Commission's oversight, has signed a Grant Agreement to support the "From East 2 West Connections" project. The project, designated as 23-BG-TC-FE2WC (project number 101175578), focuses on improving rail connectivity at the Port of Burgas through dedicated infrastructure upgrades.

The total eligible cost for the project is estimated at EUR 10,762,760. Of this, up to 85%—or EUR 9,148,346—will be financed through the Connecting Europe Facility (CEF) for Transport program within the "Projects on the Core Network - Cohesion Envelope." BMF Port Burgas AD will cover the remaining cost through its own resources and, if necessary, through additional bank financing.

Initiated on August 1, 2024, and set for completion by May 31, 2027, the project focuses on upgrading railway infrastructure across terminal Burgas West and terminal Burgas East-2 to streamline port operations and increase modal shift. Key project components include:

- **Connecting Track Between Terminals Burgas West and East-2:** A 456-meter track will link the two terminals, providing added capacity for rail traffic growth and an alternative route to support uninterrupted operations in case of any disruptions on the existing tracks.
- **Expanded Track Infrastructure at Burgas East-2:** Two new railway tracks, measuring 614 meters and 412 meters respectively, will be constructed to serve berths 16, 17, 18, and 19, dedicated to dry bulk and general cargo. This addition will boost the terminal's capacity to accommodate up to 166 wagons per day, significantly enhancing operational throughput.
- **New Marshalling Yard at Burgas West:** Six railway tracks, consisting of two operational tracks and four buffer tracks with lengths from 565 to 822 meters, will total about 3,975 meters. The buffer tracks will facilitate rail traffic between terminals Burgas East-2 and Burgas West, while the operational tracks will handle container and bulk cargo exclusively for Burgas West. This upgrade will increase Burgas West's capacity to handle up to 102 wagons daily, improving handling efficiency and minimising operational interference.

*Source: BMF Port Burgas*

## **14.10.2024 - HHLA-Led Consortium Delivers Port Community System Specification for Port of Constanța – Constanța**

A consortium led by Romanian IT firm Critical Technologies SRL, alongside German port consultancy HPC Hamburg Port Consulting and Estonian partners EN Shipping OÜ and Saaresalu OÜ, has delivered a detailed specification for a new Port Community System (PCS) designed for Romania's Port of Constanta.

As the Port of Constanța pursues its objective to strengthen its role as a Black Sea gateway, it is making investments in both physical and digital infrastructure. An important element of this initiative is the development of a PCS, intended to streamline communications and boost operational efficiency within the port's network.

Following a public tender process, the consortium secured the contract to conduct a comprehensive feasibility study. The project, managed by HPC, involved a series of key analyses conducted by the consortium partners, including assessments of port processes, data management, governance models, and business and risk analyses. This detailed specification and implementation recommendation is expected to guide the Port of Constanța in establishing an efficient PCS, supporting enhanced coordination and communication across its operations.

Upon implementation, the PCS is anticipated to further reinforce Constanța's position as a central logistics and trade hub in the Black Sea region.

*Source: HHLA*

## **17.10.2024 - PSA Italy Recognised as Best Terminal Operator at 2024 Ship2Shore Awards – Genoa**



PSA Italy was awarded Best Terminal Operator at the recent Ship2Shore Awards, hosted at Genoa's Jean Nouvel Blue Pavilion. The event, which gathered over 600 attendees from across the maritime, port, and logistics sectors, featured presentations from Italian Deputy Minister of Infrastructure and Transport Edoardo Rixi and the Mayor of Genoa, Marco Bucci.

The Ship2Shore Awards aim to recognise outstanding contributions to Italy's maritime and logistics industry. The 2024 ceremony, the second of its kind, included 22 award categories and three special "in memory" acknowledgments, based on evaluations by a jury of 10 independent members. These awards, selected from over 430 nominations and approximately 2,300 reader votes, were designed to promote a balanced and unbiased recognition of the sector's achievements.

PSA Italy's award for Best Terminal Operator cited the company's consistent quality of service across its terminals and its approach to impartial customer service. The jury highlighted PSA Italy's operational standards, which maintain uniform service levels across all terminals. In accepting the award, representatives Fabio Bucchioni and Massimiliano Cozzani acknowledged the role of the company's workforce in achieving this recognition.

PSA Italy's sustainability efforts were also noted as key to their operational strategy, including their investments in electric and hybrid equipment and renewable energy initiatives. The company's latest Joint Sustainability Report emphasises these efforts, as well as PSA's use of advanced management software and automation to improve operational efficiency and environmental impact.

*Source: PSA Italy*

## **26.10.2024 - New STS Cranes Arriving at Baltic Hub's T3 Terminal – Gdansk**



Baltic Hub's T3 terminal is set to receive four state-of-the-art ship-to-shore (STS) cranes, arriving directly from China. Each crane stands over 96 meters high (140 meters with the boom raised) and weighs approximately 2,000 tonnes. The cranes embarked on a 16,115-nautical-mile journey, circumnavigating Africa.

Upon arrival, the cranes will undergo a detailed unloading process. Each crane will be transferred from the ship deck to the quay using sliding techniques. This installation marks a key phase toward the partial operational launch of T3, with full commissioning of the quay scheduled for late September 2025.

The addition of these cranes is anticipated to increase Baltic Hub's terminal capacity by an additional 1.5 million TEU, supporting the facility's growth and enhancing its cargo-handling capabilities.

*Source: Baltic Hub*

## **FEPOR Meetings**

- |                   |  |
|-------------------|--|
| <b>27.11.2024</b> | Board of Directors – Brussels  |
| <b>04.12.2024</b> | General Assembly Meeting – Brussels  |
| <b>18.11.2024</b> | Global Shippers Alliance Event: Round Table on the Maritime Market<br>- Brussels     |
| <b>19.11.2024</b> | CLECAT & ESC Event: Logistics for Europe 2024-Rethinking Supply Chains<br>– Brussels |
| <b>25.11.2024</b> | Sectoral Social Dialogue Committee Meeting - Brussels                                |

## **Events Supported by FEPOR**



PROGRAMME



## **LOGISTICS FOR EUROPE: RETHINKING SUPPLY CHAINS**

*19 NOVEMBER 2024, AT THE REPRESENTATION OF THE STATE OF NORTH RHINE-WESTPHALIA,  
RUE MONTOYER 47, BRUSSELS*