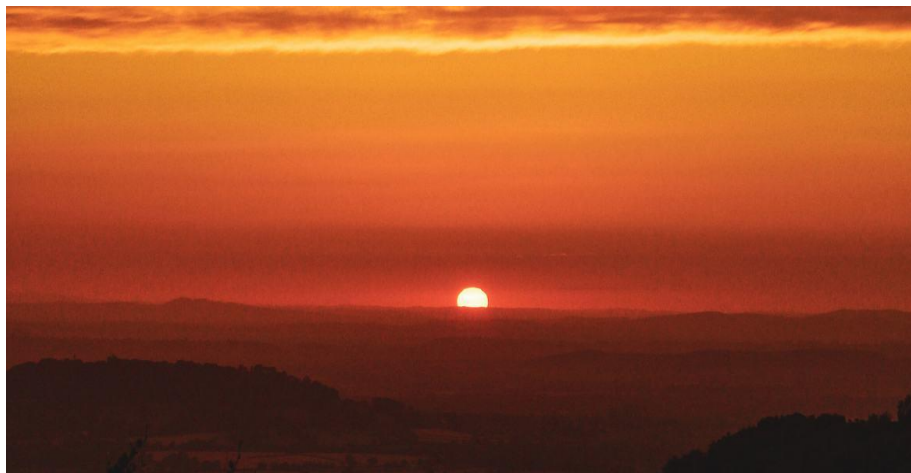




## *Newsletter – July/August 2023*

*Climate change is here...*



End of July, as wildfires raged across Southern Europe and North Africa, top UN climate scientists said that it was “virtually certain” that July 2023 will be the warmest on record.

Echoing that warning in New York, UN Secretary-General António Guterres said: *“children swept away by monsoon rains, families running from the flames (and) workers collapsing in scorching heat.” ...“Climate change is here. It is terrifying. And it is just the beginning.”*

In Geneva, scientists from the World Meteorological Organization (WMO) and the European Commission’s Copernicus Climate Change Service described conditions in July 2023 as “rather remarkable and unprecedented”.

It is also “more likely than not” that global average temperatures will temporarily exceed the 1.5°C threshold above pre-industrial levels “for at least one of the five years”, the WMO scientist continued.

In such an alarming context, one may think that the recent 2023 strategy agreed upon on the 7<sup>th</sup> of July by the United Nations’ Maritime Organization arrives a bit late. But the reality is that what happened in London is an important step in the right direction that deserves celebration.

Pushed by a significant part of the shipping industry, Member States sitting at IMO have finally agreed on targets. Net zero should be achieved by or around 2050 and a 20% reduction is envisaged for in 2030 (striving for 30%) while emissions should be reduced 70% by 2040 (striving for 80%).

By 2030, zero or near-zero GHG emission technologies, fuels and/or energy sources should reach an uptake of at least 5% (striving for 10%).

A goal-based marine fuel standard regulating a phased reduction of marine fuels’ GHG intensity is mentioned as one of the possible (to be agreed upon) mid-term measures, so it seems to be IMO’s intention to mirror the FuelEU system. Unfortunately, no global emissions trading system seems to be on the horizon.

FEPOR welcomes the agreed targets and more particularly the intention to adopt a global fuel standard. However, it is a missed opportunity that the strategy does not mention the need for a global emissions trading system that would prevent all risks of cargo diversion and distortion of competition between EU Member States and other countries not applying ETS.

FEPOR also supports the EU Commission’s Greening freight Transport package which includes proposals aiming at contributing to the target of cutting transport emissions by 90% by 2050 as this is consistent with the Green Deal and EU environmental ambitions and efforts to respect the Paris Agreement.

FEPOR believes that the approach chosen by the EU Commission in the proposed CountEmissionsEU Regulation, which aims to establish a common European framework for calculating GHG emissions of transport operations in the freight and passenger transport sector i.e. to let companies decide on a voluntary basis to adhere to the CountEU rules, is a good one.

Moreover, the reference to ISO 14083 standard in CountEmissionsEU proposal is very welcome as many companies are already implementing it.

The other proposals of the Greening Freight Transport package regarding rail represent an important opportunity for rail to become a real alternative and this one should not be missed.

Another long-awaited proposal, the revised Combined Transport Directive, is still missing to complete the package. FEPOR hopes that it will be published soon.

FEPOR members will examine thoroughly the content of each proposal in view of having meaningful discussions and positive contributions during the upcoming legislative processes.

## 03.07.2023 – FEPORT participates in the Sectoral Social Dialogue for ports meeting - Brussels



On the 3rd of July, FEPORT, along with other representatives from employers 'and employees ' organizations, participated in the second meeting in 2023 of the Sectoral Social Dialogue for Ports. The meeting was held at the Borshette Center in Brussels.

The first item on the agenda addressed women's inclusion in the port sector and how to narrow the gender gap. The social partners unanimously recognized the importance of this matter and emphasized the need to raise awareness at the European level. The aim is to remove barriers and obstacles that hinder women from entering the port sector. Improving working conditions, addressing the gender pay gap, and enhancing the sector's attractiveness are among the key priorities. Moreover, the social partners agreed to establish a dedicated working group that will focus on the inclusion of women in ports.

Another significant topic discussed during the meeting was the adoption of the Maritime Safety Package. Mr John Burke, DG MOVE, presented the revised content of Directive 2009/18/EC concerning the investigation of maritime accidents. In this context, FEPORT highlighted that while the revised Directive offers an opportunity to systematize the use of health and safety checklists in accident investigations involving port workers working on ships. A standardized EU health and safety checklist would provide inspectors with the means to assess whether all potential risks were evaluated before an accident occurred and whether appropriate corrective measures were implemented.

Finally, Mr. Peter Kerckhofs, Eurofound, provided an update to the social partners on the ongoing representativeness study regarding the port sector. This study, currently being conducted by the agency, should be completed by the end of 2025.

## 07.07.2023 - International Maritime Organization Adopts Enhanced Strategy to Reduce GHG Emissions from Ships

Member States of the International Maritime Organization (IMO) recently convened at the Marine Environment Protection Committee (MEPC 80) to take a significant step towards addressing the pressing issue of greenhouse gas (GHG) emissions from the shipping industry.

The result was the adoption of the 2023 IMO Strategy on Reduction of GHG Emissions from Ships, which introduces heightened targets to combat harmful emissions and paves the way for a greener maritime future.



- At the heart of the revised IMO GHG Strategy is a bold ambition: achieving near-zero net GHG emissions from international shipping by around 2050. This vision reflects a steadfast commitment to rapidly reducing the industry's carbon footprint while ensuring a fair and equitable transition. The strategy recognizes the urgency of the situation and the need to address it promptly.
- One of the strategy's most pivotal commitments is the adoption of alternative zero and near-zero GHG fuels by 2030. This move aligns with global efforts to replace conventional fossil fuels with environmentally friendly alternatives. By encouraging the uptake of these cleaner fuels, the shipping industry is poised to make substantial strides toward achieving the strategy's overarching objectives.
- The strategy isn't just about setting long-term goals; it also includes crucial intermediate milestones. By 2030, the goal is to decrease CO<sub>2</sub> emissions per unit of transport work by an average of at least 40% compared to 2008 levels. This aggressive reduction target underscores the industry's commitment to immediate action. Further, the strategy aims for zero or near-zero GHG emission technologies, fuels, and energy sources to constitute at least 5%, with a goal of 10%, of the energy used by international shipping by 2030.
- The strategy outlines a detailed roadmap to accomplish these goals, making its vision tangible and achievable. Carbon intensity reductions for new ships, improvements in energy efficiency design requirements, and ambitious emission reduction targets for international shipping collectively form a comprehensive plan.

*Source: IMO – International Maritime Organization*

## 11.07.2023 – Commission presents “Greening Freight Transport” package - Brussels

On the 11<sup>th</sup> of July, the European Commission presented a package of measures aiming at making freight transport more efficient and more sustainable.

The “Greening Freight Transport” package’s main objective is to decrease transport emissions by 90% by 2050, as requested by the European Green Deal. The proposals are also part of a broader

effort to make mobility and transport more sustainable, building on the key components of the *Fit for 55* package.

The proposal foresees:

1. More efficient use of rail capacity, by optimising the use of rail, improving cross-border coordination, increasing punctuality and reliability and attracting more freight companies to rail. The proposal for a regulation on the use of railways infrastructure capacity in the single European railway area builds on the industry-led Timetable Redesign Project, which aims to better respond to the different needs of the rail sector.

New incentives for using low emission lorries: the proposal revises the current Weights and Dimensions Directive, allowing additional weight for vehicles using zero-emission technologies – as they tend to increase a vehicle’s weight – thus incentivizing the take-up of cleaner vehicles and technologies. Moreover, to encourage intermodal transport, lorries, trailers and semitrailers will be allowed to carry extra weight.

The Commission proposes a uniform methodological approach for companies to calculate their greenhouse gas emissions, CountEmissionsEU, based on the recently adopted ISO/CEN standard for the qualification and reporting of greenhouse gas emissions arising from the operation of transport chains of passengers and freight.

FEPOR also supports the EU Commission’s Greening freight Transport package which includes proposals aiming at contributing to the target of cutting transport emissions by 90% by 2050 as this is consistent with the Green Deal and EU environmental ambitions and efforts to respect Paris Agreement.

FEPOR believes that the approach chosen by the EU Commission in the proposed CountEmissionsEU Regulation, which aims to establish a common European framework for calculating GHG emissions of transport operations in the freight and passenger transport sector i.e. to let companies decide on a voluntary basis to adhere to the CountEmissionsEU rules is a good one.

Moreover, the reference to ISO 14083 standard in CountEmissionsEU proposal is very welcome as many companies are already implementing it.

The other proposals of the Greening Freight Transport package regarding rail represent an important opportunity for rail to become a real alternative and this should not be missed.

Another long-awaited proposal, the revised Combined Transport Directive is still missing to complete the package. FEPOR hopes that it will be published soon.

FEPOR members will examine thoroughly the content of each proposal in view of having meaningful discussions and positive contributions during the upcoming legislative processes.

## **18.07.2023 – European Parliament study on EU transport labour market - Brussels**

FEPOR has been invited to contribute to a study on ‘Trends, challenges and opportunities in the EU transport labour market’, carried out by Ecorys and wmp consult on behalf of the European Parliament’s Committee on Transport and Tourism (TRAN). The study covers trends, drivers of

change and future challenges that will have an impact on future employment, jobs and working conditions across all major transport sub-sectors and labour markets.

Besides important trends and challenges related to technological change, automation and digitalisation or decarbonisation, the research is also aiming at analysing the impact of more recent crises, such as those stemming from the COVID-19 pandemic, the Russian war in Ukraine and the increase in energy prices.

The study will also draw on cases from EU Member States and identify best practices (put in place or planned), in order for the transport sector to meet these challenges and adapt to the identified future prospects.

## **20.07.2023 – FEPORT participates to EPP exchange of views on the maritime safety package - Brussels**



On the 20th of July, FEPORT, together with other stakeholders and representatives from the maritime sector, participated to the exchange of views on the maritime safety package organized by the Transport Coordinator from the European People's Party Group in the European Parliament, MEP Marian-Jean Marinescu.

During her intervention, FEPORT Secretary General Ms Lamia Kerdjoudj underlined concerns about the risks of cargo evasion from EU ports once ETS and FuelEU Maritime enter into force, noting that in this regard the revised EMSA Regulation (Article 6(5)) offers the opportunity to add the monitoring of cargo diversion through AIS and Customs data as part of its future tasks relating to decarbonization.

Regarding the Directive on the investigation of maritime accidents, Ms Lamia Kerdjoudj mentioned that it offers the opportunity (to prescribe the use of health and safety checklists in the framework of investigation of accidents involving port workers performing operations on board of ships. The use of a standardized EU health and safety checklist would allow inspectors

to check whether all risks have been assessed prior to the accident and whether corrective measures have been introduced.

## **25.07.2023 – Council adopts Alternative Fuels Infrastructure Regulation (AFIR) – Brussels**

On the 25th of July, the Council adopted the Alternative Fuels Infrastructure Regulation (AFIR) which will enable the transport sector to significantly reduce its carbon footprint, through the deployment of more recharging and refuelling stations for alternative fuels across Europe.

The text of the Regulation sets out specific deployment targets to be met between 2025 and 2030, in particular:

- maritime ports welcoming a minimum number of large passenger vessels, or container vessels, must provide shore-side electricity for such vessels by 2030;
- operators of recharging or refuelling points must provide consumers full information through electronic means on the availability, waiting time or price at different stations
- from 2025 onwards, fast recharging stations for cars and vans need to be installed every 60 km along the EU's main transport corridors, (TEN-T network);
- recharging stations for heavy-duty vehicles need to be deployed every 60 km along the TEN-T core network, and every 100 km on the larger TEN-T comprehensive network with complete network coverage by 2030;
- hydrogen refuelling stations serving both cars and lorries must be deployed from 2030 onwards in all urban nodes and every 200 km along the TEN-T core network;
- users of electric or hydrogen-fuelled vehicles must be able to pay easily at recharging or refuelling points with payment cards or contactless devices and without a need for a subscription and in full price transparency.

## **26.07.2023 – Commission launches second stage consultation of social partners to strengthen the social dialogue - Brussels**

On the 26th of July, the European Commission launched the second-stage consultation of European social partners on a possible revision of the [European Works Councils Directive](#), which will be open until the first week of October. After the first stage consultation that took place in April, the Commission concluded that there is scope for further EU action on improving the European Works Councils Directive and is now consulting social partners on the possible content of this action.

The second-stage consultation document sets out possible objectives and avenues for EU action to make the information and consultation of employees at transnational level more effective. Following this second-stage consultation, social partners can enter into negotiations to conclude an agreement under Article 155 of the Treaty on the Functioning of the EU (TFEU). Depending on the outcome of the social partners' consultation, the Commission could put forward a legislative proposal.

*Source: European Commission*

## **28.07.2023 – Commission adopts a Report on the functioning of the EU concessions Directive - Brussels**

On the 28th of July, the European Commission adopted a [report on the functioning of the EU concessions Directive](#). The Report is accompanied by a Commission Staff Working Document containing detailed legal and data analysis. The Report and Staff Working Document are based on in-house analysis and on an external study on the implementation of the Concessions directive.

The Report fulfils the Commission's legal obligation to report to the European Parliament and Council on the functioning of the Directive and the water sector's exclusion from its scope.

*Source: European Commission*

## **31.07.2023 – Commission adopts the European Sustainability Reporting Standards (ESRS) - Brussels**

On the 31<sup>st</sup> of July, the European Commission finalized and adopted the European Sustainability Reporting Standards (ESRS) through a delegated regulation. These standards will be applicable to both EU and non-EU entities that fall under the EU Corporate Sustainability Reporting Directive (CSRD), requiring them to report using the ESRS, with the first sustainability statement due in 2025 for the financial year 2024 for companies previously subject to the Non-Financial Reporting Directive (NFRD). Other large companies covered by the CSRD, including other large non-EU listed companies, will need to publish their first sustainability statement in 2026 for the financial year 2025. Listed SMEs, including non-EU listed SMEs, are to publish their first sustainability statement in 2027, again for the previous financial year, 2026. However, listed SMEs may decide to opt out of the reporting requirements for two additional years, meaning they are required to publish their first sustainability statement in 2029 at the latest.

The standards cover the full range of environmental, social, and governance issues, including climate change, biodiversity and human rights. They provide information for investors to understand the sustainability impact of the companies in which they invest. They also take account of discussions with the International Sustainability Standards Board (ISSB) and the Global Reporting Initiative (GRI) in order to ensure a very high degree of interoperability between EU and global standards and to prevent unnecessary double reporting by companies.

The adopted delegated regulation will undergo review by the European Parliament and the Council of the EU. Unless rejected by either one of the institutions, it will come into effect on January 1, 2024.

*Source: European Commission*



## **17.08.2023 – European Commission Adopts Transitional Rules for Carbon Border Adjustment Mechanism (CBAM) – Brussels**

On the 17<sup>th</sup> of August, the European Commission has adopted an Implementing Regulation which governs the implementation of the Carbon Border Adjustment Mechanism (CBAM) regulation in its transitional phase between 1 October 2023 and 31 December 2025.

During this transitional phase, traders will be required to report on the GHG emissions embedded in their imports, but will not yet be required to pay the goods' actual carbon price. The Implementing Regulation further specifies these reporting obligations as well as the provisional methodology for calculating emissions embedded in imported CBAM goods.

To further support and help stakeholders, the European Commission has published a guidance for EU and non-EU importers. This guide will serve as a practical reference for the implementation of the new rules.

Before being formally adopted by the European Commission, the Implementing Regulation was subject to a public consultation. Afterwards, it received the approval of the CBAM Committee, composed of representatives of the EU Member States.

CBAM represents a cornerstone of the EU's ambitious Fit for 55 Agenda. It is a crucial tool in the fight against carbon leakage. Carbon leakage occurs when companies within the EU move carbon-intensive production abroad to exploit less stringent environmental standards or when EU products are replaced by more carbon-intensive imports. Such practices undermine the EU's climate action efforts.

Between 2026-2034, also the financial obligations related to CBAM will be phased in, in parallel with the phasing out of the free allocation of allowances under the EU emissions trading system. By putting a carbon price on certain imports, the aim of CBAM is to prevent so-called "carbon leakage", i.e, the practice of industries moving elsewhere to avoid the costs associated with the EU's climate and environmental policies, in particular the EU ETS.

*Source: European Commission*

## Member's corner

### **01.08.2023 – HHLA welcomes 25 young apprentices and students in Hamburg**

On the 1st of August, HHLA welcomed 25 young trainees who will complete practical training in HHLA's various facilities and departments as well as its domestic and foreign subsidiaries.

The junior employees will complete their apprenticeship mainly at HHLA's subsidiaries Container-Transport-Dienst (CTD), Metrans Rail Deutschland and FMH Fischmarkt Hamburg-Altona. Moreover, they will start their technical apprenticeship as mechatronic engineers at HHLA, in order to contribute to the maintenance and repair of high-performance and partially automated handling equipment at HHLA's container terminals in Hamburg. In addition to the technical area, HHLA also offers commercial apprenticeships, for example as a specialist in digitalisation management.

The Head of HR Development, Clarissa Gross, stated: *"HHLA offers training and degree programmes in line with demand for which we see future prospects within the company. We place great importance on helping our employees develop the competencies that our company will likely need in the future in order to be successful on the market. The personnel development team is delighted to accompany the apprentices and students along their careers at HHLA and to support their professional development."*

Source: HHLA

### **01.08.2023 – DP World welcomes five new customers at London Gateway Facility**

DP World recently opened a multi-user warehouse at London Gateway, attracting five customers from the fast-moving consumer goods (FMCG), manufacturing, and industrial sectors within its first 100 days.



The facility's strategic location near London, along with DP World's extensive contract logistics service, has contributed to its popularity. It offers faster market access and low carbon solutions, benefiting customers' supply chains.

The warehouse holds Authorized Economic Operator certification for quicker cargo access. DP World aims to revolutionize goods movement through technology and innovation. With operations in 78 countries, the company handles 10 percent of global commerce. Additionally, DP World plans to expand the Indonesian Belawan New Container Terminal's overall capacity.

Events supported by FEPORT

06-08/09/2023 – Baltic Ports Conference - Ystad



26-27/09/2023 – Waterborne days



28/09/2023 – Annual Thomas Miller Rotterdam Reception



**04/10/2023 – SeaFocus ESG Summit - Turku**



**18-19-20/10/2023 – 18<sup>th</sup> GreenPort Congress & Cruise - Lisbon**

A promotional graphic for the 18th GreenPort Congress & Cruise in Lisbon, 2023. It features a large image of a busy port with a container ship and cranes. The text includes the event name, dates (18-20 OCT 2023), location (Lisbon Portugal), and the Porto de Lisboa logo. A tagline at the bottom reads: "Balancing environmental challenges with economic demands."/>

**18<sup>th</sup> GREENPORT** Lisbon 2023  
Congress & Cruise

18  
TO OCT 2023 | Lisbon  
20 | Portugal

 Porto de Lisboa

Balancing environmental challenges  
with economic demands.

## **FEPORT meetings**

<b>21.09.2023</b>	Board of Directors - Brussels
<b>26.09.2023</b>	Customs and Logistics Committee – Brussels
<b>26.09.2023</b>	Social Affairs Committee – Brussels
<b>04.10.2023</b>	Environment, Safety and Security Committee – Brussels
<b>05.10.2023</b>	Port Policy Committee – Brussels
<b>02.11.2023</b>	Board of Directors – Brussels

## **Institutional meetings**

<b>29.08.2023</b>	ENVI Committee Meeting – Brussels
<b>04.09.2023</b>	ENVI Committee Meeting – Brussels
<b>07.09.2023</b>	REGI Committee Meeting – Brussels
<b>07.09.2023</b>	ITRE Committee Meeting – Brussels
<b>11.09.2023</b>	ENVI Committee Meeting - Brussels
<b>18-19.09.2023</b>	TRAN Committee Meeting – Brussels
<b>09.11.2023</b>	Sectoral Social Dialogue for Ports – Brussels
<b>24.11.2023</b>	FEPORT Workshop - Antwerp