



Newsletter – June 2024

Two reports calling for an EU wake up



In September 2023, the European Council of the European union tasked Enrico Letta, Italy's former Prime Minister, with preparing an in-depth report on the single market. The **long-awaited report** published in April 2024 is making a powerful political and economic case for single market deepening and broadening. Mr Letta explains why the single market is critical to tackle the big problems of our times: boosting investment to finance Europe's many needs through a "savings and investments union"; lowering the costs of decarbonisation; strengthening Europe's ability to defend itself; and making it easier for European companies to grow and achieve scale. The single market is critical not just to give Europe's citizens better choices, but to strengthen Europe in the world. But competitiveness as well as resilience must also be priorities for the next EU Commission and Parliament.

"(...) It is time to craft a new compass to guide the Single Market in this complex international scenario. Powerful forces of change - spanning demographics, technology, economics, and international relations - necessitate innovative and effective political responses. Given the ongoing crises and conflicts, action has become urgent, particularly as the window of opportunity to intervene and relaunch the European economy risks closing in the near future." says Enrico Letta

Regarding the maritime sector, Mr Letta underlines that European ports remain critical infrastructure, serving as gateways to the Single Market. However, the EU maritime industry is unable to fully benefit from the Single Market in short sea shipping because maritime traffic between EU countries remains international traffic. Indeed, Customs procedures remain applicable to goods circulating between EU countries, and burdensome non-harmonised reporting are still required at each port call.

Mr Letta advocates a thorough evaluation of new environmental requirements, such as the integration of maritime transport into the EU Emissions Trading System (ETS) and the Carbon Border Adjustment Mechanism (CBAM) because it is critical for the EU to prevent such measures inadvertently cause a modal shift back to road transport or towards non-EU ports with lower environmental standards.

Another awaited report from former Italian prime minister Mario Draghi (to be submitted to the EU Commission next month) is expected to also call for an EU wake up regarding EU competitiveness.

In his recent acceptance speech upon receiving the Charles V European Award in Spain, Mr Draghi focused on how the EU could catch up with the US. In Europe, economic growth has been sluggish in most member states, with inflation cutting into stagnating income.

According to Mr Draghi, the productivity gap between the EU and the US is down to the tech sector and is set to widen with the development of artificial intelligence, currently dominated by American companies. It is time to act and swiftly.

It is reassuring to notice that competitiveness is at the heart of the recommendations in both above mentioned reports. EU's exposition to fierce competition from neighbouring third countries' industries and companies should also be systematically considered when adopting legislation for the internal market.

30-31.05.2024 - European Maritime Day 2024: leading progress on the sustainable blue economy – Denmark

On the 30th and the 31st of May, the European Maritime Day (EMD) was held in Denmark. The EMD is Europe's leading event to discuss the latest developments in the blue economy and the marine environment. Several sessions were organised by the European Commission's Directorate-General for Maritime Affairs and Fisheries (DG MARE) and the European Climate, Infrastructure and Environment Executive Agency (CINEA).



The Director of CINEA, Ms Paloma Aba Garrote, spoke during a session on Mission Ocean and Mission Cities, as well as at the annual meeting of the European Blue Forum. She emphasised the concrete support of the EU funding programmes managed by CINEA to European seaside cities in their journey towards climate neutrality. She also presented CINEA's actions for research, innovation and development of new technologies to make the Blue Economy more sustainable.

06.06.2024 – Commissioner for transport Adina Vălean’s speech on EU investment in port infrastructure – Brussels

In its 2013 Communication *“Ports: an engine for growth”*, the Commission emphasised the need for investment to adapt port infrastructure to new transport and logistics requirements and to handle the expected growth in cargo. The EU's Integrated Maritime Policy aims to promote the growth of maritime and seaside regions by focusing on maritime transport, seaports, shipbuilding and jobs in the maritime sector.

On the 6th of June, 2024, Commissioner for Transport Adina Vălean, on behalf of the European Commission, replied to the questions of MEP Marc Botenga (The Left) regarding port investments. She highlighted the following key points:

1. The Connecting Europe Facility (CEF) has provided over EUR 1.8 billion in grants for the modernisation of port infrastructure.
2. The CEF Alternative Fuels Infrastructure Facility (AFIF) supports port infrastructure with a total budget of EUR 1 billion.
3. The Cohesion Fund and the European Regional Development Fund (ERDF) have allocated EUR 5.2 billion for the period 2014-2027 to improve the environment and promote clean energy in ports.

Regarding jobs in ports, future roles are envisioned to adapt to the new role of ports as energy hubs, offshore renewable energy centres, circular economy hubs, and industrial clusters. Employment in the port sector has shown stability from 2009 to 2020, but emerging roles are anticipated to create additional job opportunities.

10.06.2024 – Belgian Presidency Informal Customs Union Working Party – Liège



On the 10th of June, 2024, Mr Maarten Boot, Policy Advisor at FEPORT participated to the Informal Customs Union Working Party organised and hosted by the Belgian Presidency of the European Union in the City Hall of Liège.

The event allowed representatives from the private sector and consumer organisations to provide their feedback regarding the proposed Union Customs Code Reform, to an audience composed of Member States' Customs Attachés as well as representatives from DG TAXUD.

The meeting included two sessions, featuring ten presentations from different trade associations from the transport and logistics sectors.

The themes evoked in the presentations included the transition from AEO to Trust and Check, indirect customs representation, cargo security as well as the need for a harmonised implementation and the connection between the Data Hub and the European Maritime Single Window environment (EMSWe).

Mr. Maarten Boot (Policy Advisor) presented on behalf of FEPORT, underlining the need for effective storage procedures that take into account the operational realities of ports and (maritime) logistics chains.

Many presenters expressed the hope that similar opportunities of cooperation and exchange of views between stakeholders' associations and policy makers become more recurrent in the future so as to ensure that the Customs Reform meets the needs of citizens, companies and regulators.

10.06.2024 – EU Commission’s Roundtable: A European approach to foster the EU waterborne sector – Brussels



Following the first High Level Meeting in SMM 2022 between European Commission’s representatives and CEOs from the waterborne industry, and the competitiveness roundtable held on 27 September 2023, in the context of the Waterborne Days, the European Commission proposed to continue the dialogue regarding the challenges and opportunities facing the industry, by gathering further input on how to best leverage existing and potentially new tools during its next mandate.

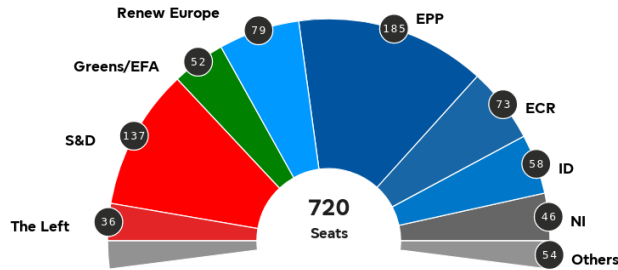
On June 10th, 2024, FEPORT and other trade associations from the Waterborne sector have been invited to participate to a constructive dialogue with several DGs (DG Grow, DG RTD, DG INTPA, DG Comp, DG MOVE, DG Empl, DG Mare, etc...) of the EU Commission. The exchanges have been co-moderated by a representative from DG MOVE and the Waterborne Technology platform’s Secretary General.

10.06.2024 – Results of the 2024 EU Elections – Brussels

The EU elections took place from the 6th to the 9th of June in all the Member States. The composition of the next Parliament and the distribution of seats will be as follows:

European Parliament 2024 – 2029

Provisional results



Provisional

Composition of the European Parliament based on available provisional or final national results published after voting has finished in all Member States, based on the structure of the outgoing Parliament.

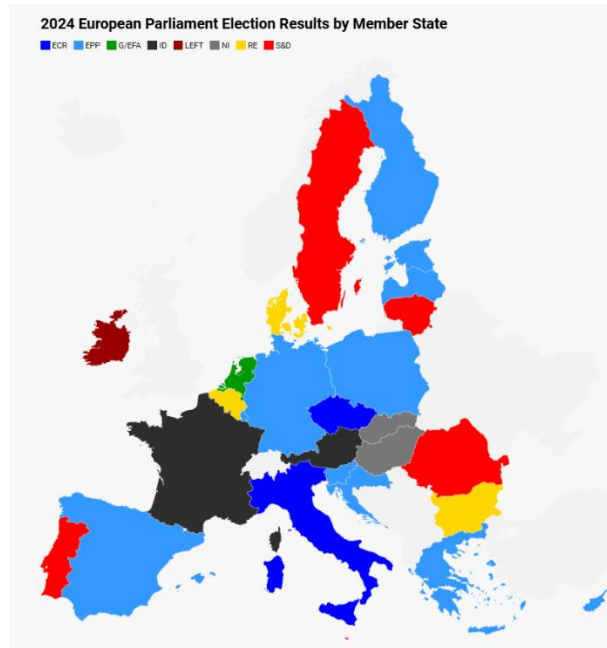
According to Parliament's rules of procedure, a political group shall consist of at least 23 Members elected in at least seven Member States.

Source: Provided by Verian for the European Parliament



- **European People's Party (EPP):** The EPP remains the largest party in the European Parliament, securing 185 seats (+9% compared to 2019).
- **Progressive Alliance of Socialists and Democrats (S&D):** The S&D group maintained their position as the second-largest party, with 137 seats (- 2%).
- **Renew Europe (RE):** The group lost several seats, dropping from 102 seats to 79 (- 23%).
- **Greens/European Free Alliance:** The Greens/EFA have also seen a fall in their number of seats, now at 52 (- 19%).
- **Identity and Democracy (ID):** The ID group, representing far-right parties, has gained seats, totalling 58 (+ 9%).
- **European Conservatives and Reformists (ECR):** The ECR group has secured 73 number of seats (+ 4%)
- **The Left:** The Left group remained stable, with holding 36 number of seats (- 1%).

The following map illustrates the election results by Member State, with each colour representing the dominant political group in that country.



The next steps after the elections:

- 6-9 June: European elections in EU Member States.
- 17 June: Informal meeting of EU leaders.
- 27-28 June: European Council meeting.
- June/July: Political groups meetings to discuss internal structure and distribution of seats.
- 16-19 July: EP constitutive plenary session in Strasbourg, election of the EP President and (possibly) election of the EC President.
- 22-25 July: EP committees constitutive meetings.
- 16-19 September: EP plenary session and possible election of the President of the Commission.
- October/November: Commissioners-designate hearings in the Parliament.
- 31 October: End of term of the current 2019-2024 Commission.
- November/December: Plenary vote on the College of Commissioners.

11.06.2024 – FEPOR T participates to Terminal Operators Conference (TOC) – Rotterdam



On the 11th of June 2024, FEPORT Secretary General, Ms Lamia Kerdjoudj participated to a panel discussion on market and trade outlook in the maritime sector in the framework of TOC 2024.

Participants in the panel discussed interesting topics such as the current geopolitical landscape affecting maritime trade as well as factors impacting freight rate fluctuations.

FEPORT Secretary General gave a presentation regarding the regulatory challenges bringing down sustainability, efficiency, and transparency within the port & terminal sector. She also presented [FEPORT Manifesto 2024-2029](#) and highlighted the main priorities for the EU cargo handling sector.

11.06.2024 – 73rd Stakeholders Advisory Group on Maritime Security meeting and 94th Maritime Security Committee meeting – Brussels

On the 11th of June, 2024, FEPORT attended the 73rd meeting of the Stakeholders Advisory Group on Maritime Security (SAGMAS) and the 94th Maritime Security Committee meeting.

During the meeting, key topics were discussed. The Commission presented findings from the Report on the implementation of the Port Security Directive 2019-2023. In the context of passenger ship security, it was agreed that no immediate further actions were necessary following a recent risk assessment, though future discussions may be revisited if needed. Reports were also given on the EU Maritime Security Strategy, including an overview of discussions during the BE Presidency Seminar on Maritime Security.

EMSA informed the committee about the IMO's Correspondence Group on remote ISPS verifications. The Commission reported on the 2nd Transport Cybersecurity Conference held in Brussels on the 2nd of May 2024, and EMSA announced that the 3rd EMSA Maritime Cybersecurity Conference will be held on the 3rd of October 2024 in Lisbon.

13.06.2024 – Council greenlights new TEN-T Regulation for improved European connectivity – Brussels

On the 13th of June, 2024, the Council adopted a revised regulation on EU guidelines for developing the trans-European transport network (TEN-T). The TEN-T network's development will follow a phased approach with clear deadlines: the core network by 2030, the extended core network by 2040.

The new regulation integrates rail, road, and waterways by merging core network corridors with rail freight corridors into 'European Transport Corridors'. These corridors are strategically crucial for developing sustainable and multimodal freight and passenger transport flows in Europe.

In response to Russia's war of aggression against Ukraine, the regulation extends four European Transport Corridors to Ukraine and Moldova while downgrading connections with Russia and Belarus.

Next steps include the signing of the legislative act by the presidents of the Council and the European Parliament, followed by its publication in the EU's official journal. The revised regulation will come into force twenty days after publication.

14.06.2024 – Call to action to adequately monitor the extension of EU ETS to maritime transport – Brussels

The Spanish delegation has prepared an information note for discussion at the Transport, Telecommunication and Energy (TTE) Council concerning the need to carefully monitor the possible negative impacts of EU ETS on maritime transport. The information note is also supported by Cyprus, Greece, Croatia, Italy, Lithuania, Malta, Poland, Portugal and Romania.

In the note, the Spanish delegation emphasises the high risk of diversion of shipping routes from EU ports to third country ports due to the current EU ETS provisions. It highlights concerns that the risk mitigation measures outlined in the Directive by the Commission are insufficient.

Therefore, the Spanish delegation reiterates warnings previously included in a letter signed by the Ministers from several countries in October 2023, in a declaration included as AOB in the last Council of 4 December 2023, and in the Report on building a comprehensive European port strategy adopted by the European Parliament.

In the note, the signatory Member States call upon the European Commission to urgently establishing actions to ensure the effectiveness of the mechanisms established in the EU ETS Directive to prevent the negative impacts, proposing the following:

- Incorporate a risk assessment in the monitoring mechanism included in the EU ETS, moving beyond retrospective tracking and including predictive criteria to anticipate potential route deviations.
- Immediately start the review process of the Directive and begin designing measures with Member States and the European Commission to address route deviations preemptively and enable prompt action to prevent such deviations.
- Establish a network of focal points in the Member States to exchange information on the analysis and monitoring at national level of the application of the EU ETS to the maritime sector, so that the European Commission can periodically share information, diagnoses and any plans, initiatives or measures that could be developed.
- Strengthen the efforts to look for global and ambitious solutions at IMO level to safeguard competitiveness of EU shipping and ports.

18.06.2024 – EU Council Position on Railway Infrastructure Capacity Regulation Will Not Improve Rail Freight Services – Brussels



On the 18th of May, 2024, the Council of the European Union adopted a General Approach on the Commission Proposal for a Regulation on Railway Infrastructure Capacity (COM (2023) 443). The proposal is intended to optimise railway capacity, improve cross-border coordination, increase punctuality and reliability, and ultimately attract more freight to rail. The general approach adopted does not go far enough in meeting these objectives.

For rail freight to become increasingly attractive to end users, it needs to move away from a national approach on capacity management to a more internationally coordinated approach. Over 50% of rail freight, and nearly 90% of intermodal rail freight, operates across at least one national border today. Presently the infrastructure is managed on a national basis with little international coordination. Rail freight is therefore operating cross-border services on a patchwork of national networks.

This does not mean that the current infrastructure management system for capacity allocation, which is largely built around the needs of passenger traffic, needs to be abandoned. The capacity needs of rail freight can be achieved through an internationally agreed framework for capacity management which caters for long-term, rolling planning and secured international paths for rail freight. For rail freight services to become more attractive to end users, it must be accepted that the status-quo is not effective. How railway capacity is managed needs to evolve into an international, digital and flexible system.

What we observe in the General Approach unfortunately does not go in this direction. The general move towards making European rules proposed by the European Commission unbinding, or open to national derogations, will lead to a situation where rail freight continues to operate on various national patchworks. It will mean continued fragmentation and sub-optimal exploitation of the available European railway infrastructure capacity and, crucially, inadequate support to European supply chains.

It is also highly doubtful whether the proposal of the Council will reduce the impact of temporary capacity restrictions on rail freight services. Today, rail freight services throughout many European Member States are experiencing significant delays and cancellations due to poorly planned and uncoordinated capacity restrictions which lack the required focus on traffic continuity solutions. It is important for the new regulation to include provisions for ensuring rail freight becomes more predictable during capacity 2 restrictions. This should be supported by real reciprocal incentives for infrastructure managers to plan capacity in a customer-friendly manner well in advance.

The Council proposal to delay the entry into force of this Regulation until 2029, and 2032 for certain provisions, will mean this Regulation will have no impact on the European Commission's goal of achieving a 50% growth of rail freight by 2030. This sends a message that policymakers are giving up the agreed 2030 objective.

Ahead of the upcoming trilogue negotiations it is essential that the European Commission, the European Parliament and the Council arrive at an agreed text which places a greater emphasis on meeting the business requirements of a functioning European rail freight market or there is a significant risk the proposal will have no real impact on increasing the punctuality and reliability of European rail freight.

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

18.06.2024 – EU Commission invites comments on draft revised State Aid rules for land and multimodal transport – Brussels

The European Commission is revising its guidelines for state aid in the transport sector to align with current strategic priorities such as the European Green Deal. The current guidelines for the rail sector have been effective but need updating to reflect technological and market changes.

The European Commission has launched a public consultation on new rules for land and multimodal transport, which will replace the [Guidelines for Rail Transport](#) with Guidelines for Land and Multimodal Transport (LMT) and introduce a Transport Block Exemption Regulation (TBER). These new rules aim to broaden the scope of state aid to include all less polluting modes of land transport and to streamline aid procedures. Interested parties can respond until the 20th of September 2024.

The [draft texts](#) of the LMT Guidelines and the TBER will be discussed in meetings with Member States, followed by a multi-stakeholder meeting. This will allow extensive opportunities for feedback from stakeholders. Adoption of the revised Guidelines and the new TBER is planned for the end of 2025.

19.06.2024 – EU Council reports on EU-wide crime-fighting actions – Brussels

The European Multidisciplinary Platform against Criminal Threats, EMPACT, is the EU's main internal security tool, addressing threats such as drug trafficking, human trafficking and migrant smuggling through an integrated approach and close cooperation between Member States and EU agencies.

On the 19th of June, the Council has published the results of the EU flagship instrument for the fight against organised crime, EMPACT.

Operations conducted in 2023 resulted in:

- 13,871 arrests
- Seizures of over €797 million
- Seizures of over 197 tonnes of drugs
- 15,644 investigations launched
- 6,801 migrant smugglers arrested
- 7,500 victims of human trafficking identified

The law enforcement actions, coordinated at national level with the support of EU institutions and agencies, demonstrated the effectiveness of EMPACT in the fight against organised crime.

19.06.2024 – Hungarian Presidency of the Council priorities – Brussels



On the 1st of July, 2024, Hungary will begin its six-month rotating presidency of the Council of the European Union until December 2024. The main priorities outlined in the programme are the following:

1. Enhancing European Competitiveness

Hungary aims to tackle economic challenges by boosting productivity and competitiveness across the EU. The adoption of a New European Competitiveness Deal is a key priority of the Hungarian presidency to revitalise economic growth through an open economy and international economic cooperation, technology-neutral industrial strategy, support for small and medium-sized enterprises, and the promotion of green and digital transitions.

2. Strengthening European Defence

In light of ongoing global conflicts, Hungary will emphasise enhancing the EU's defence capabilities. This includes strengthening the European Defence Technological and Industrial Base and improving defence procurement cooperation among Member States. The presidency will also focus on implementing the Strategic Compass to reinforce the EU's security and crisis management capacities.

3. Merit-Based Enlargement Policy

Hungary will advocate for a balanced and credible EU enlargement policy, with a particular focus on the Western Balkans. Recognising the geopolitical and economic benefits of integrating this region, Hungary plans to host consultations and summits to pursue this goal.

4. Addressing Illegal Migration

The Hungarian presidency will prioritise tackling illegal migration by enhancing cooperation with neighbouring countries and key transit states. Efforts will include curbing human smuggling, improving asylum rules, and ensuring robust external border protection, with an emphasis on effective return policies and innovative solutions.

5. Shaping Future Cohesion Policy

To promote harmonious development and reduce regional disparities, Hungary will initiate strategic debates on the future of the EU's cohesion policy. This policy, crucial for achieving

economic, social, and territorial cohesion, will be examined for its role in enhancing competitiveness and addressing demographic challenges.

6. A Farmer-Centred EU Agricultural Policy

Recognising the challenges faced by European farmers, Hungary will push for an EU agricultural policy that ensures food security and supports sustainable practices. The presidency will guide discussions on post-2027 agricultural rules, aiming to balance the goals of the European Green Deal with the needs of farmers.

7. Addressing Demographic Challenges

Hungary will address the demographic issues of an aging population, labour shortages, and rural depopulation. Highlighting the EU Commission's demographic toolbox, Hungary aims to bring attention to these challenges and propose solutions that enhance the EU's competitiveness and sustainability.

Moreover, in its detailed programme, the Hungarian Presidency outlined the actions it intends to take on specific topics:

Concerning the Customs Union Code, the goals of the revision are the following: to introduce several simplifications facilitating customs procedures; to set up a common EU customs data hub; and to create a new EU customs authority that would help Member States focus their inspection capacities on the most important areas. The Hungarian presidency priority is to continue this substantive debate to ensure that the emerging customs union is future-proof and capable of addressing the challenges of the coming decades more quickly and efficiently.

Hungary is committed to enhancing ties between the EU and Asia, particularly with the Indo-Pacific region. This includes intensifying trade, investment, and connectivity, with a pragmatic and balanced approach toward China and India. The presidency will also focus on implementing the Economic Security Package and strengthening cooperation with the European Commission on investment protection policies. The Hungarian presidency supports the assessment of potential agreements with Asian partners.

The Hungarian presidency will discuss and negotiate the elements of the Greening Freight Transport package. These are meant to help improve rail infrastructure management (Railway Infrastructure Capacity Regulation), provide better information on greenhouse gas emissions from freight transport (CountEU Emission Regulation) and support the shift from road freight to lower emission modes (Combined Transport Directive). The negotiation of the revised Directive on harmonised river information services (RIS) for inland waterways in the Community will help increase the efficiency of transport flows by improving traffic and transport management in inland waterway transport.

The Hungarian Presidency will also focus on the fight against drug trafficking, promoting the implementation of the EU Drugs Strategy and Action Plan and the EU Roadmap for combating drug trafficking and organised crime.

20.06.2024 – 66th Trade Contact Group Plenary Meeting – Brussels

On the 20th of June, FEPORT attended the 66th session of the Trade Contact Group (TCG) plenary meeting. The TCG is a forum where the European Commission and associations representing the private sector gather to discuss customs legislation and its implementation.

This plenary session particularly focussed on the impacts of the rapid rise of e-commerce and how this should be addressed in the Customs Reform.

In addition, valuable updates were provided regarding the implementation of CBAM as well as the EU Single Window Environment for Customs. During the session, stakeholders were also able to provide feedback regarding the deployment of ICS 2.

21.06.2024 - Roundtable: How can R&I support the long-term sustainability and competitiveness of the EU waterborne sector? - Brussels

The roundtable discussion on June 21st, 2024 organised by the Directorate-General for Research and Innovation of the European Commission, aimed at addressing the future research and innovation (R&I) needs of the EU to achieve the green and digital transition in waterborne transport.

The event showcased various Commission initiatives in waterborne transport, highlighting technological, societal, and environmental perspectives. It also included a discussion on policy instruments needed to maintain the EU's global R&I leadership, ensuring competitiveness and sustainability in the long term.

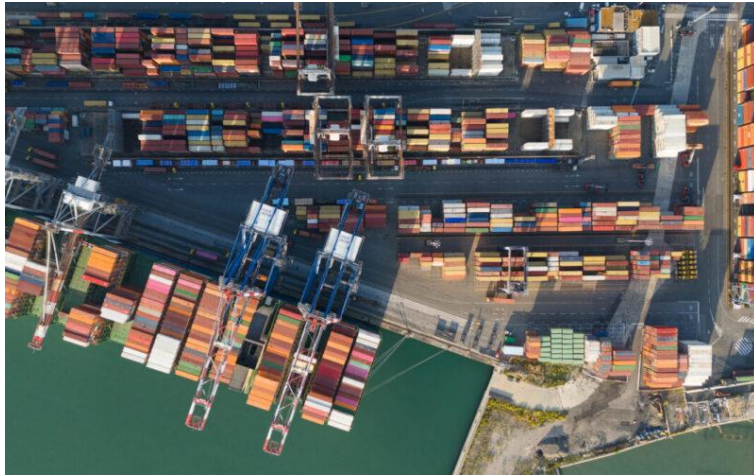
The discussion covered several key EU measures like the Sustainable and Smart Mobility Strategy, EU ETS extension to maritime transport, FuelEU Maritime, AFIR revisions, and the Renewable Energy Directive.

During the discussion, Mr Maarten Boot, Policy Advisor at FEPORT emphasised the crucial role of onshore power supply (OPS) in reducing greenhouse gas and air pollutant emissions from ships at ports, thereby improving the health of coastal populations and highlighting the necessity of funding to support infrastructure investments. Mr Boot underlined the need for substantial research and innovation for successful implementation for OPS deployment, which includes coordination among shipping companies, electricity providers, port authorities, and terminal operators and other transport modes.

As for digitalisation and automation, Mr. Boot discussed the potential of digital technologies like IoT and Big Data to optimise terminal operations, reduce emissions, and lower maintenance costs. European funding can expedite these advancements, as seen in projects like iTerminals. He also supported industry initiatives to improve coordination in supply chains, reducing waiting times and congestion.

Members' corner

10.06.2024 - La Spezia Container Terminal (LSCT) opens tender for major terminal expansion - La Spezia



La Spezia Container Terminal (LSCT), part of the Contship Group, is moving forward with its expansion plans by launching a tender for the first phase of the new Ravano terminal's construction.

The construction project, as outlined in the executive plan, will be executed in two phases. Interested parties have until the 3rd of September to submit their applications, with the contract

expected to be awarded by the end of December.

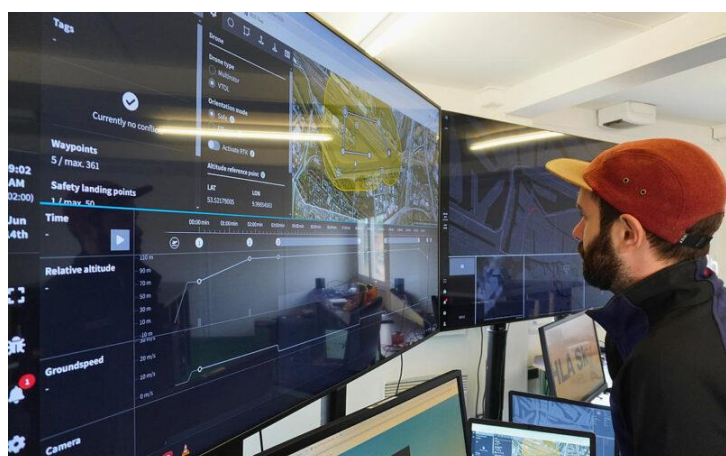
This expansion aims to boost LSCT's handling capacity from 1.4 million TEU to 2 million TEU and significantly increase rail usage, targeting 50 percent of total throughput.

Matthieu Gasselin, CEO of the Contship Italia Group, stated, *"We are integrating a crucial component into our strategic development plans, positioning LSCT as a key player in global trade by capturing new market shares."*

17.06.2024 - HHLA showcases drone solutions - Hamburg

HHLA Sky, part of Hamburger Hafen und Logistik AG (HHLA), has showcased its solutions for efficient drone operations in Hamburg. The Hamburg Port Authority, Hamburg Police, and Hamburg Aviation launched dronePORT Hamburg, the first European hub for unmanned aviation and mobile sensor technologies.

HHLA Sky provides drones for monitoring the Port of Hamburg and shipping lanes, along with technology for automated drone control and fleet management via its Integrated Control Centre. The Managing Director of HHLA Sky, emphasised that automation is crucial for efficient drone operations, enabling flights beyond visual range and scalable drone management. Additionally, HHLA Sky and Airobotics Ltd. formed a strategic partnership in May to offer drone services for securing and assisting terminal operations in Germany.



Events supported by FEPOR

23-25.10.2024 – 19th GreenPort Congress & Cruise – Le Havre



The event programme can be found [here](#).

FEPOR meetings

02.07.2024	Sectoral Social Dialogue for Ports Committee – Brussels
09.09.2024	Customs and Logistics Committee - Brussels
10.09.2024	Environment, Safety and Security Committee - Brussels
19.09.2024	Port Policy Committee – Brussels
26.09.2024	Board of Directors - Brussels
17.10.2024	Social Affairs Committee – Brussels
27.11.2024	General Assembly meeting – Brussels
28.11.2024	FEPOR Eighth Annual Stakeholders' Conference – Brussels