FEPORT

The Federation of European Private Port Companies and Terminals

Newsletter – October 2023

No surprise, yet, not a normalization either…

On October 10th, 2023, the EU Commission decided not to extend the Consortia Block Exemption for Liner Shipping. The end of the "status quo era" is not really a surprise as it was expected that the EU Commission would, at last, acknowledge that the changing nature of the container shipping sector that has seen massive horizontal and vertical consolidation over the past decade probably facilitated by specific exemptions, and the pandemic that saw freight rates skyrocket significantly require action.

FEPORT was not in favour of a repeal of the CBER as clear prohibitions stated in a block exemption Regulation are better than a legal void and no monitoring from the EU commission of the behaviour of the alliances.

FEPORT has always alerted about the interlinkages between consortia and alliances which have been totally neglected by the EU Commission in its previous assessments[1]. The bargaining power of the alliances towards customers and service providers has been tremendously also increased thanks to the 2009 version of the CBER.

Indeed, the current version of the CBER[2] (EC) which dates from 2009 was unfortunately too loose on some aspects as it did not clearly mention the do's and don'ts. For instance, neither the prohibition of the joint purchasing of cargo handling services/port services to restore a more balanced situation for terminals and techno nautical services (as mentioned in the OSRA 2022) nor the strict restriction, in a context of accelerated vertical integration, of exchange of data and any other form of information only to the shipping leg were explicitly stated in the text. Moreover, the 2009 CBER did not include anymore (as it was the case in the previous version) the withdrawal provision of the block exemption in case of ineffective competition and insufficient consultations with transport users and service providers. The removal of the withdrawal clause has practically excluded the possibility for customers and service providers to question the benefits of CBER before the end of the five years i.e., a very long period of time.

The CBER has at its peak covered up to 60 consortia. The container shipping's three main shipping alliances, 2M, Ocean Alliance and THE Alliance, are considered "consortia", as consisting of a matrix of vessel sharing agreements among alliance partners and others. And although, in the last review that took place in 2019, the EU Commission recognized that it was not able to assess the interlinkages between alliances and consortia and whether alliances which benefited from the CBER were having a market share beyond 30%, it has decided to renew the block exemption.

While the expiration of the current CBER does not make cooperation between shipping lines illegal, carriers will need to assess the compatibility of their agreements with EU antitrust rules based on the guidance provided in the Horizontal Block Exemption Regulation and Specialisation Block Exemption Regulation. It remains to be seen whether the repeal of the CBER will have the same impact on different carriers depending on their size and the trades they operate in. Some observers consider that big players have probably already anticipated the end of the CBER and already started reorganizing themselves individually. They will need to ensure they are compliant with competition rules. Smaller carriers however could be put off from operating in European markets due to the additional administrative burden.

The end of the CBER constitutes an important step towards the normalization of the liner shipping markets. However, the abolition of special antitrust law does not mean the end of the major alliances in container shipping. For a long time, in principle, whenever their market shares exceeded 30%, they have been operating outside the legal framework that has now been overturned. The European Commission should now set clear limits on the market behaviour of large alliances and rigorously enforce existing law. This is the condition for a successful normalization of the market in the coming years.

[1] Joint Press Release - Stakeholders in the Maritime Logistics Supply Chain urge the Commission to reconsider its decision and to proceed to a proper objective evaluation of the Consortia BER (feport.eu)
[2] CBER N° No 906/2009

09.10.2023 – Renewable Energy Directive: Council adopts new rules – Brussels

The Council of the European Union has adopted a new directive on renewable energy aimed at increasing the share of renewable energy in the EU's total energy consumption to 42.5% by 2030, with an additional indicative target of 2.5% to reach 45%.

Each member state will contribute to this common goal. Additionally, member states will have to contribute to sector-specific targets in areas like transportation, industry, buildings, and district heating and cooling to accelerate the integration of renewables.

This initiative is part of the "Fit for 55" package and will help the EU achieve its goal of reducing emissions by 55% by 2030. The directive provides options for member states to reduce greenhouse gas intensity in the transportation sector and sets targets for the use of renewable energy in industry, buildings, and heating/cooling. It also strengthens sustainability criteria for biomass use in energy production and streamlines the approval process for renewable energy projects.

The directive has been formally adopted and must be transposed into national laws within 18 months of its entry into force.

Source: European Council

10.10.2023 – European Commission decides to repeal the Consortia Block Exemption Regulation for liner shipping – Brussels

On the 10th of October, the European Commission published the Consortia Blocking Exemption Regulation (CBER) Staff Working Document and announced its decision not to extend the Regulation, thus letting it expire on 25 April 2024.

This decision follows the findings of the evaluation launched in August 2022 and the consultation of relevant stakeholders (i.e. carriers, shippers and freight forwarders, ports and terminal operators).

The evidence collected has established the limited effectiveness of the CBER throughout the 2020-2023 period. In particular, the SWD underlines that during these years, the market circumstances and the competitive structure of the liner shipping changed significantly, with price hikes and service disruption mainly due to Covid-19 and a shift to a more consolidated sector shaped by a few, global and integrated players that cooperated in alliances.

Both the small number of unique consortia falling within the scope of the CBER in 2020 (13 out of 43) and the profile of these consortia tend to show that the CBER brought limited compliance cost savings to carriers and played a minor role in carriers' decision to cooperate. Moreover, during the evaluation period, the CBER no longer allowed smaller carriers to cooperate among each other and offer alternative services in competition with larger carriers.

In assessing the relevance of the CBER, the Staff Working Document considered whether:

1. It can still be concluded with a sufficient degree of certainty that consortia which meet the conditions of the CBER generally fulfil the conditions of Article 101(3) TFEU;
2. Cooperation between carriers continues to help both to improve the competitiveness of the EU liner shipping industry and to develop EU trade.

With respect to the first point, the SWD considers the evidence submitted by carriers to support the claimed efficiencies *inconclusive*, due in particular to the impossibility of overcoming certain methodological limitations (i.e. absence of counterfactuals, the interdependence of the possible causes of benefits under examination, and the volatility of freight rates), that make it difficult to establish causal links between consortia and consumer benefits.

The second point, the SWD points out is that the disruptions faced by the different players in the EU supply chain and shippers during the COVID-19 pandemic show the limits of an antitrust tool. According to the SWD, this is because CBER has helped to commercialise liner shipping services, while the ability of shippers to reap the benefits of carriers' increasing scale and reach is limited by the capacity constraints of the other players in the supply chain.

Taking the above into account, the Commission concluded that the CBER does not appear to be fit for its purpose anymore, as it does not fulfil the criteria of effectiveness, efficiency and EU added value.

10.10.2023 – ELP event on CountEmissionsEU: Why transport needs more transparency in GHG reporting? – Brussels

At the third event organised by the European Logistics Platform (ELP) this year, over 60 EU policymakers and industry stakeholders convened to discuss the CountEmissionsEU proposal as proposed by the European Commission and how measuring emissions support companies in making better informed freight transport decisions.

Caroline Nagtegaal, Member of the European Parliament, Renew Europe Group, opened the event with an introduction expressing her support for harmonising emissions calculation methodologies to ensure the reliability and accuracy of GHG emissions data. She noted that today already many companies are seeking to assume greater responsibility for the environmental sustainability of their supply chains and measure their emissions with existing tools.

While Ms Nagtegaal was positive about the proposal for a harmonised framework, she also addressed some points of concern, noting that the proposal should ensure that new European rules do not duplicate existing ones, and align with recently adopted regulations, such as CO2 standards for HDVs, the Renewable Energy Directive. Ms Nagtegaal also noted that it was important to take the position of SMEs into account as they are already faced with competitive challenges and bureaucracy.

Szymon Oscislowski, Deputy Head of Unit, DG MOVE, European Commission introduced the CountEmissionsEU proposal and the motivation of the European Commission to launch a methodology which does not impose mandatory reporting. He explained that companies that choose to calculate emissions must adhere to the European methodology to ensure comparability of results.

Referring to the Commission's impact assessment he noted that enhancing transparency for transport companies can lead to better decision-making, ultimately contributing to cost and emission reductions. The CountEmissionsEU proposal ensures alignment with the ISO 14083 standard, which allows allow for comparability at international level.

Noelle Fröhlich, Senior Expert Clean Operations, DHL Group introduced the decarbonization measures and targets of DHL Group noting that customer demand for high-quality emissions data is on the rise. DHL Group welcomes the CountEmissionsEU proposal, in particular the alignment with the international ISO 14083 standard, use of both primary and secondary data, and the voluntary opt-in.

Raluca Marian, EU Advocacy Director of the International Road Transport Union (IRU) presented a number of good practices already in use by the road freight industry, such as the Objectif CO2 in France and the Fair Transport scheme in Sweden. She argued that in her view the CountEmissionEU proposal cannot be considered voluntary as SMEs working with larger companies, are as of January 2024 obliged to share emission data of their supply chains in their sustainability report in line with the Corporate Social Responsibility Directive (CSRD).

Additionally, she raised concerns about potential issues arising if larger companies used primary data for their calculations while subcontractors use secondary data and how these different datasets can be effectively combined.

ELP Chairwoman, Nicolette van der Jagt, Director General of CLECAT, closed the event, thanking all speakers and participants for their participation and announcing that the ELP would be soon back with an event on Combined Transport taking place on the 8th November in the European Parliament.

Source: European Logistics Platform

12.10.2023 – EU Foreign Subsidies Regulation (FSR) fully enters into force – Brussels

This summer, the European Commission adopted the rules for implementing the Foreign Subsidies Regulation. The FSR officially entered into force on the 12th of July, while on the 12th of October the notification obligation for concentrations and public procurement above certain thresholds started to apply.

The Regulation is aimed at EU and non-EU companies operating in the EU that have received direct or indirect financial contributions from a non-EU government – including the UK – by authorising the Commission to investigate and remedy subsidies received from non-EU Member States to ensure a level playing field.

The Implementing Regulation, and in particular the notification forms, specify the notification obligations of the notifying parties, specifying the information to be included in the notification forms for mergers and public procurement procedures.

In particular, for concentrations, companies have to report:

- for foreign financial contributions which are considered by the FSR as the most likely to distort the internal market, detailed information on all financial contributions of an individual amount of at least €1 million, granted to the parties to the transaction over the past 3 year;
- for all other foreign financial contributions, an overview of financial contributions granted to the notifying party/ies over the past 3 years of an individual amount of a least €1 million and in relation only to those countries that have granted to the parties to the transaction at least €45 million over the 3 years before the concentration, subject to a number of exceptions.

As regards foreign financial contributions in public procurement procedures, companies have to report:

- for foreign financial contributions, detailed information on all financial contributions falling under Article 5 of at least €1 million individually granted to the notifying party/ies in the three years prior to the notification;
- for all other foreign financial contributions, an overview of financial contributions granted to the notifying party/-ies of an individual amount of a least €1 million and in relation only to those countries that have granted to each of the notifying party/ies at least €4 million per country over the 3 years prior to the notification.

17-19.10.2023 – FEPORT Participates in GreenPort Congress and visits Alcântara Container (Yilport) Terminal – Lisbon

On October 18th, 2023, FEPORT Secretary general, Ms Lamia Kerdjoudj participated to the GreenPort Congress held in Lisbon. The theme of the Congress this year was “Balancing environmental challenges with economic demands”.

Ms Lamia Kerdjoudj joined in particular a “fully female” panel discussion which gathered other speakers: Ms Isabelle Ryckbost Secretary General, European Sea Ports Organization, Ms Nicolette van der Jagt Director General, European Association of Forwarding, Transport, Logistics and Customs Services, Ms Isabel Moura Ramos Executive Board Member, Port of Lisbon Authority and Ms Maja Markovčić Kostelac – Executive Director, European Maritime Safety Agency

FEPORT Secretary General said that competitiveness and resilience are key for FEPORT members. “We are of course taking very proactive action within the EU when it comes to the environment, and this is something we should be proud of. At the same time, other regions are not adopting similar legislation. So competitors close to Europe are not going to have compliance and implementation costs that EU companies will have. That is of great concern. We want close and swift monitoring by the European Commission on the impacts – because, as you know, when cargo leaves a port, it generally doesn’t come back.”

Ms Kerdjoudj emphasized the importance of dialogue with policy makers. “At the end of the day, it is also about trying to remain competitive. Environmental ambition has a cost – who is going to pay for that? For the moment, it is not so clear.”

Ms Isabelle Ryckbost, secretary general of ESPO, said: “Sustainability is one of the main pillars for ports – green and sustainability is the only way forward. But as we are now getting into the phase of implementation of European regulations, we already see some problems”.

Ms Isabel Moura Ramos, executive board member at the Port of Lisbon Authority, described the port’s discussions around the future of inland navigation to achieve a modal shift – “but we talk with operators and they say, who is going to pay for the movements in the terminal to the barge and from the barge to logistics and we say – we all need to pay it, it is not just the port authority. We are already paying that with the external negative impacts we have from the trucks that go out of our terminal. This is a difficult exercise but there is openness to new business models. We need to think about new business models inside the ports – there is no way out.”

Ms Maja Markovcic Kostelac, executive director of EMSA, said: “We as Europe are not just introducing high standards to implement them, but we are really trying to spread and promote a global approach.” This happens at the IMO and also includes issues such as workers’ and seafarers’ rights, she added. “The risk is global. Maritime transport is global, so solutions should be found on a global level. Nevertheless, we all know the global community is not a nice family sitting around the table sticking to agreement. We are not naïve. But we are trying to bring the same level playing field to the areas around us.”

Ms Nicolette van der Jagt, director of general of CLECAT, also pointed out that all modes of transport, including maritime, have been confronted with a huge amount of legislation recently, including the Greening Freight Transport Package. “We try to bring the practicalities to a lot of the proposals from the EC which are often being made behind a desk,” she said.

In parallel of the Congress, FEPORT Secretary General had the opportunity to visit, under the guidance of Mr Diogo Marecos, Regional General Manager Corporate Affairs of Yilport Iberia, Alcantara Container Terminal, a good example of the contribution of FDI to the attractiveness of an EUport.

The Alcântara Container Terminal is particularly dedicated to deep-sea traffic, being a privileged platform for direct connections to North, Central and South America, Africa, Europe and the Mediterranean. It spreads over an area of Area: 12 ha and has a handling capacity of: 567,641

TEU/year. A whole range of different equipment have been acquired: 4 super post-panamax quay gantries, 1 post-panamax quay gantry, 10 park gantry cranes on tires (RTG), 6 park gantry cranes on tires (RTG) as well as different types of reach stackers.

18.10.2023 – Commission publishes EU roadmap on fight against drug trafficking and criminal networks - Brussels

On the 18th of October, the European Commission adopted an EU Roadmap to step up the fight against **drug trafficking and criminal networks.**
The Roadmap includes **17 actions in 4 priority areas:**

1. **A new European Ports Alliance** which should increase the resilience of ports against criminal infiltration by reinforcing the work of customs authorities, law enforcement as well as public and private actors in ports across the EU;
2. **Dismantling high-risk criminal networks** such as by facilitating financial and digital investigations, and reinforcing cooperation between specialised prosecutors and judges;
3. **Measures to prevent organized crime** through exchange of best practices and guidance among Member States in order to, for example, prevent the infiltration of criminal groups in society and limit more effectively access to drug precursors;
4. **Working with international partners** such as by reinforcing information exchange, by performing joint operations on the main drug trafficking routes and strengthening law enforcement and judicial cooperation with non-EU countries.

As regards the first heading, "*a new European Ports Alliance*", the strategy proposes 3 priority actions:

1. ***Mobilising the customs community against drug trafficking***
   Through the European Ports Alliance, and financed under the Customs Programme, the Commission will set up a framework which facilitates the effective risk management and customs controls linked to illicit drugs smuggling and to ensure the cooperation of customs authorities.
   A dedicated project group involving Member States' customs authorities will therefore be put in place which should work towards a common understanding and coordinated approach, set out common targeting criteria and share best practices. These efforts should set the ground for establishing common risk criteria and priority customs controls at EU level. Furthermore, as from 2024, the Commission will provide more than EUR 200 million of funding for state-of-the-art equipment that will help customs authorities to scan containers and other means of transport. These funds will be made available via the Customs Control Equipment Instrument (CCEI) programme.

2. ***Strengthening law enforcement operations in ports***
   EMPACT, the European Multidisciplinary Platform Against Criminal Threats, will continue to be supported by the European commission. In EMPACT, there are currently two operational priorities regarding the fight against drug trafficking: cannabis, cocaine, and heroin (CCH) and synthetic drugs and psychoactive substances (SYN-NPS). In 2024-

2025, the Commission will boost cooperation further by providing additional support to further integrate non-EU countries into these two priorities.

3. ***A public-private partnership against drug smuggling and criminal infiltration***
   It is recognized that port authorities and private shipping companies need to be aware of their role in the fight against drug trafficking and criminal infiltration. They should, according to the Communication, therefore have the necessary tools to track containers with cameras, sensors and scanners. In addition, they should have the means to properly screen their employees to avoid attempted corruption by criminal networks.
   The Commission will bring together all relevant public and private actors into a public-private partnership ie Member States, local authorities, law enforcement authorities, customs, EU agencies and private operators in the ports. The European Ports Alliance will thereby be allowed to promote best practices and due diligence, and will focus on the exchange of strategic and operational information.

The Commission has also committed to launch a call for proposals on organised crime under the Internal Security Fund for an amount of EUR 20 million by the end of 2023. An EU Drugs Agency is due to become operational in the summer of 2024.

19.10.2023 – Commission publishes the third annual report on the Foreign Direct Investments Screening– Brussels

On the 19th of October, the European Commission published the third annual report on the screening of Foreign Direct Investments (FDI) into the EU. Together with the Staff Working Document, the report covers the year 2022 and provides information on how FDI screening works in the EU and the evolution of national screening mechanisms.

Since the entry into force of the FDI screening Regulation in October 2020, the Commission screened more than 1100 foreign direct investments. The data show that the use of the cooperation mechanism continued to grow in 2022, with the following key results:

- The Commission swiftly assessed FDI transactions that were reported by Member States, with 87% of them being evaluated within a mere 15 calendar days, thus ensuring no delays to authorisations by Member States.
- The EU mechanism does not restrict the EU's openness to FDI: of the more than 420 cases screened in 2022, less than 3% led to the Commission issuing an opinion.
- In 2022, the primary origins of FDI into the EU were the United States, United Kingdom, China, Japan, the Cayman Islands, and Canada.
- Most cases concerned manufacturing (59%), encompassing a wide range of industries such as energy, aerospace, defence, semiconductors, health, data processing and storage, communication, transport and cybersecurity.

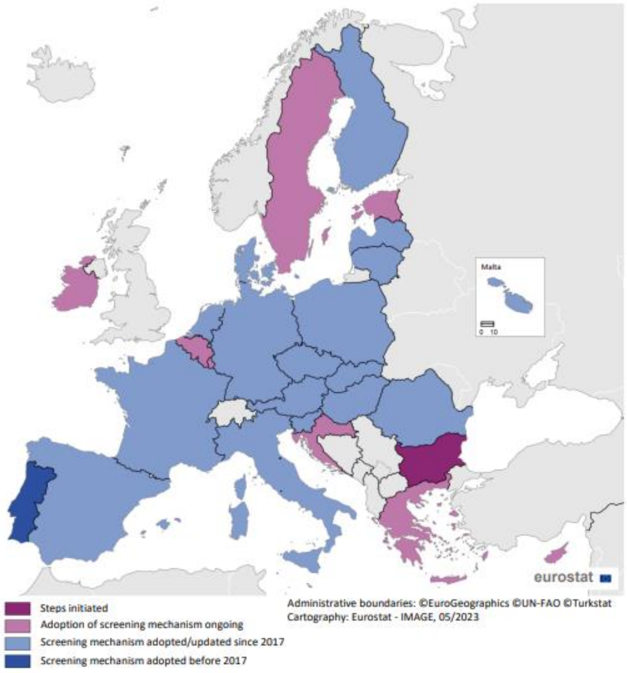
As regards national legislative developments, many Member States notified the adoption of new national screening mechanisms or the update and extension of existing ones.

In particular, seven Member States (Czechia, Denmark, Germany, Finland, Malta, Portugal and Slovenia) already have their national FDI screening mechanism in place, eight countries (Austria, France, Hungary, Italy, Latvia, Lithuania, Poland and Spain) updated it in 2022, while another eight (Belgium, Croatia, Cyprus, Estonia, Greece, Ireland, Luxemburg and Sweden) had a consultative or legislative process that is expected to lead to the adoption of a new mechanism.

The Netherlands and Romania have started the process of updating their existing mechanism. Slovakia was the only country to adopt a new mechanism in 2022.

The Commission is currently completing an evaluation of the FDI Screening Regulation, and a revised Regulation will be proposed before the end of 2023.

Source: European Commission



24.10.2023 – Council endorses revised EU maritime security strategy and action plan – Brussels

On the 24th of October, the Council approved a revised EU maritime security strategy and action plan.

First adopted in 2014 and revised in 2018, the two documents provided a comprehensive framework to address various threats and challenges at sea, such as illegal activities, competition for natural resources and threats to freedom of navigation. The strategy has helped promote rules-based governance at sea and has boosted international cooperation.

The revised strategy is built upon six strategic objectives, which have been transformed into about 150 specific actions outlined in the action plan:

1. Step up activities at sea

The revised strategy foresees the organisation of maritime security exercises, for instance annual naval exercises by member states' navies and coastguards and the reinforcement of existing EU naval missions.
The aim is to further expand coastguard operations in European maritime regions and the coordination of the presence of member states' naval and air assets in new maritime zones, based on the so-called "*Coordinated Maritime Presences*" concept.

In addition, the plan provides for the strengthening of efforts against illegal activities at sea, such as piracy, armed robbery, organised crime (including smuggling of migrants and trafficking in human beings) and illegal, unreported and unregulated fishing, as well as the reinforcement of security inspections of seaports in the EU.

2. Cooperate with partners

The EU seeks to intensify partnerships with likeminded countries and with regional and international organizations.

3. Lead on maritime domain awareness

The focus will be on improving the collection and exchange of information between the different civilian and military authorities responsible for monitoring and surveillance activities.
The EU will continue to use and develop the Common Information Sharing Environment (CISE) and strengthen the MARSUR maritime surveillance information exchange network to improve the secure exchange of information and coordination between national and EU authorities on maritime surveillance.

4. Manage risks and threats

The strategy also focuses on improving the collective resilience and preparedness of the EU and its Member States to manage the various risks and threats to maritime security.
A key line of action under this objective is to increase the resilience and protection of critical maritime infrastructure, such as pipelines, submarine cables, ports, offshore energy facilities and LNG terminals in all EU sea basins, and to intensify cooperation on the development of a regional surveillance plan for submarine and offshore infrastructure.

5. Enhance capabilities

Among the proposed lines of action are the development of common requirements for surface and underwater defence technologies, the construction of interoperable unmanned systems to monitor critical maritime infrastructure, and the intensification of work on several Permanent Structured Cooperation (PESCO) projects related to maritime security.

6. Educate and train

This objective aims to ensure a high level of specialised education, skills and training, which is indispensable for the EU to tackle present and future maritime security challenges. Within this context, a number of measures are directed towards enhancing expertise in countering hybrid and cyber threats, along with the provision of dedicated training initiatives that are accessible to non-EU partners.

24.10.2023 – Commission presents European Wind Power Action Plan – Brussels

On the 24th of October, the Commission presented the European Wind Power Action Plan, through which the Commission seeks to address challenges currently faced by the wind sector including insufficient and uncertain demand, slow and complex permitting, lack of access to raw materials, high commodity prices and risks on availability of a skilled workforce.

To address these challenges, the Action Plan among others sets out a number of **immediate actions** to be taken together by the Commission, Member States and industry. These immediate build on existing policies and legislation, focussing on six main areas.

- **Acceleration of deployment through increased predictability and faster permitting:** Under this focus area, the Commission is launching the Accele-RES initiative with Member States to ensure swift implementation of the revised EU renewable energy rules, thereby putting more focus on **the digitalisation of permitting processes** and **technical assistance to Member States.** In addition, the Commission will support the necessary **build-out of electricity grids** with a **Grids Action Plan** later this year;
- **Improved auction design:** The Commission will support Member States in improving their auction designs aimed at rewarding higher value-added equipment and ensure that projects are realised fully on time;
- **Access to finance:** The Commission will facilitate access to EU financing, notably through the **Innovation Fund**. The Innovation Fund's budget for financing clean technology manufacturing projects will be doubled to EUR 1.4 billion in the next call for proposals on 23 November 2023. The European Investment Bank (EIB) will make de-risking guarantees available;
- **A fair and competitive international environment:** The Commission closely monitors unfair trade practices which benefit foreign wind manufacturers and will continue to use trade agreements to facilitate access to foreign markets. The Commission will also encourage Member States to take fully into account risks to **critical energy infrastructures** when implementing their screening mechanisms on grounds of security or public order. The Commission will make full use of the cooperation mechanism under the **FDI Screening Regulation** to prevent possible treats to security and public order related to foreign investments in the EU wind industry. The Action plan also mentions the **Foreign Subsidies Regulation** as tool to monitor and address possible unfair trade practices.
- **Skills:** The Net-Zero Industry Act will facilitate the launch of European **net-zero industry skills academies, including one dedicated to the wind sector;**
- **Industry engagement and Member States commitments:** The Commission will work with Member States and the wind industry on an **EU Wind Charter** to improve the enabling conditions for the European wind industry to remain competitive.

Next steps

The Commission **calls on Member States and the industry to endorse this action plan** and implement the actions according to their respective roles. The Commission invites the

Parliament, the Council, and other EU institutions to contribute to this work supporting the objective of this action plan.

Source: European Commission

Member’s Corner

29.09.2023 – PSA Antwerp wins fifth consecutive AFLAS award as 'Best European Container Terminal' – Antwerp

PSA Antwerp has once again been awarded 'Best Container Terminal in Europe' by the prestigious Asian Freight Logistics & Supply Chain awards (AFLAS), marking the fifth consecutive year of recognition.

Expressing his feelings about this remarkable achievement, PSA Belgium CEO Cameron Thorpe stated: *"I’m very proud of our dedicated workforce, which commits itself every day to delivering unparalleled service. This accolade is not only a validation but also an acknowledgment of their relentless efforts. I would like to extend my heartfelt gratitude to every employee for their unwavering dedication to continue to make PSA Antwerp a world-class facility. I'd also like to extend my deep appreciation to our cherished customers, partners, and stakeholders for entrusting us with their valuable support."*

FEPORT meetings

23.11.2023	FEPORT Board of Directors – Antwerp
23.11.2023	FEPORT General Assembly - Antwerp
24.11.2023	FEPORT – ETF Workshop - Antwerp

Institutional meetings

6-7.11.2023	ENVI Committee Meeting – Brussels
09.11.2023	Sectoral Social Dialogue for Ports – Brussels
16.11.2023	TRAN Committee Meeting – Brussels
27-28.11.2023	INTA Committee Meeting – Brussels
27-28.11.2023	ITRE Committee Meeting – Brussels
29-30.11.2023	TRAN Committee Meeting – Brussels
29-30.11.2023	ENVI Committee Meeting – Brussels

Council of the EU meetings

04.12.2023	Transport Council – Brussels