



Newsletter –September 2024

Ports, and the future Maritime Industrial Strategy

EU Ports are the primary gateways for international trade. They connect maritime transport with inland transportation networks like railroads, rivers and highways. Many industries situated in the hinterland of ports would not be able to function and perform their activities without products and raw materials handled in ports.

EU ports create direct and indirect employment in areas such as shipping, logistics, warehousing, Customs, and even local manufacturing.

They also act as anchors for industrial clusters, attracting manufacturing, shipbuilding, energy, and logistics companies to the surrounding areas. This boosts local economies and can stimulate the development of new industries.

As global trade increases, EU ports and private terminals must constantly modernise to handle larger ships, improve efficiency, and reduce turnaround times. This requires investments in infrastructure and superstructure like cranes, automation, and digitisation of port operations.

EU Ports also play a vital role in fostering green shipping practices. The development of sustainable maritime fuel infrastructure, such as LNG and OPS, or hydrogen fuel, therefore, depends on forward-thinking maritime industrial strategies.

EU ports are strategic assets in terms of defence and security, but this characteristic should not be considered as a point of vulnerability. Through its [reply](#) to the European Parliament non-legislative Resolution on Building a Comprehensive European Port Strategy, the EU Commission has given concrete examples that demonstrate that the European Union has already taken strong action during the current mandate to strengthen competitiveness, security, resilience and the control of foreign influence in the European economy, including in ports.

Ports should not be stigmatized on issues such as drug trafficking as this oversimplifies a complex issue and ignores the broader context in which these activities take place. A port centred approach of the drug problem will not succeed. Commitments to act should be requested from all other segments of the maritime logistics chain.

The future EU Industrial Maritime Strategy must be inclusive and look at the entire maritime sector, fostering innovation, sustainability, and economic growth across a broader range of industries. It will be crucial that it encompasses everything from port operations to shipping, shipbuilding and marine technology, creating a comprehensive plan for the long-term health of the maritime economy.

09.09.2024 - Release of the Draghi Report on the Future of European Competitiveness – Brussels



The highly anticipated Draghi Report on the “Future of European Competitiveness” has been published, providing a comprehensive analysis of the structural challenges and opportunities facing the European economy.

The report highlights the urgent need to boost productivity, improve regulatory frameworks, and foster innovation to meet Europe’s political and economic goals. It underscores the critical role that transport, and logistics play in ensuring the EU’s economic connectivity and competitiveness. A well-functioning transport network is essential for the movement of goods, services, and resources, which drive economic growth, job creation, and social cohesion.

One of the key findings of the report is the urgent need for a regulatory reset to enhance the EU’s competitiveness. It emphasizes that Europe’s regulatory environment is overly complex and fragmented, often leading to inefficiencies that hinder growth. The report advocates for reducing unnecessary regulatory burdens, particularly those that impede cross-border transport and logistics operations.

The proposal to stress-test regulations for their economic and practical implications, along with efforts to quantify the cost of new legislation, is a major focus of the report. A streamlined and

harmonised regulatory framework is considered crucial for the success of the Single Market, and the report urges the EU to adopt these recommendations in its future policies.

Source: The European Commission

09.09.2024 - New TEN-T Coordinators Appointed – Brussels



On the 9th of September 2024, the European Commission designated nine new Coordinators to advance the completion of the trans-European transport network (TEN-T), a key infrastructure project aimed at connecting the EU through a vast network of railways, roads, and inland waterways.

Seven of the Coordinators will be responsible for overseeing the European Transport Corridors, which form the backbone of TEN-T, while two additional Coordinators will manage important horizontal priorities: the European Rail Traffic Management System (ERTMS) and the European Maritime Space (EMS). These mandates are set for four years, with the possibility of renewal.

The newly appointed Coordinators will work closely with Member States, cities, regions, and infrastructure managers to ensure the successful completion of the TEN-T. Their collaboration at local, regional, national, and European levels will play a crucial role in overcoming challenges and facilitating the development of this critical network.

- The following is the list of TEN-T Coordinators and their respective corridors:
- North Sea – Baltic: Catherine Trautmann (FR)
- Scandinavian – Mediterranean: Pat Cox (IE)
- Atlantic: Carlo Secchi (IT)
- North Sea – Rhine – Mediterranean: Paweł Wojciechowski (PL)
- Mediterranean: Mathieu Grosch (BE)
- Baltic Sea – Adriatic Sea: Anne Elisabet Jensen (DK)
- Western Balkans – Eastern Mediterranean: Marian-Jean Marinescu (RO)
- ERTMS: Matthias Ruete (DE)
- European Maritime Space: Gesine Meissner (DE)

Source: The European Commission

10.09.2024 - ERFA Event: Delivering for Rail Freight 2024-2029 – Brussels



On the 10th of September 2024, FEPORT participated in the ERFA event "*Delivering for Rail Freight: 2024-2029*," held in Brussels. The event brought together key stakeholders from the rail freight sector to discuss the future of rail freight in Europe, focusing on two main pillars: financing and legislation.

During the event, the new ERFA Manifesto was introduced, providing a roadmap for European policymakers to enhance the rail freight sector. The discussion emphasized the need for a unified European approach, less reliance on national specifications, and a new mindset to drive modal shift towards rail.

Key takeaways from the event included:

Financing:

- **Infrastructure:** A priority was placed on completing the TEN-T network with a focus on optimizing and compensating financial constraints related to temporary capacity restrictions (TCRs).
- **Technologies:** The deployment of ERTMS (European Rail Traffic Management System) was emphasised, while the introduction of operational technologies, such as Digital Automatic Coupling (DAC), should remain optional.
- **State Aid:** Calls were made for state aid to be fair, transparent, and accessible to all operators, with indirect support such as reductions in track access charges (TAC) being favoured to benefit railway undertakings.

Legislation:

- **ERTMS:** Reliable deployment plans should be established, minimizing specification changes and implementing standardized testing specifications.
- **Track Access Charges:** There was a call for a multiannual, supportive framework for track access charging, aiming to reduce disparities across different transport modes.
- **Train Drivers:** Facilitating language requirements at border sections was discussed, with a mid-term goal of adopting English as the standard language on freight corridors.

The manifesto was well received, with consensus that more European cooperation is needed to address these challenges.

Source ERFA and FEPORT

11.09.2024 - Panel Event: "Logistics in Times of Transition" – ELP Event – Brussels



On September 11th, 2024, FEPORT participated in the European Logistics Platform (ELP) event, "Logistics in Times of Transition," held at the Residence Palace in Brussels. The forum brought together over 80 EU policymakers and industry leaders to discuss key challenges and opportunities in logistics.

Magda Kopczyńska, DG MOVE Director General, highlighted the European Commission's focus on the European Green Deal and the need for public-private collaboration through the ETS Social Fund. The forum underscored the importance of AI and cybersecurity while addressing supply chain disruptions.

Paul Walter from the Port of Rotterdam and Katharina Tomoff of DHL stressed the slow progress in green infrastructure investments. They called for a unified EU approach to support decarbonization and help third-party countries meet EU standards.

Szymon Oscislowski from DG MOVE and Dr. Frederik Zohm from MAN Truck & Bus discussed the challenges of shifting freight to sustainable alternatives and the need for incentives. The forum noted the importance of the eFTI Regulation in digitalizing logistics.

Concerns were raised about potential cuts to logistics funding under the 2025 Multiannual Financial Framework (MFF). Panelists emphasized the need for continued financial support to maintain economic and environmental resilience.

Claudia Stuckmann-Invernizzi of Neste highlighted the need for clear political frameworks to support green technologies. The success of the eFTI regulation, which has saved €27 billion, was noted, with calls for better integration across member states.

The event concluded with a shared view that sustainability and competitiveness in logistics are achievable with significant investment.

Source: ELP/CLECAT

13.09.2024 – European Shippers Council Webinar: Resilience in the supply Chain after unexpected disruptions – Online



FEPOR T attended the European Shippers' Council's event "Resilience in the Supply Chain: Bouncing Back Stronger After Unexpected Disruptions" on the 13th of September 2024.

Key discussions highlighted the growing complexity of global supply chains, where disruptions, such as the Suez Canal blockage, have demonstrated the need for improved resilience. Companies are increasingly focused on building resilience through collaboration, flexibility, and visibility of supply chains, recognising the need for agile decision-making to quickly respond to disruptions.

Participants emphasized the importance of diversifying supply chains, improving transparency, and addressing risks like geopolitical tensions, climate change, and financial instability. Nearshoring and dual-sourcing were noted as crucial strategies to increase supply chain stability.

The event also addressed the ongoing challenge of convincing companies to invest in resilience measures, with many still hesitant due to the complexity of transformations and uncertainty in value generation. Key recommendations included fostering supply chain maturity through collaboration and adapting risk management strategies to be more dynamic and data-driven.

Resilience in the port sector was also discussed, highlighting the need for better alignment between different nodes within the supply chain and the importance of digital platforms for information exchange.

17.09.2024 – European Commission President Von Der Leyen announces Commissioners-Designate – Brussels



On 17 September, European Commission President Ursula von der Leyen unveiled the portfolios for the Commissioners-designate for the upcoming mandate.

Mr Apostolos Tzitzikostas, former President of the European Committee of the Regions, has been assigned the role of Commissioner for "Sustainable Transport and Tourism."

In the mission letter provided by President von der Leyen, several key policy priorities are outlined for the transport portfolio.

Notably, Mr. Tzitzikostas has been tasked with overseeing the completion of the TEN-T core network by 2030, as stipulated in the TEN-T Regulation. Additionally, he is expected to propose a Sustainable Transport Investment Plan, which will prioritise, among other things, the rapid deployment of charging infrastructure. His role will also focus on enhancing the social dimension of mobility, creating quality jobs within the sector, addressing labour and skills shortages, and reinforcing transport security, including cybersecurity, critical infrastructure protection, and relations with third countries.

Furthermore, Mr. Tzitzikostas will be responsible for developing a comprehensive EU Port Strategy, centered on security and competitiveness, building on the work already done by the European Ports Alliance.

Mr. Tzitzikostas will operate under the supervision of Executive Vice-President-designate for Cohesion and Reforms, Raffaele Fitto.

President von der Leyen's mission letter highlights several customs-related priorities, including the Customs Reform Package, the establishment of an EU Customs Authority, addressing non-compliant products on e-commerce platforms, and advancing a fully digital customs environment. It also touches upon rules of origin and the need for greater transparency and improved communication with stakeholders.

Before taking office, the College of Commissioners must be formally approved by the European Parliament. Parliamentary Committees will conduct confirmation hearings for the Commissioners-designate as from the third week of October. The new Commission is expected to begin its mandate on 1st of November 2024.

Source: European Commission

18.09.2024 - The 74th Stakeholders Advisory Group on Maritime Security and 95th Maritime Security Committee – Brussels

FEPORT attended the 74th Stakeholders Advisory Group on Maritime Security and the 95th Maritime Security Committee online, where key maritime security topics were discussed under the guidance of DG MOVE.

Technical workshops focused on innovation in Cluster IV as part of the work plan. Additionally, the matter of the new Commission's proposed EU Port Strategy was briefly mentioned.

Concerns from participating member states included issues such as the implementation of the ISPS Code, which Spain raised in relation to combating organized crime in ports.

DG HOME provided updates on data reporting by maritime operators, highlighting that ferry companies manage the bulk of data collection and face the most significant impact from law enforcement requests.

A layered approach to data collection was discussed, aiming to reduce reporting burdens through automation and horizontal measures. The session concluded with an overview of the social and economic impacts of these policies, with impact analysis still being finalised.

19.09.2024 - Third Joint Meeting of the EU and UK Domestic Advisory Groups Under the EU-UK Trade and Cooperation Agreement – Brussels



FEPURT attended the first joint meeting of the EU and UK Domestic Advisory Groups (DAGs) under the EU-UK Trade and Cooperation Agreement (TCA). The two DAGs, tasked with advising the TCA parties on its implementation, discussed key topics of mutual interest and explored ways to enhance cooperation towards achieving their joint objectives and ensuring effective implementation of the agreement.

Discussions focused on several key issues, including the need to ensure a level playing field for regulatory cooperation between the EU and UK. Clarifications were sought regarding the TCA's wording on mobility and lorries, as well as the regulation of collective bargaining rights on both sides. There was also an emphasis on aligning regulatory texts concerning chemicals and addressing the climate agenda, with both sides stressing the importance of clarifying compliance requirements for businesses on the social aspects of climate regulations.

On data protection, the removal of lorry driver data protection for UK drivers operating in the EU was discussed, alongside the need for longer-term solutions for data protection alignment. It was noted that the UK government's 2023 draft Data Protection and Digital Information Bill would be discontinued. New proposals on recognizing international labour standards were introduced, and agreement was reached on mutual recognition of qualifications.

Make UK highlighted the urgent need for action on customs interoperability and VAT cooperation. They also pointed out that the UK government has shown signs of a willingness to reform regulatory cooperation. Petitioners from the UK called for greater cooperation on the Emissions Trading System (ETS) to address carbon adjustment mechanisms. Luis Santos, Deputy Director General and Chair of Business Europe's EU-UK committee, emphasized that Carbon Border Adjustment Mechanism (CBAM) and ETS cooperation are key elements in moving towards a joint EU-UK statement.

Source: FEPURT

19.09.2024 – The 2024 European Union Agency for Cybersecurity (ENISA) report published – Lisbon



The European Union Agency for Cybersecurity (ENISA), which monitors the cybersecurity threat landscape through its annual ENISA Threat Landscape (ETL) report, released the 2024 ETL on 19 September. The report noted that, during mid-2023 and mid-2024, transport remained one of the EU's most targeted sectors by cyberattacks in a yearlong geopolitical escalation.

Most attacks were of the Distributed Denial of Service (DDoS) nature, which causes disruption on various levels. The transport sector suffered 21% of all DDoS events and, along with public administration, remains a target of so-called "Hacktivists", largely driven by political and ideological motivations. Other notable risks for the transport sector include malware, social engineering (victim manipulation), data breaches, and information manipulation and interference.

The ETL highlights the increasing prevalence of supply chain attacks that target interconnected systems and digital infrastructure. The report recommends that organisations and businesses implement cybersecurity strategies. This is particularly crucial as cybercriminals are now leveraging AI tools to create more convincing or realistic content, such as phishing emails, and generate malicious code.

Finally, ENISA has formulated a series of strategic, policy and operational recommendations. It urges businesses to adopt a proactive cybersecurity approach to safeguard data integrity and mitigate risks. It also emphasizes the importance of continuously adapting to ever-changing cyber threats.

The full report can be accessed [here](#).

20.09.2024 – FEPORF replies to the Transport Block Exemption Regulation and the draft Land and Multimodal Transport Guidelines consultation – Brussels

On the 20th of September, FEPORF submitted its response to the public consultation concerning the draft Transport Block Exemption Regulation and the draft Land and Multimodal Transport Guidelines.

FEPOR T reply welcomed the proposed texts as they depart from a holistic approach encompassing all sustainable transport modes as well as terminals.

In addition, FEPOR T believes that the incorporation of interoperability aid aimed at ensuring uninterrupted traffic flows in the texts constitutes a positive signal as this type of aid will support coordination and efforts to establish intermodal data exchange platforms.

FEPOR T's position also stresses that creating relevant rules is not enough. Procedures to apply for aid should not be overly complex and accessible for companies. FEPOR T therefore supports measures to reduce bureaucracy and simplify state aid procedures. Thresholds should not be set too low and possibly be linked to purchasing power indices. At the same time, economic operators should always be informed as early and comprehensively as possible about existing aid opportunities and implementing provisions.

FEPOR T submission additionally makes the below recommendations aimed at further improving the texts:

- Eligibility criteria for aid to launch new commercial connections, should not be only based on distance covered per transport mode. Other factors such as operational costs, network capacity and the availability of terminals impact the competitiveness of transport options and should therefore be considered in the eligibility criteria;
- Aid for the construction, upgrade and renewal of multimodal freight terminals should also focus on the digital component;
- Definitions should be clarified in order to ensure that barges operating in seaports are also covered by the texts.

20.09.2024 - The European Parliament Environment Committee Appoints Rapporteurs – Brussels

The European Parliament's Committee on Environment, Public Health and Food Safety (ENVI) has appointed rapporteurs for several legislative files related to EU environmental policy. These appointments will help guide the development of EU legislation in areas such as water protection, soil monitoring, plastic pollution, and waste management. Below is an overview of the appointed rapporteurs and their respective dossiers:

Proposal for a Directive on Water Framework, Groundwater Protection, and Environmental Quality Standards

- Rapporteur: Javi López (S&D, ES)

Proposal for a Directive on Soil Monitoring and Resilience (Soil Monitoring Law)

- Rapporteur: Martin Hojsik (RE, SI)

Proposal for a Regulation on Preventing Plastic Pellet Losses to Reduce Microplastic Pollution

- Rapporteur: César Luena (S&D, ES)

Proposal for a Directive on Green Claims

- Rapporteur: Delara Burkardt (S&D, DE)
- *This file is jointly handled with the IMCO Committee, where the rapporteur has yet to be announced.*

Proposal for a Revision of the Waste Framework Directive (Textiles and Food)

- Rapporteur: Anna Zalewska (ECR, PL)

Proposal for a Regulation on Detergents and Surfactants

- Rapporteur: Majdouline Sbai (Greens/EFA, FR)

These rapporteurs will oversee the review and negotiation of these directives and regulations within the European Parliament.

Source: The European Parliament

23.09.2024 - EU Commission study on benefits of market opening - Brussels

The European Commission released a comprehensive study focusing on the effects of competition across key EU infrastructure sectors. The report highlighted significant benefits, such as the diversification of services, enhanced operational efficiency, and the modernisation of long-standing operators.

Increased competition has driven innovation, with new market entrants introducing more efficient asset management practices and offering a wider range of services. This has also led to cost reductions and improved service quality for end users, benefiting the overall efficiency and competitiveness of EU infrastructure.

However, the study also identified several persistent challenges. Infrastructure across various sectors faces capacity limitations, with the need for substantial investment in modernisation and technological upgrades. Financial burdens for operators, particularly around expensive technological implementations, and complexities in cross-border operations remain major concerns. Additionally, ensuring a level playing field regarding State Aid continues to be a challenge, with some operators facing uneven competition due to varying national policies.

The findings of the Commission's study underline the need for continued efforts to address these challenges to unlock the full potential of competition in strengthening the resilience and competitiveness of EU infrastructure.

Source: European Commission

23.09.2024 - The European Commission publishes a report on “Rail market opening: competition leads to lower ticket prices, EU study finds” - Brussels

A comprehensive study examining the effects of competition in the EU's rail market provides new insights into how liberalisation is influencing prices, service quality, and market dynamics in both passenger and freight rail transport.

Passenger Rail: Open Access vs. Public Service Obligation

- **Open Access (OA) Services:** The study finds that competition in Open Access (OA) passenger services, where multiple operators run along the same lines, has significantly reduced ticket prices and improved service quality. Countries that opened their markets early, such as Italy and Sweden, have seen price decreases of up to 28% immediately after competition was introduced. Notably, high-speed rail routes in Spain and Italy witnessed dramatic fare reductions, with competition pushing operators to offer more attractive pricing and improved services. Increased service frequency and upgrades, such as free Wi-Fi, have been noted across multiple countries.
- **Public Service Obligation (PSO) Contracts:** Unlike OA services, competitive tendering for PSO services has not directly affected ticket prices, as these are regulated by public authorities. However, competition has increased economic efficiency, with countries like Germany and Denmark reporting significant savings in public subsidies. In France, competitive tendering has led to increased service frequency and lower costs per train-kilometre. In some cases, operators have upgraded rolling stock and enhanced service quality as part of their bids to win PSO contracts.

Freight Rail: Cost Efficiency and Market Dynamics

- **Price Reductions:** The study indicates that liberalization in the freight rail market has resulted in a downward trend in prices. Case studies in France and Croatia show a steady decrease in freight costs since competition was introduced. However, perceptions about the impact of competition vary, with railway undertakings viewing liberalisation as beneficial for price reductions, while shippers are less convinced.
- **Service Quality and Challenges:** While competition has spurred cost efficiency among operators, the freight sector has not seen as much improvement in service quality due to infrastructure issues and network delays. Investments in intermodal solutions, which combine different modes of transport, have been a focus for some operators to meet the demands of modern logistics.

Key Challenges and Market Barriers

Despite the positive impacts of competition, several challenges remain:

- **Barriers to Entry:** New entrants face significant hurdles in acquiring rolling stock and accessing key infrastructure, which can limit their ability to compete effectively with incumbents.
- **Incumbent Dominance:** Incumbent operators maintain a stronghold on ticketing platforms, which can make it difficult for new operators to attract passengers and raise awareness about their services.
- **Regulatory Oversight:** The role of independent regulatory bodies is crucial in ensuring fair competition, especially in the allocation of PSO contracts and the management of infrastructure.

Looking Ahead.

The full impact of rail market liberalisation is still unfolding. In the passenger rail sector, EU legislation only mandated market opening in 2020 for OA services and in late 2023 for PSO

services. As a result, the long-term effects of competition on pricing, service quality, and market efficiency will continue to evolve in the coming years.

Source: European Commission

24.09.2024 – FEPORT Participates in Smart Digital Ports of the Future Conference - Rotterdam



On the 24th of September, Mr Maarten Boot, Senior Policy Advisor of FEPORT participated in a panel discussion organised in the context of the SDP conference entitled: *Green Digital Ports: the twin objectives of digitalisation and decarbonisation*.

The panel featured contributions from academia, consulting, port authorities as well as the perspective of private terminal operators which was provided by FEPORT. The panel was moderated by Mr Kaj de Groot, Director of Automation Projects at Portwise.

Mr Afshin Mansouri, Professor of Operations and Supply Chain Management shared his vision for digitising container terminals by using the Green Yard Scheduler (GYS) to enhance productivity and sustainability.

Mr Matteo Boschian Cuch, PhD Student in Transport and Mobility at CENIT/Port of Barcelona emphasised the critical role of digitalisation in enabling sustainable port operations, in particular through the application of 5G.

In his presentation, Mr Maarten Boot explained how various pieces of EU legislation incentivise port operators and other transport sector stakeholders in their efforts to decarbonise and digitalise their operations. Commenting on the Fit for 55 package, he stressed that when it comes to implementing the rollout of alternative fuels infrastructure it is not only important to focus on availability requirements in the ports, but that also the demand side should be considered. In addition, when designing legislation applying to shipping, impacts on port stakeholders should not be overlooked.

25.09.2024 - CEF-Transport call for proposals opens - Brussels

The [2024 CEF Transport calls for proposals](#) have been opened on the 25th of September 2024. On the 2nd of October 2024 from 10:00 to 14:00 (CEST), CINEA together with the European Commission's DG MOVE will organize an information session to present A total of €2.5 billion is available for projects to build and modernise European transport infrastructure.

The info day will:

- Guide applicants through the priorities of the call
- Explain the application and evaluation process
- Describe award criteria
- Provide tips and share lessons learnt from previous CEF Transport calls on how to prepare and submit a successful proposal

Participants can ask questions via sli.do using #CEFTransport2024. Questions can be submitted until 30 September at 17:00 CEST (Brussels time). The program of the event can be found on the official page of the info day.

Attendance is subject to registration which can be done here.

Member's Corner

10.09.2024 - Rotterdam terminals transition to shore power - Netherlands

Hutchison Ports ECT Rotterdam (ECT) has announced its plan to transition its container terminals to shore power, aiming to reduce CO2 emissions by approximately 35,000 tonnes annually. The transition is part of a deal with Rotterdam Shore Power (RSP), a joint venture between Eneco and the Port of Rotterdam.

The first vessels are expected to be connected to shore power by 2028, with full operational capability for both terminals by 2030. This would allow around 5,000 sea-going vessels to use shore electricity annually, contributing significantly to the port's decarbonization efforts.

The shore power infrastructure, one of Europe's largest such projects, will span around 5 kilometres of quay. RSP will oversee the construction and management of the facilities, while ECT and the Port of Rotterdam will manage the integration at the terminal and quay.

This initiative aligns with the Port of Rotterdam's goal of becoming climate-neutral by 2050, in line with the European Green Deal's objectives. The project is also part of ECT's broader plan to achieve emission-free operations by 2035.

Source: Port Technology International

13.09.2024 - Hutchison Ports installs first electric reach stacker in Southern Europe - Spain

Hutchison Ports BEST has introduced the first electric reach stacker in Southern Europe at its Barcelona terminal as part of its efforts to minimize carbon emissions and enhance sustainability. Manufactured by Sany, this reach stacker plays a critical role in the decarbonization of terminal operations, contributing to significant reductions in greenhouse gas (GHG) emissions.

The machine, capable of lifting up to 45 tonnes and stacking up to five containers, operates using 100% renewable electricity, and is projected to reduce emissions by around 260 tonnes of CO2 equivalent annually. The reach stacker will primarily be used for container handling in areas adjacent to the railway terminal and storage zones for both empty and full containers.

This initiative reflects Hutchison Ports BEST's commitment to sustainable practices, helping to establish its terminal as the most environmentally friendly and efficient in Southern Europe.

Source: Port Technology International

FEPORT meetings

09.09.2024	Customs and Logistics Committee - Brussels
10.09.2024	Environment, Safety and Security Committee - Brussels
17.09.2024	Port Policy Committee – Brussels
19.09.2024	Board of Directors - Brussels
17.10.2024	Social Affairs Committee – Brussels
27.11.2024	Board of Directors – Brussels
04.12.2024	General Assembly Meeting – Brussels

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