



The Federation of European Private Port Companies and Terminals



Newsletter – December 2024

Wishing the Polish Presidency Great Success!



As Poland assumes the Presidency of the Council of the European Union under the motto 'Security, Europe!', FEPORT expresses its full support to this vision and wishes to highlight the role of private port companies and terminals in achieving these objectives. From military mobility and energy independence to economic resilience and the energy transition, port operators are essential to safeguarding Europe's future. With over €70 billion invested in European ports over the last decade, FEPORT's members stand ready to contribute to the EU's ambitions.

Private port companies and terminals are already playing an increasingly strategic role in responding to global security challenges, particularly since the onset of the war in Ukraine. FEPORT calls for continued investments in resilient infrastructure that can support both civilian and military needs.

The Polish Presidency has set ambitious goals across several areas, including defence, economic security and energy, which are deeply relevant to the interests of FEPORT and its 2,290 members across Europe. FEPORT strongly advocates for a holistic approach to these issues as European ports connect the internal market to the rest of the world. Hence, the importance for the upcoming policies to ensure that European port public and private stakeholders are recognised for their enabling role.

As the EU works on shaping its forthcoming EU Port and Maritime Strategy, FEPORT stresses the need to have a supply chain-centric focus that will support Europe's evolving economic demands. We must above all else not fall into a siloed approach.

Security, as a key aspect of the Polish Presidency, must also be apprehended in a holistic way. The security of European ports depends on tackling crime at every level of European society. Simply combating crime within European ports will not cure the problem. Moreover, the drug problem is not just a European one but a global challenge.

FEPORT supports an ambitious reform of the UCC, aiming to enhance the efficiency of customs controls while minimising disruptions to supply chains. As ports serve as key entry points for goods entering the EU, it is essential that the reform enables the seamless flow of goods while combating illicit trade. In this context, the Polish Presidency's future work on the reform of the customs union, including the creation of the EU Customs Authority, will be of great importance. FEPORT emphasises the need to address requirements that are key to ports and maritime logistics chains such as effective rules regarding goods' storage in ports.

FEPORT welcomes the Polish Presidency's recognition of the importance of the energy transition in driving Europe's climate goals. Private port companies and terminal operators play a critical role in this transition. They require targeted support for clean refuelling, recharging infrastructure and greening of port equipment and the import and production of renewable energy.

Regarding the funding of transport projects including those situated in ports and connecting ports to the internal market, FEPORT strongly advocates that priority is given to what has been the strength of the EU i.e. its TEN-T network. We need multimodal transport corridors and a centrally managed financing instrument such as the Connecting Europe Facility which has proven so far to be an effective tool. We hope that the Multi Financial Framework (MFF) negotiations will prioritise funding for transport given its crucial role in terms of strategic autonomy and security of supplies. Besides CEF, funding for innovation will be needed to accelerate the decarbonisation of the maritime sector.

In line with the EU's broader energy security objectives, the Polish Presidency's support for the diversification of Europe's energy sources to enhance the resilience of ports to energy disruptions will be instrumental.

FEPORT looks forward to engaging constructively with the Polish Presidency on these key priorities and will continue to advocate for balanced regulatory frameworks, a level playing field, and the inclusion of private sector perspectives in the policymaking process.

SAVE THE DATE

FEPORT Eighth Stakeholders' Conference: 9th April 2025

Ports Ahead: Navigating the future EU Maritime Industrial Strategy



Dear colleagues, Dear friends,

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

Looking forward to welcoming you!

27.11.2024 - Budapest Declaration on the New European Competitiveness Deal: A Renewed Vision for Farming and Manufacturing in the EU – Strasbourg



On November 27, 2024, the European Parliament plenary held a topical debate on the *Budapest Declaration on the New European Competitiveness Deal: A Future for the Farming and Manufacturing Sectors in the EU*. Adopted by the European Council earlier this month, the Declaration outlines 12 points aimed at enhancing the EU's competitiveness, productivity, and sustainability, with a focus on economic, social, and territorial cohesion. Key objectives include a 25% reduction in administrative burdens by mid-2025, a strengthened framework for agriculture, and commitments to research, innovation, and industrial renewal.

The Declaration received widespread attention, with contributors highlighting its ambitious vision and the challenges that lie ahead, including:

- **Simplifying Legislation and Reducing Bureaucracy:** MEPs stressed the need for cutting red tape and implementing impact assessments for all new legislation. They emphasized the economic costs of barriers within the Single Market and called for a pragmatic business action plan within 100 days.
- **Industrial Renewal and Decarbonization:** Commissioner Simson highlighted the EU's leadership in renewables and called for a balanced approach to decarbonization that fosters industrial growth. Speakers echoed this sentiment, stressing the need to integrate ecological transition with economic and social goals.
- **Trade and Market Access:** The debate also touched on concerns regarding free trade agreements, particularly Mercosur. Speakers criticised the agreements for creating unfair competition for EU farmers, while others underscored the need to balance open markets with protecting domestic industries.

Source: The European Parliament

04.12.2024 - FEPORT Applauds Greece's Commitment to Undertake the Necessary Changes in its Tonnage Tax Scheme Opening a New "Era of Compliance" and EU Enforcement on Tonnage Tax - Brussels

On December 4th, 2024, FEPORT members gathered in Brussels for the General Assembly meeting of the organisation.

FEPORT takes note of the recent announcement by the Commission to formally record the acceptance of the proposed appropriate measures by Greece in order to modify its tonnage tax scheme following FEPORT action for failure to act before the General Court of the European Union in Case [T-17/23](#).

FEPORT is also awaiting the publication of the Commission's formal decision in order to analyse the extent to which the appropriate measures will make it possible to resolve all competition issues in relation to the Greek tonnage tax scheme, notably the exclusion of port services, and the timeframe within which Greece must implement these – long awaited - measures.

We can nevertheless applaud Greece's commitment to undertake the necessary changes in its tonnage tax scheme, which is a positive step in the restoration of a real level playing field in the maritime logistics chain. We hope that this Decision will pave the way to changes in the schemes of other EU-Member States where tonnage tax schemes must also be made compliant with EU Law, notably by ensuring that cargo handling operations are covered by a minimum effective tax rate according to OECD Pillar 2 agreement as transposed by Directive (2022/2523).

"We hope that the time of legislation through individual tonnage tax decisions and laxity will definitively stop as it has been a source of distortion of competition within the maritime logistics chain across the EU. We need a clear, fair and robust EU framework that supports the competitiveness of all industries part of the supply chain" says FEPORT President, Mr Gunther Bonz.

"FEPORT members look forward to starting a constructive dialogue with Vice President Ribera, whom we congratulate for her appointment, regarding the commitments taken by Greece to be in compliance with EU Law and BEPS Pillar 2 provisions" adds Mr Bonz.

During the General Assembly, FEPORT members re-elected Mr Gunther Bonz as Chairman of FEPORT and extensively discussed the current geopolitical context as well as all topics regarding port competitiveness. EU ports will need major investments to adapt to climate change and become hubs of energy for the EU. They will need to be better valued for the role they play as fortresses of the EU territory. Lessons regarding the impact of ETS on EU ports should be learnt and no legislative proposals should be proposed without a real 360° impact assessment.

"Awareness about the role of ports after COVID 19 generated a lot of hope from port stakeholders but four years later, it is a bit worrying to see that ports are portrayed as areas of vulnerabilities of the EU. It is important that the EU adopts strong measures that limit the overreliance of the EU on non-EU products and platforms, but the strategy should not be only defensive. And more importantly, it should focus on the whole maritime logistics chain if not on all the supply chain. Only a holistic approach will allow us to have real alternatives (equipment, ships, software, energy, batteries, machinery, trucks etc.). Hence the importance of an industrial maritime strategy that encompasses all segments of the maritime logistics chain including ports" comments FEPORT President.

"Similarly, drugs are not produced in EU ports. They are brought to and transiting via EU ports. The fight is therefore also upstream and downstream ports. We need a Supply Chain Alliance against Drugs. FEPORT looks forward to working in a constructive manner on the above-mentioned topics"

with Commissioners Tzitzikostas and Brunner, whom we congratulate for their appointment,” concludes Mr Bonz.

04.12.2024 - The European Parliament has Entered into Institutional Negotiations on CountEmissions Proposal – Brussels



The European Parliament’s TRAN and ENVI Committees have officially agreed to enter into interinstitutional negotiations on the CountEmissions EU proposal. The negotiations will be led by two new rapporteurs, MEP Antonio Decaro (S&D, Italy) and MEP Norbert Lins (EPP, Germany), who will represent the Parliament in discussions with the Council and the Commission.

Parliament had previously adopted its position on the proposal in April 2024, following the Council’s approval of its general approach in December 2023.

Source: The European Parliament

09.12.2024 – Exploring Excellence: FEPORT Visits Terminals at the Port of Antwerp – Bruges – Antwerp



The FEPORT team recently had the privilege of visiting three prominent terminals at the Port of Antwerp-Bruges, M-PET, DP World, and AET. These visits provided a valuable opportunity to witness the advanced operations that contribute to the Port of Antwerp-Bruges role as a key hub for European and global trade.

During the tours, we were introduced to innovative strategies and technologies being employed to tackle the evolving challenges of the maritime and logistics sectors. Each terminal demonstrated its commitment to excellence, reflecting the vital role ports play in ensuring efficiency, sustainability, and resilience in supply chains.

A significant topic of discussion during the visits was the ongoing fight against illegal activities, particularly drug trafficking. As vital gateways for global trade, terminals are under increasing pressure to strengthen security while maintaining smooth operations. Advanced surveillance systems, collaborative efforts with authorities, and innovative screening technologies are some of the measures being adopted to combat these challenges effectively.

Innovation and automation were central themes throughout the discussions. From state-of-the-art equipment to fully integrated smart systems, these advancements are transforming terminal operations. Automation not only enhances safety and efficiency but also supports broader goals for decarbonisation and sustainability by optimizing resource use. New jobs are being created.

The decarbonisation of the maritime sector was another focal point during the visits. Terminals are actively implementing strategies to reduce emissions, including investments in renewable energy and the integration of Onshore Power Supply (OPS) systems. OPS enables vessels to connect to the electricity grid while at berth, significantly reducing greenhouse gas emissions and improving air quality.

In addition, several terminals are exploring innovative renewable energy projects, such as solar and wind power installations, to align their operations with the broader energy transition. These initiatives highlight the importance to secure access to different sources of energy.

In today's dynamic global market, safeguarding the competitiveness of European ports remains a shared priority. The discussions underscored the importance of collaboration across

stakeholders to address common challenges, such as regulatory shifts, market pressures, and sustainability demands. By embracing automation, strengthening security measures, and investing in decarbonisation, terminals are positioning themselves to thrive in an ever-changing landscape.

FEPOR expresses its sincere gratitude to M-PET, DP World, and AET for their openness and hospitality during these visits. The insights gained will guide our continued advocacy efforts to support the needs of terminal operators and ensure the resilience, innovation, and sustainability of the European port sector.

12.12.2024 – FEPOR Attends the 13th Meeting of the EU DAG Under the EU-UK TCA – Brussels

FEPOR attended the 12th EU-UK Domestic Advisory Group (DAG) meeting to discuss the evolving dynamics of the EU-UK Trade and Cooperation Agreement (TCA) and its implementation. The meeting highlighted critical challenges and opportunities, including regulatory cooperation, customs, mobility, and climate policies.

Key points of discussion included the engagement between the European Commission and the UK government, as well as the priorities of the UK government and business community. However, several pressing issues were brought to light during the discussions.

One of the recurring challenges is the situation in Northern Ireland, particularly regarding the implementation of the Carbon Border Adjustment Mechanism (CBAM). The complexities of Northern Ireland's unique trade and regulatory position continue to pose significant difficulties, underscoring the need for tailored solutions that align with both EU and UK priorities.

Another critical issue is the UK's stance regarding formal commitments for deeper cooperation. While informal engagement continues, the lack of binding agreements raises concerns about the long-term stability and predictability of the EU-UK relationship, particularly in areas like trade and regulatory alignment.

Foreign investment screening emerged as another key topic, with participants discussing the matter of alignment between the EU and the UK. Divergences in screening policies could lead to market disruptions and inefficiencies.

In addition to these issues, the potential for future tariffs from the United States was also discussed. This development could have far-reaching implications for both EU and UK trade policies, requiring proactive measures to mitigate potential impacts on transatlantic trade relations.

Questions also remain about the UK's regulatory direction. The uncertainty surrounding the UK's future approach to regulation has created a challenging environment for businesses, particularly those that operate across the EU-UK border.

13.12.2024 – 68th TCG Plenary Meeting – Brussels

On Friday the 13th of December, FEPORT attended the 68th plenary session of the Trade Contact Group which was held online.

Topics on the agenda included an update on the EU Customs Reform, with the Commission encouraging trade to provide timely input as policy makers are following an ambitious timeline. FEPORT is also actively engaging in this respect and has recently published an updated version of its [position paper](#) and has co-signed a [joint industry statement](#) on the EU Customs reform.

Also the implementation of Carbon Border Adjustment Mechanism was discussed, as industry representatives were provided with detailed information regarding the expected secondary legislation to support the application of CBAM.

FEPORT appreciates the active consultation of industry by the Commission through the Trade Contact Group and hopes to continue these exchanges in 2025, focussing on topics such as the Customs Reform as well as the implementation of the current Union Customs Code.

17.12.2024 – Council adopts General Approach on Microplastic Regulation – Brussels

On the 17th of December, the Council adopted its position on the microplastics regulation proposal. The proposal aims at preventing plastic pellet losses. Plastic pellets are the raw materials used for the manufacturing of plastic products.

The microplastics regulation will apply to:

- Economic operators handling plastic pellets in quantities above 5 tonnes in the EU.
- EU and non-EU carriers transporting plastic pellets in the EU.
- Companies in charge of cleaning plastic pellet containers and tanks. This part has been added by the Council in its general approach.
- Shippers, operators, agents and masters of sea-going vessels when leaving or calling at a port of a member state. This element was not yet present in the Commission proposal and has been added in the Council General Approach. The application of these rules will be postponed by one year as compared to the rest of the rules set out in the regulation.

The Council follows the Commission approach by applying the rules to all stages of the supply chain.

The Council General Approach will serve as the basis of the Council's negotiating position with the European Parliament which are expected to start in early 2025.

The General Approach can be accessed [here](#).

Source: Council of the European Union

17.12.2024 - New Study Published on Greening of European Sea Ports – Brussels

DG Move has recently published a study on the Greening of European sea ports. The report delves into the environmental challenges faced by these ports and offers guidance to smaller ports on enhancing their environmental performance and achieving sustainability goals.

Through an extensive analysis of best practices and factors influencing the adoption of sustainable initiatives, several strategic insights have emerged.



- **Stakeholder Engagement and Partnerships:** Building consensus on green practices in ports is essential. Early proactive outreach helps anticipate challenges, enhance support, and achieve mutually acceptable solutions. Collaborative platforms foster collective action and build shared capacity towards sustainability goals.
- **Regional Cooperation:** Addressing scalability and transferability of green practices in smaller ports is crucial. Regional cooperation facilitates the deployment of innovative solutions and helps overcome technical and safety challenges.
- **Financial Viability:** Sustainability initiatives should consider social costs and benefits, regulatory compliance, and climate risk mitigation from a long-term perspective. This is essential for ports to maintain their "licence to operate."
- **Financial Support:** Public and private financial support is vital for mitigating risks and supporting capital investments. Ports should utilise financial instruments tailored to their needs and consider including sustainability clauses in concession contracts or collaborations with third-party providers.
- **Innovative Approaches:** Implementing innovative technologies, new funding models, and unique partnerships can help overcome traditional challenges and achieve significant environmental and economic benefits.
- **Chaining Approaches:** Ensuring synergies through chaining approaches is important. Vertical chaining combines upstream with downstream green practices, while horizontal chaining integrates assets and initiatives of stakeholders to produce concerted green practices.

The report emphasizes the challenges faced by small and medium-sized ports in their greening efforts. Factors considered include cargo and passenger handling capacity, geographical location, multiplicity of activities, administrative and management scale, and financial capacity.

We are proud to announce that DP World has been highlighted as a best practice case study for the electrification of container handling equipment.

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

Source: The European Commission

Members Corner

03.12.2024 - Contship Group Launches New Intermodal Service Connecting Northern Europe and Southern Italy - Melzo



The Contship group's multimodal transport operator, Hannibal, has launched a new intermodal service that will connect Melzo (Milan) with Marcianise (Caserta). This service aims to address the growing demand for sustainable and efficient logistics solutions while strengthening Contship's position in the European logistics market.

The Melzo-Marcianise connection will operate with two weekly round trips, departing from Melzo on Tuesdays and Thursdays and from Marcianise on Wednesdays and Fridays. The service, which is designed to cater to a variety of container types, will utilise low-loading wagons and have a capacity of 32 units per train.

As demand increases, the service frequency will expand, with plans to increase the number of connections to three per week starting in the first quarter of 2025.

The new service is provided through Rail Hub Milan, which connects Northern Europe with major Mediterranean ports. Rail traction will be managed by Oceanogate, a specialist operator within the Contship Group. This addition further consolidates the strategic importance of Rail Hub Milan in the intermodal transport network, positioning it as a key gateway for European logistics.

The service is designed to offer flexibility, supporting a wide range of container types and providing additional value-added services such as warehousing and transshipment. It also includes efficient customs operations and first- and last-mile transport options by truck, ensuring that shipments can be tailored to specific customer needs.

This new intermodal connection not only enhances Hannibal's service offering but also highlights the Contship Group's commitment to sustainability. The new route serves as a practical example of how intermodal logistics can contribute to the decarbonization of the transport sector while improving overall transport efficiency in Italy.

By integrating rail and truck transport, the service aims to provide an environmentally friendly alternative to road transport, supporting more efficient logistics and reducing the carbon footprint of transportation in the region.

Source: Contship italia group

10.12.2024 - HHLA and Passify Revolutionise Truck Handling at Hamburg Terminals – Hamburg



Hamburger Hafen und Logistik AG (HHLA) has fully digitalized truck access at its Container Terminal Altenwerder (CTA) in Hamburg, marking the successful rollout of the Passify app across all HHLA terminals in the city. This innovative solution replaces the traditional physical trucker card, streamlining and securing truck handling processes while setting new standards in logistics digitalisation.

Since its launch earlier this year, Passify has processed over 200,000 truck arrivals at HHLA's Hamburg terminals, demonstrating its efficiency and wide adoption. The app is now fully operational at CTA, following its earlier implementation at the Burchardkai (CTB) and Tollerort (CTT) terminals.

The Passify app allows truck drivers and haulage companies to book slots, check in digitally, and verify their identities through two-factor authentication. With over 13,000 active users, the platform has become an essential tool for managing terminal access.

Passify has improved terminal security by replacing the physical trucker card with a digital authentication system. The app complies with the stringent standards of the International Ship and Port Facility Security (ISPS) Code and ensures that driver data is handled securely.

The app integrates fully with HHLA's gate processes, guiding drivers through each step of their terminal interactions. Future enhancements, including mobile self-service terminals, aim to make the platform even more versatile.

The successful rollout of Passify at HHLA terminals represents an advancement in digital logistics. Positive feedback from users has motivated ongoing development to expand the app's functionality and roll it out internationally. The aim is to establish Passify as the global standard for efficient, secure truck processing.

Passify was developed through HHLA Next, the company's venture-building and investment unit. Earlier this year, Passify GmbH was established as an independent subsidiary. Beyond Hamburg, the app is already operational at a Romanian hinterland terminal, with plans for further international expansion underway.

Source: HHLA

13.12.2024 - Port of Koper Signs Major Contract for Pier I Expansion – Koper



The Port of Koper d.d. has signed a €152.9 million contract (excluding VAT) with Kolektor Koling, d.o.o., and its partner CGP, d.d., for the expansion of the northern part of Pier I. This project, one of the largest investments in the port's history, aims to significantly enhance the port's container handling capacity and infrastructure.

The project includes the construction of 326 meters of coastline with two berths, the addition of 7 hectares of storage and handling areas, seabed deepening, and the development of supporting infrastructure. Once completed, these enhancements will increase the port's container terminal capacity to 1.8 million TEUs (twenty-foot equivalent units) per year.

The works will also involve the installation of additional coastal lifts, terminal rail track extensions, and expanded storage facilities. These improvements are expected to bolster the port's position as a key logistics hub in the region.

Construction is set to commence in early 2025 and is scheduled for completion by the end of 2027. During the construction period, the port will continue to operate without disruption, with measures in place to ensure the safe entry of ships and adherence to environmental regulations.

Efforts will also focus on minimizing the impact on the local community. Activities such as pile driving will be conducted within designated timeframes to reduce disturbances.

The expansion of Pier I represents a significant step forward in supporting the port's long-term strategic goals of increasing transshipment volumes and advancing port logistics. This investment is poised to strengthen the Port of Koper's competitiveness and capacity to meet growing demand.

The public tender for this project was conducted through an open procedure and published on the European Public Procurement Portal. The scale and complexity of the project highlight the port's commitment to sustainable growth and modernised infrastructure development.

Source: Port of Koper

13.12.2024 - Changes to the Baltic Hub Board of Directors - Gdańsk



Baltic Hub has announced that Jan Van Mossevelde will take over as CEO, effective January 1, 2025. Van Mossevelde, who previously served as CEO of PSA Halifax, brings over 38 years of experience in the port and logistics industry. He will continue to lead Baltic Hub's efforts in achieving its ambitious development goals.

As part of this leadership transition, current CEO Charles Baker will step into a new role within the PSA Group. Starting in January, Baker will assume the position of Head of Intermodal in Europe, where he will be responsible for developing and overseeing the intermodal strategy across the continent.

Source: Baltic Hub

FEPURT Meetings

Board of Directors Meetings, Brussels

13.02.2025

08.04.2025

25.09.2025

04.12.2025

Stakeholders' Conference

09.04.2025 Residence Palace, Brussels

General Assembly Meetings

19 – 20.06.2025 Naples

04.12.2025 FEPURT Offices, Brussels

Port Policy Committee Meetings

12.02.2025

27.05.2025

10.10.2025

Social Affairs Committee Meetings

20.02.2025

03.06.2025

28.10.2024

Customs and Logistics Committee Meetings

04.02.2025

07.05.2025

14.10.2025

Environment, Safety and Security Committee Meetings

19.02.2025

13.05.2025

08.10.2025