



Fourth Annual Stakeholders' Conference
29th November 2018, Brussels

**How can multimodal connectivity and digital platforms
turn trade into a growth engine ?**



Less than four weeks to go!

On 29th November 2018, [FEPORT](#) will organize its [Fourth Annual Stakeholders' Conference](#) in Brussels.

This year's topic is "How can multimodal connectivity and digital platforms turn trade into a growth engine?"

As has been the case for the three previous editions ([First Annual Stakeholders' Conference](#) held in December 2015, [Second Annual Stakeholders' Conference](#) held in December 2016, and [Third Annual Stakeholders' Conference](#) held in December 2017), the idea is to exchange about current challenges and opportunities for different actors of the logistics chain and, in the framework of this edition, to debate on how multimodal transport networks and digital platforms can help EU economic actors to overcome uncertainties weighing on regional and global trade.

Discussions will also question policies and their impact on the competitive position of the EU in a context of slowing down of growth and increased competition with other regions of the world.

The event will feature high profile speakers representing international (the World Bank, the International Transport Forum and the World Economic Forum) and European institutions, Research and Expertise Centers as well as leaders

from different industries. Invited organizations, attendees and participants will include institutional officials as well as representatives of more than 30 stakeholders' organizations.

We shall be updated about the physical connectivity and about the latest transformations within supply and logistics chains be it in terms of technological processes, business models or the emergence of innovative solutions.

Exchange of views will also concern whether the existing EU legislative/regulatory framework establishes a real level playing field between different industries of the logistics chain, thus enabling them to be competitive in the EU, but also vis à vis non-EU competitors.

After the opening speeches, the first session will introduce the theme of the conference from different angles.

Our key note speakers will comment on the major changes affecting supply and logistics chains as a result of market developments and share, for instance, their views on whether blockchain is the miraculous solution to restore trust in Trade.

Threats on Trade are coming from other areas of the world but will probably also result from the post Brexit situation. How can supply chains overcome disruptive trade situations and adapt will be



among the themes tackled by our key note speakers?

The lack of harmonization of competition rules between different areas of the world is also becoming a source on non-playing field. Should regulators be more active on this issue and increase international cooperation?

Session 1 will last the whole morning and will therefore offer opportunity to attendees to ask questions to the speakers.

The afternoon sessions will be dedicated to exchanges between industry players and innovators as well as debates with policy makers who are dealing with issues with respect to data sharing, connectivity and open platforms, interoperability, competition rules and level playing field within supply and logistics chains.

Session 2 will concern the current situation as far as connectivity (both physical and digital) is concerned and where improvements are still needed.

The second session will offer the possibility to explore topics such as Digitization versus Digitalization and the increasing use of all types of platforms leading to the emergence of new business models. Threats to trade and to supply chains such as cyber-attacks and their disruptive effects will also be evoked.

What should be the priorities for policy makers in the coming years regarding physical and digital connectivity?

Can the EU afford not to adopt a framework in favour of combined transport?

How is the EU Single Window environment for customs initiative connected with the transport single window? And how does it contribute to the debate about digital initiatives aiming at facilitating trade and simplifying administrative procedures?

Multimodal connectivity and digitalization are considered by many experts as the catalysts of growth and enablers of trade, our guest speakers will also explain why digital connections can contribute to enhance the use of the physical transport networks and restore a real playing field for fair competition between modes of transport and different actors of the supply chains.

Speakers will give examples about corporate initiatives and ongoing projects on cyber security and explain why collaboration between public and private actors is essential to boost competitiveness and turn trade into a growth engine.

Session 3 will be dedicated to a discussion between industry and policy makers about priorities in relation with connectivity and open platforms as well as trade and competition policies

Speakers of the third session will provide their views regarding the current situation of the network, collaboration between different actors of the supply chain and the main upcoming challenges in terms of digitalization in the transport sector.

- What should be the priorities for policy makers regarding physical and digital connectivity?
- Is the extension of the TEN-T network beyond EU borders a priority?
- Is there an urgency for EU regulators to define rules of governance in terms of data sharing?



- How to compete when competition rules are different or are not respected out-side the EU?
- How to invest and develop trading partnerships when markets outside the EU remain closed?

The above questions will be among the topics for discussion and exchange between panelists and attendees.

[Have a look to the program of the Fourth Annual Stakeholders' Conference](#)

Join us next November 29th, 2018 for lively debates!

02-10-2018 – Port Technology Conference – Rotterdam



In the framework of Port Technology Conference held in Rotterdam on 2nd and 3rd October 2018, FEPORT Secretary General has been invited to participate to two panels.

One panel discussion was dedicated to the topic of collaboration and standardisation.

Ms Lamia Kerdjoudj-Belkaid reiterated FE-PORT's strong belief in the need for logistics chain actors to cooperate. This is particularly crucial when ships are becoming bigger and using port infrastructure that cannot be built overnight. This is also valid for the land transport that also requires to be adapted.

"Level playing field in terms of regulatory framework applicable to the different segments of the logistics chain is also essential. In the future, we hope that when adopting regulations/policies/initiatives that are applicable to shipping and land transport, regulators will also have in mind the impact they may have on the port sector" said FE-PORT SG.

"Data sharing will play an important role in terms of trade facilitation and efficiency within logistics chains. This is why we need regulators to speed up the work on B2A communication and rules of governance for data sharing" continued Ms Lamia Kerdjoudj-Belkaid.

The final day-1 panel discussion to which FE-PORT SG Participated wrapped up the main discussion points raised during the conference, focussing on key solution enablers for staying ahead of the global trade competition and the overall performance efficiencies these provide.



FEPORT SG reminded participants that all terminals are not container terminals and that it is therefore important not to restrict the discussion about the future by discussing solely about automation. Digitalization will more probably be another important source of optimization of port operations and a fantastic enabler of efficiency.

02-10-2018 – ECCG/TCG Meeting

FEPORT participated in the 42nd meeting of the Electronic Customs Coordination Group jointly with the Trade Contact Group on 02 October. The Electronic Customs Coordination Group is composed of national customs experts and manages the implementation of IT projects related to the Union Customs Code.

The meeting focused on the deployment of the new ICS2 (Import Control System) and the EU Customs Single Window. Once implemented, the provisions of the Union Customs Code will ensure that all customs formalities are carried out via electronic systems.

03-10-2018 –RO-RO SECURITY MEETING

FEPORT participated in a stakeholder workshop organised by ICF and the European Commission on the security measures for roll-on roll-off (Ro-Ro) ferry connections.

The meeting focused on the preliminary findings and recommendations of the ongoing ICF study on Ro-Ro security. The meeting also collected the views of stakeholders on the costs and benefits of current and additional security measures applied by port and ferry operators.

FEPORT stressed that there is a need to separate discussions on Ro-Ro ferries and terminals and general port security. Port security legislation (ISPS, Port Security Directive, etc.) were created with cargo in mind, and there may be specific requirements for Ro-Ro security which should be handled outside of this domain.

FEPORT stated that responsibilities for security should not be passed from Member States to the industry. It is the responsibility of national authorities to determine risk, identify potential targets and decide on screening mechanisms. The industry remains committed to cooperating fully with national authorities in implementing security needed measures.

04-10-2018 – Ports & Hinterland Europe Conference

FEPORT Secretary General has been invited to join a Port and Hinterland Conference held in Brussels on October 4th and 5th to debate on the future of European Logistics.

FEPORT SG stated that cargo must be at the heart of the transport and logistics policy as it is the “raison d’être” of a freight transport network.

“The optimization of the use of the TEN-T infrastructure means that all modes have to be effectively integrated, efficient and competitive – i.e. benefiting from a real level playing in terms of political and financial support” added Ms Lamia Kerdjoudj-Belkaid.

“Ports’ physical connectivity to the hinterland must be mirrored by a digital one allowing efficient data sharing to fully unleash the potential of the transport networks in the EU. Time is running and the transport sector cannot afford to be late compared to other industries” concluded FE-PORT SG.

05-10-2018 – 4th Steering Committee – Social Dialogue for Ports study on the impact of market development and technology on the port sector

The 4th Steering Group on the Ports study on the impact of market developments and technology on the port sector took place on 05 October. The meeting focused on the empirical research carried out by the project consortium.



The intention of the project is to identify the changes being experienced by the Port sector, both in terms of market developments and tech-

nology, and how this will impact on the development of ports and, more specifically, container terminals in the medium to long term.

One of the objectives of the project is also to map the main job profiles that will be needed in the future.

The project is led by the European Transport Workers Federation (ETF) in conjunction with the International Dockers Council (IDC) and FEPORT.

17-18-10-2018 – Green Port Conference – Valencia

FEPORT participated in the 14th GreenPort Congress in the Port of Valencia on 17-18 October. The Conference aims to provide decision makers from the port community with a meeting place to both learn about and discuss the latest in sustainable development and environmental practice.

During the opening session, Ms. Lamia Kerdjoudj-Belkaid, FEPORT Secretary General, provided an overview of policy measures impacting ports, and how policy makers can assist in ensuring terminals continue to reduce their emissions.

“We hope that in the future, when policy makers will think about ports, they will not only think about the regulatory framework that is directly applicable to ports but also take into account all regulations/policies/initiatives that are applicable to shipping and land transport and which also have tremendous impact the port sector” said Ms. Lamia Kerdjoudj-Belkaid, FEPORT Secretary General.

“We do not need more rules but a real stability and consistency in their implementation. Therefore, a good monitoring and coordination between the European Commission and Member States is and will be crucial” continued FEPORT SG. *“In the field of greening and reduction of GHG emissions, I think that port stakeholders and particularly container terminals can be proud of what has been achieved so far as most of them are over compliant to 2020 targets.”*

“Good governance as well as consultation of private investors who contribute to the attractiveness of EU ports are essential to ensure that EU ports will invest in really needed additional capacities” stressed Ms. Lamia Kerdjoudj-Belkaid. *“Last but not least, horizontal cooperation within the port sector is a positive step but what is really needed is vertical cooperation within the maritime logistics chain and a holistic approach to greening involving all actors of the logistics chain”* concluded FEPORT SG.



Mr. Andreas Schruth (EUROGATE) participated in a panel discussion on reducing costs and maximising efficiencies in terminals. Mr. Schruth highlighted the ambitious carbon emission reduction targets being set by terminals and highlight good practices in terminal proactivity.

Mr. Conor Feighan, FEPORT Policy Advisor, participated in two sessions on responsible supply chains as well as greening concession bids and renewals. Regarding responsible supply chains, Mr. Feighan stressed the need for a holistic vision for the entire logistics chain. Mr. Feighan pointed to the congestion being caused by the high capacity on the sea-side (leading to larger peaks) joint with the limited capacity in the hinterland (often due to limited space, legislative restrictions, etc).

Regarding greening concessions, Mr. Feighan stressed it first needs to be recognised that not all terminals operate under concession contracts. Regardless, Mr. Feighan stressed that the key to ensuring green operations is dialogue. Everyone has a common objective of reducing emissions, but what is needed is a common approach.

17-10-2018 – TRAN REPORT ON THE ON REGULATION ESTABLISHING A EUROPEAN MARITIME SINGLE WINDOW

The draft report by MEP Deirdre Clune on the proposal for a Regulation of the European Parliament and of the Council establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU has been published on October 17th, 2018.

The draft report will be discussed in committee on November 8. The deadline for amendments is November 22. The vote is scheduled for January 22, 2019 and the final debate and vote in plenary will take place in March 2019.

FEPORT welcomes the Rapporteur's report as it focuses on the true harmonisation of data for ship reporting and avoids entering into discussions on system architecture. This will ensure that ship reporting is simplified whilst avoiding expensive investments in system developments.

FEPORT believes the rapporteur report forms a good basis for further discussions with the Council and Commission. FEPORT remains optimistic that an agreement can be reached on a text during the upcoming Romanian Presidency of the European Council.



The above-signed organisations welcome the decision of the European Commission to repeal Directive 2010/65 and replace the existing Directive with a Regulation establishing a European Single Window Environment.

The decision of the European Commission to base its proposal on existing systems (National Single Windows) is correct and will allow industry and Member States to continue to develop and innovate existing systems. However, the signatories of this paper see a need to further clarify some key aspects before the legal text can achieve its goal of reducing the administrative



burden on maritime transport whilst ensuring the negative effects of the previous initiative are not repeated.

Harmonised Data Set

The above signed organisations believe that the harmonisation of data-sets for ship reporting is a crucial pre-requisite to reducing the administrative burden on ships calling within the European Union and subsequently increasing the efficiency of the maritime logistic chains. Under Directive 2010/65, national and local reporting requirements are currently omitted from the scope while some EU formalities are only partially included. The Commission proposal establishes a European Maritime Single Window data set for reporting obligations set out in Union and international legal acts. The objective should be to ensure that this European Maritime Single Window data set includes as much data relevant for ship reporting as possible. Regarding the inclusion of customs data, the signatories believe that customs formalities should stay as much as possible in the customs environment. This is reflected in the proposal to a certain extent, however the proposal and its recitals seem to have several contradictory elements. We therefore consider that the relationship between recital 15, article 5.5, article 7 (c) & (d) and the ANNEX of the regulation should be clarified more before acceptance.

The Regulation foresees in article 4 the possibility for Member States to introduce or amend a reporting obligation which would involve the provision of information other than those included in the European Maritime Single Window Environment (EMSWe) data set.

The signatories understand the necessity for such a facility. However, the objective of Member

States should be to include as much information as possible within the EMSWe data set and only introduce new data elements where there is a clear justification. We therefore believe that more clarity is needed in the regulation about when and how a Member State can introduce provisions of information other than those included in the EMSWe. This proposal provides an opportunity to undertake a review of the reporting elements ships are currently required to provide, and to remove any that are obsolete or redundant.

Harmonised Interfaces

The above signed organisations welcome that the focus of the Regulation being on the harmonisation of existing national single windows (in line with the EU Interoperability Framework) and not the creation of new systems and/or the replacement of existing and already properly functioning ones. This will improve interoperability and interconnections between the relevant systems, without a need to fully reinvest in existing interfaces for both Member States and Trade.

We therefore welcome the Commission's choice for a policy option which respects the existing set-up of National Single Windows and makes use of the investments already made. However, the Regulation should ensure not only the harmonisation of interfaces between trade and the different national single windows, but also between the national single windows themselves and other national systems and that the all provisions are technology neutral.

The Commission's intentions to achieve this is clear, however it is not reflected enough in the legal text itself. Furthermore, despite the obvious good intentions, the regulation is somewhat con-





flicting, for example in recital point (3) it is mentioned that the application of this Regulation should not affect subsequent storage of information at Union level or at national level, while in article 10 it is mentioned that the Commission shall establish a EMSWe ship database. These contradictory messages do not provide sufficient trust that the regulation in its current form will achieve the goals it intends to.

Reporting Once/Re-use of Information

Where possible, single submission should be facilitated across authorities and in coherence with proposals like the Electronic Freight Transport Information proposal. In this respect we have seen the integrated approach to EU SW by DG TAXUD and DG MOVE, and suggests that single submission is further worked out in this integrated approach and with trade.

The above signed organisations urge the European Parliament and Council to not make ideas and principles such as reporting-only-once, single access point, digitalisation or sharing data as goals in themselves, but rather to always see them as possible means to achieve the eventual goal of reducing the administrative burden for all actors in the maritime logistics chain. This should be primarily achieved through data harmonisation and process harmonisation. The Regulation should ensure that information once submitted does not need to be re-submitted to various other national systems to fulfil various legal obligations.

To the signatories of this paper, sharing and re-using data is part of their core business, either because of legal requirements or because of customers' or other supply chain partners' demands and wishes. We therefore welcome any initiative which encourages and supports the sharing and

re-use of data. As mentioned in recital 13, ports are not the final destination of goods and the efficiency of the ship port calls have an impact on the entire logistics chain.

Under the current proposal, it is unclear and sometimes contradictory how maritime single windows will cooperate with other national systems. The regulation for example, limits the reporting only once principle per port call, which would still require double or even multiple provision of the same data in different ports. The liabilities and responsibilities of various trade parties when their (commercial) information is re-used is also not defined sufficiently. This leads to significant uncertainty on how trade should report to the various national systems. Clarification on this to bring the Regulation in line with the above-mentioned point is crucial.

Conclusion and final remarks

The signatories of this paper very much appreciate the efforts of the Commission in reducing burdens in maritime transport by repealing Directive 2010/65 and replacing it with a Regulation establishing a European Maritime Single Window environment. We fully endorse the decision to replace the Directive with a Regulation as this truly ensures the harmonisation and interoperability which is intended. We also welcome the fact that the chosen policy option respects the existing set-up of National Single Windows and makes use of the investments already made and other important good intentions expressed. However, even though we have an urgent need for improvement of the Maritime Single Window environment, the proposal in its current form requires more clarity and specification on various points before adoption, in order to guarantee that the





proposals objective are met and the negative effects of the previous initiative are not repeated.

Each of the signatories of this paper will also be submitting supplementary information outline specific concerns, challenges and opportunities provided by the EMSWe proposal and we encourage the European Parliament and Council to take this more detailed information into consideration in addition to the information stated above.

29-30-10-2018 – Docks of the Future

On 29-30 October, FEPORT participated in the [Docks of the Future](#) expert workshop. The Docks of the Future project aims to refine and tune the Port of Future concepts, the Port of the Future topics and their related targets in 2030 and the list of projects to be clustered together with the RIA retained proposals.

Docks of the Future has received EU funding (1.2 million EUR) under the European Union’s Horizon 2020 research and innovation programme. The project will run until 30th June 2020.

FEPORT meetings

- 08.11.2018** – Customs and Logistics Committee – Brussels
- 15.11.2018** – Board of Directors– Brussels
- 28.11.2018** – General Assembly meeting – Brussels
- 29.11.2018** – Fourth Stakeholders’ Conference – Brussels
- 04.12.2018** Social Affairs Committee - Brussels

Other meetings and conferences

- 06.07-11.2018** Intermodal Europe – Rotterdam
- 15.11.2018** Freight Forwarders Forum - Brussels
- 15.11.2018** European Dredging Association Annual General Meeting – Brussels
- 23.11.2018** ELP meeting - Brussels
- 27.11.2018** Women in Transport - Brussels
- 30.11.2018** ITF OECD Global Maritime Logistics Dialogue – Brussels
- 10.12.2018** IACS Christmas Reception - Brussels
- 14.12.2018** European Port Forum - Brussels

Upcoming meetings

<u>EU 2018 Institutional meetings</u>	
EP TC meeting, Brussels	08.11.2018
EP Plenary Session	12.-15.11.2018
EP TC meeting, Brussels	21.-22.11.2018
EP Plenary Session	28.-29.11.2018
EP TC meeting, Brussels	03.12.2018
EP Plenary Session	10-13.12.2018

EP = European Parliament, TC = Transport Committee

