



Can Blockchain restore trust in Global Trade?

Since last year, the word “Blockchain” has become a real buzzword skyrocketing in frequency in Social Media platforms like Twitter. According to expert opinions, it is also a real obsession for companies like IBM, Microsoft, Oracle, Maersk and others.

One may wonder whether there is legitimate reason for the buzz and whether Blockchain will be a major enabling innovation for Supply Chains.

According to Ingrid McDermott, Vice President of IBM Blockchain, the technology is the missing “puzzle piece” supply chain managers have been waiting for. She says that supply chains have struggled with three main problems for decades: data visibility, process optimization and demand management.

“Everyone in the supply chain is frustrated about data visibility or their inability to optimize processes or to truly manage customer demand” she says. “Blockchain solves the major problem that still really remains for data visibility: how do I get all the parties involved to trust enough to share their information, so I can use the digitization tools, the demand management tools, data sharing tools, and use them efficiently and effectively?” adds McDermott.

If the above becomes reality, then one can imagine the positive impact it may have on Supply Chains and how it will become a secure means of completing financial transactions and sharing data.

When thinking about threats and fears weighing on Regional and Global Trade such as terrorist

threats or a no Brexit deal, which may entail inspections and stops for goods resulting in additional delays and costs along the supply chain, it is easy to understand why companies and banks are investing resources to find solutions.

Once adopted, advocates of Blockchain say that it will become an important tool in digitized supply chains. Shipping lines may, for instance, digitize “bills of lading” which currently require an enormous amount of paper. And the cost of handling paper can be higher than the cost of transporting containers. Flows of information will be optimized while raising visibility along the supply chain.

With Blockchain, shippers or buyers will be informed of every step in the process. Combined with the Internet of Things, the use of Blockchain will provide accurate tracking information for all types of goods.

Blockchain is therefore promising and has the potential to become “the new gold standard of business and trade”. But are all nations ready to accept the new technology? Are there technical hurdles to overcome? What is the role of regulators and private stakeholders in establishing trusted platforms?

FEPORT is delighted to announce that Blockchain will be among the topics to be covered during its Fourth Stakeholders Conference to be held in Brussels on November 29th, 2018 and that **Mr Martin Stopford, President of Clarkson Research** and **Mr Wolfgang Lehmacher, Head of Supply Chain and Transport Industry, World Economic Forum** will share their views on whether Blockchain can restore trust in Global Trade.





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Representation of the
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Fourth Annual Stakeholders' Conference
How can multimodal connectivity and digital platforms
turn trade into a growth engine ?



Brussels, November 29th, 2018
From 9:00 a.m. till 6:30 p.m.

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<https://www.feport.eu/2014-11-18-12-05-27/fourth-annual-stakeholders-conference-2018>

05-09-2018 – Anniversary Cocktail event on the 5th of September entitled ‘Last Mile to the Next European Elections.’

On September 5th, FEPORT has been invited to attend the 5th Year Anniversary of ELP with other institutional and industry stakeholders in the European Parliament. The Anniversary Cocktail event was moderated by Nicolette van der Jagt, Chair of the ELP.

The European Logistics Platform (ELP) was created to bring together policy makers and industry stakeholders to collectively tackle the challenges of the logistics sector.

Mr Henrik Hololei, Director General of DG MOVE, rightly pointed out that raising the political profile of transport and logistics has been one of the major priorities in the recent years, noticeable also through the key EU funding instrument, the Connecting Europe Facility (CEF). However, he admitted that the challenge of modal shift remains reality and still needs to be tackled in order to reach the EU 2030 climate targets. Furthermore, he urged the European Parliament to conclude its reports and find common ground prior to the new elections.

Pavel Telička, Member of the European Parliament (ALDE) and Transport Committee, complimented this European Commission for being a ‘realistic Commission’, focussing on existing bottlenecks and finding the best solutions.

He highlighted the importance of the ELP’s work: “Logistics is a sector serving other sectors, creating hurdles in logistics will lead to problems for the entire industry”. With a note of caution, Telička warned that any inward-looking policy of Member States will harm the internal market and hamper businesses: “Our intention must be to avoid unilateral measures and look for European solutions”.

Source ELP

10-09-2018 – JOINT INDUSTRY POSITION ON REGULATION ESTABLISHING A EUROPEAN MARITIME SINGLE WINDOW



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 conflicting, 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 objectives 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.

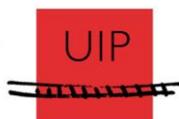
13-14-09-2018 – FEPORT NORDIC TOUR



FEPORT held its annual Nordic region meeting on 13-14 September. The meetings took place in the Port of Vuosaari (Finland), on board of a ship of Tallink company and at the HHLA terminal in Muuga (Tallinn). The meetings focused on latest developments at national level in Denmark, Estonia, Finland, Norway and Sweden.

Amongst the main issues discussed were the organisation of terminals and labour in the respective countries, main trade flows and terminal types as well as implementation of European and international legislation.

17-09-2018 – FEPORT-UIRR-UIP Joint workshop with Transport Attaches about the Combined Transport Directive



As the European Council working group is entering the final stretch to develop the general approach to the amendment of the Combined Transport Directive, FEPORT, UIP and UIRR have jointly taken the initiative to organize a workshop and a field trip to Antwerp with Transport Attachés to visit the inland terminal operated by Combinant (<https://www.combinant.be/>).



After an introduction from a Combinant Terminal representative, all attendees had the opportunity to see operations and better understand the justifications of the requests from the industry.



After the visit, FEPORT, UIRR, UIP and HHLA representatives gave some concrete insights into current challenges and how those could be solved by a support from Member States and the adoption of a good review of the Combined Transport Directive.

FEPORT expressed its support to the report of the Transport and Tourism (TRAN) Committee of the European Parliament on the proposed revision of the Combined Transport Directive as the agreement forms a good basis for furthering discussions during the Austrian Presidency.

The report of the Parliament further improves the Commission text, most notably being clarification on support measures for terminal development. The report states that support measures should first and foremost focus on increasing terminal efficiency and capacity. Support measures for new terminal developments will only be possible where there is no existing market.



The report also focuses on how to incentivise combined transport operations, namely by offering incentives to road transport if they are part of a combined transport operation, which should ensure an increase in combined transport.

UIRR, UIP and FEPORT now call on the European Council to pursue its effort to finalize a general approach that could ensure that a legal framework for combined transport is adopted as soon as possible.



In March 2018, the above signed organisations¹, issued a joint position paper:

“We believe that the new proposal to revise the Combined Transport Directive offered good grounds to encourage the use of combined transport in order to achieve a more resource efficient transport and logistics network. We support a multimodal transport where a major part of the journey is carried out by rail, inland waterways

or sea, and the initial and final part is carried out by freight road transport. The revised Combined Transport Directive shall pave the way for efficient intermodal and multimodal freight services offering a level playing field for all modes of transport.”

Overview

Considering the fact that both the transport and logistics sector and the Member States can benefit from combined transport, it remains important that the right framework and conditions are provided, combined with the right infrastructure policy. Therefore, a holistic approach towards the logistics chain should be adopted, taking into account the geographical scope at national and international level.

It is of utmost importance that the new proposal reflects the market requirements and the needs of European multimodal operations. The new Combined Transport Directive must be inclusive of the ambitions set out by all actors involved in intermodal transport, including road, rail, short sea shipping and inland waterways. It is essential that each mode can rely on this legal text to deliver appropriate services to optimise combined transport of goods. This includes making sure that there is sufficient capacity of infrastructure and facilities for last mile operations, including multimodal terminals, so that goods can be transhipped to their customers in the most efficient and cost-effective manner. It must guarantee a level playing field offering the same benefits and treatments to all modes involved.

¹ These associations are also members of the “Industry Alliance for Multimodal Connectivity and Logistics for Growth - I AM Alliance”.

**Scope**

The above signed organizations welcome the clarification of the definition of Combined Transport to all modes of transport and the flexibility offered in determining the length of the road leg, subsequently allowing for adaptability when taking into consideration the specific geographical or operational constraints in Member States.

Development of Terminal Facilities

It is vital that the measures to provide financial support for terminal investment are subject to proper ex-ante scrutiny, joint with coordination between Member States to ensure the avoidance of possible overlapping investments between Member States in close proximity.

Where there is existing under-capacity, prioritization should go to the expansion and improved access to existing facilities. The priority of support measures should be to ensure that the potential of existing facilities is maximised.

Furthermore, Member States' support for the construction of new terminals should be used only where there is not an existing market for combined transport operations. Any financial assistance for the development of new terminal facilities must be transparent and carried out via a public tender.

This will ensure that the Directive avoids creating situations whereby new terminals are developed with financial support which compete directly with existing terminals which have been established without financial support, thereby creating a distortion of competition and possible overcapacity.

The objective of financial assistance for terminal development needs to be to create new markets for combined transport, and not enter into existing and functioning markets.

Transport Documents

For reporting purposes, the future Combined Transport Directive should aim to promote the introduction of a system based on electronic data sets, which could fully replace the outdated paper document and stamp system. The objective should explicitly favour the electronic provision of data, based on the international conventions, rather than paper documents.

The evidence to be provided by the shipper of compliance with the 'combined transport operation' definition – to aid enforcement – should be separated into two groups: (i) documentation on how the combined transport operation was planned should accompany the loading unit on its entire journey, ready to be presented during a roadside check, while (ii) evidence of how the combined transport operation was executed, as well as any justification of deviation from the original plans should be delivered during an ex-post rectification of suspected disparities.

Reporting and Monitoring

The Data to monitor and report the performance of the combined transport in Europe and the method of collecting such data from all the Member States should be harmonized and standardized in a delegated act, which is to be drafted in consultation with intermodal sector stakeholders to ensure that it imposes the minimum administrative burden, enabling quick and easy delivery from existing IT systems.



Member States, in this sense, should be able to deliver a comprehensive biannual national report on intermodal transport, which also explains how state-aid measures serve the original purpose of the Directive. The drafting process should be a valuable occasion for modal units of the ministries to collaborate in a much-needed, but rarely seen horizontal manner.

Conclusions

The above signed organisations call upon the European Parliament and Council to adopt the proposed revision, subject to clarification on the above raised points.

The proposed revision of the Combined Transport Directive also constitutes an interesting opportunity to launch a debate about the level of political will and commitment from all parties (i.e. the European Commission, the Member States and the Transport Sector) in favour of multimodality. Active discussion is needed at European level to further outline how the European logistics chains can become truly multimodal.

The proposal of the Combined Transport Directive offers a good basis to encourage the increased use of multimodal transport. In order to achieve the modal shift objectives however, other challenges need to be equally addressed. Reducing the regulatory competitive disadvantages experienced by rail, short sea shipping and inland waterways, as well as improving cross-border connections, will further strengthen multimodal, and with that combined, transport. In addition to the proposal's national incentives, multimodality should also be strongly supported by the next Connecting Europe Facility.

16-09-2018 – RORO 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.

18-09-2018 – Terminal Industry Committee 4.0 (TIC 4.0) members agree on governance and roadmap



Representatives of 19 companies regrouping global container terminal operators and their equipment and solutions suppliers held their 1st plenary meeting at the offices of PSA Antwerp on September 18, 2018.

All attendees reiterated the importance for the container terminal industry to embrace the 4th industrial revolution and the wish that the open group that they have established is joined by other corporate players of the industry.

The plenary meeting, adopted an initial set of governance rules and a roadmap for the Committee. Fundación Valencia Port has been retained to provide back office support in the organization and documentation of Committee's meetings and activities.

Mr Boris Wenzel, Terminal Link was elected as Chairman, Mr Frank Kho was appointed as the Coordinator of TIC 4.0, and a steering committee has been formed to also include FEPORT (The Federation of European Private Port Companies and Terminals) and PEMA (The Port Equipment Manufacturers Association).

FEPORT and PEMA will support the work of the Chairman and the Coordinator, and be responsible for the communication regarding TIC 4.0 activities and objectives.

Mr Boris Wenzel said: *"The logistics chain calls for a closer technical interaction between terminals and manufacturers to engage discussions on the elaboration of industry standards that will favor the development of Internet of Things, Artificial Intelligence and further technological innovations for the whole sector"*.

"The first objective of TIC 4.0 (Terminal Industry Committee 4.0) will be to delineate a corpus of definitions regarding concepts and technical

terminology that are specific to the container handling industry to facilitate comparatives about technical specifications for equipment, bring about objective measures of performance of equipment and constitute an important milestone towards the elaboration of standards for the industry to achieve further efficiencies" added Mr Frank Kho.

"This plenary meeting constitutes a historical concrete first step in engaging on the challenging path of creating standards for our industry. With today's endorsement of the TIC 4.0 initiative and the first terms of reference that have been adopted, we have a good framework to get started, and there is clearly a lot of work ahead of us.

The passion and positive energy that came out from the debates efficiently moderated by Frank, coupled with the valuable support of FEPORT and PEMA should make us all optimistic about achieving our goals" concluded TIC 4.0 Chairman, Mr Boris Wenzel.

"Both PEMA and FEPORT reiterate their endorsement of this very significant initiative and hope that proactivity will pay and make the industry move forward" commented Ms. Lamia Kerdjoudj-Belkaid, FEPORT Secretary General and Mr Ottonel Popesco, PEMA President.

Monthly meetings of sub-groups dealing with safety, performance of equipment, telematics, energy and environment will be organized as from October 2018.

Events supported by FEPORT

PORTS&HINTERLAND EUROPE 4/5 OCT 2018 BRUSSELS

You are invited to join Ports & Hinterland Europe on 4 and/or 5 October in Brussels. Theme of this year's edition is "Connecting the flows: the way to smart logistics". Business leaders will address the current and future challenges on hinterland connections in Europe.

Check out this year's speaker line-up:

- Matthew Baldwin, Deputy DG for Mobility and Transport **European Commission**
- Lamia Kerdjoudj-Bekaid, Secretary General **FEPORT**
- Patrick Renard, CEO **Knauf Belgium**
- Alfons Moens, CEO **Port of Brussels**
- Hans Augusteijn, Global Head of Intermodal **Maersk Group**
- Jan Fransoo, PhD Professor for Operations Management and Logistics, **Kuehne Logistics University**
- Zbigniew Nowik, CEO **OT Logistics**
- Alain Lefebvre, CEO **Ports de Lille**
- Michael Henke, professor and director Enterprise Logistics, **Fraunhofer-Institut**
- Luc d'Hondt, Manager **European Transport Optimization Delhaize**
- Prof. dr. Tom van Lier, research associate Mobe Research **Centre University of Brussels**

- Moderator: Alex Van Breedam, professor **Antwerp Management School** and CEO **TRI-VIZOR**

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Smart Ports & Supply Chain Technologies

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Conference link:

https://www.porttechnology.org/news/port_technologys_latest_conference_announced

Link to the press release:

https://www.porttechnology.org/smart_port_supply_chain_technologies

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FEPORT Meetings

- 27.09.2018 – Board of Directors – Brussels
- 29.10.2018 – Environment, Safety and Security Committee – Rotterdam
- 09.10.2018 – Social Affairs Committee – Brussels
- 25.10.2018 – Port Policy Committee – Brussels
- 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

Upcoming meetings

EU 2018 Institutional meetings	
EP Plenary Session	01.-04.10.2018
EP TC meeting, Brussels	08.-09.10.2018
EP Plenary Session	22.-25.10.2018
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

