

“One swallow does not make a summer”

It is very reassuring to hear that the objective of “improved multimodality” is increasingly shaping up discussions concerning the review of the Combined Transport Directive and is likely to be mirrored in the upcoming EU regulatory revision of the Reporting Formalities Directive.

This objective, if confirmed and built upon, will send a strong signal: time for “modal tailor-made legislation” does not make sense anymore. Regulators will seek to give priority to proposals aiming at simplifying and enhancing the interaction between modes and nodes and, above all, boosting multimodality.

The European Commission and DG MOVE’s strong involvement in [TRA 2018](#) is excellent news for platforms such as ALICE and for many industries which have been able to show their proactivity in terms of innovation, as well as their entrepreneurship and commitment towards the decarbonisation and digitalisation of supply chains and transport.

What strikes the eye when attending conferences such as TRA or the recent TEN-T days in Ljubljana¹ is that cross sectoral engagement is needed, be it in terms of investment in new transport, mobility projects or for the success of digitalization.

In terms of decarbonization, FEPORT also believes that all actors of the logistics and transport chain must take proactive actions within reasonable timeframes.

The role of the regulators, be it at EU or global level, is to make sure that the general interest is preserved and that future generations are not penalized by the temptation, be it for endogenous or exogenous reasons, to slow down “change management processes”. The EU has certainly given a strong impetus with respect to the reduction of CO2 emissions.

What happened at IMO during the last MEPC meeting in April, shows that “one swallow does not make summer” and that everybody’s ambition and commitment is needed to create real momentum.

¹ FEPORT strongly supports the call for an increase of the EU Budget for the Connecting Europe Facility (CEF) under the next MFF

The reduction of green house emissions in ports is not possible without a significant effort from the shipping industry. The result of the last MEPC sends a clear message in this regard. Let us now hope that measures of support in favour of early movers and those who aim beyond minimum compliance will soon be available and will also guarantee a level playing for all actors working towards decarbonisation. This is probably one of the best definitions of what is smart and fair public intervention.

11.04.2018 – Final CORE Project Event, Brussels



The European Shippers’ Council and CLECAT held a successful final CORE event in Brussels on April 11th, 2018.

Shippers, freight forwarders, transport providers, and authorities came together to demonstrate the tangible outcomes of the CORE project and how these can positively impact the future in delivering trusted and transparent supply chains.

The project was presented through a movie.

Keynote addresses included speeches from representatives of the European Commission and industry players.

Mr. Carlos Mestre Zamarreño, Head of Unit, Security, DG MOVE, European Commission who said the EU was in the process of assessing threats on cybersecurity. Moreover, his unit is trying to provide a coordinated approach towards cybersecurity for transport. This will entail a coordinated approach and will fall within the framework of the NIS directive. The challenge is to make the link between an array of areas.

Mr. Wil van Heeswijk, DG TAXUD, European Commission, stated he was involved in kicking off the CORE project and it had brought much insight into the complexity of global SCs. This project has also adapted to technological developments such as blockchain and he welcomed this. The long term vision of DG TAXUD is focused on fully controlled global supply chains. This implies detection in data and detection in goods.

CORE is one of the first projects that concerns directly the Strategic programme of DG TAXUD; deliverables will be checked to see what is useful for its development. It is important that



we learn now, as CORE is the last of a series of projects. He said he was grateful and impressed by the results and was looking forward to the policy recommendations report.

Mr. Sergio Barbarino, Research Fellow, P&G, talked about what had been achieved in P&G under CORE. In most cases, goods are moved locally. However, sometimes raw materials must be shipped over long distances. The key objective under the project was to create secure and effective trade lanes. Improving visibility to allow for optimisation and increased resilience in long term and complex trade lanes was also central. He said a big challenge today is syncing required manufacturing processes into the supply chain needs.

Mr. Roel Huiden, Senior Supply Chain Consultant, Royal Flora Holland, Mr. Joris Tenhagen, Project manager Innovations, Seacon Logistics and Prof Dr Yao-Hua Tan, Professor of Information and Communication Technology Delft University of Technology gave overviews of CORE demonstrations undertaken to enhance the exchange of real-time data to better track goods in transit. Advances in this regard have led to greater visibility and reduced operational costs. This happened, primarily, due to faster flows through customs, as customs officials received pertinent data prior to the arrival of goods.

More than 150 participants, including FEPOR, attended the event and raised interesting discussions on the applicability and the way forward after the project ends.

Source: ESC and FEPOR

13.04.2018 – IMO members adopt an initial strategy on the reduction of greenhouse gas emissions from ships



On April 13th, IMO members reached an agreement on an initial strategy to reduce GHG emissions from international shipping were reached at the IMO.

Following the agreement, Commissioner for Transport Violeta Bulc and Commissioner for Energy and Climate Action Miguel Arias Cañete [stated](#) that the agreement reached at the IMO is

a significant step forward in the global efforts to tackle climate change. Furthermore, they stressed that the shipping sector must contribute to the goals of the Paris Agreement. The agreement contains a clear GHG emission reduction objective of at least 50% by 2050, compared to 2008 levels, with a view to phase out the GHG emissions of the sector as soon as possible.

Regarding the role of the EU in the international context, they stated: *“The EU and its Member States played an instrumental role in brokering and securing this deal with our international partners. This is another example of the EU becoming a stronger global actor to spur strong and credible climate action.”* In that regard, they stressed the importance of adopting and putting in place effective reduction measures before 2023, in order to ensure the success of the initial strategy.

Commissioner Bulc and Arias Cañete ensured that the EU is committed to *“continue playing an active role and pursue strong and credible global action on shipping emissions”*. Furthermore, they emphasised their commitment to continue engaging with all international partners.

17.04.2018 – ICHCA Seminar on Port-Hinterland Connectivity: minimising risk, maximising efficiency, Hague



Last April 17th, ICHCA International held the Port-Hinterland Connectivity one-day seminar in The Hague to discuss safety, security, sustainability and efficiency in managing the flow of cargo between ports and landside logistics operations across road, rail and inland waterway.

The ship-port interface receives a lot of attention from regulatory bodies such as the International Maritime Organization (IMO). However, the interface on the landside of coastal ports and terminals is equally critical and arguably more complex, given the large number of public and private stakeholders and multiple modalities involved.



17.04.2018 – ITF’s report “How Ports Can Help to Cut Shipping CO2”



On April 17th, the International Transport Forum has released a [new report](#) reviewing port-

based incentive schemes to reduce shipping emissions, such as environmentally differentiated port fees.

Greenhouse gas emissions from shipping currently represent around 2.6% of total global emissions, but this share could more than triple by 2050. Ports have a crucial role to play in facilitating the reduction of shipping emissions, alongside the ship operators themselves. Which incentives are currently used? What are their impacts? How could positive effects be increased?

The report also explores lessons learned and emphasises the role of the monitoring, reporting and verification of the impact of port environmental friendly incentives for green shipping and suggests some possible solutions :

- Expand port-based incentives for low-emission ships;
- Link port-based incentives to actual emissions;
- Move to a more harmonised application of green port fees.

18.04.2018 – Trade Contact Group Plenary Meeting, Brussels

FEPORT participated in the 51st Plenary meeting of the Trade Contact Group (TCG) on 18th April. The TCG was established as a platform for regular consultations between the European Commission and Trade at Union level on the development and implementation of customs related issues and developments of customs policy.

FEPORT is currently working with the Commission and other trade bodies to ensure a harmonised and successful implementation of Union Customs Code related acts. FEPORT’s priority is to ensure that the European supply chain remains as efficient and secure as possible.

The meeting focused on the current situation and possible outcomes from the BREXIT negotiations, and what steps should be taken by operators to prepare, as well as an update on the latest status of proposed amendments to Union Customs Code legislative acts.

22-23.04.2018 – Green Maritime Forum, Hamburg



Last April 23rd-24th, the Green Maritime Forum was held in Hamburg. The event

offered a comprehensive program focusing on the expansion and development of shipping related processes. Utilizing the knowledge of expert speakers, industry leaders were able to obtain the tools and practices they need to cultivate the most innovative and environmentally-friendly Maritime business.

Speakers and fellow attendees engaged and learn together, offering powerful insights on current industry trends, forming partnerships, identifying business growth opportunities, and cementing companies’ role as a force for good when they look for ways to protect the environment.

During the Forum, FEPORT Policy Advisor, Mr. Conor Feighan, moderated a panel on “Innovative Ports - Securing Green Future”. The panel provided its opinions on the main challenges to greening ports, provided its thoughts on the recent IMO agreement on decarbonization and stressed there was a need to focus on sustainability – focusing on social, environmental and business sustainability – rather than just focusing on being “green”.

25.04.2018 – TRAN Committee discussion about Draft report on the Combined Transport Directive, Brussels



European Parliament

On 25th April, the TRAN Committee discussed the draft report by Daniela Aiuto MEP on the revision of the Combined Transport Directive. Ms. Aiuto stressed that there was a need for

the report to lead to a modal shift and her report includes such provisions. The shadow rapporteurs welcomed the report and stated it is moving in a positive direction. The Committee will vote on compromise amendments on 10th July.

FEPORT has welcomed the rapporteurs report, particularly the shift to focusing on modal shift rather than purely infrastructure development, and believes the report constitutes a good basis



for continued work. FEPORT is working with the rapporteur, shadow rapporteurs and MEP's to add further clarity on a number of key elements within the text.

[FEPORT position – Amending of Directive 92/106/EEC regarding Combined transport of goods between Member States](#)

[Joint position on the review of the Combined Transport Directive](#)

25.04.2018 – FEPORT position on the Multi financial framework for Transport

FEPORT supports transport coalition's ([Ljubljana Declaration](#)) request for more budget for transport and reiterates several key principles which are crucial for attracting private investment in ports.

Local, national and European public authorities have a fundamental role in ensuring the availability of a reliable transport infrastructure. Society and economic activity can only fully develop if an effective and efficient infrastructure is at their disposal. Efforts to build the physical TEN-T network have been significant and need to be supported further to allow effective connectivity at the appropriate nodes, whether through ports, inland ports, dry ports, logistics platforms or rail terminals.

FEPORT considers that in the years to come the EU will face enormous challenges to remain a competitive and an attractive marketplace for investors. Innovative and sustainable transport projects will be essential enablers of growth and societal integration. Therefore, not only must EU financed transport projects be pursued, but they must also have the support of the private sector.

FEPORT fully supports the call for an increase of the EU Budget for the Connecting Europe Facility (CEF) under the next MFF. The completion of the core network by 2030 will require more than 750 billion euro.

A significant enhancement of hinterland connections, the removal of bottlenecks, cross-border projects, and the harmonisation of technical requirements cannot be financed by Member States' financial resources alone.

EU Budget will be crucial. It is indeed essential for the EU not to outsource to the rest of its trading partners its responsibility to finance its strategic transport infrastructure and key assets.

Private companies and investors play a significant role in adding value to the basic infrastructure provided by the public sector. Over the last ten years, FEPORT members have already invested more than 40 billion Euros in equipment, intermodal solutions and training, leading to a significant improvement in the quality of services in ports and beyond ports (i.e. connections to the hinterland and to other modes of transport).

The TEN-T Guidelines Regulation, adopted in 2013, has been a major step forward in terms of elaboration of an integrated network policy versus the past disconnected priority projects' approach. It has opened up new opportunities for infrastructure development that should allow for a better circulation of cargo and information flows along the different TEN-T corridors.

By setting infrastructure standards and requirements, the TEN-T Guidelines Regulation has provided relevant legislation and policy objectives in various transport sectors, but also introduced provisions for multi-modal infrastructure. The linkage between infrastructure and transport policy development is established at EU level.

Many private port operators are also aiming at establishing positions to access direct port hinterlands to allow operators to offer inland services to their customers. This reinforces the need for a clear division of roles between private and public port stakeholders.

The revision of Directive 92/106 concerning Combined Transport offers a good opportunity to clarify a number of aspects such as precise definitions, uniform transshipment terminal rules and digital services to support intermodal operations, amongst others.

Private port operators are willing to continue their efforts to modernise European logistics chains and to make significant investments, both within ports and in the wider hinterland, so long as risks of overcapacity and cannibalisation are curtailed through continuous consultation and enhanced governance rules.

While in many ports private investments in superstructure already represent a significant part of the overall investment, private port operators are often not properly consulted regarding new project developments that may impact their activities.

Given the fact that investments in additional capacities are, in a majority of cases, designed to be commercially exploited by private port operators, FEPORT suggests that future port development plans are subject to a procedure of consultation (1).

FEPORT recommends that **ex-ante evaluations** of projects and thorough assessments of market needs, both on the seaside and the hinterland side, are carried out prior to the funding of new capacities.

Current market developments in the liner shipping sector have led to the low profitability of many initial investments in ports. Missing and inadequate links in road and rail are among the other causes of port capacity underutilisation.

In this respect, FEPORT welcomes the intention of the Commission, through the Connecting Europe Facility (CEF) for Transport, to focus on cross-border projects and projects aiming at removing bottlenecks or bridging missing links in various sections of the Core Network and the Comprehensive Network.

Detailed and exhaustive feasibility/market studies in relation with hinterland needs/cargo flows Cost and Benefit Analyses (CBAs), which look at all aspects of the relevant market and reflect the evolution of cargo interests' needs are necessary prerequisites to prevent investments that are not market driven.

To conclude, FEPORT is calling for a real prioritisation of investment in favour of hinterland connections and multimodal projects, including ports, which have a real and evaluated market need.

(1) Article 15 of REGULATION (EU) 2017/352 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 15 February 2017 establishing a framework for the provision of port services and common rules on the financial transparency of ports

25-27.04.2018 – TEN-T Days with dedicated sessions on multimodality and digitalisation, Ljubljana



Last April 25th-27th, the European Commissioner for Transport Violeta Bulc hosted the TEN-T Days 2018 event in Ljubljana. The event was organised

by the European Commission, Directorate-General for Mobility and Transport (DG MOVE).

Ministers of Transport and Infrastructure from all EU Member States and neighbouring countries, Members of the European Parliament, financial institutions, private sector and key stakeholders were invited to Ljubljana to discuss how to contribute to smart, sustainable and safe Mobility, relying on the trans-European transport network and investments in transport connectivity.



The TEN-T Days 2018 hosted the Future of Mobility: idea accelerator and futuristic lab, to allow young European entrepreneurs and companies to showcase innovative mobility solutions.



The high-level Interinstitutional meeting allowed parties to discuss the [Ljubljana declaration](#) prepared by the Stakeholders of the MFF Transport Campaign, the Transport results (past and future CEF calls) and the next multi-annual financial framework for Transport. Among the high-level events, there was a Transport Ministerial session with Western Balkans and Turkey, a Transport Ministerial session with Southern Mediterranean countries, and a Ministerial Lunch meeting with Eastern Partnership countries.



EVENTS AND INITIATIVES
SUPPORTED BY FEPORT

**16.05.2018 - Multimodal Year 2018 -
The Future of Transport, Brussels**



The future of transport in Europe is driven by the need to dramatically reduce its environmental impact, while at the same time reaping the opportunities of the digital revolution and maintaining a strong position in global competition. **The key for this future is multimodal transport.**

The European Commission, the European Union Agency for Railways (ERA), and the International Union for Road-Rail Combined Transport (UIRR)

have joined forces to gather the different modes of transport in Europe to take stock of pressing regulatory issues at EU level, and have an overview of future technologies and business flows for freight transportation.

FEPORT Secretary General, Ms. Lamia Kerdjoudj-Belkaid will take part in a panel discussion about Combined transport. The event is part of the European Commission's Year of Multimodality.

You are cordially invited to join the lively debate with EU decision-makers and peers on **16 May 2018 at the EU Representation of the Free State of Bavaria.**

Please find the [programme here](#) - [register here](#)

For any further questions, please contact communication@era.europa.eu

Meetings of the month

12.04.2018 - FEPORT Port Policy Committee, Brussels

19.04.2018 - FEPORT Board of Directors, Brussels

Upcoming meetings

FEPORT meetings

FEPORT Customs and Logistics Committee, Brussels 16.05.2018

FEPORT Social Affairs Committee, Brussels 16.05.2018

FEPORT Environment, Safety and Security Committee, Brussels 24.05.2018

FEPORT General Assembly, Lisbon 01.06.2018

Industry meetings

European Shipping Industry Stakeholders Forum, Varna, Bulgaria 03-05.05.2018

GLEC Meting, Copenhagen 15.05.2018

Multimodal Year 2018 - The Future of Transport, Brussels 16.05.2108

ITF 2018 Summit: "Transport Safety and Security", Leipzig 23-25.05. 2018

ESPO Conference 2018, Rotterdam 31.05-01.06.2018

TOC Europe, Rotterdam 12-14.06.2018

Digital Tansport and Logistics Forum Plenary Meeting, Brussels 14.06.2018

European Mobility Week, across Europe 16-22.09.2018

ALICE PLENARY, Amsterdam 22.06.2018

CIVITAS Forum Conference, Umea 19-21.09.2018

Institutional meetings

European Parliament Plenary Session 02-03.05.2018

European Parliament Transport Committee meeting, Brussels 14-15.05.2018

European Parliament Plenary Session 28-31.05.2018

