



## Welcome to the year of the Multimodality



During a reception gathering stakeholders' organizations representing different segments of the multimodal chain, transport attaches as well as the EU Commission staff, Transport Commissioner Violeta Bulc evoked the outcomes of the 2017 Maritime year and announced that the 2018 year of multimodality will focus on all topics that will enhance mobility and connectivity, be it physical or digital.

FEPORT fully supports the completion of the TENT network and, more particularly, the development of efficient hinterland connections. We also believe that the full potential of the physical network will be unleashed when it will be mirrored by a well functioning digital network.

2018 should be a year under the auspices of collaboration be it between industries, Administrations, Governments or the EU legislators and policy makers. It is crucial that all the above actors adopt a strategic approach to the entire logistics chain over a silo/modal approach which has limited horizontal benefits, if any.

As shown by the [chart](#), where B2B collaboration prevails, cost savings, productivity, efficiency, reliability, predictability etc. become a reality. B2B communication is a matter to be dealt with by companies driven by their objective of performance and profitability.

Where policy makers' and governments' action is needed is in the area of B2G and G2G data collection, sharing and treatment.

As we are in still in January and it is still time to formulate wishes:

Let us hope that, in 2018, the discussion regarding harmonized EU maximum data sets required for ships calling EU ports will at last be fruitful. Action needs to focus on building the environment in which systems can develop through the implementation of interoperable solutions.

Let us hope that policy makers will be in an active listening mode when industries will agree about inclusive definitions and useful provisions regarding the combined transport Directive. We all need smart and enabling regulation.

Last not but least, let us hope that nobody will forget that once commodities (cargo) reach ports, they still needs to carry on their multimodal journey(thanks to many actors) to reach the end consumer/cargo owner.

## 08.01.2018 – Stakeholders' consultation workshop on e-transport documents policy measures and impacts, Brussels



On January 8th, DG MOVE hosted a stakeholder's consultation workshop on electronic transport documents. The objective of the meeting was to discuss the upcoming Commission legislative proposal on electronic transport documents.

FEPORT has welcomed the Commission initiative on electronic transport documents, or, to be more exact, electronic transport data sets. FEPORT stresses the need to focus on technology neutral solutions and therefore welcomes the shift from documents to data in discussions.

FEPORT stressed the need to ensure the legislation focuses on Business to Government (B2G) communication as once there is legal certainty on the acceptance on electronic transport data sets by government, it will create the needed digital environment for increased investment to digital solutions in business.

## 15.01.2018 – Deltalinqs Annual event, Rotterdam



Last January 15th, FEPORT attended Deltalinqs Annual 18th Jaardiner (annual event) held in Rotterdam. The event which was attended by more than 400 persons gathered representatives of the industrial cluster, members of Deltalinqs, guests as well as officials such as new Dutch Minister of Infrastructure & Water Management, Ms. Cora van Nieuwenhuizen and the mayor of Rotterdam, Mr. Ahmed Aboutaleb.

Deltalinqs chairman, Mr. Steven Lak delivered a powerful and meaningful statement\*: «No future without present, no business without a future.” If almost all attention goes to themes like digitization, automation and the energy transition, people soon forget that a transition can only take place if there are companies that have the money and the opportunities to make that transition work, the greatest chance of success is with existing companies.”

“Rotterdam port companies must have the chance to survive and know that their investments are valued. In 2017 no less than around 1 billion euros was invested by the companies, apart from the approximately 200 million from the Port of Rotterdam Authority”.

“Adequate balance between stimulating existing companies and developing new activities is necessary.” “Acceleration is a must, but not at the expense of existing activities.” “The major challenges in the port require unanimous cooperation”.

The evening was closed by an appreciated performance of Rotterdam Philharmonic Orchestra.



\* Source Deltalinqs.

## 16.01.2018 – Proposal for a new directive on port reception facilities aims to tackle sea-based sources of marine litter



Last January 16th, the European Commission adopted the first-ever Europe wide strategy on plastics. The strategy is part of the transition towards a more circular economy to protect the planet, defend our citizens and empower our industries. The new rules on port reception facilities for the delivery of waste from ships will influence in particular the maritime sector.

The new rules address sea-based sources of marine litter including plastic household waste from ships and derelict fishing gear with measures to ensure that this waste is not discharged at sea, but landed in ports to adequate waste reception facilities. Also included are measures to reduce the administrative burden on ports, ships and competent authorities by aligning better with the international legal framework.

See more [here](#).

FEPORT welcomed the alignment of the Directive definition of Cargo Residue’s with the MARPOL definition. This will ensure that there clear legal understanding of responsibilities for treating cargo residues in European ports.

## 17.01.2018 – Trade Contact Group Plenary Meeting, Brussels

FEPORT participated in the 50th Plenary meeting of the Trade Contact Group (TCG) on January 17th. 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.

**18.01.2018 – HLSG – eManifest, Brussels**

On January 18th, FEPORT participated in a Joint Meeting of the Expert sub-group on eManifest project of the High Level Steering Group (HLSG) for Governance of the Digital Maritime System and Services and members of the Electronic Customs Coordination Group. The meeting focused on the status of the eManifest pilot project and its link to the ongoing revision of the Reporting Formalities Directive.

FEPORT views the e-manifest project as being intrinsically linked to the Reporting Formalities Directive. The success of the eManifest in the long term is therefore linked to a pragmatic and ultimately successful approach to the Reporting Formalities Directive.

**18.01.2018 – Closing of the Public Consultation on Reporting Formalities for Ships**

On January 18th, the Public Consultation on Reporting Formalities for Ships was closed.

The objective of the Reporting Formalities Directive is to simplify and harmonize administrative

procedures for maritime transport by introducing National Single Windows (one single reporting entry point for each Member State) for harmonised reporting in electronic format. However, the legislation has not delivered the expected results; harmonization has not been achieved and the administrative burden on shipping operators remains high because of diverse reporting requirements. Legal and other obstacles block the possibility of making data available for e.g. multimodal transport or more efficient and smart logistics chains.

DG MOVE is therefore considering to propose another legislative initiative in the Spring to address these issues and meet the expectations of the industry and Member States. Operators do not have the possibility to report in an identical way throughout the EU. Having to adapt to a multitude of different reporting formats/procedures creates unnecessary costs and administrative burden on shipping companies.

FEPORT is of the view that the solution to the above problem is to ensure that there is a maximum data set at EU level for reporting. Without this, any other harmonization is undermined.

FEPORT also believes that this discussion should not be about systems, but rather standards. Be it an EU system, national system or local systems, the objective should be to ensure that all systems are built on open standards and are interoperable, not only with each other but other systems in the logistics chain.

**23.01.2018 – INTA technical Committee hearing about screening of Foreign Direct Investments, Brussels**

On 23rd January, the **INTA (International Trade) Committee** of the European Parliament had its first opportunity to discuss the proposed Screening of Foreign Direct Investment Regulation

(Reg: 2017/0224). This Committee meeting served as a first opportunity for political groups to voice their views on the proposed text.

Most MEPs who took the floor were in general supportive of the Commission's proposed text. There is a general agreement that the proposal respects Member State subsidiarity.

**Commissioner Malmström (for Trade)** stressed that we need to be realistic in the creation of a screening mechanism as Europe is starting from scratch, whereas the US has a system since the 1970's. The Commissioner stated that Member State coordination meetings will begin in March and that the Commission is preparing a report that will be produced later this year. The Commission stated it is proving difficult to obtain information from the Member States regarding their respective systems (where they exist) and how they impact on FDI.

**A representative from the US government** stated that there is no definition of national security in US legislation as this needs to be flexible. The US representative stressed that they do not screen for economic benefits of a potential market player. It was also highlighted that transactions are becoming increasingly complex and there is an increasing amount of military technology being produced within the realm of the private sector. US Committee for screening investments includes department of treasury, department of defense, department of energy, department of commerce, department of state and the department of US Trade. The US has decided that mergers and acquisitions require most screening (assessment within 75 days).



## **FEPORT reply to the consultation concerning the proposal for a Regulation of the European Parliament and of the Council establishing a framework for screening of foreign direct investments into the European Union (COM (2017)487)**

On December 12th, FEPORT provided comments regarding the Proposal for a Regulation of the European Parliament and of the Council establishing a framework for screening of foreign direct investments into the European Union (COM(2017)487).

FEPORT believes that it is essential that the European Union continues to remain a market that is attractive and open to trade. Yet, this objective has to be accompanied by efficient mechanisms that safeguard and bring significant benefits to the EU economy.

FEPORT is very much in favour of all initiatives aiming at instoring a level playing field within the EU as well as between the EU and its trading partners. Screening policies in a number of non EU countries such as US, Canada, Australia, China, Russia and Japan are already in place.

Without prejudice of additional comments that shall be expressed in the framework of the legislative procedure that will concern the above mentioned proposed Regulation, FEPORT would like to provide the following general comments:

- It is important that any Foreign Direct Investments in the EU are driven by an objective of proportionality and homogeneity of the EU Member States' responses as well as the definition of transparent and predictable rules.
- The adoption of a less fragmented regulatory approach will be crucial and this supposes a commitment from Member States to better coordinate. It will be also essential to promote a positive and favourable reciprocity rather than a harmful negative one.
- Openness to foreign investment has to go hand in hand with an appropriate scrutiny of the potential national security impacts of the commercial deals.
- As private investors, FEPORT members are seeking for certainty and the elimination of inconsistencies between the

existing regulatory frameworks of the EU Member States.

- To avoid that national security criteria are characterized by high levels of subsidiarity leading to a patchwork of national systems that may discourage private investors, it will be very important that Member States agree to apply the same rules regarding national security, strategic assets etc.
- With respect to the qualification of "critical infrastructure", FEPORT considers that the Critical Infrastructure Directive (2008/114/EC) applies to European ports.
- In all cases, it is essential that EU competition rules equally apply to European companies and foreign ones.
- FEPORT has taken note of the European Commission's intention to screen foreign direct investments which are likely to affect projects of Union interests or which relate to projects involving substantial amounts of EU funding. It will be crucial that such screening is characterized by full transparency.
- FEPORT would welcome a real thorough analysis with the support of Member States, of the FDI investments in all sectors that are targeted by the above mentioned proposed Regulation with the aim of assessing whether reciprocity is actually prevailing between the EU and its trading partners or not and how this could be improved.
- It would probably be useful to also have a clearer idea about FDI that concern the immediate EU neighboring countries given its impact, for instance in terms of infrastructure, on the EU.
- Last but not least, it would also be useful to assess whether the current EU mergers and takeovers rules needs to be reviewed for a better efficiency of the objectives of the proposal for a Regulation of the European Parliament and of the Council establishing a framework for screening of foreign direct investments into the European Union.

## **23.01.2018 – Platform for change – Women in Transport meeting, Brussels**



FEPORT is among the organizations which have supported the EU Platform for change launched on 27th November 2017, with the objective to strengthen women's employment and to promote equal





opportunities for women and men in the transport sector.

FEPORT has attended a follow-up meeting to discuss and exchange about good practices within different industries has taken place on 23rd January.

**23.01.2018 – Port of Rotterdam Energy in Transition, Brussels**



During an event held in Brussels, the Port of Rotterdam presented its vision and strategy to become the European flagship region for shaping the energy transition thus fulfilling the Netherlands commitments to the Paris Agreement climate targets ie to keep climate change within agreed limits. Achieving those goals will requires reduction in carbon emissions resulting from activities carried out by the industrial cluster.

The Port of Rotterdam Authority wants to develop a close collaboration with business and governments at both the national and European levels to allow the port to become climate-neutral by 2050. An update about decarbonisation initiatives in Rotterdam was presented.

During the event, expectations from EU policy makers were expressed by the representataives of the port and the industrial cluster and were echoed by the speech of **Mr. Dominique Ristori, Director-General for Energy at the European Commission** who explained how EU policies can support the industrial cluster in the Port of Rotterdam to face the challenges.

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and democracy. To achieve that the EU considers it needs to make a better use of its research and innovation capacities spread across the EU.

One of the strategic goals of the EU is to retain and develop the essential capacities to secure its digital economy, society

In its September 2017 Joint Communication “Resilience, Deterrence and Defence: Building strong cybersecurity for the EU” the European Commission announced the intention to support the creation of a network of cybersecurity competence centres to stimulate the development and deployment of technology in cybersecurity.

As a first step in this direction, the European Commission is conducting a mapping of the existing centres of expertise in the field of cybersecurity (e.g. university department, research centre, etc). The results of this mapping will be translated into a “Cybersecurity Atlas” (an index of existing EU cybersecurity Centres) that will be made publicly available. This Atlas aims at becoming a valuable tool and a reference for the cybersecurity community to look for potential partners and pool resources.

The Commission is calling on all cybersecurity competence centres across the EU, whether public or private, to register their organisations and share information about their work and expertise.

FEPORT is working with DG MOVE and DG CONNECT so as to ensure that terminal systems are as resilient as possible to the threats posed by cyber security.

**25.01.2018 – The 2018 year of Multimodality launched by Commissioner Bulc**



During a reception gathering stakeholders’ organizations representing different segments of the multimodal chain as well as EU Commission staff, Transport Commissioner

Violeta Bulc evoked the outcomes of the 2017 Maritime year and proclaimed that 2018 will be the year of multimodality. The focus will be on all topics that will enhance mobility and connectivity, be it physical or digital.

A series of events shall be organized by the European Commission in close cooperation with the Bulgarian and Austrian Presidencies to offer stakeholders a chance to voice their expectations and priorities.





#EUMultimodalityYear

Under the **Multimodality Year** umbrella, we plan a series of key events:



• **20<sup>th</sup> March** – High-Level Ministerial Conference focusing on multimodality, Sofia



• **16-19<sup>th</sup> April** – Transport Research Arena Conference: 'A Digital Area for Transport', Vienna

• **25-27<sup>th</sup> April** – TEN-T Days with dedicated sessions on multimodality and digitalisation, Ljubljana



• **16-22<sup>nd</sup> September** – European Mobility Week, across Europe



• **19-21<sup>st</sup> September** – CIVITAS Forum Conference, Umeå

Single transport area for global leadership



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**EVENTS AND INITIATIVES  
SUPPORTED BY FEPORT**

**14-15.03.2018 – The 3rd Port Technology Container Terminal Automation Conference: Automated Intelligence & AI**



The 3rd Port Technology Container Terminal Automation Conference: Automated Intelligence & AI is due to take place on March 14-15, 2018 in London.

The 2017 conference saw over 120+ attendees from 85+ global companies and 30+ speakers and moderators participate. [Download the 2017 conference report & attendee list from April's event.](#)

In 2018, key industry issues will be debated by global ports and terminals, shipping liners, industry bodies, research agents, consultants, contractors, as well as technology, solution and equipment providers. They will address challenges surrounding process automation, big data analytics, predictive decision making, cyber risk security and many more facets of the fully automated terminals of the future.

Secure your place now at the introductory rate of £499! If you [book and pay before November 30, 2017](#), you will receive a £500 discount.

Dear guests, Dear colleagues, Dear readers,

Our best wishes of good health, happiness and prosperity for 2018.

Last November 30th, 2017, we held the third edition of the Annual Stakeholders' Conference. The overarching topic we have proposed for discussion this year "Maritime logistic chains and the "perfect storm"" has provoked debates and discussions.

The fourth industrial revolution will bring changes in all industries as this has been recently discussed again in [Davos](#) (23-26 of January 2018). It is therefore important that policy makers, employees and industry representatives continue to prepare the future.

We are delighted to allow those among you who attended our event as well as those could not join to remember, through a [short video](#) and a [gallery of pictures](#), few moments that we shared during the conference.

With kind regards,  
FEPORT team



**Coming meetings****FEPORT meetings**

FEPORT Customs and Logistics Committee, Brussels 01.02.2018

FEPORT Port Policy Committee, Brussels 14.02.2018

FEPORT Board of Directors, Brussels 15.02.2018

FEPORT Social Affairs Committee, Brussels 20.02.2018

FEPORT Environment, Safety and Security Committee, Brussels 22.02.2018

**Industry meetings**

UIRR Event in the European Parliament, Brussels 30.01.2018

ELP Lunch on "The future of multimodal transport", Brussels 30.01.2018

Meeting Ports of Refuge, Brussels 01.02.2018

TCG Meeting, Brussels 08.02.2018

SAGMAS, Lisbon 28.02.2018

Social Dialogue, Brussels 07.03.2018

High-level Ministerial Conference on European Multimodal Freight Transport, Sofia 20.03.2018

DTLF Plenary, Brussels 22.03.2018

Transport Research Arena Conference: "A Digital Area for Transport", Vienna 16-19.04.2018

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

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

European Mobility Week, across Europe 16-22.09.2018

CIVITAS Forum Conference, Umea 19-21.09.2018

**Institutional meetings**

European Parliament Plenary Session 05-08.02.2018

European Parliament Transport Committee meeting, Brussels 19-20.02.2018

Council of the European Union, Transport, Telecommunications and Energy Council meeting, Brussels 26.02.2018

European Parliament Plenary Session 28.02-01.03.2018

European Parliament Transport Committee meeting, Brussels 05.03.2018

European Parliament Plenary Session 12-15.03.2018

European Parliament Transport Committee meeting, Brussels 19-20.03.2018