



STILL TIME FOR WISHES...

As we are reaching the end of January, it might be time to think about the last wishes that we may have for 2019.

When thinking about the challenges ahead ie climate change, protectionist measures, defiance towards multilateralism, rise of populists and nationalists in many areas of the world, one may think that the upcoming European elections can also be part of this long list of worrying clouds that are announced daily in the news.

But 2019 can also be a crucial year for the EU if new priorities are set in order to restore confidence in politicians and to give hope to European businesses, citizens and the youth. The European Union remains our best asset, our best warranty against doom and war.

It would be naïve to think that restoring confidence will be easy as prophets of gloom are mobilized to spread fake news about all what comes from Brussels. The European Union and its institutions can certainly improve their functioning to offer hope and progress to the next generation. It will be important to conduct a thorough critical assessment of what has been achieved so far and to agree on an inclusive agenda that echoes the concerns and expectations of European citizens.

It is crucial that the European institutions adjust and adapt their priorities against a world where uncertainties are constantly increasing and where disruption is affecting so many spheres of life of millions of Europeans.

EU industries are also facing tremendous challenges in a world where real level playing field does not really exist when it comes to compete with third countries. Do we want all industry with added value to be relocated outside the EU?

Jobs are going to be different in the future and some will disappear. It is essential that politicians realize the societal challenge ahead and do not look away when difficult situations or topics are on our "table".

Let us make some wishes then. For instance,

- that the EU and its institutions will set the right priorities to defend and promote the interests of the European people and industries;
- to rethink the way its competition instruments are conceived to transform them into powerful tools that serve European industries beyond the internal market;
- to adopt trade and foreign investment policies that establish balanced relationships with powerful third countries;
- to support the efforts of those sectors, industries, big corporations and SMEs which are creating activities in the EU, employing EU workers paying taxes in the EU and contributing to the EU economy. They are the real backbones of the European Union's strength.

Finally, let us hope that upcoming debates in the framework of the European elections will bring a sustainable hope instead of spreading fake news and confusion...

Happy new year to all from FEPORT



10-01-2019 – European Parliament Transport Committee adopts report on European Maritime Single Window Environment – Brussels

On 10 January, the Transport and Tourism Committee of the European Parliament (TRAN) adopted its report on the draft Regulation on the European Maritime Single Window environment (EMSWe). The draft Regulation that has been proposed by the European Commission replaces the previous Directive (2010/65) on reporting formalities for ships (RFD), on which an urgent need for revision was expressed by stakeholders in various reports and consultations.

With this, the initial Commission's objectives, namely EU harmonised reporting, the establishment of a maximum dataset and the efficient re-use of data should be achieved.

In a joint press release FEPORT and six other maritime transport related organisations (CLECAT, ECASBA, ESC, EMPA, ESPO & IPCSA) welcomed the adoption of the TRAN report and its focus on data harmonisation and existing reporting channels but cautioned against the creation of an EU Level Access Point Interface.



Adoption of the Clune Report on European Maritime Single Window Environment:

CLECAT, ECSABA, ESC, EMPA, ESPO, FEPORT & IPCSA welcome focus on data harmonisation and existing reporting channels. However, we caution against the creation of an EU Level Access Point Interface.

The above-mentioned organisations welcome the adoption by the European Transport and Tourism Committee of the Clune Report on the draft Regulation for a European Maritime Single Window Environment.

We believe that the focus of the report on data harmonization is the right approach and will lead to simplified reporting formalities for ships. However, it is important to ensure that the harmonised interfaces remain technologically neutral.

This will ensure that potential new systems are not rapidly outdated by new developments, while at the same time ensuring industry does not need to needlessly re-invest in regulatory compliance and can instead focus on innovation and improved services.

Clarification on the connection between Maritime Single Windows and Custom Single Windows is very much appreciated. Both ship reporting and customs reporting will be undergoing significant changes over the coming years, especially in light of the Union Customs Code work programme, and it is therefore crucial that work on both reporting environments is aligned. This will ensure operators and service providers can plan their investments accordingly.

We also welcome that existing reporting channels, such as Port Community Systems, should be maintained as reporting channels. These channels, generally created collaboratively by the

private sector, ensure that reporting formalities can be done in the most efficient manner and enable exchange of relevant information within the private sector.

It is therefore important that these channels can be maintained and are not needlessly replaced by other interfaces that would limit innovation and cooperation for the private sector. We therefore also oppose the creation of an EU Common Access Point Interface.

The above-mentioned organisations believe that such a system would be against the Commission approach of creating an interoperable environment or “systems of systems” and would require significant investments from Member States and the private sector with limited, if any, added value for the entire logistics chain.

The priority for trilogue now needs to be on creating a truly interoperable environment for ship reporting which can only be achieved through data harmonisation.

10-01-2019 – European Parliament Transport Committee adopts report on realignment of TEN-T corridors for Brexit – Brussels

On 10 January, the Transport Committee of the European Parliament (TRAN) voted on MEP Karima Delli’s draft report and the proposed amendments to the draft Regulation for the realignment of the TEN-T corridors in view of Brexit.

The UK is part of the North Sea – Mediterranean corridors and, as of the date of its withdrawal from

the EU, the UK will no longer be part of the corridor. Thereby, the need to revise the alignment of the corridor arose to ensure a continuous connection between the section located in Ireland and the section in the Continental EU. In its proposal, the European Commission proposed the deletion of the UK ports from the corridor and to insert Zeebrugge, Antwerp and Rotterdam.

As a result of the TRAN Committee’s vote on the report to the draft Regulation, the ports of Calais, Le Havre and Dunkerque were added to the North Sea – Mediterranean corridor, and the ports of Brest, Roscoff, Saint Nazaire, Saint Malo, Cherbourg, Caen Le Havre, Rouen, Paris and Boulogne were added to the Atlantic corridor.

The report was adopted with 45 votes in favour and 2 abstentions. Following that, the mandate to open interinstitutional negotiations was granted.

14-01-2019 – TCG Customs Group – Brussels

On 14 January, FEPORT participated in the 28th meeting of the Customs Expert Group jointly with the Trade Contact Group. FEPORT is a permanent member of the Trade Contact Group. The Trade Contact Group provides the European Commission with regular consultations at Union level on the development and implementation of customs related issues and developments of customs policy. The Customs Expert Group is composed of national delegations from each Member State and provides advice and expertise to the Commission and its Services in relation to the customs legislation.

The meeting focused on amendments to the Union Customs Code Delegated and Implementing Acts. One of the key amendments currently under revision proposes amending the timeframe for the deployment of the IT systems created under the Union Customs Code. This amendment is crucial so as to ensure there is sufficient time for deployment and testing of new customs systems. The amendment is currently under revision in the European Parliament.

15-01-2019 – Digital Transport and Logistics Forum – Brussels



On 15 January, FEPORT participated in the first Plenary meeting of the second mandate of the

Digital Transport and Logistics Forum (DTLF). The DTLF is a group of experts that brings together stakeholders from different transport and logistics communities from both the private and public sector.

It was established by the European Commission with a view to build a common vision and road map for digital transport and logistics. It is also mandated to help identify EU level measures and to support their development and implementation where relevant.

The DTLF plenary agreed that there was a need for the work of the DTLF to go into further detail and produce tangible benefits to logistics efficiency through digitalisation. FEPORT stressed there was a need for working groups to be created and disbanded as needed, and these work groups should focus on addressing specific operational issues or themes.

21-01-2019 – Launch event of the “European Inland Waterway Transport (IWT) Platform” – Brussels

In 2018, EBU and ESO, the two organisations representing the inland waterway transport sector at European level, established the “European Inland Waterway Transport (IWT) Platform”. While the two organisations will remain independent, the joint platform is intended to add a new dimension of expertise to the benefit of the entire inland navigation community as well as the institutional bodies dealing with inland navigation.

Mr Henrik Hololei, Director General at the European Commission, DG MOVE, addressed the audience in a key note speech that followed the presentation of the platform.

21-22-01-2019 – On field trip with the European Commission to the port of Hamburg – Hamburg

On the 21st and 22nd of January, FEPORT co-organized an on-field trip to the port of Hamburg involving representatives from the European Commission (DG COMP (Competition), DG MOVE (Transport), DG EMPL (Employment)), the European Transport Workers’ Federation (ETF), the International Dockworkers Council (IDC) and the European Sea Ports Organisation (ESPO).

In collaboration with ETF, the program was conceived to provide participants with insights about port terminal operations and all dimensions that are impacting them directly or indirectly, positively or negatively.



The trip also provided the perfect occasion to engage in an open discussion regarding the prob-

lems that the different parties involved in port activities are facing nowadays and the possible answers to the challenges. In many respects the port of Hamburg constitute a good study case since it embodies all innovations and creativity that port stakeholders may deploy to meet their customers’ expectations but also offers good understanding of the challenges and impacts that are faced by European ports with respect to the increase in size of ships, consolidation, alliances ‘market power and their impact on labour organization.



With respect to social dialogue, participants had also the opportunity to hear from representatives from Terminals and Trade Unions that competitiveness is also a matter of social peace and balanced agreements between employers and employees.



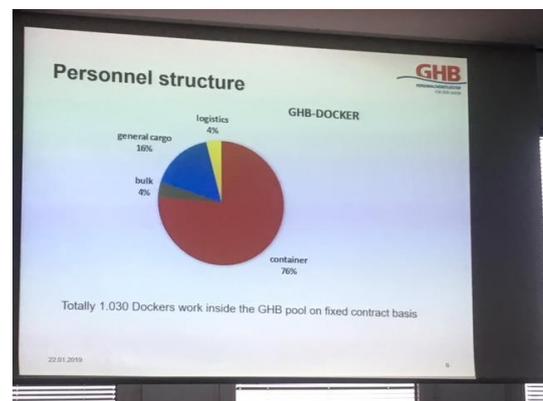
On the 22nd, the first visit of the day was to Ma-Co, a training institute which provides port workers and seafarers curricula that allow them to acquire new skills. Classes take place both indoors and outdoors and are held by Ma-Co's professors, joined by more or less 80 freelance teachers from the port or other institutions. 90% of learners enter the labour market upon completion of their course. This high score is possible thanks to the meticulous work of pre-assessment of the candidates' and a perfect knowledge of the needs of the Terminals.



The visit continued to Hamburg Vessel Coordination Centre (HVCC), which has been established thanks to a decision from Eurogate and HHLA to cooperate and invest in a system that gives them a good visibility over the nautical and operational access of vessels in the port. HVCC coordinates and collects communications between ships, terminals, port authorities a 24/7 service basis and provides the best solutions for the allocation of the slots for berthing.

Finally, participants to the on-field trip had the opportunity to meet HHLA CTA and Eurogate's management and exchange about operational matters. Debates also concerned the recent agreement between Eurogate and Ver-di focused on the automation process of the terminal which will be deployed in the coming months and years.

Both employers 'and employees 'representatives explained why the agreement is considered by each party as balanced because taking into account the necessity for the company to digitalize, invest in technology, innovate in processes and organization to remain competitive while continuing to invest in training and social transition.



Before the end of the trip, a representative of GHB – Hamburg Labour Pool, presented the functioning of the pool and how and why it constitutes an innovative solution to cope with the pressure of peaks of activity alternating with periods of technical unemployment.

GHB – Hamburg Labour Pool provides terminals with a pool of dockers to cover short- and medium-term employment fluctuations inside the port of Hamburg. The pool offers qualified, available and professional staff. Participants were also informed that the pool system is becoming under

increasing strain due to the deployment of Ultra Large Container Vessels (ULCV's). The fluctuation in demand of personnel per day vary from a minimum of 380 shifts to a maximum of 910 shifts per day. Without this kind of system, working conditions and port services would be significantly undermined.

FEPORT is grateful to the representatives of ma-co, HVCC, HHLA CTA, GHB and Eurogate for their warm welcome and the time they spent with participants to the visit to share their experience and knowledge. Thank you.

23-01-2019 – Cyber Security Conference – Lisbon

On 23 January, FEPORT participated in the first European Transport Cybersecurity Conference in EMSA premises in Lisbon. The Conference was organized by the European Agency for Network and Information Security (ENISA) in cooperation with the European Commission (DG MOVE), the European Aviation Safety Agency (EASA), the European Union Agency for Railways (ERA) and the European Maritime Safety Agency (EMSA).

The objective of the Conference was to kick-off further cooperation between all actors responsible for ensuring security of critical infrastructure and networks. This is viewed as essential given that [cyberattacks are increasingly becoming more sophisticated](#).

Participants were of the view that there is already a suitable legislative framework at European level ([NIS Directive](#)). What is now crucial is to ensure

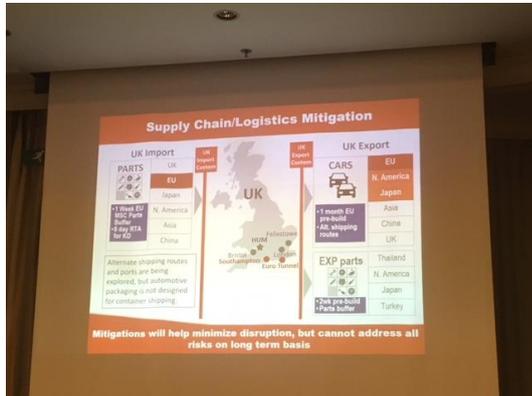
a proper implementation of the Directive, especially given of many IT systems. It was stressed that guidelines may be required in this regard.

In the port industry, all actors must take up their responsibilities to ensure their networks are secure. Given the interconnectivity of networks in the port environment, the general resilience of a port system is only as strong as the weakest link.

29-01-2019 – ELP Dinner–Brexit: how business gets ready - Brussels



On 29 January, FEPORT participated to a dinner organized by the European Logistics Platform on Brexit hosted by MEP Caroline Nagtegaal (ALDE, Netherlands) during which representatives from commercial and non-commercial entities among others Honda and Portbase are preparing themselves for a (no-deal) Brexit and what MEPs could do to supports logistics' efforts to address the challenges of a hard Brexit.



A 'no deal' Brexit would have important consequences in terms of market access conditions for transport operators, but also on the fluidity of traffic and robustness of supply chains. The contingency measures proposed by the European Commission to alleviate some of the negative consequences of a 'no deal' Brexit would help when adopted, but industry will definitely face significant challenges and will need to be creative and innovative to reorganize supply and logistics chains.

Institutional meetings

26.02.2019 EC Conference on the Future of Multimodal Transport 26 February, Brussels

07.03.2019 European Transport Council Brussels
26-27.03.2019 Informal Transport Council, Bucharest

FEPORT meetings

07.02.2019 Port Policy Committee - Brussels
14.02.2019 Board of Directors – Brussels
26.02.2019 Environment, Safety & Security Committee – Brussels
04.03.2019 Social Affairs Committee – Paris
27.03.2019 Customs & Logistics Committee - Brussels
11.04.2019 Board of Directors – Brussels
21.05.2019 Social Affairs Committee – Paris
23.05.2019 Environment, Safety & Security Committee – Brussels
12.06.2019 Customs & Logistics Committee - Brussels
13-14.06.2019 General Assembly – Burgas – Bulgaria
20.06.2019 Port Policy Committee - Brussels
19.09.2019 Board of Directors – Brussels
30.09.2019 Social Affairs Committee – Brussels
01.10.2019 Environment, Safety & Security Committee – Brussels
24.10.2019 Port Policy Committee - Brussels
06.11.2019 Customs & Logistics Committee - Brussels
14.11.2019 Board of Directors - Brussels
27.11.2019 General Assembly - Brussels
28.11.2019 Fifth Annual Stakeholders Conference – Brussels