



The Federation of European Private Port Companies and Terminals



Newsletter – June 2020

Level playing field in global markets is important, but so is level playing field within the internal market

These last four months, despite severe pressure, EU supply and logistics chains have shown exceptional resilience. Thanks to the dedication of workers and employers, the security of supplies of goods and equipment to citizens and hospitals has been ensured in the EU.

The port sector as part of the critical infrastructures which give access to the EU territory has played an essential role during the COVID 19 crisis. It therefore deserves serious and lasting attention from policy makers. Port ecosystems will be crucial components of the EU recovery.

FEPORT members discussed the impact of the COVID 19 crisis during **FEPORT's General Assembly meeting held on June 25th, 2020**, as well as the measures that have been adopted by the EU to mitigate the negative effects on the economy and people.

FEPORT members fully support the European Commission's intention to "systematically analyse the different ecosystems and assess the different risks and needs of industries". It will be important to translate the classification of ports as part of critical infrastructures into concrete action plans.

FEPORT welcomes the European Commission's "White Paper on a new instrument to tackle foreign subsidies". It is important that EU policy makers realize that public subsidies granted to non-EU shipyards have aggravated overcapacity in the global container shipping sector and accelerated the need for consolidation in shipping. Both developments have tremendous impact on the EU port sector and its ability to recoup the public and private investments that have been made.

It will be essential to adopt efficient instruments but also meaningful support measures that benefit not to individual sectors but to the different parties of each EU ecosystem. This is certainly

the best way to guarantee that there is a return of investment for EU taxpayers and for EU companies which are striving to offer very competitive services.

FEPOR members reiterate their call to EU regulators to guarantee level playing field not only in global markets, but also within the internal market.

Extending preferential tax treatment to activities performed by vertically integrated terminals owned by EU shipping companies is a distortion of competition that penalizes independent terminals. This is a clear breach of the principle of fair treatment and detrimental to level playing field in the internal market.

“In the press releases announcing ten tonnage tax Decisions^[1], the EU Commission always ensures that “there is no spill-over of the favourable tax treatment of shipping companies into other sectors unrelated to maritime transport”. FEPOR members have serious doubts regarding the “no spill over” of the favourable tax treatment of shipping companies into the cargo handling sector and want to know more about the methodology of the EU Commission” noted Mr Gunther Bonz, President of FEPOR.

“The decision of the EU Commission not to modify the list of ancillary services in spite of a critical mass of decisions i.e. ten (10) broadening the scope of the eligibility to loading and unloading and/or cargo handling activities is from our point of view not acceptable as the decisions are not any more specific but confirming a real approach taken by the Commission with respect to the inclusion of cargo handling. Therefore, we formally request that cargo handling is excluded from the scope of eligibility to tonnage tax. We need real level playing field within the internal market” concluded Mr Bonz.

FEPOR is looking forward to continuing the good cooperation with all institutional stakeholders to achieve a sustainable recovery for the EU, its industries and citizens.

^[1] The Commission's most recent decisions concerning the Estonian tonnage tax and seafarer scheme (Case SA.53469), the prolongation of the Cyprus tonnage tax and seafarer scheme (Case SA.51809), the prolongation of the Danish seafarer scheme (Case SA.52069), the extension of the Belgian seafarer scheme (Case SA.56475) and the Italian support measures for maritime transport (Case SA.48260).

04.06.2020 – European Commission publishes notice to stakeholders: withdrawal of the UK and EU rules in the field of maritime transport

On the 4th of June, the European Commission published a **notice** to stakeholders with regards to the withdrawal of the United Kingdom and EU rules in the field of maritime transport.

To address the consequences set out in this notice, operators in the maritime transport sector are requested to proceed as follows:

- Operators of shipping services should assess whether they are affected by the change in market access rights and take the necessary precautionary steps when selling shipping services after the end of the transition period.
- Operators of vessels flying the flag of an EU Member State should ensure that certificates issued to seafarers in the United Kingdom are recognised in the EU in accordance with the appropriate procedure.

After the end of the transition period, EU law on maritime transport will no longer apply to the UK. This has in particular the following consequences:

- **Cabotage:** Article 1(1) of Regulation (EEC) No 3577/92 liberalizes the provision of maritime transport services within EU Member States (maritime cabotage) to all Community shipowners, who have their ships registered in, and flying the flag of a Member State. After the end of the transition period, economic operators who no longer fulfil the conditions laid down in the definition of a Community shipowner will no longer enjoy the right to provide maritime cabotage services in accordance with this Regulation.
- **Maritime safety:** While EU Member States will continue to inspect UK ships calling to EU ports, after the end of the transition period, the Port State Control inspection system set out in Directive 2009/16/EC no longer applies in the UK. Relations between the UK and the EU in respect of Port State Control will be regulated by the Paris Memorandum of Understanding on Port State Control.
- **Seafarer qualifications:** The certificates issued to seafarers by the UK are no longer “accepted” by an EU Member State under Article 5b of Directive 2008/106/EC after the end of the transition period. The certificates issued to seafarers by the UK can no longer be endorsed (“endorsement attesting recognition”) by an EU Member State under Article 5b of Directive 2008/106/EC after the end of the transition period.

After the end of the transition period, recognition by an EU Member State of certificates issued to seafarers by the UK will be subject to the conditions and the procedure set out in Article 1921 of Directive 2008/106/EC, in line with the new status of the United Kingdom as a third country.

05.06.2020 – Council adopts conclusions on Waterborne Transport

On the 5th of June, the Council of Transport Ministers adopted **conclusions** regarding Europe’s waterborne transport sector, laying down the goal of a future “*carbon-neutral, zero accidents, automated and competitive EU Waterborne Transport Sector.*”

The Council underlined that any measure to achieve carbon-neutrality should be flag neutral and avoid carbon leakage. In addition, the need to support the development of different alternative fuels, including LNG as a transitional fuel, and the associated infrastructure, was recognised.

The ministers acknowledged the opportunities that the digital transformation creates in enabling seamless multimodal transport operations. Moreover, the importance of the complete and timely implementation of the European Maritime Single Window Environment Regulation was recognised, as it will allow for fast and complete execution of reporting formalities thereby improving the efficiency and attractiveness of maritime transport and its integration with other transport modes.

05.06.2020 – Connecting DINA and the DTLF

On the 5th of June 2020, the European Inland Waterway Transport (IWT) platform and Inland Navigation Europe (INE) organized a workshop for members of the DINA (Digital Inland Navigation) expert group, to which FEPORT attended. The purpose of this workshop was to discuss the role of the inland community in the DTLF platform.

The importance of having a strong inland participation in the DTLF was underlined, in order to have DINA priorities such as better River Information Systems and paperless transport taken into account in the DTLF forum.

The meeting also aimed at informing DINA members about DTLF related developments. Participants were also informed that the goal of DTLF Subgroup II is to create a federated platform for data-sharing, i.e. a digital corridor information system. Another aim of this subgroup is developing implementation guidelines and technical specifications so individual companies can work with this system.

Aside from the European Commission and the business community, representatives from Member States took the floor. The Flemish waterway authority presented its SWING project, a Single Window for Inland Navigation. This project aims at reporting only once for barge operators and a better integration of inland waterways in the wider supply chain.

The German Federal Ministry of Transport and Digital Infrastructure notified the audience of the setting up of a dangerous goods transport infrastructure network association, of which a pilot will start in the fourth quarter of 2020.

08.06.2020 – TRAN Committee approves 1st Mobility Package

On the 8th of June, the TRAN Committee adopted the draft recommendations for second reading for the three social and market access files of Mobility Package I: posting of drivers, drivers' rest times and better enforcement of cabotage rules.

The revised rules aim at putting an end to distortion of competition in the road transport sector and provide better rest conditions for drivers.



Better working conditions for drivers:

- The new rules will help to ensure better rest conditions for drivers and allow them to spend more time at home.
- Companies will have to organise their timetables so that drivers in international freight transport are able to return home at regular intervals (every three or four weeks depending on the work schedule).
- The mandatory rest period at the end of the week, known as regular weekly rest, cannot be taken in the truck cab. If this rest period is taken away from home, the company must pay for accommodation costs.

Fairer competition and fighting illegal practices:

- Vehicle tachographs will be used to register border-crossings in order to tackle fraud.
- Existing limits to cabotage remain the same (three operations within seven days).
- To prevent systematic cabotage, there will be a cooling-off period of four days before more cabotage operations can be carried out within same country with the same vehicle.
- To fight the use of letterbox companies, road haulage businesses would need to have substantial activities in the member state in which they are registered. The new rules will also require trucks to return to the company's operational centre every eight weeks.
- Given that vans are increasingly used to provide international transport services, using light commercial vehicles of over 2.5 tonnes will also be subject to EU norms for transport operators, including equipping the vans with a tachograph.

Clear rules on posting of drivers:

- The new rules on posting of drivers will give a clear legal framework to prevent differing national approaches and ensure fair remuneration for drivers.
- Posting rules will apply to cabotage and international transport operations, excluding transit, bilateral operations and bilateral operations with one extra loading or unloading per direction (can be added up: e.g. none on the way out and two on the return leg).

The plenary vote on the mobility package will take place during the European Parliament's July session.

09.06.2020 – ITF publishes Report on the Future Maritime Trade Flows

On the 9th of June, ITF published its Report on the Future Maritime Trade Flows. This report reviews possible determinants of global maritime goods transport over the coming decades and addresses the uncertainties that surround the future of maritime trade flows.



Future Maritime Trade Flows
Summary and Conclusions

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PUBLISHED

The main findings of ITF Report are the following:

1. The transition to non-fossil fuels and the regionalisation of trade patterns will likely have a substantial impact.
2. The cost of maritime transport will increase as a result of expected regulations to decarbonise shipping.
3. Increased ship size and industry consolidation have changed maritime trade patterns by reducing the number of calls to secondary ports.
4. China's Belt and Road Initiative (BRI) will likely have a significant impact on maritime trade flows if fully implemented.
5. Modelling projections suggest that the share of global trade using the Northern Sea Route by the next century will be fairly small, at less than 5%, even in extreme climate change scenarios.

The Report recommends to:

- **Ensure strategic planning for port development accounts for the key drivers of trade**

Maritime transport activity is driven primarily by growth in GDP and by costs. While climate change mitigation policies and the impact of climate change on sea ice will affect costs, their impact has less potential to affect overall cost than changes in competition and business organisation in the maritime logistics industry. Government intervention in the port sector, including the People's Republic of China's Belt and Road Initiative, can also have a significant impact on the cost of trade. Each of these factors needs to be given appropriate weight in strategic planning and modelling of maritime trade.

- **Support policy for decarbonisation of maritime transport with carbon pricing**

Carbon pricing can help to create demand for low- and zero-carbon fuels, which is needed to scale up the production of alternative fuels and renewable energy sources for producing fuels. A carbon price to the order of USD 50-100/ton CO₂ would be needed to generate sufficient uptake of alternative fuels or renewable energy sources in the pathway towards decarbonisation of maritime transport.

Revenues from a carbon pricing mechanism could be used in part to compensate affected countries for adverse trade impacts of decarbonisation of maritime transport, as could support via capacity building and technical assistance to develop green shipping.

- **Prevent aid to maritime shipping from eroding competition in maritime logistics services**

Regulators should consider acting when carriers – which receive state aid – compete with other parts of the transport chain that do not receive state aid, such as terminal operators and freight forwarders. Government policies that have stimulated vertical integration under such conditions, for example allowing tonnage taxes to cover terminal operations, should be reconsidered.

- **Improve maritime logistics via new performance metrics**

New performance indicators need to be developed for value-added shipping to capture customer expectations in relation to this new trend in the organisation of the sector. Better indicators would improve dialogue between carriers and shippers on how to improve maritime logistics and drive efficiency through changes to the processing of cargos. For example, certain cargoes could be prioritised to ensure they are the first to unload when the ship arrives at its destination.

- **Guarantee open standards when digitalising maritime logistics**

Open and harmonised standards and interoperability of systems should be adopted to counter the risk of “lock-in” effects that tie customers to carriers because of large switching costs. Regulators should monitor such inter-operability and open standards, and take appropriate action when needed.

- **Fine-tune maritime transport modelling**

The modelling of maritime trade flows needs to go beyond simple extrapolation of trends and take into explicit account the implications of the Paris Agreement and the measures promoted under the International Maritime Organization’s (IMO) Initial IMO Strategy.

As distributive effects and the potential for economic disruption are key international policy concerns, models to examine maritime transport and climate change policies should also focus on these issues.

09.06.2020 – European Parliament and Council reach provisional TEN-T agreement simplifying administrative procedures

On the 9th June, European Parliament and the Council reached a provisional agreement on measures speeding up the completion of the trans-European transport network (TEN-T).

EU Transport commissioner **Vălean welcomed the provisional agreement noting that:** *"The completion of the trans-European transport network (TEN-T) is essential for the functioning of the single market, the digitalisation of transport and the transition to a cleaner mobility. The new rules will make administrative procedures for infrastructure more efficient and transparent and benefit the transport sector in its recovery."*

The European Commission esteems that such measures will help improving the cooperation between Member States on cross-border projects and will ease administrative procedures for infrastructure projects, e.g. when it comes to public procurement or the granting of permits.

The provisional agreement can enter into force after it has been approved by Parliament and the Council.

Source: European Commission

15.06.2020 – Update Brexit

On the 15th of June, UK Prime Minister met with the Presidents of the European Council, the European Commission and European Parliament by videoconference with the aim of taking stock of progress of the EU-UK talks and to agree on actions to make further progress in the EU-UK negotiations on a future partnership.

During the meeting, the participants took note of the UK's decision not to request an extension to the transition period, meaning the transition period will end on 31 December 2020.

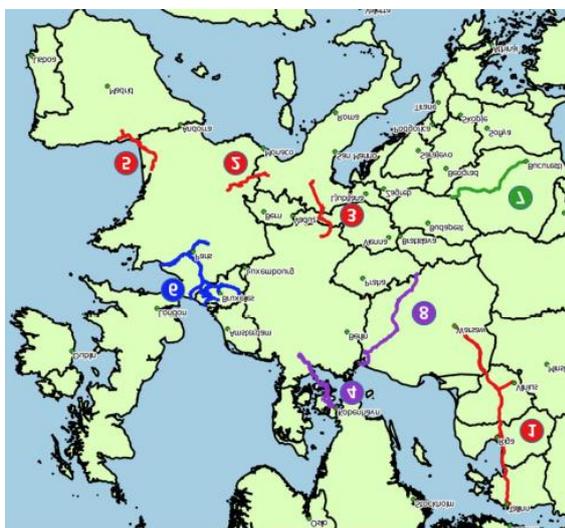
The EU and the UK moreover agreed to intensify the negotiations in July and to “create the most conducive conditions for concluding and ratifying a deal before the end of 2020.”

Source: European Commission

17.06.2020 – European Court of Auditors publishes Report on Transport Megaprojects

On the 16th of June, the European Court of Auditors (ECA) published a special report on Transport Megaprojects in the EU.

In its study, ECA assessed whether the European Commission has ensured that EU co-funded cross-border TFIs on the EU core transport network are well planned and efficient.



The auditors selected eight TFIs with cross-border impact on seven out of nine core network corridors:

(1) Rail Baltica; (2) The Lyon-Turin link; (3) the Brenner Base Tunnel; (4) the Fehmarn Belt fixed link; (5) the Basque Y and its connection with France; (6) the Seine-Scheldt link; (7) the A1 motorway in Romania; (8) the E59 railway line.

The audit involved 13 Member States and covered road and rail infrastructure, inland waterways, and combinations of rail and road, and maritime and rail infrastructure. ECA also audited 17 underlying actions which are part of these TFIs.

ECA main findings:

- The core network is unlikely to operate at full capacity by 2030, and the Commission has limited tools to ensure this.
- The planning process for these multi-billion-euro investments needs improvement.
- Low efficiency in implementing TFIs.
- The Commission's oversight of Member States' completion of the core network corridors has weaknesses, but a tool is available which it could build upon to improve performance.

ECA recommendations:

- Revise and apply the current tools to enforce the long-term planning.
- Require better analysis before deciding to provide EU co-funding for megaprojects (similar to TFIs).
- Strengthen its management practices in relation to EU co-funding for actions that are part of megaprojects (similar to TFIs).
- Further develop the implementing decision tool by proposing such a decision for each cross-border TFI and strengthen the role of European Coordinators.

17.06.2020 – EU forwarders and terminal operators call on the European Commission to end spill over effects of generous tonnage tax for shipping on other actors of the maritime logistics chain



CLECAT and FEPORT, on behalf of thousands of European freight forwarders, port companies and terminals, call on the European Commission to avoid market distortions in the EU and to unbundle the activities eligible for favourable tax treatment under tonnage tax schemes.

The call follows last week's decision of the European Commission, clearing the Italian maritime industry state aid. The special tax regime will not only be applied to a shipping company's core revenues from shipping activities, such as cargo and passenger transport, but equally to certain ancillary revenues that are closely connected to shipping activities.

In recent letters to Commissioner Vestager, the associations invite the EU Commissioner to clarify the state aid rules in order to avoid risks of distortion of competition and to ensure a level playing field. The associations believe the Commission should ensure that ancillary services, which are also offered by other parties in the maritime logistics supply chain, are excluded from the scope of eligibility for tonnage tax and that the decisions including those provisions are amended accordingly.

Lamia Kerdjoudj-Belkaid, Secretary General of FEPOR, noted: *‘The privilege granted to the shipping companies, allowing them to benefit from preferential tax treatment for their cargo handling activities, distorts competition between integrated terminals and independent ones. We believe that it is the role of the Commission to clarify the rules to avoid risks of distortion of competition and to ensure a level playing field. This is particularly important when exceptions to the general rules on State Aid are benefiting one sector as it is the case for maritime transport.’*

Nicolette van der Jagt, Director General of CLECAT, added: *‘There are now clear cases that more vertically integrated carriers can benefit from tax schemes, which provide incentives for carrier haulage (door-to-door transport arranged by the carrier) rather than merchant haulage (where door-to-door transport is arranged by the shipper or freight forwarder), which obviously is not acceptable to us.’*

Whereas the Commission has noted that it “ensures that there is no spill-over of the favourable tax treatment of shipping companies into other sectors unrelated to maritime transport”, both associations have serious doubts regarding the Commission’s methodology when assessing the risks of spill over into their sectors. They therefore call on the Commission to follow the recommendations proposed by the ITF OECD report on “Maritime Subsidies” to amend the EU Maritime State Aid Guidelines and to unbundle the activities eligible for favourable tax treatment under tonnage tax schemes.

Adding to the above FEPOR and CLECAT noted: *‘We have tried to demonstrate during the review of the Consortia Block Exemption Regulation (CBER) how a sectoral instrument can impact well beyond the beneficiary industry. Today, we express again our concern on the distortion of competition for our members by giving competitive advantages to shipping companies through generous state aid rules.’*

17.06.2020 – European Commission’s White Paper on the distortive effects of foreign subsidies in the Single Market

On the 17th of June, as a follow up to the European Council which in its Conclusions of the meeting on 21 and 22 March 2019 tasked the Commission to identify new tools to address the distortive effects of foreign subsidies, the European Commission has adopted a **White Paper** dealing with the **distortive effects caused by foreign subsidies in the Single Market**.

The Commission has also launched a **public consultation**, which will be open until 23 September 2020 and invites all stakeholders to submit their views on the options set out in the White Paper.

According to the Commission, subsidies by Member States have always been subject to EU State Aid rules to avoid distortions. Subsidies granted by non-EU governments to companies in the EU appear to have an increasing negative impact on competition in the Single Market, but fall outside EU State aid control.



There is a growing number of instances in which foreign subsidies seem to have facilitated the acquisition of EU companies or distorted the investment decisions, market operations or pricing policies of their beneficiaries, or distorted bidding in public procurement, to the detriment of non-subsidised companies.

Moreover, the existing trade defence rules relate only to exports of goods from third countries and thus do not address all distortions caused by foreign subsidies granted by non-EU countries. Where foreign subsidies take the form of financial flows facilitating acquisitions of EU companies or where they directly support the operation of a company in the EU, or facilitate bidding in a public procurement procedure, there appears to be a regulatory gap.

The White Paper therefore proposes solutions and calls for new tools to address this regulatory gap by putting forward several approaches. The first three options, so-called “Modules”, aim at addressing the distortive effects caused by foreign subsidies:

- **Module 1** proposes the establishment of a general market scrutiny instrument to capture all possible market situations in which foreign subsidies may cause distortions in the Single Market.
- **Module 2** aims at ensuring that foreign subsidies do not confer an unfair benefit on their recipients when acquiring (stakes in) EU companies, either directly by linking a subsidy to a given acquisition or indirectly by *de facto* increasing the financial strength of the acquirer.
- **Module 3** addresses the issue of foreign subsidies having a harmful effect on the conduct of EU public procurement procedures by enabling bidders to gain an unfair advantage, for example by submitting bids below market price or even below cost, allowing them to obtain public procurement contracts that they would otherwise not have obtained.

Finally, the White Paper sets out ways to address the issue of foreign subsidies in the case of applications for EU financial support.

All economic operators should compete for EU funding on an equal footing. The White Paper proposes options to prevent that foreign subsidies distort this process by putting the beneficiaries of such subsidies in a better position to apply such unfair advantage.

Among others, in case of funding distributed through public tenders or grants, a similar procedure would apply as the one foreseen for EU public procurement procedures. Moreover, the White Paper emphasises the importance of ensuring that international financial institutions that implement projects supported by the EU budget, like EIB or EBRD, mirror the approach to foreign subsidies.

18.06.2020 – ENISA publishes survey on Cyber Risk Management for Ports

ENISA, the European Union Agency for Cybersecurity, has published a **survey on Cyber Risk Management for Ports**.

The survey aims to collect expert input e.g. on topics such as cyber risk assessment and the application of cybersecurity maturity models.

The maritime and port sectors are part of the targeted audience of the survey. The collected data will be used to support the drafting of an ENISA report on maritime cybersecurity.

19.06.2020 – Competition policy - Annual Report 2019 voted

On the 19th of June, the European Parliament adopted, during its plenary session, the Report on the Competition policy - annual report 2019 which among others supports the Commission's review of the State aid guidelines in all relevant sectors, such as in transport, including air and maritime, in line with the objectives of the European Green Deal by applying the just transition principle.

The report also acknowledges the complementary role of the Member States' governments to support investments in decarbonisation and clean energy while ensuring a level playing field.

22.06.20 – 4th Plenary meeting Digital Transport and Logistics Forum

On the 22nd of June 2020, FEPOR Secretariat attended the 4th meeting of the Digital Transport and Logistics Forum by videoconference.

During this plenary meeting, presentations were held regarding the progress of DTLF Sub-groups 1 and 2. As regards to Subgroup 1, whose mandate is to recommend actions on paperless transport, participants were informed about its work on a "transport data model" for the eFTI Regulation. DTLF Subgroup 1 is also involved in mapping data elements for the customs and maritime single windows.

The DTLF coordination team reported on its activities, e.g. as regards to its work related to CEF projects FEDerATED and FENIX, and the synergies it is exploring between CEF projects and the DTLF.

The virtual panel discussion moderated by DG MOVE and entitled "*Recovery, Resilience and Reinventing: challenges and opportunities for digital transport and logistics*" aimed at discussing challenges, opportunities and solutions for digital systems in the post-COVID-19 recovery.

Although the views displayed by the various panellists were very diverse, common themes were the importance of the availability of IT infrastructure, paperless transport and the digital exchange of documents with authorities as well as the development of global standards where the industry should be in the driving seat.

DG CONNECT briefed the participants on policy developments relevant for the DTLF concerning the Digital Single Market.

23.06.2020 – TRA Webinar Ports of the Future

On the 23rd of June, FEPORT Secretariat participated in the *Ports of the Future Webinar* which was co-organised by European Technology Platform ALICE. The event forms part of the TRA2020, which was envisaged to be organised in Helsinki. Due to the COVID-19 crisis the event had been cancelled, but the content is now being made available through webinars.

The *Ports of the Future Webinar* contained presentations of various Horizon 2020 projects.

29.06.2020 – FEPORT responds to the consultation on the Alternative Fuels Infrastructure Directive

On the 26th of June, FEPORT replied to the public consultation regarding the evaluation of the AFI Directive. In the position paper, it was highlighted that FEPORT members subscribe to the objectives of the Green Deal in general and to the AFI Directive's goal to facilitate the uptake of energy sources such as LNG and Onshore Power Supply (OPS).

A revised AFI Directive should, therefore, be technology neutral and allow for the incorporation of different (future) solutions aside from LNG and OPS.

FEPORT calls to maintain existing tax exemptions for LNG under the Energy Taxation Directive. Based on the AFI Directive adopted in 2014, investments have been made in LNG infrastructure in ports. So while it is crucial to undertake research into the use of cleaner alternative fuels, it would still make sense to consider that on the short- or medium term, LNG remains one of the cleanest available energy sources.

To date, there are still relatively few ships able to accept OPS. Measures to encourage the uptake of OPS should, therefore, rather focus on increasing demand or reducing its price instead of calling for more investments in ports without any guarantee that OPS will be used by ships.

FEPORT is in favour of a permanent tax exemption for OPS under a revised Energy Taxation Directive, in order to make OPS more attractive to shipping.

FEPOR meetings

08.04.2020	Board of Directors – Remote
16.04.2020	Environment, Safety and Security Committee – Remote
22.04.2020	Social Affairs Committee – Remote
27.04.2020	Port Policy Committee – Remote
28.04.2020	Customs and Logistics Committee – Remote
06.05.2020	Board of Directors – Remote
25.06.2020	General Assembly – Remote
16.07.2020	Port Policy Committee – Remote
02.09.2020	Port Policy Committee – Brussels – P.M
09.09.2020	Social Affairs Committee – Brussels – P.M
10.09.2020	Environment, Safety and Security Committee – Brussels – P.M
17.09.2020	Board of Directors – Brussels – A.M
21.10.2020	Customs and Logistics Committee – Brussels – P.M
04.11.2020	Port Policy Committee – Brussels – P.M
05.11.2020	Environment, Safety and Security Committee – Brussels – P.M
12.11.2020	Social Affairs Committee – Brussels – P.M
18.11.2020	Board of Directors – Brussels – A.M

Institutional meetings

02.07.2020	ENVI Committee Meeting – Brussels
13-14.07.2020	TRAN Committee Meeting – Brussels
15-16.07.2020	EMPL Committee Meeting – Brussels
15-16.07.2020	ENVI Committee Meeting – Brussels
01.09.2020	EMPL Committee Meeting – Brussels
02-03.09.2020	TRAN Committee Meeting – Brussels
02-03.09.2020	ENVI Committee Meeting – Brussels
07.09.2020	EMPL Committee Meeting – Brussels
10.09.2020	ENVI Committee Meeting – Brussels
28.09.2020	ENVI Committee Meeting – Brussels

Other meetings

- 02.10.2020** Workshop on the social dimension of the transition to automation and digitalisation, focusing on the transport labour force – Brussels
- 29.10.2020** Workshop on good staff scheduling and rostering practices in transport – Brussels

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