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Third Annual Stakeholders' Conference

30th November 2017, Brussels

Maritime logistics chains and the "perfect storm"



How can EU companies be the "winners" in the new world ?

What do...

- exponential accelerating computer power, internet of things, digital connectivity...
- growth in digitalization, transport networks and increase of cyber risks...
- new business models that dematerialize, demonetize and make use of remote management...
- enhanced physical connectivity and improved people's personal and professional mobility...
- new cooperative models between actors of the logistics chain and the emergence of a platform economy...
- high technology, breakthrough and disruptive innovation...

... all have in common?

They are the pre-conditions for a "perfect storm"

The perfect storm is on the horizon: regional and global e-commerce players encroach on traditional maritime logistics businesses, digitalization is provoking a move from supply chain models to commodity driven logistics solutions...

It becomes obvious that physical and digital connectivity will have tremendous effects on markets' efficiency...

A new world of maritime logistics is shaping up... in a context where the current globalization model is questioned...

Are we ready for the "new world"?

- Is it only about technology i.e. smart ships, smart port operations, smart cargo, smart containers, smart trucks etc. or is it also about smart people, training, retraining to operate a complete mind shift?
- Are EU companies of the maritime logistics sector ready to embrace the opportunities that will derive from the "perfect storm"?
- What are the strengths of EU technological innovation and its role for the maritime cluster? What might disruptive innovation in the logistics chain look like?
- How shipping, port operations and all logistics related operations will look like in the future with the emergence of e-commerce players?
- Can we reach a quantum leap in sustainability of operations thanks to digitalization?
- Are EU/MS policy makers measuring the impact of the 4th industrial revolution like other areas of the world (Asia, US, etc.)?
- Are EU policies (Competition, Trade, Transport, Digital, Education etc.) consistent in supporting EU companies' efforts to become world class actors?
- Is there a need to review and adapt the current EU policy framework to provide equal opportunities (competitiveness, level playing field, competition) to all actors of the maritime logistics chain?
- Does the existing framework take into account third countries' strategies and their impact on the European market?
- In the context of the 4th industrial revolution, which role can EU and MS regulators play in shaping up a (socially, environmentally and commercially) sustainable globalization model?

To start an interesting debate, join us, in Brussels, on November 30th, 2017 with all actors of the maritime logistics chain for the Third Annual Stakeholders' Conference!

The event will be kindly hosted by the Representation of the Free State of Bavaria to the European Union

13-16.09.2017 – European Boatmen's Association (EBA) Roundtable meeting, Genoa



Last September 13th, FEPORT was invited to participate in a conference organized by ANGOPI and the European Boatmen's Association (EBA) in Genoa, Italy. The event which was preceded by EBA's

Annual General Meeting, offered participants the possibility to exchange about professional qualifications for techno-nautical services and, more particularly, for boatmen.



FEPORT Secretary General, Ms. Lamia Kerdjoudj-Belkaid, was requested to explain how the topic of professional qualifications and training were dealt with in the framework of the Social Dialogue for Ports.

FEPORT Secretary General explained that professional requirements and training are a very important subject matter given its impact on the quality and reliability of port operations.



"It is crucial that any discussion about professional qualifications and training takes into account the fact that both dimensions are currently dealt with at national, local or sometimes company levels" said Ms. Lamia Kerdjoudj-Belkaid

"We therefore believe that professional requirements should never be watered down to a basic common denominator as all systems have been designed to meet the individual needs of each specific terminal. Our ambition, as employers, is that port operations in EU remain among the best in the world" added FEPORT Secretary General.

13.09.2017 – President Jean-Claude Juncker's State of the Union Address 2017

President Jean Claude Juncker provided his State of the Union Address for 2017 during the September Strasbourg Plenary Session. Of particular importance for the EU port sector, was the announcement of the Commissions intention to introduce a mechanism for the screening foreign directive investment into strategic assets, including ports.

President Juncker stated: *"Europe must always defend its strategic interests. This is why today we are proposing a new EU framework for investment screening. If a foreign, state-owned,*

company wants to purchase a European harbour, part of our energy infrastructure or a defence technology firm, this should only happen in transparency, with scrutiny and debate. It is a political responsibility to know what is going on in our own backyard so that we can protect our collective security if needed."

The announcement was followed by the unveiling of a new proposed regulation for the screening of Foreign Direct Investment. The Regulation can be accessed [here](#).

21.09.2017 – 30 organizations ask Europe to invest more in transport



More EU budget for transport

The best Investment Plan for Europe!

With the slogan "More EU budget for transport, the best investment plan for Europe", FEPORT was among the coalition of thirty European transport organizations, covering all modes and nodes, service providers, users and cargo owners which, on September 21st, 2017, launched a campaign calling for a strong connecting Europe Facility for the next financial period 2021-2028.

"We are pleading for strong financial support for the completion of the network because the worst that could happen is that we do not finalize one of EU's strengths, its TEN-T network. 750 billion euros are needed to complete the TEN-T core network and this amount will allow the realization of projects with high added value not only for the beneficiaries of the financing, but also for the whole of society. Building a network that allows cargo and people to move ever more efficiently will strengthen the European Union's position as one of the most attractive markets in the world" says Ms. Lamia Kerdjoudj-Belkaid, FEPORT Secretary General.

"A strong transport sector with efficient modes and nodes implies that projects are well prepared and supported by all interested parties (i.e. users, providers, public, private stakeholders). We are all aware that the scarcity of the public financial resources, be it at national or European level, will require a strong commitment of all actors to make the best use of the needed 750 billion Euros", added Ms. Lamia Kerdjoudj-Belkaid.

"Within FEPORT, we believe that in the case of grants, a rigorous management should, for instance, always aim at ensuring the best societal returns and the highest added value", concludes FEPORT Secretary General.

The campaign leaflet of the coalition can be downloaded [here](#).

27.09.2017 – OSH – Global Container Terminals – Arrangements for Health, Safety and Welfare

FEPORT participated in a round table discussion on the recently finalized IOSH/Cardiff University study on "Global Container Terminals – Arrangement for Health, Safety and Welfare". The study provided an overview of port workers perceptions of health and safety within large container terminals in Europe and Asia.

In relation to health and safety in container terminals, the participants agreed on a need to focus on reducing accidents rather than collecting statistics on accidents. Direct dialogue between employers and employees should be encouraged in this regard.

Mr. Conor Feighan, Policy Advisor at FEPORT, stressed that a large number of health and safety issues should be looked at from a wider logistics chain perspective. For instance, health and safety risks from exposure to fumigants can only be minimized through global compliance with international law and good communication between actors in the logistics chain.

27.09.2017 – ALICE Logistics Clouds Final Conference, Brussels



Last September 27th, the final conference on Logistics Cloud, organized by ALICE Platform (Alliance for Logistics Innovation through Collaboration in Europe) and the European Commission.

Three workshops on Logistics Clouds were held and had the objective of consolidating progress and draft future visions and plan for the Logistics sector, as well as to facilitate collaboration and cross-fertilization among different projects. The Logistics sector is considered an area where collaborative innovation is key to address challenges and opportunities.

The Final Conference aimed at presenting the results of the thematic workshops, enhancing awareness of the progress made in the sector, and at fostering further exploitation and implementation of research results.

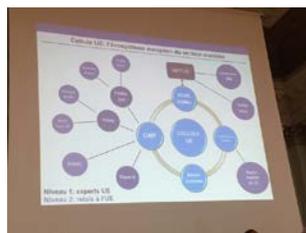
29.09.2017 – UNIM General Assembly Meeting, Biarritz, France



This year, UNIM's (French Port Operators' Association) General Assembly was held in the wonderful "Hotel de la Palais" of Biarritz, (Palace of Emperor Napoleon III and his wife Eugenie) and was a very special moment both in terms of location, content and emotions.

The quality of the exchanges about topics of utmost importance for the port industry threw light on the necessity for industries of the maritime cluster to mobilize in cooperation to strengthen their position.

The meeting was also emotional as Biarritz was the location chosen to hold the farewell reception for Mr. Xavier Galbrun, Secretary General of UNIM (French Port Operators Association), for 26 years and a founding member of FEPORT.



In his last speech as Secretary General of UNIM, Mr. Galbrun highlighted the main challenges ahead for the cargo handling industry and called national policy makers and regulators to support the efforts of the French private port operators to remain competitive.

After Mr. Galbrun's speech, other guest speakers took the floor. Among them, Mr. Frederic de Montcany, French maritime Cluster, and Mr. Eric Banel, Comité France Maritime (also presented as the "Maritime Team of France"). Both talked about the future of the maritime cluster and how they are preparing the upcoming inter-ministerial Committee of the Sea which will take place in Le Havre in November. The meeting will be chaired by the French Prime Minister, Mr. Edouard Philippe, who is expected to announce important measures that will unleash the potential of the maritime economy, thus allowing all sectors of the maritime cluster to double their contribution to the GDP by 2030.

Mr. Olaf Merk, Administrator at the International Transport Forum, explained how the port and maritime sector are evolving and how the maritime and port industry are integrating in the container sector. Last but not least, Mr. Merk has shown some figures highlighting the increasing amount of non-EU investments in the EU port sector and the relatively limited EU private port companies investment abroad.

Ms. Lamia Kerdjoudj-Belkaid, FEPORT Secretary General, concluded the exchanges by explaining that the "Perfect storm is at our doors" and that the race between all regions of the world to use and control data has started. Supply and logistics chains are changing. Cargo handling operations will also be affected. *"It is crucial for port operators that awareness evolves into concrete actions so as to seize the opportunities offered by digitalization"*, continued FEPORT Secretary General. *"Regulators be it at national or EU levels also need to assess whether the existing frameworks impede or facilitate innovation"* concluded Ms. Lamia Kerdjoudj-Belkaid.

FEPORT and all its members are very grateful to Mr. Xavier Galbrun for his continuous support be it when the "winds were favorable or when the disturbing "Mistral" was knocking the windows".

Merci Monsieur Galbrun, bon vent et que la retraite méritée soit douce !

Meetings of the month

- 19.09.2017 – FEPORT Social Affairs Committee meeting
- 20.09.2017 – FEPORT Board of Directors meeting

Coming meetings

FEPORT meetings

- FEPORT Port Policy Committee meeting, Brussels** 12.10.2017
- FEPORT Environment, Safety and Security Committee meeting, Amsterdam** 13.10.2017
- FEPORT Customs and Logistics Committee meeting, Brussels** 26.10.2017
- FEPORT Social Affairs Committee meeting, Brussels** 08.11.2017
- FEPORT Board of Directors meeting, Brussels** 23.11.2017
- FEPORT General Assembly, Brussels** 29.11.2017

Industry meetings

- ICHCA 65th Anniversary celebrations, Las Palmas, Gran Canaria** 02-06.10.2017



- Green Port Congress, Amsterdam** 11-13.10.2017
- 8th ESSF Plenary meeting – Lisbon** 16.10.2017
- 2017 ECG Conference, Brussels** 19-20.10.2017
- Freight Forwarders Forum 2017, CLECAT, Barcelona** 24.11.2017
- Third Annual Stakeholders' Conference, Brussels** 30.11.2017



Institutional meetings

European Parliament Plenary Session, Strasbourg	02-05.10.2017
European Parliament Transport Committee meeting, Brussels	11-12.10.2017
European Parliament Plenary Session, Strasbourg	23-26.10.2017
TCG Plenary meeting, Brussels	31.10.2017
DTLF Plenary Meeting, Tallinn	08-10.11.2017
European Parliament Transport Committee meeting, Brussels	09.11.2017
European Parliament Plenary Session, Strasbourg	13-16.11.2017
Estonian Presidency event MFF	15.11.2017
European Parliament Transport Committee meeting, Brussels	22-23.11.2017
Sectoral Social Dialogue Committee for ports meeting	27.11.2017
European Parliament Plenary Session, Strasbourg	29-30.11.2017
European Parliament Transport Committee meeting, Brussels	04.12.2017
Transport, Telecommunications and Energy Council, Council of the European Union, Brussels	04-05.12.2017
European Parliament Plenary Session, Brussels	11-14.12.2017

