



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

01-02.06.2017 – ESPO's Annual conference, Barcelona



The 14th edition of the ESPO annual conference was held in Barcelona on June 1st-2nd. The theme of the conference was "Ports in a changing Climate, a Changing world".

The first conference day was dedicated to discussions about climate change and the way port and maritime stakeholders are mobilizing to mitigate the effects of their activities on environment.

During the second day, the key note speeches of OECD/ITF's port expert Mr. Olaf Merk and Pr Jonathan Holslag focused on the current geo-political and world trade challenges and the strategic role of ports.

The 15th edition of ESPO's annual conference will take place in Rotterdam on 31 May and 1 June 2018.

03-06.06.2017 – FEPORT General Assembly, Klaipeda



Gathered in Klaipeda for their General Assembly, FEPORT members discussed the strategic roadmap of the organization for the three coming years. They have also commented upon the adoption of the Ports Regulation (in

February 2017) and the General Block Exemption Regulation (in May 2017).

"Both texts have mobilized our membership and organization because it was crucial to avoid that those pieces of legislation could have counterproductive effects on private port investments. It was also important to make sure that they are consistent to avoid confusion or legal uncertainty" commented Mr. Gunther Bonz, President of FEPORT.

"We are satisfied with the outcome and think that both above mentioned texts and the concession Directive, which applies to Greenfield port projects, form a consistent legal framework that will allow us to continue to invest. It is essential that these

three pieces of legislation are now implemented in the same way everywhere and that no extensive interpretation of provisions, for instance regarding the prolongation of existing concessions, are made. In this respect, we have been quite surprised to discover that the infringement procedure concerning the port of Klaipeda opened in 2008 is still ongoing while other infringement procedures have been closed" continued FEPORT President.

"Almost a year ago our Port Law has been amended responding to the requests of the Commission. As a result, the rights of renewal of lease contacts for existing operators have been abolished. We thought that this reform would lead to the closing of the infringement procedure but unfortunately it did not. This causes concern to the members of the Lithuanian Association of Port Operators. Our members seek legal certainty, especially now that we have to produce an effort to comply to open market access requirements requested by the Lithuanian government and the Commission" comments Mr. Vidmantas Dambrauskas, President of Lithuanian Association of Port Operators.

Commenting about the European port policy and its role, FEPORT President said: "An efficient port policy is a policy which offers instruments (soft and binding) to ports so as to enable them to compete locally and also with other global players. It is a policy which offers the same opportunities in terms of competition rules than the ones applied to other sectors or in other areas of the world. It is essential that EU regulators guarantee a balanced and fair EU wider maritime policy that offers the same advantages to all stakeholders and ensures a level playing field. We also need a policy which takes into account the macro and geopolitical developments that are impacting the European port sector. This topic will be one of our major priorities in the future".



During the General Assembly meeting, FEPORT members commented on the publication of the recent call for interest regarding the establishment of a "Port Forum" considering

that it is a good initiative particularly if it allows the setting up of an "expert group" dealing with port governance and the role of the different stakeholders within EU ports. They were nevertheless concerned by the approach and the scope which gives the impression that ports should be again under "scrutiny"

for the implementation of regulatory texts while there are other important maritime related topics that should be tackled in this forum.

"It is important that the positive role of ports, and more particularly port services, techno nautical and cargo handling, is recognized and that the negative "story telling" that has prevailed these last 20 years ceases now", concluded Mr. Gunther Bonz, President of FEPORT.

FEPORT believes that all over Europe, public and private port stakeholders are doing a lot and this should also be reflected in the future discussions



within the port forum particularly when it comes to the contribution of the industry to the local economy in terms of GDP and employment. FEPORT would also welcome exchanges about benefits and costs of each and every industry within the wider maritime cluster.

07-08.06.2017 – The European Environmental Ports Conference 2017, Antwerp



The European Environmental Ports Conference 2017 took place last June 7th & 8th in Antwerp, Belgium. It brought together senior representatives from the global port community and shipping companies, as well as environmental policy-makers, academic experts, consultants and technology providers.

Given the increasing focus on environmental regulations from the IMO and policy makers in the maritime sector, there is a growing responsibility and requirement for ports to reduce their environmental impact. It is an important time to share best practices, and explore new technologies and methodologies in order to advance port operations with minimal ecological consequences.

The two-day event featured informative presentations on the very latest challenges, solutions and developments in reducing emissions, pollution and energy consumption, as well as engaged discussion around the exciting potential of co-operation and symbiosis for a greener future.

During the Conference, FEPORT presented on the proactivity of terminal operators in reducing carbon emissions. Mr. Conor Feighan, Policy Advisor within FEPORT, communicated that terminals are on target to reach EU 2020 emission reduction targets. The audience was also informed of FEPORT's cooperation with GLEC (Global Logistics Emissions Council) in working towards a common framework for calculating emissions throughout the logistics chain.

08.06.2017 – The European Council adopts the EU maritime Transport Policy 2020

On June 8th, 2017, the European Council defined the priorities of the EU maritime policy up to 2020. The Council conclusions endorse the content of the Valletta declaration on the EU's maritime policy, which was adopted at an informal ministerial conference organised by the presidency on 29 March 2017.

Competitiveness, decarbonisation and digitalisation are the guiding principles that will serve as a basis for the EU's maritime transport policy up to 2020 and beyond.

The Conclusions insist on the need to boost the creation of a network of multimodal transport corridors, and acknowledge the importance of stimulating data exchange and clarifying the conditions to make data accessible and available to all parties in view of optimising the logistic chains and promoting multimodal transport in Europe and internationally.

Ministers noted the potential of automation which complements digitalisation in offering reductions in fuel consumption, increasing efficiency and optimising cargo flows in logistics, and highlight the importance of enabling further development of digital solutions and advanced maritime technology as well as promoting utilisation of open data taking into account the need for an up-to-date legal framework which enables the development of digital solutions.

20.06.2017 – Waterborne Technology Platform AGM

On 20 June, FEPORT Participated in the plenary meeting of the Waterborne Technology Platform. The platform aim's to enhance the effectiveness of the research and innovation capacities of the European maritime industry. The Plenary focused on the reorganisation of the platform (Waterborne 2.0).

20.06.2017 – Seminar “Axe Seine”, Brussels



RÉGION
NORMANDIE

Last June 20th, FEPORT Secretary General, Mrs. Lamia Kerdjoudj-Belkaid, was invited to participate to the seminar “Axe Seine” organized by the Representation of the Region of Normandy to the European Institutions.

The event focused on the project related to the development of the valley of river Seine considered as a strategic axe for socio-economic actors of the region and for development of sustainable transport ecosystem. FEPORT Secretary General presented the [White Paper](#) and the main proposals regarding an enabling framework for private investments in ports.

21.06.2017 – NOVIMAR project stakeholders' meeting, Brussels

Last June 21st, FEPORT attended NOVIMAR project stakeholders' meeting held in Brussels. NOVIMAR aims to adjust inland/short-sea shipping such that it can make optimal use of the waterborne system of waterways, vessels and ports/terminals. To achieve this NOVIMAR introduces the waterborne version of 'platooning', the Vessel Train. This is in essence a number of unmanned Follower Ships with own sailing/manoeuvring capabilities being temporarily led by a manned Leader Ship. Vessels will be able to join and leave such trains at places adjacent to their points of origin and destination at seaside or inland.

The consortium involves 22 partners: logistic operators, industry, public bodies and research organisations from 7 EU and 2 associated countries.

The project which is EU-financed under Horizon 2020 will last 48 months ie until June 2021.

FEPORT participated in the stakeholder meeting to advise the consortium on how the port/ship interface could develop in light of the possible deployment of vessel trains.

23.06.2017 – Felixstowe Port Celebration, London



Throughout 2017, the Port of Felixstowe is celebrating 50 years of dedicated container terminal operations. On June 23rd, 2017 in the framework of the celebrations, FEPORT has been invited to attend a high level event held at Cutty Sark (Greenwich) organized by the port.

During his welcoming speech, Mr. Clemence Cheng, (Chief Executive Officer HpuK & Managing Director Europe Division at Hutchison Ports) mentioned that the change at the Port of Felixstowe has been massive. From a port employing just a hundred or so people prior to 1967, it has grown into one with 2,500 employees.

Through continuous investment in people, systems, equipment and infrastructure, the port of Felixstowe has been able to adapt and focus relentlessly on the needs of its customers.

In relation with the above, Mr. Cheng said that *“That has been a constant over the last 50 years and will continue into the future. We have recently received planning consent to increase the size of the container yard behind Berth 9, are about to commence a project to raise the height of ten cranes on Trinity Terminal, are adding two new cranes to Berths 8&9 and will be introducing Hutchison Ports’ state-of-the-art terminal operating system at Felixstowe in the near future”*.

“So, while we may pause temporarily to reflect on the past and celebrate the last 50 years of container handling, we remain very much focused on the future and making sure that we are equipped and ready for the next 50” concluded Mr. Cheng.



27-29.06.2017 – TOC Europe, Amsterdam

Last June 27th-29th, FEPORT attended the TOC (The Terminal Operations Conference) Europe being the global meeting place for ports, terminals, shipping lines, 3PLs & shippers. The event was held in Amsterdam.



The event consisted of a number of specific forums such as TECH TOC and BULK that are technical conferences aimed at terminal operators and their suppliers. Hundreds of suppliers came together to showcase cutting edge solutions to their clients, the terminal operators and ports.

More recently, the events now place a new focus on the container supply chain making them the premier business and networking event for the stakeholders, including shippers, carriers and 3PL's as well as the global port operators and port authorities. This conversation takes place in the Container Supply Chain Conference.

“TOC events are always offering a good opportunity to have interesting exchanges with all parties of the maritime logistics chain. This is why FEPORT supports the concept and meetings that take place during TOC be it in Europe or elsewhere” commented Ms. Lamia Kerdjoudj-Belkaid, FEPORT Secretary General.

27.06.2017 – Publication of the report on environmental differentiated port infrastructure charging

On June 27th, the European Commission has published [the final report](#) regarding differentiated port infrastructure charges to promote environmentally friendly maritime transport activities and sustainable transportation.

The FEPORT Environment, Safety and Security Committee will examine the report and take positions on a number of findings and recommendations.



27.06.2017 – I AM Connectivity Plenary Meeting, Amsterdam



Industry Alliance for Multimodal

I AM

CONNECTIVITY & LOGISTICS for GROWTH

“I AM” members agree on priority topics for 2018 and adopt a first position paper on digitalization

On June 27th, 2017, the members of the “I AM”, the industry alliance of transport chain stakeholders gathered in Amsterdam at RAI Conference Center. The meeting, which was kindly hosted by TOC 2017 organizers, allowed participants to share a number of updates about current files such as the review of the combined Transport Directive as well as to take stock of institutional initiatives regarding a number of industries of the logistics chain.

Members of the Alliance also agreed upon the main priority topics for the Alliance in 2018:

- Single transport document
- Connectivity and intermodality
- Attracting and retaining talents, Training and Re-training staff to better adapt to change.

Besides discussing about the upcoming priorities, members of the Alliance adopted [a position paper about digitalization](#) which sets a number of key principles, which are from their point of view, essential to enable industries in the logistics chain to gain efficiency and reliability both individually and collectively, while remaining competitive.

I AM members believe that it is important for upcoming initiatives from the Commission, particularly those consisting in

financial support to new solutions, not to distort the necessary competition in the area of innovation that exists and should continue to prevail between individual commercial undertakings (be it big corporations or SMEs) belonging to different sectors of the logistics chain.

Collaboration in the supply chain seeks to deliver more efficient logistics based on data sharing, thus improving existing logistics processes. This requires an appropriate framework regarding data sharing and logistics practices to achieve the maximum benefits for the economy.

The Industry Alliance for Multimodal (IAM), launched on December 8th, 2016 involves 22 different organisations that have decided voluntarily to join forces to work together and in close cooperation with institutional and non-institutional platforms. I AM aims at widening the scope of the discussions to provide a holistic approach that industry would like to be able to promote in a targeted, independent and constructive way.

Members of the Alliance:

AIVP - Association Internationale des Villes Portuaires; **BIC** - Bureau International des Containers; **CLECAT** - European Association for Forwarding, Transport, Logistics and Customs Services; **EBA** - European Boatmen’s Association; **EBU** - European Barge Association; **ECASBA** - the Federation of National Associations of Ship Brokers and Agents; **ECG** - the Association of Finished Vehicle Logistics; **ECSA** - European Community Shipowners’ Association; **EFIP** - European Federation of Inland Ports; **EMPA** - European Maritime Pilots’ Association; **ESPO** - European Sea Ports Organisation; **ESC** - European Shippers Council; **ETA** - European Tugowners Association; **EuDA** – European Dredging Association; **FEPORT** - Federation of European Private Port Operators and Terminals; **ICHCA International** - the global cargo handling NGO; **IRU** -International Road Transport Union; **PEMA** -Port Equipment Manufacturers Association; **SEA Europe** - Shipyards and Maritime Equipment Association; **UIP** - International Union of Wagon Keepers; **UIRR** -International Union for Road-Rail Combined Transport; **UNISTOCK** –European association of professional portside storekeepers for agribulk commodities.



27.06.2017 – I AM Connectivity and Logistics for Growth: Position paper on e-Communication and Digitalisation in Logistics



CONNECTIVITY & LOGISTICS for GROWTH

Introduction

In view of 2018, proclaimed by European Transport Commissioner Violeta Bulc as the “Year of Multimodal Transport”, members of ‘I AM Connectivity and Logistics for Growth’ would like to reiterate a number of key principles, which are from their point of view, essential to enable industries in the logistics chain to gain efficiency and reliability both individually and collectively, while remaining competitive.

‘I AM’ members welcome the four announced priorities of the Estonian presidency – i.e. an open and innovative European economy, a safe and secure Europe, a digital Europe and the free flow of data, and an inclusive and sustainable Europe – and are looking forward to contributing and working constructively with the European institutions towards real progress on these topics.

Although the above mentioned four priorities are intrinsically linked, this paper will more particularly focus on digitalisation and on how, within Europe, data should ultimately flow in a sustainable manner to the benefit of EU domestic and external trade.

An efficient, sustainable and resilient logistics sector is dependent on a good co-operation between industry parties but also on relevant decisions and co-ordinated actions initiated by EU regulators and broadly enforced by Member States.

Methodology for e-communication

To assist in the seamless flow of cargo throughout the European Union, a common approach for cross European electronic communication (e-communication) must emerge. This methodology should ensure that communication systems are interoperable with one another and that data which are relevant to the movement of cargo, are effectively shared between actors in the logistics chain. This includes, first and foremost, an EU-wide endorsement by governments and enforcement authorities of e-communications on an equivalent legal basis as paper-based communications.

Multiple useful methods of e-communication already exist or are under development by the industry. The European Union must use these as a basis to foster an appropriate methodology for cross European e-communication to emerge.

In this respect the members of I AM welcome the proposal of the Commission in the recently published Mobility Package to make the acceptance of eCMR documents mandatory by Member States.

IAM members recognize that most of the data sets to be communicated (B2G) are already defined in legislation which should be endorsed (in particular the WCO Data Model which has been the basis for the new UCC data-sets).

Digital Transport and Logistics Forum (DTLF)

Current discussions in the Digital Transport and Logistics Forum (DTLF) are focusing on digitalization, acceptance of transport documents and the establishment of information Systems.

I AM welcomes the ongoing work of the DTLF to seek to make some very concrete recommendations towards governments and industry. We also believe that the Forum can play a key role in ensuring that legal uncertainties for industry are removed through legislative and non-legislative initiatives.

Digitalisation cannot be successful if transport documents are not accepted in all Member States. Similarly, there is a need for an integrative approach towards interoperability which will serve all players in the logistics supply. I AM members are committed to increase efficiency along the supply chain through a pro-active approach to the sharing of data. The establishment of digital corridor information systems as proposed in the

framework of DTLF will certainly facilitate data sharing between all stakeholders as it will stimulate the adoption of standards for interoperability within the logistics chain.

Agreement on the procedures of communication and access to information B2B, G2G and B2G

Obviously, some information that is important to the logistics chain is sensitive, for instance whether a container contains dangerous goods. It remains important that only those who 'need to know' have access to this data and to avoid unauthorized access. Some information is not (for instance the estimated time of arrival of a vessel). I AM members support further discussions on the need for the identification and definition of sensitive and commercial data in communications.

Developments such as blockchain and other new technologies will be applied by parties in the market in support of better planning, security of data, information exchange and the subsequent integrity of cargo and supply chains. In a blockchain environment, conditions will be set for the transaction of data to all parties in the chain. I AM members believe that it will be crucial those parties work in an open and technology neutral environment.

Risk assessment could be improved significantly for authorities and the private sector through sharing of electronic data with authorities. This could be through traditional transaction based processes, data pipelines and -platforms or entry of the data in the records of companies, which authorities have access to. Further innovative security management should reduce the compliance burden for industry while improving overall security.

Further guidance may be needed from the European Commission, through guidelines, about the interplay between the EU competition rules and the required co-operation and trust-based data sharing among companies which are often competitors at various levels within the logistics chain.

Better cross border cooperation through mutual recognition of freight documents

Harmonisation of e-communication with and between governmental bodies is more than ever essential and should be pursued as a priority by all parties involved. For instance, one of the main barriers to digitalisation is the existence of different

national regulatory requirements which make investment in pan-European digital solutions unattractive as the incurred costs outweigh potential returns.

As noted before in this paper, this is due to the fact that because of different national regulations and specifications, we often only have a national standards rather than a European standard. Therefore, we believe that the creation of standardised and harmonised e-communication, through setting and accepting new digital standards for e-transport documents.

We welcome the fact that e-documents for freight (for instance eCMR in road transport) has become a priority for the European Commission. Without cross border cooperation and a wide recognition of e-transport documents further investment in digitalisation and more competition between various service providers who are willing to offer solutions, will be delayed. A clear legal framework will support further investments in IT systems.

Industry investments in IT systems

Sufficient TEN-T/CEF funding for the development of soft infrastructure would send a clear message that the European Union is committed to the development of interconnected ICT systems and making logistics chain truly digital. If the funding is conditional upon award criteria (one of which should be to prevent a distortion of competition) aiming at real and open connectivity then the speed of digitalisation and systems interoperability would most probably be accelerated.

I AM members call for better communication between INEA, the European Commission and the industry to identify funding opportunities for the development of transport related IT systems.

Cyber security

Digitalisation will not be successful unless state of the art cyber security measures and safeguards are ensured which should accompany the further roll-out of multimodal e-communications.

Members of I AM welcome the intention of the Estonian Presidency to embrace this topic and start a wide consultation of stakeholders to make the most appropriate proposals. It is indeed crucial that lessons learnt from existing security schemes implemented by different industries of the logistics chain are

taken into account and that cyber security risks are assessed in cooperation with the industry prior to the elaboration of legislative proposals. Many companies have taken action in the area of cyber security and can therefore provide useful inputs about their experience.

Conclusion

The logistics sector is based upon an innovative spirit which seeks to deliver rapid, efficient service to its customers, simultaneously benefiting the economy and society. The challenges and benefits of digitalisation, as highlighted in this paper, are central to the innovation agenda in logistics, enabling smart logistics management which delivers goods more efficiently in terms of time, emissions and costs.

I AM members believe that it is important for upcoming initiatives from the Commission, particularly those consisting in financial support to new solutions, not to distort the necessary competition in the area of innovation that exists and should continue to prevail between individual commercial undertakings (be it big corporations or SMEs) belonging to different sectors of the logistics chain.

Collaboration in the supply chain seeks to deliver more efficient logistics based on data sharing, thus improving existing logistics processes. This requires an appropriate framework regarding data sharing and logistics practices to achieve the maximum benefits for the economy.

29.06.2017 – Social Dialogue Committee for Ports

The positive spirit that prevails within the European Social Dialogue for Ports should not be undermined by local developments

For the second time in a row, the Social Dialogue Committee for Ports meeting has not been held.

Last March 1st, 2017, the Social Dialogue for Ports meeting in Brussels was interrupted after IDC and ETF delegations decided to leave in reaction to national developments in Spain.

Yesterday, as a consequence of the decision of Employees' organizations to call for a European strike on the day of the

Social Dialogue meeting, social partners could not meet either. This has resulted in the further postponement of the launching the study on *"The Changing Face of Ports: socio-economic impact of market-based and technological developments on EU ports"*, as well as a suspension of the discussions about training and qualifications, health and safety in ports and other items on the agenda.

FEPORT and ESPO are disappointed by the above mentioned decisions which have a negative impact on the spirit of cooperation and jeopardize the possibility to make real progress on important issues for employers and employees.

Since it was established in June 2013, the European Social Dialogue for Ports has provided good opportunities for fruitful exchanges between employers' and employees' representatives at a moment when the port sector is facing tremendous challenges. The dialogue process has also allowed social partners to raise awareness about the essential contribution of port stakeholders to the EU economy and its growth.

FEPORT and ESPO remain committed to the Social Dialogue process but would like to underline the fact that the competence of the social partners is a European one. It is essential that the attendance to the Social Dialogue meetings does not become a matter of negotiation or a means to put pressure at national or local levels. The Social Dialogue for ports belongs to all partners and this should be acknowledged and respected by all parties.

FEPORT and ESPO look forward to continuing a constructive dialogue with ETF and IDC in the framework of the Social Dialogue Committee for Ports and hope that work will restart again after summer.

31.05.2017 – Commission launches new mobility package

The European Commission has launched a new mobility package which has been presented at the European Parliament. It outlines the Commission's long-term plans on mobility and contains a first set of 8 legislative initiatives with particular focus on road transport as well as a number of non-legislative documents on accelerating the shift to a sustainable, digital and integrated mobility system.

The road initiatives propose to 1) reduce administration burden for road hauliers: the way some countries are applying the posting rules to road transport is disproportionate and burdensome; 2) make sure that the more efficient tools available in the sector, such as the digital tachograph and electronic consignment notes (eCMR), can be fully used in future to ensure proper enforcement of the rules; and 3) establish a minimum threshold for application of national minimum wages.

Regarding the revised Eurovignette proposal, the Commission proposes clearer price signals – via road charges - to encourage the use of infrastructure in a more efficient manner as well as to reward the use of cleaner vehicles. Charging rules should no longer apply only to Heavy Goods Vehicles.

The ambition is to have the proposal finalised before July 2019 when there are elections of the EP. Rapporteurs will start working on their reports in September 2017.

DTLF new website

[The new website of the DTLF](#) which provides relevant background information on the various objectives, initiatives and events of the DTLF in online.

The DTLF is a group of experts that brings together stakeholders from different transport and logistics communities from both the private and the public sector. It was set up in June 2015 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 the need for EU level measures and to support their development and implementation where relevant.

Meetings of the month

03-06.06.2017 – FEPORT General Assembly, Klaipeda

Coming meetings

FEPORT meetings

FEPORT Board of Directors meeting, Brussels 20.09.2017

FEPORT Environment, Safety and Security Committee meeting, Brussels 20.09.2017

FEPORT Social Affairs Committee meeting, Brussels 20.09.2017

FEPORT Port Policy Committee meeting, Brussels 12.10.2017

FEPORT Customs and Logistics Committee meeting, Brussels 26.10.2017

FEPORT General Assembly, Brussels 29.11.2017

Industry meetings

Trade Contact Group, Brussels 12.07.2017

ICHCA 65th Anniversary celebrations, London 02-06.10.2017

Green Port Congress, Amsterdam 11-13.10.2017

[Third Annual Stakeholders' Conference, Brussels](#) 30.11.2017

Institutional meetings

European Parliament Plenary Session, Strasbourg 03-06.07.2017

European Parliament Transport Committee meeting, Brussels 10-11.07.2017

European Parliament Transport Committee extraordinary meeting, Brussels 31.08.2017

European Parliament Transport Committee meeting, Brussels 07.09.2017

European Parliament Plenary Session, Strasbourg 11-14.09.2017

Transport, Telecommunications and Energy Council, Council of the European Union (Informal meeting of Energy and Transport ministers), Tallinn 19-21.09.2017

European Parliament Transport Committee meeting, Brussels 25.09.2017

European Parliament Plenary Session, Strasbourg 02-05.10.2017

European Parliament Plenary Session, Strasbourg 23-26.10.2017



Transport, Telecommunications and Energy Council, Council of the European Union, Luxembourg	04-05.12.2017
European Parliament Plenary Session, Strasbourg	11-14.12.2017
European Parliament Plenary Session, Brussels	24.10.2017
Transport, Telecommunications and Energy Council, Council of the European Union, Brussels	13-16.11.2017
European Parliament Plenary Session, Strasbourg	29-30.11.2017

