

08-10.11.2017 – Digital Transport Days, Tallinn



Last November 8th-10th, FEPORT was invited you take part and speak in the framework of the Digital Transport Days, held in Tallinn. The objective of the event was to explore the

potential and to address challenges of digitalization of transport and mobility both for passengers and freight.

The European Commission and the Estonian Presidency wanted to highlight the fact that digitalization will fundamentally reshape the transport sector from what we know now. New digital technologies will enable the sector to respond to the pressing need to make transport safer, more efficient and sustainable. Data can be the new fuel for transport and provides numerous opportunities to organize transport and mobility services in a new and innovative way. At the same time, it was important to raise awareness on cybersecurity risks that might hinder the full potential that digitalization can offer.



The Commission issued a [Digital Transport Days Declaration](#) concluding on the discussions.

FEPORT was invited to speak in a panel which tackled the issue of *“the Social impact of transport digitalisation”*. The panel was moderated by Ms. Catherine Trautmann, European TEN-T Coordinator. Ms. Lamia Kerdjoudj-Belkaid, FEPORT Secretary General stated that digitalization will be an enabler of growth and efficiency in many industries if engagement is widespread and cooperation between all stakeholders including employees prevails.



Responding to a question about opportunities for women inclusion in the transport sector thanks to digitalization, FEPORT Secretary General replied: *“The impact of digitalization will be tremendous and affect all of us. It is in this respect gender neutral but in some sectors where jobs were historically requiring physical strength,*

and thus traditionally male dominated, there might be, thanks to the use of new technologies, more opportunities for women to get positions for new emerging jobs.”

“This being said, it is now urgent to base our discussions about the impact of digitalization on accurate figures and studies because we do not really know what the future is going to look like in terms of new emerging jobs”, continued FEPORT Secretary General.

“This is the reason why already in 2015, in the framework of the Social Dialogue for Ports, social partners requested that the European Commission study EU portraits focuses on the identification of the jobs profiles of the future in the port sector, taking into account the technological developments.



In the framework of the Social Dialogue for Ports, employers and employees have also commissioned a study financed by DG Employment about the impact of technological innovation and market based developments on the EU port sector. The future is at our doors so let’s prepare for it”, says Ms. Kerdjoudj-Belkaid.

“The Estonian Presidency and the European Commission’s initiative to gather us in Tallinn to talk about digitalization is very welcome. We have high expectations from EU and national regulators regarding standardization and trade facilitation,” concluded Ms. Lamia Kerdjoudj-Belkaid.

10.11.2017 – DTLF Plenary Meeting, Tallinn

On 10th November, the 6th Plenary meeting of the DTLF took place. This meeting was held in conjunction with the Digital Transport Days. 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.

The meeting was primarily focused on updates from the two DTLF sub-groups, those being sub-group 1 on electronic transport documents and subgroup 2 on cargo flows optimization. Time was also allocated for horizontal issues such as the possible impact of blockchain technology on the logistics chain.

FEPORT Press Release following Tallinn Digital Transport Days

Digital Transport Days in Tallinn raise high expectations from the industry

Last July, on the occasion of the start of the Estonian presidency, FEPORT expressed its support to the below mentioned four priorities of the Presidency considering that they constitute a consistent strategy for Europe.

- An open and innovative European Economy
- A safe and secure Europe
- A digital Europe and the free flow of data
- An inclusive and sustainable Europe

The Digital Transport Days in Tallinn also constitute an important milestone for the EU Transport policy and raise high expectations from the industry. Like many other organizations of the transport and logistics sector, FEPORT believes that an efficient, sustainable and resilient logistics sector is dependent on a good cooperation between industry parties (B2B) but also on relevant decisions and coordinated actions initiated by EU regulators and broadly enforced by Member States.

FEPORT is committed to continuing to work constructively with the Estonian Presidency and upcoming Presidencies, as well as with European institutions, towards real progress on these topics.

FEPORT priorities on Digitalization

Objective of Digitalization

The objective of digitalization needs to be to improve the efficiency and reliability of the logistics chain. Therefore, digitalization should not be viewed as an end in itself, but rather a means to an end, namely greater efficiency and reliability. This should be achieved via enhancing the seamless flow of data across the supply chain and between actors, as well as ensuring that the reporting once principle is implemented.

Interoperability and Open Standards

First and foremost, from our industry perspective, we consider that efforts should be concentrated to facilitate interoperability in the supply chain. Ultimately, this can only be achieved through widespread use of open standards in logistics. Open Standards

are a format that allows for the free, widespread sharing of data, prevents lock-in and other artificial barriers to interoperability and are free of any extensions that may hamper interoperability.

With respect to B2G (Business to Government) or B2A (Business to Administration) communications, we would highly recommend that, in line with the Estonian Presidency priorities, the European Commission works towards ensuring that all relevant ICT systems are based upon open standards. This will lead to the various systems communicating within the supply chain to share information without hindrance. It will also remove technical barriers to the reporting once principle, as national systems will be able to re-use data between Member States.

Besides its coordinating role among Member States, the European Commission can, through its agencies such as INEA also support logistics operators, including terminal operators, who are innovating and developing ICT systems to increase their efficiency and incorporate the use of open standards in their ICT systems.

Funding programmes such as Motorways of the Sea should be adapted to have an increased focus on logistics and assist operators interested in incorporating interoperable solutions into their respective operations. Prioritization for such projects will assist in the private sectors transition to widespread use of open standards.

FEPORT relies on the Estonian Presidency to strongly promote the use of open standards in B2G and G2G communication and to invite the Commission to lay the framework for technical and financial programmes which would support the development of interoperable systems by businesses.

The Digital Transport and Logistics Forum should be supported in its current work, especially in regards to interoperability in supply and logistics chains.

Harmonization of Data and Single Windows

There is an urgent need to recognize that harmonisation is a primary objective and that it should work on a maximum data set, given that minimum data sets, and subsequent requests for further data, remove all advantages and benefits of harmonisation. The actual system data is being submitted to, be

it a National Single Window or a European Single Window, is secondary.

The Commission's proposed revision of Directive 2010/65 on Reporting Formalities should act as a catalyst for rethinking the role of Maritime Single Windows as envisaged in the Directive. Single Windows should be part of a larger vision for the entire logistics chain that allow for the re-use of data throughout the logistics chain. Single Windows could work on a push pull basis, with access rights being granted to trusted actors - such as AEO certified operators, which would allow operators to access information of use to their operations.

FEPORT recommends that work on a revision to the Reporting Formalities Directive focuses on true data harmonisation and the creation of a maritime logistics single window.

Cybersecurity

The logistics sector is a global sector in which data moves not only between Member States, but also between continents. There is a need to ensure that all access points are secure given that the integrity of information is only as secure as its weakest link. Therefore, the EU needs to be adopting a global position to cyber security.

Within the Maritime Safety Committee of the IMO, the issue of cyber security is becoming more prevalent. For instance, there has recently been amendments tabled to include cyber risks as an operational risk within the ISM Code (International Management Code for the Safe Operation of Ships and for Pollution Prevention). Regardless of where this issue of cyber security is addressed within IMO, it is clear that there is a new ambition to address this topic at global level.

FEPORT recommends that IMO's Maritime Safety Committee ambition to address the issue of cybersecurity is supported by the EU and that the European Commission deploys efforts to make sure that third countries are also mobilized on this issue.

Regarding possible legislative proposals for the wider logistics chain, there is a need for consultation with industry to identify the risks and threats that exist, and what form possible solutions could take.

09.11.2017 – UCC Customs Debt and Guarantees Expert Group Meeting, Brussels

On 9th November, DG TAXUD hosted an expert group on Customs debts and guarantees. The objective of this meeting was to work towards a commonly agreed framework for guarantees under the Union Customs Code. FEPORT participated in this meeting with other selected Member States and Trade Groups. FEPORT's objective is to ensure that operators who fulfill their responsibilities should be able to obtain a guarantee waiver, without the creation of excessive administrative burdens.

15.11.2017 – Investing to Connect Europe - Conference on the next MFF, Strasbourg



**More EU budget
for transport**

The best Investment
Plan for Europe!

On 15th November, FEPORT has been invited to attend a conference co-organized by the European Commission and the European Parliament regarding the future of Connecting Europe Facility (CEF).

The objective of the conference was to identify clear policy actions and financing solutions to invest in the connectivity sector with the perspective of the post-2020 Multiannual Financial Framework.

"As a supporter of "More EU budget for Transport campaign" launched by 30 organizations, FEPORT pleads 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", stated Ms. Lamia Kerdjoudj-Belkaid, FEPORT Secretary General.

21.11.2017 – Assises de la Mer, Le Havre



Last November 21st and 22nd, FEPOR Secretary General has been invited to attend “Les Assises de la Mer”, the High Level meeting gathering all industries which are part of the wider maritime cluster (Cluster Maritime Français).

This year, the event received a very strong support from the French government through the presence of French Prime Minister, Mr. Edouard Philippe, who gave a speech highlighting the areas of focus of the government: the need for a reform in the port sector (Reform about the management of the public domain), financing of infrastructure, support to nautical industries, financing of innovation, attractiveness of maritime jobs.

This event has been preceded by a process of consultation initiated by the General Secretariat of the Sea, under the supervision of the Prime Minister office (SG Mer). “Comité France Maritime” has indeed collected the views of many parties and opted for an inclusive approach thus privileging a real public-private partnership.

“Les Assises de la Mer” followed an Interministerial Committee (CIMER) meeting held in Brest where the Prime Minister announced the main upcoming initiatives involving several ministries.

FEPOR high level meetings in Rome

In the end of October, FEPOR Secretary General had the opportunity to meet Mr. Del Rio, Italian Minister of Transport as well as other officials from different ministers: Customs, Territorial Cohesion and Public works. The meetings have been kindly organized by Mr. Ivano Russo, Head of Cabinet of the Italian Minister of Transport. The objective was to discuss current European files as well as level playing field related topics concerning the current implementation of European texts in different countries.

22-23.11.2017 – TRAN Hearings on Mobility Package and Brexit, Brussels

Last November 22nd and 23rd, the TRAN Committee organized hearings on the mobility package and on the impact of Brexit on land transport. The first Mobility Package hearing covered the market and social aspects, with speakers from road hauliers, trade unions and inspection services.

The second hearing covered road charging, with speakers from transport operators, infrastructure operators and T&E. Featured speakers had the opportunity to share their views. Ms. Verona Murphy, President of the Irish Haulage Association, explained the particularities of Ireland and the risks faced by the sector and highlighted how Ireland is particularly exposed due to the fact that it is the only EU country with a land border with the UK.

The lack of certainty deriving from the fact that current pieces of legislation do not take into account the effect of Brexit, the risk of the establishment of customs controls in the border with Northern Ireland are, according to the President of the Irish Haulage Association, already affecting Irish road hauliers.

CER representative spoke about the challenges the rail business may face from Brexit. Among others, he called for a transitional agreement to give certainty to the industry and for seamless border procedures for rail freight travelling between the UK and Ireland.

23.11.2017 – Alliance for European Logistics – The European Logistics Summit, Brussels



ALLIANCE
for EUROPEAN LOGISTICS

On November 23th, FEPOR was invited to participate to the European Logistics Summit held by the Alliance for European Logistics in Brussels.

This year’s European Logistics Summit provided a platform for discussion about the value of global supply chains and how an effective EU and global pro-trade policy framework can boost competitiveness, growth and jobs in Europe.

The event was opened by Mr. Mathieu Grosch, President Alliance for European Logistics. His introduction was followed

by the keynote speeches by Ms. Maria Åsenius, Head of Cabinet of Commissioner Malmström and Mr. Frank Appel, Chief Executive Officer of Deutsche Post DHL Group.

The panel discussion moderated by Mr. Jacki Davis included speakers such as Mr. Lucian Crenat, Chief Trade Economist at the European Commission, Mr. Arancha Gonzalez, Executive Director of International Trade Center, Mr. Frank Appel, Chief Executive Officer of Deutsche Post DHL Group, Mr. Clemence Cheng, Executive Director, Hutchison Ports, Managing Director, Europe & CEO of the Port of Felixstowe.

23.11.2017 – TRAN Committee Vote about the Multi-Annual financial Framework after 2020 (Marinescu report), Brussels

On November 23rd, the Transport Committee (TRAN) of the European Parliament voted on its opinion on the Multi-Annual financial Framework after 2020 (Marinescu report). The Transport MEPs voted in favor of an increased financing that would cover all transport modes.

The TRAN Committee has underlined the importance of long term financing in the transport sector as an enabler for long-term growth and jobs creation.

“This outcome and support from the European Parliament TRAN Committee shows that there is a real awareness about the role of transport in the EU and this is very encouraging both for the public and private sectors” says Ms. Lamia Kerdjoudj-Belkaid, FEPORT Secretary General.

“We are grateful to the members of the TRAN Committee who have heard the voice of the 30 organizations asking Europe to invest more in transport. FEPORT is glad to be was among the coalition 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”.

“Within FEPORT, we support projects with best societal returns and the highest added value”, concludes FEPORT Secretary General. The campaign [leaflet of the coalition can be downloaded here](#). See [newsletter of September 2017](#) about the campaign.

24.11.2017 – Freight Forwarders Forum 2017 – CLECAT, Barcelona



On November 24th, FEPORT has been invited to attend CLECAT 2017 Freight Forwarders Forum, on “Smart and Sustainable Logistics Solutions Through Multimodal Transport”.

CLECAT’s President, Mr. Steve Parker, welcomed participants by stating that multimodality is the life-blood of freight forwarders, who as such think about supply chains and how to make them connect better. Logistics service providers require a smart and seamless network of interconnected corridors and hubs allowing efficient logistics operations and supporting supply chains, therefore adding value by reducing costs and increasing efficiencies.

In his keynote speech, Mr. Matthew Baldwin, Deputy Director General of DG MOVE at the European Commission, argued that digitalisation would be the key to the future of multimodality, but this would require investment in digital transport and going further than simply abandoning paper.

Data exchange and a common data model for digital transport will be crucial in ensuring that digitalisation works in



practice as well as in theory. The 2018 Multimodal Year will therefore focus on digital transport documents, building support for physical and digital infrastructure through the CEF.

Panelists discussed the need for effective connections between both the physical transport of goods and between digital transport booking and planning platforms in order to enable effective multimodality, as well as easing the administrative burden, reducing internal costs, and innovating in the service offering of multimodal transport. Mr. Guillermo Belcastro, Managing Director of BEST Terminal, HPH, in Barcelona, called for an enhanced data exchange with the parties of the chain to improve the performance of the port-ship interface.

24.11.2017 – AmCham EU customs plenary on Brexit, Brussels



Last November 24th, FEPORT participated in the AmCham EU customs plenary on Brexit. The topic of this Plenary was “Frictionless trade with the UK: Future or Fantasy”. The panel discussions focused more specifically on the customs dimension of the topic. Keynote speaker, Ms. Anneleen Van Bossuyt MEP, Chair of the IMCO Committee, shared her views on this issue which was followed by an informal exchange with participants under Chatham House rule.

27.11.2017 – Transport, Trade and Brexit, European Logistics Platform (ELP), Brussels



Last November 27th, FEPORT attended the Transport, Trade and Brexit meeting organized by the European Logistics Platform (ELP). The event was hosted by MEP Dr Andreas Schwab (EPP) member of IMCO and guest speakers included Mr. Steve Parker (President CLECAT) who spoke about “Brexit and challenges in border/customs related issues”; Ms. Pauline Bastidon (Head of European Policy, FTA) whose speech concerned “Impact of Brexit on logistics & supply chains” and Mr. Roel van’t Veld (Customs administration of The Netherlands) who presented the Member State perspective.

The event was an interactive forum on the implications of Brexit for trade and logistics. The negotiations are continuing between the EU and the UK while the clock is ticking. Deal or no deal, transitional period or cliff edge - all scenarios will have an impact on the trade flows and daily transport movements between the EU and UK. What are the implications of these scenarios for supply chains, cross-border trade, customs clearance, perishable goods, transport and for the planning of operations? Whatever the outcome of the negotiations, logistics and industry as a whole need certainty and predictability regarding the future direction of EU-UK relations in order to be prepared for the future.

All speakers agreed that it is currently unclear how Brexit will

impact upon logistics, but preparation is key. For instance, the need for more customs officials was stressed. It was highlighted that there are currently major shortages of customs expertise to handle the expected supervisions and checks. Many speakers also believed that different cargo types will be impacted differently. For instance; the infrastructure for Ro-Ro is built and operates under the assumption of seamless movements of goods, which most likely will not be the case after Brexit. This has the potential to disrupt Ro-Ro movements to a greater degree than other cargo types.

27.11.2017 – Social Dialogue meeting, Brussels

On November 27th, the social partners of the Social Dialogue for Ports Committee met in Brussels.



The meeting allowed employers’ and employees’ to resume their discussions about a number of topics

on the agenda. After a presentation from the European Agency OSHA, regarding the fumigation of containers, social partners reiterated their call to the Commission to look for options of actions to address health risks from undeclared fumigated containers for all actors in the logistics chain.

Both employers’ and employees’ delegations reiterated their support for the upcoming study they have commissioned and which concerns “the socio-economic impact of technological innovation and market based developments on the EU ports”. The results of the study will be presented during a public event to be held in the last quarter of 2018.

Social partners also agreed to discuss and engage on the topic of inclusion of women in the transport sector.

During the meeting, at the Social partners’ request, DG MOVE, Port Head of Unit, Ms. Daniela Rosca, gave a presentation about the proposed Regulation regarding the screening of foreign investment (issued in September 2017).

On the topic of “safe work on board of ships”, Ms. Rosca informed the social partners that the request regarding an update from Member States about the implementation of the Directive on the safe loading and unloading of bulk carriers was discussed at EMSA the same day and that during the next meeting more information will be provided to the members of the Social Dialogue for Ports Committee.

27.11.2017 – Women in Transport – Launch of the EU platform for Change, Brussels

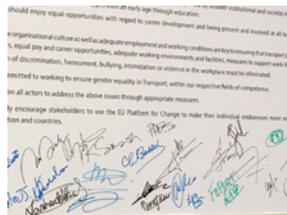


With only 22% of women, the transport sector is not gender balanced. The objective of the Women in Transport - EU Platform for change launched

on 27th November 2017, is to strengthen women’s employment and equal opportunities for women and men in the transport sector thanks to the actions brought about by the Platform members. It will also serve as a forum to discuss and exchange good practices.

FEPORT has been among the organizations which have supported the project of the creation of the platform and was therefore among the first signatories of the Declaration presented on November 27th, 2017.

[See more here.](#)



29.11.2017 – FEPORT General Assembly meeting - FEPORT adopts its strategic Roadmap 2018-2020 in view of the upcoming disruptive changes within the maritime logistics chain, Brussels



One day before its Third Annual Stakeholders’ Conference, FEPORT held its General Assembly meeting in Brussels. The members who attended the

meeting discussed in depth the latest developments regarding issues of interest to the cargo handling industry and, in light of this analysis, adopted a new 2018-2020 Roadmap.

“We are quite satisfied by the implementation of our strategic roadmap 2015-2017 and about the outcome of the legislative procedures regarding two major regulations that concern the port sector, namely the Ports Regulation adopted in January

2017 and the General Block Exemption Regulation adopted in May 2017. Yet, our feeling is that the recognition of the role of the private investors in EU ports is not at the level it should be”, commented Mr. Gunther Bonz, President of FEPORT.

“FEPORT has supported the principle of a clarification of the rules applicable to the port sector but terminal operators are now confronted with the hard reality of national and local interpretations or administrative decisions which may discourage private investment in European ports. We hope that discussions within the European Port Forum will offer opportunities to exchange with the European Commission and Member States about this issue and raise awareness about the role of private investors in the modernization of European ports”, continued Mr. Gunther Bonz, President of FEPORT.

“When looking to the future, we are fully aware that disruptive changes will occur within the logistics chain. We shall be mobilized to call on regulators and policy makers to assess whether existing frameworks are not obsolete and thus represent potential threats to processes of innovation”, stated Mr. Gunther Bonz.

“Terminal operators are investing in port and logistics related operations of the future but to be successful in their tasks, they need a real level playing field and fair competition with other actors of the maritime logistics chain. We call upon EU regulators to guarantee a balanced maritime policy that prevents distortion of competition, be it through regulatory measures or imbalances in the allocation of EU funds to innovation”, concluded Mr. Gunther Bonz.

During the General Assembly meeting, the members of the Board of Directors have been elected. The new Board includes representatives from: ZDS, Assiterminal, UNIM, Deltalinqs, Scandinavian Associations, Iberia Associations, CEPA, PSA, DP World, APMT, HPH, and EUROGATE.



25.10.2017 – UNCTAD Review of Maritime Transport 2017

On 25th October, UNCTAD issued its review of Maritime Transport 2017. The report highlights a number of important facts and contains few recommendations.

For the fifth year in a row, world fleet growth has been decelerating. Nevertheless, the supply of ship-carrying capacity increased faster than demand, leading to a continued situation of global overcapacity and downward pressure on freight rates and earnings. The current low demand-high overcapacity environment has constrained freight rates and dampened profitability in most shipping market segments.

According to UNCTAD, regulators will need to monitor developments in container-shipping mergers and alliances to ensure competition in the market. It may also be necessary to revisit the rules governing consortiums and alliances to determine whether these would require revised regulation. This will make it possible to balance the interests of shippers, ports and carriers to prevent potential market power abuse.

The nodes supporting maritime and hinterland connectivity Growth rates in 2015, 2016 and 2017 were among the lowest recorded by the industry over the 2000–2016 period, with the exception of 2009. At the same time, world container ports must cope with the continued deployment of ever-larger ships, cascading of vessels from main trade routes to secondary routes, growing concentration in liner shipping, increased consolidation activity, a reshuffling of liner shipping alliances and growing cybersecurity threats.

Because of the heightened competitive pressure on ports, it is essential to improve performance levels that extend beyond the optimization of operations, cost reduction, time efficiency and trade promotion objectives.

Ports are increasingly expected to meet other performance criteria by ensuring the highest service reliability and standards relating to quality, security, safety, financial sustainability, resource conservation, environmental protection and social inclusion, many of which are linked to key Sustainable Development Goals.

Ports should formulate policies and devise plans on how best to adapt to the requirements of the changing liner shipping market environment. Greater cooperation among ports and their stakeholders are required to help mitigate the negative impact on growing cost pressures.

In this respect, port performance measurements should be supported by investments in data collection capabilities and supporting information and communications technology platforms that lower data collection and analysis costs. The growing need to provide modern ports and sophisticated cargo-handling facilities with terminal management and security systems has substantially increased capital and technical requirements of ports in recent years.

Consequently, greater collaboration between the private and public sector has become necessary. Between, 2000 and 2016 some \$68.8 billion of private investment was committed across 292 port projects including port infrastructure, superstructures, terminals, channels for container, dry bulk, liquid bulk and multipurpose terminals.

Governments can build on various public-private partnership models and make them a viable and effective tool for the development of sustainable ports. Important prerequisites for a successful public-private partnership are a well-designed contract to ensure clear distribution of roles and activities, appropriate risk sharing and flexibility, a clear policy framework, a legal and regulatory system that ensures contracts are effective and enforceable, and an institutional framework to properly manage the process.

The partnership should ensure not only that improved port performance is achieved, but also that improvements are passed on to shippers through better services and lower charges. Not all port investment may be worthwhile, however.

Pressure from shipping lines to expand and dredge so as to accommodate ever larger ships, especially for transshipment operations, may not be worth the extra cost. Without additional volumes, increasing ship size alone will reduce the effective capacity of seaports as they would require larger yards and additional equipment to handle the same total volume.

Agreement on Trade Facilitation of the World Trade Organization and IMO Convention on Facilitation of International Maritime Traffic, members should establish committees or other collaborative platforms in which stakeholders coordinate and cooperate in the implementation of trade and transport facilitation reforms. Such collaborative platforms should go beyond compliance issues alone and aim to achieve all necessary reforms to facilitate international trade and transport connectivity. [See more here.](#)

30.11.2017 – FEPORT Third Annual Stakeholders' Conference, Brussels

[Extensive report about FEPORT conference](#) will be available in the first week of December 2017.

EVENTS AND INITIATIVES SUPPORTED BY FEPORT

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



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

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

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

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

Meetings of the month

- 08.11.2017 - FEPORT Social Affairs Committee meeting, Brussels
- 23.11.2017 - FEPORT Board of Directors meeting, Brussels
- 29.11.2017 - FEPORT General Assembly Meeting, Brussels
- 30.11.2017 - FEPORT Third Annual Stakeholders' Conference, Brussels

Coming meetings

Industry meetings

- Air Emissions from Ships sub-group 01.12.2017
- ITF Global Maritime Logistics Forum 01.12.2017
- Sagmas 05.12.2017
- EU Operators Forum 20.12.2017

Institutional meetings

- 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