

ASSOCIATIONS

FEPORT confident in the EU Maritime year

The first legislative Act creates more expectations for an enabling framework for private investments in ports

The European Agriculture Council has concluded the procedure at first reading concerning the Ports Regulation by formally adopting the text; legal Act will be signed by the European Parliament and the Council in mid-February and enter into force 20 days after publication in EU Official Journal. This adoption has been possible because institutional stakeholders have been more receptive, than it was the case for the previous port packages, to a number of concerns expressed by key port stakeholders. It was important to make sure that this text enables port stakeholders to improve while acknowledging their role in handling millions tons of cargo carried by sea.

“FEPORT relies on Member States to guarantee that the implementation of the Ports Regulation will unleash the enabling potential of its provisions (recitals and articles) regarding level playing field, the prevention of risks of distortion of competition and avoidance of unsustainable investments in ports” commented Lamia Kerdjoudj-Belkaid, FEPORT Secretary General.

“The adoption of the Ports Regulation also creates a lot of expectations for improved port governance rules in all EU ports and for better targeted investments. Both dimensions being essential com-



Lamia Kerdjoudj-Belkaid

ponents of an enabling framework for private investments in EU ports” states Ms. Lamia Kerdjoudj-Belkaid. “It is also crucial that the ongoing procedure about the Global Block Exemption Regulation does not lead to the adoption of a text which contradicts the spirit and some key definitions that have been agreed upon in the framework of the long and exhaustive discussions about the Ports Regulation. FEPORT sees in the adoption of the Ports Regulations at the very beginning of the 2017 Maritime Year as a positive acknowledgement of the significant role that port stakeholders play in connecting ships to people and EU and international markets” she concluded.

ASSOCIATIONS

ECG and IRU call for e-CMR quick adoption

The Association of European Vehicle Logistics says: “EU Member States should ratify the e Protocol without delay”

ECG and IRU published their joint statement on e-CMR calling for the swift ratification of the e-CMR Protocol by all Member States.

The Protocol on the electronic consignment notes was signed in 2008 at a meeting of the Transport Committee of the UN Economic Commission for Europe and came into effect in 2011.

To date only 11 countries have ratified it: Bulgaria, Czech Republic, Estonia, Denmark, France, Latvia, Lithuania, the Netherlands, Slovakia, Spain and Switzerland. “The application would bring with it very

positive benefits for both companies and the environment alike: it would lead to less use of paper; no costs for archiving and transporting documents, as well as real-time processing of information in a multilingual environment. This makes logistics operations easier for the transporting company, the truck driver and the authorities” states Mike Sturgeon, Executive Director of ECG. “We are seeing incredible technological advances as the pace of change wrought by digitalisation continues to increase. However, it is essential that legislation catches up. The slow implementation

of e-CMR is a classic example of bureaucracy holding back progress and preventing industry from delivering significant benefits”

“e-CMR is key to the future of logistics operations and will play a critical role in the digitalisation of trade facilitation systems. Its recent launch for a transport between France and Spain proves the benefits of increased efficiency and reduced operational costs; we look forward to seeing e-CMR rolled-out across more countries” Zeljko Jetic, Head - Global Innovation at IRU concludes.

Launch of Course 11 of ECG Academy

As many as 21 students from 18 companies commence prestigious certificate course in Automobile Logistics Management as part of Course 11 of ECG Academy, already boasting almost 200 alumni.

Course 11 will take place over 5 modules and 24 days with a combination of intensive practice oriented training and classroom work to be held at different locations around Europe to give the participants insight into the practical realities of the different elements that make up the vehicle logistics industry. As the vehicle logistics sector has traditionally been male-dominated the ECG Academy is particularly proud of the gender balance on all its courses; in recent years, an increasing and significant proportion of its students are female.

The course was originally designed and run by the Executive Education arm of the European Business School and today is managed under contract to ECG by the

Education Unit of KPMG.

The ECG Academy was developed in response to demand for specialist training for young managers working in the finished

vehicle logistics sector; lectures are given by a combination of academic staff from European Academics, senior practicing logistics professionals and suppliers.

