

# ECASBA BULLETIN 02

March 2025

## ECASBA Advisory Panel for the 2024-2027 term – UPDATE for YOU

Please find below the updated details of the AP members. **We are pleased to welcome to the team Mr Matthes Sullivan from Malta:**

- Belgium : Mrs. Hilde Bruggeman, [hilde.bruggeman@bsv-bsf.be](mailto:hilde.bruggeman@bsv-bsf.be)
- Denmark : Mr. Jesper Sebbelin, [jese@di.dk](mailto:jese@di.dk)
- France : Mr. Jean-Pascal Bidoire, [contact@amcfrance.org](mailto:contact@amcfrance.org)
- Germany : Mr. Alexander Geisler, [info@schiffsmakler.de](mailto:info@schiffsmakler.de)
- Hungary : Mr. Botond Szalma, [bszalma@fonasba.org](mailto:bszalma@fonasba.org)
- **Malta, Mr Matthew Sullivan, [msullivan@sullivanshipping.com.mt](mailto:msullivan@sullivanshipping.com.mt)**
- Portugal : Mr. Antonio Belmar da Costa, [abelmar@fonasba.org](mailto:abelmar@fonasba.org)
- Poland : Mr. Jacek Tyminski, [j.tyminski@vetro-shipping.pl](mailto:j.tyminski@vetro-shipping.pl)
- Spain : Mr. Julio Fernández Guillén, [info@asecob.org](mailto:info@asecob.org)

## Open letter to the Ministers of the General Foreign Affairs Council and the Ministers of Economic and Financial Affairs Council

On the 4<sup>th</sup> of February ECASBA co-signed an open letter on “*A competitive and resilient Europe requires a stronger EU Transport Budget*”.

As part of the European transport cluster, ECASBA is urging EU leaders to prioritize a stronger transport budget to build a competitive, net-zero, and resilient Europe. A dedicated European transport funding instrument is crucial for safeguarding the smooth functioning of the EU internal market, promoting Europe's competitiveness and cohesion, and bolstering its resilience and military preparedness.

The transport sector is concerned about plans to redirect funding towards National Single Plans, instead advocating for a European-coordinated and managed investment instrument. This would ensure a well-integrated and interconnected transport network across the Union, driving economic growth, job creation, and social and regional cohesion. A robust European transport network is essential for responding to Europe's current challenges, including rising geopolitical tensions and climate change.

ECASBA has supported this initiative. For reading the full document, kindly see the link below:

**[https://www.fonasba.com/wp-content/uploads/2025/03/Open-Letter-\\_-European-Transport-Sector-\\_-February-2025.pdf](https://www.fonasba.com/wp-content/uploads/2025/03/Open-Letter-_-European-Transport-Sector-_-February-2025.pdf)**

## A New Era of European Transport – Challenges of the TEN-T Policy. International Conference - Łódź, Poland, 13.02.2025

The international conference "A New Era of European Transport – Challenges of the TEN-T Policy" in Łódź served as a platform for discussing the future of European transport policy in light of the revised TEN-T network, as outlined in the new Regulation 2024/1679.

Bringing together experts and stakeholders from across Europe, the event focussed on key aspects of transport infrastructure development, digitalization, and decarbonization. It also addressed the geopolitical challenges facing the sector and the critical role of transport financing within the upcoming EU Multiannual Financial Framework post-2027.

Please find below some notes for your reference.

<https://www.fonasba.com/wp-content/uploads/2025/03/CEF-CAMPAING-FOLLOW-UP-International-Conference-in-u%C2%A6d%C2%A6-13.02.2024-topics.pdf>

## EU Clean Industrial Deal - A plan for EU competitiveness and decarbonisation

At the end of February 2025, the European Commission has launched the [Clean Industrial Deal](#), a comprehensive plan to support the transition to a low-carbon and circular economy. The Deal outlines concrete actions to accelerate the development and deployment of clean technologies, products, and services. Its primary goal is to reduce greenhouse gas emissions and environmental pollution while increasing the competitiveness of European industries.

Key aspects of the Clean Industrial Deal include creating the right conditions for companies to innovate and thrive, investing in research and development, and providing support for the scale-up of clean technologies. The Deal also aims to foster cooperation among EU countries, industries, and stakeholders to ensure a coordinated approach to the transition. By implementing the Clean Industrial Deal, the EU seeks to become a global leader in clean industries and achieve its climate neutrality goals by 2050.

We shared FONASBA-ECASBA's Perspective on the recent Clean Industrial Deal in the document accessible below:

<https://www.fonasba.com/wp-content/uploads/2025/03/FONASBA-ECASBA-Statement-on-the-EU-CLEAN-INDUSTRIAL-DEAL-FEB-2025.pdf>

## Minutes European Port Forums

The European Port Federation (EPF) held a meeting on February 20, 2025, to discuss various topics related to port operations and EU policies. The meeting covered:

- EU Customs Reform: Discussion on the ongoing reform and its potential impact on ports and trade.
- Digitalization and Data Sharing: Exchange of views on the importance of digitalization and data sharing in ports, including the use of data platforms and APIs.

- Port Reception Facilities: Update on the implementation of the EU's Port Reception Facilities Regulation and the challenges faced by ports.

- Green Deal and Sustainability: Discussion on the EU's Green Deal and its implications for ports, including the need for sustainable infrastructure and operations.

The meeting aimed to facilitate dialogue and cooperation among EPF members, EU institutions, and other stakeholders to address common challenges and promote the interests of European ports.

For full details. Click the link below:

<https://www.fonasba.com/wp-content/uploads/2025/03/Meeting-Report-EPF-20-02-2025.pdf>

## Minutes of the Trans-European Coordination Meeting for ICS2 – session 3 (ICS2 Release 2 and 3) Joint meeting of EU, Swiss and Norwegian Customs Administrations and Trade representatives involved in ICS2 Release 2 and 3

Kindly find attached the draft minutes of the ICS2 Trans-European Coordination meeting that took place on Wednesday, 12th February and Thursday, 13th February 2025 for your review and comments.

[https://www.fonasba.com/wp-content/uploads/2025/03/TES\\_MIN\\_ICS2\\_TES\\_Coordination-meeting-Session-2\\_12-02-2025\\_v0.1.00.pdf](https://www.fonasba.com/wp-content/uploads/2025/03/TES_MIN_ICS2_TES_Coordination-meeting-Session-2_12-02-2025_v0.1.00.pdf)

[https://www.fonasba.com/wp-content/uploads/2025/03/TES\\_MIN\\_ICS2\\_TES\\_Coordination-meeting-Session-3\\_13-02-2025\\_v0.1.00.pdf](https://www.fonasba.com/wp-content/uploads/2025/03/TES_MIN_ICS2_TES_Coordination-meeting-Session-3_13-02-2025_v0.1.00.pdf)

## Kindly note that the ICS 2 Release 3 deployment window for maritime house filers will close on 1 April

From this point customs authorities will expect that a complete ENS is filed for all shipments entering or moving via the EU. The official enforcement tolerance period for maritime carriers will end on 1 April. Moreover, the Commission has informed it will start enforcing ENS data quality more rigorously. To this end it has published a list of non-acceptable cargo descriptions [<https://circabc.europa.eu/ui/group/18fb5859-3970-4ac5-b30b-6604977a15a7/library/f3acdcaac-a97d-42c7-b6e7-e102585d2c9e/details>].

From 1 April these will begin to be introduced into the ICS2 Shared Trader Interface as 'Stop Words' leading to ENS rejection if included in declarations. The ICS 2 Release 3 deployment window for road and rail will begin as of 1 April 2025 and close on 1 September 2025.

**Please be aware that to defer ICS 2 filing until 1 September**, road transport operators should request a deferred deployment window from their EORI issuing Member State.

Currently there are no legal provisions to allow multiple filing in road. Multiple filing provisions for rail are expected to be introduced in the second half of 2025.

To contact your national help desks please refer to below contact details:

<https://www.fonasba.com/wp-content/uploads/2025/03/Contact-details-of-ICS2-NSD.pdf>

## Port of Rotterdam enhances security and reliability container handling

### BACKGROUND STORY

#### Towards more resilient port logistics

Via the Secure Chain, the business community and authorities are working together to digitally boost the resilience of the port logistics processes. Every initiative that contributes to this is considered. The Secure Chain is a continuous improvement program. Depending on the topic, the partnership will take the lead itself, pro-actively provide parties with input or offer support in the realisation of projects.

For more details read via following link : <https://www.fonasba.com/wp-content/uploads/2025/03/Background-story-Secure-Chain-February-2025.pdf>

### LATEST NEWS

#### End to fraud-sensitive PIN codes for all intercontinental import containers

Rotterdam, 26 February 2025 – The Far East and Oceania have now been connected to the Secure Chain as well. This means deepsea shipping lines and their ship agents will no longer issue fraud-sensitive PIN codes for containers arriving in Rotterdam from these regions. Instead, all intercontinental container cargo arriving in the port will be handled via the Secure Chain. Containers can only be collected from the deepsea terminals using this new, secure and reliable approach. More than 1.1 million containers have already been released via the Secure Chain.

For more information kindly visit the link below:

<https://www.fonasba.com/wp-content/uploads/2025/03/20250226-Press-Release-Secure-Chain-End-to-fraud-sensitive-PIN-codes-for-all-intercontinental-import-containers.pdf>

## EU adopts 16th sanctions package against Russia

### Overview of the EU's 16th Russia Sanctions Package

The European Commission has welcomed the Council's adoption of the 16th sanctions package against Russia, aimed at increasing pressure on Russia as its illegal aggression against Ukraine enters its fourth year. This package targets key sectors of the Russian economy, such as energy, trade, transport, infrastructure, and financial services, while introducing measures to prevent sanctions circumvention.

Key highlights include:

- **Anti-Circumvention Measures:** New listings of vessels and companies aiding Russia's military-industrial complex.
- **Trade Measures:** A ban on Russian primary aluminium imports and restrictions on dual-use technology exports.
- **Energy Measures:** Prohibitions on storing Russian crude oil in EU ports and restrictions on supporting Russian LNG and crude oil projects.
- **Transport and Infrastructure Measures:** Flight bans, road transport ownership limits, and transaction bans on major Russian infrastructure.
- **Financial Sector Measures:** Sanctions on financial institutions and crypto asset providers involved in circumventing the oil price cap.
- **Disinformation Measures:** Suspension of eight media outlets supporting Russia's war narrative.

These measures aim to degrade Russia's military and technological capabilities while supporting the EU's commitment to a just and lasting peace in Ukraine.

#### **EU adopts 16th sanctions package against Russia - European Commission**

## **2nd European Ports Alliance Senior Officials Meeting - 29 April 2025 - Gdansk, PL**

We are pleased to inform you that the 2nd European Ports Alliance Senior Officials Meeting (SOM) will take place in Gdansk, Poland on the 29 April 2025. A Networking event will take place in the evening of the 28 April and a facultative visit to the Port of Gdansk will take place on the 30 April. Please save the date!

The 2nd European Ports Alliance SOM will be co-organised by the European Commission and the Polish Presidency of the Council and it will be co-chaired by Mr. Olivier Onidi, DG HOME Deputy Director-General and by Mr. Matthias Petschke, DG TAXUD Director for Customs.

We will come back to you with the formal invitation and the agenda for the meeting by the end of March 2025. The Commission will cover the travel and the accommodation cost for two representatives for each Member State.

The registration link and all the logistics information will be communicated in the course of March 2025.

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For those who missed this update on the last bulletin in January.

### **JOINT INDUSTRY AND TRADE STATEMENT ON THE EU CUSTOMS REFORM**

As ECASBA and together with other European trade associations, we supported the EU Customs Reform, emphasizing the need for a modern, harmonized customs union that balances security and trade facilitation. In the letter below, it emphasized how the reform

should ensure the external border facilitates trade, prevents economic inefficiencies, and increases the EU's security without compromising legitimate trade. Key recommendations include completing the current Union Customs Code (UCC) legislation, establishing a centralized EU Customs Data Hub, and harmonizing customs infringements and sanctions.

For reading the full document, kindly see the link below:

**[https://www.fonasba.com/wp-content/uploads/2025/03/Joint-Statement-on-the-EU-Customs-Reform\\_DEC2024-2.pdf](https://www.fonasba.com/wp-content/uploads/2025/03/Joint-Statement-on-the-EU-Customs-Reform_DEC2024-2.pdf)**

London, 14 March 2025