

TRANSPOGOODO

Bi - Monthly Newsletter



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EUROPEAN UNION

European Regional Development Fund

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TRANSPOGOODO ORGANIZED THE LOGISTICS CAREER DAY 2019: WORKING AT THE PORT AND IN LOGISTICS!

By ELEVANTE

The professions and skills required by the market are presented in the maritime sector

After the success of the previous editions, the TRANSPOGOODO project has organized the sixth edition of Logistics Career Day, Thursday, March 21, 2019 from 9:30 am at Fabbricato 103 Marittima, Venice. The day dedicated to guidance and to deepening on the professions of transport and logistics, training courses in this area. The event, organized by the Training Body of the Port Authority of Venice CFLI in collaboration with ITS Marco Polo, had the aim of offering students and their families an opportunity to meet with professionals, trainers, trainers and young people who have found their way in logistics and learn about the different training paths of the sector on the territory to be able to plan in a conscious way their future training and professional career, with a look at the innovation of the sector.

This year's edition was attended by students from classes IV and V of IIS Luzzatti in Mestre, IIS Venier in Venice, ITIS Marconi in Padua (Institutes participating in the ITS Marco Polo) and IIS Pacinotti in Mestre.

Paolo Menegazzo was pleased to present the TRANSPOGOODO project to the students and explain how intermodal logistics is increasingly smarter and innovative.

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The day unfolded with a communicative style close to young people, with double interviews like "Le Iene" to all speakers.

First of all, the double interview that compared the theme of work in logistics with the President of the Port System Authority of Venice Pino Musolino, LLM-AMAAA and the regional manager for training of the Veneto Region Fabio Menin. Following the discussion with Professor Michele Gottardi, President of CFLI, and Damaso Zanardo, President of the Marco Polo Foundation.

This was followed by comparisons between young "forwarders" and "port logistics technicians", "seafarers" and "drivers" who had just entered the world of work and who told the public about their experience of training and work in logistics.



PROPOSAL FOR A REGULATION ESTABLISHING THE CONNECTING EUROPE FACILITY 2021-2028

What is in for transport in the new EU programming period? The train of new legislation has departed, and this is the most updated situation on the new CEF programme.

As part of the next long-term EU budget (MFF 2021-2027), the European Commission proposed to renew the Connecting Europe Facility (CEF), a funding programme that supports the development of transport, energy and digital infrastructure within trans-European networks.

For the period 2021-2027, the Commission proposes the total budget of €42.3 billion in current prices (for EU-27 countries, while the first CEF 2014-2020 had about €30 billion for EU-28, down from the initially proposed total of €50 billion) to support infrastructure projects connecting regions within the EU (the trans-European networks), in particular cross-border ones with high added value. Compared to the first CEF, the new proposal seeks to speed up the decarbonisation and digitalisation of EU economy by better integrating the transport, energy and digital sectors, and to help achieve EU climate objectives. It should also support jobs, economic growth and the deployment of new technologies.

In transport, the focus shifts to decarbonisation and making transport connected, sustainable, inclusive, safe and secure. The proposed transport budget consists of three parts. As in the first CEF, there is the general transport envelope of €12.8 billion and €11.3 billion earmarked in the Cohesion fund, to be implemented under the CEF on projects in EU countries eligible for cohesion funding ...



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An additional €6.5 billion, earmarked in the security and defense budget, is also to be implemented under the CEF. It is destined to projects adapting parts of the transport network to enable dual civilian-military use, thus integrating military mobility needs into the TEN-T. The aim is to facilitate potential movement of military personnel and equipment, while improving civilian transport conditions to integrate. For instance, by increasing the weight capacity of a bridge, a shorter itinerary can be offered to standard trucks. Based on the Action Plan on military mobility published by the Commission in March 2018 and the identified requirements for military transport, these projects would have to follow all the CEF eligibility and procedural rules. The energy budget of €8.7 billion should help the transition towards clean energy and complete the Energy Union, making the EU energy systems more interconnected, smarter and digitalized.

The focus is on cross-border renewable energy projects, interoperability of networks and better integration of the internal energy market.

The digital envelope of €3 billion should improve digital connectivity by creating very high capacity broadband networks as a basis for better digital services. It could finance projects that aim at providing 5G networks along important transport axes, Gigabit connectivity to institutions like hospitals or schools, and wireless connectivity to local communities.

In June 2018, the European Parliament adopted a resolution calling on the Commission to revise its goals on the transport pillar of the CEF 2021-2027 upwards. It refused to accept the decrease in funds allocated to the transport pillar.

In the Parliament, the Committee on Transport and Tourism (TRAN) and the Committee on Industry, Research and Energy (ITRE) are jointly leading the file (rule 55), while the committees on Foreign Affairs (AFET), Budgets (BUDG), Environment, Public Health and Energy (ENVI) and Regional Development (REGI) are giving their opinion. Rapporteurs are Jean-Marian Marinescu (EPP, Romania), Henna Virkkunen (EPP, Finland) and Pavel Telička (ALDE, Czech Republic).

After the Parliament has agreed its position on the overall EU multiannual financial framework, the TRAN and ITRE Committees adopted the joint legislative report on 22 November 2018. It calls on the Commission to increase the CEF budget by almost €6 billion, compared to the initial proposal. MEPs want the CEF fund to receive €43.85bn in constant 2018 prices (€49.41bn in current prices), with €33.51bn (€37.76bn in current prices) for transport, including the envisaged transfer from the Cohesion Fund.

The report also spells out the conditions for the adaptation of TEN-T networks to civilian-defence dual use and the measures facilitating the coordination among Member States on cross-border projects. Further, it asks for higher financing rates for projects of inter-sector synergies and those in outermost regions. MEPs also ask the Commission to present a Framework Programme for the entire MFF period, including a timetable for work programs and calls for proposals, to provide predictability and transparency and allow EU Member States to prepare mature project proposals.

On these lines, the Parliament adopted its position for negotiations with the Council on 12 December 2018, with 433 votes in favour, 134 against and 37 abstentions and referred the file back to the two committees. In addition, on 11 December 2018, the Parliament adopted a resolution on military mobility, prepared by the AFET Committee (rapporteur: Tunne Kelam, EPP, Estonia) which is part of the proposed CEF...

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The transport Council of 3 December 2018 agreed a partial general approach, excluding for the time being the financial and horizontal issues, which are still under discussion as part of the multiannual financial framework 2021-2027. Interinstitutional negotiations (trilogues) concluded on 8 March 2019 with a partial provisional agreement (not covering the budget section), which also leaves aside the questions relating to third countries.

The partial provisional agreement was approved by Coreper on 14 March 2019 and endorsed by Parliament's TRAN and ITRE committees (meeting jointly) on 25 March 2019. The text is due to be voted by the full Parliament at first reading during the April II plenary session. Interinstitutional negotiations would then restart once the long-term EU budget is agreed, with all remaining issues to be agreed at the second-reading stage.

(source: European Parliament.)

TRANSPOGOOD WEBINARS
HUMAN CAPITAL FOR INNOVATION IN LOGISTICS AND TRANSPORT

Date	Time	Topic	Speaker
7 JUNE	14.30	THE PURCHASE OF TRANSPORT SERVICES BETWEEN PROCUREMENT AND INNOVATIVE SERVICESE	Dario Favaretto
13 JUNE	14.30	INTERMODALITY AND SUSTAINABILITY	Dario Favaretto
21 JUNE	14.30	LA LOGISTICA E I TRASPORTI DEL 21MO SECOLO: OPPORTUNITÀ PROFESSIONALI DEL SETTORE	Marco Della Puppa

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SAVE THE DATE:

Next Project Meeting in Ploče
July the 10th and 11th, 2019

Stay Tuned

Human capital for innovation in logistics and transport

TRANSPOGOOD focuses on ICT-led innovation in multimodal transport and logistics. How can we train, upskill and attract new talents and human resources to manage the big transformations of the sector?

CFLI organizes three short webinars to explain some of the fundamentals of innovation and sustainable management in the sector to managers, technicians and people who are looking for a career in the sector.

➔ **7 June 2019 | 14.30 -15.00**

"The purchase of transport services between procurement and innovative services"

➔ **13 June 2019 | 14.30 - 15.00**

"Intermodality and sustainability"

➔ **21 June 2019 | 14.30 -15.00 only Italian**

"La logistica e i trasporti del 21mo secolo: opportunità professionali del settore"



Dario Favaretto and Marco Della Puppa – experts in intermodality and innovation will lead the webinars.

The webinars are free, you just need to [register here!](#)