



ECSA Newsletter

European Community Shipowners' Associations

• N° 8/09

CLIMATE CHANGE

No clarity for international shipping

The industry has noted the outcome of the discussions at UNFCCC Conference held in Copenhagen 7-18 December 2009.

Whilst some progress has been made the shipping industry regrets that no clarity has been created on the treatment of international shipping in the process of reducing CO₂ to which the shipping industry is committed.

As expressed in previous Newsletters ECSA strongly advocates that shipping as a global business needs a global solution through the IMO. Such a solution should be Flag blind avoiding carbon leakage. It should build upon the package of technical, operational and economic measures already developed by the IMO for reducing ship's emissions. It should also not be overlooked that the shipping industry has over the years done quite some efforts to reduce fuel consumption/CO₂ and continues to do so. ECSA reiterates that regional measures are unworkable for a global industry - as shipping de facto is - and would not give the result one is aiming for.

EU SULPHUR DIRECTIVE

0.1% Sulphur content bunker fuel requirement at berth as from 1 January 2010

The Commission adopts a Recommendation on the safe implementation of the use of low sulphur fuel by ships at berth in Community ports

From 1 January 2010, ships at berth in Community ports will be requested to use marine fuels with a sulphur content not exceeding 0.1% by mass (Article 4b of

Directive 1999/32/EC as amended by Directive 2005/33/EC). There may be operational problems and safety risks associated with the use of the required fuels in ships that have not undergone technical adaptations. Considering the recent safety concerns, the Commission adopted today a Recommendation which is aimed at Member States and invites them, while enforcing the Directive, to consider the existence of detailed evidence of the steps taken by ships to ensure safe compliance with the Directive. Member States may consider the existence of an approved retrofit plan when assessing the degree of penalties to be applied to non-complying ships. Further action will also be proposed at the earliest convenience by the Commission to the Member States, through comitology, in order to allow Liquefied Natural Gas (LNG) carriers to use mixture of fuels resulting to emissions of sulphur dioxide equal to or lower than required by the Directive.

TRANSPORT COUNCIL 17 DECEMBER 2009

EU Transport ministers met on 17 December in Brussels in Council with the following key points related to maritime services:

A sustainable Future of Transport Presidency conclusions adopted

The Presidency drew conclusions on a Commission communication on sustainable future of transport. Specific attention is drawn to the TEN-T policy and its effective integration in the comprehensive network, nodes (ports, airports) and inter-modal connections (such as connections between rail, road, inland waterways, ports and airports), multimodal green corridors, missing infrastructure links, cross-border sections, the elimination of bottlenecks, interconnections with neighbouring

countries and regions and building on the extension of existing corridors.

The Presidency recognises the need to better exploit all modes of transport and take positive measures to encourage where appropriate a shift to the use of those that are more energy efficient and environment friendly, as well as a more efficient use of all modes of transport and seamless inter-modality, i.e. co-modality and its promotion, considering that these are key elements of a sustainable, eco-efficient, well performing, accessible and integrated transport system.

The Commission is asked to further promote one fully integrated multimodal transport system, particularly through the revision of the TEN-T policy, the Marco Polo programme and the Naiades Action Programme, and if appropriate other Community policies, which have a positive impact on the transport system, while taking into account the need to mitigate the present regional differences within the EU, the needs of the Member States at the periphery of the EU, as well as the major transnational traffic flows.

The need for enhanced international cooperation in the field of transport policy in general, and in particular with neighbouring countries, in order to advance Europe's interests in the global context, is recognised.

Specific attention is drawn to the crucial role of the transport system both for the achievement of the climate change goals and for ensuring the competitiveness of the European economy and the recovery from the current economic crisis.

A White Paper on the Future Transport Policy is expected by the end of 2010/beginning 2011.

Reporting Formalities for Ships

The industry appeals on Member States to accept the fulfilment of reporting formalities in electronic format and strive for harmonisation without delay.

The Transport Ministers reached a general approach on a draft Directive on reporting formalities for ships arriving or departing from EU ports in maritime transport. The draft Directive is part of the different measures brought forward in the Commission Communication of January 2009 aiming at the creation of a European Maritime Transport Space without Barriers.

The Directive aims at simplifying and harmonising administrative procedures, in particular by generalising electronic data transmission for complying with reporting formalities. The information received shall be transmitted through the Union's maritime data exchange system SafeSeaNet; however Member States may exclude information for customs and border control purposes from such transmission. The use of the paper format for reporting will be phased out.

This focus on electronic data transmission has been agreed during the discussions in the Council working party since the broader approach originally proposed by the Commission was found lacking in clarity. However, the draft directive as it stands also contains a more general provision in favour of further harmonisation of reporting formalities on national and EU level.

The European Parliament has recently started its examination on the Directive. In line with its request to Member States ECSA has strongly advocated an early application of electronic transmissions and harmonisation of data.

Revised Annex VI to the MARPOL Convention - monitoring of developments and implications *Fears shared by the industry*

The Council took note of information provided by the Finnish delegation regarding the consequences of the entry into force of the revised annex VI to the International Convention for the Prevention of Pollution from Ships (MARPOL). The revised annex will introduce stricter requirements on sulphur

contents of fuel oil used in shipping. The Finnish delegation expressed concerns about the increased costs the new rules are likely to entail for the Finnish industry because of its dependence on maritime transport.

The concerns of Finland relate to the introduction of 0.1 % sulphur content in marine fuel in the ECAs (Baltic, North Sea & English Channel) as from 2015. The shipping industry and industries established in the ECA countries fear a sharp increase of costs and a modal shift from transport by sea to road transport. Different studies made in this respect confirm this fear. A solution to this problem will have to be found in 2010.

ECSA BOARD LUNCH WITH MEPs

A constructive exchange of views

On the occasion of the ECSA Board meeting held in Brussels on 2 December the Board of Directors hosted a well attended lunch with Members of the European Parliament.



ECSA President: Marnix van Overklift

Whist introducing the European shipping sector to the newly elected MEPs attention was drawn to the key elements covered in the Commission Communication on a European Maritime Transport Strategy 2009-2018 of January 2009. The principles mentioned in the Strategy Communication are appreciated and the policy should be based on them now.

A constructive exchange of views also covered other issues which are at present on the agenda of the TRAN Committee of the Parliament such as the European maritime transport space without barriers,

the Future of Transport, and Passenger rights.



A.Guinier, D. sterckx (BE), Peter van Dalen (NL)

ECSA looks forward to a continued cooperation with the European Parliament.

ECSA PROJECT: ENHANCING RECRUITMENT AND TRAINING IN THE MARITIME SECTOR IN EUROPE: TERMS OF REFERENCE

In November, the Commission agreed to partially fund an ECSA project to hold a **one day Workshop in Brussels in June 2010**. National practices in selected EU Member States will be introduced and discussed on the basis of three main topics identified, highlighting best practices and learning from unsuccessful practices. The topics addressed are attracting young Europeans to a maritime career and improving the knowledge and image of the maritime profession, increasing/enhancing training programmes and developing a more stimulating career path and mobility in the cluster.

Such a Workshop is considered a necessary initial action to enable follow up discussions in the WG between the Social Partners to take place on possible future concrete shared initiatives to address the priority issued identified.

To ensure that the Workshop project starts from a sound basis, **the first initiative will be an update of the study undertaken during the 2005 UK Presidency in cooperation with Member States on 'Best Practices' in the maritime training and recruitment field**

EU wide. This will be undertaken by an independent consultant.

The terms of reference for the tasks of the Consultant can be found on the ECSCA website:

<http://www.ecsa.eu/publications/093.pdf>, with applications invited by 15th January.

LNG AS AN ALTERNATIVE FUEL FOR SHORT SEA SHIPPING?

EMSA/ECSCA Workshop



A. Guinier, W. de Ruiter

ECSCA hosted an LNG Fuelled Ships Group technical workshop together with the European Maritime Safety Agency (EMSA) on 24 November. This meeting aimed at assessing the use of Liquefied Natural Gas (LNG) as alternative fuel for Short Sea Shipping.

Introducing the meeting, EMSA Executive Director Willem de Ruiter invited representatives of Short Sea Shipping sector, engine manufacturers, classification societies, LNG bunkers suppliers, specialists and members of the EU Commission to discuss the advantages and constraints of using LNG as single fuel which totally eliminates sulphur and particle matters emissions, almost annihilates Nitrogen emissions and potentially reduces CO₂ emissions.

Delegates extensively elaborated on the available technologies on board ships, the LNG characteristics, the shore-based infrastructure requirements and LNG bunker delivery in major North European ports, and the necessary legal framework development. The meeting conclusions

formed promising basis for further developments.

ECSCA will give further attention to the possibilities and issues to be dealt with for using LNG as an alternative source of energy through an expert group.

EU STRATEGY FOR THE BALTIC SEA REGION

The European Council on 29-30 October 2009 has adopted the EU Strategy for the Baltic Sea Region consisting of a Communication and detailed Action Plan launched by the Commission earlier in June, and has endorsed the Council conclusions of 26 October 2009 on the Strategy which is intended to address common challenges faced by the countries of the region, including environmental and economic challenges.

The four thematic pillars of the strategy are to make the region 'environmentally sustainable', 'prosperous', 'accessible and attractive' and 'safe and secure'. Within these four pillars, 15 priority areas are identified, with some 80 projects identified. An annual review of the progress will be made.

As regards the Action Plan, the elements which potentially have most impact for the shipping sector over time are in the environmental field and, in particular, the 4th priority area relating to the intention that the Baltic becomes a 'model region for clean shipping'. It will be seen that reference is made to application of the revised MARPOL Annex VI sulphur requirements and the possibility of the Baltic becoming a NO_x Emission Control Area via IMO in the future. With regard to emissions from ships, the Baltic Sea Action Plan would aim at implementing actions already agreed to reduce ship pollution and promoting voluntary measures providing shoreside electricity in ports for vessels in regular operation.

EMSA SUPPLEMENTARY OIL RESPONSE VESSELS CONTRACTED

EMSA has recently contracted two additional ships reinforcing so its network of stand-by oil pollution response vessels that covers the whole of the European coastline.

For the Northern Baltic Sea, the ice-breaker Kontio, contracted with the Finnish shipowner Finstaship, will be operating in the Gulf of Bothnia during the ice breaking season and will be based at Helsinki the rest of the year. For the Atlantic/Channel, Belgian shipowner Aegean Bunkers at Sea will provide a service based on a bunker tanker, Sara, with an equipment stockpile situated in Portland, on the Southern Coast of the United Kingdom.

Both vessels are expected to enter into operational service during the second half of 2010.

Further information:

<http://www.emsa.europa.eu/end185d014d014.html>

CALL FOR PROPOSALS WITH A VIEW TO OBTAINING A GRANT FOR PREPARING A HANDBOOK OF MARITIME SECURITY EXERCISES AND DRILLS

The European Commission is planning to grant substantial subsidies to establish a handbook on exercises and drills in the field of maritime security as announced in the 2009 Work Programme adopted by the European Commission and in line with regulation 725/2004 which requests that exercises and drills have to be conducted regularly.

This handbook should be developed for Member states' competent authorities, addressing both the procedural aspects and various scenarios. As regards procedural steps, this will include preparation, execution, evaluation and feedback with respect to exercises and drills. As regards the content, it will address various scenarios (such as intrusion of unknown persons into a port facility, bomb threats etc.).

Grant applications can be sent to the European Commission's Directorate-General for Energy and Transport not later than **1 February 2010**.

Further Information on this Call for proposals is available on the DG TREN website at the following address:

http://ec.europa.eu/transport/grants/index_en.htm

NORTH SEA MOTORWAYS OF THE SEA

Notification of an Open Call for tender for projects

In November, the North Sea Motorways of the Sea Task Force, in the framework of the Trans-European Network Transport (TEN-T), comprised of representatives of the governments and authorities of Belgium and the Flemish region of Belgium, Denmark, France, Germany, Ireland, the Netherlands, Sweden, the United Kingdom and Norway launched a new open call for project proposals.

The call is addressed to consortia comprised of representatives from ports, shipping companies, terminal operators, road hauliers, rail operators, logistics firms, ship brokers, financial institutions, local and/or regional public authorities and infrastructure owners with the aim of encouraging them to submit Motorways of the Sea project proposals, as defined under the priority project No 21 of the TEN-T Guidelines.

Project proposals should be submitted to the ministries or authorities of the Member States concerned and will be evaluated jointly by them according to the criteria described in this notification. If the projects are assessed positively and approved they will be submitted to the European Commission by the respective countries for TEN-T co-funding, in one of the upcoming TEN-T calls for proposals. This does not exclude, where appropriate,

application for funding under other EU or Member State financial instruments.

The full text of the call can be found on the following website:

http://ec.europa.eu/transport/maritime/motorways_sea/preparing_en.htm

The deadline for submitting project proposal is latest on 31st January 2010.

TRANS-EUROPEAN TRANSPORT NETWORKS

First Part of €500 Million of TEN-T Funding Allocated

On the occasion of the Trans-European Transport Networks (TEN-T) days in Naples in October this year, the European Commission announced the first group of projects that will benefit from a total of €500 million worth of investment in vital transport infrastructure projects across the EU. The grants will be allocated under the Trans-European Transport Network (TEN-T) programme. These grants are conceived as part of the Commission's response to the economic crisis.

The first grants will go towards projects in Austria, Belgium, Germany, Spain, France, Hungary, Italy, the Netherlands, Portugal, Sweden and the United Kingdom.

Amongst others, the rebuilding of the Noorderlaan bridge in Antwerp, the implementation of nautical accessibility in the port of Venice-Marghera, including operational and remedial dredging in two stretches of the west and south ship canals, port infrastructure facilities in the Malmö Northern Harbour, Thames Estuary dredging and reclamation works to support the integrated multi-modal London Gateway port and logistics development as well as Felixstowe-Nuneaton route work will benefit from this first allocation of TEN-T money.

A second group of projects will be announced at a later stage.

More information about the projects can be found on

http://ec.europa.eu/transport/infrastructure/events/2009_10_21_naples_en.htm

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*ECSA WISHES THE
READERS OF THE
NEWSLETTER A MERRY
CHRISTMAS AND
A HAPPY 2010.*