



ECSA Newsletter

European Community Shipowners' Associations

• N° 1/10

NEW COMMISSION

New Barroso II Commission approved by the European Parliament

On 9 February, the European Parliament approved in Strasbourg the entire new European Commission, including Mr Kallas as Vice President and Transport Commissioner.

On the basis of the European Parliament's vote of consent, the new Commission shall be now formally appointed by the European Council, acting by a qualified majority. Then it can start working. It will do so on the basis of the political guidelines for the next Commission set out by President Barroso in September last.



European Commission President Jose Manuel Barroso during today's EP vote in Strasbourg

Mr Siim Kallas appointed as Vice-President and Transport Commissioner

On 14 January, Commissioner-designate for Transport, Mr Siim Kallas (Estonia) was heard by the Members of the European Parliament's Transport Committee.

During his hearing, Mr Kallas outlined his priorities for the next five years with regard to transport. He put emphasis on a sustainable European transport policy up to 2020 that truly benefits citizens and businesses and briefly outlined his views on climate change expressing support for a decarbonisation of transport. He also listed a number of areas in which he wants to take concrete actions, such as a removal of pending barriers and a completion of the internal market. He also affirmed his intention to work in close co-operation with the European Parliament

MEPs questioned Mr Kallas on a wide range of transport issues, such as state aid for transport, greenhouse emissions, the revision of the TEN-T, passenger rights, over-regulation and the fragmentation" of competencies at the EU level.

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Mr Kallas was born in 1948 in Estonia and is graduated from the University of Tartu. Since November 2004: he has been Vice-President of the European Commission, responsible for Administration, Audit and Anti-fraud. Prior to joining the European Commission, Mr Kallas has been, *inter alia*, Prime Minister of the Republic of Estonia (2002-2003) and President of the Bank of Estonia (1991-1995).



Siim Kallas: New Transport Commissioner

ECSA looks forward to a fruitful cooperation with the new Transport Commissioner.

SPANISH PRESIDENCY

A constructive exchange of views with the Maritime Authorities

Spain succeeded on 1 January 2010 Sweden as Presidency of the Council of Ministers for the next 6 months. On transport in general the Spanish Presidency will deal with the forthcoming Communication on the 2010-2020 White paper on transport policy and the review of the Trans European Networks Transport (TEN-T).

For maritime services the Presidency will work on a political agreement with the European Parliament on Passenger Rights for maritime and inland waterway services (2nd reading) and on the Directive on Reporting Formalities for ships arriving in or departing from EU ports on which the Council has already adopted a general approach in December. The latter is part of the Communication on a European Maritime Transport Space without barriers (see below).

Other points that can be dealt with are a new draft Directive on Marine Equipment and proposed changes to the European Maritime Safety Agency (EMSA).

Transport Council meetings will be held on 11 March and 24 June 2010. An informal Council will be held in La Coruna on 12-13 February.

During the Spanish Presidency the European Maritime Day events will take place in Gijon on 20 May. A conference on the TEN-T will take place on 8-9 June as a follow up to the Conference held in Naples in 2009.

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The ECSA Presidency met with the Spanish Maritime Authorities on 28 January in Madrid and had a useful and constructive exchange of views on the above points.



From Left to right:

Manuel Carlier (Director General ANAVE), Luis M. Guerez (Deputy Director General for Legal Development Maritime Directorate), Juan Riva (ECSA Vice-President), José Luis Cachafeiro Vila (Secretary General Ministry of Transport), Joaquín del Moral Salcedo (Secretary General's Assistant - Ministry of Transport), Marnix van Overklift (ECSA President), Alfons Guinier (ECSA Secretary General).

MARCO POLO II PROGRAMME

Publication of 22 selected projects under the 2009 Call

In January, the European Commission published the 22 projects it had selected under the third (2009) Call to receive funding in the framework of the Marco Polo II Programme.

Information on the 22 selected projects can be found on the following website:

http://ec.europa.eu/transport/marcopolo/projects/projects_en.htm

The 2010 Call is expected to be published mid-March but it will be pre-announced at the occasion of the Marco Polo Information Day in Brussels on 10 February (see below).

Marco Polo Information Day

On 10 February, the European Commission's Executive Agency for Competitiveness and Innovation (EACI) will hold a Marco Polo Information Day in Brussels.

The Information Day aims at bringing together representatives from the EU institutions and the (transport) industry.

At this year's Information Day, the European Commission is expected to pre-announce the 2010 Call for proposals under the Marco Polo II Programme.

Further details on the programme of the Marco Polo Information Day can be found on the following website:

http://ec.europa.eu/transport/marcopolo/events/infod_en.htm

The European Commission authorises state aid to the “Fres Motorways of the Sea” project

In January, the European Commission authorised state aid granted by France and Spain to the so-called “Fres Motorways of the Sea” project. The aid granted amounts to €30 million, with France and Spain each granting €15 million. The overall financing of the project will be limited to 35 % of the eligible costs within the first four years of its operation in line with the applicable EU rules on State aid.

The European Commission concluded that the State aid granted by France and Spain in the context of this project is compatible with the internal market since it significantly contributes to the EU's strategy for developing a network of Motorways of the Sea, while its impact on competition and intra Union trade is limited.

The “Fres Mos Motorways of the Sea” project will link the French port of Nantes/Saint-Nazaire with the Spanish port of Gijon, and will be operated by GLD Atlantique. The project intends to capture between three and five per cent of the road traffic passing through the western part of the Pyrenees.

The “Fres Motorways of the Sea” project has also received an additional grant of approximately €4 million from the European Commission in the framework of the 2009 Call of proposals under the Marco Polo II Programme.

EUROPEAN MARITIME TRANSPORT SPACE WITHOUT BARRIERS

Directive on Reporting Formalities for Ships

In December 2009, the Transport Ministers reached a general approach on the Commission's draft Directive on reporting formalities for ships arriving at or departing from EU ports. This draft Directive is part of a set of measures proposed by the European Commission in the context of the Communication on a European Maritime Transport Space without Barriers, published in January 2009.

The draft 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.

In January, the Rapporteur in the European Parliament for this draft Directive and the wider Communication, liberal MEP Dirk Sterckx, presented his draft report for discussion in the European Parliament.



Dirk Sterckx – MEP (ALDE)

Key points in the Rapporteur's draft report included the following proposals:

- The use of electronic means of data transmission for all reporting formalities by latest 15 February 2013 (to coincide with the deadline for the creation of a paperless customs union),
- The use of English as a common working language to facilitate communication and to avoid confusion and administrative delays.
- The need for a relevant and proportional framework for the granting of Pilotage Exemption Certificates.

ECSA strongly advocates an early application of electronic transmission and harmonisation of data and supports the proposals for the use of English as a common working language and an appropriate framework for the granting of Pilotage Exemption Certificates. The use of English - being the bridge language - will very much contribute to maritime safety.

ECSA/WSC JOINT WORKSHOP ON ADVANCE CARGO DECLARATION

There is a continuing need for advising shipping companies prior to 1 January 2011

On 27 January, ECSA and the World Shipping Council held a second joint workshop in Brussels on the EU's advance cargo declaration system. A first joint workshop on the same topic was held in Brussels in June 2008.

The workshop aimed at updating shipping companies and National Associations on the state of play with regard to the EU's advance cargo declaration system, both in terms of import (entry summary declarations) and export (exit summary declarations), and this from a legal as well as from an IT perspective. The update was given by the relevant Commission officials from DG TAXUD.

The workshop offered shipping companies and National Associations a platform to have an exchange of views with DG TAXUD with an aim at seeking clarifications and/or increasing their understanding of the EU's advance cargo declaration regime.

The EU's advance cargo declaration system will apply mandatorily as from 1 January 2011 and will require economic operators, including shipping companies, to declare electronically cargo movements to/from the EU in advance to national customs administrations in EU Member States and this within well-described time limits. Shipping companies transporting goods to/from the EU are therefore obliged either to establish an (own) IT system to do advance cargo declaration electronically with Member States' customs administrations or they should make arrangements with others (e.g. ship agents) allowing them to do electronic advance cargo declarations on behalf of the shipowner.

Despite the fact that this new system will enter into force on 1.1.2011, i.e. in less than one year, there is still a lack of awareness and/or understanding of this matter, particularly from shortsea, feeder, bulk and SME operators.

COMMISSION CONSULTATION ON PACKAGE TRAVEL DIRECTIVE

While an issue more for cruise ships than ferries, ECSA responded to the online Commission consultation on the revision of 1990 Package Travel directive by the 7/2 deadline; a Commission proposal is anticipated towards the end of this year or, more likely, 2011. As well as providing factual information, ECSA, in close liaison with the European Cruise Council and Passenger Shipping Association, has advocated in particular greater harmonisation in relation to requirements for brochures, cancellations, price revisions and other issues addressed in the Directive. In addition, it is suggested that a consumer financial protection scheme in one Member State should cover Europe wide sales and all schemes should be established on a common basis/formula.

ECSA PROJECT ON TRAINING AND RECRUITMENT

As reported in the last newsletter, the Commission agreed to partially fund an ECSA project to hold a one day Workshop in Brussels at which national practices in selected EU Member States will be introduced and discussed on the basis of three main topics; namely, attracting young Europeans to a maritime career and improving the awareness and image of the maritime profession.

To ensure that the Workshop (now planned for September) project starts from a sound basis, the first initiative will be an update of the study undertaken during the 2005 UK

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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 which were published on the ECSA website. At its January meeting, Project's Steering Committee chose specialist maritime consultant David Dearsley to take on the work. Having many years experience at sea and ashore, David was until very recently Secretary General of IMEC and former Deputy Secretary General of the International Shipping Federation, and is particularly suited to the task.

In January, ECSA and Social Partners ETF agreed to cooperate in their respective projects relating to training and recruitment projects, on which there is a degree of overlap, and to discuss the results of each in the context of the Social Dialogue.

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