



ECSA Newsletter

European Community Shipowners' Associations

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MEETING THE CHALLENGES FOR GLOBAL SHIPPING
Conference Copenhagen 10 June 2010

Interesting exchange of views with a lot of substance.



The Danish Maritime Authority and the European Commission organised a Conference in Copenhagen on 10 June with as main theme "Meeting the challenges for global shipping: Policies and Strategies.

The Conference was opened by the Danish Minister for Economics Brian Mikkelsen and Commission Vice President and Transport Commissioner Siim Kallas. The ECSA President Marnix van Overkift gave an introductory speech on the Year of the seafarer.



The conference was attended by some 200 participants both EU and globally. The conclusions of the interesting exchange of views are mentioned hereunder:

- There is a need for a **level-playing-field** with common rules on all aspects of quality shipping. **Markets need to be open and unbiased and protectionism has to be avoided.**
- **The Human Element** is essential for the shipping business and **requires particular attention.** The recruitment, training and life-long career opportunities of seafarers are vital to the maritime clusters. New technologies for improving life at sea have a great potential **Seafarers need to be protected** from piracy acts and undue criminalisation in case of maritime accidents.
- **Technology and innovation** are at the heart of the future of sustainable shipping. There is a need for increasing the use of information and communication technology also for the shipping infrastructure and administrations.
- **Quality shipping** is the future and it has many aspects to take into account. This includes in particular global high standard for **safety, joint actions against piracy** and a coherent and comprehensive international approach to **reduce greenhouse gas and other emissions** from ships. It is important that there will be **verification of compliance and control of the application** of international conventions. The **sub-standard elements of shipping must be exposed.**
- **Maritime administrations should provide more customer oriented services** to ship-owners/operators and to focus on reducing administrative burdens and **promote eMaritime.**
- Priority should be given to the **implementation, enforcement and control of global standards** and better cooperation between States which share the same vision on quality shipping.
- **A forum of equally quality minded administrations** for discussing maritime transport policies – in particular the economic/trade aspects of shipping - will be very useful. Intensive cooperation with industry will be appropriate. **From today's successful experience we conclude that this dialogue should be continued.**

The speeches of Siim Kallas and Marnix van Overklift can be found on the relevant web site: <http://www.ecsa.be/newsletters/Speech%20Kallas.pdf> and <http://www.ecsa.be/newsletters/Speech%20Marnix.pdf>

PASSENGER RIGHTS

Discussions/negotiations on the maritime passenger rights Regulation as between Member States and between MS and the European Parliament are ongoing; while the aim is to reach a consensus by July, the outcome remains uncertain.

Following the 1st June EP Transport Committee vote on amendments to the Council's common position text, seen as part of its negotiating position, it is clear that it is the scope of the Regulation which remains the major issue to resolve between the two bodies. This relates not only to the number of passengers to which the regulation would apply (36 Council, 12 EP) but also to the issue of the exclusion of commercial traffic. This latter point is of particular importance to ferry operators and it is to be hoped that a workable, practical solution will emerge.

Following further discussion between Member States, a Trialogue meeting is expected in the coming weeks. The Trialogue comprises the Council (past, present and future Presidencies ie Sweden, Spain and Belgium), the Rapporteur and shadows from the other political groups plus the Commission. If agreement is reached, a common text would go to the EP Plenary in early July for adoption. If there is no prospect of agreement, the Regulation could well go to Conciliation, under the incoming Belgian Presidency, with unpredictable results.

E-MARITIME – Public consultation

European Commission's DG MOVE has opened a public consultation on the EU e-maritime initiative, aimed at fostering the use of advanced information technologies and promoting interoperability between all stakeholders in the maritime transport sector including ports, shipping, inland waterways, logistics and administration authorities.

EU e-Maritime will use and support the implementation of the relevant EU directives, such as the Community Vessel Traffic Monitoring and Information System, as well as bring commercially interesting facilitation of procedures. It will be developed in full alignment with EU initiatives inspired by advanced electronic means of managing and exchanging information such as e-Customs, e-Freight and last but not least the single window concept.

The survey is available on the following web-page:

http://ec.europa.eu/transport/maritime/consultations/2010_06_27_emaritime_en.htm

All professionals involved in the industry are invited to participate, also different persons or departments within companies.

An e-Maritime conference will be organised by DG MOVE in Brussels on 1 July. This conference will end the public consultation period and play an important role in the exchanging of the views on how the e-Maritime initiative should be developed. Priority in agenda has been given for the stakeholders' comments and suggestions. Details will be circulated separately.

2018 MARITIME TRANSPORT STRATEGY - EP adopts an own-initiative resolution

On 5 May, the European Parliament approved a resolution on the European Maritime Transport Strategy 2018 based on the own-initiative report drafted by Dutch MEP Peter van Dalen (ECR). The resolution has been forwarded to the Council and the Commission.

The EP resolution stresses the vital importance of the European maritime transport sector to the Community's economy and to Europe's transport system, and focuses on a number of key aspects of the Commission's maritime transport strategy, such as the global dimension of maritime transport and its global competitive position, state aid guidelines, making the profession more attractive for young people, quality of maritime services, and protection of environment.

ECSA commends Rapporteur Peter van Dalen with his balanced and helpful report.

EUROPEAN ATLAS OF THE SEAS – INTEGRATED MARITIME POLICY FOR THE EU (2007)

On 17 May, the European Commission launched a pilot version of a new **European Atlas of the Seas**- a dynamic online atlas where users will be able to learn more about Europe's seas, its maritime sectors, the interaction between them and the maritime policy which brings them all together. The European Atlas of the Seas, which will be available in English, French and German, was one of the actions outlined by the Commission (DG MARE) when it launched the **Integrated Maritime Policy for the European Union** in 2007 (the "Blue-Book").

The Atlas offers detailed information on a vast array of maritime subjects and areas, such as: motorways of the seas, the volume of passengers and cargo carried to and from various destinations, the areas most affected by coastal erosion, or which Member States fish for a certain species in which sea basin. Information on sea depths and undersea relief names, rivers and their drainage basins, tide amplitude, sea level rise, marine protected areas and many other things are also to be found.

The pilot edition of the Maritime Atlas is now available on the following webpage: http://ec.europa.eu/maritimeaffairs/atlas/index_en.htm This pilot edition will be further developed, and for this purpose an online survey asks users to give feedback and ideas for improvement. The deadline for feedback is 4 July 2010.

EUROPEAN MARITIME DAY -- INTEGRATED MARITIME POLICY FOR THE EU (2007)

The European Maritime Day was set up as a central event of the EU's Integrated Maritime Policy, launched in 2007, and is celebrated every year on 20 May. This year, DG MARE, in cooperation with the Principality of Asturias and the Spanish Presidency of the Council, organised the 3rd Maritime day event in Gijon (Spain) from 18 to 21 May. The event brought together stakeholders interested in maritime affairs from around Europe, and more than 1250 participants took part in a vast array of conferences, debates and specialised workshops to discuss state-of-the-art maritime tools and policies. Alongside Ministers and personalities from Spain and other countries, Commissioners Maria Damanaki (Maritime Affairs and Fisheries) and Janez Potocnik (Environment) attended the event. In parallel to the central events in Gijon, over 40 maritime events took place across Europe around 20 May.

This year's edition of European Maritime Day was centred on the key theme of innovation. The agenda included over 50 workshops focusing on the main strategic directions of the Integrated Maritime Policy today, and in particular on sustainable economic growth, employment and innovation, cross-cutting policy tools, sustainability and the governance of sea basins.

ECSA President Marnix van Overklift addressed the MIF Plenary in the context of the Maritime Day events on 19 May. Vice President Juan Riva participated in the panel debate on maritime training and education on 20 May.

ROTTERDAM RULES

On 5 May 2010, the European Parliament's plenary session approved a Resolution on the Commission's Communication on a Maritime Transport Strategy for 2009-2018. This resolution was based on an own-initiative report prepared by Rapporteur Peter van Dalen (ECR). In this respect it is important to note that the resolution includes a paragraph calling on "*Member States speedily to sign, ratify and implement the UN Convention on Contracts for the International Carriage of Goods Wholly or Partly by Sea, known as the 'Rotterdam Rules', establishing the new maritime liability system*".

Following the adoption of the Resolution, a joint industry (ECSA/ICS/BIMCO/WSC) press release was issued welcoming the support of the European Parliament for ratification of the Rotterdam Rules by EU Member States.

SECURITY – CUSTOMS

European Customs Information Portal (ECIP)

On 19.4.2010, DG TAXUD launched the first phase of a new web portal to help businesses to understand and follow the customs procedures for importing goods into and exporting goods from the EU. The web portal is called "European Customs Information Portal" (ECIP).

Designed as a single point of access to relevant and practical information, the portal includes animated scenarios to explain each step of the import, export and transit procedures. It also outlines the legal framework for such procedures, and includes information (such as policy information, databases and assistance services) taken from Commission and Member States' customs websites.

This first stage of the ECIP focuses on the application of the EU advance cargo declaration regime. The customs portal was developed together with Member States and the Trade Contact Group, and will be further extended in the future to cover other areas and provide more in-depth information on customs procedures.

Further information can be found on the following web link: <http://ec.europa.eu/ecip/>

EXTERNAL RELATIONS

Consultation EU Trade Policy

The Commission - DG TRADE - has just launched a public consultation on the future of EU trade policy, which can be found under the following link:
http://trade.ec.europa.eu/consultations/?consul_id=144

This consultation follows the Europe 2020 Strategy, adopted by the Commission on 3 March 2010. The consultation runs until 28 July 2010 and is open to stakeholders within the EU and in third countries. A report on the consultation will be published on DG TRADE's website. Readers with an interest in external trade are encouraged to actively participate in this initiative and share with the Commission your views on the scope and strategic directions for trade policy, not least against the backdrop of the economic recovery.

Algeria

Member companies active in Algeria, as well as the Commission services and Member States are very concerned over the Algerian government measures restricting and much delaying the free transfer of collected freights, as well as over the threat of having to reduce the equity share in local establishment (agency etc) to 60% on a retroactive basis. Both measures directly affect the operations, stand to harm the Algerian economy, scare off foreign direct investments and are in conflict with the EU-Algeria Association Agreement as implemented in 2005. The Algerian authorities should come to reason, also for own interests at play.

Kenya

The new Kenyan Merchant Shipping Act came into effect in September 2009. Due to a last minute amendment in parliament, shipping lines are no longer allowed having any on-land activities like own agencies for handling own vessels and market their services, nor offering related services. The proposed implementing regulations are overly complex and restrictive, based on completely wrong assumptions and lack of understanding of maritime transport operations. Some authorities bring the initiatives in the press as major progress and benefit. The measures single out shipping, but also by its retroactive character will heavily affect the trust in stability and certainty as critical for foreign direct investment.

HELCOM

Observer status granted to ECSA

Through intergovernmental co-operation between all the Baltic States and the European Community, the Helsinki Commission (HELCOM) works to protect the marine environment of the Baltic Sea from all sources of pollution and to preserve its ecological balance.

In order to be able contribute to HELCOM work, ECSA applied for observer status with HELCOM which was granted in March this year.

At this stage, the main topics in relation with the shipping industry are the HELCOM governments' initiatives to have Nitrogen Oxide emissions, sewage and ballast water discharge from ships regulated in the Baltic Sea which will have potential and significant impacts on shipping industry.

Link HELCOM website: www.helcom.fi

TEN-T/ MOTORWAYS OF THE SEA

Public consultation on the future of the TEN-T

On 5 May, the European Commission launched a public consultation on the future of the Trans-European Transport Network, based on a working document that sets out a planning methodology for a trans-European core transport network (deadline: 15/09/2010).

The working document puts forward for consultation a possible methodology for a dual layer planning approach (as supported by most trade associations including ECSA) as well as ideas on more effective TEN-T implementation. The core network should cover major nodes (e.g. ports), and links, integrate all transport modes and enable sustainable, efficient, safe and secure transport services across the modes for passengers and freight flows.

All interested parties are invited to present their views on the proposed planning methodology.

The consultation document can be found on the following web-link:
http://ec.europa.eu/transport/infrastructure/consultations/2010_09_15_future_policy_en.htm

New TEN-T Guidelines are expected in Spring 2011 and they should include the trans-European network based on the above-mentioned proposed planning methodology.

TEN-T DAYS- Zaragoza, 8-9 JUNE

The European Commission together with the Spanish Presidency organized the Ministerial and stakeholder conference 'TEN-T Days 2010"- in Zaragoza on 8 and 9 June 2010.

The main aim of the Conference was to allow Ministers and stakeholders to identify, on the basis of the Commission's consultation document (*see paragraph above*), the key elements of the methodology to draw up the future TEN-T planning and implementation framework.

The event brought together the Commission, including Vice-President Siim Kallas, Members of the European Parliament, as well as ministers, other high-level representatives of the Member States and more than 500 stakeholders.

Highlights included:

- 1) **Presentation of the recent working document on the revision of the planning methodology for the TEN-T** (see paragraph above)
- 2) **Presentation of the 2010 progress report** assessing the development of the 30 TEN-T priority projects. This year's report concludes that it has been possible to complete some key sections of the European transport network despite the difficult economic environment. However, it also points out some of the remaining challenges that need to be overcome in order to build an efficient transport network.
- 3) **Nomination of three new European coordinators for the TEN-T priority projects.** The Commission appointed Pat Cox, Péter Balázs and Gilles Savary as new European coordinators for the Trans-European Transport Network (TEN-T). The coordinators will be responsible for coordinating priority transport projects and reporting back to the Commission. The new mandates will come into effect as of today and will end on 22 July 2013, together with the mandates of the existing coordinators.
- 4) **Creation of a secretariat for the Northern Dimension Partnership for Transport and Logistics.** In the context of the TEN-T day Conference in Zaragoza, the eleven countries belonging to the Northern Dimension Partnership for Transport and Logistics (NDPTL) endorsed setting up a secretariat for the partnership. The Commission, which is not formally part of the secretariat, played the role of facilitator in supporting NDPTL partners to reach an agreement to allow the secretariat to be in place already from 1 January 2011. The secretariat will be hosted by the Helsinki-based Nordic Investment Bank (NIB), which will share its know-how in financing projects with the partners.

TEN-T – Publication of the 2010 TEN-T Motorways of the Sea Call

The European Commission has launched new calls for proposals making an additional €172 million of the Trans-European Transport Network (TEN-T) budget available to finance European transport infrastructure projects.

Funding opportunities are to be found under the TEN-T multi-annual programme and annual programme. In particular, the 2010 multi-annual work programme aims at financing the

highest priorities of the TEN-T network and is focused on Motorways of the Sea and River Information Services. The budget available for Motorways of the Sea projects amounts to € 85 million.

The deadline for the submission of proposals is 31 August 2010. Proposals will be evaluated on the basis of their relevance to TEN-T priorities and policy objectives, their maturity, their impact – particularly socio-economic and environmental – and their quality in terms of completeness, clarity, soundness and coherence.

Relevant information with regard to the 2010 TEN-T Motorways of the Sea Call can be found on:

http://tentea.ec.europa.eu/en/apply_for_funding/follow_the_funding_process/motorways_of_the_sea_mos_call_2011.htm

EXCHANGE OF VIEWS IN THE EP WITH VP KALLAS ON THE COMMISSION'S WORK PROGRAMME 2010-11

On 1 June, the EP Transport Committee held an exchange of views with Commissioner Kallas on the future Commission's Work Programme, focusing on the main priorities and initiatives in the field of European transport policy. The work programme was presented by the European Commission on 31 March 2010. It consists of a list of 34 strategic priorities that will be implemented before the end of 2010 as well as of some 280 major proposals for consideration during 2010 and beyond.

With respect to European transport policy, VP Kallas made reference to the following priorities:

- White Paper on the future of transport (expected for December 2010)
- Transport infrastructure for the next decades, the functioning of the internal market, an integrated approach for network infrastructures, new technologies and the issue of financing the TEN-T network
- Revision of the TEN-T guidelines (2011) together with proposals for the next multiannual financial framework)
- Maritime social agenda package (July 2011): training of seafarers and legislative proposals enforcing the provisions of the ILO Maritime Labour Convention. The priority will be addressing the decline of maritime labour force and maritime know-how in Europe as well as making the seafaring profession more attractive
- Report on passenger rights in all transport modes (end 2010). Legislative proposals, if necessary, will be presented by the end of 2011
- An "e-mobility package" (first half of 2011): introducing new technologies in all transport modes, including the recast of the digital tachograph legislation, integrated ticketing, toll collection and information technology in the maritime sector.
- A Strategic Transport Technology Plan (2011) with a horizon of 2050

In replying to some MEPs asking for more concrete information on the TEN-T financing and the revision, Mr Kallas agreed that the budget for TEN-T was limited adding that he will seek to ensure greater funds. With regard to shipping-related issues, EPP Coordinator Mathieu Grosch brought up the long-standing issue of liberalisation of port services, asking VP Kallas whether the Commission would plan to take up that file, and how it would intend to proceed towards the completion of the internal market in this sector with a view to eliminating the existing restrictions in the port services market. VP Kallas informed that the Commission will present a strategy on ports aimed at ensuring better services and removing the obstacles. Furthermore, Commissioner Kallas made it clear that training of seafarers would be one of the priorities of the maritime social package, with a view to ensuring a level playing field and

decent conditions worldwide. On the sulphur issue, VP Kallas gave assurances that the Commission will continue to carry out the impact assessment requested by the EP, looking seriously at what could be done in order to address the industry concerns. However, since this decision was agreed by Member States within the IMO context, Commissioner Kallas warned that it would be difficult for industry to ask the EU for a derogation or postponement of the sulphur requirements.

BELGIAN PRESIDENCY

On 1.7.2010, Belgium will succeed to Spain for a 6-month period (until 31.12.2010). The incoming Belgian Presidency has indicated that it will focus on the implementation of the Treaty of Lisbon and the launch of the EU 2020 strategy. It also intends to work on the pursuit of international climate negotiations and to prepare the next international conference on climate change, which will be held in Mexico in December 2010. The Transport Council's meetings will be held on 15 October (Luxembourg) and on 2 and 3 December (Brussels). Reportedly, the future Belgian presidency will also hold an Informal Council in Antwerp on 15-16 September. The latter will be entirely devoted to maritime issues, notably the development of "Short Sea Shipping" as well as the concept of "e-maritime".

June 2010