



**40<sup>th</sup> ANNIVERSARY MEETING**

**CAPE TOWN 2009**



**ECASBA PLENARY MEETING**

**OCTOBER 7<sup>th</sup> 2009**

The background features a large, faint watermark of the ECASBA logo, which consists of a stylized 'E' and 'S' intertwined, surrounded by a circle of twelve yellow stars. The text is centered over this background.

# **“THE CURRENT STATE OF PLAY”**

**A review of ECASBA activity over the past  
year**

**JONATHAN C. WILLIAMS FICS**

**GENERAL MANAGER**

# Main Developments

- Communications on:
  - Maritime Strategy to 2018
  - Common European Maritime Transport Space without Barriers (CEMTSwB)
- European Maritime Day 2009
- Motorways of the Sea – again!!!
- Customs Actions Against Agents
- Communication on Future Transport Strategy
- Multimodal Liability

# Maritime Strategy to 2018

- **Includes CEMTSwB**
- In general, ECASBA supports overall objectives:
  - Efficient European maritime industry
  - Able to compete with international rivals
  - Providing high quality services/performance
  - Using all modes
  - Environmentally sound principles

# Areas of Concern/1

- HR/Seamanship/Maritime Knowledge –
  - Once again too focussed on seafarers, little recognition of role played by shore based staff
- Quality Shipping –
  - “Zero waste/zero emissions”
  - Need to expand concept to all sectors of industry, not just ship operations
  - Recognise FONASBA Quality Standard

# Areas of Concern/2

- Maritime Transport Safety and Security –
  - Commitment to enact ALL appropriate IMO instruments across MS
  - Review of role of European Maritime Safety Agency (EMSA) to ensure provides appropriate support to industry
  - Security based on level of threat and risk based analysis and methodologies
  - Increased use of tracking and monitoring systems for vessels and cargo

# Areas of Concern/3

- International Relations –
  - EU Seat at IMO
  - Appropriate implementation of IMO regulations across MS
- Short Sea Shipping –
  - Need to simplify support regime
  - Internalisation of external costs/other appropriate fiscal stimuli
  - CEMTS<sub>wB</sub>

# Common European Maritime Transport Space without Barriers

Supported by ECASBA since initially proposed

- Objective:  
To allow intra-European maritime transport the same freedom from administrative compliance as road and rail
- The Issues:
  - Resistance from certain national administrations
  - Lack of harmonisation on documentary requirements
  - Inability of Commission to force change



# CEMTSwB

- DG-TREN Communication
  - Attempt to grab political high ground and to force DG-TAXUD/MS to act?
  - Correctly identifies the issues
  - Now require positive action to overcome obstacles and get moving – industry has waited too long!

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# CEMTSwB Issues/1

- The Communication correctly identifies
  - Inflexible procedures within some MS including –
  - Restricted opening hours for regulatory agencies
  - The ongoing need for documents to be presented in person...
  - at offices located outside the port

# CEMTSwB Issues/2

- The Communication correctly identifies:
  - A failure to embrace electronic document exchange
  - Uncoordinated and often unnecessary documentary and inspection regimes
  - A failure to fully introduce IMO-FAL at all community ports
  - Difficulties in obtaining pilotage exemption certificates

# CEMTSwB What to do?/1

- The Communication correctly proposes establishing a port “single window”:
  - Based within the port
  - With extended opening hours
  - Able to process all relevant documentation
  - To liase with the vessel and provide timely and accurate port information
  - Fully versed in all port procedures

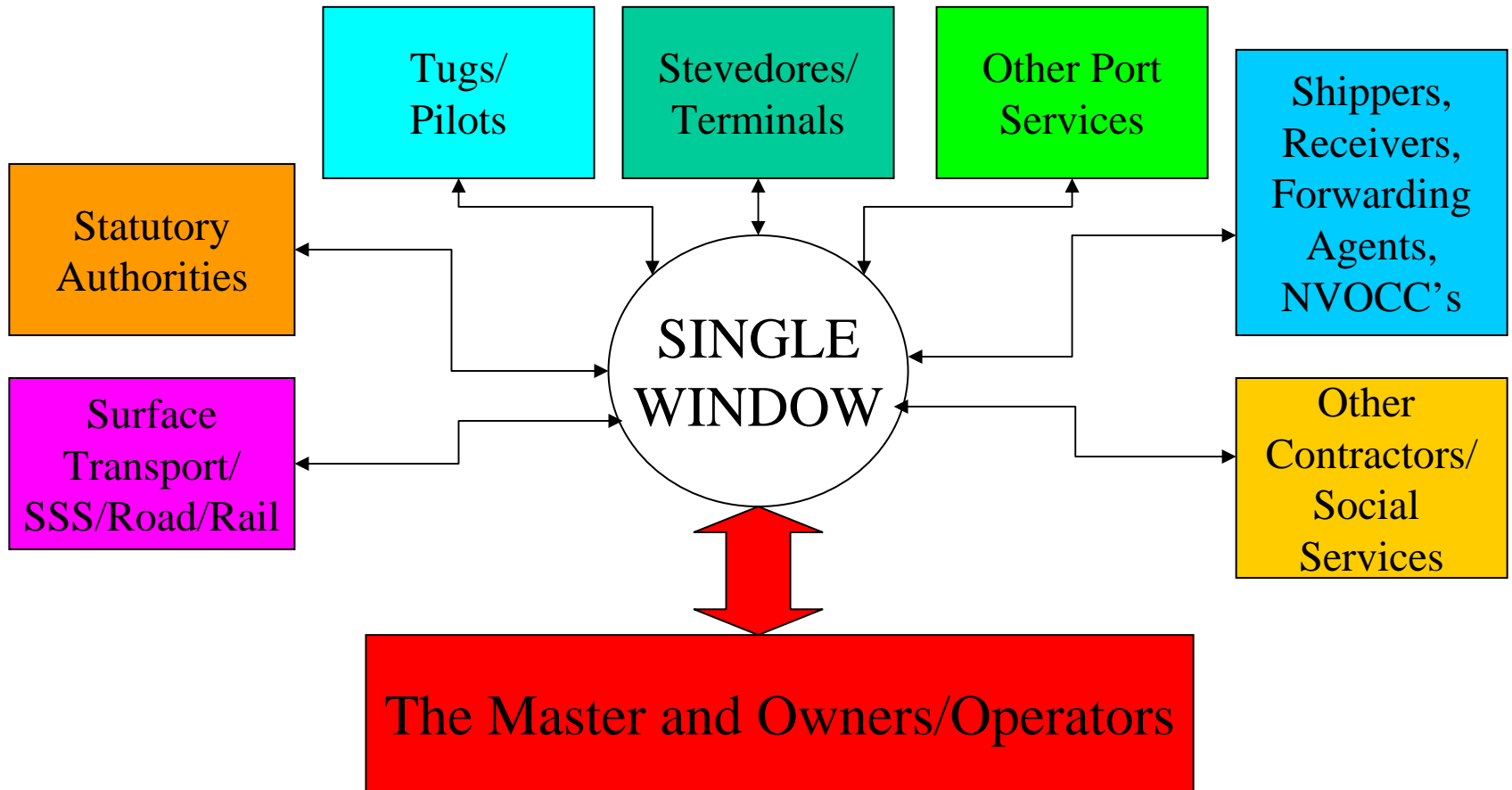
# CEMTSwB What to do?/2

- ECASBA proposes :

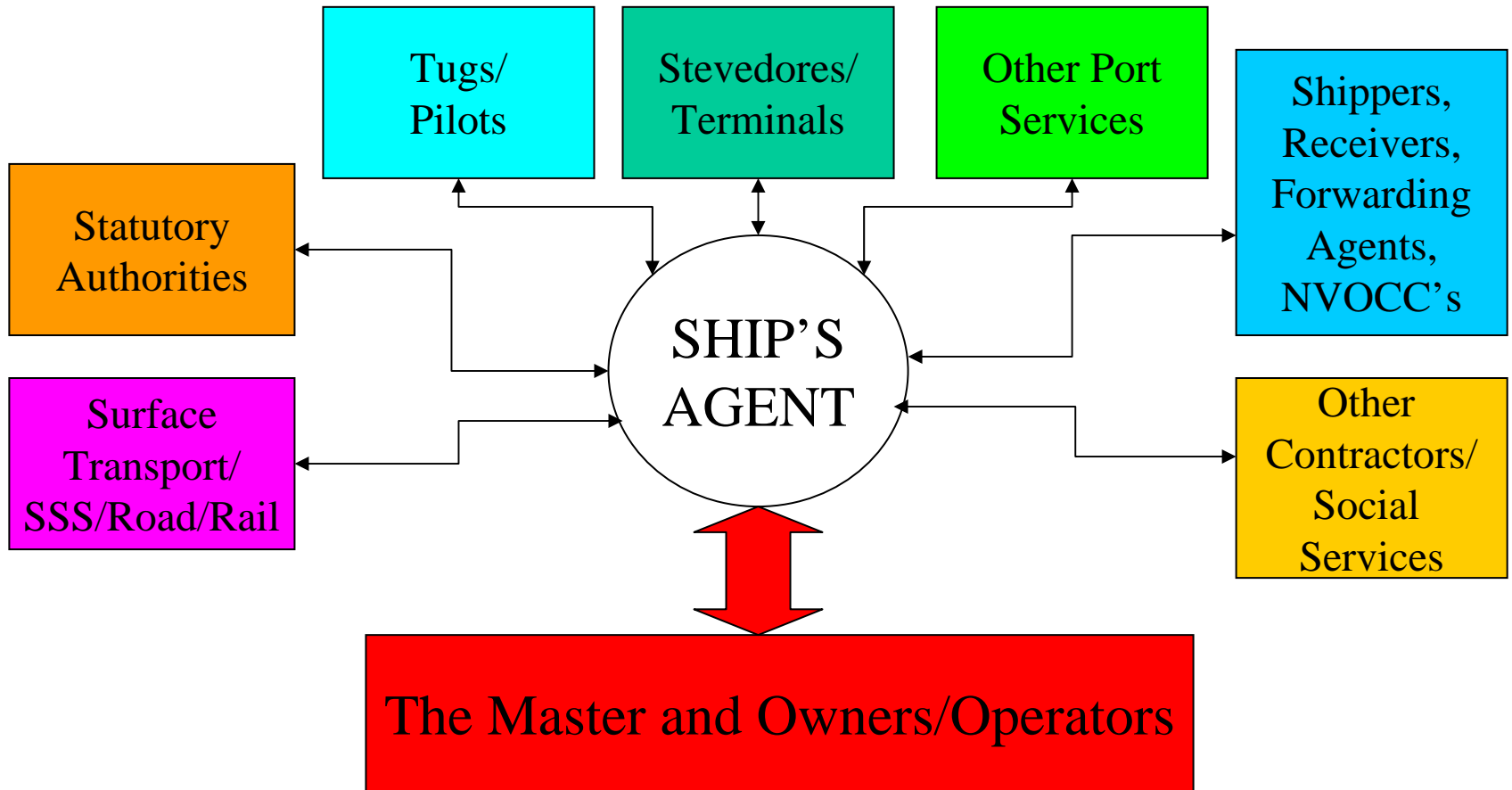
**THE AGENT!!!!**

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# THE SINGLE WINDOW CONCEPT



# THE SINGLE WINDOW CONCEPT



# CEMTSwB What to do?/3

- ECASBA proposes:
  - Introducing CEMTSwB ASAP for vessels carrying exclusively Community cargo between EU ports only
  - Using Long Range Identification and Tracking (LRIT) and other tracking methods to allow CEMTSwB to be extended to vessels carrying mixed cargo and also calling at non-Community ports
  - Removing or reducing any need for prior notification of shipments

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# CEMTSwB What to do?/4

- ECASBA proposes:
  - Streamlining the veterinary/phytosanitary inspection regimes
  - So far as possible inspections should be carried to suit the vessel, not the inspectors
  - Ensuring all MS adopt and abide by the IMO-FAL convention
  - Ensure any “e-” systems are fully interoperable with existing systems (national port and/or company)

# CEMTSwB What to do?/5

- ECASBA proposes:
  - Adopting English as the lingua franca of the European shipping industry
  - Removing unnecessary and discriminatory obstacles to the granting of pilot exemption certificates

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# CEMTSwB What to do?/6

- **ECASBA does not support:**
  - The use of the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) convention for European dangerous goods movements instead of IMO regulations
  - The establishment of separate port areas for SSS/intra-European cargo and international deep sea
  - The request for national SSS Focal Points to identify problems and suggest solutions

# **CEMTSwB What next?**

- ECASBA calls on the Commission to :

**STOP TALKING**

**AND**

**GET ON WITH IT !!!!**



# European Maritime Day 2009



European  
Maritime  
Day  
Conference

Conferenza  
della Giornata  
Europea  
del Mare



18-20 May  
Maggio  
Rome - Roma - Italy - Italia

# Motorways of the Sea

- WHAT ARE THEY ???!!!
- Why is it a separate issue from short sea shipping ?
- What will it achieve that SSS cannot ?
- Diversion of resources from SSS

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# Customs Actions Against Agents

- Action by national Customs authorities against agents, primarily for mis-declaration of cargo type/quantity
- Why do Customs target the agent ?
- What is the agent's defence ?
- What action is ECASBA taking ?

# Communication on Future Transport Strategy

- Covers all aspects of European transport sector
- Promoting use of intelligent transport systems and
- Maximising efficient use of all resources
- Used as another means to promote ECASBA's views



# Communication on a European Multimodal Liability Regime

- Attempt to promote a European alternative to the Rotterdam Rules
- Not supported by 50 out of 58 respondents to consultation, who want international regime – ECASBA included
- Consultation questions skewed towards reaching Commission view – ECASBA did not answer
- Only supported by Commission and ESC/CLECAT – shipper and forwarders
- Commission will not take no for an answer so Rotterdam Rules must be supported by all major maritime nations



**Thank You**

ECASBA