



Developments in the EU maritime transport policy

***ECASBA Plenary Meeting
Varna, 12 October 2010***

Directorate-General
for Mobility
and Transport



EC - DG MOVE
Maritime transport policy: Ports & Inland waterways

Content of the presentation

- Maritime transport in the EU
- Decision-making in the EU
- EU maritime transport policies
- Safety policy
- Strategy 2018
- Common Space
- The EU eMaritime
- Belgian presidency



Maritime transport in the EU

- 90 % of EU external trade
- 90% of the oil imported
- 40 % of intra-EU trade is carried by sea.
- About one third of global shipping has an EU port as origin or destination
- About 5,000 port facilities located in more than 1,200 ports
- 25 % of world tonnage registered under EU/EEA flag and 40 % of world fleet controlled by EU/EEA shipping companies (about 10.000 and 15.000 merchant ships respectively)

Maritime transport in the EU (2)

- Over 2 % of GDP in EU comes from the maritime cluster
- 3.5 billion tonnes of cargo and 350 million passengers are transported per year
- 350.000 jobs in ports and related services.
- All except three EU-MS are on the white list of the Paris MoU => quality shipping

27 EU Member States

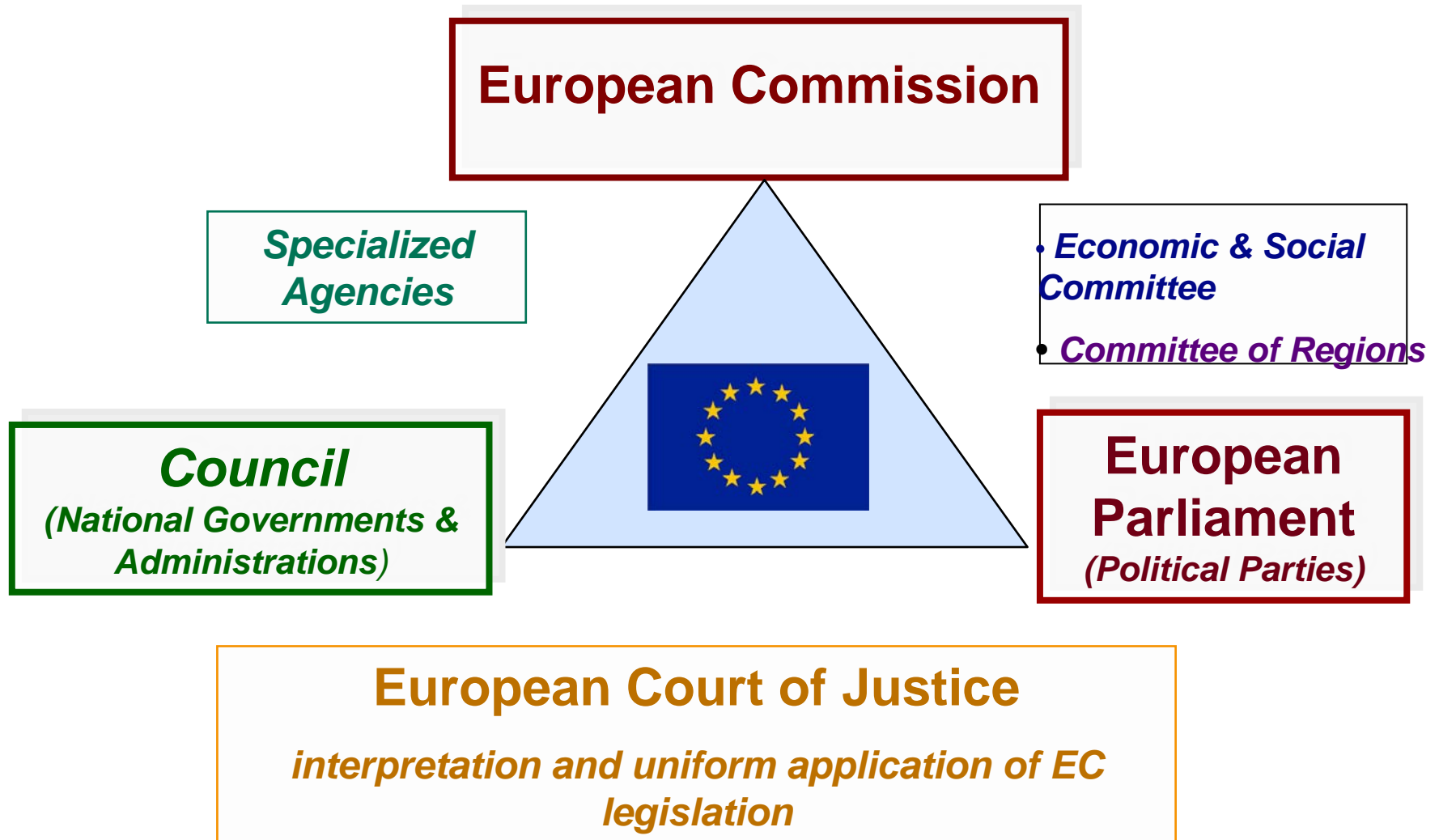
22 EU MS (+ NO/IS) are coastal States, except:

- Austria
- Czech Republic
- Hungary
- Luxembourg
- Slovakia

25 Flag States, except:
Czech Republic,
Hungary



The institutional triangle



The European Commission – promoting the common interest

27 independent members,
one from each EU country

- ▶ Proposes new legislation
- ▶ Executive organ
- ▶ Guardian of the treaties
- ▶ Represents the EU on the international stage



The European Parliament – voice of the people

- ▶ Decides EU laws and budget together with Council of Ministers
- ▶ Democratic supervision of all the EU's work

Number of members elected in each country

Austria	17	Finland	13	Latvia	8	Romania	33
Belgium	22	France	72	Lithuania	12	Slovakia	13
Bulgaria	17	Germany	99	Luxembourg	6	Slovenia	7
Cyprus	6	Greece	22	Malta	5	Spain	50
Czech Republic	22	Hungary	22	Netherlands	25	Sweden	18
Denmark	14	Ireland	12	Poland	50	United Kingdom	72
Estonia	6	Italy	72	Portugal	22	Total	736

Council of Ministers – voice of the member states



- ▶ **One minister from each EU country**
- ▶ **Presidency: rotates every six months**
- ▶ **Decides EU laws and budget together with Parliament**
- ▶ **Manages the Common Foreign and Security Policy**

The Court of Justice – upholding the law

27 independent judges,
one from each EU country

- ▶ Rules on how to interpret EU law
- ▶ Ensures EU laws are used in the same way in all EU countries



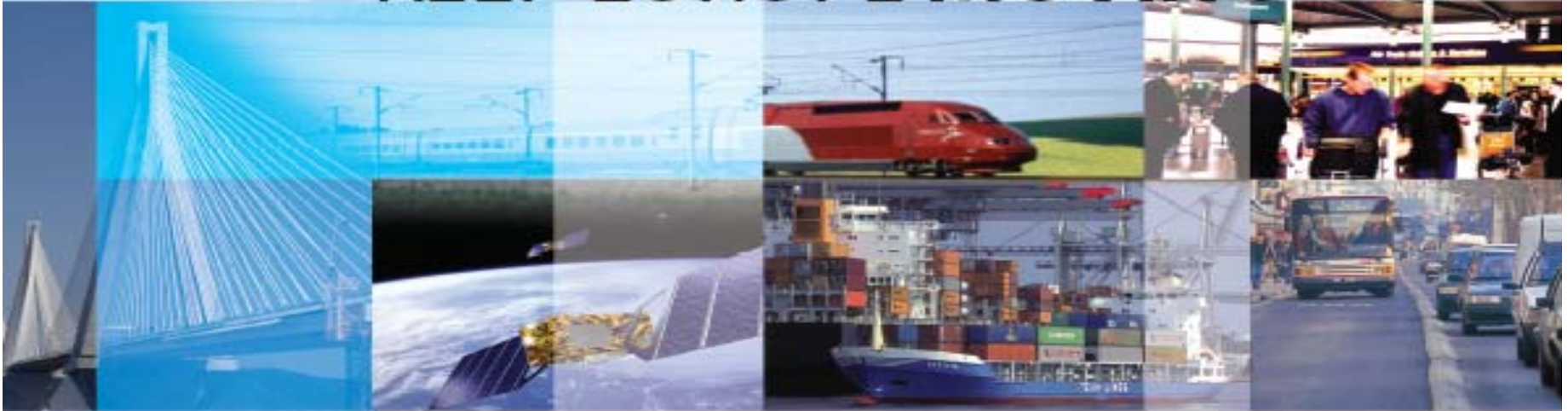
Legal basis for maritime transport policy

- All EU competences are defined in the Treaty.
- Articles 90 to 100 deal with Transport
- The objective is a common transport policy.
- It includes measures to improve safety and security.
- Legislation is adopted by co-decision:
Commission proposes and European Parliament and Council of Ministers decide
- Primacy of EU law over national law of the Member States
- Regulations vs. Directives

EU TRANSPORT POLICY WHITE PAPER 2001-2010 (update under preparation)

“A modern maritime transport system must be sustainable from an economic and social as well as an environmental viewpoint”

KEEP EUROPE MOVING



Sustainable mobility
for our continent

Priorities of EU maritime safety

- Eliminate substandard shipping
- Increase the protection of crews and passengers
- Reduce environmental pollution
- Ensure that good operators are not facing commercial disadvantage
- Promote international competitiveness of EU shipping
- Full & harmonised implementation of International Conventions within the European Union

Why a EU maritime safety policy?



Avoid accidents

12 December 1999; The “ERIKA”
Sinks off the Coast of Brittany

EC reinforces existing Maritime
Safety Legislation; “ERIKA” I & II
packages in 2000

Prestige in 2002;
3rd maritime safety package in
2005



European Maritime Safety Agency

- EMSA was established in the framework of the 2nd maritime safety package in 2000 (Reg. 1406/2002)
- to provide assistance to the EC and MS in the proper development and implementation of EU legislation on maritime safety, pollution by ships and security on board ships.
- **SafeSeaNet is the EU-wide maritime traffic monitoring and information system, based on EU legislation. It is operational since September 2009.**

Implementation of third maritime safety package

- Negotiations started in 2005
- 8 legislative acts:
 - classification societies (2 acts)
 - Port State Control
 - vessel traffic monitoring and information system
 - accident investigation
 - insurance
 - liability for passengers
 - Flag State
- Publication in the Official Journal 28 May 2009:
<http://eur-lex.europa.eu/JOIndex.do?year=2009&serie=L&textfield2=131&Submit=Search&ihmlang=en>

Maritime safety situation in 2009

- Some figures from the EMSA Maritime Accident Review 2009 (compared to 2008):
 - » 626 (670) accidents involving 540 (754) vessels in and around EU waters
 - » 52 (82) seafarers are reported to have lost their lives
 - » Amount of oil spill estimated at 1.500-2.000 (2.000-3.000 t)
 - » 114 (149) accidents in the EU parts of the Mediterranean/Black Sea

The EU's maritime transport strategy 2018

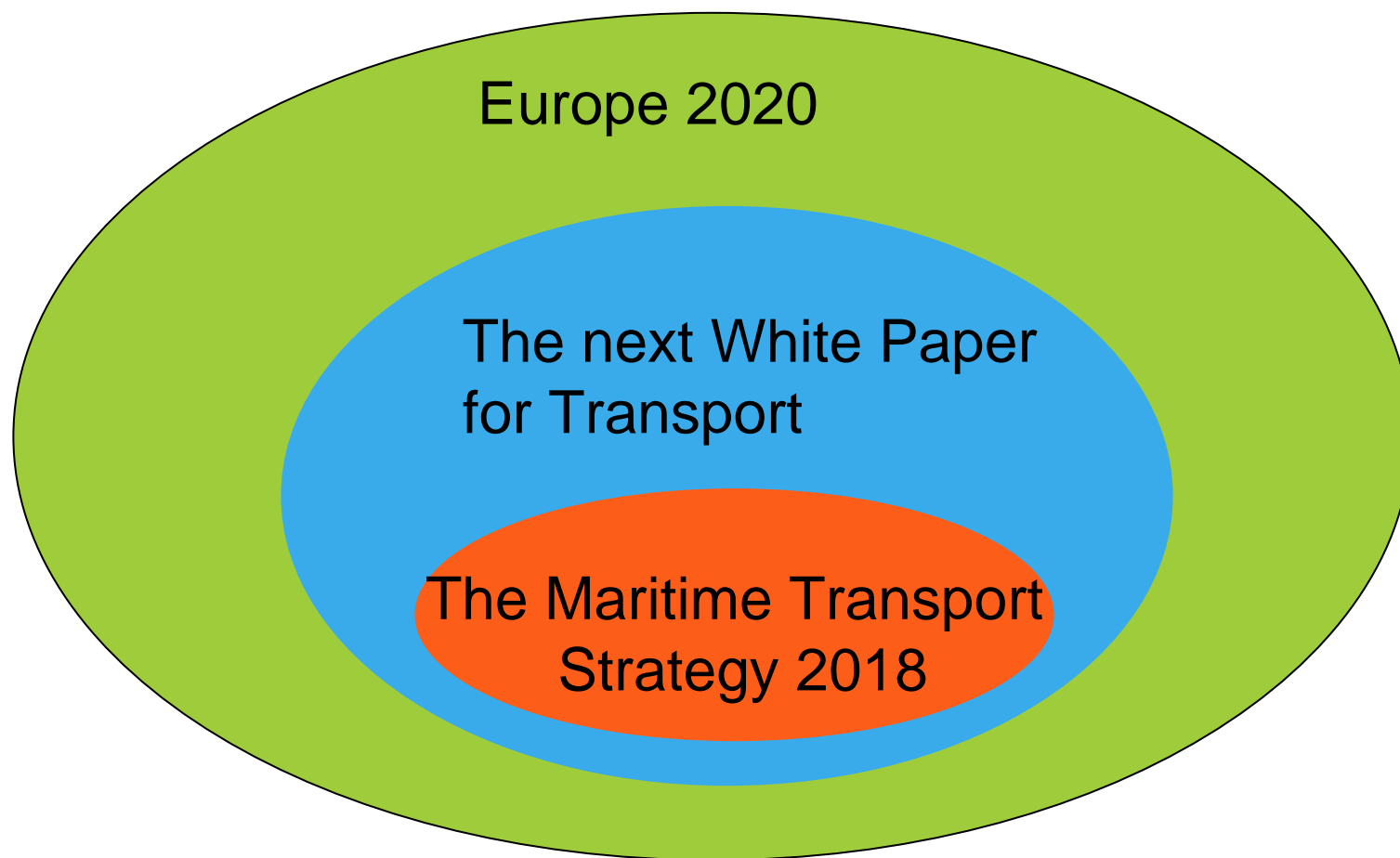
- Policy Communication published in January 2009; endorsed by the Council in March 2010
- to ensure long-term viability for European shipping
- a winning strategy for securing both:
 - » the efficiency of the maritime transport system *and*
 - » the competitiveness of the shipping industries?

MTS 2018 - Six main lines of action

1. European shipping in the global markets
2. Human resources: taking care of sea professionals
3. Promoting quality shipping
4. Working together in the international scene
5. Deploy full potential of short sea shipping
6. Research & innovation

The way ahead

A comprehensive and harmonised set of policies for Europe for Smart, Sustainable, Inclusive Growth



Action plan establishing a European Maritime Transport Space without Barriers

- Simplification of customs formalities
- Guidelines for speeding-up checks relating to animal and plant products
- Simplification and harmonisation of administrative formalities for vessels at EU ports

Simplification of customs formalities

- New Regulation of 2 March 2010 amends implementing provisions of the Community Customs Code
- Presumption that goods shipped between Community ports have a Community status
- Goods are carried under cover of a single transport document drawn up in a Member State
- Transit procedure for Non-Community goods
- An authorised shipping company can register a new regular shipping service (new or modified)
- Shall apply from 1 January 2012

Directive on port reporting formalities

Approved by EP 6 July 2010; formal approval 11 October 2010

- Electronic fulfilment of formalities and data exchange between MS at the latest on 1 June 2015
- Member States shall put into place Administrative Single Windows at the latest on 1 June 2015
- No mention of the English language

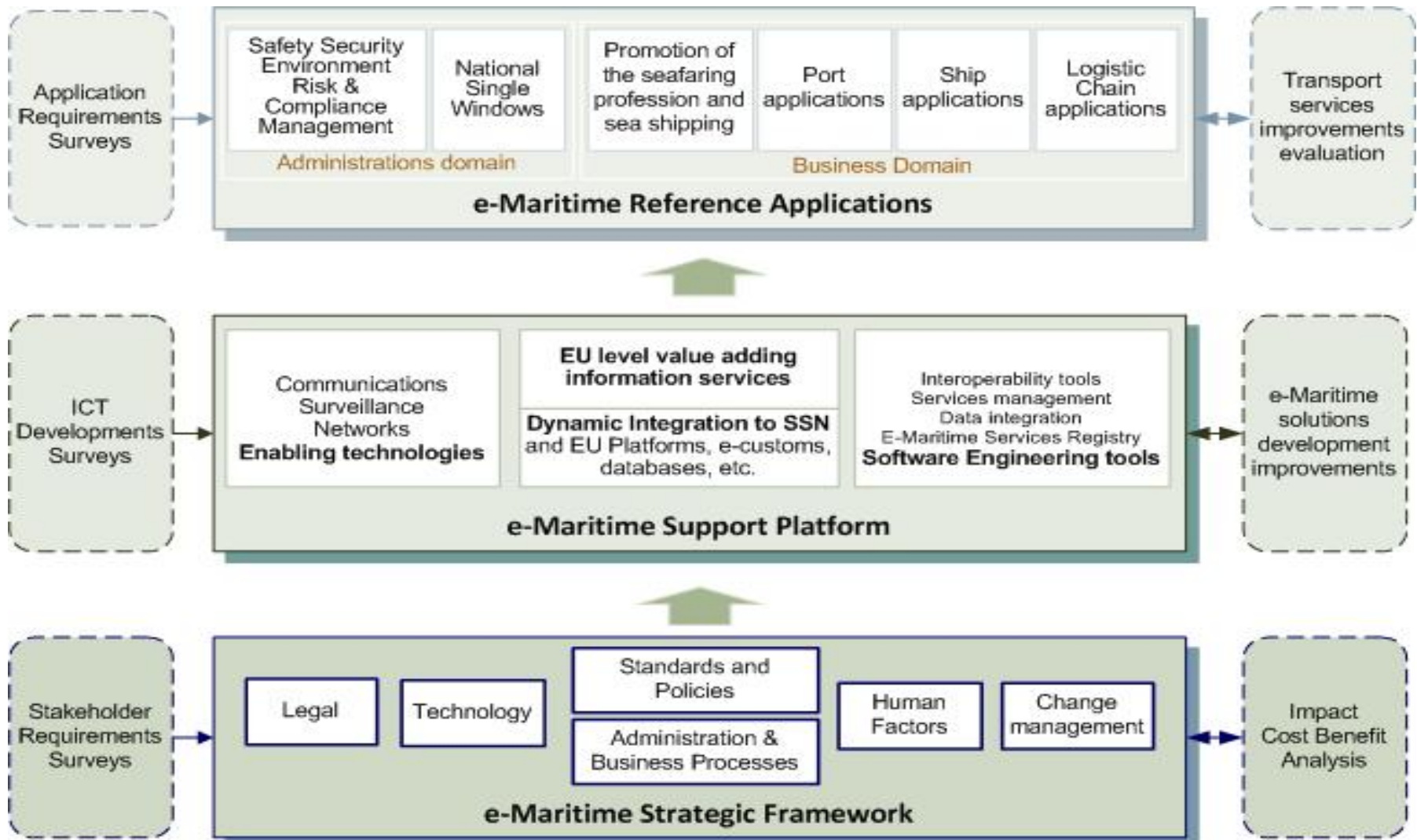
The EU e-Maritime initiative

- The EU e-Maritime initiative is aimed at fostering the use of advanced information technologies for working and doing business in the maritime transport sector

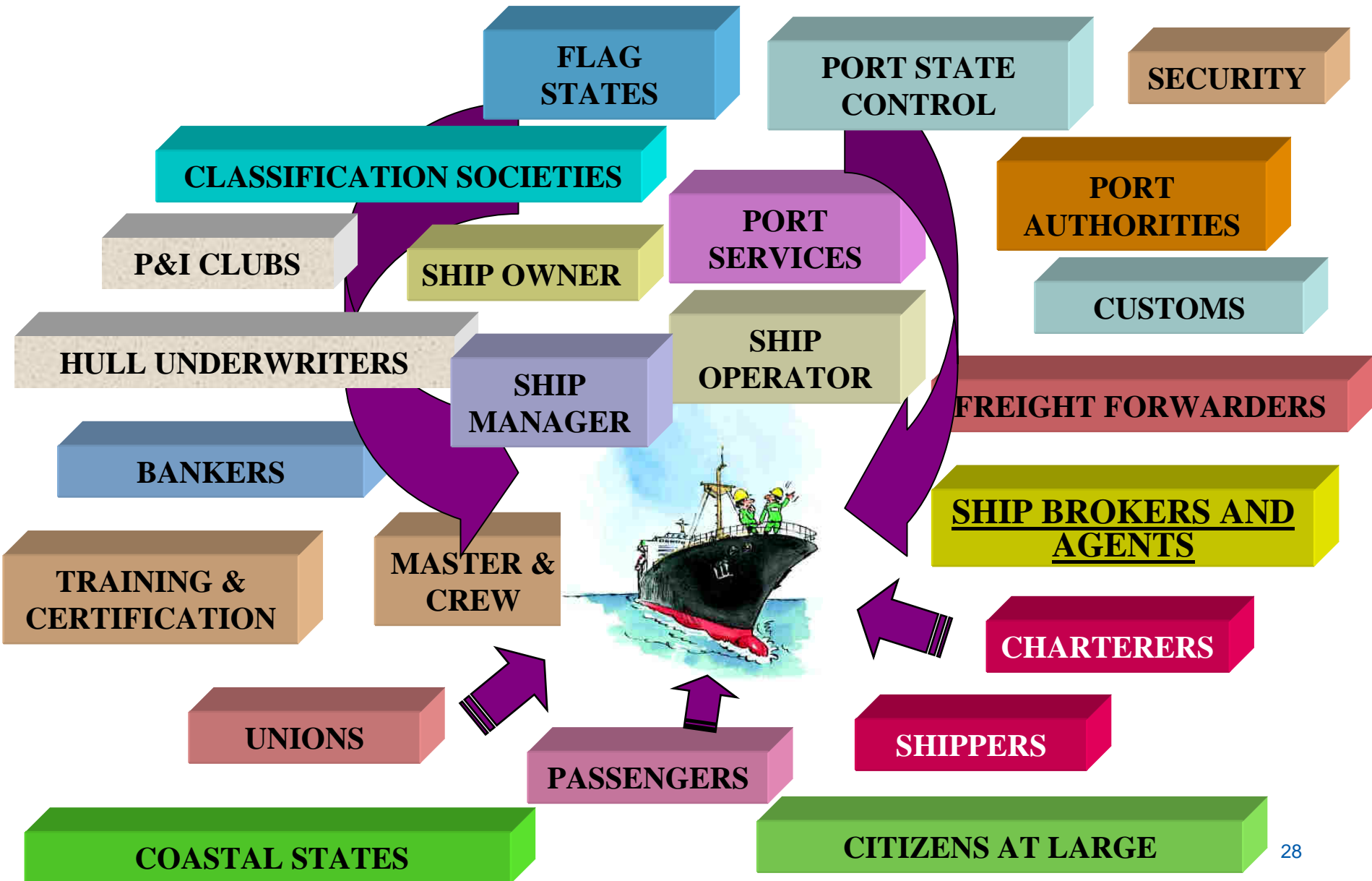
The EU e-Maritime context

- Based on existing systems
 - » EU directives
 - » international regulations that determine information exchange requirements between businesses and administrations
- the EU e-Maritime is aimed at providing a strategic framework and capabilities to support business, operations and policy in an harmonised manner through networking and effective use of information

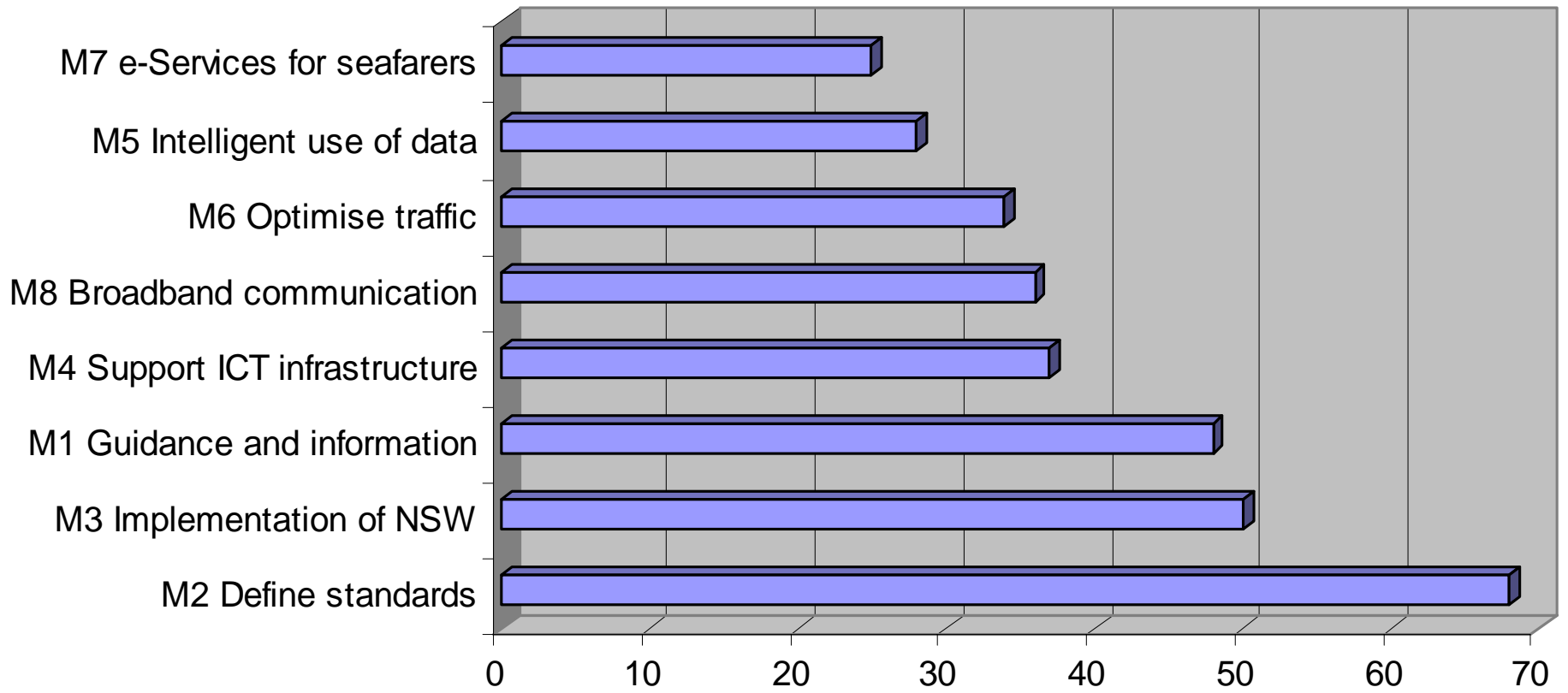
The EU e-Maritime components



All legitimate interests have to be taken into account



The importance of the measures



ECASBA Statement on the EU eMaritime

- ECASBA fully supports the Commission's "e-Maritime" project as a means of enhancing the exchange of information between the ship and shore based authorities, service providers and other participants in the maritime transport chain, and by so doing to improve the efficiency of the movement of goods to, from and within Europe including a maritime transport component.
- ...and looks forward to continuing to play its part in supporting, guiding and contributing to the "e-Maritime" project.

ECASBA's remarks

- overall the current port reporting procedures operate effectively and efficiently
- they have been developed as a result of long-established consultative processes within the port community
- the Commission must therefore realise that the issues that fall under its competence, for example: customs, security, immigration, health and environmental protection and border control, only form a small part of the overall workload involved
- and that many actions carried out before, during and after a port call cannot be streamlined or harmonised on a regional or even national basis.

BELGIAN PRESIDENCY

- On 1.7.2010, Belgium succeeded to Spain for a 6-month period.
- Presidency's priority is on full integration of waterborne into EU transport and logistics chain
- The Transport Council's meetings will be held on 15 October (Luxembourg) and on 2 and 3 December (Brussels)
- The Council will proceed with a review of the TEN-T policy and the methods intended to establish an integrated European transport network.

Informal Council meeting, 15 September Antwerp

- Waterborne Transport Toolboxes for Sustainability and Competitiveness
- eMaritime services based on SafeSeaNet to ensure interoperability
- A single transport document for the carriage of goods irrespective of mode
- “BLUE BELT” for competitive in the EU internal market
- “BLUE LANES” with ports key nodes for co-modality within the logistics in the EU internal market

Thank you for your attention

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

http://ec.europa.eu/transport/maritime/e-maritime_en.htm

