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**FONASBA ANNUAL MEETING
2011**

**ECASBA PLENARY MEETING
11th OCTOBER 2011**

EUROPEAN ISSUES UPDATE

JONATHAN C. WILLIAMS FICS, GENERAL MANAGER

CURRENT ISSUES

- Transport White Paper Review
- NAIADES Project Review (River Transport)
- E-Maritime/Single Windows/Blue Belt
- Port Reception Facilities
- Short Sea Shipping
- Port Policy
- Customs
 - ICS/ECS Introduction Update
 - MCCIP Progress
 - Misdeclaration of Cargo
- Environment
 - SECA's Update

Transport White Paper Review

- Looking forward to 2050
- Main driver of future Commission Transport Policy, covering all modes
- Very eco-centric – main policy aim is reducing transport GHG emissions (by up to 60%) and fuel consumption
- Main issues for ECASBA
 - Encouraging use of maritime transport wherever possible
 - Recognition of overall excellent fuel efficiency of maritime transport
 - Supporting short sea shipping
 - Removing administrative burdens, applying single market principles
 - Coordinated infrastructure development plans
 - Fast tracking major transport infrastructure projects
 - Combating the more radical (unworkable) proposals

Transport White Paper Review /2

“an agenda for promoting growth and jobs through greater resource efficiency”

Ten policy goals 1 - 6:

- Halve use of conventionally fuelled cars by 2030, phase out in cities by 2050
- Reduce shipping emissions by 40 – 50% by 2050
- 30% of road freight over 300 km to other modes by 2030, 50% by 2050
- Triple length of hi-speed rail so majority of medium distance passenger transport goes by rail by 2050
- Establish fully functional EU-wide TEN-T core network by 2030
- Connect all core network airports and seaports to rail network by 2050, seaports to inland waterways if possible

Transport White Paper Review /3

Ten policy goals 7 - 10:

- Implement advanced traffic management systems for air and rail by 2020 and increase use of Galileo, SafeSeaNet, River Information System
- Establish framework for European multimodal transport information, management and payment system
- Move towards full application of “user/polluter pays” principals
- Move close to zero road fatalities by 2050

Implementation – “4 I’s”

- Internal Market – eliminate all residual barriers between modes and across EU
- Innovation – new technologies
- Infrastructure – common vision and adequate resources (€ 1.5 trillion to 2030!)
- International – open up third country markets to European services etc.

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Transport White Paper Review /4

Acknowledgement of ECASBA paper received 03.10.2011 from Keir Fitch, Deputy Head of Kallas' cabinet.

- Letter picks up on a number of our comments:
 - admits there is still room for improvement on administrative burdens on SSS
 - 300 km limit on road transport is a “benchmark” not a specific policy goal but...
 - progress on distances above this is likely to be “more pronounced
 - Policy requires full engagement by industry in order to succeed
 - Confirmed further port package and transparency in port financing
- ECASBA has confirming willingness to participate in future discussions and consultations at the highest level

NAIADES Project – River Transport

- ECASBA one of the first associations to be given sight of the NAIADES project
- Project is currently under review and ECASBA has made submission
- Issues:
 - Lack of any definitive action by Commission
 - Bottlenecks remain in infrastructure – particularly water levels, bridge clearance, lock capacity
 - Lack of political will by Member States
 - Strength of road lobby
 - No support for fleet renewal
 - Significant opposition from environmental groups

Presentation on NAIADES by Botond Szalma

E-Maritime/Single Windows/Blue Belt

- Ship Reporting Formalities
- E-Maritime
- Single Windows – Portugal and Norway
- The Blue Belt Project

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E-Maritime/Single Windows/Blue Belt

Ship Reporting Formalities

- Directive 2010/65/EU – adopted 20th October 2010
- Covers:
 - Notification of ships arriving and departing from the EU (Dir. 2002/59/EC)
 - Border Checks on Persons – passengers and crew (Reg. 562/2006)
 - Notification of Dangerous Goods (Dir. 2000/59/EC)
 - Notification of Security Information (Reg. 725/2004 – SOLAS Appendix)
 - Entry Summary Declaration ((Reg. 2913/92)
 - MS required to accept electronic reports via a Single Window by 1st June 2015
 - Exchange of information between authorities to be seamless, interoperable and compatible with SafeSeaNet.
 - MS to publish relevant national laws by 19th May 2012
 - No date currently given for harmonisation and coordination of intra-EU transmission of data

E-Maritime/Single Windows/Blue Belt

E-Maritime

- Streamlining the exchange of information amongst relevant parties
- Bringing uniformity to statutory ship reporting procedures
- Avoiding the need for information to be input more than once
- Removing unnecessary and bureaucratic rules, regulations and procedures
- Enhancing the collection of data for security, statistical and other purposes
- Expected savings - € 1 billion/year

E-Maritime/Single Windows/Blue Belt

Single Windows

- Most requested action from E-Maritime consultation June 2010
- Indications are that the port community system (PCS) operators will provide the hardware to facilitate the physical passing of information between the ship and the shore authorities
- The agent will continue to collect information from the ship as at present (liner customs entries excepted) and input information to the PCS for onward distribution
- Currently only looking at statutory reporting functions
- Framework Directive proposal expected about now
- Adoption anticipated in 2nd half 2012
- Implementation Directives expected 2014 - 2015

E-Maritime/Single Windows/Blue Belt

Blue Belt

- A pilot project, supported by DG-MOVE and DG-TAXUD, aimed at proving to the Commission and national authorities what we already know - that it is possible to move intra-EU cargo safely and effectively by sea with the minimum of administrative compliance and without loss of control or security by customs and national administrations
- Trial period from May to November 2011
- Involves 251 vessels (“Blue Ships”) nominated by ECSA and WSC covering all types of vessel and cargo
- Information on vessels, cargoes, routing provided to national customs authorities by EMSA for oversight purposes

Pilotage Exemption Certificates

- Enhanced access to PEC's is fully supported by ECASBA
- Vital in ensuring effective use of short sea shipping
- Unnecessary and unjustified barriers must be removed:
 - Use of national language
 - Narrowly defined experience requirements
 - Unworkable vessel/master combinations
- All criteria should be specifically safety orientated
- A level playing field should be provided
- Only common language should be English
- So far as possible, criteria should be common to all ports
- Stakeholder consultation held in March 2011 – ECASBA present
- Consultants report expected December 2011

Ship-Generated Waste Disposal/Waste Certification

- Directive 2000/59/EC – currently under review
- ECASBA and members working with national authorities to determine best means of handling waste
- Issues with MARPOL definitions of waste (Annex V covers both domestic waste and cargo residues)
- FONASBA contribution to IMO waste reporting and receipt forms
- Action to ensure European legislation matches international
- Waste classification for export – ECASBA argues waste receiver/shipper should be responsible for segregation, classification, reporting and dealing with hazardous waste etc.

Port Policy

- New Port Package proposed for 2013!!!
 - Measures included in Transport White Paper
 - Transport Commissioner Kallas announced the new initiative in Rotterdam in September
 - Expected actions include access to port services, transparency in financing, reductions in bottlenecks and red tape
 - Link in with current initiatives such as the Blue Belt
 - Early proposals supported by ESPO
 - Timetable:
 - Impact assessment, conference and stakeholder consultation in 2012
 - Initial proposals to be published in 2013

Customs Developments

- ICS/ECS
- Modernised Customs Code Implementation Procedures
- Authorised Economic Operators
- Customs Valuations
- Actions on Mideclared Cargo

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CURRENT ISSUES – ENV/CLIMA

Emission Control Areas – Review of Sulphur Directive

- 0.1% Sulphur Emissions for N. Sea and Baltic ECA's in 2015
- Major concerns for short sea shipping industry on cost and practicalities
- Will result in modal backshift from sea to road due to significant fuel price rises
- ECSA/ITMMA study calls for impact assessments before staged introduction
- Joint industry letter to Kallas and Potočnik May 2010
- October 2010 - Transport Ministers accept concerns and agree to monitor technical developments
- September 2011 – Commission issues Staff Working Document “The Sustainable Waterborne Transport Toolbox”

CURRENT ISSUES – ENV/CLIMA

- NO change to implementation date of 1st January 2015
- Identifies issues relating to alternative technologies (scrubbers) and fuels (LNG)
- Offers various types of aid and assistance to shipowners and port authorities to expedite move to alternative technologies:
 - TEN-T MoS – Budget for 2011 call increased from € 30 million to € 70 million
 - Marco Polo Work Programme 2011 – emphasis on new technology projects
 - EIB Transport Lending Policy – also prioritises sustainable development
 - State Aid – possibility of some state aid being made available to support vessel retrofitting, upgrading and modification
- Dialogue with accession countries to avoid traffic flow shifts from European ports and increase standards to match Europe
- Cooperation with other areas implementing SECA's (USA) to share experiences, technology
- The Sustainable Waterborne Transport Toolbox – package of measures to assist the sector in reaching targets whilst maintaining a competitive edge
 - Regulatory measures – ensure compliance with international regulations, ensure safe storage of LNG
 - Implementation of green technologies and alternative fuels
 - Green infrastructure – LNG network, shore side electricity
 - Economic measures – funding instruments etc.
 - Research and development

CURRENT ISSUES – TAXUD

A presentation on the impact of the current actions in the customs environment, gratefully provided by:

Maria Manuela Cabral

Head of Unit A1

Customs Policy and Electronic Customs

DG-TAXUD

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E-Maritime/Single Windows/Blue Belt

Single Windows

- Presentation of the Single Window projects underway in Portugal and Norway

Antonio Belmar da Costa - AGEPOR

Frode Eriksen – The Norwegian Shipbrokers’
Association

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The NAIADES Project

- A presentation on the impact of the programme to date from the Hungarian perspective

Botond Szalma

The Hungarian Shipbrokers and Shipping
Agents Association

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THE END
THANK YOU

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