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**“E-MARITIME –THE
AGENT’S VIEW”**

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WHAT IS E-MARITIME?

A project aimed at enhancing the movement of goods by sea across Europe in the most efficient, cost effective and safest way, utilising the latest data transmission technologies and making best use of the freedoms available through the application of single market facilitations

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AND IN PRACTICE THIS MEANS?

- 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

HOW DOES E-MARITIME AIM TO ACHIEVE THESE OBJECTIVES/1

- Through the introduction of standardised procedures for statutory reporting requirements including:
 - Ship arrival and departure information (IMO-FAL/VTMS)
 - Waste reception notification
 - Port State Control compliance
 - ISPS Code reporting
 - Customs formalities
 - Immigration
 - Port health

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HOW DOES E-MARITIME AIM TO ACHIEVE THESE OBJECTIVES/2

- Through the establishment of national single windows linking up with, and using the facilities of, databases such as SafeSeaNet and THETIS
- By increased use of satellite tracking for vessels and electronic communication between the ship and shore
- The introduction of CEMTSwB and MCC
- Establishing port single windows

HOW MIGHT THIS AFFECT THE AGENT ? (BAD)

- Failing to fully understand the role of the agent
- Failing to recognise that non-statutory (commercial) work is undertaken during a port call
- Changing local practices and procedures that have been developed and honed through close cooperation within the port environment and best suits its needs
- Basing new procedures on one particular sector of the shipping industry e.g. the big container lines/ports
- Introducing new systems and methodologies, rather than using those already in place
- Allowing other parties to undertake the agent's work.....
- or allowing another entity to take on the role of port single window

HOW MIGHT THIS AFFECT THE AGENT ? (GOOD)

- Streamlining statutory procedures
- Harmonising reporting timelines
- Removing unnecessary and bureaucratic procedures
- No need to input information more than once
- Ensuring statutory authorities operate 24/7 and so work to the vessel's deadlines
- Nominating the agent as the port single window

WHY SHOULD THE AGENT BE THE SINGLE WINDOW?

The agent is:

- Currently acting in the anticipated role
- Fully aware of ALL the actions required during the port call, statutory and commercial
- Has up to date and unrivalled knowledge of working practices across all sectors of the port and related services and
- a close and effective working relationship with the port and statutory authorities and commercial service providers
- Able to demonstrate high levels of service provision and professionalism through FONASBA Quality Standard
- Able to seamlessly take on new responsibilities

So there is...

- No need to establish a new profession for this task (Commission default position)

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SO, WHAT IS ECASBA DOING ABOUT THIS?

- Ensuring the role of the agent and his value to the efficient movement of goods through the port is fully recognised by all concerned, e.g. the presentation at EMD
- Maintaining regular and close dialogue with DG-MOVE as the initiative develops
- Liaising with other sectors of the maritime industry to gather support for the “agent as single window” concept
- Promoting the benefits of the FONASBA Quality Standard accreditation as a means of identifying high-quality agency service providers
- Intervening in IMO to promote the concept of the agent as single window (FAL Committee meeting September 2010)
- Invited to provide expert on E-maritime for working group – Jan Willem van der Heul (Netherlands)

WHAT SHOULD ECASBA MEMBERS BE DOING?

- Ensuring the role of the agent and his value to the efficient movement of goods through the port is fully recognised by all relevant authorities and other parties in the Member State
- Maintaining regular and close dialogue with national authorities as the initiative develops – the Council of Ministers is as important as DG-MOVE
- Keeping ECASBA up to date on local developments
- Liaising with other sectors of the maritime industry to gather support for the agent as single window concept
- Promoting the benefits of FONASBA Quality Standard accreditation amongst member companies

CONCLUSION

- This is the biggest threat and opportunity to face the agency sector for many years
- The current estimate for introduction is 2020
- The agent already is the port single window, we just need to convince the authorities.....!!
- This requires action at all levels:
 - international (FONASBA/IMO)
 - regional (ECASBA/Commission)
 - national (associations/Member States)
- We are all in this together, ECASBA cannot do it alone
- The penalty for failure will be significant...!

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AND FINALLY....

DOES ANYONE HAVE
A QUESTION DESIGNED
TO INCREASE MY
WORKLOAD FOR YOUR
ENTERTAINMENT?

