



ECASBA

2012

BRUSSELS SEMINAR

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EUROPEAN ISSUES UPDATE

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CURRENT ISSUES

- Transport White Paper Review
 - MIF Transport Working Group Joint Letter on TEN-T Funding
- E-Maritime/Single Windows/Blue Belt
- Pilotage Exemption Certificate consultation
- Port Policy
 - ECASBA contribution to port user questionnaire development
 - State Aid Guidelines consultation
- Environment
 - SECA's Update

Transport White Paper

- 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/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/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.

Transport White Paper/4

- TEN-T
 - Concerns over reduction in Member State funding for the €32 bn Connecting Europe Facility due to internal budgetary pressures
 - EFIP and ESPO coordinated a joint letter from 27 maritime sector organisations to the Council of Ministers and European Parliament to request action in ensuring that Member States do not reduce their support for the project
 - ECASBA fully supported the letter and the concerns expressed.

“We urge the Council and Parliament to back this proposal with all necessary means. If not, the proposed review of the Trans European Transport Network remains a sand castle, to the detriment of Europe’s economy”

E-Maritime/Single Windows/Blue Belt

- Ship Reporting Formalities
- E-Maritime
- Single Windows
- The Blue Belt Project

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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 ECSCA and WSC covering all types of vessel and cargo
- Information on vessels, cargoes, routing provided to national customs authorities by EMSA for oversight purposes

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E-Maritime/Single Windows/Blue Belt

Blue Belt Project Results

- Vessels can be effectively tracked whilst sailing around Europe – both between EU MS and externally
- Information about the voyage is enhanced
- More accurate information about the vessel and cargo assists customs procedures
- Some legal issues require to be addressed
- No direct customs procedure benefits due to no change to legislation
- Shipping industry welcomed the report but felt vindicated that the project confirmed the reliability, and prior availability of, the information collected

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:
 - Obligatory/exclusive use of national language
 - Narrowly defined experience requirements
 - Unacceptably high number of qualifying calls
- All criteria should be specifically safety orientated, objective and proportional
- Only common language should be English
- ECASBA contribution to limited circulation consultation – May 2012

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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
- ECASBA Position Paper March 2012
 - Hold proposals back to allow for adequate impact assessment on MARPOL Annex VI and relevant EU legislation
 - Support industry in developing alternative technologies
 - No expansion of SECA's by stealth
 - Threat of going beyond Annex VI

Port Policy

- Measures included in Transport White Paper
- Expected actions include access to port services, transparency in financing, reductions in bottlenecks and red tape
- ECASBA invited to contribute to development of consultation document
- State Aid Guidelines Consultation – May 2012
- Timetable:
 - Stakeholder consultation in 2012 – users only!
 - Initial proposals to be published in 2013

Port Policy

State Aid Guidelines Consultation – ECASBA comments:

- Targeted, effective state aid is vital to level the playing field and to allow Europe to compete with lower cost countries elsewhere
 - Retention of European skills base is vital to ensure future development
- All state aid must be fair, transparent and applied in a consistent manner
- Aid for training **MUST** include component for shore based non-seagoing staff



THE END
THANK YOU

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