

FONASBA

**MINUTES OF THE MEETING OF ECASBA HELD AT
SOFITEL HOTEL RIO DE JANEIRO**

AT 2.30 p.m. ON WEDNESDAY, OCTOBER 9th 2002

Present:

Mr. U. Masucci Chairman ECASBA
Mr. B. D'Orey President FONASBA

Mr. G. Gordon Finlay	Brazil	Mr. M. Ronayne	Ireland
Mr. P. Alves	Brazil	Mr. W. Lennon	Ireland
Mr. M. Bonelli	Brazil	Mr. F. Carlini	Italy
Mr. M. Froio	Brazil	Mr. V. Tottorizzo	Italy
Mr. A. Zanin	Brazil	Mr. V. Vaichekauskas	Lithuania
Mr. I. Costa	Brazil	Mr. S. Karia	Morocco
Mr. P. Oliviera	Brazil	Mr. M. Duin	Netherlands
Mr. V. Pinto	Brazil	Mr. P. Bohaugen	Norway
Mr. M. Tudor	Croatia	Mrs. G. Noer	Norway
Mr. C.P. Papavassiliou	Cyprus	Mr. A. Belmar da Costa	Portugal
Mr. A. Houtved	Denmark	Mr. J. Luiz	Portugal
Mr. G.J. Heinonen	Finland	Mr. E. Bandelj	Slovenia
Mr. K. Kuusela	Finland	Mr. N. Warner	South Africa
Mr. F. Le Bars	France	Mr. A. Pérez – Maura	Spain
Mr. A. Lobadowski	France	Mr. L. Lindeback	Sweden
Mr. K. Bültjer	Germany	Mr. L. Karaçelik	Turkey
Mr. J.A.Good	Great Britain	Mr. S. Winger	USA
Mr. J.A. Foord	Great Britain	Mrs. J. Cardona	USA
Mr. P.J. Wood	Great Britain	Mr. G. Knudsen	Intertanko
Mr. G. Georgopoulos	Greece	Mr. G. Wramfelt	The Shipbrokers Register
Capt. S. Finkei	Hungary	Mrs. A. Robinson	Argentina (Observer)
Mr. B. Szalma	Hungary	Mr. P. Campbell	Argentina (Observer)
Mr. J. Dundon	Ireland	Mr. R. G. Piñero	Argentina (Observer)

In attendance:

Ms. H. De Leeuw
Mr. J.C. Williams

ECASBA Brussels Representative General Manager

Item	Action
1.	PRESIDENT'S WELCOME / CHAIRMAN'S OPENING REMARKS

The **President** welcomed those present, making particular mention of the representatives from Argentina, who were attending as observers. The **Chairman** concurred, and also thanked FENAMAR for having hosted the meeting.

2. MINUTES OF THE MEETING HELD ANTWERP OCTOBER 17th 2002

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3. MATTERS ARISING

There were no matters arising that were not otherwise covered in the agenda.

4. ECASBA ADVISORY PANEL

The **Chairman** gave a brief report on the three meetings of the Advisory Panel that had taken place in January, July and October this year. He said that all the major matters under consideration by the Commission had been discussed and that ECASBA had commented where appropriate. The regular contact with the Commission had ensured that ECASBA was now consulted at any early stage on all matters of relevance to the agency and broking community. This, he said, was due to the efforts of the Advisory Panel and the Brussels representative and he thanked them for their support during the year.

5/6. OVERVIEW OF MAIN EU DEVELOPMENTS / EU PORT SERVICES DIRECTIVE

At the request of the **Chairman**, **Ms. de Leeuw** gave a detailed overview of the current maritime related work programme of the Commission.

Briefly, the presentation covered the institutional changes within the Commission, developments in transport policy, including short sea shipping, the Trans-European Networks, IMO FAL, the Transport White Paper, measures to improve safety and the environment and the developments on moves to streamline Customs procedures

On Short Sea Shipping, she reminded ECASBA member associations of the need to investigate and propose means of eliminating the bottlenecks identified in the Customs vademecum document. She also advised that all national customs authorities will be required to introduce the IMO FAL forms by September 9th 2003 or face having them imposed by Brussels.

On the Trans European Networks, she said that the guidelines for development had been refined and that amendments had been made to the rules regulating aid.

A brief overview of progress towards introduction of the measures outlined in the White Paper was also given, focusing on infrastructure charging, the Marco Polo project (which has now been extended to include services to adhesion countries) and the proposed freight integrator profession, which ECASBA had commented upon on a number of occasions.

On safety and the environment she gave details of implementation of the ERIKA I and II packages, on bulk carrier safety and the establishment of the European Maritime Safety Authority.

Finally, on Customs and the internal market, she gave details of the work of the MIF ad-hoc committee chaired by John Stolk.

Following her presentation, **Ms. de Leeuw** answered questions from delegates on a number of issues.

Thanking **Ms. de Leeuw** for her excellent presentation, the **Chairman** then moved on to a discussion of the impact on national associations of the latest version of the **draft Directive on Access to Port Services**. It was agreed that this had been significantly weakened as a result of pressure from national governments and the European Parliament and as a result that its impact would not now be as great as previously expected. Opinions from the floor varied depending on the present state of the national port industry but although some felt that there would be some opposition, particularly from port labour unions, many representatives believed that their governments and port industries were waiting for the final version of the Directive before taking the matter further. It was interesting to note that a number of delegates saw the introduction of

the Directive as a very useful means of introducing privatisation to their port industries.

In conclusion, it was generally agreed that introduction of the Directive in its present state would cause less problems than had been expected, although there would still be opposition from some sectors of the industry.

7. EUROPEAN PORT SECURITY

In view of the significant impact on all aspects of port operations of the increased security measures proposed by the USA and others, it had been agreed that this item would be covered fully during the meeting of the Liner & Port Agency Committee.

8. SHORT SEA SHIPPING PROMOTION

At the request of the **Chairman, Mr. Belmar da Costa** was asked to give an overview of the European Shortsea Network (ESN) and also on developments in Portugal. **Mr. Belmar da Costa** advised that the ESN now covered all European littoral states except the UK and was working as a team to overcome obstacles to the development of efficient, sustainable short sea shipping. He said that regular face-to-face meetings were held, the next being on October 14/15, as were monthly virtual meetings by internet link. Whilst progress was being made, he said all centres needed further support, both financial and otherwise, in order to achieve their objectives.

Concluding, he said that the Portuguese agency community, through AGEPOR, was a leading organisation within the promotion centre.

The **Chairman** then called for brief summaries of significant developments from the representatives of each ESN country. In all cases it was clear that the agency community, through the ECASBA member associations, was taking a lead in each centre. It was also noted that although there were variations in the modus operandi of the various national centres, some innovative solutions had been developed to overcome some of the on-going, and most common, problems of competing with road transport and overcoming customs bottlenecks.

Finally, the **Chairman** called upon **Mr. Foord** to give details of the development of the UK centre. He said that there was a clear appreciation within the UK shipping and transport industries of the problems of increasing road congestion and the failure of the road haulage industry to pay its full environmental impact cost. This had led, he said, to considerable interest from within industry of the advantages of alternatives such as short sea shipping and a significant degree of enthusiasm for the establishment of the UK centre. Regrettably, however, support from the UK government, particularly in terms of financial assistance, was not forthcoming. He was therefore endeavouring to arrange a meeting with the shipping minister before the end of the year with a view to making progress in this regard. As in other countries, the agency community, through ICS, was taking the lead and would, if established, be the base for the UK centre for an initial period.

All those present agreed that strong support from central or regional government was vital if the centres were to succeed in their aims, and further that progress towards the increase use of SSS would continue to be slow until such time as road transport is required to cover its full environmental impact cost. There was significant support, therefore, for the introduction by Brussels of infrastructure charging policies.

9. MIF MEETING NAPLES

The **Chairman** gave a brief introduction to the forthcoming MIF Plenary Meeting to be held on October 28/29 in Naples. He said that following the failure of the Valencia meeting to achieve its objectives, significant work had been put in by the Naples shipping community to ensure that this meeting was a success. He said that one of the main aims of the meeting would be to further

promote the use of short sea shipping and to this end he would be making a presentation at the meeting. Incoming ECASBA Chairman **Gunnar J. Heinonen** and the **General Manager** would, he said, represent ECASBA and he himself would attend as a member of the host body.

10. ANY OTHER BUSINESS

Mr. Bültjer thanked **Ms. de Leeuw** for her very interesting presentation and asked if a copy of it could be circulated to all national associations. The **Chairman** said he fully agreed with **Mr. Bültjer's** remarks and asked that the **General Manager** arrange circulation of the presentation at the earliest possible opportunity.

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Mr. Foord referred back to the problems facing road haulage with the introduction of the Working Time Directive and suggested that national associations be asked to provide information on how these problems were being approached locally. The **Chairman** agreed and asked the **General Manager** to circulate member associations accordingly.

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Mr. Georgopoulos asked for the assistance of ECASBA in supporting action being taken in Greece to avoid the stringent penalties being levied upon agents where contraband goods are discovered to have been fraudulently mis-declared on shipping documents. He said a number of agents faced prison sentences as a result of such actions, which involve cargoes of weapons, tobacco and other contraband items. The **Chairman** said that whilst FONASBA and ECASBA could support the Greek agents, national customs law was paramount and therefore the influence of any external body, including the Commission, was limited. Whilst FONASBA/ECASBA could write to the Greek customs authorities and also raise the issue with Commissioner Karamitsos, he recommended that it be considered fully during the Liner & Port Agency Committee meeting. **Mr. Good**, as Chairman of the L&PA Committee, agreed to place the matter on the agenda.

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11. ECASBA CHAIRMAN

As this was his last meting as Chairman of ECASBA, **Mr. Masucci** took the opportunity of thanking all the member associations, the Advisory Panel, the **General Manager** and **Ms. de Leeuw** for their full support during his four year tenure as Chairman. He said that he had thoroughly enjoyed the experience and that it had been an honour to have held the post. It was, however, now time to move on and so he had great pleasure in formally introducing **Mr. Heinonen**, the Chairman Designate. He was sure **Mr. Heinonen** would prove a great success and pledged his fullest support.

Thanking **Mr. Masucci** for his kind words and offer of support, **Mr. Heinonen** said he was looking forward to taking up this new post. It was a significant challenge to follow **Mr. Masucci** but he was confident that he would enjoy the same level of support from the member associations that his predecessor had.

12. DATE AND PLACE OF NEXT MEETING

The **Chairman** advised that the next ECASBA Plenary Meeting would take place during the October 2003 Annual Meeting in Istanbul.

There being no further matters to discuss, the Chairman brought the meeting to a close.

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