

**MINUTES OF THE PLENARY MEETING OF
ECASBA HELD AT
SOFITEL HOTEL MARRAKECH
AT 1.30 p.m. ON WEDNESDAY, NOVEMBER 1st 2006**

Present:

Mr. G.J. Heinonen	Chairman
Mr. P.J. Wood FICS	FONASBA President
Mr. D. Teurelincx	ECASBA Brussels Representative

In Attendance:

Mr. J.C. Williams FICS	General Manager
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Mr. P. Campbell	Argentina	Mr. M. Gorgoni	Italy
Mr. R. Garcia Piñero	Argentina	Mr. A. Marzullo	Italy
Mr. G. Hernandez	Argentina	Miss. E. Masucci	Italy
Mr. J. Hunter	Belgium	Mr. U. Masucci	Italy
Mr. X. van Engelen	Belgium	Mr. V. Totorizzo	Italy
Mr. Mr. Froio	Brazil	Mr. M. Casanueva	Mexico
Mr. G. Gordon Findlay	Brazil	Mr. V. Banovic	Montenegro
Mr. S. Kraichev	Bulgaria	Mr. M. Bennis	Morocco
Mr. M. Tudor	Croatia	Mr. A. El Glaoui	Morocco
Mr. E. Kouzapas	Cyprus	Mr. F. Nasser	Morocco
Mr. G. Sarris	Cyprus	Mr. A. Mantrach	Morocco
Mr. C.P. Papavassiliou	Cyprus	Mr. M. Duin	Netherlands
Mr. A. Houtved	Denmark	Mr. K. Frode Eriksen	Norway
Mr. T. Paulsen	Denmark	Mrs. G.C. Noer	Norway
Mr. S. Lomberg	Finland	Mr. H. Sander	Norway
Mr. R. Sandberg	Finland	Mr. J. Azerado	Portugal
Mr. J.W. Barclay	Great Britain	Mr. A. Belmar da Costa	Portugal
Mr. J.A. Foord	Great Britain	Mr. M. Thoumas	Senegal
Mr. J.A. Good	Great Britain	Mr. E. Bandelj	Slovenia
Mr. C. Génibrel	France	Mr. J. Nieto	Spain
Mr. P. Demeter	Hungary	Mrs. B. Blomqvist	Sweden
Mr. B. Szalma	Hungary	Mr. T. Binh	Vietnam
Mr. G. Knudsen	Intertanko	Mr. B.M. Hung	Vietnam
Mr. R. Zuck	Israel	Observer	
Dr. R. Corrias	Italy	Mr. P. Titchener	Multiport

Item

Action

1. President's Welcome and Chairman's Opening Remarks

The **President** and **Chairman** welcomed those all present. A copy of the **Chairman's** welcoming address is attached to these minutes.

2. Minutes of the Last Meeting held Tokyo, October 19th 2006

With no comments having been received previously or made at the meeting, the minutes **were approved.**

3. Matters Arising

There were no matter arising that were not covered elsewhere in the agenda.

4. EU Maritime Developments

Mr. Teurelinx gave a presentation that began with an overview of the decision-making structure, and legislative instruments used by the European Commission, and continued with a summary of current state of EU maritime industry activity. A copy is attached. As the presentation proceeded, **Mr. Teurelinx** emphasised the following policy issues:

- Maritime Policy Green Paper
 - Sustainable development of the maritime space leading to agreement on use of available resources
 - Zonal development and marine spatial planning
 - The concept of the European Common Maritime Space and its benefits for short sea shipping
 - Both the European Coastguard and European ship register remain on the agenda but there is little enthusiasm in the Commission for either policy
 - The intention is to make best possible use of, and closely align, existing legislation rather than develop new

It was agreed that ECASBA would develop its views over the coming months and produce a formal response after final consultation with the membership at the Brussels seminar in May 2007.

- Maritime Safety Package – it was unlikely that any concrete action on the waste disposal directive would be forthcoming before early 2007 due to the need to dedicate resources to this issue.
- Transport White Paper Review main points
 - Maintaining economic growth and development through best use of transport resources
 - Enhancing the use of all modes of transport (co-modality)
 - the development of “seamless shipping” (mainly relating to improved coordination of customs procedures)
 - sustainable development of seaports
 - the development of an appropriate seaports policy
 - introduction of appropriate and relevant security measures (sea/port/intermodal)
- Port Policy
 - Background to, and timetable for, the six workshops
 - The parallel discussions with Member States
 - The lack of any commitment by the Commission to be bound by the outcome of the workshops. Policy is more likely to be influenced by private and informal discussions
- Reorganisation of DG-TREN

The **Chairman** thanked **Mr. Teurelinx** for his summary, following which he answered questions from the floor.

Mr. Masucci mentioned the problems being experienced in Italy with regard to dredging and the problems these are causing to port improvement projects. **Mr. Teurelinx** said that the Commission was aware of the issues relating to dredging and added that Commissioner Borg wanted to include the subject in the Green Paper. He acknowledged, however, that action was required now, not two years in the future, but added that there were significant differences of opinion between MS, which was hampering efforts to reach an acceptable agreement.

Mr. Paulsen enquired as to the ability of short sea shipping promotion centres (SSSPC's) to take on the additional role of promoting logistics. **Mr. Teurelinx** said that the majority of SSSPC's were facing funding problems at the present time so were unlikely to be able to take on the additional responsibilities unless the funding issue was addressed.

Mr. Findlay asked how non-ECASBA members could obtain up to date information on EU port related issues. He said that the developments relating to technical nautical services, especially any actions to introduce competition in pilotage service provision, were of major interest in Brazil. The **General Manager** said he would discuss the request with **Mr. Findlay** and provide the requested information.

5. Working Group Reports

The coordinators of all the Groups had provided written reports, circulated in advance, and these were discussed in detail. The main points were as follows:

CUSTOMS & TRANSIT – As **Mr. Stolk** was not present, the **Chairman** asked the **General Manager** to summarise his discussions with DG-TAXUD on the issue of the introduction of a European 24 hr. Prior Notice Requirement for import cargo. As reported previously, ECASBA had given its support to actions by the World Shipping Council and ECSA in calling for implementation of the US measures in their entirety and for clear definitions of the responsibility for the provision of cargo information. At the meeting with Jos Hupperetz at TAXUD it was explained that the variation in customs legislation and procedures across the EC made implementation of the US system impossible. Furthermore, the US system was not as effective in practice as it had been expected and the Commission did not intend to implement a flawed system. With regard to the requirement for ocean carriers to provide full disclosure of information on all containers on board – including those shipped under NVOCC bills, the Commission said that only the ocean carrier could guarantee that a certain box would be shipped on a certain vessel and arrive a certain port at a certain time, the forwarder could only indicate the expected schedule. Far from objecting to this requirement being imposed, a number of European shipping lines were encouraging the Commission to introduce this disclosure requirement in order that they could retain control over cargo shipped on their vessels. With regard to ECASBA's call for introduction of the 24 Hr PNR to be postponed until all MS had the required EDI systems in place and capable of the required levels of interoperability, the Commission agreed this would indeed be the case.

Following **Mr. Stolk's** recommendation, the Advisory Panel had agreed that ECASBA should distance itself from the WSC campaign as the Commission was reported to have been concerned at the tone of WSC press comment on this issue. ECASBA would therefore continue its own discussions with TAXUD on this and other customs issues.

EDUCATION & TRAINING – **Mr. Wood** summarised his report, emphasising the preparatory work being undertaken in relation to the proposed ECASBA Logistics and Multimodal course and its attendant MARCO POLO application, the education element of the proposed FONASBA Quality Standard and the on-line delivery of education being provided by both the ICS in UK and ASBA in the US. With regard to the European Commission, he said that Mr. Jean Trestour, Head of Unit G2, (maritime transport policy, internal market, ports, short sea shipping and inland waterways) had asked ICS to discuss delivery of its one-day courses to his staff.

MARINE SAFETY & ENVIRONMENT – **Mr. Duin**, supported by the **Chairman** and **General Manager**, summarised the on-going discussions between the Commission and ECASBA on the waste disposal directive and the need to establish broadly acceptable levels for the standard charge and a definition of the type and quantities of waste covered by the charge as foundations for the development of a coherent EC-wide policy. **Mr. Teurelincx** advised that the Commission would not be revising the Directive – as it was devoting most of its appropriate resources to the Maritime Safety Package – but would seek to work within that framework to achieve the desired results. The **Chairman** advised the meeting that a letter had been sent to ECASBA by the Finnish association raising some of the primary issues of concern, in particular the need for vessels on short sea routes to pay a fee at every port. He said he would be responding to the letter on the basis of ECASBA's discussions with DG-TREN.

Mr. Duin also raised concerns, voiced in the Netherlands, over the possibility that the agent may be considered as the principal and therefore liable for contributing to the costs incurred in cases of spillage or other damage caused by the handling of Hazardous and Noxious Substances under the new IMO regulations. The **General Manager** advised that provided the agent signed himself as agents only for and on behalf of his principals, this situation was unlikely to arise. A discussion on the concept of “agents only” would be covered during the Plenary meeting of the Chartering & Documentary Committee.

PORT POLICY – **Mr. Corrias** had provided a detailed report that looked at the future development of EU port policy and its relationship to both the Green Paper on EU Maritime Policy and the Review of the Transport White Paper. As both these documents would be the subject of discussion under agenda item 6, it was agreed there was no need to discuss this issue further at this time.

SHORT SEA SHIPPING – **Mr. Belmar da Costa** summarised his extensive and very detailed written report. His primary concerns were the lack of tangible goals in the Short Sea Shipping Mid-Term Review paper, the proposal to establish three separate sets of national focal points – covering short sea shipping, Motorways of the Sea and logistics – when one set could adequately cover all three, and the continuing lack of adequate funding for short sea promotion centres.

The **Chairman** thanked all the coordinators for their presentations and for their activity over the past year.

6. EU Maritime & Port Policies – what does ECASBA want ?

No issues were put forward for discussion. The Secretariat was, however, asked to provide an outline framework on the topics to be covered in the draft port policy and the Green Paper in order to assist member associations in formulating their views. The **General Manager** and **Mr. Teurelinx** agreed to collaborate in producing such a document.

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7. Members’ Issues

No topics had been suggested.

8. ECASBA Membership Fees 2007/8

The **Chairman** reminded the meeting of the proposals for ECASBA membership fees for 2007/8 (circulated previously) that had been endorsed by the Executive Committee and would be placed before Council for approval. There being no comment made by the members present, the proposed increases were taken as accepted.

9. ECASBA Seminar 2007

The **Chairman** reminded the meeting that the next ECASBA seminar would be held in Brussels on May 22/23, at the same location as in 2006 but starting and finishing at noon. There would be fewer speakers than in 2006 to allow for more in depth discussions of the most important issues. It was hoped that a tour of the main European institutions, specifically the Parliament, could be arranged for the afternoon of May 23rd. The **Chairman** said he hoped that the attendance at this meeting would be higher than in 2006.

10. Any Other Business

Mr. Masucci thanked the **Chairman**, **General Manager** and **Mr. Teurelinx** for their efforts in raising the profile of ECASBA in Brussels.

11. Date and Place of Next Meeting

The **Chairman** advised that the next Plenary meeting of ECASBA would be held in Buenos Aires during the 2007 Annual Meeting, the exact date will be notified in due course

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

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