

**MINUTES OF THE  
ECASBA PLENARY MEETING HELD AT  
THE CLARION POST HOTEL  
GOTHENBURG, SWEDEN  
AT 9.00 a.m. ON TUESDAY, 7<sup>th</sup> OCTOBER 2014**

**Present:**

Mr. A. Belmar da Costa      Chairman  
Mrs. M. Collins              President FONASBA

**In Attendance:**

Mr. J.C. Williams FICS      General Manager

Mr. J. Dulce	Argentina	Mr. A. Dobson FICS	Great Britain
Mr. E. Vanfleteren	Belgium	Mr. N. Ingle	Great Britain
Mr. X van Engelen	Belgium	Mr. D. Barrett	Great Britain
Mrs. M. Lachmann	Brazil	Mr. B. Szalma	Hungary
Mr. A. Zanin	Brazil	Dr. Y. Sebba	Israel
Mr. G. Gordon Findlay	Brazil	Mr. U. Masucci MICS	Italy
Mr. W. Rocha Jnr.	Brazil	Mr. V. Totorizzo	Italy
Mr. M. Neri	Brazil	Mr. F. Carlini FICS	Italy
Capt. N. Hristov	Bulgaria	Mr. S. Carlini	Italy
Capt. J. Karmelić	Croatia	Ms. L. Tropia	Italy
Mr. C. P. Papavassiliou	Cyprus	Mr. V. Banovic	Montenegro
Mr. E. Kouzapas	Cyprus	Mr. A. Mantrach	Morocco
Mr. T.D. Paulsen	Denmark	Mr. E. Bandelj	Slovenia
Mr. J. Sebbelin FICS	Denmark	Mr. N. Warner	South Africa
Mr. G.J. Heinonen	Finland	Mr. T. Lund	Sweden
Mr. J. Vikström	Finland	Mrs. B. Blomqvist	Sweden
Mr. S. Lomberg	Finland	Mr. K. Turkantos	Turkey
Mr. C. Bele	France	Ms. M. White	INTERTANKO
Mr. A. Gourdon	France	Mr. A. Jamieson	ITIC
Dr. A. Geisler	Germany	Mr. G. Wramfelt MICS	Shipbrokers' Register
Mr. J. A. Foord FICS	Great Britain		

**Item**

**Action**

**1. President's Welcome, Chairman's Opening Address**

The **President** welcomed all those present to Gothenburg and to this first Plenary meeting of the 2014 Annual Meeting. She thanked Berit, Anna and the Swedish Shipbrokers team for having organised the meeting and also extended a particular welcome to those delegates attending for the first time.

The **Chairman** also welcomed delegates to the meeting.

**2. Minutes of the Last Meeting held Lima, 22<sup>nd</sup> October 2013**

With no comments having been received, the minutes **were approved**.

**3. Matters Arising**

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

**4. European Policy Update**

The **General Manager** made a presentation to the meeting on the current status of the various EU policy actions in the maritime sector. A copy of the presentation (and indeed all those given during this and other Plenary Meetings) is available from the Members' Area of the FONASBA website, [www.fonasba.com](http://www.fonasba.com), but in précis the presentation covered:

- Port Policy
- E-Maritime/Single Windows/e-Manifest

- Environmental Issues (Emissions Control Areas/Ship Recycling)
- The Composition of the New Parliament and Commission and some indications of policy direction and priorities

Delegates then raised a number of questions and these were discussed in detail.

#### 5. **European Visit Report**

The **General Manager** presented a report, circulated in advance, detailing the visits made by the **Chairman**, **Vice Chairman** and himself over the previous twelve months. The meeting noted the report.

#### 6. **Working Group Presentations**

**Customs & Transit:** Mr. **Totorizzo** updated the meeting on recent developments on the Union Customs Code. The main issue related to the way ship agents were seen by customs authorities, particularly in the context of the reporting and sanctions. With ship agents not being specifically mentioned in the Code, the unique characteristics of their role in providing information to customs on behalf of a third party were not recognised and so it was vital that ECASBA ensures the Commission is fully aware of the nature of the agent's activities on behalf of the carrier.

He also reiterated the need for associations to make contact with national customs authorities in respect of securing "direct representation" for their members. He added that it may be necessary for associations and agency companies to review their terms of business, standard trading conditions and similar to ensure that same are in compliance with the requirements, allowing them to benefit from the "direct representation" designation. In some cases, he said that securing the designation may require high-level approval from the customs authorities, so action by the associations was vital.

On the subject of customs penalties, Mr. **Totorizzo** gave a short presentation provided by DG-TAXUD outlining proposed actions by which customs infringements and penalties might be harmonised Europe-wide. That the Commission were looking at this in detail would be of significant concern to some member associations, he said. A copy of the presentation is available from the website.

At this time the **Chairman** invited Mr. **van Engelen** of NAVES to make a presentation on the details of the "Papismedov" case, a landmark ruling in Belgium with significant implications for the ship agent in relation to incorrect or fraudulent customs entries – whether deliberate or not.

**Education & Training:** Capt. **Karmelic** gave a detailed presentation on FONASBA's current education and training activities. A copy of the presentation is available from the website but in summary the main points were:

- The widespread coverage of the Lima Declaration in online media – with Google recording more than 280 references to it
- The need to ensure that the education course information on the website was kept up to date at all times
- A request for member associations to contribute titles to the virtual book list
- The proposed student exchange programme that would be explained in further detail by Miss **Tropia** of FEDERAGENTI following this presentation
- The initial proposals for the Young Ship Agent or Ship Broker award
- The education and training theme of IMO's 2015 World Maritime Day
- The link between education and training and the licensing and recognition of ship agents

Bringing his presentation to a close, Capt. **Karmelic** encouraged all FONASBA associations to support the education initiatives that FONASBA was developing.

As mentioned by Capt. **Karmelic**, the **Chairman** then invited Miss **Tropia** to present the proposals for a student exchange programme. A copy of the presentation is available from the website. Initially limited to ECASBA member associations, due primarily to the ease of

movement of EU citizens, if supported the initiative would then be rolled out in due time to FONASBA member associations.

Thanking Miss **Tropia** for an excellent presentation, the **Chairman** encouraged all ECASBA associations to give their support to the initiative.

Mr. **Masucci** said that the pilot programme currently operating in Italy was an excellent example of how industry associations could provide such facilities with the support of European funding. He therefore encouraged all ECASBA member associations to investigate how the scheme would work in their own Member States. He also reminded the delegates that the courses being provided in Italy were being delivered in English so students from other ECASBA countries were welcome to apply for a place on one of the courses.

### **Short Sea Shipping, Environment and New Opportunities**

Mr. **Foord** gave a verbal summary of the current issues including:

- The increasing volume of short sea and coastal cargo moving through European ports as the economy recovers. Four Flemish ports report an increase of 2.5 million tonnes in the first half of 2014, up 4% on the same period the previous year and now representing more than 50% of the total cargo volume of those ports
- New services were being introduced but conversely some others were being withdrawn. For example there is now no ferry service between the UK and Denmark.
- The EU continues to support studies into new services and to actively subsidise others under the various funding regimes
- Congestion in many European ports has led to port call cancellations by deep sea lines, with the result that feeder services are seeing significant increases in cargo volumes
- Moves to increase taxation and levies on road transport are being considered in many European countries. This is good for short sea services but the impact of the Sulphur Emissions Control Area has seen increases in freight rates on routes within the area, which may again erode the competitive advantage of short sea shipping.

### **7. European Shipping Week/ ECASBA Seminar 2015**

The **General Manager** made a short presentation outlining the aims and objectives of the new European Shipping Week initiative, the role played by ECASBA as a member of the Steering Committee and the expected impact of the event in terms of increasing awareness of shipping amongst European legislators and policy makers. He also explained how ECASBA's 2015 seminar would fit into the event matrix.

The **Chairman** encouraged all ECASBA member associations to participate actively in the seminar and in European Shipping Week. He also extended ECASBA's thanks once again to FEDERAGENTI and to Mr. **Masucci** personally for their excellent and generous contributions to the 2014 seminar in Naples.

### **8. ECASBA Brussels Representation**

The **Chairman** reminded the meeting of the present arrangements for representing ECASBA in Brussels. He said that doing this from London had worked well, certainly in terms of ensuring that ECASBA was seen as a separate and individual organisation and its aims and objectives were clearly known and recognised. The Advisory Panel believed, however, that the flow of information into the Secretariat could be enhanced, thus leading to more informed decision making and to this end it had been recommended that ECASBA enter into an information-sharing agreement with ECSA. Initial discussions had been held with ECSA Secretary General Patrick Verhoeven and he was receptive to the proposal. In principle the Advisory Panel and FONASBA Executive Committee had endorsed the proposal but he said that further discussions were necessary in order to clarify the costs and benefits. These would take place over the coming weeks.

### **9. Recognition and Licensing of the Ship Agent**

Although Mr. Duci, coordinator of the ECASBA Recognition and Licensing Working Group, was unable to be present at the Lima meeting, his report on the current status of recognition and

licensing had been circulated in advance.

The **Chairman** and Miss **Tropia** then took the meeting through the report in detail. Regrettably only a small number of associations had replied to the survey and so it was agreed to recirculate it at a later date. From the replies received, however, it was clear that recognition, not licensing, was the preferred option for most associations.

The meeting then discussed the options in detail. It was clear that some associations that had not responded to the survey were making progress with their local authorities and they were encouraged to take this forward. As this was a major issue for all ECASBA associations, however, with implications for customs representation and other regulatory issues, all ECASBA members were urged to begin discussions locally. The **Chairman** said that this issue would remain on the agenda for future ECASBA Plenary Meetings and he hoped more positive progress would be reported at the Vitoria meeting in October 2015.

#### **10. Veterinary Checks**

The **General Manager** gave a short presentation on the current status of veterinary checks on transshipment cargo and the actions ECASBA had taken in raising the issues of inadequate time limits before inspections are required, the need to sight original documents and the customs complications arising from having opened containers at the transshipment port. He also detailed the response received from DG-SANCO immediately prior to this meeting.

Whilst the response was gratefully received, it was clear that concerns still remained and so he confirmed that ECASBA would maintain a dialogue with SANCO on this issue going forward.

#### **12. Any Other Business**

A question relating to the differing procedures and authorisations required across Europe in order that dredging could be carried out had been circulated by FEDERAGENTI. The issue was discussed by the meeting and it became clear that the way the regulations were applied did differ widely, although it was clear that environmental concerns were adversely impacting on dredging operations across the EU.

#### **11. Future Challenges for European Ship Agents**

Moderated by Mr. **Heinonen**, this discussion panel comprised presentations on:

- The Mona Lisa project, a digital sea traffic monitoring initiative developed by the Swedish Maritime Administration and presented by Ulf Siwe
- New Challenges for the New Generation, presented by Simone Carlini of the Young FEDERAGENTI Group and
- A summary of the issues and expected outcomes following from the imposition of the SECA in the North and Baltic Seas on 1<sup>st</sup> January 2015, presented by Jan Vikström, Chairman of the Finnish Shipbrokers' Association

An enthusiastic discussion followed the presentations, with excellent feedback from the delegates.

#### **13. Date and Place of Next Meeting**

The **Chairman** thanked all those present for their contributions to an excellent and productive meeting. He then advised that the next Plenary Meeting of ECASBA would take place in October 2015 in Vitoria, Brazil, with the date expected to be Tuesday, 13<sup>th</sup> October.

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

**JCW/04.2015**