

**MINUTES OF THE
ECASBA PLENARY MEETING HELD AT
THE GOLDEN TULIP HOTEL, VITÓRIA, ES
AT 9.00 a.m. ON TUESDAY, 13th OCTOBER 2015**

Present:

Mr. A. Belmar da Costa Chairman
Mr. G. Gordon Findlay President FONASBA

In Attendance:

Mr. J.C. Williams FICS General Manager

Mr. J. Dulce	Argentina	Mr. F. Schupitta	Libya
Mr. R. Garcia Piñeiro	Argentina	Mr. A. Mantrach	Morocco
Mrs. H. Bruggeman	Belgium	Mr. M. Tak	Netherlands
Mr. W. Rocha Jnr.	Brazil	Mr. R. D'Orey	Portugal
Mrs. M. Lachmann	Brazil	Mr. A. Crespo	Spain
Capt. N. Hristov	Bulgaria	Mr. N. Warner	South Africa
Capt. J. Karmelić	Croatia	Mrs. B. Blomqvist	Sweden
Mr. C. P. Papavassiliou	Cyprus	Mrs. M. Collins	USA
Mr. T.D. Paulsen	Denmark	Mrs. J. Cardona	USA
Dr. A. Geisler	Germany	Ms. M. White	INTERTANKO
Mr. J. A. Foord FICS	Great Britain	Mr. A. Jamieson	ITIC
Mr. A. Dobson FICS	Great Britain	Mr. G. Wramfelt MICS	Shipbrokers' Register
Mr. B. Szalma	Hungary		
Mr. V. Totorizzo	Italy	Observers:	
Mr. F. Carlini FICS	Italy	Mr. L. Cordeiro	Brazil
Mr. A. Bancharo	Italy	Mr. Luziel Felipe Alves Junior	Brazil
Ms. L. Tropa	Italy	Mr. Claude Killian de Alvarenga	Brazil
Mr. T. Iigaki	Japan	Mr. Haroldo Barcelos Junior	Brazil
Mr. A. Al-Shnag	Libya	Mr. Daniel Farinelli Leite	Brazil

Item

Action

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

Mr. **Rocha jnr.** and the **President** welcomed all those present to Vitória and to this first Plenary meeting of the 2015 Annual Meeting. The **President** thanked Mr. **Rocha jnr.** and the FENAMAR 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, 7th October 2014

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. Working Group Presentations

Education & Training

The **Chairman** gave a presentation on the SAIL (Shipping Agents Interchange Learning) initiative that would allow ship agents aged 33 or younger from (initially European) member associations to spend three months working in a ship agency company in another member country as a means of broadening their knowledge and experience. He added that the programme was being trialled in Europe because of the relative ease of movement of individuals but stressed that once the programme was established it would be expanded to all FONASBA members worldwide. It was hoped that the programme would be fully established by the 2016 Annual Meeting and he invited all ECASBA members to participate in the programme and offer full

support and encouragement to both their own young members and to those coming from elsewhere. Mrs. **Blomqvist** had been tasked with overseeing the programme and she would be contacting all the European members to seek their support and participation. **BB**

The proposal was very well-received, although some concerns were expressed about the length of the stay overseas, which some delegates felt was too short to generate the expected benefits. The need for close and detailed cooperation between the associations was also discussed. The **Chairman** said the he and Mrs. **Blomqvist** would take both concerns on board and ensure that due consideration was given to the issues in the development process. **ABdC**
BB

Short Sea Shipping

Dr. **Geisler** made a short presentation on the current status of, and issues affecting, short sea shipping in Europe and ECASBA's current actions in support. A copy of the presentation is available for download from the Members' Area of the website. (www.fonasba.com). He then confirmed his intention to establish a new working group to take the issues and initiatives forward and so invited members to nominate volunteers. He said that a formal invitation would be issued to all ECASBA member associations by the end of November and he hoped for an enthusiastic response. Action to support FONASBA's initiative to act as the global representative body for short sea, coastal and river shipping was also ongoing, he said. **AG**

He also raised the issue of power blackouts arising when ships were changing from non-compliant to compliant fuel on entering the Baltic and North Sea SECA. He said this issue was causing concern amongst ship owners and could lead to an accident if the vessel loses power at a critical time or during bad weather. It was agreed that this matter should be raised at EU level. The **General Manager** said he was confident that the European Community Shipowners' Association (ECSA) was aware of the problem but nonetheless he would pass ECASBA's concerns on. Still on emissions, Dr. **Geisler** said that there was still no indication that the Commission was taking action in relation to imposing a SECA in the Mediterranean but that threat remained and ECASBA would continue to monitor developments. The next big issue was the imposition of the 0.5% sulphur emissions limit Europe-wide in 2020 and the significant impact this would have on maritime transport. He said ECASBA should be adding its voice to the pressure from ship owners on the European Commission to take action to ensure that the appropriate infrastructure for low sulphur and alternative fuels was in place in good time. This would be a task for the new Working Group immediately following its establishment. **JCW**

In an open discussion that followed, the meeting discussed the need for ECASBA to continue to promote the use of SSS as a separate action. Mr. **Paulsen** said that in spite of the various obstacles, short sea and coastal shipping in Europe was working effectively and so ECASBA and other organisations should be concentrating on clearing those obstacles, the majority of which were related to administrative policies and procedures. It was noted that this would be an uphill task as there was a lack of political support for actions to remove these burdens, in spite of pressure from some sections of the European Commission, notably DG-MOVE. It was agreed, however, that ECASBA and the shortsea promotion centres need to work together and also with major transport users to increase awareness of the benefits of coastal shipping. The **Chairman** also confirmed that in all its actions related to short sea shipping, ECASBA continued to work closely with the European Shortsea Network (ESN) and would also include the ESN in its actions on short sea shipping worldwide.

7. **ECASBA Seminar 2016**

Due to the anticipated length of the next two agenda items (European Issues Update and Recognition and Licensing) and to allow sufficient time for the issues to be discussed, the **Chairman** moved both until after lunch. He therefore brought this agenda item forward. He advised the meeting that the 2016 ECASBA would be held in Lisbon with the expected dates being 2nd/3rd June. Support for the event had already been confirmed by the European Maritime Safety Authority (EMSA) and so the meetings would take place at their offices. He said that the new seminar format introduced in 2015 (featuring closed sessions for ECASBA members on 2nd June followed by an open session involving other associations 3rd) would be retained. He said that the issues to be discussed had not yet been decided and so suggestions from members would

be very welcome ahead of the next meeting of the Advisory Panel (1st February 2016) at which time detailed planning would commence. He invited all FONASBA members to attend the seminar and said that he and the AP members looked forward to another excellent event.

5. **European Policy Update**

Following the lunch break, the **General Manager**, Mr. **Foord** and Mrs. **Bruggeman** made a detailed presentation to the meeting on the current status of the various EU policy actions in the maritime sector. In order to maintain interest and ensure increased participation from the delegates, each subject within the presentation was followed by a discussion. A copy of the presentation is available from the Members' Area of the FONASBA website, but in précis the presentation covered:

- ECASBA's participation in the Digital Transport & logistics Forum and other E-maritime issues
- The Reporting Formalities Directive
- The "Mona Lisa Project" – presented by Mr. **Foord**
- Environmental Issues (Emissions Control Areas Update)
- The status of the 2014 Port Regulation
- The proposed 2017 Shipping Package
- The status of the Union Customs Code – presented by Mrs. **Bruggeman**

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

One particular issue that was raised following Mrs. **Bruggeman's** presentation was the proposal that ECASBA, its European associations and their members affirm their support for the fight against fraud as a means of reducing the liability for customs debt. It was therefore agreed that ECASBA should make contact with DG-TAXUD and/or OLAF (the European Anti-Fraud Office) in order to discuss the means by which its members could demonstrate their commitment to fighting fraud in the maritime sector and thus secure some reduction in customs debt liability. The Memorandum of Understanding with the World Customs Organisation and the reference to action on fighting fraud in the FONASBA Code of Conduct would be of use in this regard, she added, but it may be necessary to strengthen the provisions of the Code. Mrs. **Bruggeman** said she would take this initiative forward in conjunction with the **General Manager**.

HB
JCW

6. **Recognition and Licensing of the Ship Agent**

The **Chairman** gave a presentation (available from the website) on the various options for securing either recognition of the ship agent by national or regional authorities or for the introduction of full licensing of the profession. The presentation also included the results of the survey previously carried out into the current position of each ECASBA member on this issue and their hopes and aspirations in developing the initiative further.

Once again it was stressed that each individual association should choose the option most suited to the wishes of its members and the specific conditions that existed in its own member state. ECASBA would not seek to impose a single, consistent approach or formula across the membership but it was expecting that all associations take active measures to achieve the required level of recognition. As well as bilateral discussions with the authorities, members should also make every effort to have their voice heard on relevant issues, for example container weighing, eMaritime, single windows and similar, the **Chairman** said. He also reminded delegates that FONASBA and ECASBA regularly issue position papers, joint letters and other statements of policy and these could form the basis of a local press release, act as the catalyst for a meeting with local authorities, the subject of a local seminar or similar. He also confirmed that ECASBA and FONASBA continued to promote the role and value of the ship agent to the European and international maritime sectors at every opportunity and in every forum.

During the discussion that followed, Capt. **Hristov** advised that the Bulgarian association was working with its local Chamber of Shipping to produce a register of ship agents. This initiative was applauded and other associations were encouraged to consider a similar action.

The **General Manager** also reminded the meeting that all going well the revised IMO-FAL Convention would include an agreed definition of the ship agent and its expected ratification in April 2016 would provide another excellent opportunity for the community to engage with its maritime safety authorities.

8. Any Other Business

None.

9. 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 2016 in London, with the date expected to be Tuesday, 18th October.

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

JCW/11.2015