ANNUAL MEETING VITÓRIA 2015

ECASBA PLENARY MEETING
13th OCTOBER 2015

EUROPEAN UPDATE

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ECASBA ISSUES

- Digital Transport & Logistics Forum (DTLF)
  - MONA LISA Project

- Reporting Formalities Directive (2010/65/EC)

- Sulphur Emissions Control Areas (SECA's)

- 2014 Port Regulation

- Proposed 2017 Community Shipping Package

- Union Customs Code

DTLF

- ECASBA advised of the Forum proposal in late 2014

- Objective to "address **questions relevant to the digitalisation of freight transport and logistics.** It will bring together Member States, stakeholders from all transport modes and logistics communities including shippers, and commercial partners, with the aim to identify challenges and areas where common action in the EU is needed, to provide recommendations and solutions, and to work on their implementation where appropriate". – DG-MOVE invitation to stakeholders May 2015

- Only one representative of each association permitted. ECASBA nominated Menno Duin of VRC Rotterdam

- ECASBA's participation fully supported by DG-MOVE, Jukka Savo

DTLF

- ECASBA/Menno Duin duly appointed to the Forum

- First plenary meeting held 1st/2nd July 2015

- Approximately 110 organisations represented

- Four main policy objectives:

    - Digitalisation of transport – how to harness and use data to allow organisations to build efficient transport logistics chains

    - Decarbonisation – how to use ICT to further integrate all modes

    - The human factor

    - International aspects – spreading European standards internationally

DTLF

- Challenges of digitalisation:
    - Interoperability of systems and standards (including government systems) to actively connect all players
    - Acceptance of electronic documents by all players (public and private) in the market
    - Intelligent use of electronic data available to create added value for EU businesses, e.g.: adjust planning based on real time data, allow private actors to access public data, manage share and exploit data, new business models and value added services; develop corridor community systems and data platforms
    - Provide a trustworthy environment, taking into account concerns over cybersecurity, trusted third parties and e-Signatures
    - Ensure costs are manageable, ensure SME's can participate

DTLF

- ECASBA/ECSA/FEPORT/WSC Joint Letter September 2015
  - Establishment of E-maritime Logistics Subgroup within DTLF to ensure action on specific issues relating to maritime transport
  - Concentrate on:
    - Revision of Reporting Formalities Directive to introduce an effective maritime single window
    - Establishment of a harmonised e-Manifest
    - Increased recognition and use of E-documents
    - Reduction of administrative burdens on maritime transport by standardising the type, content and process of business to government communication – and vice-versa
  - Stay away from:
    - electronic multimodal waybills,
    - electronic ships documents and
    - business to business communication

DTLF

- Next Steps:
  - ECASBA and colleague associations to continue to press for establishment of the E-maritime subgroup
  - ECASBA to meet DG-MOVE (Sandro Santamato) in November to discuss issues
  - Menno Duin to attend next Plenary Meeting 29.10.2015

INTERACTIVE DISCUSSION

WHAT ELSE DO MEMBERS WANT TO SEE TAKEN FORWARD BY ECASBA IN THE CONTEXT OF THE DTLF?

REPORTING FORMALITIES DIRECTIVE

- Directive 2010/65/EC, originally launched in 2009

- Designed to introduce harmonised, streamlined and consistent vessel reporting to national authorities, allow re-use of data and effect a reduction in the reporting burden with effect from 1st June 2015

- ECASBA has participated in meetings, conferences, workshops and other fora since, fully supporting the concept and encouraging the Commission and Member States to go further in bringing about the changes needed to allow shipping to compete with road and rail and to introduce a true single market for maritime transport Europe-wide

REPORTING FORMALITIES DIRECTIVE

- Unfortunately this has not been achieved because:
  - Member State national authorities jealously guard their right to access to information and are not prepared to compromise on sharing with others
  - Most Member State national authorities have been too slow in agreeing common formats and standards for messaging and data exchange
  - Too many national systems were not ready to accept electronic declarations on 1st June.
  - Some Member States believed that the Commission would delay implementation of the Directive, thus allowing time for system development and procedures to be put in place
  - Infringement proceedings take a minimum of twelve months to implement, giving Member States another year to get their act together!
  - The Commission is now looking at reviewing the Directive so it is unlikely any further substantive action will be taken before the Review is carried out

REPORTING FORMALITIES DIRECTIVE

- Next Steps:
  - ECASBA will press the Commission, both directly and via the DTLF, to ensure that if there is a review of the Directive, it is carried out as soon as possible
  - ECASBA will also maintain its ongoing bi-lateral discussions with the Commission to ensure that positive progress is maintained
  - ECASBA associations are requested to maintain pressure on national authorities to ensure measures are implemented as soon as possible

INTERACTIVE DISCUSSION

WHAT FURTHER PROGRESS HAS BEEN MADE, OR OBSTACLES REVEALED, WITH REGARD TO IMPLEMENTATION IN ECASBA MEMBER STATES?

SULPHUR EMISSIONS CONTROL UPDATE

- The Baltic and North Sea SECA has been in place since 1st January 2015

- It covers the area shown at right:

- The European Community Shipowners Association (ECSA) and the European Sustainable Shipping Forum have carried out three surveys of the impact of the SECA on shipping in the region, in November 2014 (pre-introduction baseline assessment), February 2015 and September 2015

The new SECA zone marked by dark blue area

SECA - Sulphur Emission Control Areas
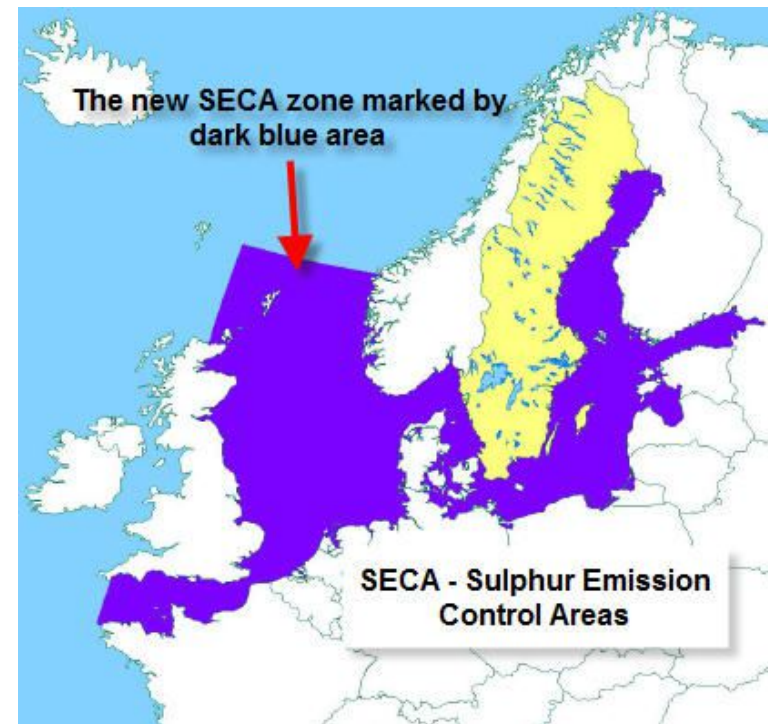
SULPHUR EMISSIONS CONTROL UPDATE

- Results of the February survey were presented at the ECASBA seminar in March and indicated:
  - The cost impact of using 0.1% ultra low sulphur fuel was mitigated by the reduction on bunker prices
  - Evidence of increased freight rates was reported by more than half of the respondents
  - Cargo volumes had reduced by approximately 15%
  - Only UK and Sweden were undertaking compliance inspections
  - Contamination of bunker fuel had caused some compliance issues
- Results of the September 2015 survey have not been released yet

SULPHUR EMISSIONS CONTROL UPDATE

INTERACTIVE DISCUSSION

IN THE ABSENCE OF ANY CLEAR DATA FROM THE SHIP OWNING COMMUNITY, DO MEMBER ASSOCIATIONS BASED WITHIN THE SECA AREA HAVE ANY ANECDOTAL EVIDENCE OF MODAL SHIFT, INCREASED COMPLIANCE INSPECTIONS OR OTHER ADVERSE IMPACTS ON SHIPPING IN THE BALTIC AND NORTH SEA REGIONS ?

2014 EUROPEAN PORT REGULATION

- Also known as the 4th Port Package

- A Regulation, not a Directive

- The latest attempt to enhance both the governance and efficiency of the European port sector, primarily through increasing transparency in financing and enhancing the freedom to provide port services

- A number of contentious issues were removed from the previous port package (for example any reference to regulating dock labour) in order to improve the chances of the Regulation being accepted

- The overarching aims and objectives of the Regulation were supported by ECASBA from the beginning

2014 EUROPEAN PORT REGULATION

- Even in its relatively benign form, the Regulation soon ran into strong opposition:
    - Germany and the UK quickly expressed their opposition to the entire exercise
    - Vested interests began to lobby for specific port services to be excluded from the scope of the Regulation, most notably pilotage, threatening to reduce the effectiveness of the entire exercise
    - Proposals to increase transparency in the setting of port charges and the involvement of port users in the decision making process also caused concern, especially in the UK

- The concerns of CLECAT (freight forwarders) ESC (shippers) ECASBA and FEPORT (terminal operators) led to the "empty box" letter to the European Parliament Transport Committee in January 2014

2014 EUROPEAN PORT REGULATION

- So where are we now?
    - The Regulation draft spent the summer with the EP TRAN committee which proposed more than 700 amendments!
    - Most of the amendments further weaken the market access to port service obligation provisions
    - Committee Rapporteur Knut Fleckenstein fully supports the Committee position
    - It is also anticipated that some measures relating to dock labour will be introduced
    - ECASBA has been asked by DG-MOVE to make representations to Fleckenstein to bring back the market access provisions

2014 EUROPEAN PORT REGULATION

INTERACTIVE DISCUSSION

WHAT ARE THE VIEWS OF THE ECASBA MEMBERS ON THE CURRENT STATE
OF THE PORT REGULATION?

WHAT COMMENTS SHOULD ECASBA TAKE TO FLECKENSTEIN?

AND BACK TO MOVE?

2017 COMMUNITY SHIPPING PACKAGE

- 2017 has been nominated by Transport Commissioner Violeta Bulc as the maritime year

- To mark this action, it is expected that a new EU shipping package will be proposed – possibly announced at European Shipping Week in March/April 2017

- At present there is no indication of which issues are likely to be included but...

- They will be influenced by the responses to the Mid-Term Review of the Transport Strategy carried out in April 2015

2017 COMMUNITY SHIPPING PACKAGE

- In summary the questions in the Review covered:
    - Maintaining the competitiveness of EU maritime services
    - Increasing the attractiveness of the maritime professions
    - Enhancing ship safety and safety of life at sea
    - Improving the environmental performance of the shipping sector
    - Enhancing maritime transport security
    - Promoting alternative fuels
    - Improving port efficiency
    - Promoting the benefits of short sea shipping
    - Identifying growth opportunities for peripheral areas
    - Simplifying administrative procedures
    - Promoting maritime research and innovation
    - Deploying and promoting digital services

2017 COMMUNITY SHIPPING PACKAGE

- ECASBA is already working on:
  - Increasing the attractiveness of the maritime professions
  - Improving port efficiency
  - Promoting the benefits of short sea shipping
  - Simplifying administrative procedures
  - Deploying and promoting digital services

INTERACTIVE DISCUSSION

WHAT OTHER ISSUES (ON THE LIST OR NOT) SHOULD ECASBA BE SEEKING TO HAVE INCLUDED IN THE 2017 COMMUNITY SHIPPING PACKAGE?