



**ECASBA**  
**EUROPEAN SEMINAR 2024**

**FUNCHAL**

**16<sup>th</sup> APRIL 2024**

**EUROPEAN UPDATE**  
**JONATHAN C. WILLIAMS FICS: EXTERNAL ADVISER**

# ECASBA ACTIONS/ISSUES 2024



- Visit to Brussels (MT/EM/FJ/JCW) March 2024
- European Maritime Single Window environment (EMSWe)
- EES/ETIAS
- European Ports Alliance (illicit goods)
- EU ETS
- CBER
- European Shipping Summit 2025

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# Visit to Brussels March 2024:



- Meeting dates: 18<sup>th</sup> – 20<sup>th</sup> March
- Meetings with:
  - ESPO: CEF Campaign, European Ports Alliance (EPA) re. illicit cargoes/drug smuggling, impact of ETS and CBER
  - WSC: EPA, impact of ETS, CBER
  - ECSA: ETS, CBER, drug-smuggling etc. ESS 2025
  - DG-MOVE: EMSWe
  - DG-TAXUD, ICS 2 Unit: Release 3/NCTS Phase 6, multiple filing
  - DG-TAXUD, Director of Customs: New UCC, temporary storage etc.
  - DG-HOME: EES/ETIAS
  - FEPORT: EPA re. illicit cargoes/drug smuggling, impact of ETS and CBER

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# EMSWe: European Maritime Single Window environment



- (Regulation 2019/1239): **Go-live date August 2025**
- **Current Issues:**
  - Overall implementation timelines for development, testing and introduction of systems, operator training, lack of qualified IT experts at all levels
  - Likelihood of delays in implementation, expect transition period for some MS
  - Ongoing issues with Part C: national and local reporting requirements, retention of obsolete data = size of reporting spreadsheets
  - Continuing changes to datasets (DMR's): 49 requested at last Databases group meeting
  - Stability of systems
  - Development of single window-specific databases (ESD, ECHD, ECLD)
  - Lack of detailed information for MS and trade

# EMSWe: European Maritime Single Window environment



- Current actions:
  - ECASBA continues to be represented on MOVE working groups by Jesper Sebbelin FICS (EMSWe Coordination Group), Capt. Peter Langbein and Bastian Güttner (Databases Working Group), covering overall policy issues and technical details
  - Direct contact with DG-MOVE through bilateral meetings
  - Maintaining contact at national level between ECASBA members and national authorities

# EMSWe: European Maritime Single Window environment



- **Follow Up Actions:**

- ECASBA and members invited to reiterate areas of concern at European and national levels. Specific request from DG-MOVE to highlight need for obsolete data to be removed from Part C to enable them to pressure MS authorities.
- ECASBA to update its position paper to give more prominence to this issue, members to do likewise
- EMSA expected to issue a Delegating Act later in 2024 to notify the final list of data elements and further information on the use of the reporting spreadsheets is expected in the same time frame
- Details of national EMSWe coordinators and contact details to be issued after this seminar to enhance communication at national level (see next slide). **Please use it!**



# Contact point for National Coordinating Authorities

Member State	Name of the authority	Functional mailbox
<b>Belgium</b>	Federal Public Service Mobility and Transport, DG Shipping	<a href="mailto:emswe@mobililit.fgov.be">emswe@mobililit.fgov.be</a>
<b>Bulgaria</b>	Bulgarian Ports Infrastructure Company	<a href="mailto:office@bgports.bg">office@bgports.bg</a>
<b>Croatia</b>	Ministry of the Sea, Transport and Infrastructure - Maritime Safety Directorate	*
<b>Cyprus</b>	Cyprus Ports Authority	<a href="mailto:cpa@cpa.gov.cy">cpa@cpa.gov.cy</a>
<b>Denmark</b>	Danish Maritime Authority	<a href="mailto:sfs@dma.dk">sfs@dma.dk</a>
<b>Estonia</b>	Estonian Transport Administration	<a href="mailto:emswe@transpordiamet.ee">emswe@transpordiamet.ee</a>
<b>Finland</b>	Finnish Transport and Communications Agency (Traficom)	<a href="mailto:emsw-FI@traficom.fi">emsw-FI@traficom.fi</a>
<b>France</b>	Office of Port Strategy and Development	<a href="mailto:Ptf4.Ptf.Dst.Dgitm@developpement-durable.gouv.fr">Ptf4.Ptf.Dst.Dgitm@developpement-durable.gouv.fr</a>
<b>Germany</b>	Federal Ministry of Transport and Digital Infrastructure - Waterways and Shipping Department - Unit WS23 - Maritime Safety	<a href="mailto:NCA-DE-NSW-SSN@wsv.bund.de">NCA-DE-NSW-SSN@wsv.bund.de</a>
<b>Greece</b>	Hellenic Coastguard - Navigation Safety Directorate	<a href="mailto:dan@hcg.gr">dan@hcg.gr</a>
<b>Ireland</b>	Department of Transport, Tourism and Sport - Marine Survey Office	<a href="mailto:mso@transport.gov.ie">mso@transport.gov.ie</a>
<b>Italy</b>	Italian Coast Guard Headquarters	<a href="mailto:emswe@mit.gov.it">emswe@mit.gov.it</a>
<b>Latvia</b>	Ministry of Transport	<a href="mailto:satiksmes.ministrija@sam.gov.lv">satiksmes.ministrija@sam.gov.lv</a>
<b>Lithuania</b>	Lithuanian Transport Safety Administration	
<b>Malta</b>	Authority for Transport in Malta	<a href="mailto:portoperations.tm@transport.gov.mt">portoperations.tm@transport.gov.mt</a>
<b>Netherlands</b>	Ministry of Infrastructure and Water Management	*
<b>Poland</b>	Ministry of Infrastructure, Department of Maritime Economy	*
<b>Portugal</b>	Directorate-General for Natural Resources, Safety and Maritime Services	<a href="mailto:suporte.ssn@dgrm.mm.gov.pt">suporte.ssn@dgrm.mm.gov.pt</a>
<b>Romania</b>	Romanian Naval Authority	*
<b>Slovenia</b>	Ministry of Infrastructure	<a href="mailto:ursp.box@gov.si">ursp.box@gov.si</a>
<b>Spain</b>	Spanish National Ports	<a href="mailto:emsweES@puertos.es">emsweES@puertos.es</a>
<b>Sweden</b>	Swedish Maritime Administration	<a href="mailto:emsw@sjofartsverket.se">emsw@sjofartsverket.se</a>
EFTA EEA	Name of the authority	Functional mailbox
<b>Norway</b>	Norwegian Coastal Administration	<a href="mailto:post@kystverket.no">post@kystverket.no</a>
<b>Iceland</b>	The Icelandic Transport Authority (ICETRA)	<a href="mailto:emswe-is@samgongustofa.is">emswe-is@samgongustofa.is</a>

\*only personal mailbox is known

**EMSWe:** European Maritime Single Window environment



**Any Questions?**

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# EES/ETIAS



- Introduction of both further postponed, EIS for EES now expected in October 2024 (6<sup>th</sup>?) and about six months later for ETIAS
- Issues for Agents:
  - Possible further delay until November due to Olympic Games in Paris
  - Lack of information from national authorities to agents or carriers to enable them to plan sufficiently well in advance - see ECASBA survey March 2024
  - Further guidance expected “several months” ahead of implementation (≈ 3!)
  - Only one country (Belgium) confirmed seafarers can use SID’s (Convention 108/135) despite Practical Handbook for Border Guards recommending same (section 5.3.2)
  - Concerns remain over cruise vessel passenger processing, lines rerouting
  - Large volume of fake information circulating on EES/ETIAS

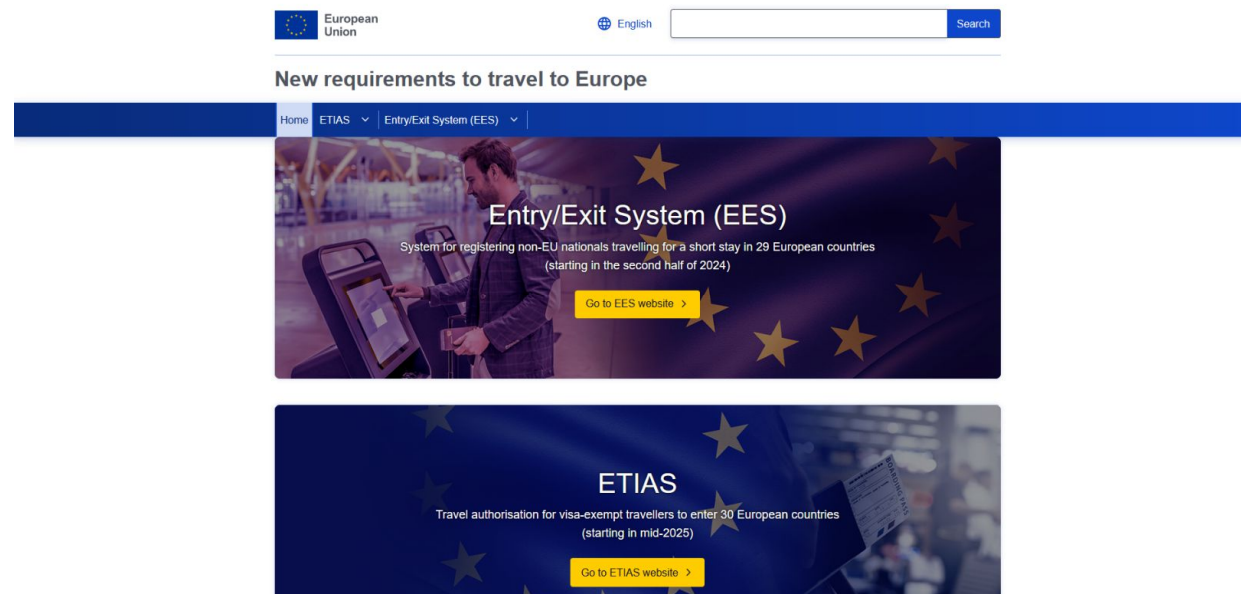
# EES/ETIAS



- Reminder:
  - SID's will not be checked through EES and seafarers will not use ETIAS
  - HOME advised in March 2023 that guidance issued to national border guards in October 2022 to consider allowing seafarers to enter Schengen region using ILO Convention 108 (Non-biometric) or Convention 185 (Biometric) SID's. (Practical Handbook for Border Guards, section 5.3.1)
  - Seafarers not in possession of a Schengen region visa on arrival, may be granted one at the border for the sole purpose of travelling between the ship and airport, or vice versa. (Practical Handbook for Border Guards, section 5.3.2)
  - **Neither are binding on national authorities but powerful incentive to do so.**

# EES/ETIAS

Pending further formal guidance from HOME/national authorities, additional (genuine) information can be obtained from the TRAVEL-EUROPE Website: [https://travel-europe.europa.eu/index\\_en](https://travel-europe.europa.eu/index_en)



European Union English Search

New requirements to travel to Europe

Home ETIAS Entry/Exit System (EES)

**Entry/Exit System (EES)**  
System for registering non-EU nationals travelling for a short stay in 29 European countries (starting in the second half of 2024)  
[Go to EES website >](#)

**ETIAS**  
Travel authorisation for visa-exempt travellers to enter 30 European countries (starting in mid-2025)  
[Go to ETIAS website >](#)

# EES/ETIAS



- Request to ECASBA from DG-HOME
  - A “technical update” to the Schengen Borders Code is planned for May 2024.
  - ECASBA member associations are invited to propose practical modifications to the Code for consideration by DG-HOME as part of the update. So...

Please notify ECASBA of any specific difficulties currently being experienced in relation to the implementation or operation of Schengen border procedures so that we can forward them to DG-HOME

**This is a once in a lifetime offer, so please don't waste it!**

EES/ETIAS



Any Questions?



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# European Port Alliance (illicit goods)



- New EU-wide initiative to combat the use of the international supply chain for the movement of illicit goods, including drugs
- Follows action by Belgian and Dutch authorities (and ECASBA and the World Shipping Council) to raise awareness of the impact drug smuggling is having on seafarers, port workers, ship agency personnel and the local port community
- Mirrors action at IMO (FONASBA co-sponsored paper by Belgium to Assembly 33 (A 33/11/1))
- Launch Meeting: Antwerp, 24<sup>th</sup> January 2024, first working meeting: Brussels 20<sup>th</sup> April 2024 - ECASBA (HB) was present at both

# European Port Alliance (illicit goods)



- Members (at 24<sup>th</sup> January 2024):
  - EU Member States
  - European Commission: DG-HOME, DG-TAXUD, DG-MOVE
  - EU Agencies: Europol, Eurojust, European Monitoring Centre for Drugs and Drug Addiction, European Public Prosecutors Office, Maritime Analysis and Operations Centre (Narcotics)
  - Ports: Algeciras, Amsterdam, Antwerp, Barcelona, Bremerhaven, Constanta, Dunkerque, Gdansk, Genova, Gioia Tauro, Göteborg, Hamburg, HAROPA (Le Havre, Rouen, Paris), Helsingborg, Helsinki, Klaipeda, Koper, Marseille, North Sea Ports, Riga, Rijeka, Rotterdam, Sines, Tallinn, Trieste-Monfalcone, Varna, Valencia
  - Sectoral Associations: AQUAPOL, CLECAT, DCSA, ECASBA, ECSA, ESC, ESPO, FEPORT, WSC

# European Port Alliance (illicit goods)



- Benefits:
  - Recognition at the highest level of the problems being faced by European ports
  - High level political support
  - Breadth of membership ensures all parties in the regulatory, crime-fighting and maritime transport sectors are present
  - Scope for excellent coordination at national and European levels, should ensure the “waterbed effect” is minimized, effective and efficient exchange of best practice
  - Opportunity for sharing of operational information and intelligence

# European Port Alliance (illicit goods)



- Concerns:
  - Possibility of the project being used for political ends (elections in 2024!)
  - Duplication of efforts already underway in some MS
  - Too many members (DTLF?)
  - “EU-wide, top down, one size fits all, level playing field” approach may not recognize variations in risk levels, individual port level issues, operating procedures, local knowledge, actions already underway etc.
  - Private sector expertise and experience may be ignored as measures and procedures are developed by authorities (“we know best!”)
  - Increased bureaucracy may override existing interchange of information and best practice at local level

# European Port Alliance (illicit goods)



- Next steps:
  - ECASBA has given its broad support to the initiative but also expressed its concerns about some of the possible downsides (letter to EPA April 2024)
  - HB will monitor developments and actions and report to the ECASBA AP and members
  - ECASBA national associations to engage with authorities to ensure ship agents are fully involved in national actions
  - FONASBA will also engage members in source and transit countries
  - IMO to establish working group on drug-smuggling, FONASBA will join

European Port Alliance (illicit goods)



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# European Emissions Trading Scheme



- Entered into force on 1<sup>st</sup> January 2024
- Issues for agents (and ports/terminal operators):
  - Possibility of vessel diversions/rerouting to reduce impact of fees
  - Reduction in port calls to avoid/reduce fees for coastal trading
  - Increased competition from neighbouring ports outside the EU and scope of ETS
  - Concerns about the review period and process for nominating “neighbouring container transshipment ports”
  - Lack of legal capability in some MS to apply fees

# European Emissions Trading Scheme



- Impacts so far:
  - Neither ESPO nor FEPORT are currently reporting any clear evidence of amended trading patterns or reductions in port calls as a direct result of the ETS so
  - Effects may be masked by the impact of the Houthi actions in the Red Sea, especially relevant for ports in the Mediterranean
  - “Neighbouring container transshipment ports” will require time and investment to be able to offer effective facilities outside the scope of the ETS
  - **Comments from the floor? Any evidence of changes to trading patterns?**

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# Consortia Block Exemption Regulation



- Will not be renewed on expiry of the current agreement on 25<sup>th</sup> April 2024
- Withdrawal of the Regulation does not prevent carriers operating to/from the EU from forming consortia, vessel-sharing arrangements or similar forms of cooperation, however it will require them to self-assess their compliance with Article 101 of the TFEU (and the relevant guidance thereto) and act accordingly so
- Anticipate more reporting and compliance obligations for lines
- Overall, it is not anticipated that this will lead to any changes to the level and frequency of service provision

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# European Shipping Summit 2025



- First meeting of the Steering Group on 21<sup>st</sup> March, ECASBA attended
- Anticipated dates, venue and format :
  - It is expected the 2025 ESS will be held in March or April
  - Overall, the Royal Museums of Fine Arts was well-suited to the 2023 event and will therefore be shortlisted, although some recently opened venues will also be considered
  - The format of individual sessions on day one, followed by the conference on day two, worked well so will be retained
- Conference Theme:
  - Depends on the new Commission's priorities but "competitive security" as referenced in the Green Deal Industrial Plan, is a possibility
- More information to follow....

EUROPEAN UPDATE:



Any Final Questions?