



# ECSA Newsletter

European Community Shipowners' Associations

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## **EMSA MARITIME CONFERENCE - Looking forward: the evolution of EMSAs Tasks – Lisbon 11.11.11**

### ***Willem de Ruiter and his team commended***

The European Maritime Safety agency organised on 11.11.11 a conference in its headquarters in Lisbon under the title “*Looking Forward: the evolution of EMSA Tasks*”



The Conference was chaired by Jorgen Hammer Hansen Chairman of the EMSA Administrative Board and the opening speech was given by Mr Efthimios Mitropoulos Secretary General of the IMO. Speakers included the Polish Presidency of the Council represented by the Secretary of State of the Ministry of Infrastructure in Poland Mrs Anna Wypych-Namiołko, MEP Knut Fleckenstein rapporteur on EMSA in the TRAN Committee,

Mr Matthias Ruete Director General of DG MOVE, the Chairman of IACS Mr Pavel Shikhov, the ECSA President Juan Riva, and the EMSA Executive Director Willem de Ruiter.

Vice President Siim Kallas addressed the conference through video communication.

All speakers stressed the importance of EMSA and commended Willem de Ruiter and his team for the excellent work done by creating a highly respected Safety Agency.

The ECSA President Juan Riva went back to the main reasons for establishing EMSA of which the key tasks to provide technical assistance to the Commission and Member States on maritime safety and environment issues and to monitor the application of existing legislation were welcomed by the industry. Moreover it was felt that the technical expertise of EMSA leads to EU measures that have a direct added value for maritime safety. This became clear in the development of the Third Maritime Safety Package which is today the key pillar of the EU Maritime Safety Policy.

Mr Riva referred to the different additional tasks given to or developed by EMSA such as oil pollution response, maritime surveillance, SafeSeaNet, CleanSeaNet, LRIT, EQUASIS, control of certificates, reception facilities, places of refuge, accident investigation, etcetera, too many to go into the detail.

He stressed that the shipping industry wants to use the expertise made available by EMSA. A practical example of this is the joint effort of EMSA and ECSA to investigate and to make possible the use of LNG as alternative fuel for shipping. This is very relevant, particularly taking into account the problems created by the IMO decision of reducing the sulphur content of marine fuels to 0.1% in the SECAs as from 2015.

An area where one would not expect EMSA to intervene is on Customs' Procedures. For many years the shipping industry is advocating to have in real terms an internal customs market for shipping services. The Transport Council decided to establish the so called Blue Belt project. EMSA is monitoring ships that participate in this pilot project as "Blue Belt" ships – via SafeSeaNet – and is sending information on these ships – via email – to the customs office at the ports of destination of these ships.

ECSA/WSC have been instrumental in gathering the 252 ships that participate as Blue Belt ships in the pilot project. The industry hopes that the positive outcome of the Blue Belt Pilot Project will be translated into the necessary legislative changes, particularly in the context of the (Modernised) Customs Code Implementing Provisions, which will ultimately provide shipping with a real internal market.

Having given a few examples of the practical work of EMSA in close cooperation with the industry Mr Riva reiterated that as a *de facto* global industry, shipping needs global legislation on safety and environment through the IMO.

Today this is more valid than ever particularly in the context of the discussions on Climate Change. Regional measures are a constant threat, however common sense dictates that they should be avoided since the added value of such regional measures is very poor, if not marginal. Moreover, they could impede any progress towards establishing global measures.

A direct contribution to reducing CO<sub>2</sub> was agreed in IMO in July 2011 through energy reduction measures. Here again EMSA can contribute in giving technical expertise advise in the process of further reducing energy consumption/CO<sub>2</sub>.

He also drew attention to the unacceptable global problem of Piracy. Hundreds of seafarers are held in captivity, often for months in appalling conditions often with torture and with an unacceptable stress for them and their families. These criminal acts at sea are also gravely undermining the safety and security of international trade. EMSA, with excellent instruments of monitoring and communication, could assist the naval forces in the area.

Juan Riva concluded by expressing the appreciation of the whole shipping industry for the outstanding work done by Willem de Ruiter and the EMSA staff in creating EMSA and in delivering more added value than expected.

Mr Riva also thanked Jorgen Hammer Hansen – Chairman of the Administrative Board – who after a brilliant career as head of the DMA and father of the Danish Maritime Policy – has chaired the EMSA board the last years. He also congratulated Frans van Rompuy - Head of the Belgian Maritime ministry - who has now been appointed as Chairman of EMSA's administrative board.

Finally he looked forward to a continuation of the good cooperation with the industry which – as the experience since 2002/2003 has proven – is essential to obtain results within the mission of the European Maritime safety Agency.

## **WHITE PAPER- EUROPEAN PARLIAMENT REPORT**

The Committee on Transport and Tourism (TRAN) of the European Parliament recently discussed the 413 amendments that were tabled on the draft report of Mathieu Grosch (PPE / Belgium) on 11 October 2011.

Many members participated in the ensuing debate and numerous issues were touched upon such as the different level of infrastructure development in new Member States, the role of logistics in the transport sector, enhanced passenger rights in all transport modes.

The Commission welcomed the tabled amendments. With regard to maritime transport, the Commission called for increased recognition of the Blue Belt but expressed doubts about the need intermediary targets (until 2020) as the time period is quite short in transport terms and thus unrealistic. On the issue of the 300 km threshold for modal shift, the Commission clarified that it is not a mandatory target but an indicative one.

Following these discussions, MEPs have agreed on a compromise text, which will be submitted to a vote in the TRAN Committee on 22 November 2011.

## **PIRACY- NEW EU STRATEGY FRAMEWORK FOR THE HORN OF AFRICA**

The EU adopted in November a strategic framework for the Horn of Africa, with a view to achieving peace, stability, security, prosperity and accountable government.

It is the EU's intention to assist countries of the region to build robust and accountable political structures, foster cooperation on a regional level, support efforts to promote economic growth and seek to resolve current conflicts.

The EU will seek to make its engagement in the Horn of Africa more effective through consistent, coherent and complementary use of its instruments, reinforcement of its political coordination, and by focussing more clearly on the underlying challenges of the region.

To increase its coherence, quality, impact and visibility of its action in the region, the EU will appoint an **EU Special Representative (EUSR) for the Horn of Africa** who will contribute to the EU's regional approach to the interrelated challenges facing the horn by working closely together with the High Representative for Foreign Affairs and Security Policy (Catherine Ashton), the European External Action Service (EEAS), EU delegations in the region, the Commission as well as Member States. The EUSR for the Horn of Africa will contribute to developing and implementing a coherent, effective and balanced EU approach to piracy, encompassing all strands of EU action.

The new strategy is a step in the right direction, since it will impact on piracy both indirectly and directly. Capacity-building, state-building and the coordination of EU actions will have positive influence with regard to the piracy problem by addressing its root causes (poverty, famine, lack of a functioning state structure, impunity for the crimes committed at sea etc...).

The new strategy framework also foresees more direct action in the fight against piracy. The EU will work to enhance the capacity of Somalia and the wider Horn of Africa region to fight piracy, including through further strengthening of maritime capacities as well as prosecution and detention capacities. The EU will continue to work towards the tracking of financial flows from piracy.

### **ATHENS CONVENTION**

On 15.11.2011, the European Parliament's Plenary session adopted two Resolutions on the draft Council decision concerning the accession of the European Union to the 2002 Athens Convention relating to the Carriage of Passengers and their Luggage by Sea. In its resolutions, the European Parliament expressed its consent to an EU accession to this convention.

The draft Council decision on an EU accession to the 2002 Athens Convention has been dealt with in two different EP committees, i.e. the TRAN Committee dealt with transport matters and the JURI committee dealt with judicial cooperation in civil and commercial matters and the recognition and enforcement of judgments. The EP Plenary has therefore adopted two distinct resolutions on the same convention.

Following the EP's consent, the Council is expected to endorse the Council decision permitting the EU to accede to the 2002 Athens Convention. This accession does not take away the need for individual EU Member States to ratify or accede to the 2002 Athens Convention in order to ensure its entry into force.

### **CORPORATE SOCIAL RESPONSIBILITY (CSR)**

End October, the European Commission issued a Communication on a renewed EU Strategy 2011-2014 for CSR. This new strategy is based on a commitment made by the European Commission, inter alia, in the context of the EU 2020 Strategy and it aims at helping enterprises to achieve their full potential in terms of creating wealth, jobs and innovative solutions to the many challenges facing Europe's society.

The new Communication provides a new and simpler definition of CSR, i.e. "*the responsibility of enterprises for their impacts on society*", and sets out what an enterprise should do to meet that responsibility.

The new Communication contains an agenda with action points on enhancing CSR for the period 2011-2014 and calls on European business leaders to issue, before mid 2012, an open and accountable commitment to promote – in close cooperation with public authorities and their other stakeholders – the uptake of responsible business conduct by a much larger number of EU enterprises, with clear targets for 2015 and 2020.

## **COMMISSION ADOPTS WORK PROGRAMME 2012**

On 16.11.11, the European Commission adopted the 2012 Work programme "Delivering European renewal", setting out an indicative list of initiatives which the Commission intends to deliver in 2012, and other possible initiatives which it will consider until the end of the mandate.

A number of initiatives included in the Commission Work Programme are particularly for the shipping industry, in the field of customs, taxation, employment and environment. ECSA notes in particular the following initiatives that the Commission commits to deliver in the course of 2012, having a direct impact on the shipping sector:

- "Including maritime transport emissions in the EU's greenhouse gas reduction commitment" if these emissions are not included in an international agreement's reduction targets by 2011
- "Include seafaring workers of vessels in the scope of several labour law EU Directives"
- "Clean power for transport: An alternative fuel strategy" intended to accelerate the EU market uptake of alternative transport including necessary standards for equipment and storage systems.

Amongst the forthcoming initiatives for 2013, ECSA welcomes the proposed adoption of a "framework for future EU ports' policy" which would include proposals, intended, amongst others, to better enable ports to efficiently handle the increasing freight volumes and review the restrictions on provision for port services.

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