



ECSA: Strategic priorities for EU shipping policy 2019 – 2024

EU shipping: a success story



In a globalised world, the seamless and sustainable transport of goods and passengers is a key enabler for growth and prosperity. 90% of everything we consume travels to us by sea. Without any doubt, shipping is at the very centre of our globalised world.

The European shipping industry is a success story and a geostrategic asset to the EU to face global challenges. European shipowners operate one of the largest, youngest and most innovative fleets in the world. With its diverse fleet of container ships, tankers, passenger ships, bulk carriers and many other specialised vessels, the EU shipping industry contributes a total of €147 billion to the EU GDP. The fleet also boasts one of the best safety records in the world.

The industry is firmly anchored in the European economy with a strong presence of shipping companies, the backbone of the maritime cluster and with a unique Short Sea Shipping sector serving the EU transport network. With a global geographical outreach, the EU shipping industry is also active in all markets around the world, facilitating trade to and from the EU and substantially engaging in cross-trading.

EU shipping directly employs over 640,000 people working at sea and on shore. It supports over 1.4 million people through indirect and induced employment. Through these professionals, this industry retains a wealth of maritime knowledge, skills and heritage unique in the world. This European know-how should be cherished and protected, so as not to be lost to other regions in the world.

Shipping is a sustainable mode of transport and is committed to working towards becoming carbon neutral within this century. Numerous efforts are being taken by EU shipowners to find innovative solutions to drive the industry towards a greener future, including in key areas such as air emissions, waste, and the protection of marine life. The industry embraces these challenges and is committed to take the global lead for a greener future.

Did you know that 76% of the EU's external trade is shipped by sea and 40% of the world fleet is controlled by European shipowners?

The shipping industry is changing

Our world is changing, driven by challenges such as climate change and societal questions, barriers to free trade and security concerns. These challenges are global and should be addressed through robust regulations set by international bodies. Within the framework of these rules, the EU shipping industry is committed to placing itself at the forefront of change. EU shipowners will keep contributing to this process through pro-active engagement and a drive towards innovation.

Effective representation of the industry is only possible with transparent and accessible regulators. We invite the EU to see our contribution as an opportunity to strive for better regulation. This will benefit the quality of its rules and ensure an effective uptake of its initiatives by industry.

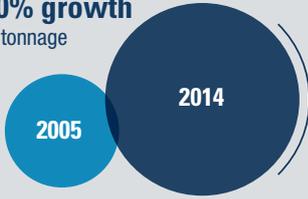
With this in mind EU shipowners are committed to fostering an open dialogue with regulators. We are convinced this will help to achieve the goals we have set for ourselves in six priority areas: Trade, Human Resources, Competitiveness, Climate, the Internal Market, and Innovation & Digitalisation.

Europe should be proud of its shipping heritage and of its unique industry. Building its extensive knowledge and know-how, the EU shipping industry is committed to turning current challenges into a growth opportunity for Europe.

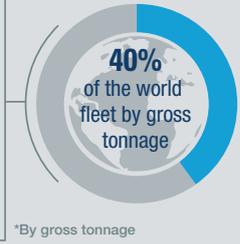
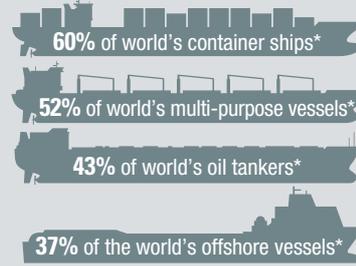
The economic value of the EU shipping industry

The EU controlled shipping fleet in numbers

70% growth
in tonnage



660 million deadweight tonnes
450 million gross tonnes
23,000 vessels

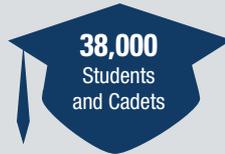


Direct economic impact

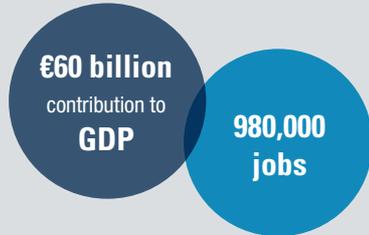


640,000
people employed

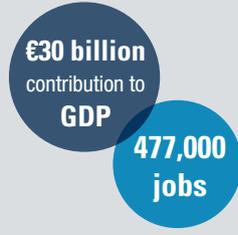
- Sea based jobs
- Land based jobs



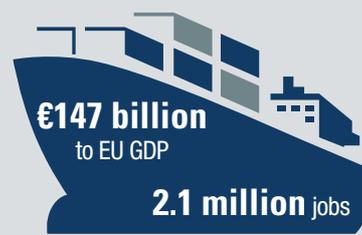
Indirect impacts



Induced impacts



Total economic impact



COMPETITIVENESS

TRADE

Shipping transports around 90% of the world trade in goods, making it the backbone of global trade. The sector enjoys a high degree of liberalisation, and EU shipowners still benefit substantially from free and open access to international shipping markets.

However, current geopolitical developments are calling into question the principles of free, rule-based trade and open markets. This is putting global trade under increased pressure. It is important - now more than ever - to avoid taking open market access for granted, and for the shipping industry to raise its voice to ensure an open and level playing field worldwide.

Therefore, ECSA will continue to:

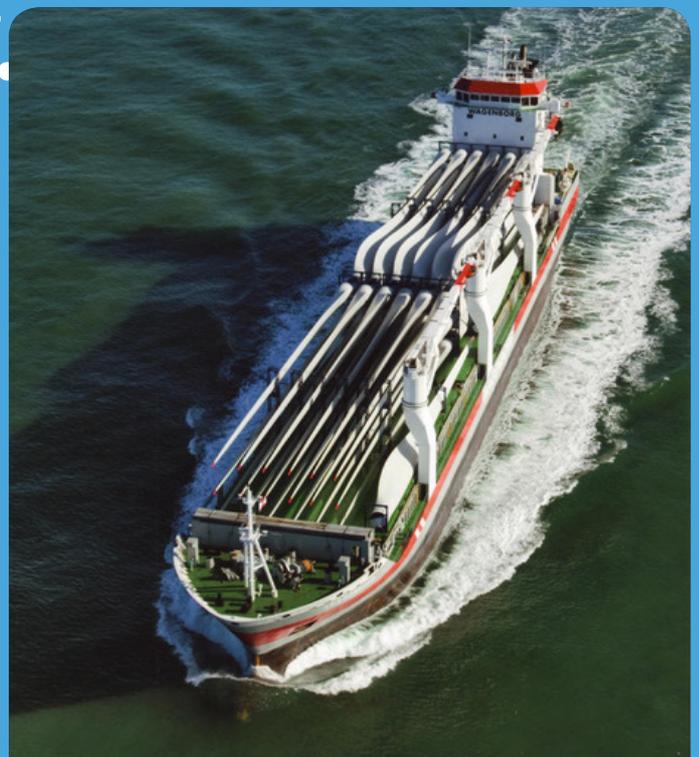
- Support the EU's free trade agenda and oppose growing commercial and maritime protectionism
- Advocate for the shipping industry to take centre stage in any EU trade and development policy agenda
- Call for free and equal access to international maritime transport services through EU trade and maritime agreements
- Support seamless movements of seafarers, personnel, passengers and goods in a post-Brexit Europe
- Advocate for EU efforts to ensure secure seas across the globe
- Advocate for a clear mandate for EU delegations in third countries to assist EU companies with market access related issues.

The EU shipping sector benefits from a policy framework which is overall strong and consistent. The EU Guidelines on State Aid to Maritime Transport and EU-approved measures in the form of national tonnage tax regimes and seafarers' taxation have been a precondition for the competitiveness of EU shipowners, allowing them to grow their controlled fleet to 40% of the overall world tonnage.

However, as other global shipping centres around the world gain ground with intensive support from their governments, preserving and improving the existing policy framework is essential to keep the EU shipping industry competitive.

Going forward, ECSA calls upon regulators to:

- Maintain the effectiveness of the existing Guidelines on State Aid to Maritime Transport and ensure an efficient and swift EU approval process for national state aid measures
- Support the creation of attractive EU ship financing schemes. New instruments such as Horizon Europe and the forthcoming Connecting Europe Facility (CEF) II must support the shipping sector in its Research & Innovation and deployment efforts
- Retain ship financing expertise and capacity in Europe and ensure EU shipowners can continue to secure adequate and attractive financing from banks in Europe
- Develop a benchmarking exercise to map out what third countries are offering in terms of competitiveness and other growth initiatives, to ensure the EU is not losing out.



CLIMATE

In April 2018, the International Maritime Organization adopted a historic climate strategy, setting the shipping industry's path towards a carbon neutral future. It requires that by 2050, global shipping must reduce its CO2 emissions by at least 50% compared to 2008 levels. Furthermore, GHG emissions from international shipping should be phased out as soon as possible in this century. This is the first time CO2 sector specific targets have been set on a global scale.

EU shipowners support this ambitious step change and are committed to being part of the solution through their continued investment in innovative and sustainable solutions. New means of propulsion, new fuels and collaboration with partners in the supply chain are necessary to ultimately reach full decarbonisation.

In this context ECSA calls for:

- Global rules developed at international level to avoid reducing the competitiveness of European shipping
- The EU to play a constructive role at IMO level
- EU support for Research & Innovation that will help drive the sector towards a carbon neutral future
- Funding from the EU that will help the deployment of projects aiming to reduce maritime GHG emissions.

INNOVATION AND DIGITALISATION

In these times of rapid changes, investing in innovation and digitalisation is vital for the long-term sustainability and competitiveness of the EU shipping industry.

With this objective in mind ECSA calls for:

- A fair and increased share of Research & Innovation support to be allocated to waterborne transport
- EU R&I schemes to support innovative shipping solutions such as alternative fuels and means of propulsion, digitalisation and automation of operations, as well as safe and secure navigation.

INTERNAL MARKET

Just as much as global shipping "moves" the world, intra-EU Short Sea Shipping has the potential to move Europe.

Short Sea Shipping transports goods and people sustainably across Europe and its closest neighbours and enables trade with our neighbours.

However, it is easy to see that more can be done to increase the share of goods (and passengers) carried by sea. Despite being a sustainable solution, Short Sea Shipping only moves 32% of goods within the EU compared, for example, to road transport (49%).

To remedy this, ECSA calls upon regulators to:

- Complete the internal market for shipping: other modes already benefit from the absence of customs checks when crossing Member State's borders within the EU
- Fully and rapidly harmonise and digitalise reporting of ship formalities when entering EU ports
- Complete the TEN-T network and eliminate bottlenecks. A truly multimodal transport sector of which Short Sea Shipping is an important part can only be achieved with safe, efficient and connected infrastructure.

HUMAN RESOURCES

The overarching framework for human resources in the shipping industry is the international Maritime Labour Convention and the international convention on Standards of Training, Certification and Watchkeeping for seafarers STCW. Within this framework, EU shipping employs 640,000 people on board and onshore, and creates meaningful career opportunities for young people. The EU shipping industry cannot exist without skilled professionals. This represents a wealth of knowledge and expertise that should be protected and preserved.

For this reason, ECSA is committed to:

- Continue working with the European Transport Workers' Federation (ETF) as social partners to maintain and build on the successes of the Shipping Social Sector Dialogue
- Ensure that existing competences and skills remain in Europe by promoting seafaring and maritime careers in particular for young men and women with a focus on skills for the future.



ECSA contact details

The European Community Shipowners' Associations (ECSA) is the number one voice of the European shipping industry.

Founded in 1965, it represents the interests of 20 member associations of the EU and Norway. ECSA strives to promote a regulatory environment that fosters the international competitiveness of European Shipping.

If you want to know more, you can find us here:

ECSA – European Community Shipowners' Associations asbl/vzw

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