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European Community Shipowners' Associations

EU Maritime Transport Policy Prospects and Challenges

Patrick Verhoeven

2nd International Maritime Congress

Szczecin – 12 June 2014



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Summary

- 1. Introduction to ECSA**
- 2. Economic value of EU shipping**
- 3. EU maritime strategy and the 'Athens Declaration'**
- 4. Shipping policy**
- 5. Safety and environment**
- 6. Social affairs**
- 7. Conclusion**



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1. Introduction to ECSCA



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European Community Shipowners' Associations

- ▶ **Established in 1965**
- ▶ **National shipowner associations EU + Norway**
- ▶ **All trades – all sectors**
- ▶ **Based in Brussels – interlocutor EU institutions**



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2. Economic value of EU shipping

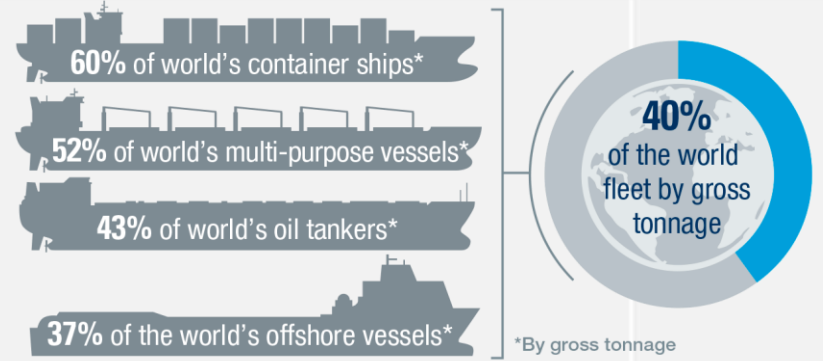
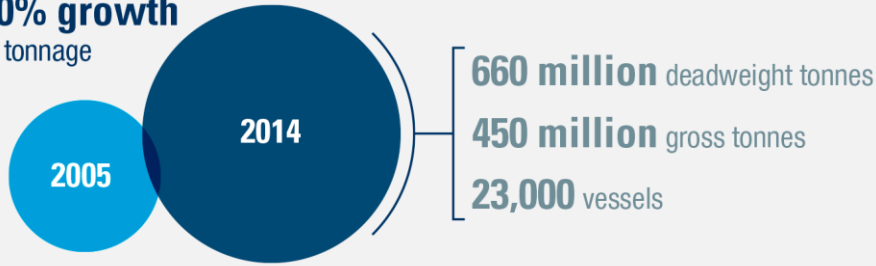


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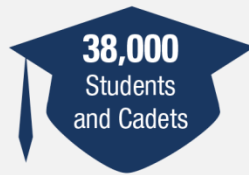
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The EU controlled shipping fleet in numbers

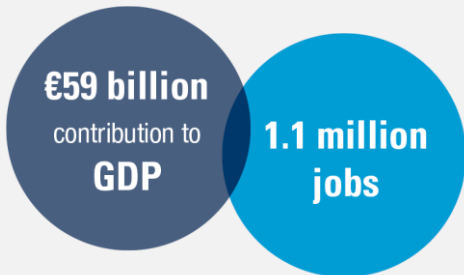
70% growth
in tonnage



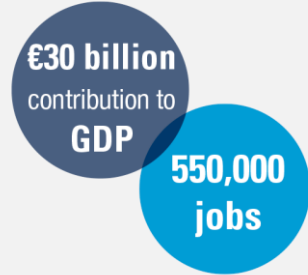
Direct economic impact



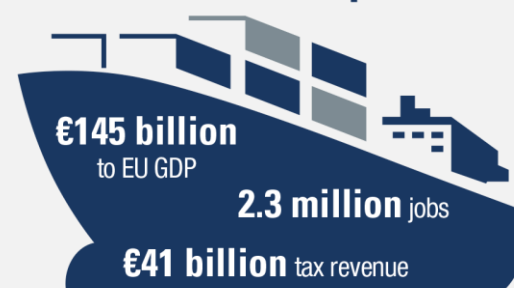
Indirect impacts



Induced impacts



Total economic impact



Source: Oxford Economics (2014)



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3. EU maritime strategy and the 'Athens Declaration'



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Informal meeting EU shipping ministers - Athens, 7 May 2014





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Key messages

- 1. European shipping in globalised markets**
- 2. Human resources, seamanship and maritime know-how**
- 3. Quality shipping as a key competitive advantage**
- 4. Working together on the international scene**
- 5. Exploiting full potential of short-sea shipping and sea transportation services for business and citizens**
- 6. Europe should be the world leader in maritime research and innovation**



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ECSCA response

- 1. Sustain EU leadership in global shipping**
- 2. Improve environmental performance, without losing competitive edge**
- 3. Tap into the wealth of maritime skills and know-how**
- 4. Establish a truly internal market for shipping and ports**
- 5. Continue EU leadership in promoting free trade and secure seas**



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Next steps

- ▶ **Formal conclusions at June 2014 Transport Council**
- ▶ **European Commission to prepare mid-term review of EU maritime transport strategy by spring 2015**



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3. Shipping policy



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- a) Competition policy**
- b) EU and global trade**
- c) Maritime security**
- d) Trade facilitation**
- e) Ports and logistics**



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a) Competition policy

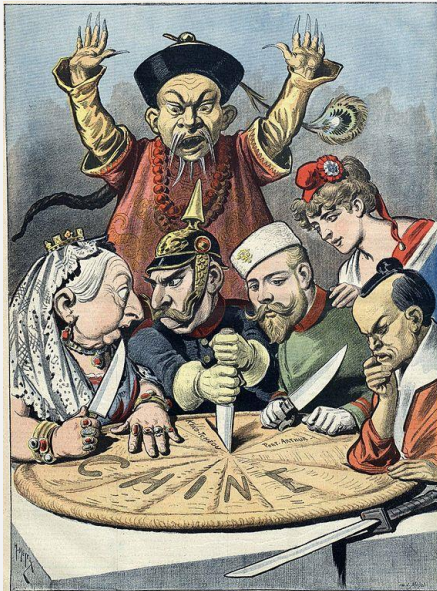




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b) EU and global trade

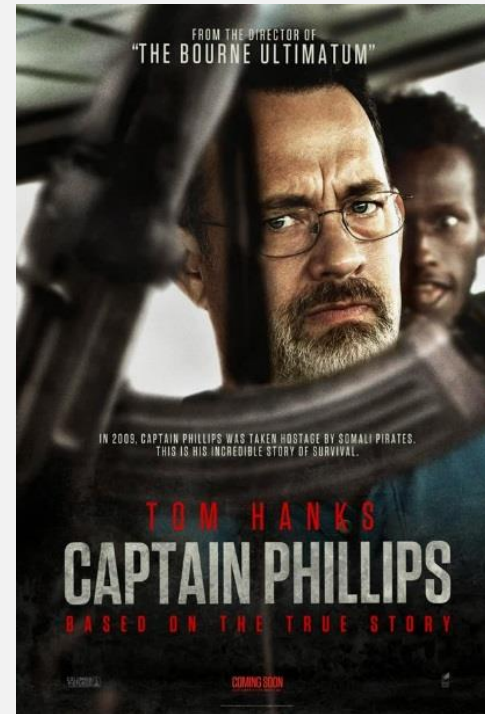




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c) Maritime security





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d) Trade facilitation

Top No. 424 CANADIAN PACIFIC RAILWAY COMPANY Dec 18th 19
STEAMER Herculina FROM Vancouver & Victoria TO Seattle

Item	Weight	Measure	Freight	Advance	Port	Unpaid
✓ 1000 lbs *****						
✓ 1000 lbs	1175				25	5
✓ 500 lbs	80				1.50	10
✓ 450 lbs	475					75
✓ 400 lbs	475		2.00			
✓ 100 lbs						
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4. Safety and environment



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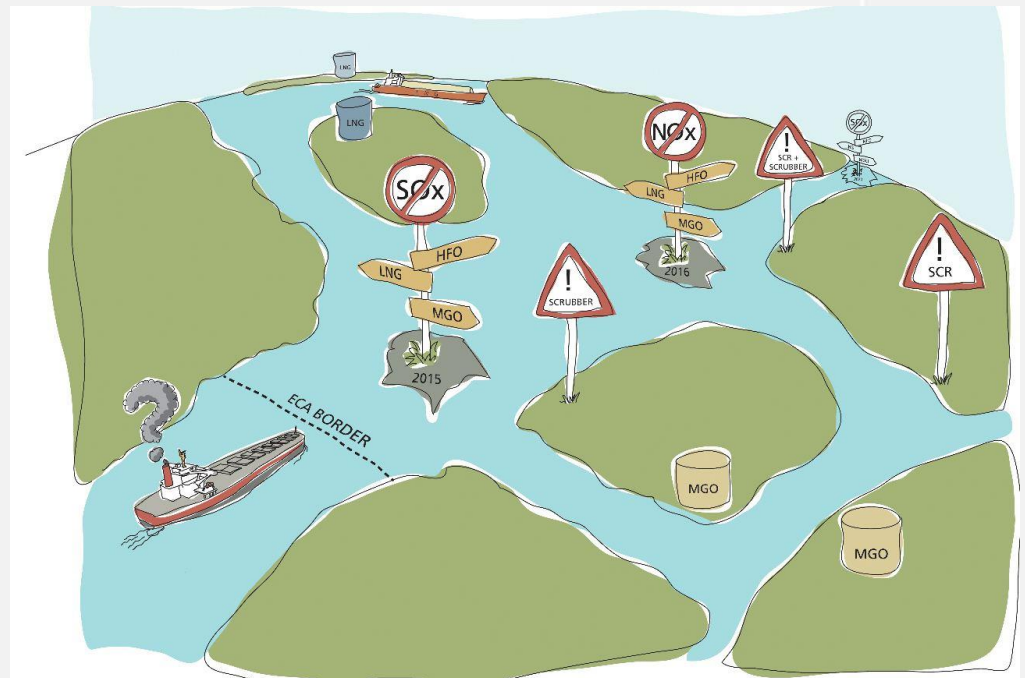
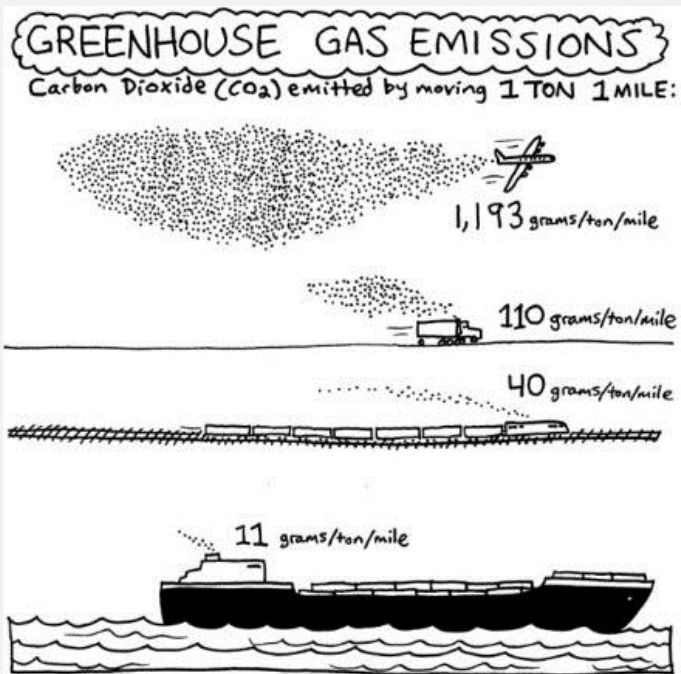
- 1. Air emissions**
- 2. Ballast water management**
- 3. Ship recycling**
- 4. Passenger ship safety**
- 5. Places of refuge**



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a) Air emissions

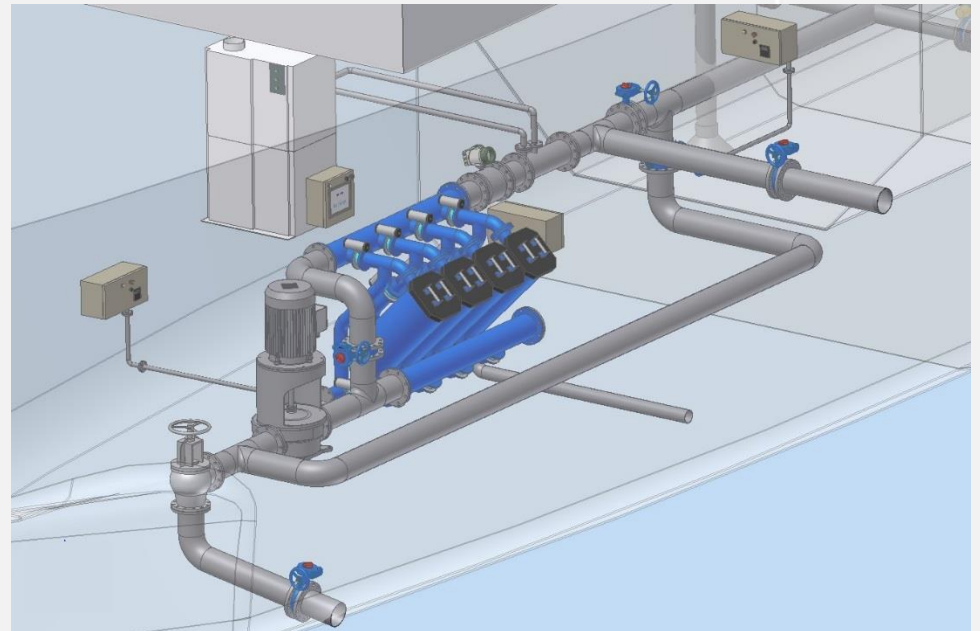
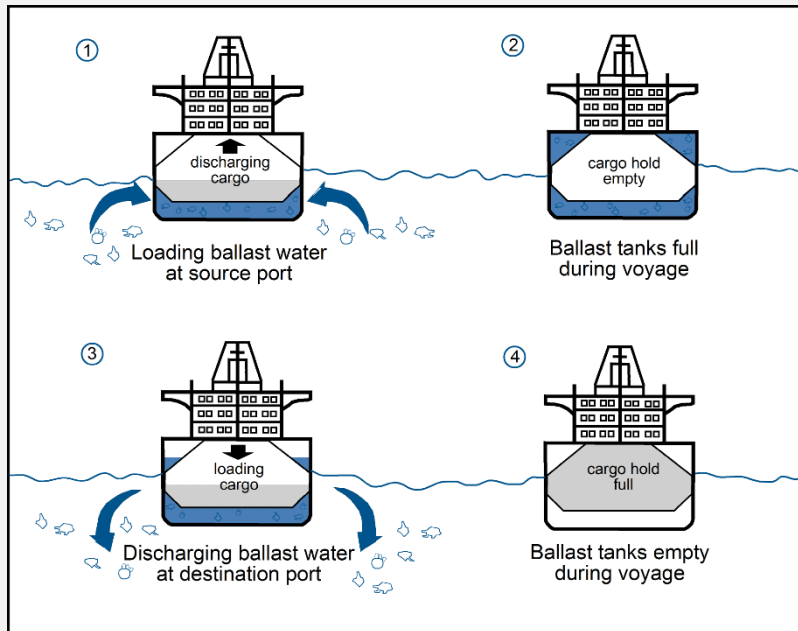




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b) Ballast water management





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c) Ship recycling





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d) Passenger ship safety





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e) Places of refuge





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5. Social affairs



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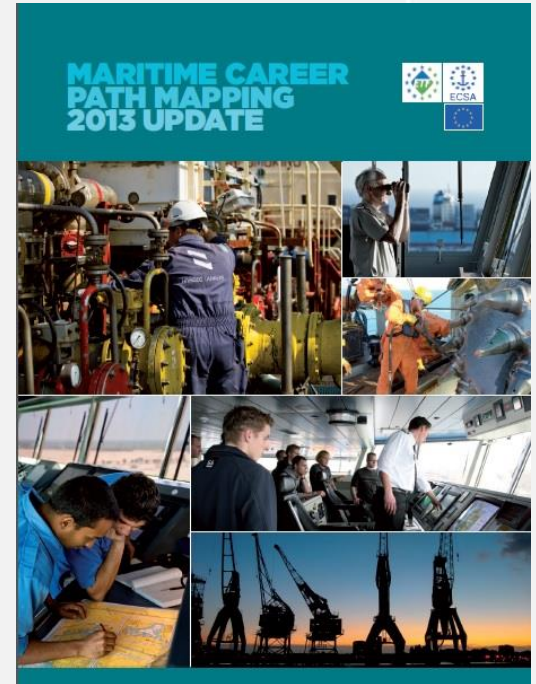
- 1. Attractiveness maritime careers**
- 2. STCW recognition**
- 3. Application EU social Directives**
- 4. Schengen Visa Code**



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a) Attractiveness maritime careers





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b) STCW recognition





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c) Application EU social Directives





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d) Schengen Visa Code





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6. Conclusions



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- **Policy framework for shipping is diverse and complex**
- **Tensions between international and EU ambitions**
- **'Athens Declaration' good basis for future EU policy**
- **Sustaining competitiveness EU shipping is first priority**
- **Shipping lobby must be visible, united and pro-active**



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