



## NEWS MONITOR 10

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### PROMARITIME NEWS

#### Neptune Lines Chose PROMARITIME to expand its Ro-Ro network to Ireland and UK!

On March 2017, PROMARITIME INTERNATIONAL and Neptune Lines agreed to make PROMARITIME the General Sales Agent for the new weekly Ro-Ro service launched by Neptune Lines between the ports of Santander (Espagne), Le Havre, Portbury/Southampton (UK) and Rosslare (Ireland).

Neptune Lines, a short-sea Greek shipowner, is specialised in the transport of vehicles in the Mediterranean and the Black Sea. It is present in 20 countries, stops in 40 ports and operates 17 ro-ro ships, with a capacity ranging from 530 to 3,800 vehicles, amounting to about 1 million vehicles transported per year. For the first time, and with the support of PROMARITIME, the shipping company has decided to develop a service in Northern Europe. The new line should provide up to 25.000 vehicles per year, says the company. The new service also proposes to transport other goods such as light vehicles, tractors, TP machines, cranes, heavy goods as well as static packages on

semi-trailer.

On 5 April 2017, the Neptune Dynamis PTCC (Pure Car and Truck Carrier) stopped for the first time in Le Havre, where the ro-ro ship was loaded with commercial vehicles produced in the Sandouville plant located in the port area, a few kilometres away from the port terminal. The Neptune Dynamis is 158 meters long and 24 meters wide for a draught of about 8.7 meters, and it can accommodate 1,800 units on board.



Thanks to this new commercial development, PROMARITIME INTERNATIONAL strengthens its position as a leading economic actor of the Rouen-Le Havre port hub! It has also opened an operational office near the ro-ro terminal in Le Havre.

### **PROMARITIME Granted with the Authorised Economic Operator (AEO) Status!**

On 20 February 2017, PROMARITIME INTERNATIONAL has been [granted the status of AEO](#) by the EU. This status, based on the World Customs Organisation (WCO) recognised standards, aims to enhance international supply chain security and facilitate legitimate trade. On the basis of Article 39 of the Union Customs Code (UCC), the AEO status can be granted to any economic operator meeting the following common criteria:.

- compliance with customs legislation and taxation rules and absence of criminal offences related to the economic activity;
- appropriate record keeping;
- financial solvency;
- proven practical standards of competence or professional qualifications;
- appropriate security and safety measures.

This status will entitle PROMARITIME INTERNATIONAL to enjoy a range of simplified procedures for customs (AEOC), security and safety (AEOS) or a combination of the two in all EU Member States:

- easier admittance to customs simplifications;
- fewer physical and document-based controls;
- prior notification in case of selection for physical control (related to safety and security);
- prior notification in case of selection for customs control (related to other customs legislation);
- priority treatment if selected for control;
- possibility to request a specific place for customs controls;
- mutual recognition with third countries.

The AEO beneficiaries also enjoy a wide range of indirect benefits, such as the recognition of being a secure and safe business partner, the improvement of relations with customs and other

government authorities, the improvement of planning, the reduction of theft and losses...

Please find more information on the AEO status [here](#).



## INDUSTRY NEWS

### Launch of a Project on Autonomous Container Shipping

MacGregor (provider of engineering solutions and services for the offshore and marine industries) and Rolls-Royce have reached an agreement to collaborate on research and development aimed at exploring the implications in autonomy for cargo ship navigation and cargo systems onboard containerships.

As explained by the two partners, connectivity and the availability of real-time information will in particular enable remote diagnostics and control, and ultimately lead to autonomous vessel operations. The identification of hurdles and time wasters will allow the development of new solutions and services.

Please find more information [here](#).

### Alliance of 5 EU Yards on Ship Recycling

Five of the EU's approved recycling yards have signed an agreement to form the European Ship Recyclers Group (ESR). The primary aim of this new alliance is to create awareness of the existing recycling capacity in Europe and speak with one voice towards the European Commission, which is in charge of implementation of the new EU Ship Recycling Regulation.

The alliance is formed by the following actors: the French Port of Bordeaux, Belgium-based Galloo, Smedegaarden from Denmark, Dutch Scheepssloperij Nederland and Spain's DDR. They plan to operate under the flag of the [International Ship Recycling Association](#) (ISRA).

This agreement comes less than three months after the European Commission (EC) adopted the first version of the European List of ship recycling facilities, which includes 18 shipyards which are granted exclusive access to the recycling ships flying the flags of the EU member states.

Find more information on the EU Ship Recycling Regulation [here](#)



## POLICY DEVELOPMENTS



## MARITIME AFFAIRS, PORTS & LOGISTICS

### Public consultation on a possible initiative at EU level in the field of passengers' rights in multimodal transport

The Commission has launched a public consultation opened to all interested stakeholders which examines options to better protect passengers in the EU when using multimodal transport.

A set of legislations exists at EU level which ensure that passengers have certain rights when they travel by plane, train, ship and bus. However, the current EU passenger rights legislations regulate each transport mode separately and cannot be applied effectively in the context of multimodal passenger transport. Therefore, the rights of the passengers using different modes of transport in one journey may not be guaranteed when transferring from one mode to another.

Against this background, the Commission seeks the opinion of the general public about the problems that passengers face when combining different modes of transport for the same journey, including the drivers, and the appropriateness of a number of options to address this situation.

The consultation period started in 23 February 2017 and will last until 25 May 2017.

You can find the questionnaire [here](#).

### Valletta Declaration on the Future of EU Maritime Transport Policy

A High-level Ministerial Stakeholders Conference on Maritime Sector was organised on 29 March in La Valletta by the Maltese Presidency of the EU. On this occasion, the European Maritime Transport Ministers adopted a declaration on the priorities for the EU's maritime transport policy until 2020, focusing on competitiveness, digitalisation and decarbonisation. You can find the Declaration [here](#).

**ECSA** (the European Community Shipowners' Association) [welcomed](#) the Valletta Declaration as an important first step to prepare the EU shipping strategy for the next decade, and called to use this momentum to go further and adopt a more globally-oriented approach. ECSA also insisted on the issue of digitalisation, which represents a great opportunity for the industry, since it will provide the technological means to establish a genuine European Single Window.

**FEPOR** (Federation of European Private Port Operators) also [welcomed](#) the declaration and its "inclusive approach" which allows all players of the maritime cluster, including ports, to have their say in shaping the future of the EU maritime transport policy. The EU policy should support the competitiveness of maritime industries, including ports, while ensuring that those interdependent sectors have the means to remain a world class maritime cluster.

### 2017 Priorities for the Alliance for Multimodal Connectivity and Logistics

The members of the newly-born Alliance for Multimodal Connectivity and Logistics (see Monitor 8 page 3) have agreed on the priority topics for 2017:

- Reduction of air pollution: Decarbonisation, NOx and sulphur emissions;
- Intermodality: Combined Transport Directive, interoperability and Inland Waterways connections;
- Digitalization: E-transport documents and the Reporting Formalities Directive.

The next plenary meeting of the Alliance will take place during the TOC Europe conferences to be held in Amsterdam from 27-29 June 2017. The meeting will be dedicated to a first evaluation of the

work done by the members of the Alliance as well as to the adoption of the roadmap for 2018, which has been branded “Multimodal year”.

Please find more information [here](#).

### **Data exchange in logistics: towards a joined-up approach for trade and government**

At the second Conference organised by TLF Overseas and CLECAT in Paris, participants had the opportunity to discuss the challenges and possible solutions to improve data exchange between government and business. Simplification, lowering costs, and a better use of resources and existing infrastructures are amongst the main practical advantages of better exploiting available data and the use of information and communication technologies (ICT) in transport and logistics efficiency.

The EU-funded research [project CORE](#) was in particular put forward during this event. The project promoters showcased possible solutions for standardisation and automation in data analysis through advanced data-sharing for the supply chain visibility.

Please find more information (including the presentations made during this event) [here](#).

### **DG MOVE launches a call for members for the Commission expert group on inland navigation**

DG MOVE has launched on 24 March 2017 a call for applications for the selection of members of the Commission expert group for social issues in inland navigation. This group was set up to first give advice and provide input to the Commission for the preparation of legislative proposals and policy initiatives for inland waterway transport sector which have a strong social dimension. It will also support the Commission in the general implementation and follow-up of legislations for inland waterway transport sector.

This call is open to public authorities from Member States and relevant third countries as well as organisations representing the inland navigation professions and industries. The deadline to answer this call is 28 April 2017. Please find more information [here](#).

### **Good start for EU agri-food exports in 2017**

The monthly value of EU agri-food exports in January 2017 has reached a level of €10.3 billion, which is almost €1 billion higher than in January 2016, according to the latest agri-food trade report published by the European Commission on 27 March 2017. The highest increases in monthly export values were achieved for wine (€+127 million), pork (€+112 million) and spirits and liqueurs (€+83 million).

USA, China, Switzerland, Japan and Russia are the top 5 EU export destinations for agri-food products.

Please find more information [here](#).



## **ENVIRONMENT AND SECURITY**

## North Sea: discussion on how to realise the region's full energy potential

The huge offshore energy potential of the North Sea has still to be fully exploited. In 2016, the North Seas countries signed a [Political Declaration](#) in which they stressed their commitment to developing offshore renewable energy and the necessary infrastructure in the region.

In that context, the European Commission has set up a forum, the [North Seas Energy Forum](#) which brings together representatives from the Commission and the public, private and non-governmental sectors in the ten countries in the North Seas region. The idea is for these stakeholders to discuss the development of an offshore grid covering this region.

The [first meeting](#) of the forum took place on 23 March 2017 and, on this occasion, a trilateral agreement was signed between the representatives of Dutch, Danish and German transmission system operators for the development of a North Sea Wind Power Hub, which will supposedly reduce the costs of offshore wind energy and boost growth and jobs in this sector.

You can find more information on the plans for this North Sea Wind Power Hub [here](#).



## FUNDING OPPORTUNITIES & NEWS

### Investment Plan for Europe: the transport dimension

A Regional Transport Investment Conference was organised on 23 and 24 March in Sofia, Bulgaria. During this event, decision-makers involved in the planning and financing of European transport infrastructure projects as well as financial institutions and public and private project promoters have discussed the ways to boost investment in the transport sector, in particular in the Cohesion Member States, and to improve the cooperation with the Western Balkans and the Eastern Partners.

The conference follows the recent launch by the Commission of a call for proposals combining €1 billion of grants (Connecting Europe Facility - Transport) with financing from the European Fund for Strategic Investments whenever possible, public financial institutions or the private sector (see News Monitor 9 page 6).

You can find more information on the Conference website [here](#).

### Interreg Europe: the third call for project proposals is now open!

The EU's regional development funding programme is calling for project proposals dealing with one of four following topics: research and innovation, SME competitiveness, low-carbon economy, or environment and resource efficiency.

The supported projects involve policy organisations from at least three different countries in Europe and come together for three to five years. The programme can offer up to 85% co-financing for project activities such as study visits, peer reviews and action plan development. To be eligible for Interreg Europe financial support, at least half of the project partners must work on Structural Funds operational programmes.

Depending on the number of partners involved and the project duration, the average total budget of a project is expected to be around EUR 1-2 million. The call is open until 30 June 2017.

You can find more information [here](#).



## IN FOCUS

### Conclusions of the European Shipping Week - 27 February to 3 March 2017 - Brussels

The second edition of the European Shipping Week, organised by the European Community Shipowners' Associations (ECSA), gathered policy-makers from the main EU institutions together with European shipowners and other stakeholders from the shipping sector over 30 high level events.

You can find more information on the official website of the European Shipping Week [here](#). You can also find the [dedicated Commission's webpage](#) for this event, which also includes a set of reference documents for the EU maritime transport sector.

This IN FOCUS will provide you with some information on the conclusions reached during these high-level events

#### 1) Joint Industry Statement on the future of EU shipping

The European shipping industry took the opportunity of the European Shipping Week to issue on 1st of March a joint statement welcoming the European Commission's mid-term review of the EU Maritime Transport Strategy 2009-2018. The signatories are: European Community Shipowners' Associations ([ECSA](#)); Cruise Lines International Association ([CLIA](#)) Europe; European Community Association of Ship Brokers and Agents ([ECASBA](#)); [Interferry](#); European Dredging Association ([EuDA](#)); World Shipping Council ([WSC](#)); European Transport Workers' Federation ([ETF](#)); European Tugowners' Association ([ETA](#)); European Maritime Pilots Association ([EMPA](#)).

The joint statement stresses the following points:

- **Revision of the EU Reporting Formalities' Directive:** the revision should lead to a true European single window for maritime carriers to reduce the administrative burden, with the 'reporting once' principle and the appropriate exchange of data on cargo and conveyance between governments and all relevant authorities;
- **Maritime Space without Barriers:** further simplifications of procedures are needed to put shipping on an equal footing with land-based transport modes;
- **Shipping strategy beyond 2018:** the European shipping industry calls decision-makers to elaborate an ambitious EU shipping strategy based on: an attractive business climate, a highly skilled European workforce, consistent implementation of international environmental and safety standards, policies facilitating trade.
- **International level:** the EU should help the IMO shape a global strategy to ensure the shipping industry meets its climate obligations in an environmentally, socially and economically sustainable way.

You can find the declaration [here](#).

## 2) SEA Europe Conference

Alongside the European Shipping Week, SEA Europe - the [European Ships and Maritime Equipment Association](#) - organised its first ever Conference on 3 March 2017.

The Conference was the occasion for the European maritime technology sector to stress:

- its key role in achieving the EU strategy on sustainability and innovation for shipping. The participants acknowledged the fundamental shift induced by the carbon reduction programs being put in place, and called it the “biggest change since shipping shifted from sailing to engine systems”;
- its leading position in the global competition thanks to its innovative marine equipment manufacturers and shipyards (modern shipyards, innovative fuel and energy, ship design).

SEA Europe is organised around 3 pillars: 1) innovation and sustainability; 2) competitiveness of the maritime technology sector and 3) skills, education and working conditions. This structure mirrors the challenges faced by this industry, between unfair global competition to growing international protectionism.

During the event, Nikolaus Von Peter, member of the Cabinet of the Transport Commissioner Bulc, presented the initiatives promoted by the Commission in the areas of action in maritime transport, and the audience took the floor to debate and stress the challenges ahead for the marine equipment and shipyard industries:

- **Decarbonisation:** [IMO standards on greenhouse gas emissions](#); [development of alternative fuels](#); update of [Directive on port reception facilities](#);
- **Digitalisation:** achievement of a [digital single market](#); push towards the creation of a true [EU data economy](#); [autonomous vessels](#) (regulatory developments & updates and impact on logistic chain); safety of remote operations; challenge related to the management of data and the sharing of data;
- **Investment/Innovation:** invest in infrastructure related to alternative fuels; [Green shipping guarantee scheme](#) (new European Investment Bank facility reducing risks for environmental friendly investment - up to 50% for new vessels); ship design (use of lighter materials than steel; IT solution to decrease use of fuel);
- **People:** strengthen the so-called [blue economy](#) and make jobs more attractive in the maritime industry.

## The Reform of Port Labour in Spain: latest developments

- **Background**

Spain has a special regime regarding the hiring of dockers by cargo-handling companies in the largest Spanish ports, i.e. Barcelona, Algeciras, Valencia and Bilbao. The cargo-handling companies in these so-called ports of general interests cannot resort to the market to employ their staff.

On the contrary, the rules currently in place oblige cargo-handling companies to participate financially in the capital of private companies called SAGEPs (*Sociedad Anónima de Gestión de Estibadores Portuarios*) which are in charge of recruiting dockers and putting them at the disposal of cargo-handlers. If the dockers proposed by the SAGEPs are not sufficient or not suitable, the cargo-handling companies are free to recruit workers from the market, but only for one working



shift.

- **2013: Launch of an infringement procedure by the European Commission**

On 20 June 2013, the Commission [decided](#) to refer Spain to the EU Court of Justice over its rules on the recruitment of port workers in these ports of general interest, arguing that these rules contradict the freedom of establishment enshrined in the EU Treaty. In particular, the Treaty precludes any national measure which, even though not discriminatory on grounds of nationality, hinders or renders less attractive the exercise of the freedom of establishment. The Commission considers that cargo-handling providers from other Member States wishing to establish themselves in Spanish ports may be discouraged from doing so because of the current “restrictive” labour practices.

- **2014: Ruling by the European Court of Justice**

In a judgement issued on December 2014 (C-576/13), the EU Court of Justice sanctioned the Spanish port labour scheme as being non-compliant with the principle of the freedom of establishment (Article 49 of the TFEU). The Court considers that Spain could apply a less restrictive scheme to achieve the same results in terms of continuity, quality of cargo handling service and protection of workers. Therefore, the Spanish law on port labour should be modified. Please find the ruling [here](#) (in French only).

The Spanish authorities had until February 2015 to communicate to the Commission the measures taken to comply with the Courts’ judgement. But they failed to do so, despite the continuous (but inconclusive) negotiations between port employers and workers representatives to adapt the port labour scheme.

- **2016: Commission refers Spain to the Court of Justice for failing to comply with the previous judgement**

The Commission decided in June 2016 to refer Spain to Court for failing to comply with the previous judgement of the Court concerning the freedom of establishment in the Spanish ports of general interest.

[As explained by the Commission](#), as of June 2016, Spain had “not adequately addressed the issues identified in the Court’s judgment”, and therefore the Commission decided to refer Spain to the Court of Justice for the second time on this case. The Commission invited Spain to rapidly undertake the necessary reforms in order to comply with this judgement or the Court may decide to impose financial penalties on Spain.

Since then, intense negotiations between port employers’ and workers’ representatives have been taking place to avoid the payment of penalties and comply with the Court’s ruling. However, the situation deteriorated in the past few months, with the presentation by the government of a Royal Decree at a time when the negotiations between Spanish social partners were still ongoing.

- **February 2017: presentation of the Royal Decree on the port labour reform**

The Spanish Council of Ministers approved on 24 February a Royal decree on the port system reform, which would enable ports to hire dockworkers outside of the “pool” provided by the SAGEPs. In addition, the new law provides that stevedoring companies will no longer have to be members of SAGEPs local stevedoring societies to carry out activities in the ports of general interest. According to this Decree, there should be a transitional period of three years for workers and companies to adapt to the new legal framework.

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- **The immediate reaction of port workers**

This move from the government triggered a strong reaction from the Spanish and international dockworkers unions, who denounced the lack of dialogue with the Spanish Minister of Public Works and called for the organization of strikes as a response to the government's reform plan. Trade unions points out that at least 6,500 dockworkers could be laid off in the future as a consequence of this reform.

A series of strikes took place beginning of March but the country's unions decided to postpone other strikes, hoping that the national authorities would engage in tripartite negotiations with workers and employers to solve the conflict.

At EU level, the unions representing dockworkers in the EU Social Dialogue Committee for Ports decided to put the EU social dialogue on hold, saying that "in the current political framework, it is impossible for us to be part in an EU-wide dialogue while social dialogue in Spain is being disregarded".

- **March 2016, the Spanish Congress says "no"**

However, on 16 March 2016, the Spanish Congress rejected the Royal Decree, pointing that the new law would simply suppress the current system without proposing any new plans to address the challenges faced by the sector (qualifications of workers and unfair competition).

The International Dockworkers' Council (IDC), the International trade union representing dockworkers, welcomed this vote and asked again for the organization of tripartite discussions between dockworkers, the employers and the government to discuss the carrying over of the existing work contracts and the inclusion of a professional registry of dockworkers in the new law, in accordance with the international regulations included in International Labor Organization (ILO) Convention 137.

The strikes planned for March 23 have been called off, which were previously scheduled to be held in ports around the world as a message of international solidarity, to enable new negotiations in the Spanish port sector. Port workers' representatives also hope to return to the EU's Sectoral Social Dialogue process as soon as the issues faced by the Spanish dockworkers are resolved.

The negotiations are now ongoing between the three parties. To be continued...



## **PUBLICATIONS**

### **ECSA Study on the EU external shipping policy**

"EU shipping policy is solid, but needs a stronger global orientation to sustain further growth". This is the main conclusion of the study commissioned by the European Community Shipowners' Association (ECSA) to Monitor Deloitte, which benchmarks the overall EU policy framework for shipping with policies of five international shipping centers (Singapore, Hong Kong, Dubai, Shanghai and Vancouver). The benchmark exercise was based on eight criteria: taxation and fiscal incentives,

availability of professional services, regulatory, economic and political factors, skills, flag attractiveness, ease of doing business, legal framework for vessel exploitation and availability of finance.

The study found that while the EU has an overall competitive fiscal and social regime as well as quality registers and a strong skills base, this framework could be improved by adapting this framework into a comprehensive, globally oriented shipping policy which would help increase the attractiveness of the EU maritime cluster as a location for international shipping.

The conclusions of the study are at the basis of the ECSA position paper entitled Shipping and Global Trade Towards an EU external shipping policy. You can find this document [here](#).

Find more about the study [here](#).

## **Oxford Economics Study on the Value of Shipping**

Commissioned by ECSA, this report provides updated estimates of the economic contribution of the EU shipping industry to the overall EU economy. This study is updated every year since 2014.

Please find more information [here](#).

## **EMSA Outlook 2017**

The EMSA's Outlook 2017 presents the actions & steps the EMSA plans to carry out in 2017 in order to deliver on its multi-annual strategic objectives. It represents a condensed version of the Single Programming Document adopted by EMSA's Administrative Board in November 2016 and available on the website.

The publication is organised into 5 chapters reflecting the structural organisation of the agency:

- Maritime transport and surveillance;
- Visits and inspections to monitor the implementation of EU legislation;
- Providing technical and scientific assistance and facilitating technical cooperation;
- Pollution preparedness, detection and response;
- Management, quality control resources and communication.

Please find the document [here](#).

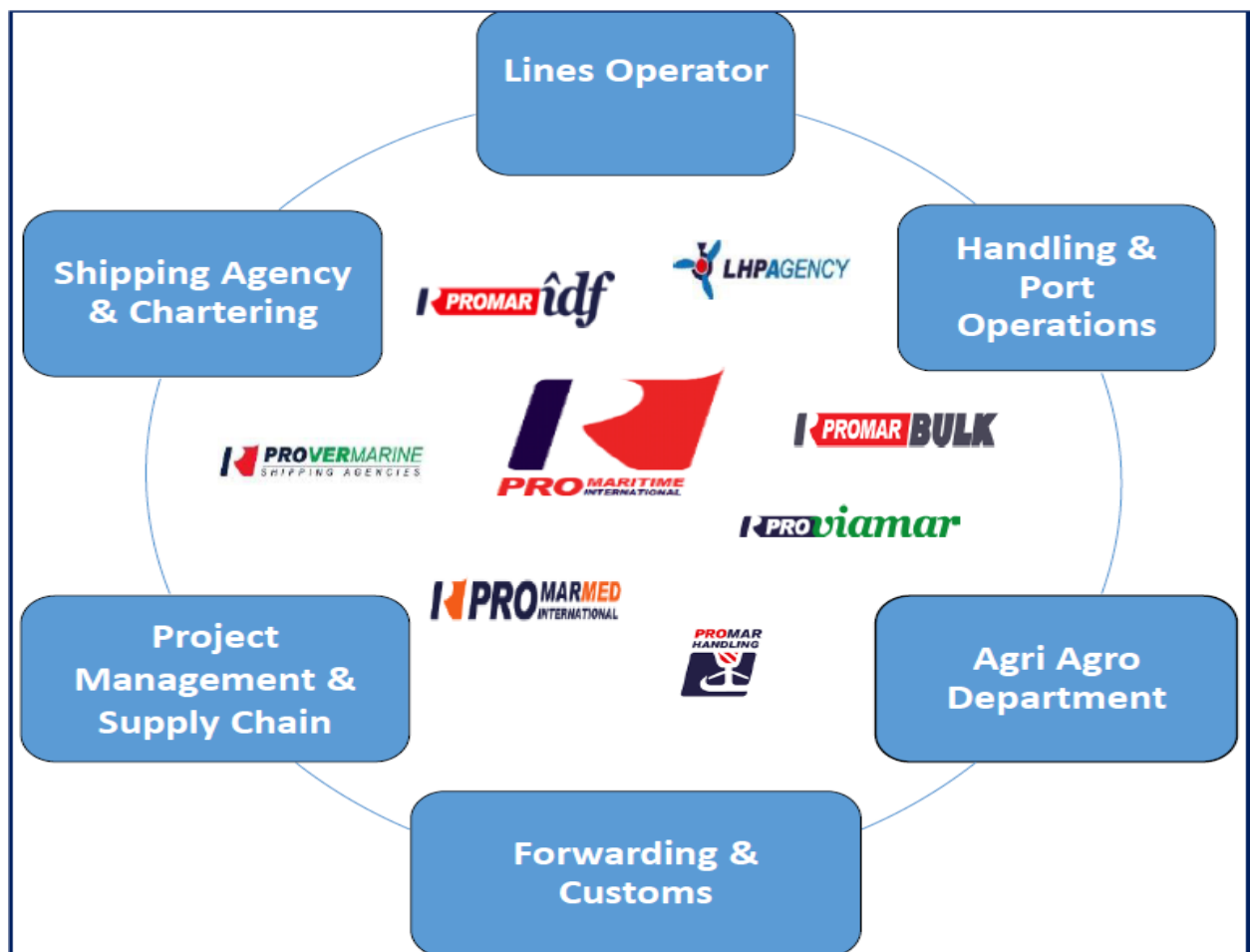
# **PROMARITIME AT A GLANCE**



PROMARITIME was created in 1993 & is headed by Eric LELIEVRE (founder and shareholder). It had a turnover of 25M€ in 2015.

PROMARITIME awarded standards: FONABSA - LVMG - SQAS - AEO

### PROMARITIME GALAXY



### PROMARITIME ACTIVITIES

PROMARITIME International and its skilled staff offers tailored logistics solutions on a wide range of services including:

→ **Liner services**

Weekly services to Morocco (containers) and Finland / Russia (multimodal including over-gauged). Bi-monthly RORO services to West Africa, MEA and India. Weekly RORO services to North Africa, Mediterranean and Black Sea.

→ **Shipping agency & chartering**

Established as shipping agent in Normandy in the ports of Rouen, Dieppe & Le Havre, we provide Chartering service for heavy lifts and conventional vessels.

→ **Handling & port operations**

Specialized in port operations, including the coordination of port operations for heavy lifts and offshore wind fields.

→ **Agri Agro department**

Management and transport of food products: warehousing & consolidation shipments, solutions for full dry or reefer containers, bulk chartering...

→ **Forwarding, customs & consolidation**

We offer a full range of services for import and export cargoes (FCL/ LCL). Customs department capable of clearing food and all kind of goods.

→ **Project management & supply chain**

Chartering of different kinds of commodities. We provide complete project logistics services, especially in oil and gas activities.

