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## INDUSTRY NEWS

### Presentation of the Seineport Europe Strategy for 2050

In Le Havre, the president of the *Union Maritime et Portuaire* (UMEP), Michel Segain, has unveiled in January the Seineport Europe strategy, which calls for a port revolution to improve the image and attractiveness of French ports. This strategy, which places Le Havre and Marseilles ports at the centre of the national maritime strategy.

This ambitious project seeks to enable the French ports, and in particular those on the Seine axis (Paris, Rouen, Le Havre) to face competition in the container sector from the ports of Northern Europe who still attract a large market share which, according to Mr Segain, should transit through French ports. The strategy foresees an envelope of 30 billion euros over 30 years to be allocated to carry out this port revolution.

Beyond the Seine axis, Michel Segain wants to review the national maritime strategy in order to prioritise the allocation of subsidies to the so-called "European ports of entry", i.e. Seineport Europe for the Manche-Atlantique seaboard and Marseille-Fos for the Mediterranean seaboard. The cooperation between the two ports should be strengthened, building on the existing initiatives, for example the partnership between Marseille Gyptis International (MGI) in Marseilles and Soget in Le Havre, which developed together a single Cargo Community System (CCS).

Find more information [here](#) and find the full Strategy [here](#).

## EU project of North European Ports to Make Cruise Industry Greener

Ten North European ports have joined forces to find solutions to make the growing cruise industry greener through a three-year project co-funded by the EU.

Led by the Hamburg Port Authority, the Interreg project includes Hamburg Cruise Centre, Rostock Port, Freeport of Riga Authority, Klaipeda State Seaport Authority, Maritime Institute in Gdansk, and the ports of Bergen, Tallin, Helsinki and Esbjerg. With a budget of EUR 2.9 million, the project will examine how the ports can help cruise ship operators become greener and more sustainable.

A detailed account of ways the ports can help enhance sustainability in the cruise shipping sector is set to be presented at the project's closing conference in 2019.

More information [here](#).

## Mediterranean Ports Unite to promote a Southern Gateway Alternative

Following the inaugural Medports Forum organised by Intermed Gateways and the Union for the Mediterranean, held in Marseille on November 29-30, ports from around the Mediterranean coast have agreed to form an alliance to promote the region's role in global maritime trade and to co-operate on issues including security, the environment and supply chain innovation.

Participants included representatives of 25 port authorities from throughout southern Europe and North Africa as well as Bulgaria, Turkey and Israel. Together with professionals from the Euro-Mediterranean shipping and logistics sectors, they met to explore collaboration over business development and sharing best practice. Discussions centred on the ports' strategic position at the crossroads of international shipping routes, with particular emphasis on container trades.

More information [here](#).

## UNCTAD Data Collection tool to Improve Port Performance

The United Nations Conference on Trade and Development (UNCTAD) has made some progress in the development of its port data collection project, which started back in 2013 and is based on statistical analysis with the view of improving port performance.

13 new ports were included in the database in November 2016, with a total of 42 ports in Africa, Asia, Latin America and Europe. UNCTAD explains that efficient data processing would help improve performance of ports, which are the entry door for 80% of trade flows, and ultimately lower trade costs, lower consumer prices and improve the international competitiveness of local businesses. "For ports to work better, managers need to benchmark their performance on a wide range of indicators," explained Mark Assaf, the project's manager, adding that there was a lack of reliable data for port managers.

This UNCTAD project is oriented towards the needs of its first users, ports, and list 23 indicators on financial stability, labour productivity and operational efficiency. The customized assessment - or "dashboard" - examines indicators such as income generated per employee, the average waiting time of vessels or the tonnage handled per hectare.

More information [here](#). Find the report [here](#).



## POLICY DEVELOPMENTS



### MARITIME AFFAIRS, PORTS & LOGISTICS

#### Parliamentary Report adopted on Logistics in the EU and Multimodal Transport in the New TEN-T Corridors

The Transport and Tourism (TRAN) Committee of the European Parliament adopted a Report on “Logistics in the EU and multimodal transport in the new TEN-T corridors”, prepared by MEP Mrs. Ines Ayala Sender (S&D; Spain).

The report highlights the following key points:

- the importance of developing an integrated multimodal freight transport across Europe;
- the need to improve coordination between the EU’s TEN-T priorities and Member States’ national infrastructure plans;
- the need to further reduce regulatory, operational and technical barriers affecting EU logistics;
- the importance to ensure enough financial resources for the actual completion of the TEN-T networks within the predetermined deadlines, in particular the report proposes to consider a specific CEF 2017 call on logistics;
- the need to facilitate the use of new technologies in freight transport logistics and adopt measures to make the sector more attractive to workers.

Find the TRAN Report [here](#). The report is now expected to be voted in plenary in early 2017.

#### Multimodal Connectivity and Logistics: A New Industrial Alliance

21 organizations, representing all industry players of the supply chain, have decided to join forces and launched on 9 December 2016 the Industry Alliance for Multimodal (IAM) Connectivity and Logistics for Growth.

The Alliance gathers representatives from different modes of transport, cargo owners, freight forwarders, logistics and port service providers, shipyards, transport workers and equipment manufacturers. It will seek to push for EU policy initiatives that could boost and enhance European multimodal connectivity and logistics. Common priorities cover competitiveness, efficiency, reliability, safety, security and sustainability of supply chain, logistics, cargo transport, handling and freight services across the European region.

I AM Connectivity & Logistics for Growth will try to facilitate the important dialogue with EU institutions on the current and future policy framework, stressed the members of the newly formed Alliance. It will decide upon its priorities during an annual plenary meeting to be held in spring 2017.

More information [here](#) and [here](#)

## EU Agri-food Exports Remain at Record Level as Shown by Latest Figures from November 2016

The monthly value of EU agri-food exports in November 2016 reached a new record level of €11.7 billion, which is € 813 million higher than in November 2015.

Considering a slight decrease in agri-food imports from third countries, the EU now has a trade surplus in agri-food products at €19 billion over 12 months. Major gains in values over the 12-months period from December 2015 to November 2016 were achieved in agri-food exports to the USA (+ €1.5 billion; +8%) and China (+ €1.1 billion; +11%). In particular, the pig meat sector is confirming its recovery after testing times last year.

Find more information on past statistics of agri-food exports at EU level [here](#).

In the meantime, in France, it is reported that the French agri-food exports reached 543 million euros in October 2016, a decrease of 259 million euros compared to October 2015, due mainly to a decline in exports. The decline in exports is particularly clear with the EU, where the balance of foreign trade is negative for the third month in a row.

The balance of trade is also strongly affected by the drop in cereal exports, due to historically low harvest, both in quantity and quality, in 2016: cereals see the value of their exports declining by 49% over one year, due to less exports towards China, Algeria and Morocco in particular.

More information on the situation in France [here](#).



## ENVIRONMENT AND SECURITY

### CO2 Emissions from Shipping: Controversial Vote at the European Parliament

Further to the adoption by the UN's Marine Environment Protection Committee (MEPC) of the International Maritime Organisation (IMO) of an initial strategy to reduce CO2 emissions from shipping (see news entitled *IMO CO2 reduction targets and roadmap in Monitor n°7 (p.4)*), the Environment Committee (ENVI) of the European Parliament adopted on 15 December 2017 a Report on the revision of the EU Emissions Trading System (ETS). See the Report [here](#).

In this Report, MEPs have called for EU shipping emissions to be included in the EU ETS from 2023 if the IMO fails to deliver a global deal by 2021. After the vote, major players in the EU maritime industry raised concerns about this decision:

The **European Sea Ports Organisation (ESPO)** [stressed](#) that, given the very international nature of shipping and climate change, "IMO is by far the right level to address the issue of shipping emissions and to find a solution". ESPO calls the EU to stick to the timeline set by the IMO roadmap agreed in October 2016, and proposed that EU measures will have to be introduced in case the IMO is not able to respect the roadmap deadline (2023).

The ESPO also recalls that the EU and national climate measures that are currently being developed to implement the Paris Agreement, will oblige ports to reduce the carbon footprint of their land-

based activities. These efforts should be accompanied by measures covering emissions generated at sea.

The **European Community Shipowners' Associations (ECSA)** [condemned](#) this vote, saying that the Parliament Report would undermines the global work carried out at IMO level on CO2 emissions of shipping. ECSA stressed that the adoption of regional measures under unrealistic deadlines was a very counterproductive move and that shipping emissions reduction could only happen effectively in a global context.

The ENVI report needs to be confirmed in a plenary vote in 2017. Negotiations will then start with Member States and the Commission.

#### **REMINDER: Timeline of action by IMO**

2003	IMO MEPC obtains mandate to develop mechanisms to achieve reduction of GHG emissions from international shipping
2011	Adoption of mandatory technical and operational measures (EEDI and SEEMP) via amendments to MARPOL Convention: ships built after 2025 at least 30% more CO2 efficient than in 2000s
2013	Global entry into force of MARPOL amendments
2014	Third IMO study on GHG emissions of ships published: over 10% CO2 reduction by entire sector (2007-2012)
2015	Implementation of EEDI Phase One: all new ships 10% more efficient
2016	<ul style="list-style-type: none"><li>• Adoption of mandatory global CO2 data collection system</li><li>• Adoption of roadmap for reduction of GHG emissions of ships</li></ul>
2017	Start intersessional meetings
2018	Spring: adoption of initial IMO Strategy
2019	<ul style="list-style-type: none"><li>- Start of global data collection</li><li>- Initiation Fourth IMO GHG study</li></ul>
2020	<ul style="list-style-type: none"><li>- Data analysis</li><li>- Publication of Fourth IMO GHG study</li></ul>
2021	Start of validation process based on real data
2022	Decisions on revised IMO strategy
2023	Formal adoption revised IMO strategy: <ul style="list-style-type: none"><li>- short, mid- and long-term measures;</li><li>- implementation schedules</li></ul>

#### **First Ever EU Ship Recycling List Published by European Commission**

On 19th December 2016, the European Commission adopted the first version of the European List of ship recycling facilities (see list [here](#)), which are deemed safe for workers and environmentally sound. The 2013 Ship Recycling Regulation requires all large sea-going vessels sailing under the flag of a Member State of the Union to use an approved ship recycling facility included on this List.

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The first 18 shipyards awarded with EU recognition are all located in the EU. Another 18 applications from yards located in third countries are now being assessed. The European Commission will decide in 2017 on their inclusion in the List.

Following the publication of this List, the **ECSA** [pointed out](#) the need to see third country ship recycling yards getting EU recognition, in particular those that already meet the international standards laid down in the Hong Kong Convention for safe and environmentally sound ship recycling. This would help raise standards worldwide, respond to demand and take into account the existing limitations of EU yards in terms of length and vessel draft.



## IN FOCUS

### Adoption of the Port Regulation

Following the adoption by the European Parliament on 14 December 2016 of the Parliamentary report on the Regulation establishing a framework for the organisation of port services and financial transparency of ports, the Council of the EU has finally adopted the Port Regulation.

Put forward for the first time in 2013, the proposal has been the subject of intense discussions and long negotiations. Commissioner for Transport Violeta Bulc welcomed the vote and explained that the Regulation would give European ports a boost by facilitating private investment, by encouraging a better use of public resources and more efficient port operations, while ensuring an adequate training of workers.

### The content of the Regulation

The Regulation is composed of three parts:

- a **framework for the provision of port services**, including stable rules for transparent and open access to the market and adequate training of employees

To deliver high-quality services, the rules include new requirements for port service providers to ensure that employees receive the necessary training, with particular emphasis on health and safety. These training requirements should also be regularly updated to meet the challenges of technological innovation.

The Regulation does not impose a specific management model for ports. However, it lays down conditions if ports wish to set minimum requirements for services such as towage, mooring, bunkering and the collection of ship-generated waste, or to restrict the number of providers of these services.

Cargo handling and passenger services are exempted from these rules on the organisation of port services.

- the **financial transparency for port entities** through their accounts and port charges in order to ensure a transparent and rational use of public funds

The new rules are aimed at making ports in Europe more efficient and attractive to investors. The lack of clear rules on public funding of port infrastructure and charges for using it is said to hold back investment in these facilities.

Applying to over 300 EU seaports in the trans-European transport network, the rules include a requirement for ports to show clearly in their accounting systems the public funds they have received and to improve transparency in the way port services and infrastructure charges are set. EU member states would also have to ensure that an effective procedure is in place to handle complaints.

Cargo handling and passenger services will also be subject to financial transparency rules.

- principles for **local consultation** of port stakeholders and mechanisms to handle disputes.

The port authorities will have to consult port users and other relevant stakeholders on essential matters, such as the coordination of port services within the port area; the measures to improve connections with the hinterland (in connection with rail and inland waterways transport); the efficiency of administrative procedures in the port; the environmental matters; the spatial planning as well as all measures to ensure safety in the port area, including, where appropriate, health and safety of port workers

Find the consolidated version of the Regulation adopted by the Council [here](#).

#### **Reactions from the relevant European organisations (industries and workers' associations)**

**FEPORT** welcomed a compromise based on a real consultative approach allowing all stakeholders to get consulted and actively participate to the construction of the Regulation. FEPORT stressed that the ball was in the court of Member States now to properly implement the new rules, especially those related to transparency and consultation of private investors in ports. The port operators' association also called the Commission to ensure consistency in the rules applicable to ports, in particular in the context of the review of the Global Block Exemption Regulation.

**ESPO** [welcomed](#) the adoption of the text, considering it an acceptable compromise. The organisation also called the EU decision makers to now address the many challenges European ports are facing today, such as the issues of trade facilitation, decarbonisation, investments in ports and their hinterland connection. ESPO stressed that Member States should now give port authorities the power to negotiate and to develop their own charging policy, which ESPO views would be the best way to enhance the competitiveness of European ports and the level playing field amongst them.

**ECSA** [deplored](#) that some market access issues were not addressed by the text, but welcomed nonetheless this new EU law on port which should be seen as a positive first step forward.

**ETF** (European Transport Workers' Federation) said that they would have preferred a more stringent text, in particular as regards the protection of workers in case of change of operator and the question of the good repute of the operators. They also stressed the need to ensure coherence between the Regulation and other legal acts, in particular with the revision of the General Block Exemption Regulation (GBER).



## MARITIME AGENDA

### **EUROMARITIME 2017 - Paris - 31/01/2017 to 02/02/2017**

Euromaritime is one of the major and influential trade events dealing with marine and port technology, shipping logistics and security industry. The event will gather all the prominent professionals of the Ship Builders, Marine Surveyors, Ship Architects, Marine Equipment Manufacturers and Traders, Marine Engineers, Marine Training Institutes, Logistics service providers and the related personnel for showcasing the cutting end marine products and services.

More information [here](#).

### **EUROPEAN SHIPPING WEEK - Brussels, 27/02/2017 to 03/03/2017**

Organised by ECSA, this event gathering the EU shipping community will discuss the way the EU can further foster the competitiveness of European shipping globally. Participants will also be invited to reflect on the issues of digitisation and modernisation of the policy framework for the maritime sector.

More information [here](#).

### **SEA EUROPE MARITIME CONFERENCE - Brussels, 02/03/2017**

Organised by SEA EUROPE, this event will discuss the competitiveness of the European shipyards and maritime equipment manufacturers facing an highly competitive and innovative environment. Participants will look at the existing severe distortive practices from its global competitors, such as state subsidies or trade protectionism, or with problems with intellectual property rights.

More information [here](#).

### **SEMAINE INTERNATIONALE DU TRANSPORT ET DE LA LOGISTIQUE - Paris, 14/03/2017 to 16/03/2017**

SITL Paris 2017 will bring together the largest concentration of transport and logistics users from industry, commerce and distribution. With an anticipated 24,000 professionals and more than 500 exhibitors, it will gather all the innovative products and services dedicated to freight transport, freight forwarding and the supply chain.

More information [here](#).

### **2ND INTERNATIONAL CONFERENCE ON MARITIME SPATIAL PLANNING - Paris, 15-16-17/03/2017**

The European Commission and UNESCO are jointly organising the 2nd International Conference on Marine/Maritime Spatial Planning (MSP) in March 2017 in Paris. Given the rising international interest in Maritime Spatial Planning, this event aims at taking stock of the latest developments and discussing on how to achieve and accelerate successful MSP worldwide.

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More information [here](#) and [here](#). Registrations are open until 03/02/2017.

## **14TH ANNUAL GREEN SHIP TECHNOLOGY CONFERENCE - Copenhagen, 21-24/03/2017**

The 14th Annual Green Ship Technology Conference, a leading environmental shipping event for the industry, will be organized from 21 March 2017 to 24 March 2017 in Copenhagen, Denmark. Participants at this major event will discuss key issues such as the latest developments at international level (IMO MEPC70), have look at emerging technologies and innovations in green ship design.

More information [here](#).

## **25TH TOP TRANSPORT EUROPE - Marseille, 18-19/10/2017**

TOP TRANSPORT EUROPE is the place European shippers / logisticians meet transporters and logistics companies in the framework of pre-scheduled and targeted appointments.

More information [here](#).



## **PUBLICATIONS**

### **FEPORT White Paper**

FEPORT, the Federation of European Private Port Operators and Terminals, has published on December 2017 its White Paper “2017, 2018 and beyond” which puts forward proposals for a sustainable European maritime logistics policy.

In view of the upcoming comprehensive evaluation exercise of EU maritime legislation in 2017, and the preparation of the multimodal year in 2018, FEPORT proposes to address issues such as a friendly framework for private investors, digitisation & trade facilitation, and sustainability & innovation.

Find the White Paper [here](#).

### **EMSA Study on Fuel Cells**

The EMSA Study on the use of Fuel Cells in Shipping, published on 23 January 2017, focuses on this promising technology, includes a technology and regulatory review, identifying gaps to be further explored, the selection of the most promising Fuel Cell technologies for shipping and, finally, a generic Safety Assessment where the selected technologies are evaluated according to Risk & Safety aspects in generic ship design applications.

Find the Study [here](#).

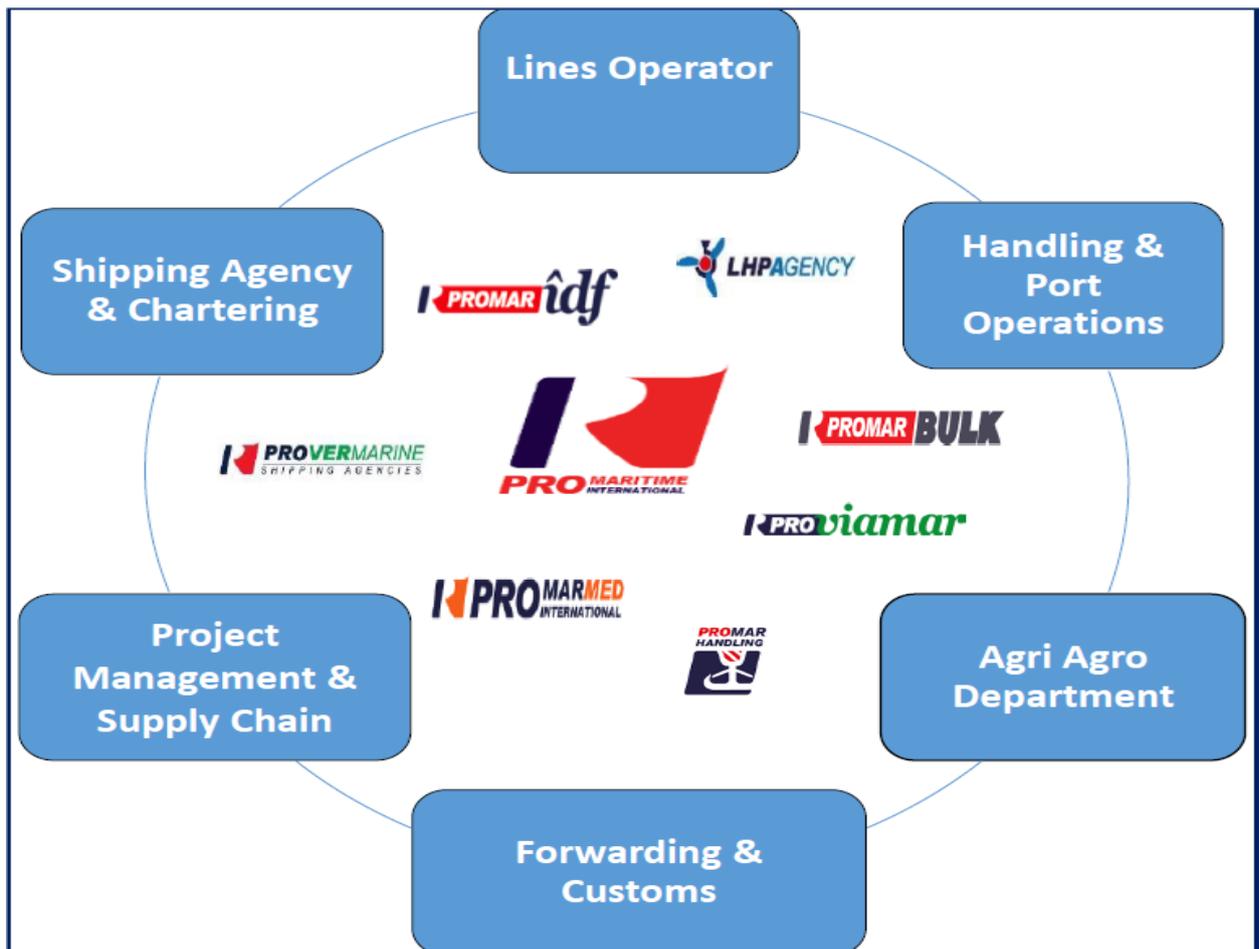
## PROMARITIME AT A GLANCE



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.

### → 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.

