



NEWS MONITOR 15

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90 MT weight oversized speed patrol boat to Guyana!

PROMARITIME Intl acting on behalf Geodis Project have organized delivery of a rapid patrol boat from Fr-Toulon up to the port of French Guyana (water out delivery). The heavy sustained vessel «m/s LEILA H» was chartered for safe delivery to final consignee (custom patrol forces) offshore Degrad des Cannes, French Guyana.

Local coordination, port delivery was arranged by PROMARITIME Guyane.



Adding a new logistics international teams!

A team of 4 skilled in logistics international project has joined the group as from 1st November 2017. The team office is located next to Charles de Gaulle Airport (F93) Tremblay en France..





INDUSTRY NEWS

Maritime Technology Investments Nearing USD 1 Bn

Technology investments in the maritime industry are getting close to USD 1 billion, according to SealIntel, which based its results of the data available on Crunchbase, a database of technology investments.

Out of the 94 companies which were identified as being on the forefront of transforming container shipping through technology, 34 have received a total funding of USD 866 million over the period 2014-2018, until January 21, 2018, but with a peak in 2016 followed by a slightly lower level in 2017. However, only a few companies attract the bulk of the investment funds. In the peak of 2016, 4 companies accounted for 71% of the investment, while in 2017 Flexport collected 40% of the total investments.

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

North Sea Port: Birth of a New Major Actor

The Ports of Ghent and Zeeland Seaports (Flushing and Terneuzen) have decided to join forces in a single entity named North Sea Port and representing 62 million tons of maritime traffic and 55 million tons of fluvial traffic.

This strategic move should develop synergies, reduce operational costs and avoid duplication of investment. According to its members, North Sea Port now ranks third among European ports in value added with 13 billion euros.

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

5th Record Year in a Row for Cargo Volumes for the Port of Antwerp

Belgium's Port of Antwerp ended 2017 with a record freight volume for the fifth straight year in a row. In 2017, the port handled 223.6 million tons of freight, an increase of 4.4% compared with the previous year's 214.1 million tons.

A total of 14,223 seagoing ships called at Antwerp in 2017, a decrease of 1.7% compared with the previous year. On the other hand, the overall gross tonnage of these ships rose by 1.4%, to 406.8 million gross tons.

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

ISEMAR Director discusses 2017 performances of global shippers

Paul Turret, director of the Higher Institute of Maritime Economics (ISEMAR) of Nantes, who comments the shipping market performance and wonders if, after the depression of 2016, 2017 can be branded "a year of recovery or an atypical year".

In sum, according to him, the maritime markets have generally been rather dynamic in 2017, singling out the rather good performance of the container sector (growth of 5.1%). Growth was raised last

year to 5.4% in Northern Europe (against 2.3% in 2016) and 6.5% in the Mediterranean (against 5, 7%). In his opinion, the global recovery observed for 2017 is due to several factors: a dynamic euro, a solid growth in China and the good economic results of the US.

As for the French ports, Mr Tourret indicates that Le Havre and Marseille-Fos make good progresses. You can find more information [here](#).



POLICY DEVELOPMENTS



MARITIME AFFAIRS, PORTS & LOGISTICS

Commission launches discussions over the Future of the EU Budget

In 2018, the Commission will make proposals for the post-2020 EU budget. In this context, the Commission undertakes an assessment of what has worked well in the past and what could be improved in the future, in order to elaborate its future proposals.

Several public consultations are launched as an integral part of this process of evaluation. The views expressed by stakeholders in these consultations will be taken into account to define the future Multiannual Financial Framework. Consultation period for all these consultations: 10 January 2018 - 8 March 2018.

In addition to the general [Public consultation on EU funds in the area of strategic infrastructure](#) (you can find the questionnaire [here](#)), the Commission runs a series of more [targeted public consultations](#) covering the entire spectrum of EU future funding in the following areas:

- Cohesion;
- Security;
- Migration and Asylum;
- **Strategic Infrastructure**;
- Values and Mobility.

The consultation on Strategic Infrastructure, entitled “[EU funds in the areas of investment, research & innovation, SMEs and single market](#)”, covers in particular Transport infrastructure and will be relevant for the budget of the future Connecting Europe Facility (CEF II). You can find this public consultation [here](#).

Given the importance of this matter, the port and maritime industries already sharpen their arguments, with the European Sea Port Organisation (ESPO) announcing that it commissioned a specific study on the investment needs of ports which will be part of their contribution to the consultation (see more information [here](#)).

The European Commission is expected to present its proposal for the next MFF and for CEF II by the end of May 2018.

Priorities of the Bulgarian Presidency in the transport sector

On December 2017, the Bulgarian Presidency presented its priorities for the first half of 2018 in the transport sector to the transport ministers of the European Union during the EU Transport, Telecommunications and Energy Council in Brussels.

These priorities include in particular:

- **Mobility Package:** priority dossiers are the regulations on road market: access to market, conditions for being an operator, posting of workers, enforcement and social legislations (minimum requirements for maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods, and regulation regarding determining location with tachographs);
- **Intermodal issues and networks:** the Bulgarian Presidency intends to open the second “Mobility Package” and will begin to work on the revision of the Directive on the establishment of common rules for combined transport. Discussions will be held at the Ministerial Meeting of Transport Ministers on March 19th-20th, 2018 in Sofia under the theme “Multimodal Transport for Europe”;
- **Maritime transport:** follow-up of the European Commission’s proposal for a Port Reception Facilities Directive.

You can find the Work Programme of the Bulgarian Presidency [here](#).

2018, European Year of Multimodality

Transport Commissioner Violeta Bulc has branded 2018 as the Year of Multimodality. Throughout the year the Commission will put forward legislative and policy initiatives as well as events to take actions in view of promoting a fully integrated transport system.

The key thematic areas will include:

- **Digitalisation:** future proposals on electronic transport documents, digital corridor information systems and multimodal travel information and ticketing;
- **Revision of the Combined Transport Directive:** use of economic incentives to promote multimodality; and a new study on the internalisation of external costs;
- **Support to multimodal infrastructure and innovation:** Connecting Europe Facility, Horizon 2020 and next Multiannual Financial Framework (MFF) and the new Framework Programme for research and innovation (FP9);
- **Proposal on passengers’ rights:** legislative framework to protect passenger rights in multimodal journeys;
- The promotion of ‘active mobility’ integrated with other modes (urban and smart cities context).

In this context, the Commission has already released an analysis of the burden of taxation and charges on transport, which is key for making the right modal choices. You can find the study [here](#) and more information [here](#).

Stronger Seafarers’ Shore Leave Rights Enter Into Force

The amendments stretching the Seafarers’ rights to shore leave entered into force globally on 1st January 2018, under the revised treaty. On top of the requirement to allow crew ashore while the ship on which they arrive is in port, the new provision prohibits discrimination on grounds of nationality, race, color, sex, religion, political opinion, or social origin. Shore leave should now be granted, irrespective of the flag state of the ship, and relevant public authorities must provide an explanation if any shore leave request is turned down.

In addition, the amendments to the Convention on Facilitation of International Maritime Traffic (FAL Convention) also invite national governments to introduce by 8 April 2019 electronic information exchange, including electronic data interchange (EDI), to transmit information related to maritime transport (transitional period of 12 months during which paper and electronic documents would be allowed). The use of a “single window” for data is particularly encouraged, to enable all the information required by public authorities in connection with the arrival, stay and departure of ships, persons and cargo, to be submitted via a single portal, without duplication.

Updated FAL forms are in effect from 1 January 2018, covering IMO General Declaration; Cargo Declaration; Ship's Stores Declaration; Crew's Effects Declaration; Crew List· Passenger List and Dangerous Goods.

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

Commission Adopts Strategy to Improve Port Reception Facilities

The Commission has proposed on 16 January 2018 the first-ever Europe wide strategy on plastics, which according to the Commission should contribute to the transition towards a greener and more circular economy. Under the new plans, all plastic packaging on the EU market will be recyclable by 2030, the consumption of single-use plastics will be reduced and the intentional use of microplastics will be restricted.

The strategy also includes a new directive on port reception facilities. The new rules address sea-based sources of marine litter (including plastic household waste from ships and derelict fishing gear) with measures to ensure that this waste is not discharged at sea, but landed in ports to adequate waste reception facilities. In addition, measures to reduce the administrative burden on ports, ships and competent authorities by aligning better with the international legal framework are included in the proposal.

The proposal will now be examined by the European Parliament and Council for adoption, and stakeholders have until 12 February 2018 to contribute to the ongoing public consultation on this legislative dossier. You can find more details about the public consultation [here](#).

Industry reactions:

Both ECSA, the European Shipowners' Association, and ESPO the European Sea Port Organisation, have welcomed the improved set of rules for port reception facilities contained in the proposal as a good way to encourage vessels to discharge all waste to shore-side receptacles and avoid illegal discharges of ship-generated waste and cargo residues into the sea.

ECSA shares the goal of the new proposal to achieve a higher level of protection of the marine environment and welcomes the measures introduced to ensure that adequate port reception facilities and procedures are available to enable shipping companies to control their ship-generated waste.

ESPO stressed its support for the alignment of specific elements of the Directive with the International Convention for the Prevention of Pollution from Ships (MARPOL), and said that the inclusion of waste from fishing ships (fishing nets) and recreational craft will lead to a more comprehensive strategy to tackle the sea-based sources of marine litter.

However, both associations also raised some concerns regarding the proposed indirect fee system for the waste delivery, whereby ships can deliver unlimited amounts of garbage, including dangerous waste and cargo residues for a fixed fee. They point out that this system could be seen as a breach of the 'polluter pays' principle and would risk to discourage tackling waste at source by reducing volumes generated onboard, which has been the cornerstone of the EU waste policy.

See ECSA reaction in full [here](#) and ESO reaction in full [here](#).

ECSA Pleads for an Effective Single Market for Shipping

In its response to the public consultation launched by the Commission in October 2017 on Reporting formalities for ships (European Maritime Single Window environment), ECSA, the European shipowners' Association, sent a strong plea to the European Commission to urgently address the issue of administrative burden, deemed by the shipowners as "truly untenable".

In its position paper (you can find it [here](#)), ECSA stressed that despite the last Reporting Formalities Directive shipping still remains a sector where the single market is incomplete and where unharmonized reporting procedures and requirements between different Member States make the daily operation of ships difficult.

ECSA calls the Commission to make real progress on the creation of an ambitious “European Maritime Single Window environment”, and to address both the issue of harmonisation and simplification of the vessel related reporting obligations, and the streamlining of the customs reporting.

Conclusions of CLECAT 2017 Freight Forwarders Forum

CLECAT held its 2017 Freight Forwarders Forum on the 24th November in Barcelona. This years’ focus was “Smart and Sustainable Logistics Solutions Through Multimodal Transport”.

More than 80 experts, policy makers, and stakeholders in the supply chain discussed the challenges of multimodal transport, in particular in the context of the upcoming 2018 European Year of Multimodality.

You can find the report of the discussions [here](#).

Strong performance for the EU agri-food exports, but not for cereals

The value of EU agri-food exports increased by €1 billion between November 2016 and November 2017 to €12.7 billion, according to the latest monthly trade report from the European Commission. In terms of markets, the US, Russia and Asia markets remain the most dynamic for EU agri-food export growth.

While wine, sugar and spirits and liqueurs show impressive annual export growth rates, EU wheat and other cereal exports experienced the biggest drop over the year, falling by 29% (or €1.7 billion) and 15% (or €0.3 billion) respectively. Pork exports also saw a dramatic annual decline, of 9% or €47 million.

More information [here](#).



ENVIRONMENT AND SECURITY

Towards a Carriage Ban on Non-Compliant Sulphur Cap Fuel at international level?

Environmental organisations and the global shipping industry have joined in calling for an explicit prohibition at IMO level on the carriage of non-compliant marine fuels when the global 0.5% sulphur cap takes effect in 2020, arguing that this measure would help ensure robust, simplified and consistent enforcement of the global sulphur cap.

This proposal for a carriage ban comes after another initiative by a number of stakeholders to call for an amendment to Annex VI of the MARPOL Convention, stipulating that ships should not carry fuel for propulsion with a sulphur content above 0.5%, unless they are using an approved alternative compliance method.

The International Maritime Organisation (IMO) has agreed that from January 1, 2020 the maximum permitted sulphur content of marine fuel outside Emission Control Areas will be reduced from 3.5% to 0.5%.

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

Industry Reactions:

Both ECSA, the European Community Shipowners' Association, and ESPO, the European Sea Ports Organisation, have welcomed the agreement reached on CO2 ETS, stressing that the industry was adamant to promote the adoption of stronger regulation concerning shipping and port operations' CO2 emissions, provided that this would be done at the right regulatory level, i.e. the global level with the IMO. In April 2018 the IMO should adopt an initial strategy for comprehensive emissions reductions from ships and in 2023 it should adopt a final strategy.

Click on the links to find more information on the [ECSA position](#) and on the [ESPO position](#).

The International chamber of Shipping (ICS) stated that this decision not to include shipping within the full scope of the regional EU Emissions Trading System (EU ETS) has demonstrated the faith of the EU in the UN IMO to address the reduction shipping's carbon emissions.

Find more information [here](#).



IN FOCUS

The end of Sugar production quotas in the EU

As from 1st October 2017, the sugar quotas in force in the European Union have ended. It was the very last agricultural quota system in place, managing sugar production in the European Union. What could be the consequences of this deregulation and what are the new tools provided by the EU to continue to support and protect this sector?

- **Basic information on the EU sugar industry:**

The EU is the world's leading producer of beet sugar (roughly 50% of the total). Beet sugar represents only 20% of the world's sugar production; the other 80% is produced from sugar cane. The EU also has an important refining industry that processes imported raw cane sugar. Quotas production amounted in 2017 to 13.3 million tonnes of sugar, distributed among 19 Member States.

- **End of quotas: political and legislative background:**

The sugar quota system was introduced in 1968 in the Common Agricultural Policy (CAP) along with a support price for producers set at a level significantly above the world market price. At that time, one of the main objective of the CAP was to encourage agricultural production with remunerative and stable prices for farmers. Quotas, together with a support price, were incentives to achieve this goal in the sugar sector.

However, given the evolving challenges and realities of food production, farmers' needs, environmental concerns and market demands, the philosophy of the CAP has changed with a shift from product support (through prices) to producer support (through income support via direct payments). This evolution was consolidated in the 2003 CAP reform by decoupling the direct payments from the production of any specific product.

The 2006 CAP Reform

In 2006, Member States agreed to include in the CAP reform the progressive reduction of support prices for beet and sugar as well as the principle of the end of quotas in 2015, and they committed

to support the restructuring of the whole sugar industry to prepare for this transition, with an envelope of €5.4 billion between 2006 and 2010.

According to the Commission, this restructuring resulted in the reduction of the quota production by roughly 6 million tonnes and led to the creation of a more competitive EU sugar sector ready to compete on a deregulated EU market closer to international prices.

After initially agreeing the end of the quota system for sugar in 2015, the European Parliament and Member States decided in the 2013 CAP reform to postpone this landmark by two years until 30 September 2017.

- **What are the tools put in place by the EU after the end of the quotas?**
 - **National Support:** Member States have the option of providing voluntary coupled support linked to production to address sectors in difficulties, including sugar beet production;
 - **Social Dialogue:** the Commission has re-introduced a comprehensive system of collective bargaining in order to help the position of beet growers when negotiating with the other elements of the food chain. Collective negotiations or written agreements within the chain are compulsory (but exclude negotiation of the selling price);
 - **Market information:** a Sugar Market Observatory is operational to provide the sugar sector with market data and short-term analysis in a timely manner.
 - **Private storage aid:** this aid can be granted if necessary, taking into account market prices, reference thresholds, costs and margins.
 - **Disturbance clauses:** the sugar sector is covered by several disturbance clauses available in the Common Market Organisation Regulation that would allow the Commission to take action in case of severe market crisis involving a sharp increase or decrease of market prices.

- **Recommendations from the European Social Partners (CEFS and EFFAT)**

Social Partners have welcomed the substantial opportunities for EU beet sugar manufacturers allowed by the end of the quotas, such as the possibility to produce more sugar for food use and to export without limits. They also stress that the sector could be put under pressure as competition will intensify and the less competitive EU beet sugar manufacturers may struggle to survive in a harsher market environment.

Social partners put forward the following recommendations:

- **A strong private storage aid:** this aid will be the only specific and defined instrument that remains to support the EU beet sugar industry after the end of production quotas, and it needs to be the most effective possible;
- **More transparency along the supply-chain for all actors:** from 1 October 2017, EU beet sugar manufacturers will be obliged to notify both the selling price of their principal product (white sugar) and the purchase price of their primary input (sugar beet). This degree of transparency should be matched further down the supply chain, which is not yet the case;
- **Strong EU industry:** the EU should promote sugar exports and challenge the arbitrary imposition of trade defence instruments by third country importers: where no level playing field exists, no market access concessions should take place. The Commission should be more vocal in denouncing the trade-distorting support policies of the major world sugar producers and exporters, both in the context of bilateral negotiations and in the WTO.

You can find more information on the MEMO of the European Commission [here](#).



PUBLICATIONS

Publication of the EMSA Work Programme 2018-2020

The EMSA Single Programming Document 2018-2020 has been adopted by the Administrative Board at the end of 2017. It constitutes the Agency's roadmap for the years to come, laying out the specific actions and resources for 2018, and providing an indication of possible developments in the medium term.

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



EVENTS

3rd Port Technology Container Terminal Automation Conference: Automated Intelligence & AI 14-15/03/2018 in London, UK

The 3rd Port Technology Container Terminal Automation Conference: Automated Intelligence & AI will take place on March 14-15, 2018 in London. The Conference will focus on key industry issues and address challenges surrounding the automated terminals of the future: process automation, big data analytics, predictive decision making, cyber risk security and many more.

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

High-level Conference on European Multimodal Freight Transport - for Better Transport Connectivity , UK

The event is organised as part of the 2018 Year of Multimodality of the Commission, which intends to promote the functioning of the transport sector as a fully integrated system, making better use of existing capacities in all transport modes, and improving efficiency of the logistics chains.

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

TEN-T Days 2018 25-27/04/2018 I-in Ljubljana, Slovenia

Policy makers and key stakeholders will meet to discuss how to contribute to smart, sustainable and safe Mobility, relying on the trans-European transport network and investments in transport connectivity.

Find more information [here](#).

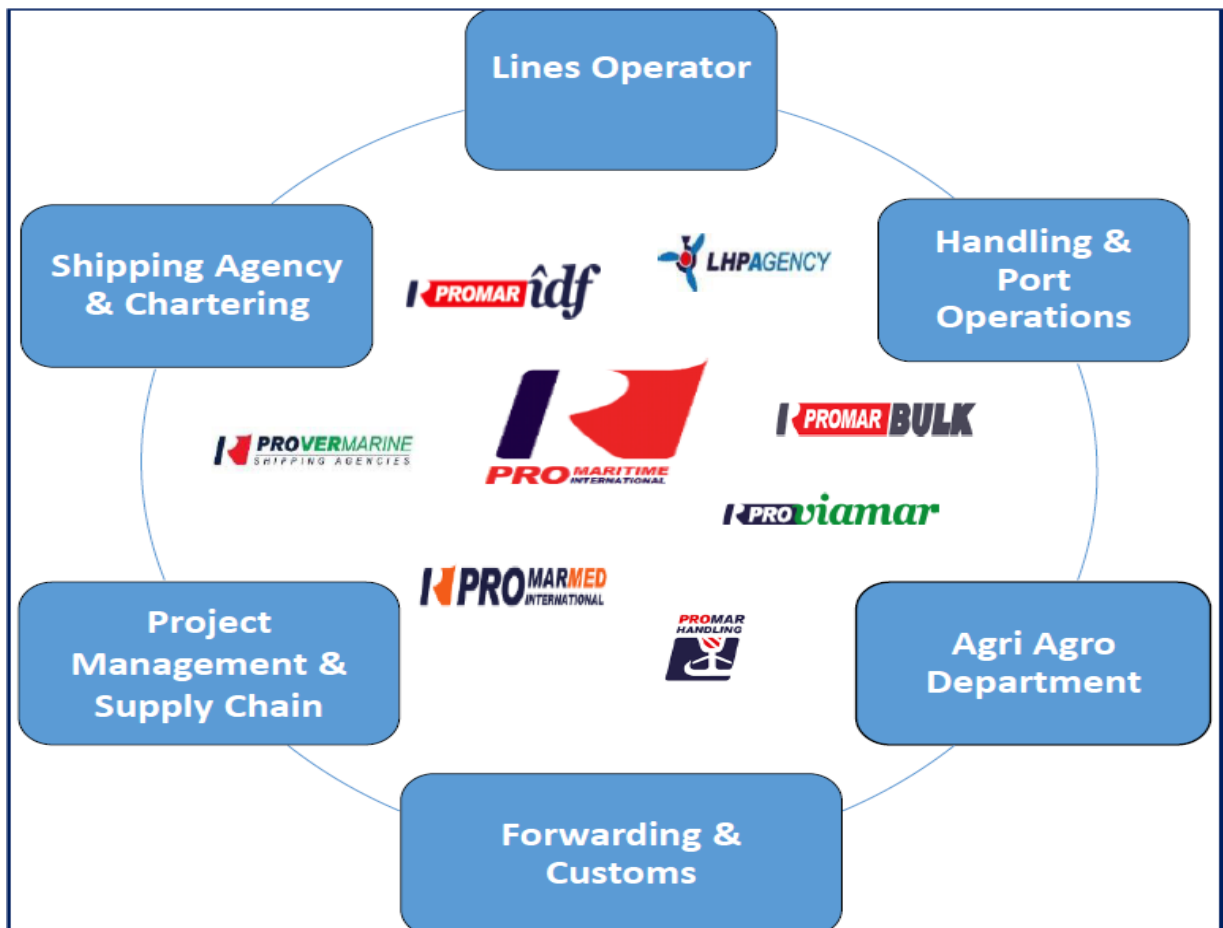
PROMARITIME AT A GLANCE



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.

