



## NEWS MONITOR 11

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### INDUSTRY NEWS

#### Launch of the “France Logistics 2025” Strategy

The French government has launched back in 2016 a national strategy entitled « France Logistics 2025 », which builds on the outcomes of the wide consultation carried out in the framework of the National Conference on Logistics.

This strategy includes an Action Plan which puts forward the following key priorities:

- Make France a reference for world logistics by encouraging the development of the logistics sector throughout the country;
- Develop human capital and facilitate the visibility/understanding of the logistics chain;
- Make digital transition a driver for improving logistics performance;
- Using logistics as a lever for transforming industrial policy and accelerating energy transition;
- Establish and strengthen an integrated logistics approach and governance.

On 21 March 2017, a 47-pages framework document presenting the main axis of the « France Logistique 2025 » was introduced by the National Council of Orientation and Monitoring, which was established to follow-up on the implementation of this strategy and which gathers all interested stakeholders (policy makers, public authorities, professionals, social partners, research centers...). You can find more information [here](#) and [here](#).

## European Parliament Briefing on the Port of Marseille

The Transport (TRAN) Committee of the European Parliament commissioned back in February a study presenting an overview of the Port of Marseille (including traffic development and outlook). This briefing paper was prepared in view of the mission of the TRAN Committee to France, which took place from 21 to 23 February 2017.

Please find the briefing [here](#).

## Japan Pledges to Develop Autonomous Ocean Transport System

On 16 May 201, the Japanese Ministry of Land, Infrastructure, Transportation and Tourism has selected a joint project led by Mitsui O.S.K. Lines (MOL) and Mitsui Engineering & Shipbuilding to develop a technological concept for autonomous ocean transport system in the framework of the Japanese Transportation Research and Technology Promotion Program.

The research consortium of the project is comprised of MOL, Mitsui, the National Institute of Maritime, Port and Aviation Technology, Tokyo University of Marine Science and Technology, Nippon Kaiji Kyokai (ClassNK), Japan Ship Technology Research Association, and Akishima Laboratories (Mitsui Zosen) Inc.

The consortium members will each bring their specific expertise to develop the technological concept for autonomous vessels that can provide reliable, safe, and efficient ocean transport. they will also look at the required infrastructure for the implementation of these advanced technologies by sharing the results with society and the maritime industry as the research progresses.

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



## POLICY DEVELOPMENTS



### MARITIME AFFAIRS, PORTS & LOGISTICS

#### State of Play of the Implementation of the Commission's Transport Priorities for 2017-2018

On 3 May 2017, Commissioner Bulc delivered a speech before the TRAN Committee of the European Parliament about the 2017 and 2018 Transport Work Programmes, providing an overview of the implementation of the Commission Work Programme for 2017 as well as some insights for the activities in 2018.

##### 1) Progresses made in 2017

###### • Mobility Package

The Commissioner explained that the most important delivery for 2017 will be the Mobility Package, which will be divided into two set of proposals and include all current road initiatives as well as other proposals such as CO2 standards for trucks. She stressed that, in her views, this was a carefully balanced package, with strong social, environmental, digital and internal market aspects that cuts down on red-tape, and strengthens enforcement.

###### • Maritime

The Commissioner recalled that 2017 had been branded Commission's Maritime Year, and explained that extensive consultations were currently being carried out with stakeholders regarding the priorities for the sector, the challenges ahead and the necessary development of the EU policy framework. These consultations could lead to some new legislative initiatives in 2018 on the following dossiers:

- evaluation of the Regulation on the liability of carriers of passengers by sea in the event of accidents;
- REFIT evaluation of legislation for the training and certification of seafarers maritime;
- Fitness Check covering Flag state responsibilities, port state control and coastal state requirements.

###### • Decarbonisation

The Commissioner made reference to the Low-Emission Mobility Strategy launched in 2016 which sets very ambitious goal and is implemented through various new measures: adoption of a Directive on Alternative Fuels; revision of the Clean Vehicles Public Procurement Directive and proposal on Combined Transport which will seek to improve direct support for a modal shift from road freight to rail, inland waterways and short sea shipping.

##### 2) 2018: Outlook for Work Programme

2018 will see a focus on multimodality, improving the integration of all modes in the EU transport system.

Please find the whole speech [here](#).

##### 3) Political dossiers for Transport at the European Parliament

A number of important and relevant dossiers for the future of transport and logistics are currently being discussed at the European Parliament:

- Ordinary Legislative procedure:
  - System of inspections for the safe operation of ro-ro ferry and high-speed passenger craft in regular service ([here](#));
  - Safety rules and standards for passenger ships: simplification ([here](#));
  - Recognition of professional qualifications in inland navigation ([here](#)).
- Own-initiative reports:
  - European strategy on cooperative intelligent transport systems ([here](#));
  - European strategy for low-emission mobility ([here](#))

## **ESPO Statement on the Challenges for the 2017 Maritime Year of the European Union**

Further to the adoption of the [Valetta Declaration](#) by the EU Council of Ministers for Transport in Malta on 29 March 2017, which sets the main priorities for the EU's maritime transport policy until 2020 (competitiveness, digitalisation and decarbonisation), the European Sea Ports Organisation (ESPO) has welcomed this important first milestone of the EU Maritime Year.

ESPO has taken this opportunity to put forward a position paper which highlights the organisation's own priorities for the future of the port sector:

- The importance of well-connected and modern ports, through investments in infrastructures and the guarantee to have a stable regulatory framework, in particular as regards the state aid regime for public investment in ports;
- Maritime trade facilitation and administrative simplification, through the achievement of the EU internal market (single window environment simplifying and harmonising reporting requirements, "reporting only once" principle...);
- A sustainability agenda for ports, through investment in decarbonisation and contribution to the fight against climate change (preferably at IMO level) as well as the need to reduce air emissions and properly address the issue of waste reception facilities in ports.

Please find the Statement [here](#).

## **EMSA Presents a New User Interface Offering Seamless Access to Maritime Applications**

Provisionally named SEG (SafeSeaNet Ecosystem GUI), it is a single user web interface available on multiple devices through the EMSA web application. This user interface gives access to multiple maritime applications from multiple platforms. SEG version 1.0 went live in April 2017 and access has been granted to a limited number of voluntary users to first test the new user interface before opening it gradually to all users.

Please find more information as well as a training guide to the SEG [here](#).

## **European Commission Launches EU Transport Scoreboard**

The European Commission has published on its website the EU Transport Scoreboard, which provides data per country on a set of topics, i.e. Internal market, investments and infrastructure, energy union and innovation, and people.

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

## **European Shipping Wants a Soft Brexit**

ECSA, the European Community Shipowners' Association, has put forward the European shipowners' priorities regarding the upcoming Brexit negotiations, the main message being that free movement of

goods and persons should be preserved as much as possible, even after Brexit. ECSA says that "to the extent possible, EU and UK should aim for conformity in legislation relating to maritime affairs", in order to safeguard the competitiveness of the EU maritime industry.

The EU shipowners' organisation stresses in its declaration the three immediate priorities that should be given due attention throughout the negotiation process: 1) frictionless traffic by sea between the UK and the EU, 2) free movement of seafarers, onshore staff and passengers and 3) continued market access to the domestic trades and the offshore sector.

Please find the Statement [here](#).

## **CLECAT Position on Road Transport Package**

In the context of the Road Transport Package developed by the European Commission, CLECAT (the European Association for Forwarding, Transport, Logistics and Customs Services) has adopted a position paper which puts forward the main views of the EU freight and custom services organisation on the different Commission's initiatives related to:

the review of Regulation 1071/2009/EC on access to the occupation of road transport operator and Regulation 1072/2009/EC on access to the international road haulage market;

- the enhancement of social legislation in road transport: driving and rest time periods, working time and posting of workers (Regulation (EC) No 561/2006, Directive 2002/15/EC and Directive 2006/22/EC);
- the review of Directive 1999/62/EC ('Eurovignette Directive') as amended, on the charging of heavy goods vehicles for the use of certain roads;
- the review of Directive 2004/52/EC and Decision 2009/750/EC on the European Electronic Toll Services (EETS).

In brief, CLECAT stresses its concerns regarding the "incomplete and incorrect implementation of existing rules" and recalls the responsibility of Member States to ensure enforcement of regulation and to exchange information and national control practices. It also calls for the achievement of a competitive and liberalised market guaranteeing the best possible service for the users and based on a stable and predictable legal framework.

Please find the position paper [here](#).

## **Public Consultation on Deployment of Intelligent Transport Systems in the Field of Road Transport**

The Commission launches an evaluation of Directive 2010/40/EU related to the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport, in particular to assess to which extent the ITS Directive contributed to a faster and more coordinated deployment of ITS.

The consultation period started in 5 May 2017 and will last until 28 July 2017. You can find more information as well as the questionnaire [here](#).



## ENVIRONMENT AND SECURITY

### The IEA Warns Shipping Over its CO2 Emissions

The International Energy Agency warns the shipping industry that it will have to commit to more ambitious policies if it wants to respect the goals set in the energy efficiency design index (EEDI) requirements, the International energy Agency (IEA) said.

In its report called “Tracking Clean Energy Progress: 2017”, the IEA explains that the international shipping industry is not on track with meeting the 2°C scenario targets by 2025, pointing out that the International Maritime Organisation (IMO) policy on greenhouse gas (GHG) is still under consideration (initial GHG strategy expected by 2018, final strategy to be adopted by 2023) and will not contribute to reducing the GHG emissions by 2025.

In addition, the IEA believes that the industry should stimulate the engagement of ports in encouraging GHG reductions in ships, e.g. with bonus/malus schemes supporting clean ships from fees applied to ships with poorer environmental performances ([see the example of the Port of Marseille-Fos](#)), and introduce carbon taxes on shipping fuels based on their life cycle GHG emissions.

Please find more information [here](#) as well as the IEA report [here](#).

### ICS Pushes for Ambitious CO2 Reduction Objectives for Shipping at IMO Level

During its General Assembly meeting in Istanbul on 15 May 2017, the International Chamber of Shipping (ICS) has agreed to urge the International Maritime Organization (IMO) to adopt ambitious CO2 reduction objectives so as to respect the goals enshrined in the Paris Agreement on climate change.

In a submission to IMO Member States, being made in conjunction with other shipping organisations, ICS will propose that IMO adopt the following 3 objectives:

- To maintain international shipping’s annual total CO2 emissions below 2008 levels;
- To reduce CO2 emissions per tonne-km, as an average across international shipping, by at least 50% by 2050, compared to 2008; and
- To reduce international shipping’s total annual CO2 emissions by an agreed percentage by 2050, compared to 2008, as a point on a continuing trajectory of CO2 emissions reduction.

ICS wants IMO to remain in control of additional measures to address CO2 reduction by ships and to develop a global solution, rather than risk the danger of market-distorting measures at national or regional level.

Please find more information [here](#).



## COMPETITION & INTERNAL MARKET

### Simplification of Rules for Public Investment in Ports and the Outermost Regions

The European Commission has approved on 17 May 2017 new state aid rules which exempt certain public support measures (measures which are unlikely to distort competition) for ports and the

outermost regions from prior Commission scrutiny. The objective is to facilitate public investment for job creation and growth whilst preserving competition.

With regard to ports, Member States can now make public investments of up to €150 million in sea ports and up to €50 million in inland ports with full legal certainty and without prior control by the Commission. The Regulation allows public authorities to cover the costs of dredging in ports and access waterways.

The Commission has also made it easier for public authorities to compensate companies for the additional costs they face when operating in the EU's outermost regions, taking into account the specific challenges these companies are facing such as their remoteness and dependence on a few traded products.

Please find more information about this news and about the more general extension of the 2014 General Block Exemption Regulation [here](#).

## News on Relevant Infringement Procedures

- Maritime safety:

The Commission has requested Austria, Cyprus, Portugal and Romania to fully transpose EU law on port reception facilities for ship-generated waste and cargo residues (Commission Directive (EU) 2015/2087). The 4 Member States have been given two months to remedy the situation; otherwise, Commission may decide to refer them to the Court of Justice of the EU.

- Ports:

The Commission has closed the infringement case opened in March 2014 against the organisation of port labour law in Belgium, which in the Commission's views was restricting the establishment of port operators (existence of an exclusive "pool regime" for the recruitment of dockers, restrictions concerning the type of work contract and the composition of teams of workers). The Belgian authorities have adopted a number of reforms addressing the above-mentioned restrictions, and the Commission will monitor the correct implementation and application of the new law.

Please find more information [here](#).



## REGIONAL AFFAIRS

### The 4th Forum of the Outermost regions: Towards a Renewed Strategy

The fourth Forum of the Outermost regions, entitled "The Outermost regions, Europe's land in the world: towards a renewed strategy", took place last March and gathered around 1000 participants, both physically and virtually (webstreaming).

The aim of this forum was to help reinforce the special partnership between the nine Outermost regions (Guadeloupe, French Guiana, Martinique, Mayotte, Réunion, Saint-Martin, the Azores, Madeira and the Canary Islands), the European Commission and other EU institutions. The Forum highlighted the importance of integrating the Outermost regions into their neighbouring markets, as a key element for their socio-economic development, as well as important issues such as digital and physical accessibility, blue growth, green/circular economy and renewable energies.

On this occasion, an updated brochure (available in EN, ES, FR, and PT) has been produced to showcase successful projects in all the Outermost regions. Please find the brochure [here](#). You can find more information as well as all videos/presentations from this forum [here](#).



## IN FOCUS

### Commission's Pledge Towards a More CO2 Efficient Vehicle Manufacturing Sector

In the context of the global fight against climate change, the European Commission has been active in promoting a more sustainable vehicle manufacturing sector. The Commission started to address this issue for passenger cars back in 2007, and is now moving on heavy-duty vehicles.

#### ➤ Current legislation on reducing CO2 emissions from passenger cars

EU legislation sets mandatory emission reduction targets for new cars in Regulation No 333/2014 of 11 March. This Regulation defines the modalities for reaching the 2020 target to reduce CO2 emissions from new passenger cars, in order to improve the fuel economy of cars sold on the European market.

- Short-term targets:

- 2015 target: 130 grams of CO2 per kilometre (g CO2/km) / a fuel consumption of around 5.6 litres per 100 km (l/100 km) of petrol or 4.9 l/100 km of diesel.
- In 2016, average emissions level of a new car sold was 118.1 grams of CO2 per kilometre, significantly below the 2015 target. Besides, since monitoring started under current legislation in 2010, emissions have decreased by 22 g CO2/km (16%).
- 2021 target: 95 grams of CO2 per kilometre / fuel consumption of around 4.1 l/100 km of petrol or 3.6 l/100 km of diesel.

- Long-term target:

As requested by the Regulation, a Public Consultation on the revision of the Regulation ran between 20 July and 28 October 2016, in order to determine the appropriateness of submitting a new proposal for CO2 emission targets for new cars for the period beyond 2020, including possibly setting a 2025 target.

#### ➤ Proposal for more transparency for CO2 emissions and fuel consumption of heavy-duty vehicles

On 11 May 2017, the European Commission's Technical Committee on Motor Vehicles (TCMV), which gathers Member States representatives as well as the relevant services of the Commission, has approved the draft Regulation presented by the Commission and aiming at defining the procedure for determining CO2 emissions from new trucks. As from 2019, truck makers will have to display the CO2 emissions and the fuel consumption of their new trucks. These fuel figures could also be the basis for the CO2 standards for heavy-duty vehicles that the Commission is expected to propose in 2018.

- Scope and timeline:

The Regulation will apply to vehicles of category N2 with a reference mass exceeding 7 500 kg and to all vehicles of category N3 (beyond 12 000 kg). These requirements will be phased in progressively from January 2019 to January 2020, depending on the type of truck as well as its manufacturing and registration dates.

- Methodology:

The new Regulation will require CO2 emissions from new trucks to be calculated according to harmonised and certified procedures, opening the possibility to report on and monitor these CO2 emissions. Truck makers will be required to certify the CO2 emissions of all new trucks they sell in Europe by using a computer calculation test procedure developed by the European Commission and called VECTO. This tool will require truck makers to supply information on key vehicle parameters, such as weight, aerodynamics performance and engine efficiency.

- Consumers information:

The tool will generate reference CO2 emissions values that customers will be able to read on labels placed on new vehicles. This will provide a credible, standardised way of comparing fuel efficiency across all brands. However, the raw data (input data) used in VETCO will not be public.

- Stakeholders' reactions:

The **European Automobile Manufacturers' Association (ACEA)** [welcomed](#) this move as an important step to introduce more transparency to the market and a driver to ultimately reduce fuel consumption and lower CO2 emissions. ACEA stressed that this will help transport operators make informed choice when purchasing vehicles and will as well lead to increased transparency and competition among manufacturers to develop the most fuel-efficient vehicles, driving the market uptake of the cleanest vehicles.

However, ACEA raised concerns as regards the proposed timeline between the entry into force of the regulation and the start of the first step of the CO2 declaration, questioning if they would have enough time to perform the necessary certification activities.

The **European Federation for Transport and Environment (Transport & Environment (T&E))**, the European umbrella for non-governmental organisations working in the field of transport and the environment, has also [welcomed](#) this initiative but cautioned that while this new test procedure will increase transparency, it will not deliver the emissions cuts Europe needs to meet its climate targets or prevent truck makers from exploiting test loopholes.

Therefore, T&E called for the expected second VECTO package due later this year to guarantee that researchers, fleet managers, transport companies and NGOs will have access to the raw data used in VETCO for cross-checks and independent testing purposes. For T&E, this second package should also include on-road fuel consumption testing.

➤ **Next steps**

The draft Regulation will now be discussed by both the European Parliament and the European Council under the co-decision procedure, for an expected adoption before the end of the year.

You can find the website for the Technical Committee on Motor Vehicles (TCMV) [here](#). You can find the draft Regulation with its related Annexes [here](#).



## PUBLICATIONS

### **EMSA Overview of Marine Casualties and Incidents 2011-2015**

This publication is based on EMSA's activities in the field of accident investigation, and in particular on the data collected through the EMSA's European Maritime Casualty Information Platform, the database of accidents fueled by the accident investigation bodies and which already contains details of over 12000 incidents that have occurred since it was set up in 2011.

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

## **TAPA Report on the Cyber Threat to European Ports**

TAPA, the Transported Asset Protection Association which gathers global manufacturers, logistics providers, freight carriers, law enforcement agencies, and other stakeholders with the common aim of reducing losses from international supply chains, has released a Report entitled “Under attack - a special report on cyber threat to European ports”.

The main lesson of this report is that criminals are now turning to technology to ensure a smooth passage of their illegal goods, taking advantage of the poor computer protection systems of ports.

You can find the summary of the Report [here](#).

## **EASME Study on the Evaluation of Data & Knowledge Gaps to Implement Maritime Spatial Planning**

EASME, the Executive Agency for Small and Medium-sized Enterprises, has carried out a study on behalf of DG MARE aiming at identifying the data and knowledge needed by Member States for a better maritime spatial planning (MSP) decision making and implementation.

The study finds that across all European sea basins, countries are encountering similar issues with respect to data needs. Data and information gaps are not so much about what data is missing but more about how to aggregate and interpret data in order to acquire the information needed by a planner.

You can download the study [here](#).

## **European Parliament Study on EU Maritime Transport System: Focus on Ferries**

The study carried out for the Transport (TRAN) Committee provides a concise overview of passenger ferries and their role in contributing to multimodality. The study analyses the specificities of the ferry industry in the light of the current EU legal provisions on environment, safety and services. Future developments are discussed by addressing key issues such as technological uptakes, congestion reduction possibilities, safety and competition with other infrastructures and services.

Please find the study [here](#).

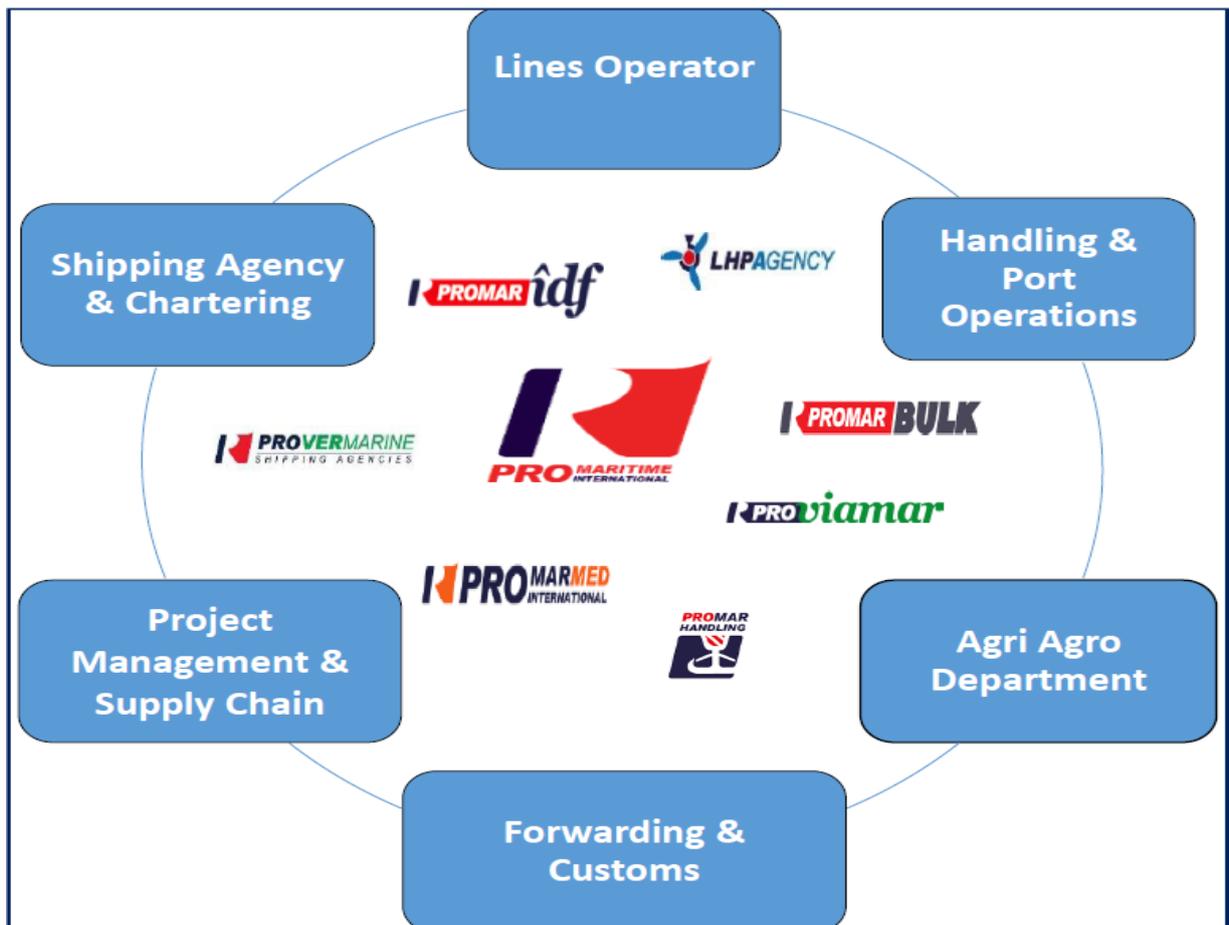
# PROMARITIME AT A GLANCE



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. 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.

