



NEWS MONITOR 13

Brussels, 31 October 2017

TABLE OF CONTENTS

| | |
|--|----|
| Industry News..... | 2 |
| Policy Developments..... | 3 |
| Policy Developments - MARITIME AFFAIRS, PORTS & LOGISTICS..... | 3 |
| Policy Developments - ENVIRONMENT & SECURITY..... | 4 |
| In Focus..... | 6 |
| Publications..... | 8 |
| Maritime Agenda..... | 9 |
| <i>PROMARITIME at a Glance</i> | 10 |



INDUSTRY NEWS

Ports: Strategic Investment for the EU

On 23 October 2017, Pierre Moscovici, European Commissioner for Economic and Financial Affairs, Taxation and Customs, visited the Port of Le Havre at the invitation of Hervé Morin, President of the Normandie region.

During his visit, the EU official stressed that Europe will be there to support public and private investments in ports, and insisted on the need for the major port players in France to have a strong presence in Brussels if they want to be heard. In September 2016, the President of the European Commission, Jean-Claude Juncker, announced a reinforcement of the European Fund for Strategic Investments (EFSI) 2015-2018: the investment objective will increase from 315 to about 500 billion euros now until 2020.

In the past, the port of Le Havre has received financial support from the European Investment Bank (EIB) (loan of 140 million euros to finance the Port 2000 initiative) and from the European Structural Funds (42 million euros).

You can find an interview of Mr Pierre Moscovici to Ouest France [here](#).

Breakthrough of Digital Technologies in Supply Chain

In a highly competitive market such as the one in which logistics companies are operating, markets expect supply chains to be efficient, agile and flexible. In that context, the next-generation supply chain models combine automation and digital technologies, in order to reach superior performance. While this digital ecosystem is creating cost savings, innovation and win-win opportunities along supply chains, it is also accelerating the pace of change, creating disruption and raising competitive pressures.

The study "Next-Generation Supply chains: Digital, on-demand and always on" published by Deloitte provides information on the set of innovative technologies the cabinet predicts will have the most potential to transform supply chains into next-generation models. It also provides information on barriers to adoption, top supply chain challenges, strategies for leaders and real-world case studies.

80% of the respondents to the study said that, in their opinion, digitalisation will be generalised in all supply chain sectors within five years. Among the most promising technologies are robotization and predictive analysis, the Internet of Things, autonomous vehicles and drones. In terms of challenges, the most important are the hiring and retention of a skilled workforce, together with cybersecurity.

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

Towards stronger partnerships between SNCF Logistics and French Ports

In the past two years, SNCF Logistics has concluded two partnerships agreement with the Ports of Dunkerque and Strasbourg this summer and says it wants to multiply these partnerships with port infrastructures in order to help restore the competitiveness to French maritime and river ports.

The freight and logistics branch of the public company says it shares with ports the objectives of massification of flows and expansion of the hinterland. The partnerships include an important component of rail and multimodal transport, but will be adapted to the specificities of each port. In

the case of Strasbourg, for example, the agreement includes a strong international dimension (border with Germany). You can find more information [here](#).



POLICY DEVELOPMENTS



MARITIME AFFAIRS, PORTS & LOGISTICS

30 Organisations Want More EU Investment in Transport

A coalition of thirty European transport organizations, representing infrastructure managers, operators, local authorities, users and equipment suppliers in the maritime, inland waterways, railways, road, cycling, aviation and intermodal sectors, has launched on 21 September 2017 a campaign calling the EU to strengthen the Connecting Europe Facility for the next financial period 2021- 2028.

With the slogan “More EU budget for transport, the best investment plan for Europe”, this coalition puts forward that 750 billion euros are needed to complete the TEN-T core network, a key element for Europe’s competitiveness in the global market, and stresses that all interested parties should commit to achieve this goal.

This coalition gathers in particular CLECAT, ECSA, ESPO and FEPORT.

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

Public Consultation on Reporting formalities for ships (European Maritime Single Window environment)

The Commission has launched a public consultation aimed at gathering the input of the general public and stakeholders as regards the existing shortcomings of the Reporting Formalities Directive and how the respondents would address these shortcomings.

In the questionnaire, the European Commission lists the following three main shortcomings of the current legislation:

- Insufficient harmonisation of reporting formalities between Member states the cost for maritime operators to have to adapt to a multitude of different reporting formats/procedures;
- Limited scope of reporting formalities, which prevents National Single Windows to reach their full potential;
- Insufficient re-use of data: the "reporting only once" principle is not applied and ships are requested to submit the same data to several authorities.

The consultation period run from 25 October 2017 to 18 January 2018. You can find more information as well as the questionnaire [here](#).

Good Performance of the European Agri-Food Exports, Better Outlook for Cereals

The European Commission published on 23 October 2017 the latest monthly trade report which shows that European agri-food exports remain strong for August 2017, further increasing the trade balance to €2.4 billion.

The European agri-food exports rose to €11.5 billion in August 2017, an 8% increase compared to July 2017. Highest increases of monthly exports were again towards Russia and the USA, with respectively an added €153 million and €108 million compared to 2016.

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

In addition, the European Commission's agriculture and rural development department has published on 5 October 2017a report which forecasts a strong recovery in EU cereal production in the year ahead, although levels are likely to remain below average.

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



ENVIRONMENT AND SECURITY

Trilogue fails to reach an agreement on the EU ETS

Despite lengthy negotiations and high expectations, the Commission, the European Parliament and the EU Member States have not managed to reach an agreement in October regarding the reform of the EU's Emissions Trading System (EU ETS) for the period post-2020.

Part of the negotiation covers the inclusion of shipping in the system and, in the absence of agreement, European shipping is at risk of being subject to unilateral EU regulation when the very nature of shipping is global and should therefore be dealt with at IMO level, where a process is launched within the IMO's Marine Environment Protection Committee (MEPC) to set a strategy for reducing shipping's emissions on a global level. The plan is that an initial strategy should be in place in spring 2018 and a final adoption in an extended version in spring 2023.

Even though the issue of inclusion of shipping has been a contentious issue throughout the entire negotiation process, the heart of the disagreement is the Modernisation Fund, a financial facility designed to help the most CO2 intensive countries de-carbonise their industrial facilities after 2020. The next round of negotiations should take place mid-November.

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

Reducing Speed to Curb CO2 Emissions

A study produced by CE Delft for the NGOs Seas At Risk and Transport & Environment, which are amongst the founding members of the Clean Shipping Coalition (CSC), shows that greenhouse gas emissions from three types of ship (containerships, bulkers and tankers) could be reduced by a third, on average, by reducing their speed.

The study also points out that the cumulative savings from reducing the speed of these ships alone could, by 2030, be as much as 12% of shipping's total remaining carbon budget if the world is to stay under the 1.5°C global temperature rise.

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

ESPO's Sustainable Agenda

ESPO took the opportunity of the 12th edition of the GreenPort Conference in Amsterdam to present to the Europe's environmental port experts its agenda for a more sustainable maritime transport industry.

5 priorities are identified:

- A better management of ship waste as well as a more efficient enforcement of existing rules using new technologies;
- A VAT exemption for onshore power supply (OPS) used by ships at berth and put it on equal footing with the electricity generated on board of ships;
- A strong Connecting Europe Facility for the period 2020-2027 to allow European ports to make the investments needed towards sustainability;
- An urgently needed IMO agreement on a target and measures to reduce CO2 from shipping must be achieved by 2023;
- A reflection on the review of the first Code of Practice on the societal integration of European ports, which was published in 2010.

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

Piracy: Small Improvement in 2017

The International Maritime Bureau's quarterly report on maritime piracy shows a total of 121 incidents of piracy and armed robbery against ships in the first nine months of 2017.

The report highlights several hot spots such as the Gulf of Guinea and the South East Asia area. It also stresses the need for vigilance in other areas, for instance the coast of Venezuela and Libya.



Infographic: IMB ICC

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

Final Adoption of the Passenger Ship Safety Package

After the approval of the European Parliament earlier this month, the Council of the EU has adopted the three legal texts harmonizing, simplifying and improving passenger ship safety across the EU.

For example, once fully implemented by Member States, all competent authorities will have immediate access to passenger data in case of emergency and all passenger ships longer than 24 meters made of steel and aluminium will be built according to common European safety standards. Member States have now 2 years to transpose the updated rules into national legislation and 6 years for the introduction of electronic data reporting.

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



IN FOCUS

Posting of Workers

- **Background**

Posting of workers involved 1.9 million European workers in 2014. Although it represents only 0.7% of total EU employment, the posting of workers supports the cross-border provision of services across the Internal Market, particularly in the construction and some personal and business services sectors.

A "posted worker" is an employee who is sent by his employer to carry out a service in another EU Member State on a temporary basis. Posted workers remain in the host Member State temporarily and do not integrate in its labour market.

The EU law defines in the [Posting of Workers Directive](#) a set of mandatory rules regarding the terms and conditions of employment to be applied to posted workers, in particular with the objective of avoiding the so-called "social dumping", where foreign service providers can undercut local service providers because their labour standards are lower.

These rules establish that, even though workers posted to another Member State are still employed by the sending company and therefore subject to the law of that Member State, they are entitled by law to a set of core rights in force in the host Member State: minimum rates of pay; maximum work periods and minimum rest periods; minimum paid annual leave; the conditions of hiring out workers through temporary work agencies; health, safety and hygiene at work; equal treatment between men and women.

In 2014 the Enforcement Directive was approved with the aim to strengthen the practical application by addressing issues related to fraud, circumvention of rules and exchange of information between the Member States. The Enforcement Directive will need to be transposed by the Member States by 18 June 2016.

- **Revision of the Posting of Workers Directive**

Following the rise of populists parties throughout the EU and the perceived negative effects of the current Directive, the European commission has proposed on 8 March 2016 a revision of the posting of workers Directive (COM(2016) 0128 final). The proposal would introduce changes in three main areas: remuneration of posted workers, including in situations of subcontracting; rules on temporary agency workers; and long-term posting.

The proposal has been very controversial since it was unveiled last year, with 11 Member States - most of them Eastern EU Member states (Bulgaria, Czech Republic, Denmark, Estonia, Croatia, Latvia, Lithuania, Hungary, Poland, Romania and Slovakia) deciding to submit a reasoned opinion asking the commission to withdraw the it, but without success.

The proposal was then referred to the European Parliament (EP), which has since the late 1990s played a decisive role in the debates on regulation and rules for posted workers, through its own initiatives and various resolutions in which it pointed out the need to address issues such as the creation of letterbox companies; the access to information or the fact that the basic principle of equal pay for equal work in the same place must apply to all employees, regardless of their status and the nature of their contracts, and must be properly enforced.

The balance between ensuring a level playing field for undertakings and granting social protection for workers is at the heart of the EP report which has been adopted on 19 October 2017 (EP Legislative Observatory, Procedure file of Directive on Posting of workers in the framework of the provision of services, 2016/0070(COD))

At Council level, the Slovak Presidency presented some suggestions on five topics: long-term postings, remunerations, collective agreements, subcontracting and temporary agency workers:

- **Remuneration** - complementing the Commission proposal in order to remind that remuneration is defined according to national law and practices, as well as in order to clarify and simplify the procedure.
- **Long term posting** - taking up a version which states that after 24 months, a posted worker is to be granted all the applicable terms and conditions of employment of the host Member State, with the explicit exclusion of the procedures, formalities and conditions of the conclusion and termination of the employment contract.
- **Subcontracting** - deleting the Commission`s new provision of subcontracting, which obliges Member States' undertakings to subcontract only to undertakings that grant workers certain conditions on remuneration, including those resulting from non-universally applicable collective agreements. The Commission's proposal may also suggest that this obligation applies to enterprises posting workers to their territory.

- **The agreement at Council level**

The most controversial subjects before the Council were:

- long-term posting (the number of months after which rules on long term posting apply)
- the date of application of the amending Directive
- posting in road transport
- combatting fraud and abuse.

The Council reached an agreement on its position (general approach) on the posting of workers directive on 24 October 2017. The Council said that its agreement strikes a delicate balance between the fair treatment of workers (a same job at the same place should have the same working and wage conditions) and the free movement of services.

The new directive provides for:

- remuneration of posted workers in accordance with host member state law and practices
- long-term posting of 12 months that can be extended to 6 months (18 months in total) on the basis of a motivated notification by the service provider
- application of universally applicable collective agreements to posted workers across all sectors
- equal treatment of temporary agency workers and local workers
- as regards the transport sector, the provisions of the amending directive will apply from the date of entry into force of the forthcoming sector-specific legislation (in the framework of the mobility package)
- 3 years transposition period plus 1 more year before the application of the directive.

All rules on remuneration which apply to local workers will also have to apply to posted workers. Remuneration will not only include the minimum rates of pay, but also other elements such as bonuses or allowances.

- **Next steps**

With this agreement the Council can start negotiations with the European Parliament.

See more information [here](#).

- **Industry position**

CLECAT calls on decision makers at EU and national levels to improve the functioning of the internal market for road freight transport, a key component of Europe's competitiveness, and address the existing barriers created by national measures through clarification and simplification of the current rules and strengthened enforcement.

More specifically, CLECAT believes that the Posting of Workers Directive should not apply to international road transport operations. In particular, CLECAT was against the Commission's proposal to apply the Posting of Workers Directive, subject to a threshold of 3 days as a total per calendar month spent in the territory of a host Member State. It says that would add a disproportionate administrative burden to the sector, and does not consider the sector's highly mobile workforce and its international character. CLECAT also puts forward the difficulty to enforce such rules, considering the national differences in systems of minimum wages, minimum paid holidays and composition of wages etc.

Find more information on CLECAT position on the Commission's Mobility Package [here](#).

Entry into force of the CETA

On Thursday, 21 September, the Comprehensive Economic and Trade Agreement (CETA) between the EU and Canada entered into force provisionally. It will only enter into force fully and definitively, however, when all EU Member States have ratified the Agreement. At the time CETA will take full effect, a new and improved Investment Court System will replace the current investor-state dispute settlement (ISDS), one of the most controversial creation of the agreement.

ECSA, the European shipowners' association, [welcomed](#) the provisional application of the CETA, stressing that the agreement would boost trade between the EU and Canada, cut customs duties and open new markets for shipping companies such as dredging, movement of empty containers and certain transportation between Canadian ports.

ECSA recalls that shipping needs global trade to exist and global trade cannot exist without an efficient shipping industry. Around 80% of world trade in goods is carried by the international shipping industry and European shipowners control 40% of the world's merchant fleet and operate shipping services all over the world.

Find more information [here](#).



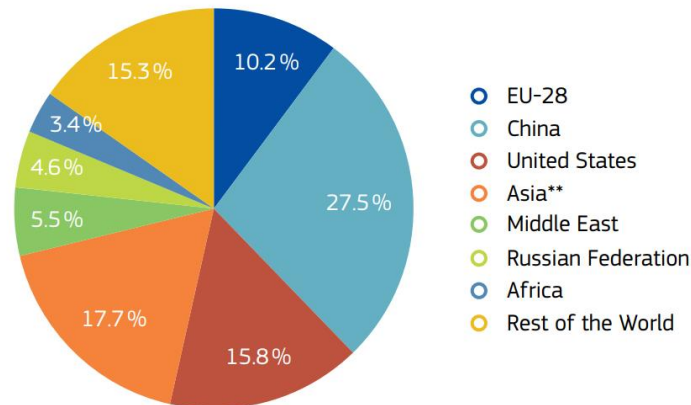
PUBLICATIONS

Publication of the EU energy statistics 2017

The latest EU energy statistical pocketbook provides energy statistics for all EU countries and the EU as a whole, covering areas including energy production and consumption, socio-economic indicators, and the impact of the energy sector on the environment.

It also displays an energy profile for each EU country as well as details of each country's progress towards the EU's 2020 climate and energy targets.

TOTAL 2014: 33 289 Mio ton CO₂



World CO₂ Emissions* by Region

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



MARITIME AGENDA

Freight Forwarders Forum 2017, CLECAT, 24 November 2017 in Barcelona

CLECAT organises its Annual Forum with the support of the Port of Barcelona, on the 24th November at the WTC in Barcelona. Participants will be CLECAT members as well as policy makers and stakeholders. The theme of the Forum is smart and sustainable logistics solutions through multimodal transport.

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

MOST FRANCE, 25-28 November in Barcelona

The Escola Europea de Short Sea Shipping (2E3S.eu) organises a new edition of MOST FRANCE, a professional training on logistics and intermodal transport, on 25th- 28th November 2017 in Barcelona. The MOST France is a training course for professionals exclusively for the French-speaking logistics and intermodal transport sectors.

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

FEPOR Third Annual Stakeholders Conference, 30 November 2017 in Brussels

The Conference will bring stakeholders of the transport and logistics chain together with representatives of the EU and international institutions to discuss the current challenges and opportunities for the different actors, with the following main topic: maritime logistics chains in the wake of the 4th Industrial Revolution.

Find more information [here](#).

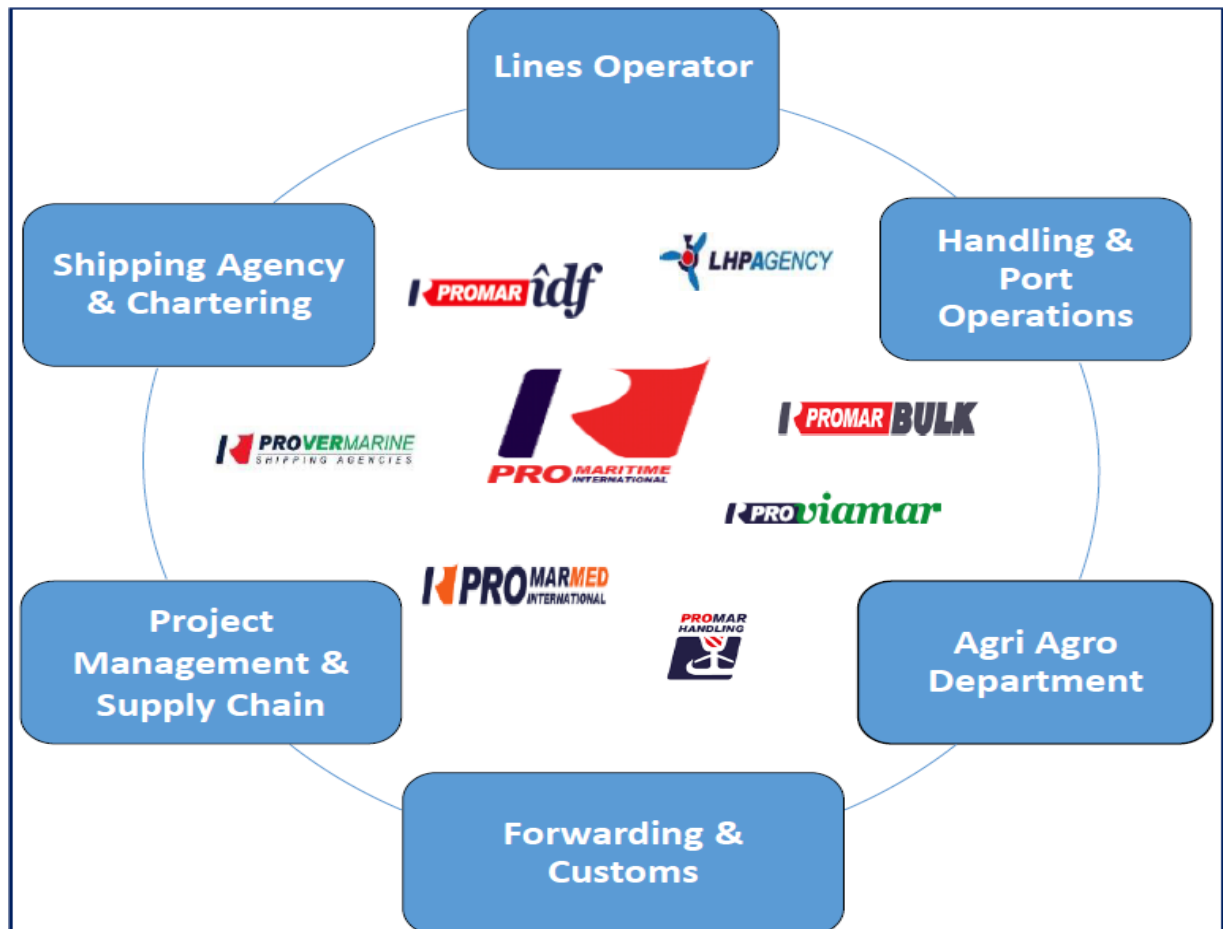
PROMARITIME AT A GLANCE



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.

