



MARITIME INDUSTRIES FORUM – MIF MARITIME DAY 2010 – PLENARY

Gijon, 19 May 2010

**Marnix van Overklift
President of ECSA
European Community Shipowners' Association**

MARITIME SHIPPING SERVICES A GLOBAL INDUSTRY



- ⊗ **SERVICES ARE DE FACTO GLOBAL.**
- ⊗ **THE MEANS OF PRODUCTION – THE SHIP – IS A UNIQUE FEATURE OF PERFECT GLOBAL MOBILITY.**
- ⊗ **DIFFERENT GLOBAL REGISTERS CAN BE CHOSEN OFFERING DIFFERENT AND ATTRACTIVE TAXATION REGIMES.**
- ⊗ **THE CAPITAL MARKET IS GLOBAL.**
- ⊗ **THE LABOUR MARKET IS GLOBAL.**

MARITIME SAFETY III



	<i>Date of application as from</i>
Flag state compliance	18 June 2011
Accident investigation	18 June 2011
Port state control	1 January 2011
Vessel traffic monitoring	1 December 2010
Classification societies Directive	18 June 2011
Classification societies Regulation	18 June 2009
Insurance of shipowners	1 January 2012
Athens Convention/Regulation	Either from the date of the entry into force of the Athens Convention for the Community, and in any case from no later than 31 December 2012

**CLIMATE CHANGE (CO₂)
A VARIETY OF ACTIONS UNDER
CONSIDERATION (AND APPLIED) – ECSA (3)**



☼ DISCUSSION IN IMO ON CO₂ INDEXING:

- **Energy Efficiency Design Index (EEDI)**
- **Energy Efficiency Operational Indicator (EEOI)**
- **Ship Efficiency Management Plan (SEMP)**

**☼ COPENHAGEN TARGETS TO BE PERSUED IN
IMO**

☼ GLOBAL APPROACH VIA IMO (SINE QUA NON)



MARPOL ANNEX VI

OUTCOME OF IMO/ MEPC - ECSA

SULPHUR OXIDE (SOX)

SOX. AFTER INTENSE NEGOTIATION, UNANIMOUS AGREEMENT FOR THE FOLLOWING LIMITS, ON THE DATE SHOWN:

- ☼ **2010 – EMISSION CONTROL AREA (ECA) LIMIT REDUCED TO 1%**
- ☼ **2012 – GLOBAL LIMIT REDUCED TO 3.5%**
- ☼ **2015 – ECA LIMIT REDUCED TO 0.1%**
- ☼ **2020 – GLOBAL LIMIT TO 0.5% BUT A REVIEW IN 2018 (WITH THE AUTHORITY TO DELAY IMPLEMENTATION) WILL DETERMINE IF THIS IS ACHIEVABLE.**
- ☼ **2025 – GLOBAL LIMIT TO 0.5% NOTWITHSTANDING THE RESULT OF THE 2018 REVIEW.**

COMPLIANCE CAN BE ACHIEVED BY ALTERNATIVE FUELS OR ABATEMENT EQUIPMENT.



CONCLUSION – 0,1 % ECAs 2015

- ASSESSMENT OF FACTS AND CONSEQUENCES BY ECSA + COMMISSION + MEMBERS STATES
- DISCUSSIONS WITH THE RELEVANT COMMISSION SERVICES – DG TREN/ENV + MEMBERS STATES
- LOOKING FOR SOLUTIONS TO AVOID MODAL SHIFT FROM SEA TO ROAD RESULTING IN A CARDIAL ARREST OF TRAFFIC
- ECSA SUPPORTS CHANGE IN IMO OF 0,1% TO 0,5% (WIN-WIN ON EXTERNAL COSTS)
- CRITICAL MASS OF MEMBER STATES ESSENTIAL



INDUSTRY

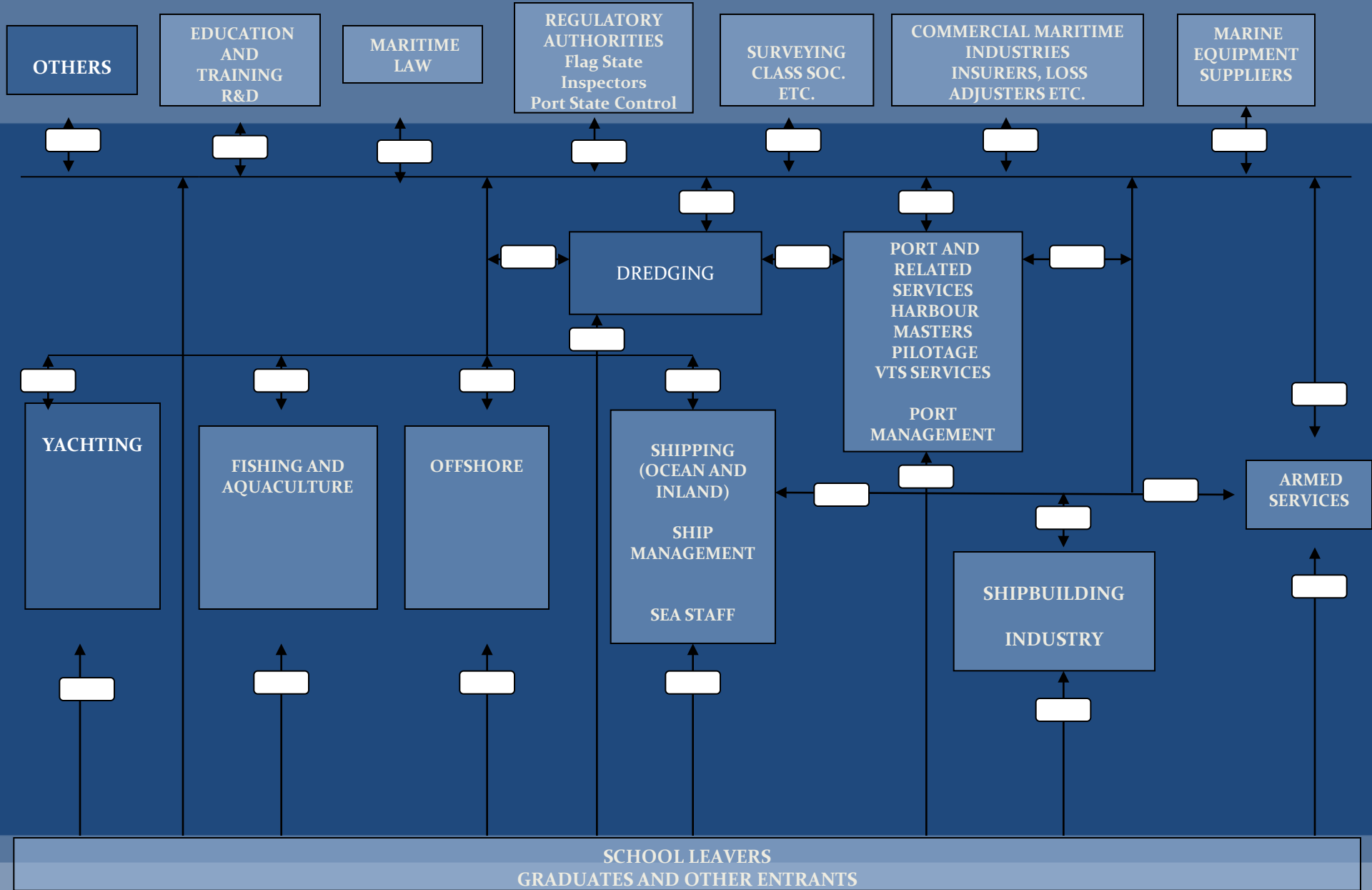
☀ **DIFFERENT PROMOTION CAMPAINGS**

☀ **SHIPPING HIGHTECH INDUSTRY**

☀ **MARITIME INDUSTRIES CAREER
MAPPING**

 = Qualification requirements and Costs

Maritime Industries Career Path Mapping





WORK AGENDA

- ☼ FOLLOW UP TO MARITIME TRANSPORT STRATEGY 2009-2018
- ☼ OVERCAPACITY OF SHIPS
- ☼ NEW OPPORTUNITIES: SPECIFIC NICHEs FOR SHIPBUILDING, NEW TECHNOLOGY (SHIPBUILDING/EQUIPMENT)
- ☼ TEN-T – WHITE PAPER ON TRANSPORT POLICY
- ☼ CO-MODALITY
- ☼ E-MARITIME
- ☼ ETC.



Thank you...

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