

Motorways of the Sea - MoS Digest #9  
10<sup>th</sup> of June 2016



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## EMSA Positive About Methanol and Ethanol

**Keywords:** EMSA, methanol and ethanol, LNG, SOLAS, Stena Germanica



The European Maritime Safety Agency (EMSA) has issued a report on **methanol and ethanol**, saying they are good potential alternatives for reducing both the emissions and carbon footprint of ship operations.

As they are sulphur-free, use of methanol and ethanol fuels would ensure compliance with the European Commission Sulphur Directive.

Investment costs for both methanol and ethanol retrofit and new build solutions are estimated to be in the same range as costs for installing exhaust gas after treatment (scrubber and selective catalytic reduction) for use with heavy fuel oil, and below the costs of investments for LNG solutions.

A payback time analysis carried out for the study indicated that methanol is competitive with other fuels and emissions compliance strategies, but this depends on fuel price differentials. Based on historic price differentials, **methanol will have shorter payback times than both LNG and ethanol solutions for meeting sulphur emission control area requirements.** However, with the current low oil prices at the end of 2015, the conventional fuel oil alternatives have shorter payback times.

The flashpoints of **methanol and ethanol** are both below the minimum flashpoint for marine fuels specified in **SOLAS**. This means that a risk assessment or evaluation must be carried out for each case demonstrating fire safety equivalent to conventional fuels for marine use.

Tests conducted on *Stena Germanica* and a chemical tanker owned by Waterfront Shipping have demonstrated that safety considerations are not a barrier to the use of methanol fuel systems on ships, says EMSA.

Source: The Maritime Executive

Link: <http://bit.ly/1WGueat>

## EC CLEARS DUTCH LNG JV

**Keywords:** European Commission, LNG, The Netherlands, Primagaz Nederland, SHV, liquefied petroleum gas (LPG), PitPoint LNG



The European Commission (EC) said June 8 it has cleared the proposed acquisition of joint control over PitPoint LNG in the Netherlands.

Primagaz Nederland, part of Dutch firm SHV, agreed on May 17 to acquire 50% of the shares of PitPoint LNG, a newly formed venture, from the latter's parent PitPoint Clean Fuels. The new joint venture will focus entirely on the exploitation of LNG for the automotive and marine market.

SHV is active in the trade and distribution of liquefied petroleum gas (LPG) through its Primagaz brand on the continent and Calor Gas in the UK, and also in the retailing of LNG for heating. The EC concluded that the new joint venture would raise no competition concerns.

PitPoint LNG said then that its short-term ambition is to build five LNG truck stations in the Netherlands, Belgium, Luxembourg area and two bunker stations for the inland waterways sector. The mid long term target is to develop at least ten truck stations. PitPoint Clean Fuels' contribution will mainly focus on the construction, maintenance and exploitation of the LNG stations, such as the completely renovated LNG station in the Dutch city of Zwolle.

The new venture will compete with Titan LNG and other retail suppliers of LNG on the Dutch market.

Source: Natural Gas Europe

Link: <http://bit.ly/1XHY1R2>

## Get the competitive advantage with SeaworkSocial

**Keywords:** *Seawork International 2016, promote industry-leading and pioneering individuals and brands, the maritime sector, Southampton*



**Don't miss the extensive array of opportunities that Seawork International offers. and ensure to maximise attendance both at the event and throughout the year, by connecting via Seawork's official social channels.**

Seawork's Twitter, Facebook, LinkedIn, Pinterest and YouTube channels enable fellow commercial mariners to directly connect and engage. These benefits are unique and far-reaching. Those engaged in the #commercialmarine discussion not only connect with fellow Seawork attendees, but also extend their reach with by connecting with readers of Europe's

leading commercial marine, Seawork's sister magazine, Maritime Journal.

In addition to topical discussions and breaking news across these channels, SeaworkSocial also hosts a number of competitions. These are devised to promote industry-leading and pioneering individuals and brands, across the maritime sector:

### **Seawork Maritime Professional of the Year 2016**

The shortlist has now been announced for this is globally renowned award, which gives recognition to the leading individual who has shown truly remarkable results within the commercial marine arena.

To place your vote, Like **Seawork International's Facebook page**, then go to your chosen shortlisted nominee in the **Maritime Professional Album** and Like their picture.

### **Seawork Maritime Sustainability Award 2016**

The Seawork Maritime Sustainability Award spotlights a company or organisation's outstanding environmental and sustainability results and professionalism which operates within the commercial marine sector. The only stipulation is that the nominated organisation must be an exhibitor of Seawork International 2016.

The deadline for nominations is midday on Friday 9th June, so don't delay in nominating your chosen organisation; a supporting statement of 200 words supporting the nomination is all that is required to enter - visit **Seaworksocal.com** for more information.

### **SeaworkSnap Competition**

The popular Seawork Snap competition returns to Seawork International again this year. A fun competition, Seawork Snap encourages attendees to take pictures of their favourite aspect of Seawork, and post it to Twitter. Potential winners can enter as many times as they like.

The rules are simply to Follow **@Seawork on Twitter** and to use #Seawork and #SeaworkSnap in the Tweet. The shortlist will be announced across all channels, with voting taking place on Facebook.



The #SeaworkSnap winner will receive a fantastic lifejacket donated by Spinlock. Cowes-based Spinlock is debuting two new and innovative products at Seawork, namely the Deckvest DURO Lifejacket and the Spinlock Lume-On. Taking advantage of modern LED technology, Spinlock's Lume-On uses tiny LED lights that can be attached to the lifejacket bladder, turning the whole lifejacket into a glowing light.

Spinlock Ltd's James Hall commented, 'Spinlock is looking forward to Seawork 2016. With the new show location, we have taken the opportunity to have more space and showcase our growing range of commercial marine personal protective equipment'. See Spinlock on stand PG138.

Seawork International opens its doors 14-16 June at Mayflower Park, in Southampton. **Pre-register for your ticket** to enable fast tracked entry.

Source: Sea Work

Link: <http://bit.ly/1PiQYFC>

## Posidonia: RINA Group Launches Gas Centre of Excellence

**Keywords:** Posidonia, RINA, EU masterplan, LNG, CO<sub>2</sub>, NO<sub>x</sub> and SO<sub>x</sub> emissions, Motorways of the Sea, GAINN4CORE and GAINN4MOS



In response to the **EU masterplan** and the increased interest in the **use of LNG as a fuel**, RINA will launch the company's "Gas Centre of Excellence" at **Posidonia** (Stand 3.211). This important initiative will gather together the experience from RINA's gas experts across the group including **D'Appolonia, CSM, RINA Services**.

The **EU masterplan** aims to develop framework conditions for the use of **LNG on ships in the Mediterranean, Atlantic Ocean and Black Sea areas**. This plan will increase the potential of **Motorways of the Sea** by **lowering transport costs and reducing CO<sub>2</sub>, NO<sub>x</sub> and SO<sub>x</sub> emissions**, in conjunction with greening the transport corridors and using LNG as an alternative to marine bunkers.

RINA's Gas expertise which covers **Test, Inspection and Certification (TIC) and Consulting Engineering services including CSM, which focussed on special steel alloys**, will be "virtually" centred in **Italy, Greece and Northern Europe**. As the centre will be virtual, RINA will have the flexibility to deliver services globally, thereby helping the industry address the particular needs of utilising Gas as a green fuel source. This specialist knowledge has already led to the classification of four LNG fuelled cruise vessels having a capacity of 8000 persons. And in the development there are two EU projects (**GAINN4CORE and GAINN4MOS**) which aim to support the use of LNG as fuel.

**Paolo Moretti, RINA's Marine General Manager** said, *"This initiative brings together the global gas expertise amalgamating the competencies from within the group. RINA Services will provide classification and inspection, particularly of vessels and offshore and onshore terminals. Experts from CSM will provide advice on materials. D'Appolonia are actively providing engineering consultancy around the design, construction and management of LNG terminals. Operating LNG ships and terminals demands significant training so the RINA Academy, as part of our Gas Centre of Excellence, has developed both basic and advanced LNG fuel courses, in line with the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) requirements"*.

As well as the launch of the **Gas Centre of Excellence**, RINA will be presenting a number of papers including, 'Addressing the challenges and opportunities of LNG as a fuel for shipping' at Posidonia.

RINA's geographical reach and overall competencies in engineering consultancy, testing, inspection and certification were recently expanded with the acquisition of the Edif Group which includes the ERA engineering consultancy and the NDE testing, inspection and certification business. This acquisition results in an expanded **international geographic footprint for RINA, particularly in the US and UK, together with an increased profile in the marine industry**.

Source: Hellenic Shipping News

Link: <http://bit.ly/28nKkc7>

## Brand logo for China-Europe container trains put into use

**Keywords:** *China-Europe cargo trains, China Railway Corp, China's Chongqing to Germany's Duisburg*



BEIJING, June 8 (Xinhua) -The official logo for the China-Europe cargo trains was released Wednesday, the China Railway Corp. said.

Logo-bearing container trains will depart from **Chongqing, Chengdu, Zhengzhou, Wuhan, Changsha, Suzhou, Dongguan and Yiwu** on Wednesday.

All cargo trains from **China to Europe** will use this new logo, which **integrates the Chinese railway logo** and its English abbreviation, in red and black.

More than 1,700 of these **container trains** are in operation nationwide. The first China-Europe container train departed from southwest **China's Chongqing to Germany's Duisburg** in 2011.

The China-Europe container trains have become a major transportation channel of the international logistics industry, and also powerful support for the development of the Belt and Road initiative.

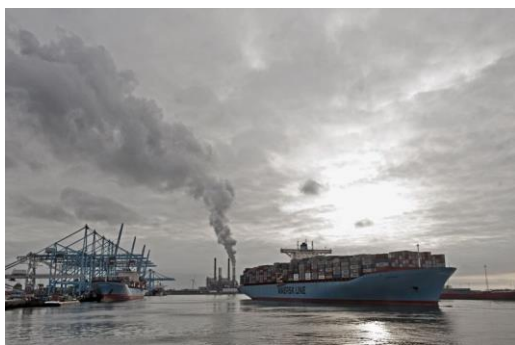
The route -- the **Silk Road Economic Belt and the 21st Century Maritime Silk Road** -- provides an infrastructure network connecting China and Europe.

Source: News Xinhanet

Link: <http://bit.ly/1reOgeq>

## ICS Call For EU Cooperation on Shipping Emissions

**Keywords:** IMO, ICS, EU, CO<sub>2</sub> emissions, European Community Shipowners' Associations, EU Regulation on the Monitoring, Reporting and Verification, shipping industry, Paris Agreement



The member national shipowners' associations of the International Chamber of Shipping (ICS) have agreed to commence a co-ordinated shipping emissions campaign, which is aimed at European Union (EU) institutions, including Member States, Parliament and the European Commission.

The goal is to persuade the EU of the vital necessity of aligning its unilateral regulation on the monitoring of shipping's CO<sub>2</sub> emissions with the mandatory worldwide CO<sub>2</sub> reporting regime that has been agreed by the UN International Maritime

Organization (IMO).

This news comes after K-Line reportedly lowered its emissions by more than 13% in 2015, compared its 2011 levels.

In addition to working closely with the European Community Shipowners' Associations (ECSA), ICS says it intends to enlist the support of non-EU governments including the US, China and other Asian nations.

**Esben Poulsen**, Chairman of the ICS, said: *"Shipping is a global industry requiring global rules, in order to have a truly level playing field – otherwise we have chaos."*

*"ICS members greatly welcome the IMO CO<sub>2</sub> reporting regime that was unanimously agreed by all IMO Member States in April, as a precursor to further measures that will hopefully deliver a serious contribution from shipping towards reducing the world's CO<sub>2</sub> emissions."*

"While ICS fully supports the mandatory IMO data collection mechanism, many non-EU governments initially had some reservations which were only overcome by the industry arguing that the alternative to IMO making progress would be a unilateral regional regime being imposed by the EU. **The EU needs to live up to its side of the bargain and align its regime with the IMO system that's now been agreed by the entire international community."**

The EU Regulation on the Monitoring, Reporting and Verification (MRV) of ships' CO<sub>2</sub> emissions was adopted in 2015 and will be fully implemented in three years' time.

However, all ships trading to Europe – including non-EU flag ships – will be legally required to comply with some of its provisions by as early as 2017.

The EU regulation contains a provision to the effect that the European Commission can propose adjustments to ensure alignment with any similar regime adopted by the IMO.

**Mr Poulsen** continues: "It is vital that the Commission now commits to the task of modifying its regime to make it compatible with the global system which is about to be adopted by IMO. Quite frankly, the regional verification mechanism being developed by the EU will not be compatible with the way in which the IMO regime will be enforced by maritime flag states."



“It's therefore going to be completely unfit for purpose. We also suspect that many non-EU shipping nations will be strongly opposed to their ships being required to submit commercially sensitive information for publication by the Commission, at variance to what has been agreed at IMO.”

“The key thing that really concerns the **shipping industry** is that if the EU refuses to realign its regime with IMO, as its own Regulation permits it to do, this will be perceived by other governments as a sign of bad faith, which could then potentially inhibit the consideration of any additional CO<sub>2</sub> reduction measures by IMO.”

ICS says it is deeply committed to supporting the development of further **CO<sub>2</sub> reduction** measures by the IMO, on top of the mandatory **IMO CO<sub>2</sub> reduction** regulations which have been in force worldwide since 2013.

Immediately after the adoption of the **Paris Agreement**, in December last year, ICS proposed that IMO should develop an 'Intended IMO Determined Contribution' to reduce CO<sub>2</sub> – a suggestion that will be discussed further by **the IMO Marine Environment Protection Committee in October, 2016**.

It was previously reported that **Maersk Line**, the world's leading carrier, had requested to be put back on the COP21 bill, despite shipping being one of the greenest forms of transport.

**Poulsen** said: “The international shipping sector has cut its total CO<sub>2</sub> emissions by around 10% since 2007, despite increased maritime trade. With oil prices having risen some 80% since January, this reinforces how it is truly in every shipowner's interest to do everything possible to further reduce fuel consumption and thus cut CO<sub>2</sub>.

“Further measures at IMO will help the industry deliver this. So the last thing we want is intransigence from EU climate change officials that will seriously frustrate and complicate this IMO process, which is what we fear will happen if the EU refuses to do what it promised to do.”

**Poulsen** concluded: “It's worth reiterating, yet again, the industry's strongly held view that as a global industry we need a global framework. **Only IMO is equipped to provide this.**”

Source: Port Technology

Link: <http://bit.ly/1XI6Ha7>

## Have You Heard about...the New European Transport Strategy?

**Keywords:** *European Commission, Member States of the European Union, TEN-T, Pan-European transport Conference, European rail traffic management system*



In 2013, the **European Commission**, in a EUR 250 billion **European strategy** which gives priority to the creation of an integrated transport network and seeks to level the imbalance between the **Member States of the European Union**, proposed the creation of international transport corridors, bringing together **Western and Central Eastern Europe**. In order to overcome traffic imbalance in the EU, nine multimodal corridors will be created, each of which has to combine at least three types of transport and connect three states.

The new infrastructure policy will unite **28 EU states** under **trans-European transport network (TEN-T)**. Nine

transport corridors will be provided: **Baltic - Adriatic Sea, North Sea - Baltic, the Mediterranean Corridor, Middle Eastern Corridor, Scandinavia - the Mediterranean Sea, the Rhine - Alps, the Atlantic Corridor, the North Sea - the Mediterranean Sea, and the Rhine - Danube**. They will be grouped into three general areas of “**East - West**”, “**North - South**” and “**Diagonal**” corridors. The project is scheduled for completion in 2030. The transport corridors will receive priority funding to connect the east and west of the European Union. To finance the first phase of the project, EUR 26 billion was allocated.

The **Pan-European transport corridors** were defined at the second **Pan-European transport Conference** in Crete, March 1994, as routes in Central and Eastern Europe that required major investment over the next ten to fifteen years. Additions were made at the third conference in Helsinki in 1997. As such, these corridors are sometimes referred to as **the “Crete corridors” or “Helsinki corridors”**, regardless of their geographical locations. A tenth corridor was proposed after the end of hostilities between the states of the former Yugoslavia. The new project focuses on the construction of high-speed railways.

At the first stage it is planned to create a single **European rail traffic management system**.

The general direction of “**East - West**” includes three transport corridors: **North Sea - Baltic, the Mediterranean, and the Rhine-Danube corridor**.

The **North Sea - Baltic Corridor** connects primarily the east coast of the **Baltic Sea** ports with the ports of the **North Sea**. It will run through eight countries (Finland, Lithuania, Latvia, Estonia, Poland, Germany, the Netherlands and Belgium). The **Baltica motorway project** will become part of the “**old**” **trans-European corridor between Berlin and Finland**.

There is a priority project in the railroad Rail Baltica. The **Trans-European railway Rail Baltica**, linking **Helsinki – Tallinn – Riga – Kaunas – Warsaw and continuing on to Berlin**, is to be developed within the territories of the **co-operating EU Member States**. Rail Baltica will support the wider EU goals of parity of access to services and infrastructure of EU Member States and development of sustainable modes of transportation, improved balance and interoperability between different means of transportation, and the establishment of links with

the rest of the EU rail network. Even as far back as the 1990s it was in the works to build an underwater railway tunnel between **Tallinn and Helsinki**, but the project was delayed due to financial constraints. This corridor also involves the development of river waterways and canals (**Belgium, Germany, the Netherlands**), as well as ferry traffic (**between Finland and Estonia**). The project cost is estimated at over EUR 3.6 billion, including 50% from the EU budget (program TEN-T), and 50% from the budget of the project participants. In the Baltic countries there is no such means, and there are discussions about the feasibility of building a high-speed road which will pass by numerous settlements.

The **Mediterranean Corridor connects the Mediterranean countries (Spain, France, Italy, Slovenia, Croatia) with Continental Hungary (up to the border with Ukraine)**. The basis of the corridor will be high-speed highways and railways. Reconstruction of railways will be carried out at intervals: **Lyon - Turin and Venice - Ljubljana**.

The **Rhine - Danube Corridor must connect via the main water artery of Europe**, as well as roads and railways passing along it, five of the Danubian States of the European Union. It will provide the main east-west link between continental European countries, connecting **France and Germany, Austria, Slovakia, Hungary, Romania and Bulgaria all along the Main and Danube rivers to the Black Sea by improving (high speed) rail and inland waterway interconnections**. The countries that first aligned with the project are the **Czech Republic and Slovenia**.

The direction "North - South" will strengthen transport links between the old and the most developed EU countries.

The **Scandinavia - Mediterranean Corridor will connect major cities and ports in Scandinavia and Northern Germany with the industrial centers of Southern Germany, Austria and Northern Italy, as well as the ports of Italy and the island of Malta**.

The **Rhine Corridor through the Alps and Switzerland will connect the ports of the North Sea (Rotterdam and Antwerp) to the Mediterranean (Genoa)**.

The diagonal directions complement the directions "*East - West*" and "*North - South*," including *four corridors: Baltic - Adriatic Sea, North Sea - Mediterranean, Middle Eastern (Germany - Greece - Cyprus) and Atlantic corridors*. They will join the developed countries of Western Europe with the Mediterranean.

The **Atlantic Corridor will link Portugal and Spain (West), and France and Germany (East)**.

Germany intends to obtain from the European Union EUR 2.8 billion to improve transit transport systems which means a pass to six out of nine critical European transport corridors. The bulk of the subsidies from the EU (EUR 2.5 bn.) will be spent on development and improvement of the efficiency of railway infrastructure.

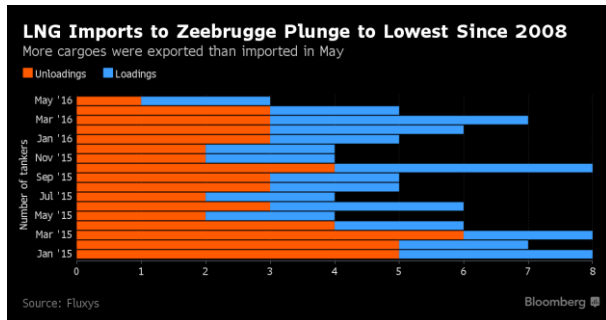
By 2030, the single European transport network will connect 94 sea and river ports, 38 international airports and 15.000 Km of high-speed railway.

Source: Georgia Today

Link: <http://bit.ly/1WGAvmH>

## LNG Boom Far From Sight as Belgian Imports Decline to 8-Year Low

**Keywords:** Liquefied natural gas, Zeebrugge on Belgium's North Sea coast, terminals, cargo, hubs



Liquefied natural gas imports by one terminal in Europe just fell to the lowest level in eight years as the region anticipates a boom that may see tankers lining up to dock on its shores.

Zeebrugge on Belgium's North Sea coast last month took in just one cargo, the lowest since March 2008, and exported two using fuel from storage tanks, according to data from operator Fluxys Belgium SA. That shows the facility's evolving role as suppliers to Europe battle for

market share, according to Zach Allen, president of Pan Eurasian Enterprises, an adviser that has been monitoring Zeebrugge cargoes since 2006.

The European Union's 20 LNG terminals were largely built to allow the bloc to ship in gas from Qatar to Trinidad & Tobago, reducing the dominance of pipeline deliveries from Russia's Gazprom PJSC and Norway's Statoil ASA. The two companies have said they will be able to compete in the face of a record increase in global LNG capacity, including from the U.S., some of which will enter Europe's liquid hubs.

"While the terminal may have been originally seen as a way to import LNG to supplant pipeline supplies from Russia, Norway and the Dutch and U.K. North Sea, that role seems to have changed," Allen said by e-mail. "Given the apparent fight to obtain and maintain western European market share between Qatar, Gazprom and Norway, Zeebrugge's role has evolved from being a supplier of natural gas to being a trading point for LNG."

Fluxys declined to comment on the reasons for the decline in imports. Regional demand such as in South America is attracting LNG cargoes away from Europe amid lower prices in northwestern European hubs, spokesman Laurent Remy said. Ras Laffan Liquefied Natural Gas Co., which supplies LNG to the terminal, didn't immediately reply to an e-mail seeking comments.

Gas on the Title Transfer Facility in the Netherlands, the most liquid hub in continental Europe, averaged about \$4.30 per million British thermal units in May, compared with \$4.02 for Russian pipeline gas at the end of April, the latest available data from the International Monetary Fund.

Of the two tankers that loaded, one was a conventional-sized export and one a small-scale reload, according to Fluxys. The Wilforce left Zeebrugge May 21 with a cargo and is sailing to Bahia Blanca in Argentina, according to ship-tracking data on Bloomberg. The Stena Crystal Sky on May 24 unloaded a cargo from Qatar, according to Zeebrugge Port Authority data.

Exports from the Belgian facility are also supported by rising small-scale LNG operations such as increased use of the fuel in shipping to reduce pollution. Last year, loadings at the terminal rose 47 percent to 28 shipments, while unloadings increased by 21 percent to 41. There were 17 small-scale and 11 conventional loadings in 2015, compared with 19 loadings in 2014, all of which were conventional, the Fluxys data show.



Still, LNG will head to Europe due to its role of a “dumping” ground for global volumes with European import volumes rising 11 percent annually through 2020, according to estimates from Societe Generale SA. Meanwhile, Russia and Norway, which control more than half of European supply, are pumping record volumes of gas to the region through pipelines.

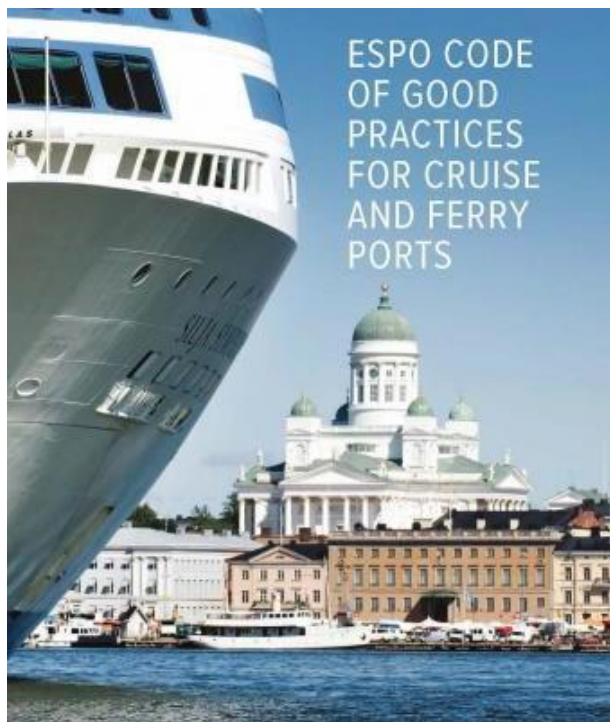
“As demand is still weak in Europe if pipe gas imports are high then we need less LNG,” Thierry Bros, a Paris-based analyst at **Societe Generale**, said by e-mail. “The only way to grow LNG and pipe is to grow demand but this can only be done with lower prices.”

Source: Bloomberg

Link: <http://bloom.bg/1Xci35f>

## European port associations release Code of practice for cruise

**Keywords:** ESPO, sustainable passenger traffic growth, ESPO Conference 2016, ports



European ports associations published, under the umbrella of the **European Sea Ports Organisation (ESPO)**, a Code of practice for cruise and ferry ports.

**MedCruise** is co-signing the Code, a valuable tool to be used in promoting **sustainable passenger traffic growth** but also communicating ports perspectives to stakeholders and policy-makers.

The five sections of the European Code are devoted to the discussion of competition and cooperation between ports; the importance of infrastructure developments; security of cruise operations; the improvement of the relations of ports and the hosting cities and destinations; and the structuring of relationships between ports and cruises and ferry lines and their associations.

The document, which was officially released in Dublin, during a special session of the annual **ESPO Conference 2016**.

This is the first major outcome of the work conducted within the pan-European Network of cruise and ferry ports that has brought together the five regional European cruise ports associations -**MedCruise, Cruise Europe, Cruise Baltic, Cruise Britain, and Cruise Norway**- and ESPO in a strategic cooperation to share expertise and effectively represent the sector towards European institutions.

The Code provides a united cruise ports voice that informs policy makers and the **public about the characteristics, challenges, and bottom-up initiatives undertaken by European cruise ports**. At the same time it strengthens ports efforts to endorse best practices and enhance their performance.

**Kristian Pavic**, MedCruise President states: *"MedCruise members are excited with the opportunity to present with fellow associations a Code of practice that unite all European ports and conclude on the best ways to address key challenges, point best practices, and detail foundations of relations with ports users. MedCruise ports will confidently continue to seek further growth of the 27 million passengers and 13.200 cruise calls hosted per year, while actively strengthening the voice of a Network speaking with one voice for the European cruise and ferry ports sector"*.

Speaking under his capacity as **Chairman of the Network**, MedCruise Honorary President **Stavros Hatzakos** emphasised that *"through the setting up of the Network, ESPO has created a platform for discussion about the challenges that exist in many ports"*, stating that *"this platform will also help in demonstrating the contribution of the cruise and ferry port sector to the local and regional economy and tourism in Europe"*.

[www.onthemosway.eu](http://www.onthemosway.eu)



[info@onthemosway.eu](mailto:info@onthemosway.eu)

Source: Travel Daily News

Link: <http://bit.ly/1YccAug>

## Port Reception Facilities Directive: A Review Could Clarify Certain Provisions, But Should Not Change The Basic Principles

**Keywords:** *European Sea Ports Organisation, European Sustainable Shipping Forum, port reception facilities*

Today, the European Sea Ports Organisation (ESPO) has presented its position paper on the revision of the port reception facilities (PRF) directive at a dedicated meeting under the umbrella of the European Sustainable Shipping Forum (ESSF).

In a nutshell, the main ESPO messages are:

- The **spirit and objectives** of the directive are **still valid** but better definitions, clarifications and guidance are needed.
- The discussion over the “**adequacy**” of existing port reception facilities needs to be concrete and evidence based. Most **challenges lie upstream in the waste treatment chain** and the ports are part of the solution and not of the problem.
- **Properly consulted and clearly communicated waste reception and handling plans are key.**
- **Imposing one single fee system over Europe is not an option** but ESPO supports the clarification of the principles guiding the implementation of the fee systems.
- ESPO pleads for **strengthening the implementation of the information and monitoring system.**
- ESPO supports the **inclusion of new types of waste** in the scope of the directive but **not necessarily in all of its provisions.**

*“The European port authorities support the objectives of the PRF directive and welcome the revision process as an opportunity for further improvement of some of its provisions and their application, but should not lead to a major review.”* said ESPO Secretary General, **Isabelle Ryckbost**.

*“ESPO is keen to continue contributing towards this direction both through the work of the dedicated ESSF subgroup, the EC Impact Assessment and through the legislative process to follow”,* added Antonis Michail, Senior Advisor at ESPO and Vice-Chair of the ESSF working group on the PRF.

Source: ESPO

Link: <http://bit.ly/1ZBtjGn>



## IUMI welcomes new container weighing directive but cautions short-term pain before long-term gain

**Keywords:** *International Union of Marine Insurance, SOLAS, cargo, insurance, supply chain, vessel, shipping*



The International Union of Marine Insurance (IUMI) strongly supports the new mandatory requirement and adoption of the amendment to SOLAS regulation V1/2 for the verification of the gross mass of packed containers (resolution MSC.380(94)), which comes into force on 1 July 2016.

However, IUMI believes not all shipping and logistics companies, nor shippers, will be ready for this new resolution and this is likely to affect the **cargo insurance sector in the short term**. Issues include increases in risk exposure due to disturbances in the supply chain; **un-weighed containers being refused on board with delays for perishables or time-sensitive cargoes**; and the consequent accumulation risk associated with more containers languishing in ports. Additionally, liability underwriters will have short term issues with clients in the logistics sector as their exposure increases.

But once this new regulation is fully implemented and practiced, IUMI is confident that it will contribute significantly to the safety of seafarers, ships and their cargoes. A number of recent maritime catastrophes can be attributed to mis-declared cargo and it is hoped that the new regulation will help save lives and reduce hull and cargo losses in the future.

IUMI's Political Forum Chairperson, Helle Hammer, said:

*"The issue of container weighing was originally brought to the attention of the International Maritime Organization (IMO) by the World Shipping Council and ICS. At IUMI, we applaud and strongly support their efforts. We urge all stakeholders to prepare as best they can for this regulation as it is likely to cause short-term upheaval. More importantly, all stakeholders must be aware of the insurance implications – which can change from region to region – if they find themselves in breach of the new regulation, particularly ship's masters who are likely to come under pressure to accept containers without the approved weight verification."*

**The new amendments require a packed container's gross mass to be verified prior to stowage on board a vessel.** The shipper is responsible for providing the verified weight and ensuring it is communicated in the shipping documents to the ship's master or representative, and the terminal representative, sufficiently in advance in order to be used in the ship stowage preparation plan.

In the instance of the **shipper not providing the verified gross mass then the container cannot be loaded until the master or representative and terminal representative have obtained this information by other means.** If the verified gross mass is not obtained then the container cannot be loaded on board. If an **unverified container is loaded on board the ship**, the shipper and the carrier might find their insurance cover invalid. **Shippers and cargo interests should check their insurance conditions on delay and/or in the event of unsuitable packing/conditioning.**

All concerned in the logistics chain should be aware of this new SOLAS amendment and verify their operational processes, contracts and liability issues.

[www.onthemosway.eu](http://www.onthemosway.eu)



[info@onthemosway.eu](mailto:info@onthemosway.eu)

*Source:* Hellenic Shipping News

*Link:* <http://bit.ly/1ZBtMrY>

## IUMI President of the Union of Greek Shipowners, Mr T. Veniamis warns of shipping flight outside the EU

**Keywords:** *Posidonia, Greece, national and European economy, European Commission, Union of Greek Shipowners, maritime industry*



The **new record participation at Posidonia**, a timeless institution of international standing, certifies that Greece, as **a traditional maritime power, can and should remain the heart of international shipping**, which is intertwined with global progress and prosperity. Likewise, Greek shipping can and should continue to contribute to the **national and European economy** whilst maintaining its competitiveness on the face of recent misguided policies of the **European Commission** at the risk of causing a flight, not only of the Greek-owned fleet, but also of the wider European fleet, **outside the European Union with relocation to more welcoming international shipping centers**. Perhaps it is appropriate to bear always in mind the fact that shipping carries more than 90% of world trade and the importance of this fact.

Posidonia 2016 take place in a particularly challenging period for the shipping industry worldwide. Shipping has overcome in the past difficult situations and transitions and has always found the way to survival and recovery; a way that is so much needed by the national, European and global economy, as indeed mirrored by shipping activities.

Related figures allow us to be cautiously optimistic about Greek shipping, which is a strong driving force for the economic development of our country, **representing a significant percentage of GDP**, providing thousands of jobs ashore and on board and carrying out over time social and humanitarian projects throughout the country.

Within a tough **economic international environment**, Greek shipping proved once again its traditional, strong resilience and ability to adapt to changing circumstances. Its fleet amounts to 4,585 vessels, representing about 20% of total world capacity in deadweight and 50% of the European Union fleet. Both figures indicate an upward trend compared to previous years.

Posidonia 2016 provide the opportunity to further promote the policy approach, which has been a cornerstone of Greek shipping, of forging alliances with key commercial and shipping partners in international maritime affairs and to set higher common objectives for the maritime sector. A policy approach which the **Union of Greek Shipowners has served with success and tangible results for a hundred years**, as in 2016 the UGS celebrates a century of existence since its establishment in 1916. A journey of one hundred years, which proves the importance of collectively defending the institutional interests of our shipping community.

Finally, Posidonia, **the celebration of the maritime industry**, also provide a unique opportunity for presentation at all levels of the pinnacles of technological and other applications, the adoption of which responds to competing demands for high standard maritime transport services.

Source: Hellenic Shipping News

Link: <http://bit.ly/21arLDO>