

Newsletter August 2017

The UK government unveils its post-Brexit customs strategy

London published its position paper on post-Brexit customs arrangements which outlines the UK government's vision for a "highly streamlined customs engagement" with the EU.

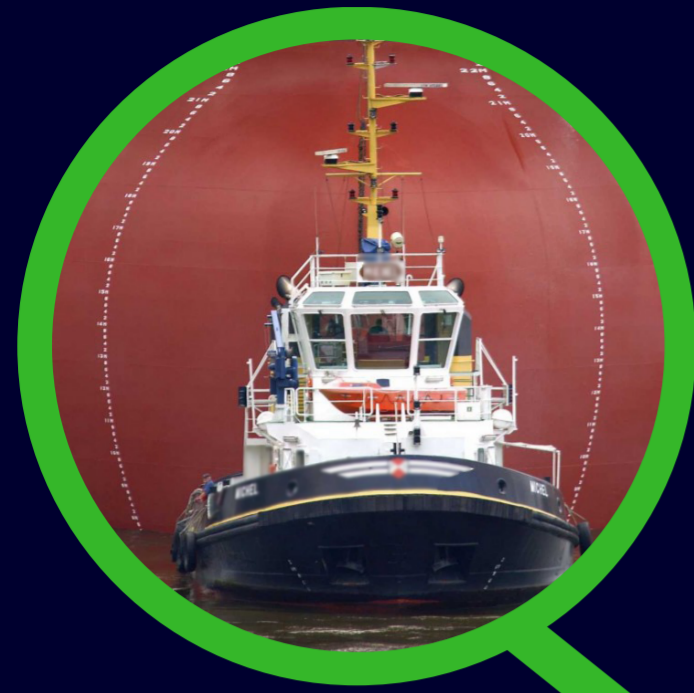
According to the paper, the United Kingdom would have access to a "time-limited" customs union with the EU. At the same time, it could also negotiate its own trade deals with third parties, but the country's institutions could not sign, ratify and implement them until the UK abandons this proposed transitional customs union. Thus, following the paper plans, the UK and the EU would have a common external tariff and common internal border processes for an undetermined period of time. But once this transition agreement expires, the UK government would have to seek a new customs and trade relation with the EU.

The paper puts forward two ways to achieving the objective of a "new customs arrangement that facilitates the freest and most frictionless trade possible": streamlining customs procedures between the UK and the EU as much as possible, or; a customs partnership in which there is no need for a customs border because the UK mirrors the EU's import requirement for goods whose final destination is the EU. Both options would imply higher trade costs caused by leaving the customs union and bigger administrative burdens.

Through this proposal the UK government aims to show its determination to eventually abandon the EU Single Market and customs union, establishing an independent international trade policy, but also to give certainty to British businesses and industries.

So far, the British proposal has been received with scepticism by the EU negotiators. In fact, Michel Barnier, European Chief Negotiator for Brexit has repeatedly stated that "frictionless trade is not possible outside the Single Market and customs union".

You can read the British government position paper on post-Brexit customs arrangements [here](#)

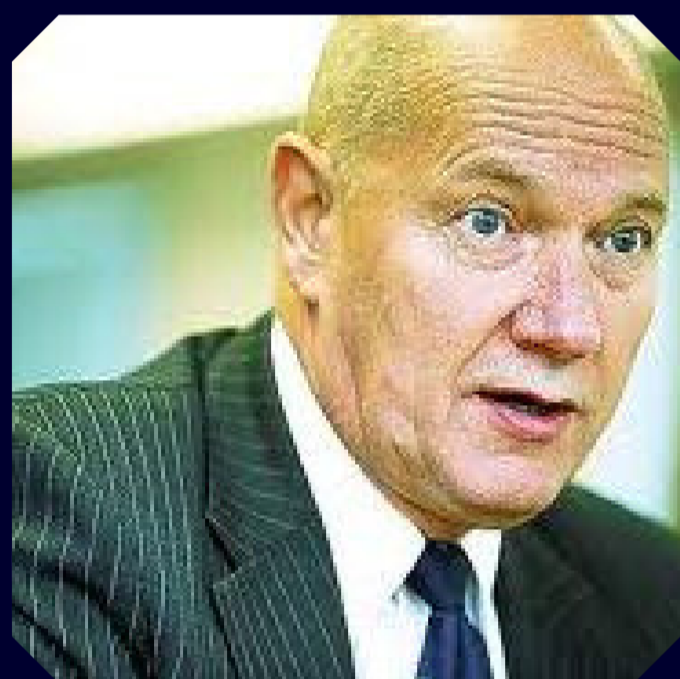




ETA selected as a member of the European Ports Forum

The European Commission accepted ETA's application to become a member of the European Ports Forum expert group. This new body will assist the EC in contributing to the priorities identified in the Valletta Ministerial Declaration on EU Maritime Transport Policy, providing advice, analysis and information to the Commission on initiatives to promote and support a uniform implementation of the Port Services Regulation and if necessary update it and supporting the Member States' authorities when implementing this EU law.

- The group will bring together up to 60 members in total including organizations representing port authorities at a EU level, port equipment industries, port employees, users of maritime ports (shippers, logistic operators and ship-owners) providers of port services, the main port-cities, non-governmental organizations protecting the environment, etc.
- With this approval, the European Commission recognizes ETA's competence and experience and especially its representativeness of the European towage sector. The ETA Secretariat is looking forward to contributing to the well functioning of the group and aspires to improve the future EU maritime policy in cooperation with the institutions and its stakeholders.



EMSA Annual Overview of Marine Accidents

EMSA's Executive Director, Mr. Markku Mylly participated in this year ETA Annual Meeting. During his speech, focused on the description of EMSA's competences and initiatives, he gave an overview of the data recorded by the European Marine Casualty Information Platform on casualties related to tugs from 2012 to 2016. These are as follows:

Out of the total 14830 reported casualties, 521 involve a tug which makes an average of 104 accidents per year (1 every 3 days).

- These accidents have caused 21 fatalities to crew members (average 4 per year), 127 injured persons out of which 116 were crew members and 11 other persons (average 25 per year) Concerning the accidents, 5% were very serious, 18 % serious, 61% less serious, 18% incidents. Out of 392 casualties with a ship: a were caused by a collision 34%, 19% by contact with fixed object 16% by a loss of propulsion power.
- Out of 129 accidents only to persons: 32% were caused by slipping-falling, 22% by body movement without stress and 21% by loss of control of equipment, machines, etc. These casualties led to 40 investigations launched by the EU Accident investigative bodies and 27 investigation reports published

Next events

21-22 Sept.

Connecting Europe
Conference
Tallin

27-28 Oct.

Pilotage/Towage Services and
Technologies Congress
Izmir

30 Nov.

FEPOR 3rd
Stakeholders' Conference
Brussels

