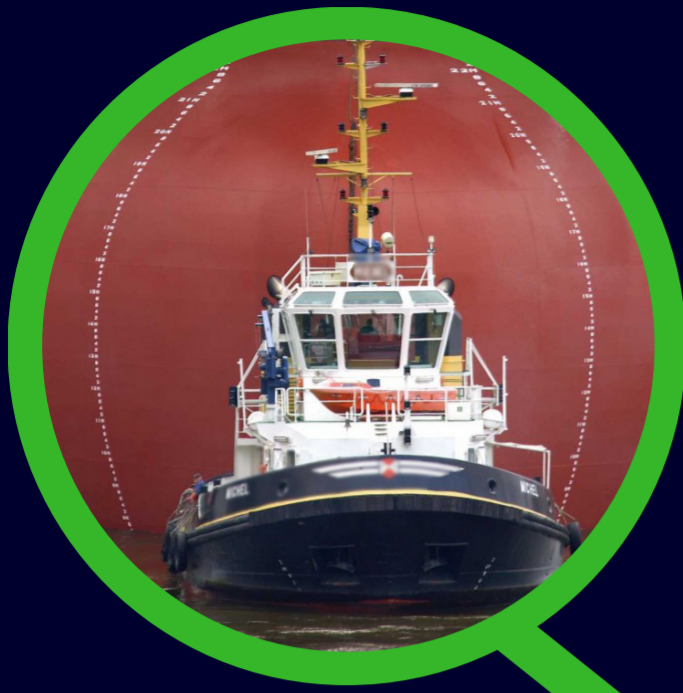




# Newsletter

## February 2018



### More EU Budget for Transport: sign the petition

More EU Budget for Transport, the coalition of more than 40 EU transport associations supporting a strong EU budget for transport after 2020 launched its own website, twitter account and change.org petition.

With this action the public campaign is stepping up its efforts in view of the current debates at the EU level on the new Multi-annual Financial Framework (MMF) and the next TEN-T DAYS conference (Ljubljana 25-27th April).

As the current MMF is close to its end in 2020, the Commission is preparing the budgetary proposal for the next MMF 2021-2027 and for the next generation of EU funds among which, the Connecting Europe Facility (CEF).

ETA joined the More EU budget for Transport coalition to strengthen the maritime representation in this campaign and ensure that the next CEF programme will have sufficient funding to reach its goals, the realization of the core trans-European network by 2030.

The success of this campaign depends also on your support, so we would like to ask you to sign our petition for more targeted budget and programs for EU transport [here](#).

Follow the coalition's campaign on Twitter (@MFF4transport) and via the website [www.moreeubudget4transport.org](http://www.moreeubudget4transport.org) and spread the word.







## The EU Parliament hosts a hearing on the impact of Brexit on the maritime sector

As part of a series of public hearings on Brexit, the EU Parliament Transport Committee invited a representation of the maritime sector to participate in a public hearing. Among other speakers, Martin Dorsman, ECSA Secretary General or Eamonn O'Reilly, CEO of the Port of Dublin described the sector concerns and expectations regarding the ongoing process which has April 2019 as its deadline. The speakers highlighted the need for certainty and demanded an agreement on a transitional period as soon as possible to limit the impact on the British and European economies.

Mr. Dorsman described the many issues that would affect the shipping sector if the Brexit process ended without an agreement: from extra bureaucratic burdens (custom or sanitary declarations, work permits for foreign workers, etc.), to the recognition of seafarer qualifications. ECSA Secretary General confirmed that the European negotiators are aware of these problems and meet periodically with the maritime industry representatives. Moreover, Mr. O'Reilly announced that the port of Dublin and other Irish ports were already preparing for a hard Brexit and thus, they are already planning the construction of new infrastructure, liaising with the Irish customs, health and immigration services and planning to hire extra workers in case there is no agreement on a transition period.



## EMSA publishes its work programme for 2018

EMSA's Outlook 2018 contains the concrete actions that the Agency will implement during the current year, as part of its multi-annual strategic objectives.

Among the EMSA initiatives there are several actions that are relevant to the towage sector:

- The completion of the SafeSeaNet System with a new Graphical User Interface and the development of new tools for ship monitoring and identification.
- Assisting the EU Commission in the revision of the Reporting Formalities Directive and further developing and testing The Maritime Single Window (MSW) prototype.
- Continuing with the inspections to assess the standards of training and the certification of non EU seafarers.
- Offering pollution response services available to Member State to target marine spills from both ships and oil and gas installations, specifically a network of oil spill response vessels which remains on standby at all times.

# Next events

**22 March**

Transport & Logistics Conference 2018  
Brussels

**16-18 May**

ETA 55th Annual Meeting  
Antwerp

