

## Newsletter

### December 2018

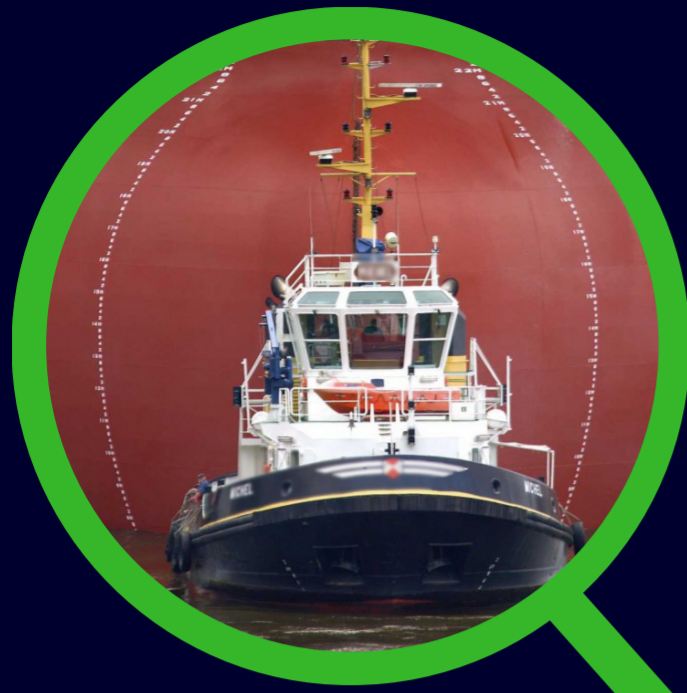
#### ETA takes position regarding the debate on EU maritime consortia legislation

ETA responded to the European Commission's public consultation on Consortia Block Exemption Regulation (BER), Commission Regulation 906/2009 will expire on 25 April 2020. This regulation declares Article 101(1) TFEU not applicable to certain types of agreements between maritime shipping companies to cooperate in "consortia", i.e. in the provision of regular and scheduled international maritime shipping services.

The Commission is now evaluating its impact and relevance in order to determine whether it should be prolonged and, if so, under which conditions.

ETA's feedback to the consultation focused on the need of guidelines. ETA specified that whereas in theory the Consortia BER should provide greater legal certainty, this should not be seen in a vacuum and purely from the perspective of the carriers.

The carriers operate within a bigger spectrum and dealing with legal certainty should take into account the perspectives and needs of the different players of the maritime industry. It is for this reason that ETA suggested there could be more legal certainty if there are specific guidelines for the carriers within the Consortia BER. ETA has also been working with a number of stakeholders within the industry in order to find common grounds in relation to this regulation.





## IMO approves new rules on autonomous ships tests

IMO's Maritime Safety Committee (MSC) took further steps towards regulating the operation of Maritime Autonomous Surface Ships (MASS) with the approval of the methodology for a regulatory scoping exercise.

In the coming months the MSC will conduct an analysis to determine the most appropriate way of addressing MASS operations, taking into account human element, technology and operational factors.

The analysis will identify the need for amending existing instruments, developing new instruments or taking no further actions. An intersession MSC working group is also expected to meet in September 2019 to advance the process with the aim of completing the regulatory scoping exercise in 2020.



## EU Council agrees on maritime legislation

Member states representatives at the EU Council agreed on a common approach on proposals to simplify the existing EU regulatory framework on seafarers' training and certification and the European maritime single window.

The European maritime single window environment aims to reduce the numerous, non-harmonised reporting obligations by linking the existing national maritime single windows together in a coordinated and European way. The reform will improve the interoperability of the different systems, making it much easier to share and reuse data.

Regarding seafarers training and certification, the EU Council's position aspires to change the centralised mechanism for the recognition of seafarers from third countries. These revised rules will simplify procedures while making sure that the highest standards are maintained and the EU legislation is in line with international rules.



## Maritime industry representatives publish new guidelines for cybersecurity onboard

BIMCO along with other maritime industry organisations published the third version of the 'Guidelines on Cyber Security onboard Ships'. This new edition provides more guidance to assist shipping companies conducting risk assessments and developing strategies to protect ships from cyber incidents.

According to the guidelines, a proper cyber risk strategy should:

A) Identify the roles and responsibilities of users, key personnel, and management B) Identify the systems, data and capabilities, which if disrupted, could pose risks to the ship's operations C) Implement technical and procedural measures to protect against a cyber incident D) Implement activities to prepare for and respond to cyber incidents.

# Next events

## 20 March

ISU Associate members meeting

London

