



## Newsletter February 2019

### ETA together with other stakeholders take a clear joint stand in relation to the Consortia Block Exemption Regulation

Organisations representing the main maritime logistics industry stakeholders (shipping lines, shippers, freight forwarders, terminal operators, labour, port authorities) as well as EU national maritime authorities met on the 8th February in Paris at a roundtable hosted by the International Transport Forum (ITF OECD).

The objective of the meeting was to exchange views and positions which could be relevant for the ongoing Review of the EU Consortia Block Exemption Regulation assessing the validity of the BER which provides the liner shipping industry a generous exemption from normal competition rules.

CLECAT, ETA, EBA, EBU, ESO, IWT, ESC, FEPORT, UIRR and the GSF representing users of liner shipping services and service providers all agreed that market developments that have occurred over the last five years justify an in-depth review of the regulatory framework as this has not been done since 2009. They equally considered that the current framework has become obsolete given that most of the carriers operate in alliances and that market concentration is increasing. Find the joint position [here](#)







## EU institutions agree on the European Maritime Single Window

After weeks of intense negotiations, the EU Parliament and the Council reached an agreement on the European Maritime Single Window. The new legislation repeals the current Reporting Formalities Directive.

The new Directive intends to reduce administrative burdens by providing for the creation of a European Maritime Single Window environment, harmonising National Single Windows and applying the reporting-only-once principle.

The new framework recognises the work and investments made so far by EU ports and national authorities to develop simplified digital systems for reporting.



## EU Commission proposes a revision of the shipping emissions monitoring legislation

The European Commission adopted a proposal to revise the EU Regulation on monitoring, reporting and verification Directive of CO<sub>2</sub> emissions from maritime transport (EU MRV). The proposal's goal is to facilitate the harmonious implementation of the EU MRV and the IMO Data Collection System (IMO DCS). The main objective of this proposal is to amend the EU MRV Regulation (approved in 2015) in order to adapt it to the new global IMO DCS, with a view to reducing administrative efforts for companies and administrations as possible, while at the same time preserving the objectives of the EU MRV Regulation.

The United Kingdom government has also proposed a draft legislation to extend the implementation of the EU Regulation after Brexit, so vessels visiting both EU ports and UK ports would then be required to comply with both schemes.



## IMO Ship Design and Construction Sub-Committee introduces SOLAS amendment for safer mooring

IMO Sub-Committee on Ship Design and Construction adopted new requirements for appropriate and safer design of mooring arrangements and a maintenance and inspection regime.

The Sub-Committee recognises the important risks posed by mooring operations for both ships' crews and shore-based personnel. The draft amendments will be added to SOLAS regulation II-1/3-8 on Towing and mooring equipment, and should be approved in the next meeting of the Maritime Safety Committee (MSC) in June.

# Next events

## 20 March

ISU Associate members meeting  
London

## 5-7 June

ETA 56th Annual Meeting  
Limassol

