



Newsletter

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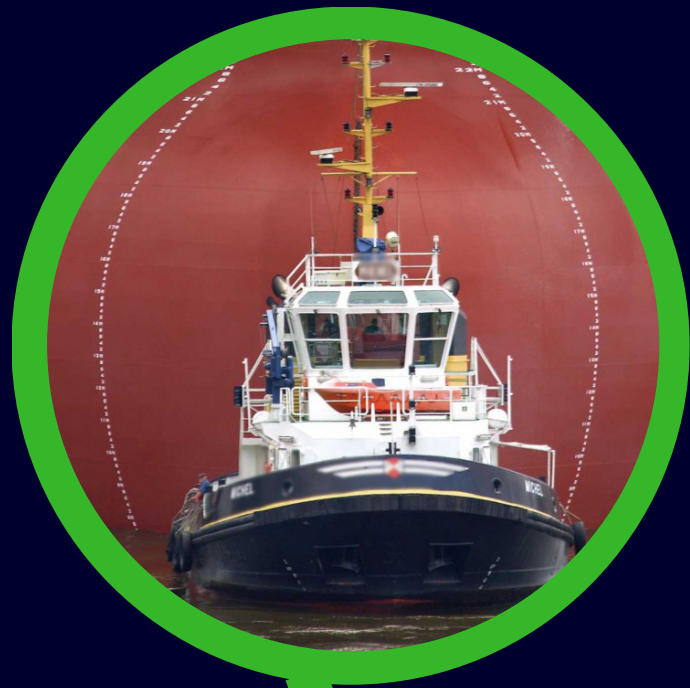
The European Council approves a historical recovery plan for the EU

The European Council reached a historical agreement on a European recovery plan and budget for the period 2021-2027. After lengthy negotiations EU national leaders agreed on a financial package of €1 824.3 billion combining the multiannual financial framework (MFF) and the new €750 billion recovery fund Next Generation EU (NGEU).

The agreement largely respected the figures presented by the European Commission in its budget proposal published in June. While the size of the NGEU fund was preserved at €750 billion, the ratio between grants and loans was rebalanced, from two thirds in grants and one third in loans to €390 billion in grants and €360 in loans (52% and 48% of the total fund respectively). Bigger rebates for net payers like the Netherlands, Germany or Austria were also part of the deal. On the other hand, some of the funding lines were diminished or deleted in order to increase the amounts that national governments can use directly for the reconstruction of their economies.

For example, the Just Transition Fund was downgraded from the Commission's €40 billion climate action first proposal to just €10 billions. Other specific funding instruments like those dedicated to support the health sector or the solvency of European companies were scrapped entirely while the important increase in Innovation and Development funding suffered important cuts as well.

"This agreement is great news for the European Union, it shows an important degree of solidarity and commitment to the EU project and strengthens our Union for the next complex decade. The new reconstruction fund can be the keystone for a stronger and more cohesive European growth, an economic development that should put the environment, green energies and the adoption of digital technologies in its core" says ETA Secretary General Anna Maria Darmanin.





EMSA publishes its 2018 EU seafarers statistical report

EMSA presented the last edition of its EU seafarers statistical report. This document is based on data extracted from certificates and endorsements registered by EU Member States until 31 December 2018. The data shows that by the end of 2018, 209,192 masters and officers held valid certificates of competency (CoC) issued by EU Member States while another 106,334 masters and officers held original CoCs issued by non-EU countries.

The five EU Member States with the higher number of certified masters and officers in 2018 were the United Kingdom (30,716), Poland (20,467), Greece (20,450), Norway (16,366) and Croatia (14,291). While the non-EU countries which had more masters and officers holding CoCs recognised by EU Member were the Philippines (39,145), Ukraine (23,449) and Russia (16,766). You can find the report [here](#)



IMO calls for a faster digitalization of shipping

IMO published a call for action urging for intergovernmental collaboration in order to drive the acceleration of digitalization of maritime trade and logistics. The document lists a series of priorities which should be addressed to hasten the process, among others: ensuring the harmonization of data standards, introducing Port Community Systems and secure data exchange platforms, reviewing existing IMO guidance on Maritime Cyber Risk Management or facilitating the implementation of such emerging technologies.

You can find the document [here](#)



The EC publishes a new study on the social aspects within the maritime sector

The EC presented a new study analysing the several social factors impacting the maritime transport sector. The document sheds light upon a critical issue which needs to be addressed by public authorities and compiles a list of measures taken at the national and European level. The report focuses on the period 2011-2018 and moreover, includes country and thematic case studies.

The publication finds that the most prevalent issues are:

- low attractiveness of the sector;
- a legal framework that fails to incentivise equal pay and gender equality;
- the difficulty seafarers experience when accessing the justice system and social security protection;
- challenges arising from digitalisation and automation in shipping.

The study enumerates a series of recommendations to address these issues, from the modernisation of maritime education and training systems to reviewing and adapting EU legislation on social security matters. You can find the study [here](#)