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From: Presidency
To: Delegations
Subject: Priorities for the EU's maritime transport policy until 2020: Competitiveness, Decarbonisation, Digitalisation to ensure global connectivity, and efficient internal market and a world-class maritime cluster

Draft ministerial declaration

In view of the Shipping Working Party on 13 February 2017, delegations will find attached a Presidency draft of the ministerial declaration on maritime transport policy.
Priorities for the EU's maritime transport policy until 2020: Competitiveness, Decarbonisation, Digitalisation to ensure global connectivity, and efficient internal market and a world-class maritime cluster

HAVING REGARD TO

– the Council Conclusions on the Mid-Term Review of the EU's Maritime Transport Policy until 2018 and Outlook to 2020 of 5 June 2014\(^1\);


A. ACKNOWLEDGING the importance of stakeholders’ involvement and dialogue as an essential element for the fulfilment and further development of a maritime transport strategy beyond 2018; [TAKING INTO CONSIDERATION the discussions at the Ministerial/Stakeholders Maritime Conference held in Malta on 28 March 2017;]

B. RECALLING the continuing objectives of the EU and its Member States to ensure a high and uniform level of maritime safety and security;

C. RECALLING the significant contribution to the European economy of maritime transport, and related activities including ports, adding values and jobs in all Union coastal areas, NOTING the serious economic challenges that the shipping sector is facing;

D. UNDERLINING the need to create a European Single Maritime Transport Space without Barriers Area and a seaborne transport system and logistic chain fit for the 21st century, while REITERATING that maritime transport is crucial for connecting peripheral and insular geographical areas to the rest of Europe; and

\(^1\) Council document 10041/14.

E. REAFFIRMING the objective of supporting the long-term **competitiveness** of European shipping and related maritime industries in world markets, in view of the growing international competition;


TAKING INTO CONSIDERATION the discussions at the Ministerial/Stakeholders Maritime Conference held in Malta on 28 March 2017;

F. ACKNOWLEDGING UNDERLINING the importance of increasing efficiency of maritime transport and logistic chains through digitalisation and administrative simplification, and the significant opportunities created through as data exchange of data;

G. BEARING in mind that the simplification of administrative formalities for shipping and maritime carriage of goods, as well as the need for a comprehensive electronic document, is the principal concern of the shipping industry and maritime transport stakeholders and in particular with a view to creating a European Maritime Transport Space without borders Barriers;

H. WELCOMING the adoption of the Port Services Regulation by the European Parliament and the Council of the Port Services Regulation establishing a framework for the provision of port services and common rules for the financial transparency of ports as an important step to create a framework for more transparent funding of ports and the provision of efficient port services;

I. ACKNOWLEDGING the challenge of global competition and the importance of national favourable taxation regimes and as well as global rules and standard-setting, established in international fora such as IMO and ILO, in maintaining a level playing field and the competitiveness of EU shipping;
J. CONSIDERING that shipping – as the most cost effective way to transport most of international trade – is central to achieving the UN 2030 Sustainable Development Goals;

K. RECOGNISING the need for making maritime transport professions more attractive to young Europeans, conveying a positive image, and adapting qualifications and training to technological innovation;

L. ACKNOWLEDGING that bilateral and multilateral agreements on international maritime transport as well as Free Trade Agreements (FTAs) that have strong commitments on international maritime transport are increasingly important to ensure a global level playing field, market access for the European companies maritime cluster and overall predictability, against the background of protectionist trends and restrictive measures;

M. ACKNOWLEDGING the importance of stakeholders’ involvement and dialogue as an essential element for the fulfilment and further development of a maritime transport strategy beyond 2018;

N. CONSIDERING that maritime transport, with 2.5% of global CO₂ emissions, is widely recognised as the most environmentally sustainable and energy efficient way of moving large quantities of cargo but even so, the volume of the shipping activity is so large that it produces a substantial amount of emissions that are harmful for human health and the environment around 2.5% of global CO₂ emissions;

O. STRESSING the need for cleaner greener shipping in relation both to emissions having a global impact – namely greenhouse gas (GHG) emissions – and to emissions of substances that are particularly harmful have a negative impact on human health and the environment at local and regional level and notably close to coastal areas and port cities;

P. REAFFIRMING that climate change requires a global response, in particular when dealing with a response from the shipping sector; and therefore
Q. WELCOMING the progress made at IMO MEPC 70 with:

- the setting of 1st of January 2020 as entry-into-force date of the 0.5% cap on global sulphur cap for in marine fuel;
- the adoption of a mandatory global data collection system for fuel consumption of ships; and
- the agreement that an initial but comprehensive IMO strategy on reduction of GHG emissions from ships should be adopted in 2018 in time for the sector to communicate its progress at the first stock taking under the Paris Agreement pledge scheme;

R. ACKNOWLEDGING the work carried out under the European Sustainable Shipping Forum as established by the Commission Decision\textsuperscript{3} to promote the effective implementation of maritime transport sustainability legislation, providing solutions for the EU national maritime transport administrations and the shipping industry to comply effectively with sustainability requirements;

\textsuperscript{3} Commission Decision of 24.9.2013 setting up the group of experts on maritime transport sustainability – The European Sustainable Shipping Forum (ESSF), C(2013) 5984 final.
THE EUROPEAN MARITIME TRANSPORT MINISTERS THEREFORE

I. Competitiveness – a level playing field in Europe and abroad

1. UNDERLINE that, in order to develop a world leading maritime transport industry in Europe, it is essential to provide stable, predictable and competitive framework conditions based on high international standards for safety, security, environment and social conditions;

2. RECALL that well-connected and modern ports and efficient short sea shipping play a key role to preserve and attract new industries and logistic activities, to link up the different regions within the internal market of the Union and support the greening of transport;

3. INSIST on the need to boost the creation of a network of multimodal transport corridors connecting industrial, peripheral, insular and island areas and featuring modern trans-shipment facilities, efficient port infrastructure and advanced technologies embedded in the appropriate regulatory and administrative framework and CALL for continued work in this regard within the framework of the guidelines of the trans-European transport network (TEN-T) and the Connecting Europe Facility instrument – making optimal use of the relevant financial instruments;

4. ACKNOWLEDGE the importance of coordinated planning and investments to adapt ports and their connection to new global logistics requirements;

5. EMPHASISE the need to make the EU maritime transport sector attractive to future generations to avoid the European maritime cluster encountering a shortage of competent staff with the right mix of skills and competencies and SUPPORT initiatives and actions in order to, and attract and train a sufficient number of EU seafarers to avoid the EU maritime cluster encountering a shortage of competent staff with the right mix of skills and competencies and, therefore, UNDERLINE the need to promote and enforce international standards in the field of working and living conditions;
6. RECOGNISE in particular, the benefits of employing more women in the transport sector and STRESS the need to increase the participation of women in the maritime transport sector;

7. URGE the social partners to identify and develop common initiatives to promote European seafarer employment;

8. STRESS the importance of promoting multilateral, regional and bilateral dialogue, closer cooperation and exchange of best practices on maritime transport at international level with a view to fostering a level playing field;

9. CALL UPON the Commission to intensify efforts at all levels towards a global level playing field whilst creating the framework conditions for unrestricted to facilitate access to the markets of the regions with an increasing economic potential;

10. ENCOURAGE the Commission to continue to advocate transparent, globally binding and technologically advanced standards that do not distort competition;

11. REAFFIRM the need for a stable taxation framework in line with the Community Guidelines for State aid to maritime transport to maintain a global level playing field for EU shipping, further enhance the quality and attractiveness of EU flags, and create the conditions in which shipping can effectively contribute to the EU economy;

II. Digitalisation

12. RECALL the need for full and swift implementation of the Blue Belt, including through a harmonised electronic cargo manifest (the e-Manifest), and INVITE the Commission to provide information on a regular basis to stakeholders on its implementation and effectiveness;

13. ENDORSE WELCOME the work on the e-Manifest specifications developed by the Commission together with the Member States, the industry and EMSA;
14. RECOGNISE ACKNOWLEDGE the shortcomings identified in the preliminary results delivered by the Commission regarding the REFIT evaluation of the Reporting Formalities Directive;

15. URGE INVITE the Commission to propose an appropriate follow-up to the review revision of the Reporting Formalities Directive, including by introducing the e-Manifest through a harmonised European Maritime Single Window environment, in order to set up a European Maritime Transport Space without Barriers and to improve the efficiency and attractiveness of the maritime transport sector;

16. ACKNOWLEDGE the importance of stimulating data exchange and clarifying the conditions to make data accessible and available to all parties in view of optimising the logistic chains and promoting multimodal transport in Europe and internationally, and therefore WELCOME in particular smart port initiatives undertaken for this purpose and other initiatives such as the Digital Transport and Logistics Forum;

17. NOTE that automation is an important part of digitalisation which can offer reductions in fuel consumption, increase efficiency and optimise cargo flows in logistics;

III. Decarbonisation and Reduction of Air Emissions

18. INVITE the Commission and the Member States, together with the Commission, to work towards the definition adoption in 2018 of an ambitious initial IMO strategy on reduction of GHG emissions from ships including short-, mid- and long-term further measures aimed at defining the shipping sector's contribution to the international efforts to curb greenhouse gas emissions; to this end INVITE the Commission and the Member States and the Commission to reach out to third countries and industry for the purpose of securing the adoption of an ambitious strategy in spring 2018, to support capacity building, including initiatives demonstrating the benefits of decarbonisation of the shipping sector, and to foster research and investments facilitating the transition to cleaner shipping, so that no country is left behind when addressing climate change;

19. CALL UPON the Commission to propose, if appropriate, once the legal framework for the global system is fully established, an amendment to the EU MRV Regulation to achieve alignment with the an international agreement;
20. URGE the Commission and the Member States to cooperate on effective enforcement of regional and global rules on air emissions from ships and UNDERLINE the need for sharing data on compliance;

21. SUPPORT the Commission's initiatives for the promotion of alternative energies and fuels for shipping, notably and an harmonised approach for standards and procedures for LNG bunkering in European ports, by improving the environmental performance of the sector and by meeting the global sulphur emission limits adopted by IMO;

22. WELCOME the Green Shipping Initiative Guarantee programme in effectively addressing challenges related to financing green investments in the European shipping sector and to improve its competitiveness and SUPPORT the work of the Commission to foster the role of ports in greening the maritime transport and UNDERLINE the need of financial support for investments such as shore side electricity or other alternative fuels bunkering infrastructure;

23. INVITE the Commission to pursue its initiatives to help the maritime transport industry making best use of the available financial and economic incentives at Union level, Member State and port level to green the sector, including also the use of research funds for technologies that will reach market validation in mid-century investment cycles;

24. AFFIRM the need for an effective implementation of the IMO Polar Code.