



TABLE OF CONTENTS

PROMARITIME News.....	1
Industry News.....	2
Policy Developments.....	3
Funding Opportunities and News.....	6
In Focus.....	7
Maritime Agenda.....	9
Publications.....	10
<i>PROMARITIME at a Glance</i>	12



PROMARITIME NEWS

PROMARITIME Granted with the Authorised Economic Operator (AEO) Status!

On 20 February 2017, PROMARITIME INTERNATIONAL has been [granted the status of AEO](#) by the EU. This status, based on the World Customs Organisation (WCO) recognised standards, aims to enhance international supply chain security and facilitate legitimate trade. On the basis of Article 39 of the Union Customs Code (UCC), the AEO status can be granted to any economic operator meeting the following common criteria:

- compliance with customs legislation and taxation rules and absence of criminal offences related to the economic activity;
- appropriate record keeping;
- financial solvency;
- proven practical standards of competence or professional qualifications;
- appropriate security and safety measures.

This status will entitle PROMARITIME INTERNATIONAL to enjoy a range of simplified procedures for customs (AEOC), security and safety (AEOS) or a combination of the two in all EU Member States:

- easier admittance to customs simplifications;
- fewer physical and document-based controls;
- prior notification in case of selection for physical control (related to safety and security);
- prior notification in case of selection for customs control (related to other customs legislation);
- priority treatment if selected for control;
- possibility to request a specific place for customs controls;
- mutual recognition with third countries.

The AEO beneficiaries also enjoy a wide range of indirect benefits, such as the recognition of being a secure and safe business partner, the improvement of relations with customs and other government authorities, the improvement of planning, the reduction of theft and losses...

Please find more information on the AEO status [here](#).

Major Consignment Deal Signed between HYPROC and PROMARMED

[HYPROC](#), the Algerian liquefied natural gas carrier, a subsidiary of SONATRACH (one of the world's leading gas exporters) and [PROMARMED](#), the southern subsidiary of PROMARITIME, have just signed an agreement on the consignment of HYPROC vessels in French ports.

Algeria has been a major supplier of gas for EDF for several decades. More than 110 port calls are planned in 2017 in France, mainly in the ports of Fos and Lavera, while the number of stopovers in the northern French ports will remain marginal.

Eric LELIEVRE, chairman of PROMARITIME INTERNATIONAL (PROMARMED majority shareholder and chairman), accompanied by Julien MAITIA, president of PROVERMARINE (also shareholder of PROMARMED), went to Oran on Wednesday 18th of January to meet with HYPROC Commercial Director Mr Mustapha BENGHALI and Head of Stopovers Department Mr Ramdane HAMOUN in order to sign the consignment contract linking HYPROC to PROMARMED for a minimum period of one year.



INDUSTRY NEWS

Deal Signed for Construction of World's Largest Hybrid Ferry in Norway

Norwegian ferry operator Color Line has signed a contract with compatriot shipbuilder Ulstein Verft for the construction of the world's largest hybrid vessel. The ship is expected to significantly increase capacity on the route between Norway and Sweden from summer 2019, with a capacity of 2,000 passengers and 500 cars.

The newbuilding ship will be a plug-in hybrid in which the batteries are recharged via a power cable with green electricity from shore facilities or recharged on board by the ship's generators. The ferry will have full battery power into and out of the fjord to Sandefjord inner harbor, the shipbuilder said.

Please find more information [here](#).

Norlink: the New Strategic French Regional Port Alliance

A new alliance gathering the maritime and inland ports of the French region Hauts-de-France has been launched in February 2017. Called Norlink Ports, the newly established association brings together regional customers, logistics professionals, multimodal platforms, as well as professional unions and representatives of the profession and seeks to federate regional ports to carry out a multimodal strategy. Norlink Ports main objectives are:

- the development of a regional port strategy supporting the potential of the maritime and inland ports of Hauts-de-France;
- the increase of freight transport between sea and inland ports;
- the promotion of alternative logistics schemes & innovative transport solutions.

As stated in the Norlink 2017 Action Plan, one of the priority in the coming year will be the opening-up and extension of the Cargo Community System (CCS) of the port of Dunkirk to the various regional players of the transport chain. Please find more information on the establishment of Norlink Ports [here](#).

The Norlink Ports association mirrors what has been done some years ago in the south of France, with the establishment in 2008 of [Medlink Ports](#). Please find more information on the latest developments for Medlink Ports [here](#).



POLICY DEVELOPMENTS



MARITIME AFFAIRS, PORTS & LOGISTICS

Public Consultation to Amend the Combined Transport Directive

The Commission is launching a new public consultation on the Combined Transport Directive ([Directive 92/106/EEC](#)), which seeks to improve the effectiveness and efficiency of this 23 years-old Directive.

The Regulatory Fitness and Performance Programme (REFIT) [evaluation](#) concluded in 2016 as well as the previous [public consultation](#) carried out in 2014 on this piece of legislation identified the following shortcomings:

- no homogenous implementation of the Directive: smoothness of cross-border transport between Member States depends on minimum differences between national legal systems;

- problematic definition: definition of combined transport is complex and ambiguous, creating problems with the implementation. Furthermore, the definition is limited in scope;
- non-effective incentives: economic incentives (reimbursement of or exemption from road vehicle tax) foreseen are not effective;
- problems with implementation and monitoring:
 - the provisions relating to transport documents are outdated, making it difficult for industry to prove and for authorities to control eligibility;
 - no effective market monitoring exists (no EU wide common terminology based statistics gathering nor reporting of all national measures) making it difficult to ensure appropriate systematic assessment of the needs.

Please find more information [here](#).

EU Welcomes Entry Into Force of the WTO Trade Facilitation Agreement

The Trade Facilitation Agreement (TFA) - the most significant multilateral trade deal concluded since the establishment of the World Trade Organisation (WTO) in 1995 - entered into force on 22 February 2017, after reaching the threshold of 110 WTO members ratifications. The deal was agreed during the WTO Ministerial Conference in Bali, back in 2013.

This agreement aims to simplify and clarify international import and export procedures, customs formalities and transit requirements. EU customs authorities plans to play a leading role in the implementation of the agreement, acting both as an example to follow and as an engine for further progress in trade facilitation within the EU and at international level. The EU notably wants this agreement to play a significant role in increasing developing countries' involvement in global value chains. For that reason, the EU has committed €400 million to assist them with the reforms needed to comply with the rules set by the agreement.

Find more information [here](#).



ENVIRONMENT AND SECURITY

Inclusion of Shipping in the EU Emission Trading Scheme (ETS): Latest Move from the European Parliament

On the 15th of February 2017, the European Parliament has adopted in Plenary the Report of the Environment, Public Health and Food Safety (ENVI) Committee which has introduced controversial changes to the Commission's proposal to amend the EU ETS Directive ([Directive 2003/87/EC](#)). This Report plans for the inclusion of CO₂ emissions from shipping in the EU Emission Trading Scheme (ETS) and the establishment of a maritime climate fund "in the absence of progress at international level" as from 2023 (see News in Monitor n° 8 entitled *CO₂ emissions from shipping: a controversial vote at the European Parliament*).

This latest move has triggered a number of reactions from the EU maritime industry associations. While they all agree that the [International Maritime Organization \(IMO\)](#) is the right place to introduce CO₂ target and measures to reduce emissions from shipping, the different actors of the industry

disagree on the appropriateness of introducing regional measures such as the ones put forward in the Parliament's report.

Ports (ESPO) and ports operators (FEPORT) as well as freight forwarders (CLECAT) welcomed the MEPs' push for global action on shipping emissions and agreed that shipping should be included in EU ETS as of 2023 if the IMO does not have a comparable system operating by 2021.

[FEPORT](#) has welcomed the strong signal from the Parliament to support the reduction of CO2 emissions from ships, calling it an incentive for to the shipping industry to engage in proactive discussions at IMO level.

[ESPO](#) said that 2023 should be seen as a milestone: in case this deadline is not met, EU measures must be introduced. It should however be clear that in case of an international agreement by 2023, the EU measures are to be repealed.

[CLECAT](#) insisted on the fact that the approach taken by the maritime climate fund was the appropriate tone, since the costs of compliance in emissions reduction should be re-invested into innovation for further improvement of shipping's environmental performance.

On the contrary, [ECSA](#), the EU ship-owners' association, voiced once again its strong opposition to the inclusion of shipping in EU ETS, saying that this would put unrealistic pressure and complicate the discussions at IMO level.

The text voted by the Parliament will be now examined by the Council. You can find the amendments voted by the Parliament [here](#).

ESPO Pushes Towards Greener and More Responsible EU Sea Ports

The sea ports organisation has joined in December 2016 the [Think Climate Coalition](#), a stakeholders' coalition with interests in waterborne transport infrastructure which will work to support the actors of the inland and maritime navigation infrastructure sector in their response to the challenges of climate change (reduction of Co2 emissions, shift towards low carbon navigation, preparedness to adaptation to changing climate).

Please find more information on ESPO's opinion about the energy policy of ports in two articles published on ESPO website [here](#) and [here](#).

The Opinion of the EU Logistics Association on Commission's Low-Emission Mobility Strategy

The European Commission published in July last year a [Strategy for low-emission mobility](#) aimed at ensuring that the EU would stay competitive and able to respond to the increasing mobility needs of people and goods while adopting a clear roadmap towards low-emission mobility. The main elements of the Strategy are:

- to increase the efficiency of the transport system thanks to digital technologies, smart pricing and further encourage the shift to lower emission transport modes;
- to speed-up the deployment of low-emission alternative energy for transport and remove obstacles to the electrification of transport;
- to move towards zero-emission vehicles.

At this stage, the European Parliament (TRAN and ENVI committees) is drafting an own-initiative report which will set out the MEPs' views on this strategy. CLECAT has taken this opportunity to prepare a briefing on issues of importance to logistics, freight forwarding and customs services, which should be taken into account in the Parliament's report.

In a nutshell, CLECAT welcomes the approach adopted by the Commission and raised a number of issues which still need to be properly dealt with. You can find more information on CLECAT position [here](#).



FUNDING OPPORTUNITIES & NEWS

€1 billion to Boost Investment in European Transport Infrastructure

The European Commission will soon launch a new and innovative way to finance transport infrastructure projects in Europe: the call for proposals will seek to combine €1 billion of grants under the Connecting Europe Facility - Transport with financing from public financial institutions (European Investment Bank), the private sector or, for the first time, the European Fund for Strategic Investments (EFSI).

The EFSI, the heart of the [Investment Plan for Europe](#) and a top priority for the Juncker Commission, was designed as a flexible tool to be used in combination with other EU funding sources so as to maximise their impact and help achieve Europe's broader policy objectives.

This call contributes to the implementation of the Commission's Strategy for Low-Emission Mobility under the Energy Union, and also supports investments in "sustainable transport" in view of the upcoming road mobility initiatives to be launched later in the year. The call will have two deadlines for submission of proposals, the first one on 14 July 2017 and the second one on 30 November 2017.

Find more information [here](#).

Three New Blue Technology Projects to be Launched in 2017

Three new projects have been selected for funding by the Commission under the European Maritime and Fisheries Fund (EMFF). The new 'Blue technology' projects will help bring research results faster to the market, and will share a total budget of about €2 million.

Projects selected under the Blue technology call for proposals will develop joint roadmaps and bankable demonstration projects in the Atlantic and the North Sea. Two of the projects will focus in particular on offshore installations:

- North Sea Solutions for Innovation in Corrosion for Energy (NeSSIE): develop new business and investment opportunities in corrosion solutions and new materials for offshore energy installations;
- Enabling Technologies and Roadmaps for Offshore Platform Innovation (ENTROPI): accelerate the deployment of multi-use offshore platforms, particularly for renewables and aquaculture.

Please find more information [here](#).



IN FOCUS

Fraud and Social Dumping in Road Transport: the Debate at EU Level

Two fronts have emerged between the members of the European Union as regards road transport and the fight against unfair competition and social dumping in road freight transport. The political debate on this very sensitive issue has been marked by a number of milestones throughout 2016 and since the beginning of 2017, polarising even further the positions of the disagreeing Member States.

Please find below the different developments regarding this battle:

- **June 2016: [Commission takes legal action](#) against the systematic application of the French and German minimum wage legislations to the transport sector**

In June 2016, Poland together with 10 other Eastern European countries protested against what they called “disproportionate rules” imposed by France and Germany, i.e. the systematic application of the French and German respective minimum wage legislation to the road transport sector. These protests prompted the Commission to launch an infringement procedure against France and to renew the 2015 [infringement procedure against Germany](#).

- **September 2016: letter from 8 Western European countries Transport ministers**

In response to this initiative from the Eastern countries and the subsequent infringement procedures launched by the Commission, the Transport Ministers of eight Western European countries sent a [letter to Transport Commissioner Bulc](#) in September 2016, in which they urged EU decision-makers to take all necessary measures to fight against the “abusive practices” of Eastern Member States.

This letter particularly insists on the following two issues:

- the fraudulent invocation of the fundamental freedoms in order to avoid the application of the European rules which guarantee fair competition in the European Internal Market;
- the increase in illegal activities, letter box companies and unfair business practices.

The ministers stressed that this situation had negative consequences, not only on fair competition and on road safety, but also on the working and living conditions of a growing number of European workers and on the perception of Europe by the citizens.

- **December 2016: discussion at the Transport Council of Ministers**

In the particular context of upcoming road package, planned to be presented by the Commission in the first half of 2017, France and Germany requested that an item on the future of the road transport sector was put on the agenda of the last Transport Council of Ministers, which took place in December 2016. The French and German delegations took this opportunity to raise their concerns with regard to the current challenges in the road haulage sector, in particular in terms of fraud and social dumping.

- **March 2017: the *Road Alliance Declaration* in Paris**

Following these debates, the Transport Ministers of France, Germany, Austria, Belgium, Luxembourg, Denmark, Italy, Norway and Sweden met in Paris to discuss the situation of the road haulage market. The objective of this "road alliance" is to strengthen cooperation in order to make the fight against fraud more effective.

More specifically, the Declaration lists 8 actions to be undertaken to promote a single road haulage market which would better ensure fundamental social rights as well as more efficient controls. The actions listed in the Declaration aims at:

- harmonising certain national regulatory measures;
- coordinating and improving control practices to make them more effective.

You can find the Declaration [here](#).

The ball is now in the court of the Commission, who is going to unveil step by step its set of proposals in the framework of its Road Package initiative. So far, the Commission has explained that this road package will consist of four pillars:

- the functioning of the internal market;
- the social aspects of road transport;
- road charging;
- digitalisation and interoperability.

It is worth noting that CLECAT, the European Association for Forwarding, Transport, Logistics and Customs Services, has strongly opposed this Declaration, saying that a number of the proposals put forward would be counter-productive to the competitiveness of European transport and logistics and to the ambitions of reducing carbon emissions through an efficient transport system.

You can find CLECAT declaration [here](#).

➤ Special focus on SOCIAL DUMPING

Social dumping has no universally agreed definition yet. It points to unfair competition, due to the application of different wages and social protection rules to different categories of workers.

From a European perspective, it is in particular the fact that level of wages and social security contributions are different from one Member States to the other. As an example, in 2016, a [study of the French National Road Committee](#) shows the average cost of driving time in different countries:

- Belgium: 33,38EUR
- France: 29,81EUR
- Italy: 28.14EUR
- Germany: 25,13EUR in the Western Länder and 16.64 in the East
- Spain 19.52EUR
- Czech Republic: 10.24EUR
- Poland: 10.01EUR
- Romania: 9.02EUR
- Bulgaria: 8,01EUR

➤ Special focus on FRAUD

During the Transport Council of Ministers of December 2016, the French delegation insisted on the worrying developments in terms of fraud in road transport, and in particular at roadside checks with fraudulent use of tachographs (device used mostly to measure the driving times of drivers). The French minister pointed out that this kind of fraud was gaining ground, not only on working hours, but also on the weight and dimensions of vehicles, and on compliance with social rules. Over 10,000 offenses were identified in 24 countries over a period of one year.

Pointing that all the Member States were suffering direct and harmful consequences from this multiplication of fraud, the French delegation said that it would be unrealistic to consider liberalising the market further. Instead, the priority at EU level should be to restore a healthy competition in the internal market for road freight transport and enhance road safety.

Several Member States are also calling for more harmonised inspections and the creation of a European Road Transport Agency (on the model of what already exists for aviation and maritime transport), which would in particular:

- support Member States national bodies responsible for roadside checks;
- promote cooperation between Member States.

Harmonising inspections practices at EU level to facilitate the work of enforcement authorities is in particular the mission undertaken by the [Confederation of Organisations in Road Transport Enforcement \(CORTE\)](#), the international association which gathers national enforcement authorities and the road transport sector.

➤ **Special focus on CARGO THEFT**

It is also worth noting that cargo theft is an issue of importance at EU level. According to the European Union, the theft of high value, high risk products moving in supply chains in Europe costs businesses in excess of € 8.2 billion a year. The threat from organized criminals is increasing and becoming more violent.

In this context, the [Transported Asset Protection Association \(TAPA\)](#), which gathers global manufacturers, logistics providers, freight carriers, law enforcement agencies, and other stakeholders, designed the [Incident Information Service](#) tool to improve the availability and flow of information on crimes against high-technology logistics supply chains and other high value freight within industry and between industry and Law Enforcement Agencies (LEA's). Its goal is to provide a centralised resource of knowledge related to criminality against freight in transit and to facilitate the dissemination of that information to member companies and to LEA's.



MARITIME AGENDA

SEMAINE INTERNATIONALE DU TRANSPORT ET DE LA LOGISTIQUE - Paris, 14/03/2017 to 16/03/2017

SITL Paris 2017 will bring together the largest concentration of transport and logistics users from industry, commerce and distribution. With an anticipated 24,000 professionals and more than 500 exhibitors, it will gather all the innovative products and services dedicated to freight transport, freight forwarding and the supply chain.

More information [here](#).

2ND INTERNATIONAL CONFERENCE ON MARITIME SPATIAL PLANNING - Paris, 15-16-17/03/2017

The European Commission and UNESCO are jointly organising the 2nd International Conference on Marine/Maritime Spatial Planning (MSP) in March 2017 in Paris. Given the rising international interest in Maritime Spatial Planning, this event aims at taking stock of the latest developments and discussing on how to achieve and accelerate successful MSP worldwide.

More information [here](#) and [here](#). Registrations are open until 03/02/2017.

14TH ANNUAL GREEN SHIP TECHNOLOGY CONFERENCE - Copenhagen, 21-24/03/2017

The 14th Annual Green Ship Technology Conference, a leading environmental shipping event for the industry, will be organized from 21 March 2017 to 24 March 2017 in Copenhagen, Denmark. Participants at this major event will discuss key issues such as the latest developments at international level (IMO MEPC70), have look at emerging technologies and innovations in green ship design.

More information [here](#).

25TH TOP TRANSPORT EUROPE - Marseille, 18-19/10/2017

TOP TRANSPORT EUROPE is the place European shippers / logisticians meet transporters and logistics companies in the framework of pre-scheduled and targeted appointments.

More information [here](#).



PUBLICATIONS

Publication of the EMSA Work Programme 2017-2019

The European Maritime Safety Agency (EMSA) has published on 19 January 2017 its Single Programming Document for the period 2017-2019. This document, which includes EMSA's priorities for the years to come, was presented before the European Parliament's Transport Committee on 25 January. This reference document recalls the main missions set for the Agency, and in particular:

- be the leading EU technical partner in cooperation with EU Member States for the development & implementation of EU safety standards and regulations in the maritime sector;
- be a major provider of information for the EU maritime cluster (monitoring, surveillance and information sharing);
- be the main EU resource to support Member States' efforts for mitigating shipping-related environmental risks and responding to environmental accidents in the maritime/offshore sector;

- be the primary knowledge provider within the maritime cluster (training).

The document also points out the successive extension of the Agency's mandate, and in particular, the latest amendment introduced by [Regulation \(EU\) 2016/1625](#) adopted on 14 September 2016 which aims at developing European cooperation on coast guard functions by developing forms of cooperation between EMSA, FRONTEX (European Border and Coast Guard Agency) and the European Fisheries Control Agency (EFCA). You can find EMSA Work Programme [here](#).

EMSA Study on Management of Ship-Generated Waste

The EMSA study on Management of Ship-Generated Waste was published on 31 January 2017. The objectives of this study are to provide:

- a detailed review of the waste practices and management of ship-generated waste on-board on the range of ships visiting EU ports;
- average quantities of different types of waste being generated on-board of ships;
- a comprehensive review of the present technologies and methods being used to reduce SGW produced by ships.

Please find more information [here](#).

French Maritime Foundation Study on the Maritime Aspects of the French Economy

The [French Maritime Foundation](#) published on 20 February 2017 a study carried out on its behalf by the Boston Consulting Group which evaluates the contribution of the maritime industry in the French economy.

This first-ever barometer produced by the Foundation recalls that, with a surface area of 11 million km², the French maritime space is the second in the world and contributes some €273 billion per year to the national economy, employing nearly 820,000 people. This accounts for 14% France GDP, a remarkable figure when compared to the others major maritime economies.

The study highlights that this well-exploited potential could be further improved, and gives ideas on how this could be done. For instance, the report stresses the need for France to take the necessary steps to further promote new marine technologies, such as marine biotechnologies, marine renewable energies or desalination. Please find more information [here](#).

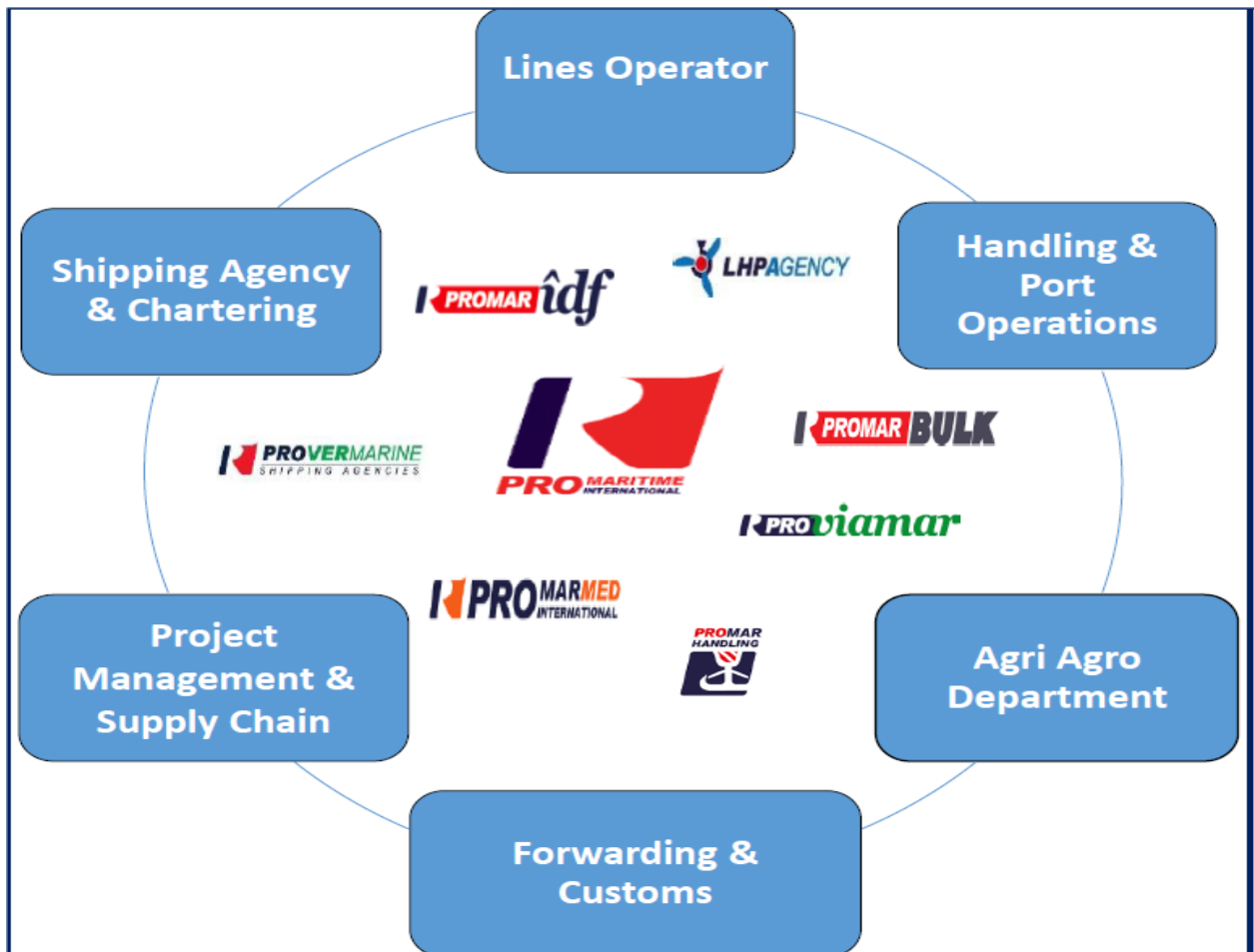
PROMARITIME AT A GLANCE



PROMARITIME was created in 1993 & is headed by Eric LELIEVRE (founder and shareholder). It had a turnover of 25M€ in 2015.

PROMARITIME awarded standards: FONABSA - LVMG - SQAS - AEO

PROMARITIME GALAXY



PROMARITIME ACTIVITIES

PROMARITIME International and its skilled staff offers tailored logistics solutions on a wide range of services including:

→ **Liner services**

Weekly services to Morocco (containers) and Finland / Russia (multimodal including over-gauged). Bi-monthly RORO services to West Africa, MEA and India. Weekly RORO services to North Africa, Mediterranean and Black Sea.

→ **Shipping agency & chartering**

Established as shipping agent in Normandy in the ports of Rouen, Dieppe & Le Havre, we provide Chartering service for heavy lifts and conventional vessels.

→ **Handling & port operations**

Specialized in port operations, including the coordination of port operations for heavy lifts and offshore wind fields.

→ **Agri Agro department**

Management and transport of food products: warehousing & consolidation shipments, solutions for full dry or reefer containers, bulk chartering...

→ **Forwarding, customs & consolidation**

We offer a full range of services for import and export cargoes (FCL/ LCL). Customs department capable of clearing food and all kind of goods.

→ **Project management & supply chain**

Chartering of different kinds of commodities. We provide complete project logistics services, especially in oil and gas activities.

