Mid Term Review of the EU Maritime Transport Strategy

Fields marked with * are mandatory.

Please provide information to help us build your profile as a respondent. In accordance with Regulation 45/2001, all personal data collected through this survey will be kept securely and will ultimately be destroyed.

*Please note that the questionnaire will only use your full contribution if your name, organisation (if you answer on behalf of an organisation or institution) and contact details are provided. If you choose to not provide your name, organisation and contact details, you have the option of submitting a general comment only.
If you do choose to provide us with your name, organisation and contact details, you can still opt for your answers to remain anonymous when results are published.

- ◉ Yes, I will provide my name and contact details
- ○ No, I prefer to provide a general comment only (and questionnaire ends here)

A. Respondent details

*1. I speak on behalf of
- ○ Myself
- ○ An individual organisation
- ◉ An association representing other organisations

*1.1. Can you please identify which organisation or association you represent?

> European Straits Initiative

*2. Please indicate if your organisation is registered in the Transparency Register of the European Commission.
- ○ Yes
- ◉ No

*3. First name

> Stephane

*4. Last name

> Louhaur

*5. Address

> rue Ferdinand Buisson 62000

*6. City

> Arras

*7. Email address

> louhaur.stephane@pasdecalais.fr

*8. Please indicate your country of origin.

> France ⌄

*9. Which of the following categories best describes your activity or that of your members?

- ○ Public authority (Member State Representative, Ministry, Agency, other)
- ○ Port authority, harbour master or port manager or other port service provider
- ○ Other port service provider (terminal operator, stevedoring company, warehouse operator, barge terminal operator, rail terminal operator, passenger service operator, marine service provider, towage provider, mooring operator, ice-breaking, dredging, bunkering, and environmental service provider, or other service provider)
- ○ Shipping company or shipping agency: ship-owning company, shipmanagement company, ship operator, etc.
- ○ Shipmaster or other crew member
- ○ Individual or Association with expertise on Maritime Transport
- ● Other (please specify)

*9.1. Please specify "Other"

> The current response to the consultation represent a joint response from the European Straits Initiative, which is a network of 19 local authorities bordering straits in Europe, from the Baltic Sea region to the Mediterranean through the English Channel/North Sea. Website: www.europeanstraits.eu

*10. What is the size of your organisation?

- ○ Micro company (less than 10 employees, up to €2 million turnover, or balance sheet up to €2 million)
- ○ Small company (less than 50 employees, up to €10 million turnover, or balance sheet up to €10 million)
- ○ Medium size company (up to 249 employees, up to €50 million turnover, or balance sheet total up to €43 million)
- ○ Large corporation (250 employees or more, more than €50 million turnover, and balance sheet total of more than €43 million)
- ○ Organisation representing group of stakeholders
- ● Local Authority
- ○ National Authority
- ○ European Authority
- ○ I don't know
- ○ Other (Please specify)

11. Please, specify geographical area within which you operate?
If you do not indicate any region, your answer shall be considered of general nature (you can tick several boxes)

- ☑ Baltic Sea
- ☑ North Sea (incl. English Channel)
- ☐ Atlantic Ocean
- ☑ West Mediterranean
- ☑ East Mediterranean (including Adriatic) and Black Sea
- ☐ Other geographical area (please specify)

*12. Contributions received from this survey may be published on the European Commission's website, with the identity of the contributor. Do you agree to your contribution being published under your name?

- ● My contribution may be published under the name indicated
- ○ My contribution may be published but should be kept anonymous
- ○ I do not wish any of my contributions to be published

*13. May the Commission contact you, in case further details on the submitted information in this questionnaire are required?

- ● Yes
- ○ No

B. Objectives - Envisaged Actions & Initiatives

B.1. In general

1. The mid-term review of the EU Maritime Transport Strategy should place more emphasis on

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Competitiveness of the EU shipping industry	○	◉	○	○	○
Increasing the attractiveness and employability of the maritime professions	○	◉	○	○	○
Enhancing ship safety and the protection of human life at sea	◉	○	○	○	○
Improving the environmental performance of shipping	◉	○	○	○	○
Enhancing maritime transport security	◉	○	○	○	○
Promoting alternative fuels for ships	◉	○	○	○	○
Improving ports efficiency	◉	○	○	○	○
Enhancing the promotion of short sea shipping	◉	○	○	○	○
Offering equal growth opportunity to small and remote islands and insular states	◉	○	○	○	○
Simplifying administrative formalities for shipping and the maritime carriage of goods	◉	○	○	○	○
Promotion of maritime research and innovation	○	◉	○	○	○
Deployment and promotion of digital maritime services	◉	○	○	○	○

B.2. European Shipping in Globalised Markets

*1. Are there areas in which more should be done to further promote a global level playing field in the maritime transport sector?

- ◉ Yes
- ○ No
- ○ I don't know / No opinion

2. Please provide suggestions on possible actions or initiatives under these areas.

```
Actions on the following fields could be undertaken:
-        Reduce administrative burden: There is a need of a fiscal
framework and stable and predictable regulations, workforce skills, a
reduction of administrative burdens and the removal of customs barriers
to further facilitate trade.
-        Maritime jobs opportunities either side of the straits: Raising
awareness of the job opportunities in the maritime sector in schools, eg
Dover and Calais, in order that young people can stay and work either
side of Dover Strait
-        Exchange of experience, sharing information across Europe: for
instance on how different ports are dealing with similar legislation
(e.g. the Sulphur Directive)
-        Digital maritime data sharing: The international regulations on
digital maritime data sharing should be improved. Too many official
documents are allowed only on paper format
```

3. What challenges or obstacles (i.e. market access) maritime transport faces when trading with non-EU partners?

```
Lack of infrastructure and bureaucratic administrative formalities for
shipping and the maritime carriage of goods
```

*4. Do you agree that EU and its Member states should intensify efforts towards free access to markets and further liberalisation of trade through bilateral maritime transport agreements?

- ● Yes
- ○ No
- ○ I don't know / No opinion

5. Are there any specific issues in relation to global shipping markets and bilateral maritime agreements that you wish to raise?

```
Maritime transport is a global industry that is facing increasingly
fierce competition. International standards and regulation are
necessary, in terms of environment and safety. The role of the
International maritime organization is key. The rules should promote the
highest standards of quality for the global shipping, in line with the
interests of shipping industry.
```

B.3. Human Resources, Seamanship and Maritime Know-how

*1. Do you think the existing rules regarding onboard living and working conditions in shipping as applied in the EU are effective?

- ◉ Yes
- ○ No (please specify)
- ○ I don't know / No opinion

2. What actions or initiatives should the EU and its Member States take to improve the attractiveness of maritime careers?

```
It is urgent to improve the image of the maritime professions,
especially among young people. Maritime careers are a sector
characterized by the use of advanced technologies and expertise, where
young people can find work and have the guarantee of a job.
Dedicated school and university projects focusing on straits as one
unit, with a focus on careers opportunities associated with the
transport corridor e.g. Dover to Calais.
```

3. What actions or initiatives should the EU and its Member States take to improve the skills of seafarers in order to effectively meet the new challenges and technological developments in shipping?

```
Measures to promote maritime research and innovation are needed but also
to promote a better use of information and communication technologies
(ICT) to improve the quality of life at sea; promote the availability of
satellite broadband communications in areas such as health care on
board, distance learning and personal communications.
```

4. What actions or initiatives should the EU and its Member States take in promoting the smart and better use of Information Communication Technologies (ICT) for improving quality of life at sea?

```
Generally speaking, there is a need of raising awareness and training
regarding the use of new technologies.
More specifically, the ICT-connections between vessels and shore are
necessary when developing maritime careers in the view of having a more
modern working environment.
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B.4. Quality Shipping as a key competitive advantage

1. In which areas should the EU and its Member States do more to improve the quality of EU shipping / maritime cluster?

```
In the following areas:
- working conditions of human resources,
- maritime security,
- environmental sustainability
- use of new technologies.
- Cargo track and trace.
- Vessel reporting systems
```

*2. Do you think that the existing international and EU legislative framework on ship safety is adequate?

- ○ Yes
- ● No (please specify)
- ○ I don't know / No opinion

2.1. If not, please specify the area(s) where there is a need for further improvement.

```
The following areas need improvement particularly in maritime straits:
environmental risk, migration in the Mediterranean Sea risk, collisions
For example, the levels of shipping going through Dover Strait and the
size of these vessels is ever increasing, the requirement for high
safety standards should be increased to keep pace with these trends.
In some areas, vessel surveillance is not adequate. Sub-standards
vessels are still too common. There should be more strict rules on the
types of vessels allowed in European ports.
```

*3. Are there areas in which the EU should do more to improve the environmental performance of shipping?

- ● Yes
- ○ No
- ○ I don't know / No opinion

4. Please provide suggestions on possible actions or initiatives in these areas.

```
The use of alternative energies and the waste separation should be
encouraged, and effective penalties for the dispersion of waste and
sewage in the European seas (for example in the Baltic Sea) should be
imposed.
Specific criteria according to standards for the ships in the
transportation lines between the EU and Non-EU countries should be
defined.
```

*5. Do you see a strong trade-off between the environmental performance and the competitiveness of the EU maritime transport sector?

- ⦿ Yes
- ○ No
- ○ I don't know / No opinion

6. Please provide suggestions on possible actions or initiatives for the promotion of sustainable EU shipping (i.e. meeting environmental challenges whilst maintaining the competitiveness of the sector).

```
Maritime transport produces less CO2 emissions than other transport
modes and creates many jobs. Transferring more goods and passengers to
the sea, the EU could exploit the superior energy efficiency of maritime
transport and reduce global emissions of CO2.
Researches on zero emission for maritime transport should be encouraged.
Research should not just focus on ships and ferries, but the knock on
effect of the freight they are carrying; particularly lorries, causing
wider pollution once they reach the roads.
The recycling of the vessels should be planned already on design phase.
All materials on vessels should be recyclable.
```

7. What actions or initiatives should the EU and its Member States take to promote alternative fuel solutions for ships?

```
The EU and its member states should provide support via grants,
structural funds that encourage the use of alternative energy sources.
The vessels for government use should all be pilot test beds for new
environmental solutions.
```

8. What actions or initiatives should the EU and its Member States take to support maritime transport security?

```
The EU and its member states should provide support via grants
It would be appropriate to conclude global agreements and cooperations
between Member States  for the improvement of living conditions,
employment and training of seafarers.
```

*9. Do you expect the EU and its Member States to take specific initiatives to prevent piracy and armed robbery at sea?

- ⦿ Yes (please specify)
- ○ No
- ○ I don't know / No opinion

9.1. If so, please specify.

```
Piracy should be considered an international crime, armed assaults at
sea require a coordinated response in the common legal framework.
All vessels on European waters (even on international waters) should be
followed and guided on shore, see. Gofrep system.
```

*10. Are there areas in which the EU should do more to improve the competitiveness of the EU
shipping industry?
- ● Yes (please specify)
- ○ No
- ○ I don't know / No opinion

10.1. If so, please specify.

```
The EU must defend the merchant fleets by unfair competition from third
countries and introduce fair competitive and stable conditions in the
maritime sectors worldwide.
Decrease the load of paper documents and improve strongly paperless
documentation. Baltic Sea could be a test bed for electronic vessel log.
```

*11. Are you aware of any successful initiatives at international, regional or national level which
improves the quality and/or the sustainability and/or the competitiveness of the maritime
transport sector?
- ● Yes (please specify)
- ○ No
- ○ I don't know / No opinion

11.1. If so, please specify.

```
Gulf of Finland Reporting system, SafeSeaNet
```

*12. Are there any successful initiatives or innovative actions applied in your working environment
which contributes to the quality and/or the sustainability of the maritime transport sector?
- ● Yes (please specify)
- ○ No
- ○ I don't know / No opinion

12.1. If so, please specify.

```
TENT project Midway Alignment of the Bothnian Corridor. The project
provides a much needed shortcut to the Bothnian Corridor, promotes use
of alter native fuels, explores innovative technologies within arctic
shipping etc. More information: www.midwayalignment.eu
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B.5. Exploiting the full potential of short-sea shipping and sea transport services for business and citizens in Europe

* 1. Are there areas in which the EU and its Member States should do more to promote short-sea shipping?

- ◉ Yes (please specify)
- ◯ No
- ◯ I don't know / No opinion

1.1. If so, please specify.

```
The EU and its Member States should adopt funding programs for the
connection between the Straits (crossborder or national ones, eg strait
of Messina).
Promoting the network of smaller ports and the opportunities they
present should be encouraged.
```

* 2. Do you consider that maritime connections and quality of the service for intra-EU passenger transport are adequate?

- ◯ Yes
- ◉ No (please specify)
- ◯ I don't know / No opinion

2.1. If not, what can be done to further improve them?

```
It is essential to increase the resources for the expansion of fleets
but also the quality of the service
The Channel Tunnel is under capacity for rail freight, but this is a
complex international issue, which could initially benefit from a study
on interoperability.
Travel chains, i.e. smooth change of passengers from various land
transport (subway, railways, cars) to ferries should be encouraged.
```

*3. Do you think there is a room for further improvement in the existing port systems in order to efficiently accommodate the ever-increasing maritime transport of goods and passengers?

- ⦿ Yes (please specify)
- ○ No
- ○ I don't know / No opinion

3.1. If so, please specify.

```
To get a real improvement we need a change in the EU, national and
regional policies.
See above answer; the infrastructure needs to change amongst other
things.
There are too many uneffective small ports in the Europe. The ports
should be fewer and more focused on certain cargo/passenger groups.
```

B.6. Europe should be the world leader in maritime research and innovation

*1. Are there areas in which the EU and its Member States should do more to promote maritime research and innovation?

- ⦿ Yes (please specify)
- ○ No
- ○ I don't know / No opinion

1.1. If so, please specify.

```
Alternative fuels, arctic technology should be encouraged
Other areas are: better environmental performance and safety, efficiency
of the transport chain, advanced telecommunication systems.
EU should strongly promote document-free shipping. All kinds of on-line
and paperless systems should be standard.
```

*2. Do you think more can be done at EU level to promote technological developments and advanced and/or innovative logistics concepts which maximise the efficiency of maritime transport?

- ⦿ Yes (please specify)
- ○ No
- ○ I don't know / No opinion

2.1. If so, please specify.

```
The EU should link financial support to the implementation of actions in
maritime research and innovation.
ICT- and paperless systems, as well as electronic manifests, logs etc.
should be made obligatory.
```

*3. Are there areas in which the EU and its Member States should intensify efforts towards the deployment and promotion of e-maritime /digital maritime transport services?

- ◉ Yes (please specify)
- ○ No
- ○ I don't know / No opinion

3.1. If so, please specify.

```
Internet of things, paperless manifest, electronic log books, remote
maintenance, etc
```

*4. Are you aware about any successful initiatives from the private sector or are there any innovative actions applied in your working environment which maximises the efficiency of maritime transport?

- ◉ Yes (please specify)
- ○ No
- ○ I don't know / No opinion

4.1. If so, please specify.

```
Good practice in freight carriers was explored through the NOSTRA
(Network Of STRAits www.nostraproject.eu) project (the example being
John Shirley Ltd), key points included:
- Maximise use of space
- Minimise distance travelled: near-porting
- Greening operations
- Renewable sources of energy
City of Helsinki has an smart maritime project MERIT-Maritime ICT
combining ship building and design with ICT-innovations.
```

B.7. Other

1. Please add any other relevant comment/suggestion/ issue you wish to mention.

2. Please upload any additional contribution (e.g. position papers).

- **21bb8bc5-c2ed-4dee-b837-795a348fb2c3/addendum-2015-brochure bilan ESI-EN.docx**
- **60dfd5e4-bb5a-4679-b3f1-9504e651a8ed/NOSTRA good practices summary.pdf**
- **6b35af28-89f0-49d4-86d2-9bc2e4f0b082/the Merit project.pdf**

Useful links

About this consultation (http://ec.europa.eu/transport/modes/maritime/consultations/2015-mts-review_en.htm)

Contact

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