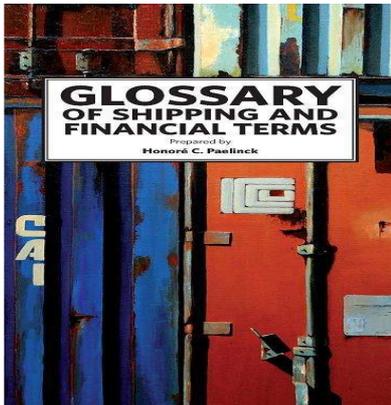




ROMANIAN INTERMODAL ASSOCIATION NEWSLETTER

JULY 2010



Glossary of Shipping and Financial Terms – now available

European Parliament Adopts Input to Forthcoming Transport White Paper

An own-initiative resolution on the "sustainable future of transport" was adopted by the European Parliament on 6 July. The EP resolution, which is based on the report by MEP Mathieu Grosch intends to provide guidance for the European Commission in preparing their forthcoming White Paper on the Future Transport Policy which is expected by the end of 2010/beginning 2011.

The resolution is based on the following key points:

- The need to promote efficient co-modality including a shift towards more sustainable modes of transport, by developing green corridors, reducing bottlenecks and improving rail and waterway transport.
- The completion of the single market through regular reviews of European legislation and its transposition and implementation as well as measures aimed at avoiding distortions of intra-modal and inter-modal competition, inter alia in the social, fiscal, safety and environmental fields. The internalisation of external social and environmental costs should be carried out gradually, starting with the more polluting road and air transport modes.

- TEN-T projects as a priority of EU transport policy, and the continuation of Marco Polo in a simplified form.
- Research and technological development, notably on intelligent and interoperable transport systems as well as on innovative, energy efficient and clean technologies.
- A number of measurable targets to be met until 2020.

Finally, the resolution advocates a financial framework appropriate to the challenges arising with resources for transport and mobility to be increased. In that sense, the European Parliament rejected the idea of setting up a transport fund as suggested by the rapporteur, a fund that would be partially formed from structural and cohesion policy resources. A very narrow majority of MEPs, on the other hand, adopted an amendment calling for the creation of a mechanism for coordinating the various funding sources already existing (EIB, public private partnerships, national budgets, cohesion policy).

MEP Mathieu Grosch

Students wanting to learn more about maritime and port economics have not always been prepared to a detailed knowledge of the specific terminology of the shipping world. A manual of terms that are totally foreign to them helps to a quicker and better understanding of the new courses they are confronted with. Also in the financial and insurance world, money markets, securities and banking, new words, methods and systems are being developed and acronyms, abbreviations and sometimes bizarre names are being used in contracts and agreements. It is therefore wise to understand them correctly in an ever more complex environment.

The glossary is intended as a reference to both shipping and financial terminology. It is printed in a handy format so as to be readily available at all time. It certainly does not have the pretence to be absolutely complete but hopes to inspire readers to keep on looking further in a world where continuous learning is a must.

Practical and ordering information are available .
http://www.aspeditions.be/article.aspx?article_id=GLOSSA709A&language=en-gb

Parliament Supports Agreement on Ship Passengers' Rights

On 6 July the European Parliament signed up to the trialogue agreement by expressing its support to the report of Ines Ayala Sender (S&D, Spain) on the regulation strengthening ship passengers' rights. The regulation harmonises legislation on ship passengers' rights either at sea or on inland waterways, and introduces a series of provisions aimed at bringing the rights of ship passengers in line with the legislation already existing in the air and rail sector.



The new rights include amongst other things:

- guarantee of reimbursement or rerouting in situations of cancellation or of delay at departure of more than 90 minutes;
- adequate assistance (such as snacks, meals, refreshments and, where necessary, accommodation up to three nights, with a financial coverage up to € 80 per night) in situations of cancellation or delay at departure of more than 90 minutes;
- compensation, between 25% and 50% of the ticket price, in situations of delay in arrival or cancellation of journeys;

- non-discriminatory treatment and specific assistance free of charge for disabled persons and persons with reduced mobility both at port terminals and on board ships, as well as financial compensation for loss or damage of their mobility equipment;

- minimum rules on information for all passengers before and during their journey, as well as general information about their rights in terminals and on board ships;

- establishment by carriers and terminal operators of complaint handling mechanism available to passengers;

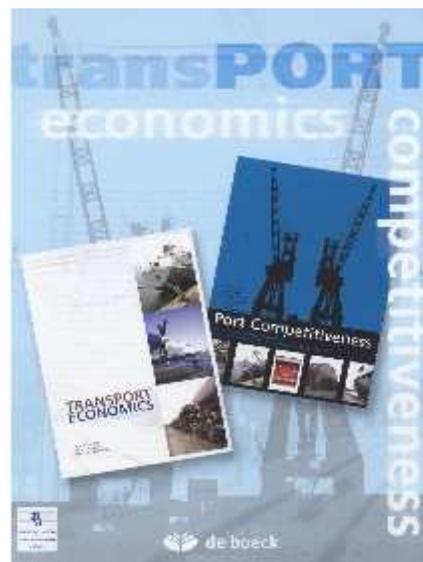
- establishment of independent national bodies for the enforcement of the regulation, through, where appropriate, the application of penalties.

The Council will have to confirm the agreement reached with Parliament for the regulation to be formally adopted. The regulation is due to enter into force two years after its adoption.

Commission Consults on Simplification of VAT Collection in Context of Centralised Customs Clearance

Centralised customs clearance was introduced through the Modernised Customs Code. It is a possibility for those importers that hold an authorisation for this purpose to both declare and pay customs duties to the customs administration of their Member State of authorisation, independent from the actual place of import and destination of goods within the EU. However, under the present rules of the VAT directive (directive 2006/112/EC), the importers, even using centralised clearance, would still be subject to VAT obligations in each Member State of physical arrival and destination of goods. Keeping the import VAT system unchanged would therefore run against the simplification objective of the Modernised Customs Code and against the Commission-wide objective of easing administrative burden on businesses.

The Commission has now set up an [online consultation](#) in order to obtain business views on a series of solutions relating to the possible adaptations of VAT collection rules. All citizens and organisations are welcome to contribute to this consultation. Consultation closes 31 October.



Hilde Meersman, Eddy Van de Voorde and Thierry Vanelslander edited a book on **Future Challenges for the Port and Shipping Sector**. Topics covered are maritime trade, shipbuilding, port economics and technology, the role of port authorities, port hinterland connectivity, integration strategies, and financing in the port and maritime business. More details and ordering information are available online.

Compromise Agreement Reached on Ship Reporting Formalities



On 6 July, the European Parliament endorsed a compromise agreement reached in first reading with the Council of Ministers on the Commission's proposal on reporting formalities for ships entering in or departing from EU ports. The new Directive, which completes the first set of short-term actions planned as part of the European Maritime Transport Space Without Borders initiative from 2009, will replace Directive 2002/6/EC. It is scheduled to enter into force in 2013 and brings administrative simplification and harmonization of formalities to maritime transport.

Among other things, Member States will have to set up single information points, which will receive all transmitted information and link it to all the information coming from electronic systems applied in maritime transport (Safe SeaNet, e-customs and others).

The compromise agreement solves the three main points of disagreement between the Council of Ministers and the European Parliament as follows:

- The date for the use of electronic means of data transmission for all reporting formalities has been delayed from 2013 (i.e. the initial date proposed by the European Commission and supported by the EP Transport Committee) to 1 June 2015.

- The provisions on the introduction of English as the common language of maritime administration have been removed. Instead, Member States should make all possible efforts to facilitate written and oral communication in maritime traffic between Member States, in accordance with international practice, with a view to finding common means of communication.

- The reference to the need for a relevant and proportional framework for the granting of Pilotage Exemption Certificates has been taken out of the Directive. Instead, this issue is being

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- The reference to the need for a relevant and proportional framework for the granting of Pilotage Exemption Certificates has been taken out of the Directive. Instead, this issue is being referred to in a joint statement by the European Parliament, the Council of Ministers and the European Commission



Belgian Presidency to focus on Transport White Paper and TEN-T

On 1 July, Belgium succeeded Spain at the Presidency of the Council for a six-month period. During an exchange of views with the European Parliament, outgoing Belgian Prime Minister Yves Leterme stressed that the economy, fighting unemployment, "green jobs" as well as immigration, asylum and the recognition of Court decisions would be among his priorities. Supporting industry and research and innovation would also be central.

With regard to the transport sector, the Council will start, under the Belgian Presidency, a policy debate on the Commission's new White Paper on Sustainable Transport for 2010-2020. Particular attention will be paid to the interconnection between different modes of transport, the development of intelligent transport systems, high-quality public transport, logistics for goods, urban mobility, road safety and the protection of vulnerable users. Moreover, under the Belgian Presidency the Council will proceed with a review of the TEN-T policy and the methods intended to establish an integrated European transport network. In this regard, a special effort will be made to ensure a place for all modes of transport, including maritime and inland ports, which must be integrated into the European transport network. If publication of the Commission's roadmap for the integration of maritime surveillance is confirmed, the Belgian Presidency will initiate a debate on the matter.

Transport Council meetings will be held on 15 October (Luxembourg) and on 2 and 3 December (Brussels), whereas an informal Council meeting will be held in Antwerp on 15-16 September. The latter will be entirely devoted to waterborne issues, notably the development of short sea shipping, inland waterways and logistics as well as e-Maritime.

More information is available from the [Belgian Presidency's website](#).

Intermodal Award 2010 - application procedure opened

The Intermodal Award event is a wonderful opportunity to learn about existing intermodal transport solutions. To stimulate innovative, concrete solutions for the intermodal industry, EIA will reward those organizations, who contributed the 'best' solution to promote Intermodal transport in a specific area. The playing field is global and concerns the whole intermodal industry.

The EIA Intermodal Award 2010 ceremony will take place in Amsterdam on 1 December 2010, in cooperation with the Intermodal Europe, supporter of this initiative. There are three key judging criteria: the product or service should be in an intermodal environment, in actual commercial operation and innovative in approach. Please note that by mentioning the measurable contribution of your company to the environment, your chances to win will increase.

Research projects, feasibility studies, etc. are not accepted in this competition, since it is our aim to focus on concrete and existing market realisations, no 'paper' solutions. Intermodal is making it work in reality, not producing theoretical formulas!



Marco Polo Call 2010: over 100 proposals received

With 101 proposals received by the call deadline, the third Marco Polo II call for proposals scored a new success in 2010.

Altogether, the funding requests arising from the 101 submissions amount to 235 million euro this year, against an annual programme budget of 64 million euro.

The call attracted proposals in all five Marco Polo key actions, with 'modal shift' in the lead as far as the number of submissions, followed by 'common learning', 'motorways of the sea', 'traffic avoidance' and 'catalyst actions'. Among all 'modal shift' proposals, about half target rail transport, more than one third focus on short-sea shipping and nearly one tenth address inland waterways transport.

The 101 project proposals are currently being pre-evaluated by the EACI with the help of a panel of external experts. A thorough evaluation phase will follow in September, with an evaluation committee consisting of representatives of the EACI and the European Commission. After that, the EACI will draw up a shortlist of proposals recommended for Marco Polo funding, to be put forward for the Commission's approval by early October.



New Developments on the Integrated Maritime Policy

The General Affairs Council adopted its conclusions on the Integrated Maritime Policy on 14 June. The Council highlighted the need to pursue an integrated approach to maritime policies, with particular attention to coastal regions and the protection of biodiversity and the marine environment.

In the Council's conclusions, reference is also made to EU regional strategies, maritime surveillance, cooperation with non-EU Mediterranean coastal states, piracy including the possible elaboration of a security strategy for the global maritime domain, and the upcoming Social Maritime Agenda planned for summer 2011.

On 22 June, MEP Gesine Meissner (ALDE, DE) presented to the Members of the TRAN Committee her draft report on the Integrated Maritime Policy which confirms the fundamentally positive assessment that was already expressed in Parliament's previous resolutions.

Commissioner Damanaki who participated in an exchange of views with TRAN members, welcomed Mrs. Meissner's draft report. She highlighted the importance of the different maritime sectors for sustainable and inclusive economic growth, employment and innovation and advocated a cross-sectoral strategy for sustainable growth in coastal regions and maritime sectors.

She underlined the need for connecting the protection of the marine environment to the development of the seas and coastal regions by defining the limits of sustainability of all human activities with an impact on the marine environment through the implementation of the Marine Strategy Framework Directive and of the EU Climate change and Energy package.

Better transport of dangerous goods on inland ships

The new International Safety Guide for Inland Navigation Tank-barges and Terminals (ISGINTT) was launched on 8 June in Brussels. Hosted by the Belgian delegation of the Central Commission for the Navigation of the Rhine (CCNR) ISGINTT was presented to experts from the inland navigation and oil sectors. To facilitate its use on European inland waterways, ISGINTT will also be published in Dutch, French and German.



The purpose of ISGINTT is to improve the safe transport of dangerous goods at the interface of inland tank barges with other vessels or shore facilities (terminals). The intention is not to replace or to amend current legal requirements, but to provide additional recommendations. ISGINTT is the result of best practices as recommended by the participating organisations. ISGINTT guidance is compatible with existing international maritime guidance for sea going vessels.

ISGINTT was developed in a concerted activity by CCNR, OCIMF, CEFIC, EBU, ESO, ESPO, EUROPIA, FETSA, SIGTTO and their members. Since 2006 these organisations have shared expertise to produce an inland waterway specific safety guide for tank barges and terminals based on internationally respected publication "International Safety Guide for Oil Tankers and Terminals" (ISGOTT, 5th edition).

ISGINTT is currently just available in English. To facilitate its use on European inland waterways, ISGINTT will also be published in Dutch, French and German.

Donauhafen Krems: Rhenus is the new partner on board

The Port of Krems is expanding its Danube activities. A new partnership with the German logistic group Rhenus is focusing on offering excellent trimodal logistics with great advantages for customers. Hubert Mierka has a new strategic partner for more projects on the Danube.

To date, Hubert Mierka was the sole owner of Mierka Donauhafen Krems (MDK). Since the beginning of June 2010, Rhenus Logistics – subject to approval by antitrust authorities - is taking a 26% stake in Mierka Beteiligungs (MBG) as part of a capital increase. "With the quality of Rhenus' product portfolio, we can provide an even wider range of benefits to our clients from the sectors of the industry, commerce, forwarding and logistics, and attract new clients with our new competences. With Rhenus, MDK is getting an additional propulsive force for an expansion of our marketing activities with an even fuller range of logistic services for our customers", says Hubert Mierka about the new partnership.

Mierka Donauhafen Krems is near the midway point of the 3,500 km Rhine-Main-Danube waterway in Krems, Austria. At its 250,000 m² site, Mierka offers multifunctional transshipment solutions and storage in logistics facilities (23,000 m²), bulk facilities (18,000 m³) and open storage spaces (60,000 m²).



EU Danube Strategy plan moves forward

With a conference concentrating on connectivity and waterway transport, the series of Danube regional conferences ended in Brussels on 30 June. The European Commission will present a first draft of the Danube strategy on 2 July to the involved Member states. During the summer, bilateral consultations will take place resulting in a 2nd draft by September. Romania, which takes a keen interest in the Danube macro-regional strategy, will organise an event on 8 November in Bucharest. Hungary who will be in charge of the EU council presidency in the 1st half of 2011 remains remarkably low profile with regard to the Danube initiative and in particular with regard to inland waterway transport. It is not clear if this will change with the new government where navigation is dealt with by a super ministry of national development led by Tamas Fellegly. The final strategy will be presented by the EC at the Council of ministers on 14 December.

Calendar

- **6-8 October 2010:** EFIP General assembly on location in Belgian inland ports – 6 October evening cocktail in European Parliament
- **8 November 2010:** Danube Strategy conference, Bucharest, Romania
- **30 November-1 December 2010:** EU PLATINA Barge2Business Conference in Brussels