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#### Inside this issue:

President's Message	1
COVID-19: FONASBA Actions	2 to 3
Executive Committee Meets in Brussels	4
Membership News	5
Education	5 to 7
Quality Standard	8
Standard Document Update	8
European Developments and ECASBA Seminar	9 to 10
Photo Pages	11 To 12

# THE NEW HORIZON



## THE FEDERATION OF NATIONAL ASSOCIATIONS OF SHIP BROKERS AND AGENTS

The Baltic Exchange, St Mary Axe, London EC3A 8BH Great Britain

Tel: + 44 20 7623 3113, e-mail: [generalmanager@fonasba.com](mailto:generalmanager@fonasba.com)

website: [www.fonasba.com](http://www.fonasba.com)

## PRESIDENT'S INTRODUCTION

Dear Friends,

The end of our 50th anniversary year finds us all in a very different place from the start and the current situation is not what we expected when we launched our anniversary logo, the strapline "Celebrating our Past, Inspiring our Future" and enjoyed a very successful Annual Meeting. Those now seem to be very far away as we struggle with the effects of the COVID-19 pandemic.

Such have been the changes to our lives that it is difficult to recall that just two short months ago we had never heard of social-distancing, we were able to travel anywhere at any time and could not comprehend that going out in public could be so challenging. It is particularly concerning that some of the worst-hit countries are represented within the FONASBA family but our thoughts and prayers are of course with every single one of you and your families, I hope that you are all staying safe and well.

As I write this introduction there are small but encouraging signs of an improvement in the global outlook. Infection and death rates are, thankfully, starting to come down in the Far East and Europe, there is talk of the lockdowns being lifted and of some normality returning to our lives. There will still be disruption as the virus makes its way round the world but let us hope that soon we can start to rebuild our lives and move forward again.

I had the hope and the expectation that my 2020 Action Plan would ensure that the current year was at least as successful and productive as the last, which was remarkable in terms of the development of both membership and the Quality Standard, the introduction of enhanced training facilities and many other actions. Unfortunately however, our efforts to achieve those objectives will be overshadowed by the urgent need to overcome this invisible enemy. It is said that *"the battles of life are not won by the strongest, nor by the fastest, but by those who never give up"* and you may rest assured that the Executive Committee and the Secretariat will do everything possible to move FONASBA forward, and in time our Federation will shine once more.

One positive aspect is that in spite of some obstacles, the international maritime community has been able to continue to operate and to ensure that food, fuel, medical supplies and other essentials are still moving, at least therefore maintaining reasonable living standards. Ship brokers and ship agents have once again proven that they are essential members of the global transport chain and we can be very proud of their efforts in mitigating the effects of lockdown. It is also encouraging to see the enhanced level of cooperation between the various industry organisations who are united in seeking common solutions to issues such as the closing of borders and the prevention of crew changes. FONASBA, our associations and their member companies are playing an active part in all those efforts.

You will be pleased to learn that work is continuing in preparation for our 2020 Annual Meeting in Genoa in October and I hope to have the opportunity of meeting with you then to celebrate the end of this difficult situation.

Until we do meet, I thank you all for your efforts and hope that you and your families manage to stay safe and well.

With my best personal regards,

**AZIZ MANTRACH - PRESIDENT**

## COVID-19: FONASBA ACTIONS

As the President mentions in his introduction, one of the most important factors in ensuring life goes on as close to normal as it can during the COVID-19 pandemic has been the ability of the shipping industry to continue to move essential goods, including food, fuel, medicines and raw materials, around the world. Although volumes are down, ships have continued to operate, albeit under heightened safety precautions, and their ability to do so is in no small part due to the significant efforts of the international maritime community. Sadly the cruise and passenger markets are at a standstill and our thoughts go out to everyone in those sectors.

Whilst cross-sectoral cooperation is common in our industry, the pandemic has lifted it to unprecedented levels, resulting in the entire industry speaking to governments and international regulators with one clear voice and a consistent message. Governments have rightly been introducing strict measures to limit movement, social contact and other restrictions in order to prevent the spread of the virus by human to human contact but the shipping industry has been arguing that maritime transport provides a safe effective and efficient means of moving vital goods without bringing an increased risk of further transmission of the virus and exceptions must therefore be made to allow it to continue doing so.

The actions of the global maritime community have been led by the International Chamber of Shipping. It has brought together a large and active group of organisations from across the breadth of the industry to ensure that shipping can continue to function as it should, to make a positive and effective contribution to the fight against COVID-19 and now, thankfully, to prepare the global economy for a return to normality. The group represents ship owners across all sectors, ship managers, ship masters, pilots, employers, port authorities, classification societies, offshore oil and gas contractors, P&I Clubs and ourselves representing agents. We meet once a week by video conference to exchange information and collaborate on a number of projects to benefit the industry as a whole.

The first joint action was to develop the guidelines to governments and national authorities that were issued by IMO on 27<sup>th</sup> March as Circular Letter 4204/Add.6. This document called on those authorities to ensure that the movement of goods by sea was allowed to continue without hindrance to avoid supply chain disruption. The authorities were requested to engage with local stakeholders to allow this to happen. The letter also included reference, at

FONASBA's suggestion, to "port service personnel" (instead of the original and more restrictive term "port workers"), as "essential personnel" in order to ensure agents, surveyors, ship suppliers and others were included. The letter was circulated to all FONASBA members, with the request that they liaise with their colleague associations to take appropriate joint action to achieve these objectives at national level.

The introduction of lockdown conditions, re-introduction or reinforcement of border controls, the banning of shore leave and other impediments to free movement, as well as the cancellation of almost all international passenger flights, quickly made crew changes almost impossible to organise. As these conditions continue to apply, the situation is becoming critical, with more than 50,000 crew positions estimated to be due for roll over. Although contracts are being temporarily extended, the time will come when these seafarers will have to move.

To alleviate this crisis, a sub-section of the industry group is in talks with the International Air Transport Association to try to designate a number of airports as regional hubs, from which flights can then be organised to and from major crewing centres. It is anticipated that approximately 20 such airports will be involved. Self-evidently this is a significant undertaking, requiring the agreement of the governments and authorities in the countries where the hub airports are located, the nominated airports and airlines as well as the authorities in neighbouring countries that will be required to allow seafarers to travel across their territory on arrival or departure. Bringing all these players together is a very complex task and so it is not expected that any concrete plans will be in place until late May.

The hub airport concept would need vessels to divert from their planned routes and potentially such a deviation could lead to the ship owner or operator being in breach of their contractual obligations, with insurance cover also being invalid. To overcome this issue, BIMCO and INTERTANKO have been reviewing existing charterparty clauses, and in the case of INTERTANKO, issuing new ones, to ensure that owners remain covered and that the costs of such deviations are shared between owners and charterers. The International Group of P&I Clubs is also looking into the insurance provisions.

At the same time as crews need to be replaced, vessels and their equipment require to be

*(Continued on page 3)*

## COVID-19: FONASBA ACTIONS/2

*(Continued from page 2)*

maintained, serviced, inspected and certificated and again this is proving difficult to achieve due to travel bans. The group has therefore been in discussion with the classification societies and national authorities to extend existing certifications within reasonable limits.

Recognising their particular circumstances, it is perhaps not surprising that ships crews have so far managed to keep themselves safe and free from COVID-19, with almost no cases being reported on cargo vessels. (That seafarers have been affecting social distancing since time immemorial is neatly captured in the picture on page 11). Mindful of the potential impact of COVID-19 on a ship, especially its long incubation period and potentially devastating prognosis, seafarers are justifiably concerned to keep it at bay and are practicing rigorous hygiene and personal protection regimes on board. In this they are fully supported by their owners who are well aware that just a small number of crew members out of action could result in the vessel being in breach of its safe manning obligations and so unable to operate.

In this respect, INTERTANKO reported that some authorised visitors to vessels are refusing to comply with the protection regimes. Furthermore some are reportedly threatening the Master that until they are allowed on to the vessel, still without the necessary PPE, it will not move to the next stage of the port call. Unfortunately the actions of these visitors are often not just a personal decision but in some cases they have the backing of their authorities, who state that PPE is not required when boarding vessels. Noting these concerns, it was decided that a reminder to governments, authorities and all the entities involved in the ship/shore interface would be useful in avoiding confrontation, misunderstanding and delays.

Reassuringly, agents were not cited as being one of the categories of visitors that refused to use PPE. Given their need to regularly visit the vessel however, and recognising that their role as the coordinator of the port call requires them to be in regular contact with all the other parties (and through the associations with national governments and authorities), FONASBA volunteered to assist with the development of the reminder and ensure its distribution. Whilst discussing our contribution with INTERTANKO Managing Director Katherina Stanzel, she commented:

*"Our Members have nothing but praise for agents at the moment. I have heard lots of reports where agents have gone above and beyond looking after crew's dignity and welfare and other really human fundamental things. So all good and thank you".*

Thanks were passed back to Kathi Stanzel at the time but through this Newsletter, we would like to once again acknowledge her valued words.

Receiving compliments such as this from one of the major ship owning organisations also underlines the vital role agents play in attending to the pastoral and crew welfare side of the port call, which is as important as the direct operational tasks needed to get the vessel in and out of the port. This vital and often overlooked role includes organising medical care, delivering crew mail, arranging visits to seafarers centres, providing access to communications, coordinating repatriations and also just being there to talk and listen to the crew. That can only be implemented properly by having a qualified local agent on the ground.

Elsewhere, FONASBA has also been assisting the Private Sector Consultative Group of the World Customs Organisation to assess the impact of COVID-19 on the global customs community. This has included providing copies of the Daily COVID-19 Updates to the Group and also surveying members on actual or potential issues arising from the closing of borders and the increased need for inspections at a time when customs officers, like everyone else, may be suffering from the virus or self-isolating. Interestingly, the survey indicated that whilst customs officer numbers may indeed be down, trade volumes have often decreased to a similar extent, so the impact is less than expected.

Efforts in this regard are not limited to our external partners however. Often in partnership with other national industry bodies, FONASBA members are working to ensure that the solutions being developed internationally are being implemented appropriately at national level. They are liaising with authorities to ensure that fully informed decisions are being taken and measures introduced on the basis of clear, factual and detailed input whilst also endeavouring to ease the financial hardship currently impacting on the transport sector by securing reductions in tariffs and extending credit periods.

So long as this unprecedented situation continues, FONASBA and its members will continue to work with their partner organisations for the good of the international maritime sector.



## EXECUTIVE COMMITTEE MEETS IN BRUSSELS

FONASBA's Executive Committee met in Brussels in February before joining the ECASBA Advisory Panel and members at the ECASBA seminar. (see page 10).

Before the meeting began however, President Aziz Mantrach had much pleasure in introducing the newly nominated Regional Vice President for the Middle East and Indian sub-Continent (MEISC), Dr. Dureid Mahasneh of Jordan.

Dr. Mahasneh, pictured below, is Chairman of the Jordan Shipping Association and Chief Executive Officer of Gargour Shipping Company. A biologist by training, he has held a wide variety of senior positions in both commercial and public sector organisations within Jordan and in the wider Middle East region. He has also previously held the position of Jordanian permanent delegate to the International Maritime Organisation.

Dr. Mahasneh's nomination as RVP MEISC will be put forward for formal endorsement at the 2020 Council Meeting.

The Committee then worked through an extensive agenda, including reviewing the FONASBA Action Plan for 2020, signing off on the two new videos recorded at the Annual Meeting in Miami and the new education initiatives with the WCO Academy and the International Chambers of Commerce, as well as the usual administrative matters.

The Action Plan builds on the significant progress achieved to date in membership development, expansion of the Quality Standard and in the provision of benefits to members, particularly in

respect of ship brokers. In addition it calls for further action to increase the value of the Annual Meeting to members by building on the revised and much more interactive programme of panel discussions and breakout sessions pioneered in Miami. A number of these actions are already underway and have been reported elsewhere in this Newsletter.

The two FONASBA videos, one intended as an introduction to the Federation and the other dedicated to the Quality Standard (see page 8) were reviewed by the Committee and signed off for completion. Both can now be viewed on the website (see the About Us page ([www.fonasba.com/fonasba-member](http://www.fonasba.com/fonasba-member)) for the introductory video and the Quality Standard page for the FQS version, link on page 8) and can be provided to member associations via Dropbox for use locally. Please contact the Secretariat for the Dropbox link.

Further information on the WCO and ICC education courses can be found on pages 5 to 7, while a summary of the current status of the Quality Standard is on page 8.



*Left: Dr. Dureid Mahasneh, nominated Regional Vice President for the Middle East and Indian Sub-Continent.  
Below: the Executive Committee in Brussels*



## MEMBERSHIP NEWS ([www.fonasba.com/fonasba-member/fonasba-membership-list](http://www.fonasba.com/fonasba-member/fonasba-membership-list))

Since the last Newsletter concentrated on the Miami Annual Meeting it did not include an update on new Members. We are therefore pleased to welcome the following Members to the Federation who have joined us since June last year:

Full Members: The International Maritime Union (Greece)

Candidate Members: Asociación Nacional De Navieros Y Agentes Marítimos - ASONAV (Colombia)

Associate Members: Dedja Shipping shpk (Albania), ARKAS Egypt S.A.E., FINMAR Shipping Co. S.A.E. and Yang Ming (Egypt) S.A.E (Egypt), CF&S Estonia AS (Estonia), Limarko Maritime Agency UAB (Lithuania), DTS Logistic Service and Navlomar Maritime S.R.L. (Romania) and Aldebaran Shipping Services C.A. (Venezuela).

The return of Greece as a Full member of FONASBA is particularly welcome as it was one of the founding members in 1969. Having secured representation in the Baltic States is also noteworthy, particularly as

this was specifically mentioned as an area of interest in Newsletter 47.

All of these new members are very welcome to the FONASBA family and we look forward as always to their active and enthusiastic participation in our activities. We were very pleased to welcome representatives of IMU, CF&S and Limarko at the Annual Meeting and to demonstrate first hand the actions and activities that we undertake on behalf of the sector.

These new members bring the total number to 74, spanning 64 countries. The ongoing expansion of membership allows FONASBA to further cement its position as the global body dedicated to representing the views and promoting and protecting the interests of ship agents and ship brokers.

In spite of difficulty in visiting potential candidates in the current climate, we continue to seek out new members, to further expand our coverage and add further strength to our community.

## EDUCATION ([www.fonasba.com/education-and-training](http://www.fonasba.com/education-and-training))

Due to the wide-ranging impact of COVID-19 on the ship agency and ship broking community, **the deadlines for submitting initial synopses and the final paper for the 2020 Young Agent and Broker award have been extended as follows:**

- Initial synopses to be received by **4<sup>th</sup> May**
- Comments by the Review Committee to be issued by **15<sup>th</sup> May**
- Completed papers (final entry) to be returned by **13<sup>th</sup> July**
- Winner to be announced on **15<sup>th</sup> August** (unchanged)

It has also been decided that the Award will only run if 5 or more final entries are received. If not, any entries received will be carried over to the 2021 Award. Further details of the revised entry criteria can be found at: [www.fonasba.com/young-agentbroker-award](http://www.fonasba.com/young-agentbroker-award)

The FONASBA Agent Diploma continues to attract students from across the membership. To date almost 300 students have registered and nearly 140 have successfully completed the course and received their Diplomas. Full details of the scope and coverage of the Diploma, and how to register and enter students, can be downloaded from the FONASBA website at: [www.fonasba.com/education-and-training/fonasba-agent-diploma](http://www.fonasba.com/education-and-training/fonasba-agent-diploma)

Pictures of some of the most recent successful candidates are reproduced on the Photo pages.

Our latest education initiatives come as a result of collaboration with the World Customs Organisation and the International Chambers of Commerce.

Both organisations have very well-developed e-learning programmes providing up to date and detailed training on customs and international trade matters. Companies in membership of FONASBA national associations, as well as Associate members, can secure discounted access to the courses through links on the FONASBA website. Details of the courses offered by both WCO and ICC as well as detailed instructions on how to access them, are provided in the flyers reproduced on the following pages. Further information (and .pdf copies of the flyers) can be found on the website at:

[www.fonasba.com/world-customs-organisation-customs-training-courses](http://www.fonasba.com/world-customs-organisation-customs-training-courses) and [www.fonasba.com/international-chambers-of-commerce-global-trade-training-courses](http://www.fonasba.com/international-chambers-of-commerce-global-trade-training-courses)







# FONASBA

## FONASBA/WCO CUSTOMS TRAINING

### Essential knowledge for success in dealing with customs formalities

Customs regulations are complex, and failing to complete them correctly and on time can be expensive for your company and for your principals. Staff who make customs entries must have a thorough understanding of international customs conventions and their impact on global trade. FONASBA has therefore linked up with the WCO Academy to make its e-learning packages available to FONASBA national association member companies like yours at discounted rates†.

#### Why use the WCO Academy?

- **More than 40 subjects offered**, including: Customs Valuation, the Harmonised System, Single Windows, the Authorised Economic Operator Scheme, the SAFE Framework of Standards and the Trade Facilitation and Kyoto Agreements.
- **The courses are delivered by e-learning** and in English, with some also delivered in French, Spanish and Portuguese. Free “taster” sessions are also offered on some subjects.
- **Working with WCO** ensures that the courses will always up to date and relevant to current practice.
- **Discounted access to the courses is only available through the dedicated page on FONASBA's website at:** [www.fonasba.com/world-customs-organisation-customs-training-courses](http://www.fonasba.com/world-customs-organisation-customs-training-courses). Courses booked directly with the WCO Academy will be charged at the full rate.

**Support your principals and maintain your company's customs compliance record by ensuring you have competent and fully trained customs agents!**

WCO CUSTOMS TRAINING



†The prices of the courses vary by subject and the level of discount depends on the number of courses purchased in each transaction.



# FONASBA

## FONASBA/ICC GLOBAL TRADE TRAINING

**Navigating the complexities of global trade and finance**

Running in parallel with the need for detailed knowledge of customs procedures, an awareness of global trade procedures and the financial instruments and documentation that underpin it are also essential for ship agents. FONASBA is therefore offering the International Chambers of Commerce (ICC) Academy e-learning packages to national association member companies like yours at discounted rates†.

**Why use the ICC Academy courses?**

- **Nearly 50 subjects offered**, including: Incoterms®2020, Trade Finance, Guarantees, Letters of Credit and Documentary Credits. Individual courses, as well as packages and bundles, are also available. The full catalogue of courses can be found at: <https://icc.geniussis.com/registration.aspx>
- **The courses are delivered by e-learning** and in English, with the Incoterms®2020 course also being available in Spanish.
- **Working with ICC** ensures that the courses will always up to date and relevant to current practice.
- **Discounted access to the courses is only available through the dedicated page on FONASBA's website** at: [www.fonasba.com/international-chambers-of-commerce-global-trade-training-courses](http://www.fonasba.com/international-chambers-of-commerce-global-trade-training-courses)†
- **Courses booked directly with the ICC Academy** will be charged at the full rate.

**Ensure your company is fully conversant with all aspects of global trade and finance by signing up to the ICC Academy courses.**

ICC GLOBAL TRADE COURSES



†The prices of the courses vary by subject and the level of discount depends on the number of courses purchased in each transaction.



## QUALITY STANDARD ([www.fonasba.com/fonasba-initiatives/fonasba-quality-standard](http://www.fonasba.com/fonasba-initiatives/fonasba-quality-standard))

The FONASBA Quality Standard continues to expand across the membership and the total number of countries covered to date is 40, with Bulgaria (BASBA), Costa Rica (NAVE), Lithuania (Limarko) Poland (Polish Shipbrokers' Association) and Senegal (Maritalia) having recently been accredited. In addition, we have also seen the International Maritime Union (Greece) and DTS Logistics (Romania) accredited, both of which are in countries already covered by the Standard.

The full list of countries now accredited is: Algeria, Argentina, the ABC Islands (Aruba, Bonaire and Curaçao), Australia, Belgium, Brazil, Bulgaria, Costa Rica, Croatia, Cyprus, Denmark, Dubai, Egypt, Finland, France, Great Britain, Greece, Hungary, Israel, Italy, Japan, Kenya, Lebanon, Lithuania, Malta, Mexico, Morocco, the Netherlands, Peru, Poland, Portugal, Romania, Russia, Senegal, Slovenia, Spain, Sweden, Tunisia, Uruguay and USA

The number of companies approved to the FQS has also increased significantly, with a number of countries (notably Italy and Spain) approving significant numbers, thereby helping to raise the total to over 560.

Earlier in 2019, it was suggested that FONASBA should commission a video to help promote the Quality Standard to Members, eligible companies within our associations and the wider maritime

sector. With the assistance of Jeanne Cardona of ASBA (who was putting together a similar project to promote the ASBA Standard amongst her members) FONASBA engaged Maritime TV to film and produce a short video specifically about the FONASBA Standard.

Delegates to the Miami Annual Meeting will have seen footage being collected during the plenary meetings and these were combined with face to face interviews with Michele White of INTERTANKO, Søren Larsen and Francis Sarre of BIMCO and General Manager Jonathan C. Williams FICS, in which they explained the rationale behind the initiative and, in the case of BIMCO and INTERTANKO, their ongoing support for it. The Standard is of course also fully supported by Club members INTERCARGO and ITIC but for logistical reasons those organisations were not available for interview, although their support is duly acknowledged in the video.

The video can be viewed on the Quality Standard page of the website: [www.fonasba.com/fonasba-initiatives/fonasba-quality-standard](http://www.fonasba.com/fonasba-initiatives/fonasba-quality-standard) and is also available for download by Members for use in promoting the Standard amongst their member companies or for use in attracting new members. The download link is available upon application from the Secretariat.

## STANDARD DOCUMENT UPDATE ([www.fonasba.com/documentation](http://www.fonasba.com/documentation))

Following approval of the draft revised UNCTAD Minimum Standards document at the Miami Annual Meeting, it was presented to UN/CEFACT for review and any further work necessary before formal endorsement being sought.

Presentation of the draft led to General Manager Jonathan Williams being invited to Paris in February to attend a meeting of the UN/CEFACT Project Group and to present the revised document to the members. As many members of the group are systems and process developers, rather than transport industry representatives, this also provided a useful platform from which to introduce FONASBA and the ship agency profession.

Following that meeting it was agreed that UN/CEFACT would establish a project group, led by the General Manager, to further develop the standards with a view to them being approved at the 27th Plenary meeting of UN/CEFACT in May 2021. The project group has now been established and has held

one video conference. During this conference it became clear that there is a degree of confusion between the roles of the ship agent and ship broker (one of the reasons for the revision of the 1988 Standards was that the definition of the ship agent included actions undertaken by ship brokers) and ultimately it was agreed to expand the Standards to cover both professions. Ahead of the next conference call therefore, we will be drafting a definition of the ship broker and further amending the text of the Standards to reflect this significant change in scope.

Through Ship Broker Committee Chair Fulvio Carlini FICS, FONASBA is continuing to work with BIMCO on the revision of the GENCON form and it is hoped the final draft will be ready for approval at the November meeting of BIMCO's Documentary Committee. It is anticipated that the new GENCON, and also the revised UN/ECE Minimum Standards for Ship Agents and Ship Brokers, will both include references to the FONASBA Quality Standard.



## EUROPEAN DEVELOPMENTS

### ECASBA ADVISORY PANEL MEMBERSHIP

At the meeting of the Advisory Panel held in Brussels before the 2020 ECASBA seminar (see below), ECASBA Chair Marco Tak proposed that Jesper Sebbelin FICS, of the Danish association, be invited to join the Panel. The proposal was duly endorsed by the Executive Committee and Jesper is now playing an active role in ECASBA's activities.

### NEW EUROPEAN COMMISSION 2019-24

The new European Commission was confirmed in November 2019 with Ursula van der Leyden of Germany being elected at President. Given the significant emphasis being placed on implementing the ambitious "Green Deal" environmental initiative, a significant number of changes were made to the Commission structure, with individual Directorates General being absorbed into larger and more comprehensive groupings under a single Commissioner. From ECASBA's perspective, the biggest change came with DG-TAXUD being absorbed into the enlarged Economy portfolio, assigned to Commissioner Paolo Gentiloni of Italy. OLAF, the European anti-fraud office, is also covered by the same Commissioner. Transport currently still enjoys the exclusive attention of its own Commissioner, Ms. Adina Valean of Romania.

### POLICY ACTIONS

As reported in the last edition of this newsletter, the ECASBA plenary meeting in Miami endorsed a series of position papers covering the following topics:

- Customs Procedures
- E-maritime, Single Windows and Digitalisation
- Harmonisation of Border Controls (General)
- Recognition of Agents
- Veterinary Checks on Cargoes on Animal Origin

and these serve as the guiding principles in terms of ECASBA's actions and in its discussions with the European Commission. Each position paper is assigned to two members of the Advisory Panel who, together with ECASBA Chair Marco Tak and the General Manager, are responsible for developing and leading an action plan to achieve the desired outcomes.

Of those topics, customs procedures and e-maritime continue to dominate the agenda.

In relation to customs procedures the main issue remains the ongoing question of the agent's liability for mis-declared cargo and how that is addressed in individual member states. ECASBA members have

been reminded that facilities to mitigate such liabilities are provided within the Union Customs Code, namely Article 79, which requires that liability should only be considered if the declarant "knows, or ought to have known" that the declaration was fraudulent. Supporting this is Article 124.7, which provides additional support if the agent is actively engaged in the fight against fraud. To enable their members to benefit from this additional protection, ECASBA associations have been recommended to establish clear and detailed customs cooperation agreements between their members and the national customs authorities.

In terms of e-maritime, ECASBA was invited to meet with DG-MOVE and consultants KPMG in February to review the business process modelling undertaken on the Maritime Single Window. General Manager Jonathan Williams was accompanied on this visit by Jean-Pierre Scouarnec of French association AMCF and representatives of the terminal operators association FEPORT were also present. The meeting, one of series of three with ECASBA, ECSA, ESPO, FEPORT, IPCSA and WSC, allowed all the associations to exchange views with DG-MOVE and KPMG on the conclusions the latter had drawn from an extensive investigation of the relevant legal texts and other relevant documentation. A number of suggestions for modifications were proposed at the meeting and ECASBA was invited to undertake a survey of the current procedures for reporting the import and export of hazardous materials. The findings of that survey were presented to DG-MOVE in March. Discussions with DG-MOVE are continuing and ECASBA is ready and willing to provide further input to the development process.

It is not very often that we can completely close a file but in December we were able to do just that with the implementation of Delegated Regulation 2019/2124 which sets out "rules for official controls of consignments of animals and goods in transit, transshipment and onward transportation through the Union". At the Miami Annual Meeting ECASBA Chair Marco Tak announced that significant progress had been made in securing changes to the existing legislation in both limiting the inspection-free periods for transshipment cargoes of animal origin to seven days and requiring the provision of original documents for inspections resulting from the container waiting at the transshipment port for longer periods. For some time, ECASBA and ship owners' association ECSA had called for the inspection-free

*Continued on page 10*

## EUROPEAN DEVELOPMENTS/2

*Continued from page 9*

period to be extended to 30 days and for copy documents to be allowed. With Regulation 2019/2124 coming into force on 14th December, both of ECASBA's wishes were granted, the file could be closed, the position paper retired and the champagne opened!

ECASBA regularly reviews the scope of the position papers to ensure they remain relevant to the needs of the members. To this end, a draft paper is being developed in respect of proposed changes to visa regulations (Article IX of Regulation 810/2009) which may reduce the availability of border visas and so impact adversely on crew changes in the Schengen Area. Initial approaches were made to DG-HOME but as the only consultation underway at the time was between DG-HOME and Member States we were not able to formally express our views. This matter is presently in abeyance as a result of the COVID-19 pandemic and the subsequent prohibition of travel and reintroduction of border checks between the Schengen Area Member States. Once those restrictions are lifted however, ECASBA will endeavour to reopen discussions with DG-HOME.

### ECASBA EUROPEAN SEMINAR 2020

ECASBA members, together with the Advisory Panel and members of FONASBA's Executive Committee, gathered in Brussels on 19<sup>th</sup> February for the 2020 ECASBA Seminar, which was held concurrently with European Shipping Week.

This year the seminar was held over one full day, rather than the more traditional two half days, in order to fit into the programme for Shipping Week.

The programme started with a review of the current issues under review by ECASBA and then moved to a discussion on the position papers, both subjects are covered in more detail on the previous page.

With lobbying being vital to ensuring that members, and indeed ECASBA itself, are able to engage effectively with governments and authorities at national and regional (EU) level, the next topic on the seminar agenda was entitled "Making Your Voice Heard". The session was addressed by Dr. Patrick Verhoeven, Managing Director of the International Association of Ports and Harbours (and formerly Secretary General of FEPORT, ESPO and ECSA as well as ECASBA's Brussels representative from 1996 to 2000) and Jean Pascal Bidoire, ECASBA Vice Chair and Director of AMCF, ECASBA's member in France.

With his extensive experience of lobbying at European and international level, Dr. Verhoeven was able to provide delegates with some useful insights into the most effective means of getting a message across to legislators. These included ensuring that the message and its delivery were consistent, clear and concise, that the organisation maintained regular contact with the authorities and was recognised by them as being the representative body for the sector. He also acknowledged that the position papers were an excellent way of achieving the first of those aims.

Jean-Pascal Bidoire then addressed the delegates on the actions AMCF had taken to enhance its contact with the French authorities. These included meeting regularly with the authorities (in both formal and social settings) and engaging in active dialogue on all relevant issues, thus ensuring that the association would be the first organisation they call on for advice. Being proactive in providing input to the authorities at an early stage was also extremely beneficial.

Staying on the topic of adding value, the meeting was then addressed by Jan van Dooren of PortPlus, a digital port services provider which is owned by the Antwerp maritime community.

The afternoon session was dedicated to digitalisation and started with a presentation of the Port Call Optimisation project by Raoul Tan from the Port of Rotterdam.

The meeting was then addressed by colleagues from the European Commission who provided updates on progress towards implementation of the customs and maritime single windows. In those presentations, our long-standing colleague Jukka Savo of DG-MOVE was joined by Zahouani Saadaoui and Marco Marsili of DG-TAXUD. Representing the industry view were Capt. Peter Langbein and his colleague Bastian Güttner of Bremer Schiffsmeldedienst. These presentations provoked an active debate with the delegates.

All the presentations given at the seminar are available for download from the Members' Area of the FONASBA website.

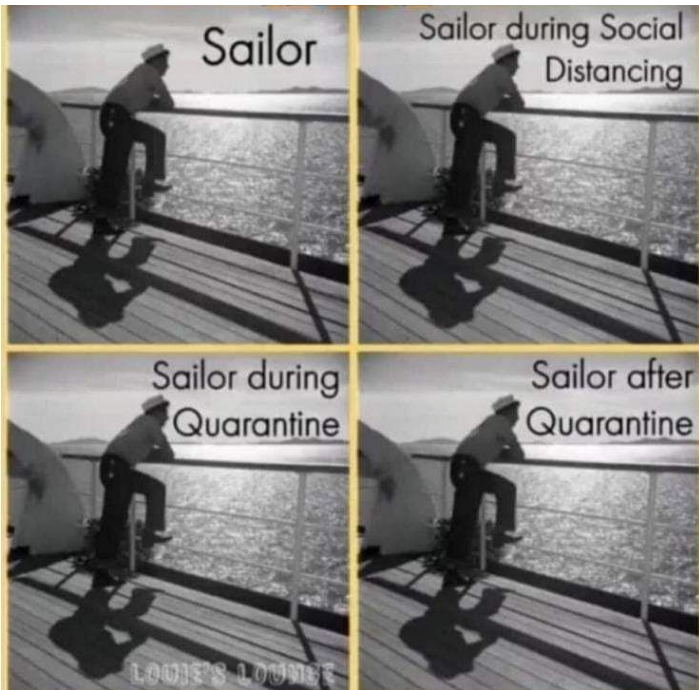
As is traditional, the seminar concluded with a dinner at L' Atelier, where delegates, guests and speakers had the opportunity to relax and exchange views.

The following day, ECASBA Chair Marco Tak and General Manager Jonathan Williams attended the European Shipping Week conference.

Seminar pictures can be found on the Photo Pages.



**PHOTO PAGES: FOR MORE PICTURES GO TO OUR FACEBOOK PAGE ([www.facebook.com/fonasba](http://www.facebook.com/fonasba))**



*Left: A timely and poignant reminder of the reality of life at sea, brought clearly into focus as a result of the COVID-19 pandemic.*

*Below: A further selection of successful Agent Diploma candidates. Our congratulations go to all of them.*





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*Top: Delegates and speakers at the ECASBA European Seminar 2020:*

*Centre left: Jukka Savo, DG-MOVE (centre) addresses the delegates, with Zahouani Saadaoui and Marco Marsili (DG-TAXUD). Centre right: ECASBA Vice Chair Jean-Pascal Bidoire.*

*Bottom left: General Manager Jonathan C. Williams, IAPH Managing Director Dr. Patrick Verhoeven and ECASBA Chair Marco Tak. Bottom centre: FONASBA President Aziz Mantrach (right) presents Education Vice President Capt. Jakov Karmelić with his IMO Maritime Ambassador certificate. Bottom right: ECASBA's name in some very prestigious company at European Shipping Week 2020*