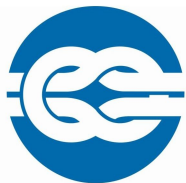


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FONASBA



ECASBA

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THE NEW HORIZON



THE FEDERATION OF NATIONAL ASSOCIATIONS OF SHIP BROKERS AND AGENTS

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PRESIDENT'S INTRODUCTION

Dear Friends,

Despite our hopes and expectations, COVID is still with us and, as I write, is forcing the return of lockdowns and other restrictions that earlier this year we hoped we would not see again.

Obviously from FONASBA's point of view, the biggest casualty of the increase in cases in northern Europe was the cancellation of our planned Annual Meeting in Antwerp. This was particularly disappointing given the huge amount of work put in by our friends at NAVES and the Antwerp Shipping Federation to guide and support delegates from across the membership to comply with the Belgian COVID certification obligations and allow us to meet once again as safely and near normal as possible. Although the postponement of the meeting was a difficult decision to take, subsequent events have proven it was the right one.

The good news is of course that the meeting has been rescheduled for the week commencing 14th March 2022 and we very much look forward to seeing as many of you as possible then. Further information on the revised meeting is provided on the following pages.

In other news, also covered in greater detail in the coming pages, the postponement of the meeting scheduled for December also brings the exciting prospect of two Annual Meetings in 2022, with the Bahrain meeting still on track for the week commencing 17th October. We are also very much looking forward to that meeting, hosted by the Bahrain Shipping Agents Association.

The end of 2021 sees the Secretariat leaving the Baltic Exchange, our home for 31 of the last 52 years, as the building is undergoing a major refurbishment. For the next year therefore, we will be based in the offices of the International Chamber of Shipping, which we are certain will provide both a comfortable home and opportunities for increased synergies on common issues.

The project to revise the UNCTAD Minimum Standards for Ship Agents, which started in 2018, was finalised in October this year with the publication by UN/CEFACT (the UN Centre for Facilitation and Electronic Business) of the Minimum Standards for Ship Agents and Ship Brokers (Recommendation 45). We are very pleased to have been able to drive this project forward and to have the FONASBA Quality Standard and our Code of Conduct referenced in the document, which is a historic achievement for our federation.

Going back to COVID for a moment, the project to develop protocols for the guidance of ship agents in continuing to provide services to vessels during COVID or other infectious disease outbreaks is continuing, and we hope to have a first draft available for the Ship Agent Plenary at the Antwerp Meeting.

Details of all our other activities and initiatives are also covered in the following pages and I hope you that you will find this Newsletter informative and interesting.

In closing, I wish you, your colleagues, members, and families a safe, healthy and restful Festive Season and look forward to another busy and productive year in 2022.

With my best personal regards,

AZIZ MANTRACH, PRESIDENT

2021 ANNUAL MEETING POSTPONED TO MARCH 2022

As mentioned in the President's introduction on the previous page, the decision to postpone the Antwerp Annual Meeting, originally planned for early December, was a huge disappointment for our hosts NAVES and the Antwerp Shipping Federation (ASV), the Executive Committee, the Secretariat and Members.

Concerns about travel restrictions had already led to the meeting being moved from its traditional mid-October dates to allow more delegates and partners to get vaccinated. Regrettably however, the increasing levels of the delta variant in Belgium in November, combined with tighter national restrictions, made it impossible to hold a physical meeting in an environment that would make it both enjoyable and safe. Whilst it was hoped that the Belgian COVID Safe Pass programme would allow our meetings and social events to be held without the need for regular testing and the wearing of face-coverings, the decision to tighten the restrictions as infections rose led to that exemption being removed. Other concerns included the need for extended self-isolation should a participant test positive, and the cancelling of flights to Belgium.

Sadly, case numbers in Belgium did increase in the period leading up to, and extending over, the Annual Meeting week and travel bans were reintroduced, proving that the decision to cancel the meeting was the right one.

Immediately the decision was taken to cancel, NAVES

and ASV began planning for a rescheduled meeting in March or April 2022, when respiratory diseases traditionally decline in northern Europe.

The news that the Lindner Hotel and all the social event venues were able to accommodate our meeting the **week commencing 14th March 2022** was very well received and we are now working towards those dates. We are also pleased to confirm that the hotel accommodation rates, and the registration fees, will remain unchanged for the rescheduled meeting.

The FONASBA website will shortly be updated to reflect the revised dates and the dedicated Annual Meeting website will reopen in mid January for registration and accommodation bookings. At the same time, NAVES and ASV will be contacting directly all delegates and partners who registered for the December meeting to update them on the revised timings and booking and registration procedures.

Aside from the dates, the delegate and partner programmes will remain unchanged, the delegate programme is shown below for information.

We very much hope that all those delegates and partners that registered for the December meeting will attend in March, along with others who were previously unable to do so.

To avoid confusion with the 2022 Annual Meeting in Bahrain in October, the March meeting will continue to be referred to as the 2021 Meeting.

Annual Meeting FONASBA Antwerp 2021 (2022)

Time table

	TUESDAY 15/03/2022	WEDNESDAY 16/03/2022	THURSDAY 17/03/2022	FRIDAY 18/03/2022	SATURDAY 19/03/2022
TIME	WTC Antwerp Sky Lounge	WTC Antwerp Sky Lounge	WTC Antwerp Sky Lounge	WTC Antwerp Sky Lounge	Bruges
9:00-9:30		Welcome Address			Boarding the bus
9:30-11:00	Executive Committee Meeting	Ecasba Plenary Meeting	Ship Agent Plenary	Inspiring our Future	Bus trip to Zeebrugge
11:00-11:30	Coffee break	Coffee break	Coffee break	Coffee break	Welcome Coffee
11:30-13:00	Executive Committee Meeting	Ecasba Plenary Meeting	Ship Agent Plenary	Inspiring our Future	Visit at ICO Terminal
13:00-14:00	Lunch	Lunch	Lunch	Lunch	Lunch
14:00-15:30	Executive Committee Meeting	Ship Broker Plenary	Association Best Practices Plenary	Council Meeting	Visit Bruges
15:30-16:00	Coffee break	Coffee break	Coffee break	Coffee break	
16:00-17:30	Executive Committee Meeting	Ship Broker Plenary	Association Best Practices Plenary	Council Meeting	
17:30-18:30		Range Committee Meetings			Bustrip to Antwerp
18:30-19:00		Depart for the Welcome Reception	Depart for the Belgian Fine Dining	Depart for the Gala Dinner	
19:00-21:00		Welcome Reception	Belgian Fine Dining	Gala dinner	
21:00-01:00					

REVISED UN MINIMUM STANDARDS FOR SHIP AGENTS AND SHIP BROKERS PUBLISHED

The three year FONASBA-led project to revise the 1988 UNCTAD Minimum Standards for Ship Agents concluded in October with the publication by the UN Centre for Facilitation and Electronic Business (UN/CEFACT) of its Recommendation No. 45, the expanded Minimum Standards for Ship Agents and Ship Brokers.

The original Minimum Standards were designed to assist national authorities and national associations to establish effective and well-regulated ship agency sectors, but the passage of thirty years, as well as some limitations in their coverage, made an update necessary and timely.

Issues with the 1988 Standards, relating to the scope of the duties of the ship agents and the ability of national authorities to exercise oversight of the sector, had been discussed within CIANAM in 2018 and a request was subsequently sent to FONASBA to raise those concerns with UNCTAD. Changes within the remit of UNCTAD then led to the request being passed to UN/CEFACT, who invited FONASBA to propose updates.

Following discussions at the Liner & Port Agency plenary meeting in Miami, a first draft of the revised Standards, addressing the previously identified shortcomings, was sent to UN/CEFACT in late November 2019. Early in 2020, a Expert Group, led by General Manager Jonathan C. Williams FICS, supported by colleagues from UN agencies and other maritime-related disciplines, was established. Over the next twelve months the Group finalised the revisions, including expanding the scope of the standards to include ship brokers, and put the final draft proposal to a public review. The draft was

subsequently approved at the April 2021 UN/CEFACT Forum and since then has been undergoing reformatting to ensure it meets with the current document guidelines.

As may be expected, the provisions of the FONASBA Code of Conduct and the Quality Standard played a significant part in the development of the new minimum standards, as did the definition of the ship agent, also drafted by FONASBA, incorporated in the revised IMO-FAL Convention. Unfortunately, UN rules prohibit overt reference to external bodies but links to those documents appear in the footnotes.

We are very pleased to have guided and contributed to the development of a UN document for ship agents and ship brokers, especially as it also includes clear references to our headline initiatives. A copy of the Recommendation is available from the Secretariat.



WORK BEGINS ON INFECTIOUS DISEASES PROTOCOLS

Following a suggestion made by our Danish colleagues during the 2020 virtual Ship Agency plenary meeting, work is underway to develop protocols to guide ship agents in continuing to provide services to vessels in a future infectious disease outbreak.

Building on the experiences of ship agents who have worked non-stop through COVID-19, the protocols will incorporate examples of best practice that can assist others who may be facing difficulty in maintaining service levels.

The protocols are based on the logical hierarchy of controls developed by the International Chamber of Shipping early in the COVID pandemic, for their

"Guidance for Ensuring a Safe Shipboard Interface Between Ship and Shore-Based Personnel", a document that FONASBA supported. The examples of agency best practice will sit alongside the controls, which are headed: "Eliminate" "Reduce" "Communicate" "Control" and "PPE".

In the coming months, a small committee, comprising Ship Agency Committee Vice Chair Simone Carlini MICS, Jesper Sebbelin FICS of the Danish association and General Manager Jonathan Williams, will work on the first draft of the protocols with the aim of having it ready for presentation to the reconvened Ship Agency plenary at the March 2022 Annual Meeting in Antwerp.

MEMBERSHIP NEWS (www.fonasba.com/fonasba-member/fonasba-membership-list)

Since the last Newsletter, we are pleased to welcome one new Full Member and two Associate Members, namely:

Full:

ASONAVE, Valparaiso, Chile

Associate:

TRANSLOG, Algeria

Al Omran United, Misurata, Libya

TRANSLOG is a federation of transport and logistics companies recently established under the Presidency of our colleague Abdallah Seriai, formerly President of APAMA. We are very pleased to see him return to FONASBA.

All three new members are very welcome to the FONASBA family and as always we look forward to their active and enthusiastic participation in our activities.

At the time of writing therefore, membership now

stands at 80 members in 65 countries.

As mentioned in the previous Newsletter, our Regional Vice Presidents have been tasked with organising regional webinars to maintain contact with their members whilst travelling is constrained. The first of these took place on 10th November, hosted by Dr. Dureid Mahasneh, Regional Vice President for the Middle East and South Asia, and brought together all the current FONASBA members in the region as well as potential new members.

Following a welcome address by President Aziz Mantrach, the webinar went on to discuss expansion of membership across the region as well as new shipping developments and the impact of COVID. General Manager Jonathan Williams also spoke about a number of FONASBA initiatives, including the Quality Standard.

The webinar was very well-received by the participants and served as an excellent template for the others that will follow in the coming months.

EDUCATION (www.fonasba.com/education-and-training)



Unfortunately, one of the casualties of the postponement of the Annual Meeting was the presentation of the Young Ship Agent or Ship Broker of the Year Award to Ana Garcia de los Rios of Spain. It is however hoped that Ana, pictured left, will be able to join us for the rescheduled meeting in Antwerp in March, where she

will also present a summary of the findings of her paper. The 2022 Award will be launched early next year.

The FONASBA Agent Diploma continues to be very popular with students and to date 360 have taken the course. It runs year-round and new applicants are always welcome: www.fonasba.com/education-and-training/fonasba-agent-diploma

FONASBA's suite of education courses was enhanced in September with the launch of the FONASBA ACB Liner Shipping Transportation course, delivered by the Association of Shipping Agents of Barcelona (ACB). Despite a very short lead time, the course attracted 44 students from 15 countries. It operates once a year over a three month period starting in

September. The next course will therefore start in September 2022 and details will be circulated to all members in advance: www.fonasba.com/fonasba-acb-liner-shipping-transportation-course

We are also very pleased to announce that agreement has been reached with the Institute of Chartered Shipbrokers for the provision in early 2022 of a course on the fundamentals of ship broking.

Operating in a similar way to the FONASBA Agent Diploma, the online course will cover all aspects of the ship broking profession, covering the parties to the fixture and their respective obligations, making the offer, the role of the ship broker in preparing for the charter, the actions taken after completion of the fixture, the terms used and the functions of the charterparty, bill of lading and other contract forms.

Again, similar to the Agent Diploma, the student will be entered for the course by their national association (or Associate member) and work flexibly, sitting an online examination when ready. The pass mark will be 75% and two retakes will be allowed.

Further information on the course will be provided to all members early in 2022. We are confident that this course will prove as popular for aspiring ship brokers as the Agent Diploma and ACB courses are for ship agents.

QUALITY STANDARD (www.fonasba.com/fonasba-initiatives/fonasba-quality-standard)

Since the last newsletter we have been very pleased to welcome Teissir Shipping of Mauritania and Macsons Shipping Agencies of India into the Quality Standard.

With them on board, the FQS now covers 45 countries, namely: Algeria, Argentina, the ABC Islands (Aruba, Bonaire and Curaçao), Australia, Belgium, Brazil, Bulgaria, Costa Rica, Croatia, Cyprus, Denmark, Dubai, Egypt, Estonia, Finland, France, Germany, Great Britain, Greece, Hungary, India, Israel, Italy, Japan, Jordan, Kenya, Lebanon, Lithuania, Malta, Mauritania, Mexico, Morocco, Mozambique, the Netherlands, Peru, Poland, Portugal, Romania, Russia, Slovenia, Spain, Sweden, Tunisia, Uruguay and the USA.

The number of companies approved also continues to rise with the total now exceeding 600.

REMINDER: Our FQS video is available to help promote the Quality Standard to association boards, eligible companies within our associations and the wider maritime sector. In addition to background

information on the Standard itself, the video includes interviews with Michele White of INTERTANKO, Søren Larsen and Francis Sarre of BIMCO and General Manager Jonathan C. Williams, in which they explain 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 and on our YouTube channel. A link is available from the Secretariat to allow it to be shown offline at association board meetings or elsewhere as required.



FONASBA SUSTAINABLE DEVELOPMENT DECLARATION

Whilst the ability of ship agents and brokers to make substantive contributions to the reduction in emissions from shipping are necessarily limited, we must be prepared to step up and contribute to the success of the initiative. At the same time, we should also be aware of other actions and innovations taking place to ensure the future sustainability of our wider maritime sector.

With that in mind therefore, we took up a suggestion by Education Vice President Capt. Jakov Karmelić to draft a statement of intent on how our members should, and equally importantly can, contribute to the global effort.

The FONASBA Sustainable Development Declaration was developed with the assistance of Regional Vice President for the Middle East and South Asia Dr. Dureid Mahasneh, whose expertise in such matters is world-renowned. It was issued to coincide with the COP26 event in Glasgow in November and is reproduced on the following two pages.

To ensure it was relevant to the ability of ship agents and ship brokers to make a positive contribution to sustainable development, the Declaration emphasised the practical actions through which they themselves could contribute, whilst also supporting the broader aspirations of the maritime community as a whole.

Those practical actions included using the position of the ship agent and ship broker as the facilitators of the port call and the fixture to make shipowners and charterers aware of opportunities to reduce the emissions profile of vessels throughout the voyage. For example, promoting opportunities to use onshore power supplies, highlighting facilities for the safe and sustainable removal of ship generated waste and by providing guidance on national and local environmental regulations impacting the vessel.

For ship agency and ship broking companies themselves, the Declaration encourages them to look to their own environmental footprint and to take practical and effective steps to limit it, for example by reducing energy consumption, recycling waste and using clean transport modes where practical.

Not to be left out, the Declaration committed FONASBA to support actions by the International Maritime Organisation and bodies representing other maritime sectors in a joint and collaborative effort to further these aims.

The Declaration received good coverage in the maritime press and on our social media feeds, further raising public awareness of the contribution of the ship agency and ship broking communities to the sustainable development project.



FONASBA

DECLARATION

FONASBA

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SUSTAINABLE DEVELOPMENT DECLARATION

Acknowledging that:

- There is an urgent need for global action to ensure the future health, prosperity and well-being of humanity and address the environmental and climate threats to our planet through the application of sustainable development policies and outcomes
- Overarching global agreements, based on sound and proven principles, are vital in ensuring consistent and effective action
- The global maritime community is an enabler of international trade and a driver of economic growth, but is also a source of atmospheric and marine pollution
- Ship agents and ship brokers are vital components of the global maritime community and therefore have a stake in the implementation of effective policies to reduce harmful and polluting emissions and ensure the development of sustainable solutions to promote ongoing economic development

Recognising that:

- The International Maritime Organisation (IMO) is the United Nations specialized agency with responsibility for the safety and security of shipping and the prevention of marine and atmospheric pollution by ships
- The work of IMO supports the UN Sustainable Development goals
- The international maritime community is already engaged in developing ambitious, binding, consistent and effective global standards, and measures for reducing pollution and emissions by ships and in ports, under the authority of IMO
- Shipping operates globally and therefore only comprehensive international solutions involving all stakeholders can contribute to the development of effective solutions to the reduction in harmful and polluting emissions
- International trade and shipping must be able to continue operating efficiently to contribute to reductions in emissions, sustainable development, and economic progress
- The shipping industry has already had significant success in reducing ship emissions by using more efficient propulsion units, cleaner fuels, better vessel design, exhaust scrubbers and shore-based power supplies and other technical innovations
- Ports are actively reducing their emissions using renewable energy, electric propulsion for cargo handling equipment and improved port waste management protocols

Continued overleaf

FONASBA



DECLARATION

Whereas:

- FONASBA is the international representative organisation for ship brokers and ship agents and is represented in 65 countries
- It has consultative status with IMO, UNCTAD, UNCITRAL, UN/CEFACT, the World Customs Organisation and the European Commission. FONASBA promotes and protects the ship broking and ship agency professions worldwide by supporting the development of effective, appropriate, and relevant international legislation, policies, and procedures through close cooperation with those bodies and those organisations representing shipowners and other parties in the maritime transport chain
- FONASBA and its members recognise that ship brokers and ship agents have an important role to play in supporting the introduction of appropriate and effective policies to reduce harmful emissions and support sustainable development

FONASBA and its member associations hereby declare their commitment to:

- Continuing to support the actions of the International Maritime Organisation, shipowners, port operators and other parties in the global maritime transport industry in developing relevant and appropriate policies and technologies to achieve the required reductions in harmful emissions and in supporting sustainable development
- Promoting awareness of the need for sustainable development and emissions reductions
- Encouraging ship brokers to use their position as the representatives of the ship owner and charterer during the fixing of a vessel to assist both parties to act on their responsibilities in reducing harmful emissions and supporting sustainable development at all stages of the value chain, providing information on environmental impact mitigation policies and strategies along the vessel route and facilities for vessel route planning and supporting the sustainable disposal of vessels
- Encouraging ship agents to use their position as the coordinator of the port call and representatives of the parties engaged therein, to provide information on measures available in the port to reduce harmful emissions and support sustainable development, by example on the availability of clean fuels, shoreside power, disposal facilities for ship-generated waste, national local and port regulations relating to environmental compliance and advising on sustainable solutions for the inward and outward transport of cargoes beyond the port

Further:

FONASBA will encourage the international ship agency and ship broking communities to adopt and promote sustainable actions and policies within their own companies and amongst their customers, suppliers and in the local community. Such actions could comprise reducing consumption of power, segregation and recycling of office waste, the use of public or clean transport modes, enhancing the environment and supporting community projects. Initiatives in support of the UN Sustainable Development Goals and Global Compact will also be encouraged.

FONASBA, London, October 2021

FONASBA SECRETARIAT RELOCATION

The decision by the Baltic Exchange to close its headquarters building for a period of up to two years to carry out a major refurbishment resulted in FONASBA departing St. Mary Axe on 15th December. Having been our home for thirty-one of FONASBA's fifty-two years, initially at the original Exchange building, 24 to 28 St. Mary Axe, from 1969 to 1989 and then at 38 from 2010 to 2021, this was a difficult break. A number of options for the much-needed refurbishment had been considered, including a number that did not require the tenants to move out, but unfortunately none of them came to fruition. The Baltic therefore took the decision that all the leases would be terminated on 31st December.

Earlier this year, we were invited by the International Chamber of Shipping, another previous tenant of the Exchange, to consider moving into their new offices in Walsingham Lane, a five minute walk from the Baltic, and this invitation was accepted by the Executive Committee at its July meeting. Reimposed COVID restrictions notwithstanding therefore, we will be moving to the Chamber on Tuesday, 4th January 2022, the first day back after the UK holidays, and we will be based there for at least the next year.

Not only will we be housed in a modern building,

fully equipped for blending working, with conference rooms equipped with the latest audio visual aids for remote meetings, and enjoy natural daylight for the first time in twenty years, but we will also be based at one of the major centres of international maritime policy development. Members will be aware that FONASBA has been working closely with the Chamber on a number of COVID-related issues for many months now, as well as on actions to combat corruption in the maritime sector and on specific issues such as the recent imposition of Indian general sales tax on port charges. No doubt other opportunities for closer working between the two organisations will emerge over the coming months. We will also benefit from the Chamber's significant expertise on topics outside our areas of expertise, including environmental issues and maritime public relations, as well as their unrivalled contacts at IMO.

Henceforth our address will be:

FONASBA
7th Floor, Walsingham House
35, Seething Lane
LONDON EC3N 4AH

Telephone numbers and email addresses are unchanged

COVID-19: SHIP AGENTS SUPPORT SEAFARER VACCINATION CENTRES

As we have commented on a number of occasions previously, the provision of pastoral and welfare support to seafarers is as vital a role for the ship agent as organising the arrival and departure of the ship or issuing bills of lading, and this has never been as important as during the COVID pandemic.

One timely example is the support being given to seafarer vaccination centres. As has been reported in our regular COVID-19 Precautions Updates, a number of member associations have been active in working with the centres, publicising the availability of vaccines, organising appointments and transport for the seafarers to and from the centres.

To take just one example, our colleagues at the Hamburg and Bremen Shipbrokers Association, a member of German association ZVDS, have been coordinating appointments for seafarers at the ports of Bremen, Bremerhaven and Hamburg. Working in close collaboration with the port authorities, local seamen's clubs, the German Red Cross and the Missions to Seafarers, they have ensured that to date more than 20,000 seafarers have been vaccinated in German ports, an excellent result.

Our congratulations and thanks go to the Hamburg

and Bremen association and indeed to all of our members that are undertaking similar actions on behalf of seagoing personnel worldwide.

Unfortunately, one issue that the drive to vaccinate seafarers has identified is a failure to provide the correct certification after inoculation. Evidence from Germany indicates that seafarers are either not being provided with certificates or they are being retained on the vessel after the seafarer signs off. Clearly this lack of documentation can lead to complications with second or booster doses and with complying with national and airline rules when crews are travelling.

We have raised the issue of certificates being retained on board with the International Chamber of Shipping, who have notified their members, but we would also recommend that agents should double-check that seafarers presenting for inoculation or travel are in possession of all relevant documentation to ensure that vaccines are administered correctly or repatriations can go ahead. Unfortunately the number of seafarers presenting for vaccination in Germany without the paperwork is so high that supplies of International Vaccination Certificates (the yellow card) are running low.

EUROPEAN DEVELOPMENTS

ECASBA BRUSSELS REPRESENTATION

As members will be aware, Mr. Frank Janssens, formerly a Head of Unit at DG-TAXUD (the Directorate General for Taxation and Customs Union), was appointed as ECASBA Brussels representative in June this year. In addition to his wealth of knowledge on customs issues, Frank has expertise in a wide range of trade facilitation areas, all of which he will be making available to ECASBA.

Welcoming Frank to ECASBA, Committee Chair Marco Tak said that a long-cherished wish of ECASBA had been fulfilled, a view echoed by FONASBA President Aziz Mantrach following approval of the appointment by the Executive Committee.

Frank had expected to introduce himself to the membership at the December Antwerp Annual Meeting but now looks forward to doing so in March. Despite that setback, he has already contributed detailed information on a variety of topics to the ECASBA Advisory Panel and members, so his input is already proving very welcome and useful.

POLICY ACTIONS

The following is a summary of the issues currently under scrutiny by ECASBA, and the actions being taken in relation thereto.

EES/ETIAS:

Issue 52 of this Newsletter, circulated in May, included a detailed summary of the new Entry and Exit System (EES) and the linked European Traveller Information and Authorisation System (ETIAS). At that time, the EES was scheduled for introduction in May 2022 and ETIAS in December the same year. Earlier this month (December 2021) however eu-LISA, the European agency responsible for implementing large-scale IT projects, announced that “due to delays beyond its control” it would not be able to deliver either project on time.

Accordingly, it has applied to the Justice and Home Affairs Council (JHA), comprising EU Home Affairs ministers, for an extension to both projects, which was granted in early December. The new deadlines for introduction therefore are as follows:

EES: end September 2022

ETIAS: mid-March 2023

ECASBA will continue to monitor developments on both projects and keep members updated.

As mentioned previously, DG-HOME have confirmed

that Seafarer Identification Documents (seamen’s books) issued under both ILO Convention 108 (non-biometric) and Convention 135 (biometric) will continue to be accepted once EES is operational.

TRANSIT DOCUMENTS:

DG-TAXUD and the customs administrations of the Common Transit Convention (CTC) countries, that is: Iceland, Liechtenstein, Republic of North Macedonia, Norway, Serbia, Switzerland, Turkey and the UK, are considering streamlining the interface between the Union Customs Code and the CTC.

One aspect of that process is to move the Transit Accompanying Document (TAD) and the Transit Security Accompanying Document (TSAD) to fully electronic. This action would also involve removing the right for transport operators to obtain a hard copy TAD/TSAD from customs offices, who are currently obliged to provide one on demand.

Transport operators will still be able to print a copy themselves if required, but the backstop of being able to obtain one from customs will no longer be available. This proposal is currently the subject of a survey within the Trade Contact Group, and ECASBA will contribute to it.

Our immediate response is that harmonising the interface between the UCC and CTC is welcome - it removes one more administrative burden – and the only downside we can foresee is that if a transport operator belatedly discovers that a TAD/TSAD is required somewhere along the transit, they cannot simply obtain one from customs. Clearly this could result in delays to the transit but that would be an issue for the transport operator to address. Again, we will monitor progress on this initiative and keep members advised.

VAT ON SHIP SUPPLIES

The question of whether VAT applies to ship supplies, and at what rates, has been an issue for some time and although it primarily impacts dedicated ship supply companies, agents may be involved in receiving and delivering items, for example spare parts, that could raise questions over VAT liabilities.

DG-TAXUD has therefore issued a useful guide to the rules and procedures that apply to Union and non-Union goods under the Union Customs Code. A copy of the paper was issued to ECASBA members in October but any other member wishing to receive a copy should contact the Secretariat.

Continued on page 10

EUROPEAN DEVELOPMENTS/2

Continued from page 9

EMSWe/SINGLE WINDOWS

There is little new progress to report on this ongoing project. DG-MOVE are continuing to try to reduce the size of the Part C (National and local) data set from its current 1,200 elements to a more workable number but progress is slow. Accordingly, some Member States, for example Denmark, have suggested eliminating Part C from the EMSWe and leaving it to be collected and retained on a national basis only. It will be interesting to see if other Member States support Denmark's suggestion.

We continue to be well-supported on this project by Jesper Sebbelin FICS of Denmark and Capt. Peter Langbein and Bastian Güttner of Germany. As always, we are very grateful for their continued guidance.

ECASBA EUROPEAN SEMINAR 2022

ECASBA's Advisory Panel has been giving some initial

thought to holding another European seminar in early 2022 but with the move of the 2021 Annual Meeting to March, a review of the initial proposal is now required.

The Panel will therefore be looking at alternative dates in the coming weeks and further information will be shared with members as soon as it is available.

EUROPEAN SHIPPING WEEK 2022

Another event in the early stages of preparation is the next European Shipping Week, which is planned for November 2022.

ECASBA remains a member of the Steering Committee which is coordinated by the European Community Shipowners Association (ECSA).

Again, once the dates, programme and format are agreed, we will advise members.

SECRETARIAT NEWS

We have previously welcomed a number of offspring of FONASBA members to Annual Meetings and other events and it is always a delight to have them with us. It therefore gives us great pleasure to introduce the newest, and smallest member, of the FONASBA family.

Rachel Erin is the daughter of Assistant General Manager Victoria Marsh FICS and her husband Kevin and she joined us on 10th November. Self-evidently however, it will be a while before she can join us at any of our gatherings!



AND FINALLY,

As the Festive Season approaches, we thank you all for your engagement, support, participation and, most importantly, friendship throughout a tough 2021.

Let us hope that 2022 brings a return to normal life and that we can once again get together and celebrate what really matters, good friends, good company, good conversation and good times!

Season's Greetings to all!

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



Once again we have pleasure in acknowledging the success of new Agent Diploma candidates from (above) Brazil and (below) Jordan. Our congratulations go to all of them.



Above and right, exterior views of FONASBA's new office building in Seething Lane.