

# ECASBA BULLETIN 03

*June 2025*

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*Dear All,*

*I hope this message finds you well.*

*It's been a very busy and productive few weeks since we last connected, and I wanted to share a brief update with you.*

*I'm also pleased to let you know that the newly appointed Advisory Panel for the 2024–2027 term has begun its work with great energy and collaboration. Should you have any questions or matters you'd like to raise, please don't hesitate to reach out to us—we'll be happy to assist.*

*Warm regards,  
Raymond Troch  
ECASBA Chair*

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## END TO PIN CODES FOR ALL INTERCONTINENTAL IMPORT CONTAINERS

*21 March 2025*

A significant milestone for the secure and reliable release and collection of import containers in Rotterdam. Recently, the Far East and Oceania were connected to the Secure Chain as well. The new operational approach now applies to all intercontinental container cargo arriving at the port of Rotterdam. Deepsea shipping lines and their ship agents will no longer issue fraud-sensitive PIN codes. From now on, containers can only be collected from deep sea terminals through the Secure Chain...

Read more in the extensive press release: <https://mail.createsend.nl/t/r-l-thtkhiit-nhhldhtjht-y/>

## INLAND PORTS UPDATE

*4 April 2025*

EFIP members meet in Regensburg (DE) to elect a new president and vice-president and discuss the EU's Clean Industrial Deal for Inland Ports

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For full reading, kindly click on the link: [https://www.fonasba.com/wp-content/uploads/2025/06/20250404\\_EFIP-members-meet-in-Regensburg-DE-to-elect-a-new-president-and-vice-president-and-discuss-the-EUs-Clean-Industrial-Deal-for-Inland-Ports.docx](https://www.fonasba.com/wp-content/uploads/2025/06/20250404_EFIP-members-meet-in-Regensburg-DE-to-elect-a-new-president-and-vice-president-and-discuss-the-EUs-Clean-Industrial-Deal-for-Inland-Ports.docx)

## POSITION PAPER OF THE EUROPEAN EXPRESS ASSOCIATION [EEA]

*7 April 2025*

Update on Proposal for the Implementation and Review of the EU Deforestation Regulation [EUDR] -

For further reading: [https://www.fonasba.com/wp-content/uploads/2025/06/20250407\\_EEA-position-paper\\_EUDR\\_Final.docx.pdf](https://www.fonasba.com/wp-content/uploads/2025/06/20250407_EEA-position-paper_EUDR_Final.docx.pdf)

## ECASBA INVOLVED IN THE EUROPEAN MARITIME STRATEGY VIA FEPORT EIGHTH STAKEHOLDERS' CONFERENCE – RESIDENCE PALACE, BRUSSELS

*9 April 2025*

### **Navigating the future EU maritime Industrial Strategy**

The EU's maritime cluster plays a critical role in global competition regarding digital dominance and decarbonization.

While the EU is not as prominent as the US in digital technologies, nor as aggressive as China in renewable energy production, it is crucial that the future EU support measures are scaled up to drive sustainability and innovation in the maritime sector.

The EU is home to some of the world's leading shipping companies, innovative shipbuilding, and advanced port superstructures operated by competitive world-class players.

The EU should not adopt a defensive and protectionist stance but rather an offensive and assertive one.

In many respects, the EU maritime sector embodies the challenges faced by numerous industries within the EU.

We are clearly confronted with the battle for dominance between the US, China and Russia. The geopolitical landscape is undergoing significant change, and a new world will emerge after many chaotic jolts.

What should the EU do in terms of investments in digitalization, regulation and harmonization (climate, AI, cybersecurity, defense, fight against drugs...) and public-private partnerships to scale innovation?

3 different sessions with presentations which will be distributed afterwards.

## FONASBA-ECASBA WEBINAR ON EMSW, IN PARTNERSHIPS WITH EMSA

10 April 2025

Please find below the link to the recording of the session:

 **Webinar Recording:** <https://www.zoom.us/clips/share/hjm7Pe71R1adUcvp2WODEA>

Additionally, we are pleased to share the following materials shared during the session:

- **PRESENTATION on EMSWe-EMSA-FONASBA:** <https://www.fonasba.com/wp-content/uploads/2025/06/20250410-EMSWe-EMSA-FONASBA.pdf>
- **PRESENTATION on EMSWe-CIRCLE GROUP-FONASBA:** <https://www.fonasba.com/wp-content/uploads/2025/06/20250410-EMSWe-CIRCLE-GROUP-FONASBA.pdf>
- **The list of national coordinators dealing with MSW**, along with their functional mailboxes, as shared earlier this week by DG MOVE: [https://www.fonasba.com/wp-content/uploads/2025/06/EMSW-IMPLEMENTATION-LIST-OF-NATIONAL-COORDINATORS-\\_20250407.pdf](https://www.fonasba.com/wp-content/uploads/2025/06/EMSW-IMPLEMENTATION-LIST-OF-NATIONAL-COORDINATORS-_20250407.pdf)

## INFORMAL TCG MEETING

11 April 2025

The following letter gathers the reflections of the Trade Contact Group and highlights some suggestions for future improvements.

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*Dear Director Petschke,*

*On behalf of the undersigned associations, we would like to sincerely thank you and your team for organizing the recent Trade Contact Group (TCG) meeting and for the opportunity to engage with DG TAXUD in person. We appreciate the efforts made to resume face-to-face dialogue, especially given the organizational challenges during a busy week in Brussels.*

*We would, however, like to respectfully share some reflections and suggestions aimed at further improving the effectiveness of the TCG meetings:*

- *Agenda Setting and Consultation Topics: We welcome the proactive provision of written replies to our pre-submitted questions. Nevertheless, we were somewhat surprised that key topics of particular importance to the trade community — notably the ongoing customs reform — were not included on the agenda. We fully understand that, at this stage, the responsibility for the customs reform lies primarily with the Council rather than DG TAXUD. However, the trade community has a strong need to be kept informed about the progress of discussions and to understand the next steps. We would therefore welcome regular updates and exchanges on this important topic, even during the ongoing legislative process*

- *Meeting Timing and Organization: The meeting was scheduled between 14:30 and 18:00 with a planned pause. However, it overran by almost an hour without a break, and as a result, several important topics had to be rushed. These topics would have greatly benefited from a more in-depth discussion. To ensure that each subject receives the attention it deserves, we would kindly request that future TCG meetings be scheduled for a full day, following the model successfully used in the past. This would allow for a more thorough and meaningful exchange and justify travel for persons not located in Brussels.*
- *Continuity and Dialogue: We understand and regret that you had to leave the meeting before its conclusion. Your leadership and expertise are highly valued by the trade community. Your presence greatly enhances the consistency and quality of the dialogue.*
- *Working Groups and Deeper Engagement: We would like to reiterate our interest in establishing thematic working groups or subgroups to allow for more targeted discussions on specific topics of shared importance. This model proved highly effective in the past and would enable deeper and more solution-oriented consultations.*

*We remain fully committed to maintaining a constructive and positive relationship with DG TAXUD and greatly value the open dialogue between the Commission and the trade community. We share these reflections in a spirit of partnership and mutual improvement, particularly as we are dealing with critical developments such as the Customs Reform and the implementation of non-fiscal legislation.*

*We trust that you will receive our comments in this constructive spirit, and we look forward to working together to further strengthen the role and effectiveness of the Trade Contact Group*

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**Meeting minutes:** [https://www.fonasba.com/wp-content/uploads/2025/06/20250411\\_Informal-TCG-Minutes.pdf](https://www.fonasba.com/wp-content/uploads/2025/06/20250411_Informal-TCG-Minutes.pdf)

## KICKOFF MEETING ON ADVOCACY TOWARDS AN EU-UK SAFETY AND SECURITY AGREEMENT

*17 April 2025*

The purpose of the meeting was to structure an industry-driven advocacy campaign calling for bilateral EU-UK Safety & Security Agreement modelled on existing agreements with Switzerland and Norway. The proposal aimed to waive entry/exit summary declarations, simplify customs procedures especially concerning Northern Ireland under the Windsor framework and enhance risk management via information sharing without compromising security.

Trade and industry associations request that the UK and EU negotiate a Safety and Security Waiver similar to the agreements between the EU and Switzerland/Norway. The purpose will be to:

- Waive entry and exit summary declarations for goods between the UK and EU.
- Avoid additional strain on IT systems under pressure from high e-commerce volumes.

- Simplify movements from GB to Northern Ireland and from the EU into Northern Ireland via GB, consistent with the Windsor Framework.

Further reading :

- [https://www.fonasba.com/wp-content/uploads/2025/06/20250417\\_Meeting\\_Summary\\_EU\\_UK\\_Safety\\_Security\\_Agreement.pdf](https://www.fonasba.com/wp-content/uploads/2025/06/20250417_Meeting_Summary_EU_UK_Safety_Security_Agreement.pdf)
- [https://www.fonasba.com/wp-content/uploads/2025/06/20250417\\_EU-UK-Bilateral-SS.pdf](https://www.fonasba.com/wp-content/uploads/2025/06/20250417_EU-UK-Bilateral-SS.pdf)

## BUILDING MOMENTUM: APRIL DEVELOPMENTS FROM DCSA - DIGITAL CONTAINER SHIPPING ASSOCIATION

*17 April 2025*

We have received the April Newsletter from Digital Container Shipping Association (DCSA). We think you may find this interesting to read and invite you to subscribe directly:

<https://go.dcsa.org/webmail/907302/1128673594/aaee81c93ba827166f6e0b4022653fcf82cf8d091ec27194fa0a70eec952147d>

## FONASBA - border crossing. Important Advisory: Entry of Crew Family Members into the Schengen Area – Flyer from Rotterdam Border Control

*23 April 2025*

We have received a note from our Dutch member, Mr. Marco Tak, following a meeting with the Sea Port Police responsible for border crossings in the Port of Rotterdam.

During the meeting, the authorities highlighted a recurring issue where seafarers arriving at the port are accompanied by family members – such as spouses and children – who attempt to enter the Schengen Area without the necessary visa documentation. This situation has been causing complications at the border.

To raise awareness and help prevent such occurrences, the Sea Port Police have prepared a flyer outlining the requirements for non-crew individuals traveling with seafarers. While this initiative originates from the Netherlands, we believe the issue is relevant to ports across our network.

We are therefore sharing the flyer with the whole FONASBA network and kindly ask that you distribute it, where deemed appropriate and useful, among your local agents, shipping lines, and other relevant stakeholders. You may also wish to share it with your national authorities or partner associations to support broader awareness.

We thank Mr. Tak and the Dutch Seaport Police for bringing this to our attention and for their proactive approach. Should you have any related experiences or suggestions, we would be pleased to hear from you.

Please see the below link to the flyer: [https://www.fonasba.com/wp-content/uploads/2025/06/20250423\\_Rotterdam-Sea-Port-Police-flyer\\_Rules-and-regulations-shore-leave-crew-and-for-passengers-onboard-the-vessel.pdf](https://www.fonasba.com/wp-content/uploads/2025/06/20250423_Rotterdam-Sea-Port-Police-flyer_Rules-and-regulations-shore-leave-crew-and-for-passengers-onboard-the-vessel.pdf)

On the same matter, Mr Jean-Pascal Bidoire from France: confirmed that passport controls with EES controls will take more time. A lot of ports welcoming cruise ships are renewing terminals and investing in digital passport checking equipment - the same as in airports.

While Mr Jesper Sebbeling from Denmark: noted that seafarers are allowed shore leave as long as the vessel in port is appropriately registered in SafeSeaNet with crew and passenger lists. So, in Denmark there is no requirement to report to the police any seafarers' shore leave, however, they must carry passport to be able to identify themselves while on shore leave. Passengers, e.g. on cruise ships, will be subject to passport check too before the shore leave.

In this respect is everyone's concern that with the upcoming EES controls, inspections will take more time.

Mr Sebbeling is kindly monitoring EES through his regular attendance at the EU-Lisa meetings and sent us the below on 2 June 2025. Here are Jasper notes:

"EU-LISA held an EES and ETIAS Working Group status meeting this morning, which I continuously participate in.

The most important information from today's meeting is that EU-LISA expects the final date for the start of the so-called "Progressive Approach" to be announced in mid/end of July 2025. It is still expected that the start date for the "Progressive Approach" will be in October 2025.

DSPO strongly recommended, with support from a wide range of stakeholders, that the start date should NOT be in Week 42 and should be no earlier than Week 43. The "side benefit" of this would be that the "Progressive Approach" period of 180 days from the expected start in October would not overlap with Easter in 2026. EU-LISA indicated that there are still three member states that have yet to declare themselves ready; however, I do not know which countries these are, but it is not Denmark.

EU-LISA will begin an information campaign for EES Schengen control in September 2025.

Regarding ETIAS, which concerns entry into Schengen for non-EU citizens and does NOT cover seafarers, it is expected to go live six months after the EES go-live. In the first six months, it will not be mandatory for member states to start ETIAS, but it is still too early to provide further information."

## Europe Needs Smart Customs Reform to Maintain its Security and Competitiveness

*25 April 2025*

As ECASBA we joined our colleagues in the Brussels shipping cluster to support the below statement: [https://www.fonasba.com/wp-content/uploads/2025/06/20250425\\_Europe-Needs-Smart-Customs-Reform-to-Maintain-its-Security-and-Competitiveness.pdf](https://www.fonasba.com/wp-content/uploads/2025/06/20250425_Europe-Needs-Smart-Customs-Reform-to-Maintain-its-Security-and-Competitiveness.pdf)

## EU PORT ALLIANCE - SENIOR OFFICERS MEET IN POLAND

29 April 2025



*2nd European Ports Alliance Senior Officials Meeting -28-30 April 2025 - Gdansk, PL*

Check the Agenda items: [https://www.fonasba.com/wp-content/uploads/2025/06/20250428\\_Final-Agenda-European-Ports-Alliance-SOM-2025.pdf](https://www.fonasba.com/wp-content/uploads/2025/06/20250428_Final-Agenda-European-Ports-Alliance-SOM-2025.pdf)

Mrs Hilde Bruggeman represented ECASBA participating as one of the private partners in the European ports alliance meeting in Gdansk on 29 April. Here are her notes:

The meeting of representatives of the European Ports Alliance was held for the second time, this time in Gdansk upon invitation of the Polish Presidency of the Council.

The event brought together 120 key representatives from EU institutions, European ports, security services and the private sector offering security solutions.

Following associations were present/represented: WSC, CLECAT, FEPORT, ESPO, CoESS and ECASBA.

"Nowadays, when ports are becoming increasingly digital, complex and globally connected, their security is the foundation of economic stability, protection of society and resilience to hybrid threats. The Port of Gdansk plays a special role here. We are the largest port in Poland, a gateway to the world for many strategic goods and at the same time a place where security issues have not only an operational but also a symbolic dimension," said Alan Aleksandrowicz, Vice-President of the Port of Gdansk, at the occasion of the welcome reception.

This part of the meeting was also graced by presentations of two research and development projects financed by the EU: BorderSens and METEOR, which are modern technologies for detecting drugs.

The main meeting was co-chaired by Olivier Onidi from the European Commission's Directorate-General for Migration and Home Affairs (DG Home) and Matthias Petschke from the European Commission's Directorate-General for Taxation and Customs Union (DG TAXUD). It included presentations on the risks of drug trafficking by sea, given by representatives of Europol, the European Union Drugs Agency and the Police of the Port of Rotterdam, WSC and FEPORT. In addition, representatives of the Coalition of Seven European Countries against



Organised Crime: Belgium, France, Germany, Italy, the Netherlands, Spain and Switzerland presented a working document on a more effective EU ports strategy on organised crime.

Further discussions focused on taking stock of the Alliance's activities in its first year, discussing priorities for the year ahead, and plans for developing a comprehensive EU strategy for ports.

The culmination of the conference was the closing session, during which the need to further strengthen cooperation was emphasized by everyone who took the stage, and especially also by the associations that were present.

For ECASBA following points were highlighted in particular:

- \* "It is a time for trust, not for distrust between private and public partners". Sharing of information on modi operandi, and best practice are key
- \* "Leave no-one behind". Port authorities should reach out to the local associations to set up cooperation schemes and support smaller entities in becoming more resilient and knowledgeable
- \* The difference in treatment of the ship agent and carrier as a partner in case of smuggling of drugs, but as a customs debtor / criminal in case of smuggling of cigarettes, can no longer be justified.

It was inspiring to witness the shared commitment and positive will among public and private partners to work further together in fighting organized crime.

Together we can put up an effective defence belt with multiple fortresses against organized crime. We have to defend our people, our trade, the reputation of our profession, the reputation of our ports and not at least our society.

Mutual trust between public and private partners and making our people resilient are key.

Below the supporting documents for the meeting:

Discussion Paper: <https://www.fonasba.com/wp-content/uploads/2025/06/Final-Discussion-Paper-European-Ports-Alliance-SOM-2025.pdf>

2024 Workplan of the European Ports Alliance Public-Private Partnership:  
<https://www.fonasba.com/wp-content/uploads/2025/06/EUPA-Public-Private-Partnership-Workplan-2024.pdf>

One-pagers summarising the work done at technical level:

- > Cluster 1: <https://www.fonasba.com/wp-content/uploads/2025/06/Cluster-1.pdf>
- > Cluster 2: <https://www.fonasba.com/wp-content/uploads/2025/06/Cluster-2.pdf>
- > Cluster 3: <https://www.fonasba.com/wp-content/uploads/2025/06/Cluster-3.pdf>
- > Cluster 4: <https://www.fonasba.com/wp-content/uploads/2025/06/Cluster-4.pdf>

One pager with practical information on the Europol Platform for Expert that is intended to be used for follow up: <https://www.fonasba.com/wp-content/uploads/2025/06/EPE-Platform.pdf>



## CONTRIBUTION OF THE MARITIME CLUSTER TO COUNCIL DISCUSSIONS ON THE PROPOSED EU REGULATION ON THE CUSTOMS CODE

*25 April 2025*

Please find at the link below an important joint contribution submitted to the Council Working Party on Customs Union regarding the proposed EU Regulation on the Customs Code.

The statement has been issued on 30 April 2025, on behalf of the maritime cluster — including ECASBA, CLECAT, ESPO, ESC, FEPORT, and WSC — and was coordinated and sent by Mr. Piotr Krasnicki, who is representing all six organisations, including ECASBA, in this context.

The document outlines shared recommendations on several key customs-related issues and reflects our joint position as discussions approach the General Approach under the Polish Presidency.

We encourage you to review the below message and attached document and we remain at your disposal for any further clarification or feedback.

On behalf of CLECAT, ESPO, ECASBA, ESC, FEPORT, and WSC: [https://www.fonasba.com/wp-content/uploads/2025/06/25-april-2025\\_Europe-Needs-Smart-Customs-Reform-to-Maintain-its-Security-and-Competitiveness.pdf](https://www.fonasba.com/wp-content/uploads/2025/06/25-april-2025_Europe-Needs-Smart-Customs-Reform-to-Maintain-its-Security-and-Competitiveness.pdf)

## FRIDAY FOR FUNDS

*02 May 2025*

On this day it was published the following LinkedIn brand new page that you may find interesting to follow: <https://www.linkedin.com/pulse/friday-funds-european-commission-eu-funds-9wv9c/?trackingId=ny6UQ2Y%2FRA6FbVPo1Xa%2FTg%3D%3D>

## Shipping of Plastic Granulates

*14 May 2025*

Received from Denmark via Mr Jesper Sebbelin.

“ We have noticed that the new rules for transportation of plastic granulate is set, and the key provisions and timeline is as follows:

The rules apply to all economic operators in the EU that handle more than five tons of plastic granulate, including EU and non-EU carriers transporting them by road, rail, inland waterways, or sea.

For sea transport, the following specific requirements apply:

- \* Plastic granulate must be packed in high-quality, sealed containers.
- \* Clear and precise information about the contents must be provided.

- \* The packaging must carry a warning label and a pictogram - or these must be included in an accompanying safety data sheet.
- \* Strict rules for stowage must be adhered to.
- \* In case of accidental spillage, emergency services must be notified immediately, and all necessary measures must be taken to limit environmental damage and prevent recurrence.
- \* The rules will come into effect 20 days after publication in the Official Journal of the European Union. For sea transport, the rules will apply 36 months after the effective date.

It seems like there are no regulation regarding the stowage of containers, which we in FEPORT did remark was not operational feasible. Furthermore, it seems like there are no regulation to where the container can be placed in the container yard, so that it is ordinary cargo, but regulation is to how the containers are packed and sealed.

For the time being we do not have the exact entry date but expect this to be soon.”

## 11<sup>th</sup> INTERNATIONAL MARITIME CONGRESS WHICH WAS HELD IN SZCZECIN

15-16 May 2025

Mr Jacek Tyminski from Poland attended the congress on behalf of ECASBA.

The Congress was part of Polish EU presidency program. Opening was done by Polish PM Mr Donald Tusk.

Members of Polish Shipbrokers' Association were sharing their expertise in Sustainable Multimodal Transport - Mr Grzegorz Wloch, Head of Polsteam Shipping Agency Ltd

Polish Offshore Economy - Mr Michal Smigielski, CEO of Morska Agencja Gdynia.

### **Szczecin Declaration Summary**

*The Szczecin Declaration was signed by EU ministers during the 11th International Maritime Congress in Poland. It reaffirms the strategic importance of European shipping for the continent's energy, food, and supply chain security. Against the backdrop of rising global protectionism, the Declaration promotes investment over protectionist policies, aiming to strengthen the competitiveness of Europe's maritime industrial sector.*

- *Level Playing Field: The Declaration emphasizes the need for fair competition through appropriate regulatory and taxation frameworks.*
- *Global Standards: It advocates for adherence to international conventions (ILO, IMO) to ensure consistent global rules.*
- *Fuel Supply and Decarbonisation: Member States urge regulatory action to ensure fuel producers and suppliers contribute to decarbonisation goals.*
- *Clean Fuel Investment: It proposes de-risking measures for clean fuel investments under the forthcoming Sustainable Transport Investment Plan (STIP).*

- *Access to Finance: It highlights the importance of both public and private financing for the green transition and calls attention to the negative impacts of stringent Basel rules on ship financing, especially for SMEs.*

*The Declaration positions the competitiveness of European shipping as a central pillar of the EU's maritime industrial strategy. It rejects protectionism in favor of innovation and investment, aiming to build a resilient, green, and globally competitive maritime sector.*

Plenty of interesting topics and panels on the Programme: <https://kongres-morski.com.pl/en/program/>

## DIALOGUE BETWEEN POLICY COMMISSION AND MEMBERS OF THE PRIVATE SECTOR CONSULTATIVE GROUP (PSCG) - WCO

Here are some updates in connection to the work of PSCG – WCO.

The four documents provided pertain to recent engagements between the World Customs Organization (WCO) Policy Commission and the Private Sector Consultative Group (PSCG), reflecting ongoing efforts to enhance collaboration between customs authorities and the private sector.

### *14–15 April 2025 - PSCG Meeting Summary*

This document summarizes discussions from the PSCG's in-person meeting, focusing on key topics such as trade facilitation, digitalization of customs procedures, and strategies to strengthen public-private partnerships within the WCO framework.

<https://www.fonasba.com/wp-content/uploads/2025/06/PSCG-Meeting-Summary-14-15-April-2025.docx>

### *21 May 2025 - Dialogue Between Policy Commission and PSCG – Draft Agenda*

This draft agenda outlines the planned discussions for the upcoming dialogue scheduled for 25 June 2025. Key items include reflections on the PSCG's 20-year history, proposals to formalize its engagement with the WCO, and evaluations of consultation practices at national and regional levels.

[https://www.fonasba.com/wp-content/uploads/2025/06/20250625\\_Dialogue-PC-PSCG-Agenda-June-2025.pdf](https://www.fonasba.com/wp-content/uploads/2025/06/20250625_Dialogue-PC-PSCG-Agenda-June-2025.pdf)

### *27 May 2025 - PSCG Virtual Meeting Notes*

These notes detail the proceedings of a virtual meeting where PSCG members prepared for the forthcoming dialogue with the Policy Commission. Topics included finalizing proposals, coordinating presentations, and discussing the PSCG's composition for the 2025/2026 term.

<https://www.fonasba.com/wp-content/uploads/2025/06/PSCG-Virtual-Meeting-27.5.2025.docx>

### *29 May 2025 - PSCG Virtual Meeting Notes*

This document captures the outcomes of another virtual session, focusing on refining the PSCG's strategic approach and ensuring alignment among members ahead of the June dialogue with the Policy Commission.

<https://www.fonasba.com/wp-content/uploads/2025/06/PSCG-Virtual-Meeting-29.5.2025.docx>

Collectively, these documents provide insight into the PSCG's recent activities and its collaborative efforts with the WCO to enhance customs procedures and trade facilitation through strengthened public-private partnerships.

## FONASBA ATTEND THE SECOND ANNUAL PLENARY OF THE PORT CALL OPTIMIZATION NETWORK, HOSTED BY VALENCIA PORT

*26 May - 28 May 2025*



PCO Network - Coordinating work for port to port and berth to berth implementation

ECASBA was represented by Mr Julio Fernandez, of the Spanish Association of Ship Agents (ASECOB), at the second annual plenary meeting of the Port Call Optimization (PCO) Network held at the end of May. This event was organized by the Valencia port Foundation in collaboration with the Port of Rotterdam and in parallel to the Europe-funded projects MISSION and DYNAPORT and the study of the International

Association of Ports and Harbours (IAPH), which were also presented during the gathering.

The primary aim of this gathering was to unite leading international stakeholders from the maritime and port sectors to exchange insights and coordinate efforts towards enhancing the efficiency of port calls worldwide.

The PCO Network is an independent and neutral coalition of maritime and port organizations dedicated to accelerating the adoption of common standards for the exchange of nautical, operational, and administrative data across all phases of a vessel's port call—from approach and entry to berthing, in-port operations, unberthing, and departure.

The overarching goal is to streamline processes, reduce vessel and berth idle times, and optimize the use of available depth and draught.

In this context, the PCO Network is developing the "Port Call Optimization Guide," a reference document offering recommendations for shipping lines, nautical service providers, terminal operators, and port authorities, among other key stakeholders.

The guide aims to optimize port-to-port and berth-to-berth operations for vessels operating under the International Convention for the Safety of Life at Sea (SOLAS) by submitting elaborated recommendations to IMO-FAL.

Expected benefits include improved coordination and optimization of port calls, leading to an estimated 15% reduction in emissions due to decreased waiting times. Additionally, enhanced visibility and transparency in the port call process are anticipated, resulting in improved operational efficiency, safety, service levels, and cost reductions for both ports and shipping lines.

The meeting saw the participation of over 90 representatives from leading ports such as Singapore, Rotterdam, Hamburg, Bremen/Bremerhaven, Algeciras, and Tangier, as well as international organizations including the World Bank, Asian Development Bank, the International Association of Ports and Harbors (IAPH), the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA), the Baltic and International Maritime Council (BIMCO), and the Federation of National Associations of Ship Brokers and Agents (FONASBA), among others.

Also present were digital maritime solution providers, nautical and marine service companies, and initiatives focused on port call optimization for both vessel voyages and in-port operations.

Presentation of: Port Call Optimization Network: [https://www.fonasba.com/wp-content/uploads/2025/06/20250203-PCO-Network\\_Flyer-PORT-CALL-OPTIMISATION.pdf](https://www.fonasba.com/wp-content/uploads/2025/06/20250203-PCO-Network_Flyer-PORT-CALL-OPTIMISATION.pdf)

## THE CONSOLIDATED LIST OF TRAVEL BANS HAS BEEN UPDATED

*28 May 2025*

The Consolidated List of Travel Bans has been updated last 28/05/2025 on this day. You can download the latest version at: <https://www.sanctionsmap.eu/#/main/travel/ban>

As per kind indication of our German colleague Dr Alexander Geisler, the EU foreign ministers adopted the 17th sanctions package. The legal texts, namely the amendment to EU Sanctions Regulation 833/2014, have also recently been published in the Official Journal of the EU (L 2025/932).

A total of 189 ships have been newly listed based on Art. 3s in ANNEX XLII of Regulation 833/2014; these are entries no. 154-342. The date of application of the listing for these new ships is tomorrow (21.05.2025). The complete list of the now sanctioned vessels (= ANNEX XLII of Regulation 833/2014) is below. [In German]

<https://www.fonasba.com/wp-content/uploads/2025/06/250520-Gelistete-Schiffe-nach-dem-17.-Sanktionspaket-Anhang-XLII-der-VO-833-2014.pdf>

## SURVEY ON EUROPEAN TRADE EMISSION SYSTEM (EU ETS)

The EU Commission has opened a public survey to review current application of the European Trade Emission System (EU ETS)

Mr Julio Fernandez has kindly shared the below link.

Given the interest on this topic, you may want to re-share accordingly.

*Consultation period: 15 April 2025 - 08 July 2025*

[https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/14549-EU-emissions-trading-system-for-maritime-aviation-and-stationary-installations-and-market-stability-reserve-review/public-consultation\\_en](https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/14549-EU-emissions-trading-system-for-maritime-aviation-and-stationary-installations-and-market-stability-reserve-review/public-consultation_en)

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If you missed last post about one of our initiatives:

## #FONASBA AND ECASBA STAND FOR A STRONGER EUROPEAN TRANSPORT BUDGET!

[https://www.linkedin.com/posts/fonasba\\_open-letter-ugcPost-7292859022070718464-XfhD?utm\\_source=social\\_share\\_send&utm\\_medium=android\\_app&rcm=ACoAAAFDW\\_8BTqXJFhpXmzrlTfIIBzD14ogIjIA&utm\\_campaign=copy\\_link](https://www.linkedin.com/posts/fonasba_open-letter-ugcPost-7292859022070718464-XfhD?utm_source=social_share_send&utm_medium=android_app&rcm=ACoAAAFDW_8BTqXJFhpXmzrlTfIIBzD14ogIjIA&utm_campaign=copy_link)

## ECASBA ADVISORY PANEL FOR THE 2024-2027 TERM

Please find below the updated details of the AP members.

- Chair - Belgium : Mr. Raymond Troch, [rtroch@fonasba.org](mailto:rtroch@fonasba.org)
- Vice-Chair - Poland : Mr. Jacek Tyminski, [j.tyminski@vetro-shipping.pl](mailto:j.tyminski@vetro-shipping.pl)
- Belgium : Mrs. Hilde Bruggeman, [hilde.bruggeman@bsv-bsf.be](mailto:hilde.bruggeman@bsv-bsf.be)
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- Germany : Mr. Alexander Geisler, [info@schiffsmakler.de](mailto:info@schiffsmakler.de)
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- Spain : Mr. Julio Fernández Guillén, [info@asecob.org](mailto:info@asecob.org)