



**European Commission**  
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**DIRECTORATE G - Maritime Transport and Intermodality**

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**“Sub-standard Shipping - Solution Through Partnership”**

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# Contents

- 1. Importance of shipping for the EU**
- 2. Priorities for the Future**
- 3. Policies of the EU**
- 4. Some Specific Measures**
- 5. Lessons from ERIKA / PRESTIGE:  
How to fight sub-standard shipping  
through Partnership.**
- 6. Conclusions**

# **1. Importance of Shipping for the EU**

- **International Commerce**
- **Globalisation**
- **Intracommunity traffic – SSS / Motorways of the Sea**
- **Size of Fleet - Increasing importance**
- **Contribution to 2% of EU GDP**
- **2 Million Jobs**
- **Policies to support Shipping and the Shipping Industries – important for Social, Economic and Strategic reasons.**

## **2. Priorities for the Future**

- **Increase the role of shipping and the Cluster of Maritime Industries in Europe.**
- **Attract Young Europeans to the Profession**
- **Provide Quality: Safe, Environmentally friendly and efficient services.**
- **Security**
- **Balance the role of the rights of Flag States and Coastal States and make sure International rules are respected.**

# 3. Policies

- **Create a level playing field for good operators, by:**
  - **Respect of International Conventions**
  - **Satisfactory Working Conditions**
  - **For EU operators tax and other incentives so that costs are competitive with open- registers, and quality ships stay or re-flag with EU Registers (EC Legislation).**
- **In Europe: Provide Intracommunity shipping : SSS and Motorways of the Sea; Liberalise the Services – Ports.**

# **4. Potential Measures for Implementation of Policies**

## **A. International Level**

- **Strengthen the role of IMO within an environment that respects rights of coastal and Flag States:**
  - **Develop Control and Auditing Role of IMO.**
  - **Flag Administrations; responsibilities. Role of owners to demand minimum services from their flags.**
  - **Capacity for standards building (functional - performance).**
  - **Rules for safer ships and environmental protection.**
- **ILO rules are respected**

# **4. Potential Measures for Implementation of Policies**

## **B. EU Level**

- **Transposing International rules into EU level**
- **EU to become a member of IMO**
- **Continue rigid control of application of this legislation.**
- **Develop technical capabilities to support international solutions and if necessary adapt to EU level.**

# **4. Potential Measures for Implementation of Policies**

## **C. Public-Private Partnerships**

**Work together with Private Sector to develop:**

- **Conditions for attracting young people to the profession.**
- **Initiatives to continue the development of a genuine safety culture in the industry; voluntary policy / reward structure.**
- **Develop ‘Motorways of the Sea’**



## **5. Lessons from ERIKA and PRESTIGE (1)**

### **How to fight sub-standard shipping through partnership**

- **Public image of shipping has deteriorated**
- **Keep separate roles for the public and private sectors: current system where Flag States subordinate all their responsibilities to the private sector has deficiencies.**
- **Behaviour of Industry on transparency continues improving; Equasis**

## **5. Lessons from ERIKA and PRESTIGE (2)**

- **Industry to create a safety culture and adopt voluntary policy**
  - **Oil companies : Transport of Heavy fuel**
  - **Shipping companies : Transport of Heavy fuel**
  - **Classification Societies : Implementation of CAS**
- **Better procedures for control – “Better” ship designs – “Better” manufacturing, Better Public-Private cooperation on Standard building.**

## **6. Conclusions**

- **Big Business opportunities for shipping and the maritime cluster in the 21st Century.**
- **Need for industry to support a quality approach and take early ‘voluntary’ attitude.**
- **Need for administrations and International Organisations to provide for a ‘level playing field’ introducing all the appropriate control and enforcement mechanisms, so that sub-standard shipping does not offer a competitive advantage.**