

THE QUALITY COASTAL STATES INITIATIVE

11th March, EP Strasbourg

PARTICIPANTS LIST

NAME	Function	Company/ Association
MEPs		
1. Paolo COSTA (ALDE-IT)	TRAN Chairman	EP
2. Dirk STERCKX (ALDE-BE)	TRAN Member	EP
3. Boguslaw LIBERADSKI (PSE- POL)	TRAN Member	EP
4. Gabriele ALBERTINI (EPP-IT)	TRAN Vice-Chairman	EP
5. Silvia-Adriana ȚICĂU (PSE-ROM)	TRAN Vice-Chairwoman	EP
6. Emmanouil ANGELAKAS (EPP-GR)	REGIO Member	EP
Assistants		
1. Lars B. LEEN	Assistant Anne E.Jensen (EPP-DK)	EP
Other		
1. Mahesh ALIMCHANDANI	Technical Coordination Manager	IALA
2. Philippe BURGHELLE-VERNET	Head of Unit, DG TREN	European Commission
3. Bruno POTOKAR	Director , Maritime Administration	Republic of Slovenia
4. Eirik ANDREASSEN		IACS
5. Sir Robert COLEMAN	EU Liaison officer	BIMCO
6. Søren LARSEN		BIMCO
7. Anders ARFELT		BIMCO

8. Kristian FUGLESANG	Marine Director	Intertanko
9. Simon BENNETT	Secretary ICS	ICS
10. Timo SCHUBERT	Consultant	ADS Insight
11. Alfons GUINIER	Secretary General	ECSA
12. Daniel HOSSEUS		German Shipowners Association
13. Karl MINAIRE	ALDE advisor	European Parliament
14. Valborg LINDEN JONSTEN	PSE advisor	European Parliament
15. Despina SYMONS	Director	EBCD
16. Stamatis SIVITOS	EP Liaison Officer	EBCD

REPORT

Dirk STERCKX, MEP, Chairman of the Subgroup “Maritime Affairs”, Intergroup on Sustainable Development, pointed out the significance of quality coastal states for shipping and the relation of this initiative with other maritime issues currently on the agenda, such as the third Maritime Safety package.

Sir Robert COLEMAN, BIMCO, gave an overview of BIMCO’s concept and the role of a Quality Coastal State (QCS), outlined the way forward and gave some suggestions on what the European Parliament could do in this context. The following points were raised:

- The European Parliament should embrace the QCS concept. By addressing all factors determining the performance of maritime transport, can the risks involved be minimised and effectively managed. Responsible flag State administrations, quality shipping and Quality Coastal State performance are all key components in a safe, efficient and environmentally friendly transport system.
- The Quality Coastal State concept is designed to develop a new, complementary perspective, by benchmarking the performance of coastal States, ensuring that maritime transport can perform its essential economic function in an acceptable way, with the aim of improving the performance of coastal States.
- Regarding the role of the European Parliament, it can encourage safer shipping by helping to set the EU policy agenda, for example, by adopting an own initiative report on the subject, and by supporting any action that will ensure a clear and adequate role and responsibility for coastal States in the EU and elsewhere. Development aid could be directed to assist developing coastal States with limited resources, aimed at improving the performance of these and thus contribute to safe, secure and environmentally friendly shipping. The Mediterranean is probably the clearest example of a regional sea where problems cannot be solved by actions taken by EU Member States alone.
- This initiative presents an opportunity for the European Union to show global leadership in setting the standard for coastal State performance and complement the international work currently taking place at the IMO.

Bruno POTOKAR, Director of the Slovenian Maritime Administration, addressed the following issues:

- The priorities of the Slovenian Presidency of the EU for maritime transport, among others include, maritime safety, achieving the goals

of the 18 months programme of the German, Portuguese and Slovenian presidencies as well as the quick and successful conclusion of the legal maritime acts in the Council.

- The Slovenian activities on the third Maritime Package involve the discussion on the last two proposals of the Third Maritime Safety Package, on which the Council still has not reached a political agreement (Proposal for a Directive on compliance with Flag State requirements and Proposal for a Directive on the Civil Liability and Financial guarantees of shipowners)
- The Slovenian Presidency wants to set dates with the European Parliament for the 3 proposals (Proposal for a Directive amending Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system, Proposal for a Directive establishing the fundamental principles governing the investigation of accidents in the maritime transport sector and Proposal for a Directive on port State control), where political agreement has been reached under the German presidency and prepare common positions for the other 2 (Proposal for a Regulation on the liability of carriers of passengers by sea and inland waterways in the event of accidents and the Proposal for a Regulation and a Directive on common rules and standards for ship inspection and survey organisations), where agreement was reached under the Portuguese Presidency.

Philippe BURGHELLE-VERNET, Head of Unit, DG TREN, European Commission, raised the following issues:

- Clean shipping and maritime safety are areas where not only collaboration between Member States is required but also action at Community level is needed.
- The European Community has already been working in areas related to the QCS initiative, including among others: the establishment of common set of rules for port reception facilities, air emissions by ships, effective Port State control, vessel traffic monitoring, establishment of the European Maritime Safety Agency (EMSA).
- The Third maritime safety package will further strengthen the QCS related measures, for instance with the revision of the port State control directive which should further alleviate the control burden on quality operators.
- The need for a permanent watch over the EU waters, identifying those operators that breach rules and no longer allowing the worst substandard vessels to enter EU waters (permanent banning).
- Improve collective capacity with regards to places of refuge and establish an independent body in each Member States, to take appropriate decisions.

- International regulations should be fully implemented in all of the EU maritime Member States in particular as flag States are the primarily responsible for verifying the respect of international regulations by vessels flagging their flag.

Mahesh ALIMCHANDANI, International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA), presented information on the role and function of IALA and the organisation's involvement in the QCS initiative. The following were highlighted:

- IALA fosters the safe, economic and efficient movement of vessels by the harmonisation of and improvements to aids to navigation worldwide.
- IALA provides guidance to its members through Recommendations, Guidelines and Manuals.
- IALA was able to contribute to the QCS initiative, using information obtained from its Annual Questionnaire (feedback provided by its Members). These covered areas such as statistical data, performance indicators, information on quality management systems as well as risk assessment or risk management techniques used.
- IALA has produced relevant guidance related to the Quality Coastal States initiative. There are recommendations on risk management tools and quality management systems; as well, there are guidelines on preparing for the IMO Member State Voluntary Audit Scheme (Aids to Navigation and VTS).

Eirik ANDREASSEN, International Association of Classification Societies (IACS) focused on one particular aspect of coastal states: their role in mitigating the outcome of accidents. He raised the following issues:

- Classification societies are primarily involved with administrations through flag and port states, however, during accidents, class also becomes heavily involved with the coastal states to assist in preventing the incident turning into a disaster (such as the case of the Napoli).
- There is not a formal link between class and coastal states, but the role of coastal states has often been overlooked, despite clear evidence from recent maritime accidents that the actions of coastal states may determine whether accidents escalate into environmental disasters or not.
- Classification societies will do the utmost to support all parties that become involved in an accident by sharing knowledge & provide

technical advice based on the condition of the ship, during and after the accident.

- The most important role however for the classification societies, is to continue to be the strong advocate of quality shipping, to prevent accidents from occurring in the first place.

DISCUSSION

Paolo COSTA, MEP, TRAN committee Chair:

- How important is it to go ahead with the Flag State proposal, which falls under the responsibility of the Member States (MS) but which has not been fulfilled so far?
- Should the EP wait for this proposal to come forward?
- The EP is ready to discuss the five proposals of the 3rd Maritime Safety Package, but the Council must signal the EP whether to proceed with these.
- A deadline should be set for the ratification of the LLMC convention.

Alfons GUINIER, Secretary General, European Community Shipowners Association:

- It would be very encouraging if the Transport Council on 7 April came up with a commitment from the MS who have not ratified the LLMC 96, to do so. The Commission proposal contains elements which are conflicting with LLMC 96. Hence the critical comments in the Council. Ratification of LLMC 96 by all Member States would give a much better global solution.
- The Flag State proposal deals with the competence of Member States. Hence the problems with the Commission proposal.
- The ratification of international conventions is essential.
- The role of EMSA is important and their role on checking the application of existing legislation should be enhanced.

Philippe BURGHELLE-VERNET:

- Half of the MS only have ratified the LLMC/96 Convention which means uncertainty for the operators, including insurers, and for the victims in case of an accident.

- The Flag State proposal is designed to ensure that all Member States comply effectively with their obligations under the IMO Conventions and that their administration is subject to an IMO audit..
- The EU has to demonstrate to the international community that it applies rigorously the international rules.
- Members States ought to be included and stay on the white list of the Paris memorandum
- An independent body is required to take decisions regarding ships in distress and the designation of places of refuge that would not be influenced by local pressures

Sir Robert COLEMAN:

- The Flag States regime should be addressed in a proper manner, establishing a good framework for the Flag states.
- The EP has to raise public awareness related to maritime safety issues.

Simon BENNETT, ICS Secretary:

- The EC and the EP have to push forward for the ratification of International Conventions.
- The International shipping community supports the five proposals of the third Maritime Safety Package on which there is already broad consensus, and hopes that the Council will take these forward.
- The Flag State proposal could be put aside. While industry supported pressing for the ratification of the LLMC protocols, it hoped that the Civil Liability Directive would be dropped so that the other five proposals could be progressed.

Dirk STERCKX:

- MS have to be pushed into ratifying the LLMC convention as well as the other international conventions.
- The Third MSP should be adopted before the end of the EP mandate and the Council should send a clear signal to the EP regarding the two pending proposals.