

# “O que está a mudar no shipping” The Ship Agent’s View



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# FONASBA/ECASBA

- The international representative body for the ship broking and ship agency professions
- Represented in 49 countries worldwide
- Has consultative status with IMO, WCO, UNICTRAL and UNCTAD
- ECASBA is the European committee of FONASBA
- 21 members in EU, EEA and applicant Member States
- Accredited representative of the sector with the European institutions
- ECASBA was ESW 2015 Steering Group member



# Change – The only constant

What are the main changes we want to see in ship agency in the coming years?

- The increased use of short sea and coastal shipping
- The introduction of effective and efficient electronic data transmission across all modes
- Enhancing quality in all areas of the ship agency and broking professions
- Significantly improved recognition by the authorities of the importance of the ship agent



# SSS and the Ship Agent/1

- Further development of efficient and effective short sea shipping is vital to the economic growth and development of the European Union – Fact
- The value of short sea shipping is clearly recognised in the Athens Declaration - Fact
- Short sea shipping is the most environmentally sound and fuel efficient means of moving goods – Fact
- More cargo by sea equals less cargo by road – Fact
- So why is short sea shipping not developing as it should?



# SSS and the Ship Agent/2

- Short sea shipping is hampered by significantly greater administrative burdens than road transport
- Customs authorities apply unnecessary impediments on coastal cargo
- Environmentalists keep moving the goal posts on emissions
- Development is constrained by lack of space and vital infrastructure in ports
- Financing for fleet renewal and upgrading is not available
- So what can/should we do?



# SSS and the Ship Agent/3

- Maintain pressure on Member States to reduce the additional administrative burdens on SSS, especially customs authorities
- Use the Athens Declaration as a “big stick”
- Effectively counter the negative publicity from environmentalists, promote the CO<sub>2</sub> reductions and efforts being made to further reduce other emissions
- Support increased infrastructure charges for road and rail
- Strengthen the voice of short sea shipping in international fora
- Actively support SSS in the Mid-Term Review



# EDI and the Ship Agent/1

- Implementation of the RFD on 1<sup>st</sup> June 2015 – just 80 days away
- Lack of awareness by Member States of the implications of the Directive, many still not prepared
- No harmonisation of reporting elements
- No review of the data being collected – how is it used?
- What back-up plans are in place?
- Will there be a simple interface for smaller agents/bulk cargo?



# EDI and the Ship Agent/2

- Failure to implement the provisions of the RFD will require the maintenance of two separate systems, leading to more work for agents and lines
- A lack of harmonisation of reporting requirements or review of the data being collected will not streamline the process – a key objective of the Directive
- The ability of national single windows to communicate effectively is not assured
- So – the need to provide the same information for every port is likely to remain – so what was the point?





# The Drive For Quality/1

- The increasing complexity of ship agency and the additional responsibilities and obligations being put upon our members require high quality service provision by highly trained and competent workers
- The FONASBA Quality Standard, recognised by BIMCO, INTERTANKO, Intercargo and increasingly by shipowners and charterers, covers 24 countries worldwide and 14 in Europe, with a total of 230 European companies covered, 15 in Portugal



# The Drive For Quality/2

- A skilled and well-trained workforce is vital to ensure service provision at the highest standard
- Members in nearly 20 countries provide education courses for ship agents and shipbrokers. FONASBA maintains the only searchable database of courses
- ECASBA is developing an international exchange programme for students in Europe, then FONASBA will take it worldwide



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# Recognition of the Ship Agent/1

- The lack of legal recognition means the agent has no official standing in terms of maritime law
- Agents are therefore overlooked when drafting legislation
- In practice, agents have significant obligations and responsibilities on behalf of the principal and are integral to the port call so recognition is vital
- FONASBA and ECASBA are therefore working to enhance recognition at international (IMO etc.) and regional level (EU) and our member associations are doing likewise at national level



# Recognition of the Ship Agent/2

- Recognition at national level is important to ensure the agency community is fully engaged in developing shipping policy
- The form of recognition being sought at national level will vary from country to country as the circumstances dictate
- In some countries, full licensing is appropriate, for others, simply being consulted by the authorities is enough
- FONASBA and ECASBA are providing guidance and assistance to the associations as/when required in order to achieve the objectives

