

12.4.2010

A7-0114/5

Amendment 5

Georgios Toussas, João Ferreira
on behalf of the GUE/NGL Group

Report

A7-0114/2010

Peter van Dalen

Strategic goals and recommendations for the EU's maritime transport policy until 2018
COM(2009)0008 – 2009/2095(INI)

Motion for a resolution

Paragraph 1

Motion for a resolution

1. *Welcomes* the communication on *the* EU's maritime transport policy until 2018;

Amendment

1. *Rejects the policy, strategic guidelines and proposals contained in* the communication *from the Commission* on maritime transport policy until 2018, *because their aim is to increase competition and the profits of the shipping monopolies, and of capital in general, at the expense of workers and the needs of the working class;*

Or. en

12.4.2010

A7-0114/6

Amendment 6

Georgios Toussas, João Ferreira
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Motion for a resolution

Paragraph 3

Motion for a resolution

3. Emphasises that *EU maritime policy should take account of the fact that the maritime transport industry faces competition not only within the Union but also, and above all, globally; emphasises, also, the importance of the growth of maritime transport, as part of the wider transport sector, both within and outside the EU;*

Amendment

3. Emphasises that *the capitalist economic crisis which has followed the previous boom period (September 2003 – July 2008) - a period of extra-high profits for ship owners - has speeded up the trend towards the concentration of capital in the maritime transport sector and that the fragile recovery of the EU economy, against the background of existing surplus tonnage, has intensified intra-Union and international competition in the maritime transport sector among the monopoly business groups, with painful consequences for dockworkers and seafarers;*

Or. en

12.4.2010

A7-0114/7

Amendment 7

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COM(2009)0008 – 2009/2095(INI)

Motion for a resolution

Paragraph 3 a (new)

Motion for a resolution

Amendment

3a. Points out that many European shipping companies, whilst maintaining their commercial headquarters in EU Member States, operate as offshore companies too, registering 60-80% of their ships in third countries under 'flags of convenience' or in 'second registers', thus taking advantage of tax havens whilst exploiting seafarers and increasing their profits; in this way, the same European ship owners, using shipping registers in third countries and complying with the sole obligation to keep a PO box and to bring in USD 10-50 000 in foreign exchange annually, secure fresh privileges, state subsidies, tax exemptions and lower mandatory crewing levels and avoid paying contributions to seafarers' funds;

Or. en

12.4.2010

A7-0114/8

Amendment 8

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Strategic goals and recommendations for the EU's maritime transport policy until 2018
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Motion for a resolution

Paragraph 6

Motion for a resolution

6. Urges Member States, therefore, to encourage the use of their flags and to support their maritime clusters on shore, for example by providing fiscal facilities ***such as a tonnage tax system for ships as well as fiscal facilities*** for seafarers ***and ship owners***;

Amendment

6. Urges Member States, therefore, to encourage the use of their flags and to support their maritime clusters on shore, for example by providing fiscal facilities for seafarers, ***whilst abolishing the outrageous tax exemptions and scandalous privileges enjoyed by shipping companies***;

Or. en

12.4.2010

A7-0114/9

Amendment 9

Georgios Toussas, João Ferreira
on behalf of the GUE/NGL Group

Report

A7-0114/2010

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Strategic goals and recommendations for the EU's maritime transport policy until 2018
COM(2009)0008 – 2009/2095(INI)

Motion for a resolution

Paragraph 6 a (new)

Motion for a resolution

Amendment

6a. Emphasises that Council Regulation (EEC) No 3577/92¹ applying the principle of freedom to provide services to maritime transport within the EU, which abolished cabotage and liberalised the market, caused freight charges and fares to soar, whilst state subsidies to ship owners increased tenfold within seven years (2003-2010); led to thousands of dismissals of dock workers and seafarers; placed a serious burden on the environment by exempting shipping companies from the obligation to comply with international rules on environmental protection; thus created explosive social problems both for seafarers and people living in island regions, e.g. in Greece, for whom the cost of living has been inflated even more than for those living in mainland regions; and, finally, caused an overall deterioration in coastal transport services; takes the view that the development of coastal transport using modern, safe ships, with low passenger fares and freight charges, to serve the needs, on a daily and annual basis, of workers and those living on islands and in remote regions, in conjunction with an increase in crew complements, a reduction in working hours, and the satisfaction of seafarers' demands, is a

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basic priority for the working class;

¹ *OJ L 364, 12.12.1992.*

Or. en

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Amendment 10

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A7-0114/2010

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Strategic goals and recommendations for the EU's maritime transport policy until 2018
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Motion for a resolution

Paragraph 16 a (new)

Motion for a resolution

Amendment

16a. Underlines the need to enforce the protection rules that apply to seconded workers (minimum wage, annual leave, etc.) and dock workers; stresses the need to increase crew complements to cover all specialisations (deck, engine room, supervision, accommodation), so as to guarantee safety and the protection of human life at sea;

Or. en

Amendment 11

Georgios Toussas, João Ferreira
on behalf of the GUE/NGL Group

Report**A7-0114/2010****Peter van Dalen**

Strategic goals and recommendations for the EU's maritime transport policy until 2018
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Motion for a resolution**Paragraph 16***Motion for a resolution*

16. Stresses that *seafarers from third countries must comply with satisfactory training requirements in accordance with the STCW Convention and calls on ship owners and national inspectorates to guarantee and enforce this, where necessary with the assistance of the European Maritime Safety Agency (EMSA)*; reiterates its request for rapid ratification by Member States of the ILO 2006 Maritime Labour Convention and *early adoption of the Commission's proposal, based on the industry agreement, for incorporating key elements of the Convention into EU law*;

Amendment

16. Stresses that *the training carried out on the basis of the STCW International Convention was used to downgrade maritime training and replace it with an ad hoc, superficial form of training and to encourage the influx of a cheaper workforce from third countries; emphasises the need substantially to upgrade maritime training through the adoption of an international convention on ships' crews and officers, within the IMO framework, and also the need to recognise intermediate and higher maritime training as an equivalent level of training for related sectors on land*; reiterates its request for rapid ratification by Member States of the ILO 2006 Maritime Labour Convention and *in particular the immediate incorporation into Member State law of Part B of the Convention, which is presented as non-mandatory, and the enforcement of International Convention 145 on continuous employment for dock workers, the adoption of the seven-hour day and five-day, 35-hour week, and the rule on crew rotation (15 days on board and 15 days ashore for crews of vessels on internal voyages, and four months and four months respectively for crews of*

vessels on international voyages);

Or. en

12.4.2010

A7-0114/12

Amendment 12

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Strategic goals and recommendations for the EU's maritime transport policy until 2018
COM(2009)0008 – 2009/2095(INI)

Motion for a resolution

Paragraph 43

Motion for a resolution

Amendment

43. *Calls on national inspectorates and other national authorities to cooperate more closely in exchanging data on vessels and their cargoes, so as to reduce regulatory pressure but increase the effectiveness of inspections*; calls for the rapid introduction of an integrated information management system through the use and improvement of resources already available, especially SafeSeaNet; calls on the Commission to put in place as soon as possible an EU-wide cross-border and cross-sectoral surveillance system;

43. *Emphasises that seaworthiness inspections by shipping registers have proven ineffective; notes that superannuated, under-maintained vessels carry so-called certificates of seaworthiness and remain in operation, posing a risk to human life at sea and to the environment; notes that in the Mediterranean the enforcement of Council Regulation (EEC) No 3577/92 led to an increase in the number of superannuated, under-maintained, high-risk vessels; emphasises, therefore, that to increase their effectiveness inspections must be rigorous, frequent and exhaustive*; calls for the rapid introduction of an integrated information management system through the use and improvement of resources already available, especially Safe Sea Net; calls on the Commission to put in place as soon as possible an EU-wide cross-border and cross-sectoral surveillance system;

Or. en

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A7-0114/13

Amendment 13

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Motion for a resolution

Paragraph 44

Motion for a resolution

Amendment

44. Is aware of the danger of piracy on the high seas, notably in the Horn of Africa area and the waters off the coast of Somalia, and calls on all ship owners to cooperate with government initiatives to protect them against piracy, along the lines of the EU's successful first naval operation, Atalanta; calls on the Commission and Member States to strengthen cooperation among themselves and within the United Nations in order to protect seafarers, fishermen and passengers as well as the fleet;

44. Notes that since the EUNAVFOR Atalanta launched its operations piracy attacks have multiplied and the area of the attacks has extended southwards; calls for the removal of EU Member States' fleets from maritime areas off the Horn of Africa; calls on the Member States and the EU to concentrate their strategy on the real causes of piracy, which are extreme poverty and the destabilisation of Somalia and the region by third parties;

Or. en