

Brexit – shipping sector's concerns

Public hearing on the impact of Brexit on maritime transport

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ECSA

European Community Shipowners' Associations

About ECSA - Facts & Figures

- Representing 21 national shipowners' associations of the EU countries and Norway
- Founded in 1962
- Promotes and protects the interests of European shipping
- European Social Dialogue partner since 1999 – counterpart of the European Transport Workers' Federation, ETF
- Brussels Secretariat – 9 employees

Long term objectives:

- EU remains a competitive location for shipping companies to do business. This means a level playing field and close EU-UK cooperation.
- EU and UK to become champions of international rules and standards, for shipping and global trade.

3 immediate priorities:

1. Frictionless traffic by sea between the UK and the EU
2. Free movement of seafarers, onshore staff and passengers and
3. Continued market access to the domestic trade and the offshore sector.

Frictionless traffic by sea with the UK

- EU27 exports of goods and services to UK:
€ 365 billion = 54% of total UK imports
- UK exports of goods and services to the EU:
€ 274 billion = 43% of total UK exports
- EU mainland – UK: 1993 – 1 million lorries,
2015 – 4 million lorries
- UK – Ireland: 1993 – 54,000 lorries,
2015 – 392,000 lorries



What would border procedures mean?

- Current situation: « authorised regular shipping services » ships can operate freely to/from the UK with a minimum of administrative burden
- After Brexit:
- Cargo declaration
- Other checks and controls (immigration, phytosanitary control)
- Heavy congestion in ports lacking enough space for the huge numbers of lorries/trailers
- Just-in-time supply chains will cease to exist due to the congestion problems



Free movement of seafarers, onshore staff and passengers

- A key priority for EU shipowners is the free movement of their seafarers and company staff.
- Seafarers of third countries employed on EU or UK vessels should be granted easy access to the UK.
- EU or UK citizens that wish to travel by sea should be allowed to continue to do so in a smooth way, without adding any heavy procedures such as visa applications.
- UK seafarers' certificates now recognised by EU MS: after Brexit this must continue to be the case and vice versa (UK recognition of EU MS' certificates)

No market access restrictions to domestic trades and the offshore sector

- The UK's domestic market is open to ships under any flag and likewise EU markets are fully open – this should remain so also in the future.
- Any additional requirements such as ownership, crew, flag, documentation or else should not be introduced.



Thank You.