NOTE FOR THE FILE

Subject: Meeting of the Maritime Directors – Brussels, 21 April 2016
Summary points

1. Digital Maritime System and Services

   • Progress on single window and eManifest

   There was broad endorsement of Maritime Directors of the demonstration project on eManifest, based on EMSA’s prototype of European Maritime Single Window. The adoption of a European solution can help in solving coordination problems at national level, on top of providing a much requested harmonised solution to users.

   • Revision of the mandate of the High-level Steering Group for Governance of the Digital Maritime System and Services

   There was full support for the revised and integrated governance, and the revitalisation of strategic discussions by the HLSG looking after digital maritime services.

2. IMO matters

   • Container Weighing: new rule as from July 2016, guidance and implementation issues

   Reliable info on the weight of containers is essential for ship stability and safety and safe port operations. New IMO rules enter into force on 1 July 2016. Logistics operators are wary of different approaches by MS and call for EU harmonisation. Maritime Directors expressed confidence in the measures adopted at MS level (often developed in contact with neighbouring countries and industry). If a need for adjustment was to be confirmed after having gained experience with the new rules, this should preferably be addressed at IMO.
• **Global market based measures beyond collection and reporting of GHG emission related data**

Maritime Directors welcomed progress on the global data collection scheme. IMO parties should now engage in a road map for defining the IMO shipping contribution to UNFCCC, with a methodology for doing so, reference years, long-term objective and intermediary steps and a clear timetable. Maritime Directors gave their preliminary views on possible MBMs like ETS or a global fund sourced by a bunker fuel levy and how to learn from mistakes made when relevant discussions at IMO got stalled over the CBDR principle which is considered inappropriate for a UN agency that otherwise promotes flag neutrality.

• **IMO coordination – ideas from MS for improvement**

There was a constructive discussion on issues of representation and possible "working arrangements". The priority is to advance EU interests and focus on substance. Open questions from technical experts on informal coordination matters could be considered by a working group consisting of (high level legal) representatives from the Commission, the Council and the MS taking into account the Commission's resource situation.

3. **Fitness check and preparation of the mid-term review of the European Maritime Transport Strategy**

Maritime Directors took note of the information provided by the Commission, in particular the possibilities for open dialogue and discussion leading up to and during the "maritime transport year 2017".

4. **International matters**

• **Cooperation with TK – membership in Paris MoU, recognition of Turkish Lloyd as RO and Notified Body under the Marine Equipment directive, participation in EMSA**

The Commission explained the state of play and the legal constraints related to the various applications by Turkey and Turkish Lloyd. The constraints related to the transport chapter of the enlargement negotiations were underlined.