



European Marine Equipment Council

European Marine Equipment Council's position
on the European Commission's Green Paper

*"Towards a future Maritime Policy
for the Union: A European vision
for the oceans and seas"*

For a complete version of the EMEC Position
Paper on the European Commission's Green
Paper, please contact:

EMEC (European Marine Equipment Council)

159, Rue Belliard
1040 Brussels

Tel. +32 2 2309064

Fax +32 2 2803001

email : secretariat@emecweb.eu

www.emecweb.eu

SUMMARY



The European Marine Equipment Council (EMEC) represents the European marine equipment industry through 13 national associations in turn representing over 1300 companies.

The marine equipment manufacturers and service providers supply all the products and services necessary for building, repair, conversion and maintenance of vessels. The products and services delivered by the industry account for up to 70% of the total value of the ship.

The industry provides approximately 287,000 jobs directly¹, and significantly more indirectly, mak-

ing the marine equipment sector the most important employer among the maritime industries. The average annual turnover of the sector amounts to 26 billion Euro and about 46% of this value can be attributed to export outside of the European Union.

Through strong interdependencies and cooperation within the shipbuilding supply chain, EMEC fully embraces the holistic approach to the maritime issues proposed in the Green Paper. Better harmonisation and coordination of sectorial policies should be beneficial for the maritime sector as a whole. In particular, a future maritime policy should:

1. Encourage cooperation between stakeholders within the European maritime cluster

Suitable platforms for cooperation already exist: while WATERBORNE TP is a forum for research cooperation, the Maritime Industries Forum (MIF) forms a platform for collaboration of a more political nature. Whereas WATERBORNE TP generally performs well, the MIF structure is in a need of restructuring to make it more efficient. More resources (both financial and human) are needed to reinforce the MIF Secretariat. Also, as MIF encompasses a very broad spectrum of maritime stakeholders, it could become the responsibility of DG Fisheries and Maritime Affairs, instead of any of the other Directorates General that have purely sectorial approaches.

A boost is required to encourage the industry to improve cooperation among the maritime players in the EU: it should be a joint task of the policy-makers and the platforms, such as MIF, to raise awareness among stakeholders that their global competitiveness depends on close cooperation, not only within their own sector, but also between sectors.

2. Reinforce EU Statistics

We need to adapt the EU statistical nomenclature to collect on a regular basis comparable and reliable statistical data which defines the maritime sectors in terms of activities, distribution of turnover, employment, export value, etc. This will require joint effort from EUROSTAT and national statistical offices in Member States, as well as negotiations on an international level, as the statistical nomenclatures are mutually

dependent.

Progressively, the industries forming the shipbuilding supply chain could be grouped together under the same class in the nomenclature, following e.g. automotive or aircraft industries example. In the meantime the Commission should consider conducting a study on the maritime industries, which could become a basis and reference for a regular data collection.

3. Reinforce human resources

Incentives are needed to attract young Europeans to engineering studies



An engineer performing measurement for Wärtsilä 50DF dual-fuel engine.

and vocational schools, e.g. supporting and encouraging clustering between academia and the industry or Europe-wide campaigns promoting the careers in technical professions, i.e. a maritime mentorship scheme to guide young people in the early stages of their studies and professional career. It could also be a good tool to attract women to maritime professions, especially if the mentors were also women.

4. Support marine and maritime related research

Although research and innovation should be industry-driven, financial support from the European Union and



An example of a UNIMACS 3000 bridge for a navy vessel, produced by Imtech Marine & Offshore, Rotterdam.

national budgets is a necessary incentive, as the risks associated with innovative and prototype solutions often discourage private funding. Initiatives such as the Research Framework Programme or loans and venture capital schemes from the EIB are welcome by the industry. All the relevant EU bodies must work closely together and with the stakeholders to coordinate the activities, as the industry is the key player in this innovative chain.

5. Ensure cooperation on the policy-making level

Any cross-sectorial cooperation within the maritime cluster should be mirrored on the policy-making level. If the policy-making with regard to maritime affairs, both on the European and national levels, remains sectorial, there will be little incentive for the stakeholders to

act differently.

EMEC supports the Green Paper's call for a more horizontal approach to maritime affairs in the Council and the European Parliament, and suggests that one of the vice-presidents of the Commission should be given the task of ensuring a continuous cooperation between the directorates general of the Commission that deal with maritime issues. The Steering Group of Commissioners which took the responsibility for the Maritime Policy Green Paper should continue to act with the necessary support of a suitable coordinating administrative unit.

6. Promote maritime identity

Showcasing the importance of the maritime sector for the European economy as a whole and helping to see and understand the linkages could play a significant role in gaining public support for the issues vital for the maritime sector and help attract people to the maritime profession.

Such an awareness raising campaign should focus on inland regions and landlocked countries, as the awareness of the importance of the maritime economy is significantly stronger on the coast. A differentiated approach is required with regard to coastal and non-coastal areas. The marine equipment sector is a good example that maritime Europe does reach further than coastal regions, with numerous companies located in landlocked countries and inland regions.

Each year IMO celebrates World Maritime Day. This initiative could be mirrored in the European Union, coordinated by the MIF in the close cooperation

with the European Commission.

7. Introduce mutual recognition

The marine equipment industry's competitiveness is hindered by insufficient harmonisation of technical requirements applicable to marine equipment and the lack of mutual recognition of the certificates issued by the so-called Recognised Bodies, i.e. mainly Classification Societies.

A harmonised system of certification based on mutual recognition would cut out redundant repetitive testing of the same equipment, freeing resources to be dedicated to safety added value activities as well as R&D. Such a proposal is made in the directive on common rules and standards for ship inspections and survey organisations which is a part of the 3rd maritime safety package.

8. Ensure effective Intellectual Property Rights protection

The European marine equipment manufacturers regularly fall victim to product counterfeiting and therefore deserve some decisive measures. EMEC members perceive the instruments available under WTO rules as too limited to offer sufficient protection for their IPR.

Possible actions could involve making the port state control more aware of the problem and giving them powers to act when they encounter counterfeits. The rules on class societies' control regarding IPR could be improved, along with the TRIPS agreement under WTO rules. Funding of know-how transfers to developing countries that actually compete with the EU's industries (i.e. India or China) should be reconsidered and

more effort should be undertaken, and sufficient incentives offered, to prevent European engineers and specialists from emigrating, thus avoiding a "brain drain". The companies themselves have a part to play in ensuring, for example, that their know-how is not disclosed to their Asian business partners during outsourcing to those countries.

9. Facilitate access to foreign markets

The marine equipment sector would welcome more support measures within the Community's common trade policy with regard to their presence in foreign markets, especially in top shipbuilding Asian countries such as China and Korea. The EU should work for the abolition of discriminatory rules and practices favouring local products in these countries where, for example, local content rules for marine equipment exist or regulations prohibit foreign investors from getting a controlling interest in companies based there.

10. Improve regulatory framework

A working group, chaired by EMEC, has been set up within the MIF to deal with simplification of the rules and regulations that affect the maritime industries and to identify the legislation with conflicting impact.

The global nature of the maritime sector demands global solutions, hence the IMO is the right forum for setting regulation. Therefore, the EU Member States should be encouraged to ratify the international conventions promptly.

Summary - Ten Actions for a European Vision for the Oceans and Seas proposed by EMEC:

1. Encourage cooperation between stakeholders within the European maritime cluster
2. Reinforce EU Statistics
3. Attract skilled human resources for the European maritime cluster
4. Support marine and maritime related research
5. Reinforce co-operation on the policy-making level in the European Union with regard to maritime matters
6. Promote the maritime identity in Europe
7. Ensure mutual recognition and harmonisation of technical standards
8. Provide effective Intellectual Property Rights protection
9. Facilitate access to foreign markets for EU exporters
10. Improve the regulatory framework which affects the maritime sector

¹ "An exhaustive analysis of employment trends in all sectors related to sea or using sea resources", Final report for the European Commission, DG Fisheries and Maritime Affairs, ECOTEC Research & Consulting, 2006