



The Federation of European Maritime Associations of Surveyors and Consultants

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Maritime Industries Forum (MIF) Annual Meeting, OSLO  
Plenary Session  
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It was the first time MIF met outside of Europe.  
Norway however is certainly part of the European maritime world.

The attendance list was impressive. Besides the delegates of all European Maritime Associations, there were national delegates.  
I quote only those from country member of FEMAS :

BANTIAS Dimitros	GREECE
JANSSENS Henk	DUTCH MARITIME NETWORK
LEISEBOER Wolter	The NETHERLANDS
POWEL David	UNITED KINGDOM British Ambassador
SINGLE Trevor	UNITED KINGDOM
CROSSLEY MIs Theresa	UNITED KINGDOM
COLPAERT Philippe	BELGIUM

From the European Commission :

ANGELL-HANSEN Ms Katrine	EC-DG Maritime Affairs
BORG Joe	Member of EC. Fisheries & Maritime affairs
DOS SANTOS Joao	European Economic and Social Committee
RETUREAU Daniel	European Economic and Social Committee
KALAMANTIS Konstantinos	European Parliament Maritime Affairs Intergroup
KAZATSAY Zlotan	Deputy Director General EC-DG TREN
O'RIORDAN Patrick	EC-DG ENTR
RICHARDSON John	EC-Head of Maritime Policy Task Force
VEHEUGEN Günter	Vice President European Commission
VOPEL Ronald	EC-DG ENTR

About 320 persons attended in total.

The Aim of the Plenary Session :

On the first day the competitiveness of European Maritime Industries was highlighted. Evoking the challenges and the growth in waterborne transport.

After information about the Norwegian companies, with the AKER group, owning 17 shipyards in 7 countries, we were addressed by Philippe Louis DREYFUS of ECSA. (European Ship Owner's Association).

The aim is still to eliminate SUPER legislation.

The working group WATER BORNE will try to help the European industries with innovations.

It was stated that only in developing new technologies that Europe can remain competitive.

### Smart Awards :

The Norwegian maritime industry with Akker yards gave the result of the competition between European Maritime Universities.

- 3<sup>rd</sup> prize : University of Istanbul for developing a small passenger boat capable of navigating 20 m below the sea level, with a glass bow.
- 2<sup>nd</sup> prize University of Trondheim for the "Floating Container Wharf". Vessel would discharge and load containers on a floating island in the open sea.
- 1<sup>st</sup> prize University of Bremen, for developing a floating Windmill Platform.

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Mr. VERHEUGEN, vice president of the European Commission said that globalisation cannot be avoided. We can only protect the European shipping business, compete and innovate. High standards and high income must be maintained. We only have our brains and skills and we must try to turn our knowledge into money.

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EMEC European Maritime Equipment Counsel

Vice chairman Kelvyn Derrick, CEO of Hamworthy, explained that in a high tech vessel, 70% of the value goes to equipment. The order book of equipment suppliers is 15% for Europe, the rest worldwide. They are already global suppliers and have fewer problems with international competition.

There problem is the different rules and regulations of the different classification societies. They would like to see that Europe recommends mutual recognition of class certificates within the members of EACS.

Classifications Societies are not keen on accepting such recommendation as it means money!

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WATERBORNE : (launched in Bremen in 2005)

Bernard ANNE, executive vice president of Bureau Veritas, and chairman of waterborne explains they received from the EC €10bn for research and development.

He explains the quality implications and the class qualifications.  
It is clear that EMEC and IACS are against each other.

The question of global shipping also brings discussion about international agreements.

VERHEUGEN mentions that Europe is discussing this, but no agreement can be reached with the Chinese. Even Korea is afraid of China.

We must not count on a change in agreement. "It takes two to tango!"

There is however a risk of overcapacity in world ship building.

We must try to obtain something as "Intellectual property rights".

In the afternoon there was a panel to discuss the GREEN paper.

Questions were :

Own European Register : failed because social security is a national problem

Own European Coastguard : Greece protests

Career building : make the maritime profession attractive and link it to ON SHORE jobs.

Owners ask that ships that are in order would get a "Blue passport" and get fewer controls.

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During further discussions, the problem of the environment has been discussed.

Especially the ballast water and the emissions from engines.

Cleaner fuels are necessary.

However a truck pollutes more than a vessel.

Truck 50 mg CO2 vessel over 800 tons 30 mg CO2.

As for overcapacity, the delegate of the ESPO, the European port operators, showed slides from which the growth of the capacity in the European ports is higher than the growing capacity of the vessels.

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The EC is now waiting for comments on the green paper, which will become a white paper afterwards.

FEMAS is a member of two further working groups, Human Resources and R&R "Rules & Regulations". I attend these meetings as much as possible.

Will keep you informed

Carl van der Avoirt