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**PRESS RELEASE**

# The European Shipbuilding Industry meets European Commission's President José Manuel Barroso

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At the initiative of EMEC, a meeting took place on 17 September 2008, between the President of the European Commission, José Manuel Barroso, and the representatives of the European shipbuilding industry.

EMEC was represented by its Chairman, W. M. van Gulpen, its Secretary General, Paola Lancellotti and CESA attended the meeting in the persons of Kommer Damen and Reinhard Lueken, Chairman and Secretary General respectively.

Prior to the meeting with the President, the two associations met in order to consolidate the point of view of the industry on Europe's challenges currently on the agenda of the European Commission on globalization, climate change, competitiveness and innovation.

President Barroso acknowledged the importance of keeping and growing competitive and innovative maritime industries in Europe and noted the role of the European Shipbuilding Industry. He also recognized the contribution innovative European marine equipment can make to delivering cleaner ships with reduced emissions and the need to maintain the competitiveness of the European maritime industry.

EMEC pointed out that European suppliers consider globalization as an opportunity to consolidate their leadership role in the market for parts, services and materials for shipbuilding.

On competitiveness and innovation, the industry representatives explained that European yards and suppliers are investing significant resources in research, development and innovation, thereby supporting the Lisbon Strategy for an European economy based on knowledge. EMEC invited the Commission to pursue its policy of making classification and certification more efficient, in order to foster the competitiveness of the sector and to allow additional resources to be invested on development and innovation, to the benefit of transport operators, the environment and society at large. EMEC and CESA also insisted that European companies should be supported in their efforts to protect against loss of know-how due to counterfeiting and piracy. CESA presented its new initiative, GuardSHIP, as an example for decisive counter-action by the yards. Global competition requires globally accepted rules on IP protection. Examples of practical cases suffered by the European Industry were illustrated to President Barroso who acknowledged the importance of better protection to the benefit of safer seas.

Both CESA and EMEC stressed the importance of a stronger support to face the spate of piracy and counterfeiting in order to ensure that the results of the

efforts and investment in research, development and innovation by the industry would not be jeopardized. Examples of practical cases suffered by the European Industry were illustrated to President Barroso who acknowledged the importance of better protection to the benefit of safer seas.

CESA stressed the need to have a level playing field for supply of raw materials. They emphasised that big price differences for steel in the EU compared to the Asian average, together with trade obstacles have a severe negative impact on EU producers' competitiveness.

On the environment, EMEC assured the Commission President that European suppliers are ready to play their part and to deliver innovative solutions for the reduction of greenhouse gases (GHG) from shipping and the prevention of the consequences of accidents on the environment. Both EMEC and CESA drew attention to the fact that, given the global dimension of shipping, environmental standards should be imposed to all fleets around the world in order to ensure their effectiveness.

## **Background Note**

### **EMEC - [www.emec.eu](http://www.emec.eu)**

***EMEC**, the European Marine Equipment Council, consists of 13 Members from Austria, Croatia, Denmark, Finland, France, Germany (2), Italy, The Netherlands, Poland Norway, Sweden, UK and represents around 1300 companies all over Europe.*

*The European Marine Equipment Industry generates an average yearly turnover of around € 26 billion Euro, employing directly more than 287.000 workers and generating 436.000 jobs through indirect employers. The industry exports nearly 46% of its production to third countries. Its expected growth is 2,5% in production, 1,5% in added value and 1% in employment.*

*The marine equipment sector comprises all products and services supplied for the building, conversion and maintenance of ships (seagoing and inland). This includes technical services in the field of engineering, installation and commissioning, and ship maintenance (including repair). The value of the outfit (products, services and systems) on board a vessel can reach up to 70%.*

*The production ranges from fabrication of steel and other basic materials to the development and supply of engines and propulsion systems, cargo handling systems, general machinery and associated equipment, environmental and safety systems, electronic equipment incorporating sophisticated control systems, advanced telecommunications equipment and IT.*

### **CESA - [www.cesa.eu](http://www.cesa.eu)**

*CESA, the Community of European Shipyards' Associations, represents directly more than 99% of the EU shipbuilding production with more than 300 shipyards producing, converting and maintaining merchant and naval ships and other floating objects. European shipyards supply more than 100,000 direct jobs for a highly skilled labour force, generating an annual turnover of 30 – 40 billion €. CESA comprises 14 National Associations from the EU, Norway and Croatia.*