



Safety in a liberalized market for Marine Services

A View

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Berth / Traffic Planning



- 3 Sea pilots
- 6 Harbour pilots
- 10 tug boats
- 3 mooring gangs

Venice, 2. March 2012

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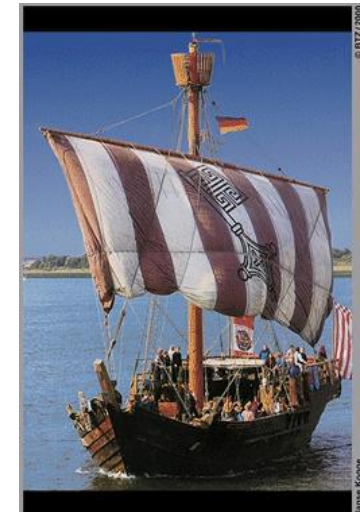


Differences in Service Quality



Venice, 2. March 2012

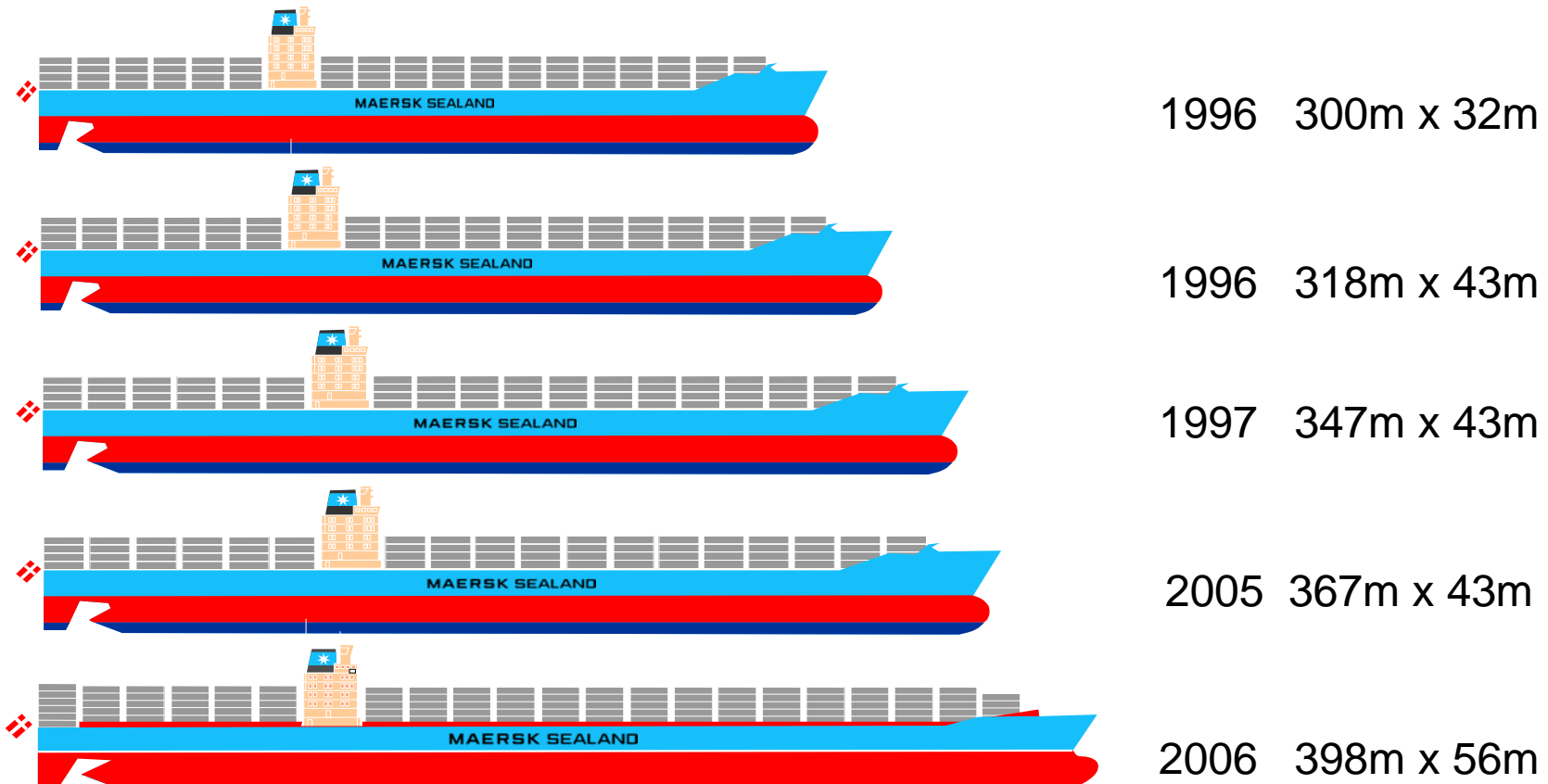
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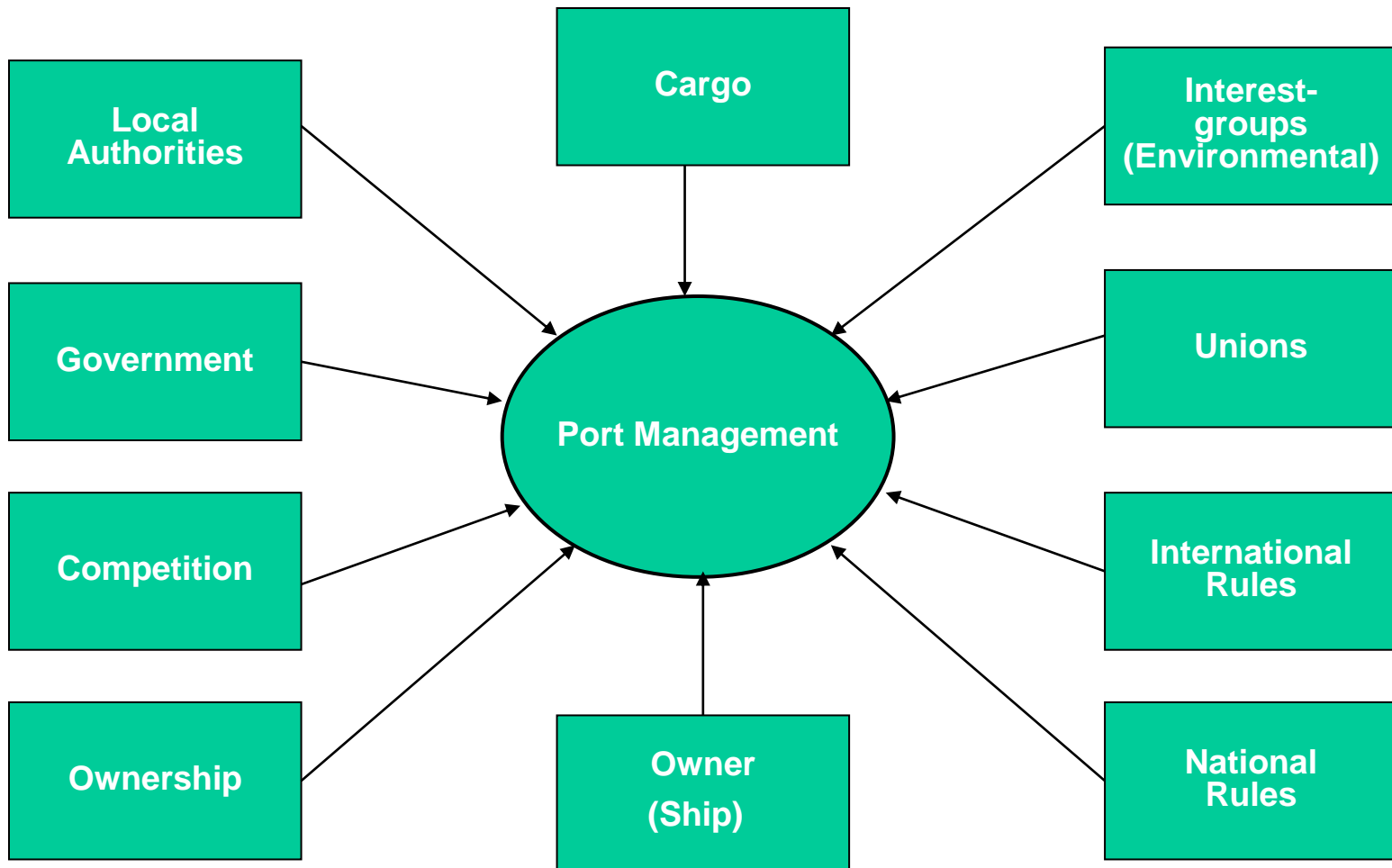


1996 – 2008 Ship sizes



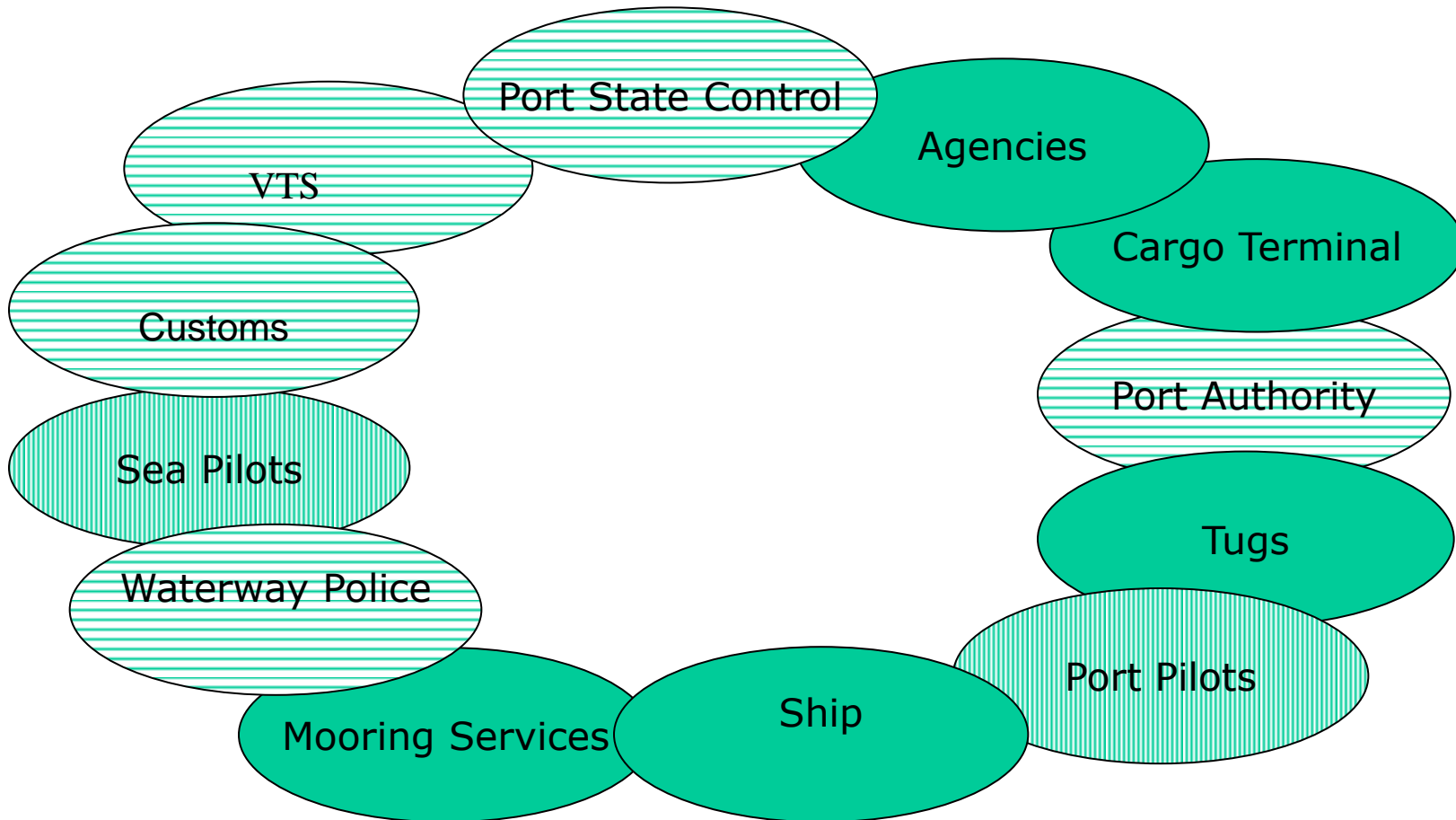


Influences on Port Management





Co- operation in a port





Observations

- Safety is a basic for reliable conduct of business
 - No responsible Owner/Master/Port Stakeholder is denying safety
- BUT
- Are requirements defined properly, are they adequate, or used to cover inefficiency?



Safety vs. liberalized markets ?

- Owners/masters/Ships are acting worldwide
- Masters are responsible for safe navigation of their ships and need professional assistance
- Pilot/tug/mooring services are assistants to the masters



Safety vs. liberalized markets ?

- No, if the regulator is effectively controlling the adherence to established rules and regulations.



State of art

- Safety requirements for marine services are defined by EU / National and Local Rules and Regulations
- EU Treaty allows Europeans to offer their services in Europe
- Number of ports where there is competition in marine services is small



Conclusion

- Markets / ports are often too small to allow competition
- Ports to define the safety standards and conditions for marine services
- If these are in contradiction with EU rules, COM can intervene
- Service providers and ports have to have a constant view on efficiency