



A WAY AHEAD FOR EMH

The world of and around maritime heritage in Europe is changing through time. This makes it necessary for European Maritime Heritage to re-establish its goals and policy at regular intervals. The Executive Committee (Excom) of EMH drafted a paper describing our background and policy. EMH invited all members and all other interested parties to join in a discussion about the future of EMH. At the Working Group meeting in Paris in March 2012 EMH came to the following conclusion.

As of today EMH is an umbrella organisation for the national and regional associations, museums and others that organise the heritage fleet in Europe still in operation including the skills in this connection. EMH is a bottom up organisation – we are what our members make us.

Or

Ask "What can EMH do for you!"

EMH stands on four pillars namely:

- 1) Safety is the primary objective; however, safety can be achieved by procedures other than those derived from modern regulations for newly built ships, but which respect the historic nature of the traditional fleet.*
- 2) Allowing for a pan-European trading of our fleet – here the MOU and other agreements are fundamental.*
- 3) The Barcelona Charter giving ethical guidelines for restoration and conservation of traditional ships still in operation.*
- 4) Our obligation to hand over the skills and the fleet to the next generation.*

Comments:

A) Safety

IMO, EU and National bodies all the time regulate the fleet and EMH must be observant and ready to comment on all matters that might have an impact on the heritage fleet.

Our Safety Council has the main responsibility for this.

B) Definitions and registers

There are advantages and disadvantages with a strict definition of the heritage fleet. In order to obtain special favours, our vessels need to be categorized. This is a requirement in some countries as the heritage fleet is exempted from various charges and fees. EMH should work for an open arena across borders throughout Europe regardless of flag in order to obtain the various benefits.

EMH and its members should participate at all these meetings that take place in many of Europe's countries and benchmark and exchange view within our membership.

The Cultural Council has the main responsibility for this.

C) EU - an open market for our fleet.

The MOU is the most important agreement for pan-European trading. At the meeting it was also observed that Latvia soon is expected to join.

The Safety Council has the main responsibility for this.

For the inland waterways we still have the Chapter 19 issues outstanding in order to also here obtain an open market for the heritage fleet.

The Inland Council has the main responsibility for this.

D) The Barcelona Charter is still an excellent paper for its purpose. We should however ensure that the intangibles are included.

The Cultural Council has the main responsibility for this.

E) Our congress in Seixal recognised our key objective to hand over skills and the intangibles to the next generation.

The Cultural Council has the main responsibility to follow up that this is achieved.

F) The meeting in Paris were not satisfied with the way we communicate with our membership and how we raise our profile with external bodies. Excom were asked to establish a plan for this and we should maybe even create a Communication Council.

EXCOM has the main responsibility for this.

2012-05-03 on Pulau Redang in Malaysia by PJ

Revised by JCR 4 May 2012