



# Short Sea Shipping European developments

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# Maritime transport in the EU

*70% of EU external trade and 40% of intra-EU trade carried by sea*

*25% of world tonnage registered under EU flag*

*40% of world fleet controlled by EU shipping companies*

*2% of GDP in EU come from maritime cluster*

*More than 1 200 ports terminals along 100 000 km of European coasts*

# Advantages of Short Sea Shipping

*SSS is cheaper and more environmentally friendly than road transport*

*Unused capacities are available for SSS while road transport is often congested*

*Share of SSS comparable to road freight transport (37 % in ton.km)*

# Overview of the presentation

- Background
- Marco Polo, TEN-T and European Maritime Transport Space without Barriers...
- Reporting formalities directive
- Blue Belt
- Sustainable Waterborne Transport Toolbox
- ESN, the way forward

# Roadmap to a single European transport area

## Maritime Transport Goals

By 2050 reduce EU CO<sub>2</sub> emissions from maritime bunker fuels by 40%

By 2030 shift 30% of road freight over 300 km to rail or waterborne transport (> 50% by 2050)

By 2050, ensure that all core seaports are sufficiently connected to the rail freight and where possible, inland waterway system

EU world leader in safety and security of transport in all modes of transport

# Present and future TEN-T funding

**2007-2013 budget:** 8 billion € (+ regional funds)

**2014-2020 proposal:** 22 [**13**] billion € + 10 billion € cohesion

*Core Transport Network to be completed in 2030*

*Comprehensive Transport Network to be completed in 2050*

*Motorways of the sea maximum funding from 20% (nowadays) to 30%*

*Co-modal hubs, such as ports, have a more prominent position when they are indispensable parts of the whole logistics chain*

## **Marco Polo II support programme (2007-2013)**

To shift road freight transport towards maritime, rail and inland waterways transport

Start-up subsidies for private companies

Total budget: 450 M€

Five actions: Modal shift, Common learning, Catalyst, Motorways of the Sea, Traffic avoidance

The Programme is managed by the Executive Agency for Competitiveness and Innovation (EACI)

**Call 2013 to be published end of March 2013**

# EU ports policy review in 2013

Increase the **efficiency of ports services** in all European commercial ports

Attract **investment in port infrastructures**

The Ports' policy review will be conducted in line with open market principles, i.e. no restrictions to trade, no discrimination of operators, fair competition

Three pillars: - Infrastructure

- Administrative simplification

- Transparency



# Pilotage Exemption Certificates

## European maritime space without barriers:

Commission agreed with EP and Council to examine possibilities on establishing a clear framework on PECs

## 2012 study:

No harmonised approach towards granting PECs

Very different national requirements, not always transparent, some MS do not grant any PECs

## Commission initiative foreseen in December 2013

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# Directive 2010/65/EU

## *on reporting formalities for ships arriving in and/or departing from EU ports*

*Adopted on 20 October 2010*

*Simplifies and harmonises administrative procedures*

*Makes the electronic transmission of information standard*

## Directive 2010/65/EU

MS shall accept **electronic reports** and their transmission via a Single Window **no later than 1 June 2015**

The SW is the place where all information is **reported once** and made **available to various competent authorities**

The SW links SSN, e-Customs and other electronic systems

MS shall make relevant parts of such information **available to other MS** upon request, via SSN or e-Customs

# Implementation of Directive 2010/65/EU

## The eMS expert group

One member per MS, to coordinate the implementation work as required by Article 3(2)

Observers from the main stakeholder associations

## Phase 1: Functional specifications (2012 and beginning 2013)

Business Rules for each reporting formality

Harmonisation of business rules and data

Mapping the data set and Single Window functionalities

## Phase 2: Technical specifications (during 2013)

Interfaces between the industry, the SW and SSN central system

Data quality and the management of the access rights

User authentication

Ship information repository

# Implementation of Directive 2010/65/EU

## **Phase 3: Technical implementation** (during 2014)

Central and national systems will be implemented following the functional and technical specifications

## **Phase 4: Testing phase** (end 2014 -beginning 2015)

Functional and non-functional tests will be performed

## **Phase 5: Initial operational phase** (1 June 2015-)

National implementation will be reviewed against legal and technical requirements

## **Stakeholder forum on e-Maritime** (September 2013)

To support B2A, A2A, A2B and B2B information sharing

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# Blue Belt

"**Blue Belt**" is the sea area surrounding the European Union, where maritime transport can be operated between EU ports with as **less administrative burden** as possible

It aims at using **surveillance technology** to streamline maritime transport and integrate it in seamless logistics chains

Proposed by the Transport Council in December 2010

The Blue Belt pilot project aims at providing assurance to **customs** regarding ship voyages





# Blue Belt Pilot Project

## **Preparation Phase:** December 2010 – May 2011

- Approval of the project implementation plan
- Testing Blue Belt functionalities
- List of 256 participating Ships

## **Operational Phase 1:** May – June 2011

- Blue Belt ship notification reports are sent to customs authorities

## **Operational Phase 2:** July – October 2011

- Behaviour indicators are added to the report (e.g. encounter at sea)

## **Project evaluation Phase:** November-December 2011

## **Presentation of project results:** June 2012

- Approval of development of legislative and non-legislative measures

# Single Market Act II of 03/10/2012

## Key Action 2

Establish a true Single Market for maritime transport by no longer subjecting EU goods transported between EU seaports to administrative and customs formalities that apply to goods arriving from overseas ports.

Commission will table a "Blue Belt" package with legislative and non-legislative initiatives to reduce the administrative burden to a level comparable to that of other transport modes

Support by ICT technologies for the reliable tracking of ships and cargo

# Improving Regular shipping Service

**Regular Shipping Services** calls in EU-ports only

Subject to authorisations

Presumption of Union-status of goods

Transport of non-EU goods possible under customs supervision

- Shortening the deadlines
- Coverage of the whole EU from the initial request
- Increasing flexibility for maintaining the authorisation, when ports are changed or added

Special cases of **Blue Vessels** (carrying only EU goods)

# Blue Belt incl. calls in 3<sup>rd</sup> country ports

**Under examination:** Presumption non-Union goods

Status of goods to be proven at subsequent port

**Use of eManifest:**

- harmonisation required
- status of the goods to be indicated
- no authorisation required
- self-certification by Authorised Consignors

Goods added in non-EU port are to be indicated in the eManifest as non-Union goods

Involvement of third country administrations to be considered

# Blue Belt roadmap

- Analysis of requirements with & preparation of business scenarios **by 15 April**
- Scope definition of Blue Belt Package and Roadmap for implementation **by 30 April**
- Draft amendments to the customs legislation (CCIP) **by 30 June**
- Prepare Blue Belt Communication) and non-legal proposals **by 30 June**
- Vote legal amendments CCIP **by 30 December**

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# New sulphur limits

Directive 1999/32/EC as amended by **2012/33/EC** on the sulphur content of marine fuels

Main objective is to bring EU legislation in line with the 2008 Marpol Annex VI revision: 0.1% sulphur content in EU SECAs as of 2015

Provisions of Marpol Annex VI on **alternative compliance methods** taken over in the revised Directive

Costs of the new requirements could result in **reversed modal-shift & negative effects on the competitiveness** of the industries

COM should make full use of instruments such as Marco Polo and TEN-T to minimise risk of modal shift

Member States may consider providing support to operators in accordance with applicable State Aid rules

# New sulphur limits

## *European Commission's 'Sustainable Waterborne Transport Toolbox'*

*Commission Staff Working Paper SEC (2011)1052 of September 2011 - accompanying the proposal for a revision of the Sulphur Directive*

*Purpose: seeking **solutions to reduce compliance costs** in relation to the new low sulphur standards & addressing from a broader perspective the **environmental challenges** that confront the EU shipping sector*

*Art 7 of the revised Sulphur Directive:*

*The Commission shall, in cooperation with Member States and Stakeholders, develop **appropriate measures**, including those identified in the 'Sustainable Waterborne Transport Toolbox, promoting **compliance** with the environmental standards of this Directive*



# New sulphur limits

## ***European Commission's 'Sustainable Waterborne Transport Toolbox'***

*The "Toolbox" proposes a number of **short-term** accompanying measures (i.e. under TEN-T & Marco Polo II Programmes, EIB, national funding etc.), as well as a set of **medium and longer-term measures** along the following components:*

*Regulatory and non-regulatory EU measures  
Coordination with Member States and industry  
Clean ship technology and alternative fuels  
Green infrastructure  
Possible financing opportunities  
R&D activities, innovation,  
International cooperation*

*Commission will publish a **Progress Report** on the Implementation of the Measures of the Sustainable Waterborne Transport Toolbox in April 2013*

# Clean Power for Transport initiative

To ensure the deployment of EU **alternative fuels infrastructure** and to break the oil dependence of transport

The package proposed on 24 January 2013 consists of:

- Proposal for a Directive on the deployment of alternative fuel infrastructure
- Commission communication Clean Power for Transport: A European alternative fuels strategy
- Staff Working Document containing actions towards a comprehensive EU framework on LNG for shipping

## **Member States shall ensure:**

- Publicly accessible LNG refueling points in core ports by end 2020
- They shall comply with EN standards to be adopted by 2014
- Shore side electricity supply in ports provided that it is effective
- They shall comply with relevant CEN technical specifications by end 2015

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# ESN, the way forward

Project duration : 01/09/2012 – 31/08/2013

Objectives :

- Collection of short sea market related data and information
- Collection of data and information related to new environmental regulations
- Promotion of Short Sea Shipping

# EU goals for Short Sea Shipping

***The EU will continue to promote Short Sea Shipping:***

*Eliminate unnecessary administrative procedures*

*Improve ports efficiency, flexibility and transparency*

*Develop infrastructure in ports and hinterland*

*Facilitate integration into door-to-door logistic chain*

*Help transport in EU to become more efficient, safe, secure and less polluting*

*Support quality staff*

*Improve knowledge of the sector*

*Thank you*

