



***Promotion of
Short Sea Shipping
Looking back & Future
14.03.2013, PARIS***

ALFONS GUINIER - ECSA



1992 CREATION OF MIF SHORT SEA PANEL

- ☀ Shippers
- ☀ Shipowners
- ☀ Forwarders
- ☀ Ports and port service providers
- ☀ Ship agents
- ☀ Shipbuilders
- ☀ The commission services

ECSA, CESA, COREDES, ESPO, EMEC, FEPORT, EMPA, ESC, ECASBA, ECMAR, CTGWU, CLECAT, EFIP, EHMA, EUROPEAN COMMISSION, AMRIE.



BASIS FOR ACTION

☀ POLITICAL ACTION

☀ COMMERCIAL ACTION



POLITICAL SUPPORT

- ✴ **Ten 1995/1996**
- ✴ **Statement on commitment of Member States 1994**
- ✴ **Communication on Short Sea Shipping**
- ✴ **Opinions of the European Parliament, ECOSOC and The Committee of Regions**
- ✴ **Green paper “Towards fair and efficient pricing” 1996**
- ✴ **Council Conclusions June 1997**



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- ✱ **Council Conclusions June 1997**
- ✱ **Green Paper on ports December 1997**
- ✱ **White paper on charging for all transport modes
July 1998**



- ☀ **Commission report on SSS June 1999**
- ☀ **Council resolution December 1999**
- ☀ **Opinion of the EP May 2000**
- ☀ **Commission Communication “Reinforcing quality Service in Sea Ports: A key for European Transport” (February 2001)**
- ☀ **White paper on Transport Policy**
- ☀ **Marco Polo Programme**
- ☀ **Commission Communication April 2003 (Action Programme)**
- ☀ **TEN-T – Motorways of the sea**
- ☀ **Presidency Conclusions Council July 2004 Amsterdam “Full Steam Ahead”**
- ☀ **WHITE PAPER ON TRANSPORT POLICY 2050**



Action Programme

SUPPORT : MARCO POLO / MOTORWAYS OF THE SEA

IMPROVING ENVIRONMENTAL PERFORMANCE

**ALLEVIATION OF ADMINISTRATION PROCEDURES
INCLUDING CUSTOMS**

SINGLE WINDOW

INTERMODAL LOADING UNITS (45M)

**NATIONAL FOCAL POINT/SHORT SEA PROMOTION
CENTRES**



MARCO POLO

THREE DIFFERENT ACTIONS:

MODAL SHIFT/START UP

CATALYST ACTIONS

COMMON LEARNING ACTIONS

IT WILL BE INTEGRATED INTO TEN-T



TRANSEUROPEAN NETWORKS –

TRANSPORT TEN-T

Motorways of the sea



The Baltic Sea (linking the Baltic Sea Member States with central and western Member States).



Western Europe (leading from the Iberian peninsula via the Atlantic Arc to the North Sea and the Irish Sea).



South-East Europe (connecting the Adriatic Sea to the Ionian Sea and the Eastern Mediterranean to include Cyprus).



South-West Europe (Western Mediterranean), connecting Spain, France, Italy, including Malta, and linking the 'Motorway of the Sea' of the South-East Europe.



INCREASE IN SHORT SEA SHIPPING

☀ 1992: 35 % → 40 plus %

☀ Progress stimulated by:

- High investments in vessels and logistic intermodal systems.
- Improvements in efficiency taking into account the overall supply chain. Selling logistics/intermodal.
- The ongoing work on the bottlenecks particularly on port services.
- The establishment and practical work of short sea promotion centres all over Europe.
- Co-operation between the industry and the EU Institutions.



OTHER ACTION TO BE TAKEN

- ✿ **Improvements of infrastructure and hinterland connections**
- ✿ **Further liberalisation of port services**
- ✿ **Allowing PECs (English Language)**
- ✿ **Customs and other documentary procedures**
- ✿ **Work on bottlenecks**



PROGRESS ON BOTTLENECKS

COMMISSION BOTTLENECK EXERCISE

MAY 2000

- ✱ **ADMINISTRATIVE AND DOCUMENTARY PROCEDURES**

- ✱ **NODAL POINTS: PORTS AND PORT SERVICES**

- ✱ **IMAGE OF SHORT SEA SHIPPING**

- ✱ **DOOR TO DOOR**

- ✱ **COUNTRY SPECIFIC ISSUES**

2000 —————→ BIG LEVER ARCH FILE

2003 —————→ SMALL LEITZ FILE

**PROGRESS LARGELY BASED ON COOPERATION COMMISSION,
NATIONAL FOCAL POINTS ON SSS AND PROMOTION CENTRES.**



Alleviation of administrative procedures

ADMINISTRATION

**GUIDELINES FOR SPEEDING UP DOCUMENTARY CHECKS RE ANIMAL &
PLANT PRODUCTS**

RATIONALISATION OF VARIETY OF DOCUMENTS

ENHANCED ELECTRONIC DATA SUBMISSION

ADMINISTRATIVE SINGLE WINDOW

SIMPLIFICATION OF DANGEROUS CARGOES RULES

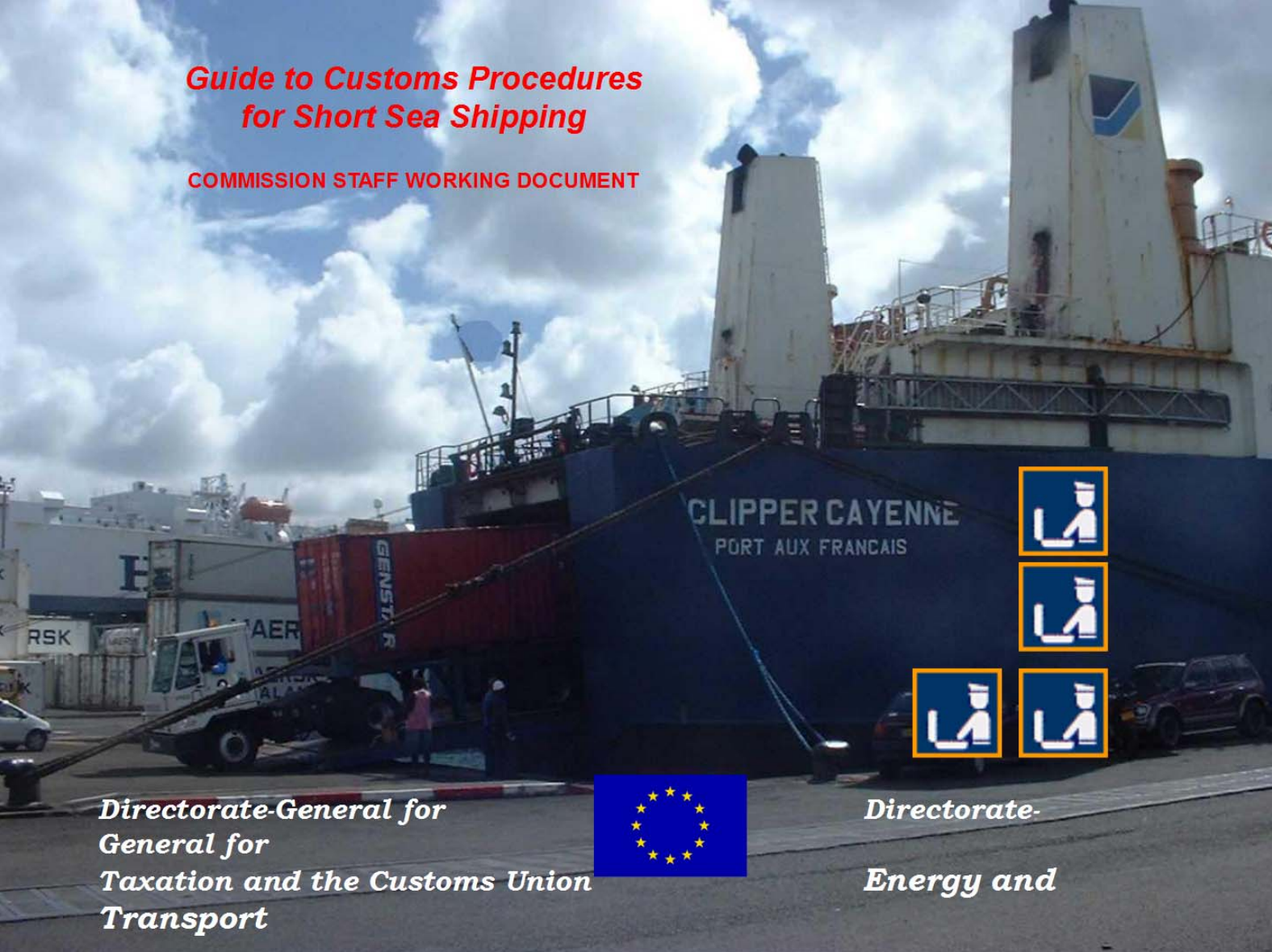
COORDINATION OF ADMINISTRATION INSPECTIONS

ENGLISH AS ADMINISTRATIVE LANGUAGE

KEY: CUSTOMS PROCEDURES

Guide to Customs Procedures for Short Sea Shipping

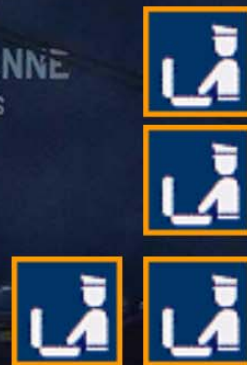
COMMISSION STAFF WORKING DOCUMENT



***Directorate-General for
General for
Taxation and the Customs Union
Transport***



***Directorate-
Energy and
Transport***





EUROPEAN MARITIME TRANSPORT SPACE WITHOUT BARRIERS

AIM:

**EU CARGOES TO BE DEALT WITH AS EU
CARGOES IN EU SHIPPING SERVICES
(SHORT SEA SHIPPING) AND TO REMAIN
EU CARGOES**



CUSTOMS: "EU CARGOES TO BE DEALT WITH AS EU CARGOES"

PRESENT POSITION:

EU CARGOES (Community goods) BECOME NON EU CARGOES WHEN LEAVING 12 MILES ZONE OF A MEMBER STATE.

CAN BE SOLVED THROUGH STATUS OF "AUTHORISED REGULAR SHIPPING SERVICE"

PROCEDURE CUMBERSOME & EU CARGOES BECOME DE FACTO NON EU GOODS IF SHIP CALLS ALSO A NON EU PORT

ONLY VALID FOR REGULAR SERVICES



BLUE BELT PROJECT

INITIATIVE

BELGIAN PRESIDENCY 2ND HALF 2010

EMSA

ECSA / WSC

PROPOSAL ON CHANGE AWAITED



EU MARITIME TRANSPORT SPACE WITHOUT BARRIERS SIMPLE LOGICAL SOLUTION - ECSA

**INTRA EU MANIFESTED CARGOES = TO BE
CONSIDERED AS INTRA EU CARGOES – NO
PROCEDURES**

**NON EU MANIFESTED CARGOES= NORMAL
CUSTOMS PROCEDURES**

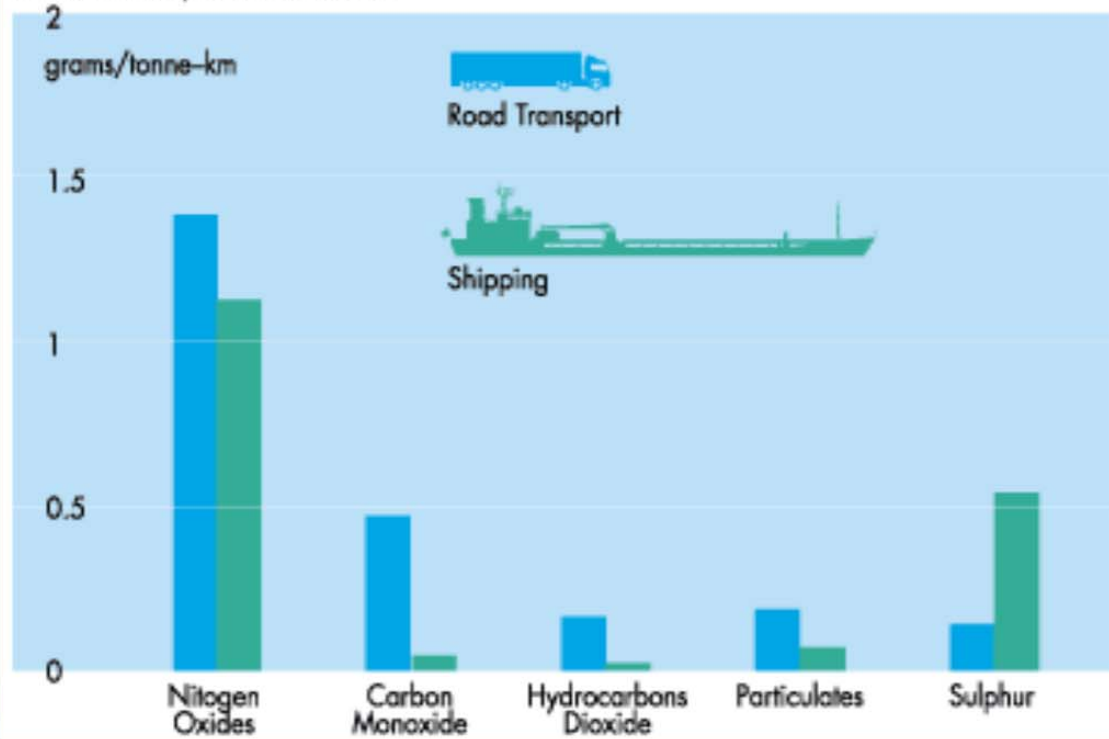
ELECTRONIC MANIFEST AS EVIDENCE OF STATUS



SHIPPING AND THE ENVIRONMENT: AIR EMISSIONS

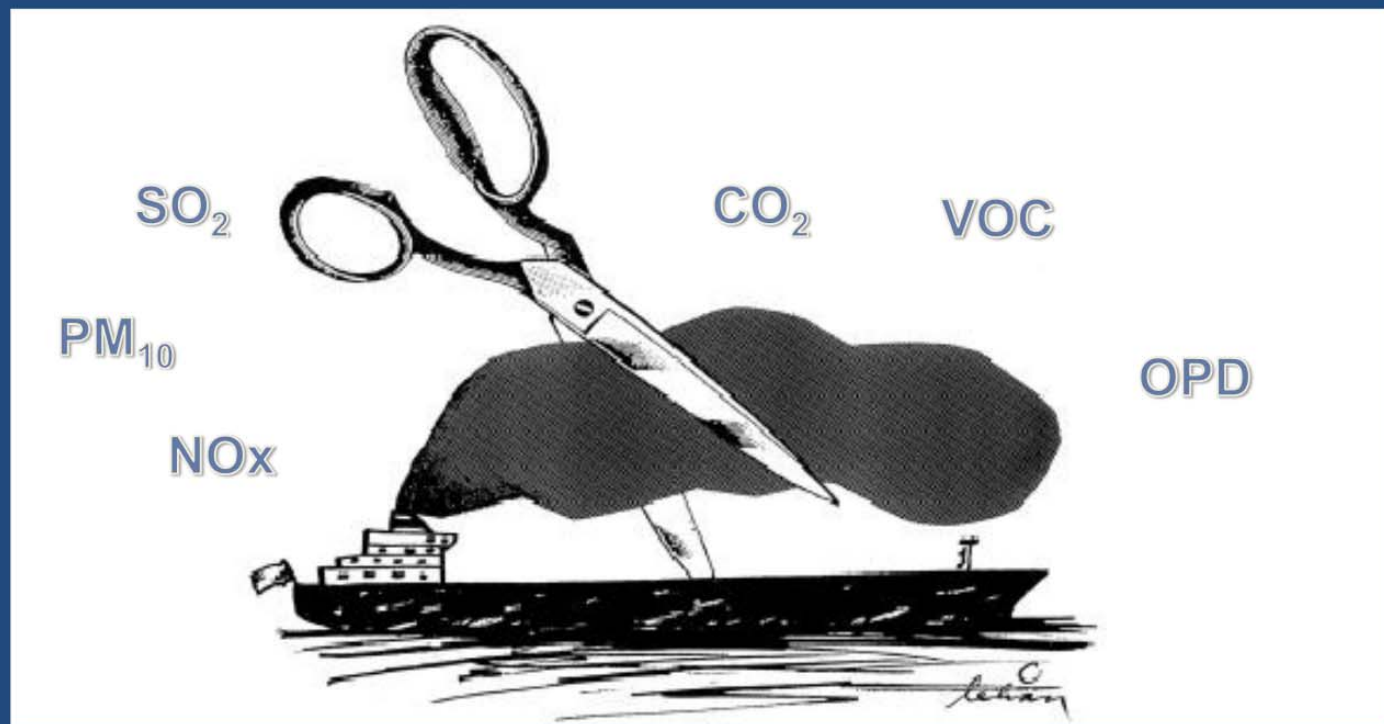
*Equivalent exhaust gas emissions -
heavy domestic road transport vs shipping*

Source: Swedish Transport Research Board 1993





AIR EMISSIONS





IMO - MARPOL ANNEX VI

2008

SULPHUR OXIDE (SOX)

SOX. AFTER INTENSE NEGOTIATION, UNANIMOUS AGREEMENT FOR THE FOLLOWING LIMITS, ON THE DATE SHOWN:

2010 – EMISSION CONTROL AREA (ECA) LIMIT REDUCED TO 1%

2012 – GLOBAL LIMIT REDUCED TO 3.5%

2015 – ECA LIMIT REDUCED TO 0.1%

2020 – GLOBAL LIMIT TO 0.5% BUT A REVIEW IN 2018 (WITH THE AUTHORITY TO DELAY IMPLEMENTATION) WILL DETERMINE IF THIS IS ACHIEVABLE.

2025 – GLOBAL LIMIT TO 0.5% NOTWITHSTANDING THE RESULT OF THE 2018 REVIEW.

COMPLIANCE CAN BE ACHIEVED BY ALTERNATIVE FUELS OR ABATEMENT EQUIPMENT.



IMO - MARPOL ANNEX VI 2008

ECSA WELCOMES THIS GLOBAL AGREEMENT BUT:

DRAWS ATTENTION TO THE POTENTIAL DANGER OF SHIFTING CARGO FROM SEA TO ROAD THROUGH THE 0,1% SULPHUR IN THE ECAs (BALTIC, NS, ENGLISH CHANNEL) IN 2015

NO IMPACT ASSESSEMENT MADE IN IMO

**SERIOUSLY ENDANGERS MODAL SHIFT FROM LAND TO SEA ->
RISK OF PARALYSING INTRA EU TRANSPORT**

**DIFFERENT FACT FINDING STUDIES CONFIRM OPPOSITE
MODAL SHIFT FROM SEA TO LAND SHARP INCREASE OF OIL
PRICE 0.1%**



PROACTIVE APPROACH BY SHIPPING INDUSTRY

TOOLBOX :

COMPLIANT FUEL AVAILABILITY

SCRUBBING TECHNOLOGY

LNG AS ALTERNATIVE FUEL

MITIGATION OF UNACCEPTABLE CONSEQUENCES



CONCLUSIONS FROM TOOLBOX EXERCISE

**IT WILL TAKE MANY YEARS AND LARGE
INVESTMENTS TO EFFECTIVELY USE THE TOOLS OF
THE TOOLBOX**

**SUPPORT: MITIGATION MEASURES NECESSARY
COMMISSION SUPPORT TOOLBOX**

SOLUTION TO BE FOUND FOR MODAL SHIFT

**APPEAL TO MEMBER STATES AND THE COMMISSION
FOR A SOLUTION**



WHITE PAPER ON TRANSPORT STRATEGY 2050 CO-MODALITY

**COMBINING DIFFERENT TRANSPORT MODES AND
USING ON THE MOST APPROPRIATE LEG THE MOST
APPROPRIATE MODE ON ALL FRONTS:**

EFFICIENCY

ENVIRONMENTAL PERFORMANCE

**EXTERNAL COSTS SUCH AS: ACCIDENTS,
CONGESTIONS, NOISE**

**MODAL SHIFT TO SHIPPING A CONSEQUENCE OF CO-
MODALITY**



More efficiency in operational issues

**COMMISSION EXPECTED TO COME FORWARD WITH
PROPOSALS ON PORTS AND PORT SERVICES AS KEY
NODAL POINTS**

**PARTICULARLY PORT SERVICES TO ADAPT TO AN
EFFICIENT LOGISTIC APPROACH**

**FUNDING TEN-T / CONNECTING EUROPE FACILITY
ESSENTIAL (HINTERLAND CONNECTIONS)**

SHORT SEA SHIPPING **ROAD TO SEA**

ADVANTAGES

- Most cost effective relation investment versus transport capacity
- Most efficient in terms of energy consumption
- Improves service to peripheral areas
- Instrument «Par Excellence» for combined transport
- No negative social effects (congestion, noise)
- Most environment friendly



THANK YOU

WWW.ECSA.EU



MIP Short Sea Panel - ECSA - CESA - COREDES - ESPO - EMEC - FEPORT - EMPA - ESC - ECASBA - ECMAR - CTGWU - CLECAT - EFIP - EHMA - EUROPEAN COMMISSION and in co-operation with AMRIE
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