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
- 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
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
- 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
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
THREE DIFFERENT ACTIONS:

MODAL SHIFT/START UP

CATALYST ACTIONS

COMMON LEARNING ACTIONS

IT WILL BE INTEGRATED INTO 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
AIM:

EU CARGOES TO BE DEALT WITH AS EU CARGOES IN EU SHIPPING SERVICES (SHORT SEA SHIPPING) AND TO REMAIN 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
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
Equivalent exhaust gas emissions - heavy domestic road transport vs shipping

Source: Swedish Transport Research Board 1993

2 grams/tonne-km

Nitrogen Oxides
Carbon Monoxide
Hydrocarbons Dioxide
Particulates
Sulphur

Road Transport
Shipping
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.
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 ASSESSMENT 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
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
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 relationship 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

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