



European Commission

Directorate-General for Energy and Transport

Maritime transport policy: internal market, ports, short sea shipping, inland navigation

First European Sea River Shipping Day

24 October 2008, Paris La Défense

***Sea River Shipping and European Maritime
Transport Space without barriers***

***Patrick Norroy
Principal Administrator - DG TREN***

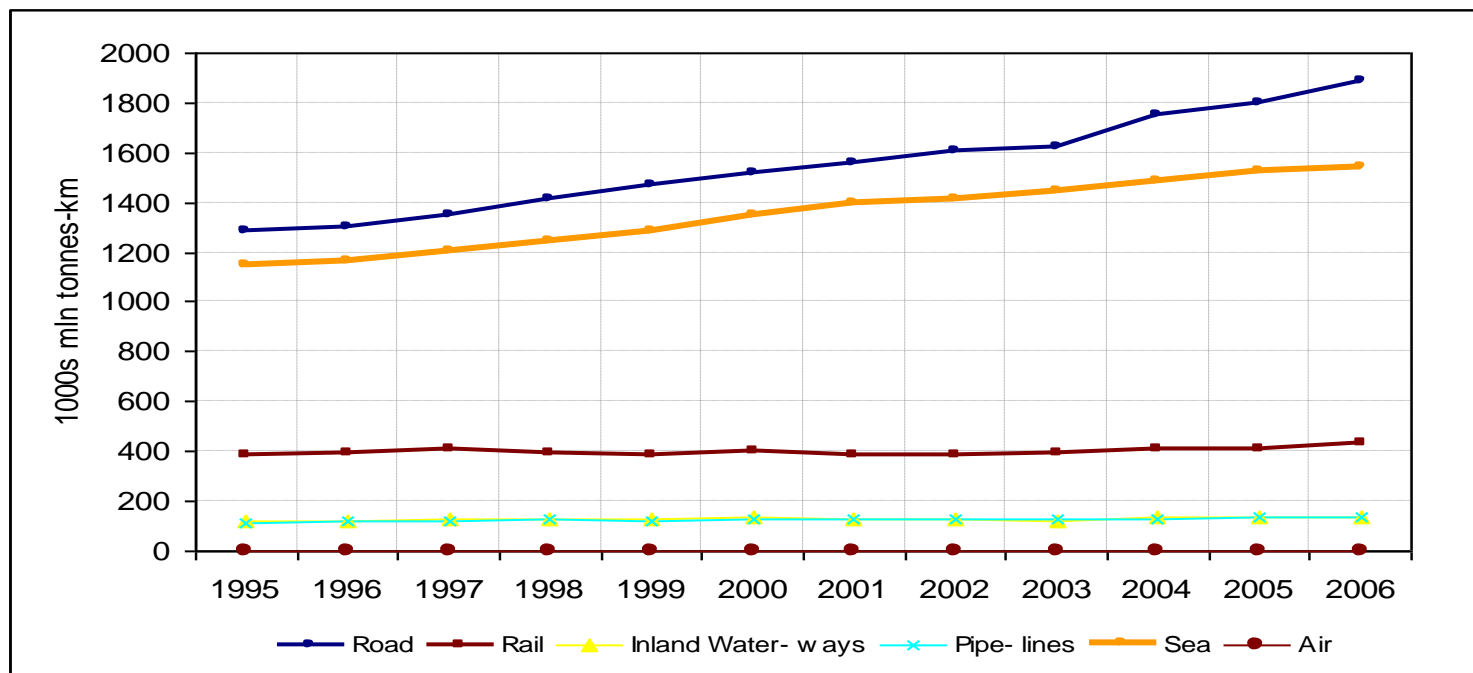


Inland waterway policy

- **White paper on transport policy and comodality**
- **NAIADES programme**
- **River Information System**
- **Transport infrastructure policy (TEN-T)**
- **Marco Polo programme**



Short Sea Shipping in Europe



Eurostat : Intra-EU freight maritime transport grew by 1,0 % over the 2005-2006 period, while freight road transport grew by 4,9 %!



International Conventions for Inland Waterways

- **The Rhine convention (European Commission is an observer)**
- **The Danube convention (the European Union will become a member at the next revision of the Belgrade Convention)**



The NAIADES Programme

- **Adopted on 17 January 2006**

- **Strategic areas:**
 - ◆ To improve market conditions
 - ◆ To modernise the fleet
 - ◆ To make the profession more attractive
 - ◆ To improve the image for shippers
 - ◆ To improve waterways infrastructure

- **Legislative, co-ordination and support measures**



River Information Services (1)

- **Directive 2005/44/EC establish a framework for the deployment of RIS in view to:**
 - ◆ Enhancing safety, efficiency and environmental friendliness
 - ◆ To facilitate interfaces with other transport modes
 - ◆ Open for interfaces with commercial activities



River Information Services (2)

- **Fairway Information Services (depth, dynamic information)**
- **Route planning**
- **Traffic related services in link with cruising speeds**
- **Administrative single window**
- **Interoperability with e-maritime, e-freight, e-customs systems**



Short Sea Shipping bottlenecks

- *Insufficient integration in the intermodal chain*
- *Administrative and operational complexity*
- *Ports efficiency, flexibility and transparency*
- *Congestion in ports and hinterland connection*
- *Acquiring quality staff*
- *Fuel price*



EU measures in the area of Short Sea Shipping

- **Short Sea Shipping action plan of 13 July 2006**
- **Freight logistics action plan of 18 October 2008**
- **Port policy communication of 18 October 2008**
- **European Maritime Transport Space without Barriers (end 2008)**
- **Communication on maritime transport policy 2008- 2018 (end 2008)**
- **Revision of the TEN-T Guidelines (Green Paper end 2008/beg. 2009, Guidelines in 2010)**
- **Deployment of e-maritime systems (2009)**
- **Maritime safety legislation**
- **Maritime trade agreements**



Motorways of the Sea (1)

Promote the establishment and recognition of Motorways of the Sea through, amongst others, a better co-ordination of different funding sources

- **Concentration of freight flows**
- **Regularity**
- **Frequency**
- **Reliability**
- **High quality**
- **Integration into the door-to-door logistic chain**

In order to relieve congestion and improve accessibility



MARCO POLO II – Key Features

- objective: shift international increase in road freight off the road (20.5 billion tkm/year in EU-25)
- 2007-2013, budget of 400 M€ (2004 prices)
- risk funding, business-driven
- all segments of international freight (except air)
- services only <> no research, studies or (core) infrastructure
- 18 € spent by private companies in the market per 1 € EC subvention (average 2003-2005 calls)



Motorways of the Sea – MP II and TEN-T

- ▶ Same general objective of sustainable efficient transport but different approach
- ▶ Funding is fully complementary but with some overlap

MARCO POLO II	TEN-T	
Transport services	Infrastructure	State aid
Ancillary infrastructure	Start up aid	
Modal shift objective	Creation of transport network	Structural funds
Private sector driven	Public sector driven	Cohesion funds
400 m € all actions	310 m MoS only	
Call 2008 closed	Call 2008 open till 20 June	
Revision underway – consultation open till end of May		
EIB TEN-T Loan Guarantee instrument		



Revision of TEN-T Guidelines – ensuring connectivity

- **Ports require appropriate hinterland connections**
- **Preparation of the revision of the TEN-T guidelines, planned for 2010**
- **So far: concentration on single modes (rail, road, inland waterways, airports)**
- **Now: concentration on integrated solutions and networks for freight and passengers irrespective of the mode**
- **Co-modal hubs, such as ports, should have a more prominent position when they are clearly seen as indispensable parts of the whole logistics chain**
- **Stakeholder conference 14-15 October 2008**
- **Green Paper end 2008 / beginning 2009**



Freight logistics action plan (1)

Operational objectives

- 1. ITS and e-freight**
- 2. Sustainable quality and efficiency**
- 3. Simplification**
- 4. Vehicle dimensions and loading standards**
- 5. Urban Freight Logistics**
- 6. Green Corridors**



Freight logistics action plan (2)

Single transport document

In consultation with interested parties, the Commission will examine the details and added value of establishing a single transport document for all carriage of goods, irrespective of mode. The Commission will then consider making an appropriate legislative proposal.

Multi-modal liability regime

Assess the need for a legal instrument to allow full coverage of the existing international, mode-based liability regimes over the entire multimodal logistics chain.



Maritime and port traffic management

- **Upgrading of the SafeSeaNet network**
- **Deployment of e-maritime systems**
- **Integrated maritime information and surveillance systems for:**
 - ◆ safety
 - ◆ security
 - ◆ protection of the marine environment,
 - ◆ fishery control
 - ◆ border control
 - ◆ general law enforcement
 - ◆ trade facilitation



European Maritime Transport Space without Barriers (1)

- **National authorities are able to track and trace vessel movements with technologies like AIS, LRIT or SafeSeaNet.**
- **Systematic administrative formalities (e.g. Customs) can thus be abolished for vessels sailing between EU ports and carrying EU goods, as it has been the case for land transport for 1993.**



European Maritime Transport Space without Barriers (2)

- **Simplification of regulations on carriage of dangerous goods**
- **Abolishment of Customs formalities**
- **Single document for all vessel related procedures**
- **Enhanced electronic data transmission (elimination of paperwork)**
- **One-stop administrative shops in ports**
- **Use of “the widely accepted maritime language” as second official administrative language**
- **Pilot exemption certificate**
- **Separation of areas in ports (Community and non-Community goods)**



Port policy communication

- **A policy document, not a legislative proposal**
- **Commission's assessment of the current situation**
- **Guidance on the application to the port sector of the Treaty rules on the fundamental freedoms**
- **Commission's general objectives for ports**
- **An action plan for the realisation of those objectives**
- **Importance of secondary ports**



Port policy action plan (1)

- **Need:** Level Playing Field – clarity for investors
- **Action:** State Aid Guidelines (early 2009) – Extension of Transparency Directive to all ports (2009)

- **Need:** Reconcile more capacity with respect of environment
- **Action:** Guidance on the application of environmental legislation to port development (early 2009)

- **Need:** Dialogue in ports
- **Action:** European sectoral social dialogue committee for ports (end 2008, up to social partners)

- **Need:** Simplification of procedures for Short Sea Shipping
- **Action:** Proposal on the European Maritime Transport Space without Barriers (26 November 2008)



Port policy action plan (2)

- **Need:** Improvement of administrative treatment of ships
- **Action:** Policy document on the deployment of e-maritime (2010)

- **Need:** Efficiency of transport chains and their hubs such as ports
- **Action:** Elaboration of performance as well as socio-economic port indicators (2009)

- **Need:** Enhancement of hinterland connections of ports
- **Action:** Evaluation of ports' hinterland connection status and needs on the occasion of the review of the TEN-T (2010)



Other factors influencing the development of sea river shipping

- **Environmental constraints, Annex VI MARPOL, Shore Side Electricity**
- **Security, 100% Scanning**
- **The Financial Crisis**



Conclusion

- **General transport policy favours the role of maritime transport**
- **Modal shift away from the road transport mode towards maritime transport, including Motorways of the Sea, or inland waterways has been identified**
- **Daily and quick intra-EU maritime connections by either short sea shipping or feeder services are a sustainable transport option**



European Commission

Directorate-General for Energy and Transport

Maritime transport policy: internal market, ports, short sea shipping, inland navigation

Thank you for your attention

Patrick Norroy

European Commission DG TREN

TöGethé®
SINCE 1957