



**ECSCA**

European Community Shipowners' Associations

# **Perspectives and experiences of European shipping companies**

## **Motorways of the Sea: The conditions for success**

**An evidence based discussion on the example of  
Atlantis – 7 March 2017**

**European Parliament**



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# Overview

- 1. Introduction to ECSCA**
- 2. ECSCA's priorities on Short Sea Shipping (SSS)**
- 3. EU Single Market for shipping**
- 4. Ways to financially stimulate SSS**
- 5. Conclusions**



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## 2. Introduction to ECSCA

- **Established in 1965 – based in Brussels**
- **Trade Association**
- **Represents close to 99% of the EU fleet or about 40% of the world fleet**
- **National shipowner associations EU + Norway**
- **Partner in EU maritime social dialogue**
- **Aim : to promote the interests of European shipping, so that the industry can best serve European and international trade and commerce in a competitive environment**



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# **ECSA's Priorities on Short Sea Shipping**

- 1. Identify all barriers that prevent the establishment of true Motorways of the Sea**
- 2. Complete the Single Market for shipping**
- 3. Simplify procedures for regular short sea services with third countries**
- 4. Ensure market access to port services and guarantee free movement of goods**
- 5. Devise competition-neutral ways to financially stimulate short sea shipping**



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## **EU Single Market for shipping – Reduce administrative burden**

- ▶ Single Market incomplete and dysfunctional in some sectors, such as shipping**
- ▶ One of key priorities under Single Market Act II, yet SSS is disadvantaged compared to other transport modes**
- ▶ Goods transported between two EU seaports lose community status as soon as they leave port → a heavy administrative burden. Complex and repetitive procedures and requirements.**



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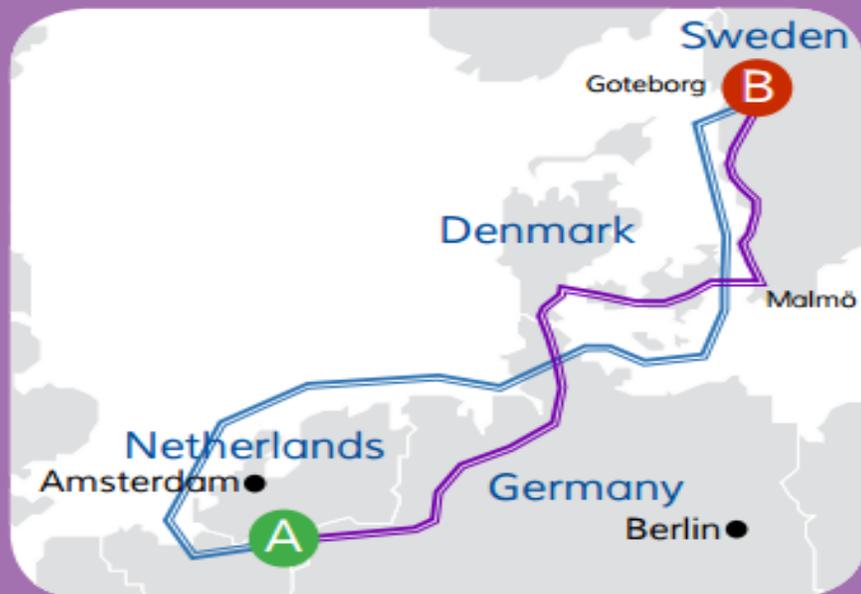
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## No Single Market for shipping

Transport of a container from Nijmegen (The Netherlands) to Borås (Sweden) via:

### Road transport

The driver issues a CMR letter



### Short sea shipping

- 1 Transport to the port of loading – The driver issues a note
- 2 The consignor declares community status of goods
- 3 The shipping company enters the container in the port community system at the port of loading terminal
- 4 The shipping company submits a bill of lading to the terminal and declares community status of the goods
- 5 The port terminal checks the documentation of community status of the goods
- 6 The manifest of the ship is being updated by the shipping company including information about the status of the goods
- 7 The ship issues the required IMO FAL forms to the different Dutch authorities and the Port of Rotterdam before departure (Single Window not in place yet)
- 8 The ship submits data to the Swedish National Single Window before and after arrival to Gothenburg and at the time of departure
- 9 The shipping company enters the container in the Swedish customs system by submitting the manifest
- 10 The shipping company declares community status of the goods in the port system in Gothenburg
- 11 The port terminal checks the documentation of community status of the goods
- 12 Transport from the port of discharge – The driver issues a note



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## **EU Single Market for shipping – Reduce administrative burden**

- **SSS: the full ability to be just like trucks. Many administrative formalities related to arrival of the ship are outdated and unnecessary → streamlined and rationalised to alleviate the administrative burden**
  
  - **For those formalities that pass the relevance test and are retained, a genuine European single window should be provided, based:**
    - I. on the 'reporting once' principle
    - II. the use of a harmonised electronic cargo manifest.
- The e-Manifest project works in this direction



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## Ways to financially stimulate short sea shipping

- ▶ **With the end of the Marco Polo programme, funding for SSS is no longer set aside for the financing of specific new shipping routes**
- ▶ **The development of innovative financing tools in the context of the European Sustainable Shipping Forum (ESSF)**
- ▶ **The 2017 CEF Transport Blending Call for Proposals (8 February) supports projects financed by grants from the Connecting Europe Facility (CEF) and financing from European Investment Bank (EIB), including European Fund for Strategic Investments (EFSI), National Banks and other investors ("blending" rationale).**



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## Ways to financially stimulate short sea shipping

- ▶ End of November the EC launched the mid-term evaluation of the CEF programme through a public consultation
- ▶ ECSCA remarks:
  - The budget attributed to the CEF envelope is small
  - The thresholds are high, and as a result it is difficult to have access to CEF
  - The timeframe for application should be longer → to allow for companies to prepare their projects, and then for national administrations to review them
  - Eligibility criteria should be stable from one year to another, allowing operators to plan applications and investments well in advance



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# Conclusions

- ▶ **Positive steps have been made, but:**
  - **Administrative simplification → crucial to unleash the full potential of SSS**
  - **More EU funding provided for the maritime sector and more tools should be developed**



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**Thank you for your attention.**

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