

CONCLUSIONS OF THE 2016 EUROPEAN SSS CONFERENCE

The 2016 European Shortsea Conference held in Barcelona (September 29 and 30), which brought together about 180 representatives of companies and institutions directly related to the Short Sea Shipping (SSS).

SPC-Spain wishes to thank all the sponsors, collaborators and especially to the Barcelona Port Authority, for their essential support to the success of this Conference.

SPC-Spain also thanks the contributions of all moderators and speakers, as well as all those who attended for their active participation and exchange of opinions. Here is a summary of the main conclusions related to the 2016 SSS Conference:

1. In order for the SSS can contribute effectively to a sustainable transport system in European, **support from public institutions for its development remains important**. Therefore, it is necessary to design types of aid and funding's that can be adapted to the peculiarities of the different European geographical areas without distorting competition and ensuring the sustainability of SSS services in medium and long term. The Italian Eco-bonus is an appropriate reference to it.
2. Although the Mediterranean SSS market can be characterized as "mature" when it comes to intra-European exchanges, there is **significant potential yet to be developed in EU-North Africa relations**. The **implementation of the eManifest** may be important to promote this traffic.
3. For SSS, a higher frequency of shipping services is essential for greater uptake of the cargos flows. Greater **flexibility and lower port costs** are a requirement for this.
4. Maritime environmental regulations, more and more demanding, although promotes SSS sustainability, jeopardize its competitive position with the road transport, which is less sustainable. Shipping companies **need to know in advance** the requirements imposed by the new regulations and ensure the technical solutions to fulfil them, to make their investment plans with full legal certainty.
5. Consequently, it was proposed to analyse the convenience of devoting special attention to SSS within the IMO, possibly even with a **differentiated application of some Conventions**, in order to avoid counterproductive effects of new environmental standards.
6. Thanks to the progressive and predictable generalization of **alternative fuels in SSS**, such as LNG or methanol, as well as other technical options, such as the use of renewable energy and batteries, it will be possible, in a medium-term future, to continue reducing pollution and CO₂ ships emissions.
7. A **specific intermodal training**, as well as a certification to ensure an adequate and harmonized level of knowledge is increasingly necessary throughout the working lives of logistics professionals.

