

2014 - 2015 **Annual Report**

European Shortsea Network



The Way Forward



European Shortsea Network

“Athens Declaration” sets as priorities of the European Maritime Transport Policy:

To enhance the integral role of shipping to Europe’s economy and welfare

To secure the long-term competitiveness of EU’s maritime industry

To increase employment in the maritime sector

To provide free access to markets

To strengthen the role of Short Sea Shipping in the EU

To establish an efficient EU wide digital maritime services

To reinforce EU’s leading role in maritime technology and innovation

“Insularity” in the shaping of EU policies. The goal to prevent territorial and social exclusion and isolation, in order to offer to smaller and remote islands equal growth opportunities.

Content

SPC Belgium
SPC Bulgaria
SPC Croatia
SPC Cyprus
SPC Estonia
SPC Finland
SPC France
SPC Germany
SPC Greece
SPC Ireland
SPC Italy
SPC Lithuania
SPC Malta
SPC Norway
SPC Poland
SPC Portugal
SPC Romania
SPC Spain
SPC Sweden

FORWARD EUROPE

The performance and competitiveness of the European economy owes much to its integration in the global economy and its ability to profit from a dynamic internal market. This requires a modern and efficient transport sector, of which Short Sea shipping is an essential component. Waterborne transport is not only responsible for 40% of intra-EU transport of goods, but it also represents a sustainable transport mode with a potential that is still largely unexploited. Making Short Sea Shipping an attractive alternative is therefore of strategic importance for meeting the economic and environmental goals set by the 2011 White Paper on Transport.

The European political leaders have confirmed this view by endorsing the content of the Athens Declaration in the Council conclusions of June 2014. The Athens Declaration calls on the Commission and Member States to reinforce policy efforts to enhance the full potential of Short Sea Shipping and invites the Commission to present a mid-term review of the EU Maritime Transport Strategy published in 2009. Work in this area is on-going and Maritime Administrations in the Member States were invited to share possible national strategies or initiatives. In addition, a public consultation was launched and contributions are welcome by 22nd April 2015.

A key challenge of the EU is to maintain the shipping sector's dynamism and competitiveness whilst at the same time improving its environmental performance and energy efficiency. The Commission has already undertaken a number of supportive actions for the sector in some priority areas.

Firstly, by setting up the "European Sustainable Shipping Forum" at the end of 2013, the Commission has brought together Member States and maritime

industry to identify practical steps to help the industry in complying with EU legislation, notably with the new Sulphur Directive that as of 1st January 2015, limits sulphur content in marine fuels 0.1% in SECA zones and to 0.5% in non-SECA zones as of 2020.

Secondly, aiming at reducing administrative burden imposed on ship masters and shipping companies, the Directive 2010/65/EU on reporting formalities will require Member States to establish national Single Windows on 1st June 2015. At this date existing obligations to fulfil different formalities requested by different national authorities in ports could be completed via a single electronic submission at national level.

Last but not least DG MOVE will shortly launch the "Digital Transport and Logistics Forum" to discuss, together with Member States and the industry, what can be done to further improve the adoption of information and communication technologies in the transport and logistic sector. In line with the new Commission's key priority of establishing a Digital Single Market, the aim is to reap the full benefits of digitisation in the transport sector, both in terms of administrative simplification and of efficient exploitation of the network. This is entirely consistent with the objective of integrating Short Sea Shipping in full logistics chains.

I would like also to welcome the efforts of the Shortsea Promotion Centres to play a more active role at European level through the European Shortsea Network. I hope that they will influence the Member States and the industry to fight for our common interest which is quality, competitive shipping that creates also employment of EU seafarers at European level, showing that we can combine forces to keep our competitive edge at European and global level.

Sandro Santamato
European Commission
Head of Unit Maritime Transport
and Logistics



FOREWORD ITALY

1995 - 2015: Shortsea Shipping Celebrating 20 years!

Twenty years ago, the Commission presented its first Communication on short sea shipping followed in 1997 by a progress report. Soon after in 1999, a new Communication in response to the Council's invitation to produce such reports at two-yearly intervals. Since then, SSS has constantly been high on EU political Agenda and lately, the Athens Declaration of May 2014 gave a tangible signal that the EU institutions still believe this was a good choice on which to further invest in reflection and concrete actions. Today, we are all awaiting the new communication that will give new impulse to this policy: "Mid-Term Review of the EU's Maritime Transport Policy until 2018 and Outlook to 2020" .

From the start, the Commission has stressed the potential of short sea shipping in the framework of sustainable and safe mobility, its integration in European logistic transport chains, its image and existing barriers to the development of short sea shipping. The three reasons identified at the time for promoting SSS are still valid today:

- (i) To promote the general sustainability of transport. Short sea shipping should be emphasised in this context as an environmentally friendly and safe alternative, in particular, to congested road transport;
- (ii) To strengthen the cohesion of the Community, to facilitate connections between the Member States and between regions in Europe and to revitalise peripheral regions;
- (iii) To increase the efficiency of transport in order to meet current and future demands arising from economic growth. For this purpose, short sea shipping should become an integral part of the logistic transport chain and a genuine door-to-door service.

Despite that over the past years, numerous actions and initiatives have been launched to facilitate these goals (Space without barriers and the Blue Belt) and tasks have been allocated to private and public stakeholders to implement the European Maritime Transport Space without Barriers, which aims at simplifying administrative burdens, effective implementation is registering significant delays.

That the promotion of short sea shipping was a long-term exercise, we all knew it, that the reason why, since 1997, date of the setting up of the first Shortsea Promotion Centre, the European Shortsea Network (ESN) grew up to count up to 21 promotion offices from all over Europe to play an active role in that promotion exercise. Not just Short Sea Shipping Promotion Centres (offices), but nowadays, acting as co-modal / Intermodal promotion and development offices.

However, today our activities at national level depend on national transport system and political support. Each is specific – different and has different demands. All SPC's have same goals but have different approaches. The fact is that beside promotion, which is in our name, we actively work in: education, R&D projects, etc. The Council Conclusions on the mid-term review of the EU's maritime transport policy until 2018 and outlook to 2020 that incorporate the Athens Declaration gave us a very positive input when "Recognizing the important role of the European Shortsea Network (ESN) and its members Shortsea Promotion Centres (SPCs)". All SPCs are looking forward the political priorities of the Commission's forthcoming work programme from 2015 to 2019, ready to make their part for the next **20 years to come!**

Roberto Martinoli
ESN Chairman



SPC MAP



Shortsea Promotion Centre Belgium



Main action 2014:

• Long Term Vision:

together with the Ministry of Mobility and Public Works which is subsidizing our Promotion Centre and a consultant, we are developing a shortsea long term vision towards 2020 and 2030. This is not only focusing on our own activities but putting shortsea in a wider spectrum. The vision should be ready by early 2015.

• Best practice:

Van Hool uses shortsea to deliver a bus to Malmö. The company Van Hool is a Belgian worldwide known bus constructing company with a variety of types of busses being built. The Promotion Centre introduced to Van Hool the possibilities of shortsea shipping to deliver the busses to European destinations, using ro-ro services. Transports to Algeria, the United Kingdom etc were already done in the past.

On 11 March 2014 the first Exqui City Autobus was shipped to Malmö by a shortsea ro-ro vessel (UECC). The environment-friendly, bi-articulated, low-floor bus is 24 m long.

Its curb weight is approximately 22.7 tonnes. The bus arrived in Malmö three days later. The entire contract involves the delivery of 15 vehicles. The bus was first presented to the public in March 2011.

Focus 2015:

• **Long Term Vision:** the results of the LTV document will be implemented in a new business plan and action plan. The steering group will be helping the Promotion Centre to carry out the plan.

• **Blue Belt and Sulphur Directive:** the SPC will follow both items closely. The Blue Belt project can reduce the administrative burden. The results of implementing the Sulphur Directive will have to be followed but also the opportunities to develop alternatives like LNG.

• **Market approach:** the focus of the Promotion Centre will be strongly on the market, especially the SME's.

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Short Sea Promotion Centre Bulgaria



Main action 2014:

Information and promotion of actual European maritime transport guidelines: The Clean Power for Transport package; the Sustainable Waterborne Transport Toolbox and the European Sustainable Shipping Forum (ESSF) recommendations.

SPC Bulgaria organizes and creates Short Sea Shipping Experts club - BG ECA Retrofit 2014 Working Group,

with more than 15 main stakeholders from the industry, administration and academic circles. The main goal is to create a program /vision/ and measures for modernization of the Bulgarian ships, shipping and ports under the above mentioned guidelines.

Best practice:

Modernization of Ro Ro Short sea shipping in the Black Sea.

Bulgarian private investment company CSIF has bought and successfully modernized the ship for RoRo shipping in Black Sea. This is the most sophisticated vessel RoPax ship operating in the Black Sea. CSIF JSC is a majority owner of Despred, which is a leading Bulgarian freight forwarding company with terminals, port (Port Bulgaria West) and shipping departments.

Focus 2015:

eMaritime & eNavigation in Black Sea.

SPC supports Bulgarian maritime business community at the start of the first part of the "European maritime transport space without barriers" - Directive 2010/65 from 1 June 2015. SPC Bulgaria prepares international conference "eMaritime & eNavigation Black Sea / East Med. Implementation and Future trends".

ESSF/BG ECA Retrofit in shipping and ports.

SPC Bulgaria continues activities on preparing the vision and measures for the modernization of the Bulgarian shipping and ports under actual EC guidelines: The Clean Power for Transport package; the Sustainable Waterborne Transport Toolbox and the European Sustainable Shipping Forum recommendations. Blue Business. Blue Growth. IMP in Black Sea. SPC Bulgaria contributes to the formation and formulation of relevant / update Bulgarian maritime policy and strategy for horizon 2020-2025. SPC Bulgaria prepares to apply the best practices the Baltic and the Mediterranean region in the implementation of the EU Integrated Maritime Policy.



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Shortsea Promotion Centre Croatia



Main action 2014:

• **Intermodality:** SPC Croatia continued to work on promotion and development of intermodality in Croatia through promotion activities, organization of an annual conference on intermodality, providing information and organizing consultation process with the stakeholders, distribution of brochures on intermodality, participation in EU projects with focus on development of intermodality.

Best practice:

“Go rail – Go green” project that is co-financed by the Marco Polo II programme continues to successfully operate in 2014. Project supports modal shift from the road to railway and refers to the establishment of an environmentally friendly, block train from the Port of Rijeka (Croatia) to the railway terminal in Belgrade (Serbia). The cargo is shifted to railway at the container terminal in Rijeka (Croatia) and it is transported by rail to Belgrade. Road transport remains only a service that could be defined as a „terminal- to door“ during delivery to end users in the Serbian area, i.e. during collection of containers in Belgrade for a railway delivery in Rijeka

Focus 2015:

- **Intermodality:** SPC Croatia continues to work on promotion of intermodality and provides support to development of intermodality on a national and international level.
- **Projects:** SPC Croatia pursues development of intermodality by actively participating in national and EU projects aimed at fostering intermodality.
- **Promotion:** Focus on promotion activities such as: organization of conferences, seminars, communication with the media, providing information to the stakeholders and general public, distribution of brochures etc. continues to be one of the main activities in 2015.



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Shortsea Promotion Centre Cyprus



Main action 2014:

Submission of proposal to the Cyprus Ports Authority for legal and administrative restructuring of Cyprus SPC
During 2014, the Cyprus SPC submitted a proposal to the Cyprus Ports Authority for legal and administrative restructuring of Cyprus SPC in order to involve major local stakeholders from the Shipping and Port industry of Cyprus.

Best practice:

Organisation of the Blue Career event

The aim of the event was to raise awareness amongst the younger generation with regard to the Marine and Maritime industry, including Oil & Gas, and explore the abundant opportunities of a sea or shore based career. The event was initially held in October 2013 and as a result of its success was repeated and in September 2014 to further brings

together secondary school students, university students, unemployed graduates and professionals in one forum.

Further objectives were to present the different professions within the Marine and Maritime industry as well as Oil & Gas in way of presentations by recognised and reputable specialist from these sectors both on a private and public level. Moreover, the guest speakers highlighted the specific qualifications required for each profession, duties and responsibilities, employment opportunities and of course career development.

Focus 2015:

- Organize various events and seminars to disseminate to the general public and the shipping community the activities, actions and benefits of CSPC and shortsea shipping in general.
- Upgrade CSPC's website



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Shortsea Promotion Centre Estonia



Main action 2014:

• **Promotion:** SPC Estonia has shared information on short sea transport, port authorities and operators, and freight forwarders as well as on rail, air, and road transport. The main communication channels are SPC Estonia website (www.shortseashipping.ee) and newsletter (sent out every 1-2 months).

Focus 2015:

• **Promotion:** The main focus in 2015 is to keep updating our website with up-to-date shortsea shipping news and to send out newsletter every 2 months.

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Shortsea Promotion Centre Finland



Main actions 2014:

Advice on EU funding possibilities for transport sector

- Informative events, analysis of TEN-T project ideas
- Support in the application process
- TEN-T and the new CEF programme & call 2014

Expertise on maritime transport and environment

- Project on sulphur directive – solutions and impacts in Northern Finland
- Transport and the Environment 2013
- Maritime environment related projects in the Baltic Sea area

Networking visit in Brussels for SPC Finland's members in the beginning of December

- Information event in the European Parliament 2 December 2014

Survey to Finnish ship owners - Shipping barometer 2014

- published on 3 December 2014

Focus 2015

- **Environment:** involvement in maritime environment related projects in the Baltic Sea area
- Developments related to SECA and other environmental legislation
- Advice on EU funding possibilities for transport sector
- Initiate projects on shortsea shipping

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Shortsea Promotion Centre France



Main actions 2014:

• Shortsea Shipping: Promotion:

- Campaign to raise public and logistic professionals awareness
- Vocational training: 2E3S (Escola Europea de Short Sea Shipping), CASE (Centre Atlantique de Shortsea Européen), seminars, conferences, etc.
- Good practices highlighted: "La Nuit du Shortsea" and its Awards Ceremony...

Environment: LNG as a fuel for shortsea vessels

- Working groups and workshops with stakeholders re. Sulphur Directive
- Alternative Fuels infrastructure Directive 2014/94/EU (Clean Power for Transport)
- Coordination with Transport Minister task force & dissemination

Intra-EU Intermodality: Consultation & dissemination

- "Combined Transport" Directive 92/106/EC re. Intermodal Transport

- "Weight & dimensions" Directive 96/53/EC re. Eurocontainer 45'PW
- Concrete Proposal to CEN for ITU 45'pw standardization

Focus 2015:

Promoting tools for Shortsea and intermodality development:

- E-Manifest, Blue Belt, Single Transport Document, Ecobonus, Eurocontainer 45'PW, etc.
- Regular information about its evolution at economic and regulatory level
- Presentations/speeches at conferences, seminars, ...
- Meetings with professionals and public authorities

Support to funding of projects:

- Motorways of the Sea, LNG as a fuel for shortsea vessels, intermodality, etc.:
- Information and dissemination of European financing programs (CEF Transport, etc.)
- Support to members and innovative & environmental friendly projects

Development of relationships and works/task force with others organisations:

- shipowners, shippers, ports, etc.

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Shortsea Promotion Centre Germany

SSS Inland Waterway Promotion Center



Main actions 2014

3 fields of activities

Consulting: Modal shift potential analysis of 7 shippers in Germany and answering of 70 inquiries from the market.

Best practice: Supporting a commodity potential analysis biomass for inland waterways and shortseashipping with the result of a period of trial shipments starting in winter 14/15 from the shipper Brüning Megawatt which is a medium sized trade company in the near of Bremen which have a annual volume of 50.000 trucks, mainly in Germany.

Training and research: Visiting of 12 educational institutions, mainly vocational schools, with almost 500 audience to the SPC presentations.

Supporting of 3 research projects for inland waterways.

Promotion:

Event: Organizing of the first national ShortSeaShipping Days (congress and fair) on 7th and 8th of October 2014 in Lübeck with over 300 participants from all over Germany and participation of representatives from the EU and from the Germany Ministry of Transport.

Organizing of two maritime Roadshows in Berlin and Bremen, stand on fruit logistica fair in Berlin and the Intermodal in Rotterdam, two member events in Duisburg and Wismar. More than 500 guests visited the SPC Events, excl. the fairs.

Online: Publishing of 35 newsletters with 240 items. Approx. 3000 visitors on the webpage www.shortseashipping.de monthly.

Print: 5 issues per annual of Magazine "SPC_Aktuell" with almost 3000 copies per issue.

Press: Publishing of 9 press releases

Focus 2015

Continuing the three fields of activities Consulting, Training and Promotion. Implementation of our new regional structure strategy.

Main Event will be a 130m2 stand at the transport & logistic fair in Munich in May 2015 followed by organizing of 5 SPC events all over Germany.



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Shortsea Promotion Centre Greece



Long term objectives

- Common EU Maritime Space to improve the efficiency of the shortsea fleet.
- Supporting the objectives of the Athens Declaration
- Replacement of the EU Short Sea Fleet with new vessels built in series.
- Multilateral relations with East Med and Black Sea SPCs
- New river link of Northern Greece with the Danube via the rivers Vardar and Morava.

Main action 2014

- Greek Presidency of the ESN 01.02-30.06.2014
- Host of SPCs meeting in Athens
- Undertaking of the ESN Permanent Secretariat until March 2017.
- Participation in Plenary meetings of the ESSF.
- Continued cooperation with universities in R+D and student information days.

- Over thirty participations in local and foreign conferences/workshops.
- Dissemination of SECA/ LNG related information to Short Sea operators.

Focus 2015

- Continuing the development and organization of the role of the Permanent Secretariat in order to facilitate best all SPCs
- Organizing SPC Greece website
- SECA monitoring and information dissemination to Short Sea operators.
- Continued involvement in LNG bunkering project POSEIDON MED.
- Strengthening relations in the Med Area for the promotion of the SSS (E.Med, Africa, Black Sea)
- Continued cooperation with Greek Maritime Universities.
- Active participation in ESN legal identity and future role exchanges.
- Expansion of activities to include other players along the supply chain (Ports, Railways Logistics)

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Shortsea Promotion Centre Ireland



Main actions 2014:

TEN-T Funding:

- Three Irish Ports have been identified by DG-MOVE as the "Core Network" ports.
- Two of these lie on the NS-MED Corridor, (North Sea – Mediterranean), and we helped the third one emphasise the importance of its connection to the Corridor
- Assisted all three to make submissions for TEN-T funding to assist their development plans

Port Efficiency:

- Worked with Irish Department of Transport to develop method to measure port efficiency, and gave a presentation on the need for this at the IMF (Irish Maritime Forum) in September.
- Through the WATERBORNE Technology Platform, we submitted corresponding research topics for funding through HORIZON 2020.
- Identified an Irish research institute which would be able to follow through on this project, and we are appointing a research fellow to undertake the study

Developing Intermodality:

- Contributed to the Railfreight Forum of the IEA (Irish

Exporters Association) to develop intermodal rail operations through Irish ports.

- We have raised the awareness with Irish ports of the potential to generate rail traffic.
- We now have the realistic possibility of the re-activation of the freight rail line to the Shannon Estuary on the West Coast.

Focus 2015:

• **Harvesting Our Ocean Wealth (HOOW)** is a national strategy aimed at maximizing Ireland's marine wealth as an island economy. The IMDO is participating actively in a development forum that will make its recommendations in early spring 2015 on the appropriate national action plan to develop maritime transport and the wider shipping and logistics industries across the country.

• **Developing an ISSC:** The IMDO sees an opportunity to develop an International Shipping Services Centre (ISSC) in the Dublin financial district. This will build on Dublin's success in the international aircraft leasing industry, bringing its expertise to bear on the maritime sector.

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Shortsea Promotion Centre Italy



From 1 July 2014, SPC-Italy has been reactivated within the Italian Maritime Cluster (Federazione del Mare). In compliance with the ESN rules, SPC Italy chaired the ESN during the Semester of Italian presidency of the EU Council and the sitting Italian chairmanship has been extended for 6 months as the current EU Presidency (Latvia) has no promotion centre.

Main actions 2014/2015:

ShortseaPromotion campaign on activities conducted with Italian Road Hauliers (in collaboration with ANITA (Associazione Nazionale Imprese Trasporti Automobilistici, member of Confindustria with is the main association representing manufacturing and service companies in Italy)

- **"No dredging, no ships"**: Seminar on the dredging needs of Italian ports and the Italian shipping industry.
- **Environment: LNG as a fuel for shortsea vessels**
- Coordination of ancillary activities for the use of LNG as combustible in cabotage traffics, in collaboration with the Ministry of Infrastructure and Transport
- Studies on legal aspects concerning the efficiency of SSS services, in particular concerning the use of LNG within the Italian Young Shipowners' Group.

Intra-EU Intermodality: Consultation & dissemination

- Activity of MOS promotion, dissemination of the Italian

Ecobonus experience (2007-2011) with Rete Autostrade Mediterranee (RAM)

- Presentation of the Third report on the Maritime Economy (Chamber of Commerce).

Focus 2015:

Promoting tools for Shortsea and intermodality development:

Presentation of two studies on short sea shipping carried out by the Shortsea Shipping commission of Confitarma (Italian Shipowners' Association):

- 1) Comparative External Costs between the transport modes (maritime, Rail and road) (RINA);
- 2) Socio-economic Impact of cabotage/shortsea shipping activities in Italy (Transport Policy Service of Confitarma).

Development of relationships and works/task force with others organisations: Shipowners, Shippers, Ports, Agents within the Italian Maritime Cluster (Federazione del Mare).

- **Participation to the EXPO 2015:** Presentation of the CENSIS Maritime Economy Report 2014: The Economic and Employment Impact of the Italian Maritime Cluster.



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Shortsea Promotion Centre Malta



Main actions 2014:

The Malta Shortsea Promotion Centre has progressed and developed into a point of reference on various levels in relation to shortsea shipping. During the year MSPC focused on:

- The education of the Maltese transport community in the facilities and opportunities offered by the ESN.
- The identification of suitable training courses funded by the EU.
- The participation of Malta in EU projects related to transport.
- A review of local practices that hinder or obstruct the free movement of seaborne cargo on Malta.
- Opportunities, through appropriate EU funds, for Maltese interested parties, e.g. shipowners, trailer operators, service providers.
- Giving input and feedback wherever possible on national and EU level policies that influence the industry

In addition the MSPC continues to provide the market information and data as it has done in the past years through its monthly newsletters and meetings, the MSPC

website, the compiling of maritime statistics, press releases, input with Maltese news in the European Shortsea Network website and discussion with potential members.

Focus 2015:

- Establish a Malta Maritime Cluster with the objective to create a lobby group that aims to enhance the interests of the various entities.
- Active participation in EU funded projects and training opportunities.
- Work and collaborate with Maltese Authorities by involving the Promotion Centre in the national maritime policy of Malta thereby giving this movement an official role both at a national level as well as at a European level.



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Shortsea Promotion Centre Norway

SHORTSEA SHIPPING NORWAY

Main action 2014:

• MyCargo – A logistics app for transport buyers:

During 2015 we have developed a web application for transport users named MyCargo. Users can input their cargo, view relevant liner services, share cargo data with shipping lines and receive budget prices. Cost and CO2 savings can be estimated and be compared to alternative truck transport from door to door. We have interviewed 100 large Norwegian transport buyers and entered their long distance trucking data into the application to verify if their cargo requirements can be satisfied by short sea shipping.

Best practice:

• **CargoFerry (GodsFergen) – Coastal shipping of the future – Research Project:** We have initiated and managed a research project with the aim of defining coastal transport solutions for the future. Cargo owners, forwarders, ports, lines, technology providers and research organisations have participated. As a result, we have identified solutions making shortsea shipping competitive also on short distance (from 200 to 1000 km). In the proposed solution, cargos are shipped in 45 foot containers. The main innovation is a robot crane that loads containers directly from the trucking chassis on the quay to the ship and vice versa for unloading. This leads to major time and cost savings. More than 100 customers have been interviewed to verify that their requirements can be met. Major environmental gains can be achieved through hybrid LNG-battery engines combined with shore power for

port use and battery charging. Our ambition is to build and employ a prototype ship in a joint government-industry project. A green coastal transport co-operation has therefore been established to realize the new innovations. For more information visit: www.godsfergen.no

Focus 2015:

• Shortsea Schedules:

Our main ambition for 2015 is to develop a web application for all European transport users, who needs to find the best shortsea transport solutions for their cargo. We will input all schedules of all major container and pure ro-ro lines. We will launch and develop the service before the end of the year.

• Improved information services and applications:

We are working to renew all our web sites with better social media integration. More news focus will be made on transport user needs, best practices and success stories - documented with text, images and video. We aim to increase the number of transport buyers and shipping lines using our MyCargo App and to match-make more cargoes and shortsea services leading to modal shift. We will focus more on foreign transport buyers with cargo bound for Norway.

• **Coastal Shipping:** We will help shipping lines identify, attract and make deals with customers needing coastal shipping on the coast line from Poland-Germany-Denmark-Sweden to Norway as well as within Norway.

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GodsFergen
Fremtidens kysttransport



Competitive coastal shipping of the future
Craned container ship with cell guides
Hybrid LNG-battery with shore side power

Shortsea Promotion Centre Poland

SHORTSEA SHIPPING
Shortsea Promotion Center Poland

Main actions 2014:

- January 2014

- SPC Poland being the host of the traditional New Year's Meeting for about 150 guests from the maritime sector,

- May 2014

- sponsoring and participating in the EURO-TRANS 2014 Conference in Szczecin,

- May 2014

- SPC Poland is a main organizer of „Herring Meeting” gathering about 2200 representatives of the maritime industry from all over the world,.

- June 2014

- sponsoring 2nd International Maritime Congress in Szczecin with about 700 participants,

- September 2014

- World Maritime Day – organizing and sponsoring traditional meeting on board the ship for 100 participants where various presentations and speeches about shipping, ports and logistics were given,

- October 2014

- Polish Ports Conference – active participation of SPC members,

SPC Poland was also active in the promotion of the SSS via local media as well as supporting various initiatives and projects concerning the maritime sector, i.a. the support to the proposal for a Motorway of the Sea project regarding the upgraded ferry connection between the ports of Świnoujście and Trelleborg as the part of a high quality optimally efficient multimodal transport corridor and also supporting the upgrade of CETC Route 65 leading from Sweden to South Europe..

Focus 2015:

- to maintain an active role of the SPC and its members in the promotion of Short Sea Shipping,
- actively participate in the various maritime events, symposiums and conferences,
- maintaining good relationships with other maritime organizations, ports and shipowners,
- working on the improvement of the website contents and starting e-news circulation,
- securing financial support of SPC Poland.

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Shortsea Promotion Centre Portugal



Main Action 2014:

- **Intermodality:** Together with the European Shortsea School we organized a "White Moss" course from Barcelona to Civitavecchia return with 40 participants. SPC Portugal gave Euros 6.000,00 as scholarships for the participation of Escola Nautica Infante D. Henrique Students.
- **European Seminar 2014:** SPC Portugal organized in May the ESN European Seminar with more than 160 participants and having as speakers a major group of experts, shipowners and the European Associations from the Sector.
- **Best Practice:** Presenting in October during the Fonasba (Federation of National Associations of Shipbrokers and Agents) Annual Meeting in

Gothenburg to more than

100 delegates (worldwide) the "state of the art" of the Short Sea Promotion Centres in Europe

Focus 2015:

- **Students:** It is the intention of the SPC Portugal to have again high school students participating in the following courses within the 2e3s project:
 1. 4 days trip by vessel from Barcelona/Civitavecchia/Barcelona (October 2015)
 2. 3 days rail in Portugal (Lisbon/Sines/Setúbal/Aveiro)
- **Dissemination of information:** Participation in the Fonasba annual meeting in Vitoria (Brasil) highlighting the best practices and promotion actions of all ESN members.

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Shortsea Promotion Centre Romania



Main action 2014:

• Elaboration of studies regarding the intermodal links offered by the Danube River:

During 2014 the SPC Romania developed, in collaboration with other researches a series of studies regarding the intermodal links offered by the Danube River in the context of cargo flows. This studies constituted an input for the EU project Adriatic – Danube - Black Sea Multimodal Transport Platform.

Best practice:

• A new Ro-Ro Service launched in Black Sea

A new Ro-Ro freight ferry service between the port of Constanta (Romania) - Batumi (Georgia) and Ilichivsk (Ukraine) was launched on October 16, 2014. The line is serviced by Ro-Ro passenger m/v GREIFSWALD that accommodates 85 17-m long trucks and up to 150 passengers and offers weekly departures.

Focus 2015:

- **Single Window on Danube:** this is a new avenue which feasibility SPC Romania is currently exploring in the context of the EU Single Window Directive. We strongly believe that a Single Window system implemented on the Danube ports would lead to a greater connectivity of this ports. So far, discussions with other Romanian ports on the Danube have started and also an IT solution provider has been contacted.
- **R&D Projects:** SPC Romania will continue to focus on developing research activities related to intermodal transport and Short Sea Shipping. In this aspect, the newest member of our association is the Constanta Maritime University, with whom we plan to further increase our capacities in this field.



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Shortsea Promotion Centre Spain



Main action 2014:

• Easier and faster procedure to obtain "Pilot Exemption Certificate" for Short Sea Shipping services in Spain:

During 2014 the SPC Spain Executive Board held periodic meetings with the Spanish Directorate-General for Merchant Shipping in order to agree the amendment of "Pilot Exemption Certificate Instructions Manual". The proposed changes by SPC Spain were focused on facilitating and speeding up the procurement of "Pilot Exemption Certificate" to the captains operating on Short Sea Shipping lines. Finally, in October 2014, an amendment of the "Pilot Exemption Certificate Instructions Manual" were approved by the Spanish Directorate-General for Merchant Shipping.

Best practice:

• Modal shift for refrigerated freight by RAFECAE

RAFECAE is a Spanish transport company based in Valladolid created in 1960 by the San Miguel family, which have extensive experience in the sector. They work for all kinds of clients, although highlighting their experience in the food industry and the pharmaceutical sector.

Currently, their fleet consists of 30 reefer trucks that serve more than one hundred customers throughout Europe using the following maritime links: Spain – England, Spain – Italy, Italy – Greece, France – England and Germany – Denmark.

RAFECAE is an example of how a Small and Medium Enterprise (SME) can take advantage of the benefits of Short Sea Shipping, and at the same time, how short sea shipping is a safe form of transport to reefer trucks.

Focus 2015:

• **Training Activities:** For the third consecutive year, Spanish General Directorate of Land Transport granted funds to the SPC Spain to develop five training programs in 2015 (one more than last year) in order to promote maritime – land intermodality and focused on shippers, logistic operators and hauliers.

• **R&D Projects:** SPC Spain will focus its efforts and resources on research collaborating in the project "Analysis of recent trends in EU shipping and analysis and policy support to improve the competitiveness of short sea shipping in the EU" funded by DG MOVE.

• **Knowledge & monitoring of the Short Sea Shipping activity:** As every year from 2011, SPC Spain will elaborate and launch the Spanish Shortsea Statistical Observatory in two issues: the first one will contain the evolution and trends of the activity of Short Sea Shipping in Spain, both from the point of view of supply and demand, from 2009 to 2014; and second one will show the corresponding data by June 2015. During 2015, a software and web application will be implemented to obtain directly from the data base the results of the Statistical Observatory.

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Shortsea Promotion Centre Sweden

Maritime Forum



Main activities 2014:

All main activities 2014 are based on our (Swedish) Maritime Manifest action-plan issued 2013. The Maritime Manifest is a joint Swedish maritime cluster-product.

• Inland Waterway Traffic

A number of information activities have been executed to increase the knowledge about EU Inland Waterway Traffic, i.e. newsletters, conferences and website about transport systems, types of barges, technology, fuel, sustainability, transshipment etc. A regular dialogue about the implementation of the EU directive into Swedish law has been held with the Swedish Transport Agency and the Ministry. During beginning of December 2014 a two-day course about inland waterway traffic was arranged. Participants were employees of central administrations and other interested parties. (IWT is, as of December 16 2014, implemented in the Swedish law.)

• Port efficiency

Port efficiency has been identified by the Swedish maritime cluster as one key issue to deal with in order to increase short-sea shipping, coastal shipping and inland shipping. During the past year SPC Sweden has organized three dialogue meetings with relevant key stakeholders having relations with the ports - from the Ministry, administrations, shipping-lines and logistics companies to the unions.

• Promotion of the Swedish Maritime Cluster/ Industry and shipping

SPC Sweden/Maritime Forum has in different ways constantly highlighted the Swedish maritime cluster and industry, including shipping as a mode of transportation and as part of the industry/cluster. We continuously address both politicians and key stakeholders within the public sector and the maritime cluster itself. SPC Sweden/Maritime Forum aims to act as an arena for discussions, meetings, conferences and networking.

Focus 2015:

All main activities and actions 2015 will continue to be based on the action-plan in the Maritime Manifest.

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• Port efficiency

An action list will be produced based on the outcome of the 2014 dialogue meetings around port efficiency. The aim is to highlight how the ports and their stakeholders' together can enhance port efficiency and make the port an enabler of increased shipping as well as a modal shift from land to sea. A conference will be organized during the year putting best practices and new solutions, actions and cooperation in focus.

• Inland waterway traffic

Our December course in 2014 about inland waterway traffic will be followed by reference visits in the mainland of Europe looking into port systems and port handling, types of barges, technology, distribution/logistics chains etc. The Traffic Committee in the Houses of Parliament as well as members of the Parliament Maritime Network will be invited to participate. Information about inland waterway traffic will be distributed via newsletter and our website on a regular basis.

• Short-sea shipping

Having completed the series of port dialogue-meetings, the next step will be to organize dialogue meetings around short-sea shipping with all relevant stakeholders. The aim is to establish a committed action-plan forward.

• Promotion of the Swedish Maritime Cluster/ Industry and shipping

SPC Sweden/Maritime Forum will continue its work to enhance the awareness of the Swedish maritime cluster/industry, shipping in general, the waterway infrastructure and the need for transparent intermodal analyses and correct statistics. This will be done through our recurring information activities via newsletters and website as well as through meetings, work-shops and conferences (among others the Swedish Maritime Day and World Maritime Day).





CLOSING REMARKS

There is no doubt, that Short Sea Shipping has a lot to offer in the economic development of the European Union and its citizens. The Athens Declaration, signed in Zappeion, Athens, last May 2014, sets as one of the priorities of the European Maritime Transport Policy, the strengthening of the role of SSS, in the EU.

In the recent months SPC Greece, has strengthen its organizational structure, in order to face the challenging and interesting times ahead and provide as Permanent Secretariat of ESN, a more functional role. The role of the SPCs is becoming even more important, in networking and promoting SSS within the member states and the neighboring countries.

SSS, has the unique characteristic, that it is linked with intermodal transport. Intermodality should be strengthened, in order to exploit better any single mode of transport and to minimize cost, time wastage and improve environmental performance, in terminal and cargo shifting nodes. Effective modal shift policy requires SSS's integration in the intermodal door-to-door supply chain, as SSS covers the sea-leg of an intermodal operation.

In the months ahead, we must aim to achieve greater corporation among all SPCs, establish ESN's legal entity and work closer with all other EU institutions, for a harmonious EU policy.

Mary Pothitos
Director
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**Created by SPC Greece,
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