

# The Need for an International Short Sea Network



**SHORTSEA 14**  
EUROPEAN CONFERENCE

Gare Marítima de Alcântara - PORTO DE LISBOA  
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European Shortsea Network

# Who we are



The Need for an International Short Sea Network



# St. Lawrence Shipoperators

- ▣ Association representing and promoting the interests of Canadian shipoperators on the St. Lawrence river in order to support their growth.
- ▣ 14 shipowners, representing a fleet of more than 130 ships (bulk carriers, tankers, container ships, ro/ro, tugs and barges, ferries, ...)



Armateurs  
du Saint-Laurent  
*St. Lawrence Shipoperators*

# Quebec Shortsea Shipping Council

- Objective: Supporting the development of short sea shipping services with at least one loading or unloading point in Québec, by acting as a hub of information and expertise. Quebec Shortsea Shipping Council promotes the integration of marine transportation in the national and continental transportation chains.
- Managed and coordinated by the St. Lawrence Shipoperators Association

The Council's action plan is based on five priorities:

- monitoring
- research and analysis
- communication
- networking
- promotion



# Short Sea Shipping Needs an International Organization Dedicated to

- Facilitate information sharing
- Understand and defend its interests



# Short Sea Shipping Needs an International Organization

- Facilitating information sharing
  - European Community, Canada, USA, South American and Asian countries have their own (formal or informal) short sea shipping organization
  - Each short sea shipping organization works on numerous projects and studies
  - In order to increase efficiency, short sea shipping organizations need to discuss about:
    - Concerns
    - Needs
    - Successes and failures

# Short Sea Shipping Needs an International Organization

- Understanding and defending its interests
  - The need to differentiate short sea shipping from international shipping in the development and application of IMO conventions and national regulations and policies
  - Short sea shipping needs to be better defined, defended and promoted

# SHORT SEA SHIPPING

Define, Defend *and* Promote



*The Need to Differentiate Short Sea Shipping from International Shipping in the Application and Development of IMO Conventions and National Regulations and Policies*

**CSL** GROUP



# Why?

Short Sea Shipping needs are not taken into consideration by any significant shipping organization

- Assumption that SSS needs are same as International Shipping needs
- SSS seen as small vessels or feeder services
- SSS issues currently are dealt with only on a limited “ad-hoc” basis, which results in significant hardships borne by SSS companies; for example, **environmental benefits of SSS are unrecognized by IMO committees dominated by traditional shipping voices**
  - Ballast Water
  - ECA

# Why?

We need to come together as a group and define SSS, defend ourselves, and promote ourselves

- The SSS fleet composition is very large  
~ 16,000 vessels/77 million GRT
- The dynamics of the SSS community are vastly different than the traditional Ocean shipping community which dominates IMO thinking
  - We are long-term operators
  - Our vessels are always near coastlines and communities
  - We are far more regulated
  - Our costs are higher
  - We are an integral part of a country's industrial strategy
  - *We compete against other modes of transport not subject to IMO*
- We all face similar up-hill battles domestically with generally negative and inaccurate media stories, under-educated regulators and political leaders, and populations who associate shipping with international shipping

# Recommendations

## 1. DEFINE

### IMO should establish a common definition of Short Sea Shipping

The following definition is recommended as a starting point:

***Short Sea Shipping (SSS) is defined as the commercial shipment of cargo or passengers by domestic and international maritime transport. In general, this subsector of marine transportation operates in coastal and inland waterways, does not cross an ocean and often competes with road and rail networks.***

# Recommendations

## 2. DEFEND

**IMO Member Administrations should establish a mechanism, either a new Sub-Committee or a Working Group within an existing Sub-Committee, to evaluate and make recommendations for the protection of the Short Sea Shipping sector, prior to adopting International Conventions that include the sector.**

The Sub-Committee or Working Group should work with the SSS industry to identify the disproportionate and hidden impacts of Conventions to the industry.



# Recommendations

## 3. DEFEND

A mechanism must be developed within an existing Non-Governmental Organization (eg. International Chamber of Shipping (ICS)) and/or by creating a new organization (eg. International Short Sea Shipping Network) to ensure the interests of Short Sea Shipping are represented at the IMO.

# Recommendations

## 4 . DEFEND

**Short Sea Shipping nations should adopt as policy a defence of domestic Short Sea Shipping interests when adopting International Marine Conventions and in subsequent adoption of National Regulations.**

# Recommendations

## 5. PROMOTE

Short Sea Shipping nations must be clearly identified and targeted by SSS national shipping associations. Clear, concise and up-to-date information on the full socio-economic benefits — including public safety, reduced highway congestion, economic value and environmental footprint — must be fully evaluated and appreciated by political decision-makers and public advocacy groups.

# SSS Challenges

- The Short Sea maritime industry is **not visible, not appreciated** and has **few vocal supporters**.
- Regulators and political leaders are **under-educated or unaware** of the industry, and its needs are **not a priority for governments**.
- **Environmentalists are better organized** than the maritime industry and publish facts and opinions in the media.
- Coverage by **media is generally negative, inaccurate and goes unanswered**.



# SHORTSEA SHIPPING, CURRENT AND FUTURE Integrating Marine Transport into the Supply Chain

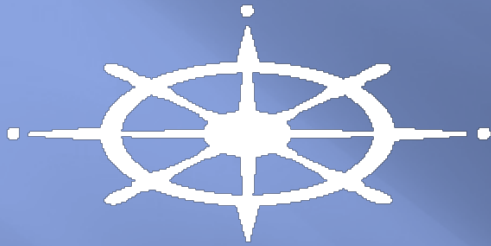
2015



Armateurs  
du Saint-Laurent  
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Table du Québec sur le TMCD  
Quebec Shortsea Shipping Council

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Montréal



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du Saint-Laurent  
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Thank you!  
Question ?

Martin Fournier  
martin.fournier@asl-sls.org