



# WHITE PAPER ON TRANSPORT STRATEGY 2050

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# WHITE PAPER ON TRANSPORT STRATEGY 2050

## SUMMARY

- ◎ **CO-MODALITY**
- ◎ **ALLEVIATION OF ADMINISTRATIVE PROCEDURES**
- ◎ **MORE EFFICIENCY IN OPERATIONAL ISSUES**
- ◎ **CLIMATE CHANGE**
- ◎ **MARPOL ANNEX VI – SULPHUR**
- ◎ **SUPPORT PROGRAMME**



# WHITE PAPER ON TRANSPORT STRATEGY 2050

**RECOGNISES THAT TRANSPORT:**

- © IS AN ESSENTIAL COMPONENT OF THE EUROPEAN ECONOMY**
- © THAT CURBING OF MOBILITY AND TRANSPORTS NOT AN OPTION**



# CO-MODALITY

**COMBINING DIFFERENT TRANSPORT MODES AND USING ON THE MOST APPROPRIATE LEG THE MOST APPROPRIATE MODE ON ALL FRONTS:**

- ⊙ EFFICIENCY**
- ⊙ ENVIRONMENTAL PERFORMANCE**
- ⊙ EXTERNAL COSTS SUCH AS: ACCIDENTS, CONGESTIONS, NOISE**

**MODAL SHIFT TO SHIPPING A CONSEQUENCE OF CO-MODALITY**



# WHITE PAPER ON TRANSPORT STRATEGY 2050

- ◎ **ALL MODES TO CONSTANTLY IMPROVE EFFICIENCY**
- ◎ **NODAL POINTS IDEM**
- ◎ **RAIL NOT YET THERE**



# ALLEVIATION OF ADMINISTRATIVE PROCEDURES

## ADMINISTRATION

- ◎ GUIDELINES FOR SPEEDING UP DOCUMENTARY CHECKS RE ANIMAL & PLANT PRODUCTS
- ◎ RATIONALISATION OF VARIETY OF DOCUMENTS
- ◎ ENHANCED ELECTRONIC DATA SUBMISSION
- ◎ ADMINISTRATIVE SINGLE WINDOW
- ◎ SIMPLIFICATION OF DANGEROUS CARGOES RULES
- ◎ COORDINATION OF ADMINISTRATIVE INSPECTIONS
- ◎ ENGLISH AS ADMINISTRATIVE LANGUAGE
- ◎ KEY: CUSTOMS PROCEDURES



# EUROPEAN MARITIME TRANSPORT SPACE WITHOUT BARRIERS

**AIM:**

**EU CARGOES TO BE DEALT WITH AS EU  
CARGOES IN EU SHIPPING SERVICES  
(SHORT SEA SHIPPING) AND TO REMAIN  
EU CARGOES**



## CUSTOMS: "EU CARGOES TO BE DEALT WITH AS EU CARGOES"

### PRESENT POSITION:

- ⊙ **EU CARGOES (Community goods) BECOME NON EU CARGOES WHEN LEAVING 12 MILES ZONE OF A MEMBER STATE.**
- ⊙ **CAN BE SOLVED THROUGH STATUS OF "AUTHORISED REGULAR SHIPPING SERVICE"**
- ⊙ **PROCEDURE CUMBERSOME & EU CARGOES BECOME DE FACTO NON EU GOODS IF SHIP CALLS ALSO A NON EU PORT**
- ⊙ **ONLY VALID FOR REGULAR SERVICES**





# EU MARITIME TRANSPORT SPACE WITHOUT BARRIERS SIMPLE LOGICAL SOLUTION - ECSA

- ◎ **INTRA EU MANIFESTED CARGOES = TO BE CONSIDERED AS INTRA EU CARGOES – NO PROCEDURES**
- ◎ **NON EU MANIFESTED CARGOES= NORMAL CUSTOMS PROCEDURES**
- ◎ **SPECIFIC STATUS FOR COMPANY/SHIPOWNER (GUARANTEE)**

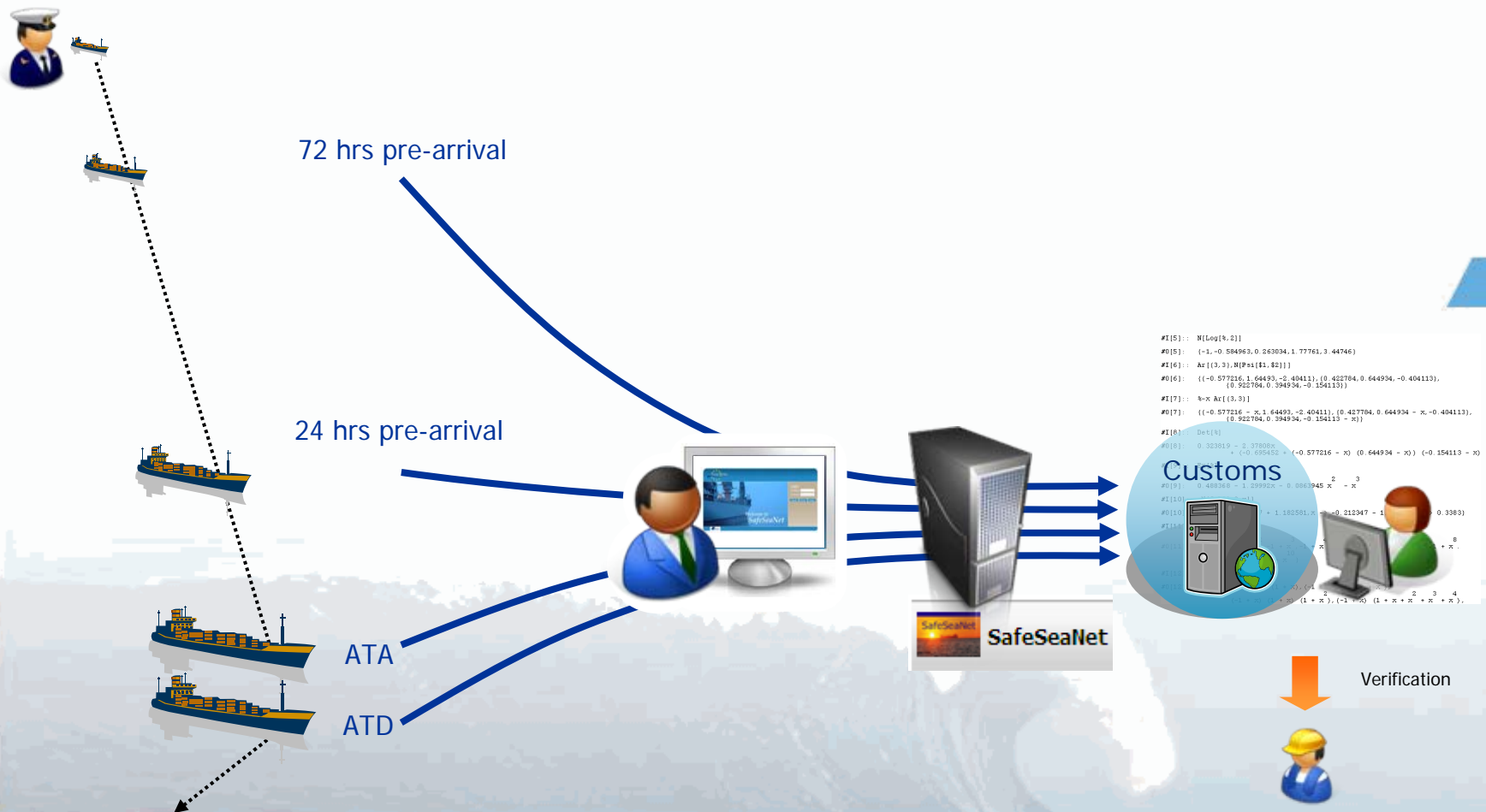


# BLUE BELT PROJECT

## INITIATIVE

- ◎ **BELGIAN PRESIDENCY 2<sup>ND</sup> HALF 2010**
- ◎ **EMSA**
- ◎ **ECSA**

# Voyage information flow



```

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#O[5]: (-1,-0.584963,0.263034,1.77761,3.44746)
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#O[6]: ((-0.577216,1.64493,-2.40411),(0.422784,0.644934,-0.404113),
        (0.922784,0.394934,-0.154113))
#I[7]: N-X Ar[(3,3)]
#O[7]: ((-0.577216 - X,1.64493 - 2.40411),(0.422784,0.644934 - X,-0.404113),
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        + (-0.696452 - (-0.577216 - X) (0.644934 - X)) (-0.154113 - X)
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```



# BLUE BELT PROJECT

- ◎ **ABOUT 250 SHIPS PROVIDED THROUGH ECSA FOR PILOT PROJECT**
- ◎ **STARTING DATE MAY 2011**
- ◎ **AIM CREATE TRUST AND UNDERSTANDING WITH CUSTOMS AND DG TAXUD**



# MORE EFFICIENCY IN OPERATIONAL ISSUES

- ◎ **COMMISSION EXPECTED TO RELAUNCH DISCUSSIONS ON PORTS AND PORT SERVICES AS KEY NODAL POINTS**
- ◎ **PARTICULARLY PORT SERVICES TO ADAPT TO AN EFFICIENT LOGISTIC APPROACH**
- ◎ **COOPERATION BETWEEN ALL PARTIES NECESSARY**



# CONTENT OF THE NEW PORTS POLICY COMMUNICATION OCTOBER 2007



Commissioner Jacques Barrot opens the consultation on a new European ports policy at the annual conference of ESPO - Stockholm, 2 June 2006



# SOFT LAW APPROACH BUT BASIC PRINCIPLES CONFIRMED

- **FOUR FREEDOMS:**
  - ◎ **FREE PROVISION OF SERVICES**
  - ◎ **RIGHT OF ESTABLISHMENT**
  - ◎ **FREE MOVEMENT OF PERSONS**
  - ◎ **FREEDOM FOR MOVEMENT OF GOODS**
  
- **APPLICATION OF EU COMPETITION RULES**



# PILOTAGE

- ◎ **SAFETY IS BEST SERVED BY EFFICIENT PILOTAGE IF REQUIRED**
- ◎ **A PROPER AND CONTESTABLE RISK ASSESSMENT ESSENTIAL PRIOR TO DETERMINE THE USE AND THE TASKS OF PILOT SERVICES**
- ◎ **PILOTAGE IS NOT A PUBLIC SERVICE**
- ◎ **THE PILOT IS AN ADVISER TO THE MASTER**
- ◎ **THE MASTER REMAINS IN COMMAND OF THE SHIP**





# PECS

- ③ **WRONG TERM: THERE IS NO EXEMPTION SINCE THE QUALIFIED MASTER/CH OFFICER TAKES CARE OF THE PILOTAGE**
- ③ **CUMBERSOME OFTEN RESTRICTIVE PROCEDURES TO BE ABOLISHED**
- ③ **EXAMINATION LANGUAGE SHOULD BE ENGLISH**



# PILOTAGE

- ◎ **PILOTAGE FROM ASHORE AND USE OF MODERN TECHNOLOGY TO BE FURTHER DEVELOPED**
- ◎ **QUID QUALIFICATION NORMS?**
- ◎ **DE FACTO MONOPOLISTIC POSITIONS SHOULD NOT BE ABUSED**
- ◎ **PROCESS FOR OBTAINING A PEC SHOULD BE RELEVANT AND APPROPRIATE**
- ◎ **ENGLISH THE BRIDGE LANGUAGE FOR SAFETY REASONS**



# TOWAGE

- ◎ **IN GENERAL FREE MARKET ACCESS**
- ◎ **NO PUBLIC SERVICE**
- ◎ **IN SOME PORTS STILL RESTRICTIONS**
- ◎ **NO TO ABUSE OF SAFETY ARGUMENTS**



# CARGO HANDLING

- ◎ **ONGOING IMPROVEMENTS IN EFFICIENCY**
- ◎ **FREE ACCESS AND OPEN COMPETITION ESSENTIAL**
- ◎ **PRACTICES IN CONFLICT WITH THE TREATY TO BE ABOLISHED**
- ◎ **QUALIFICATION AND TRAINING SUPPORTED**
- ◎ **FULL PART OF LOGISTICS**



# CLIMATE CHANGE CO<sub>2</sub>

© REDUCTION OF CO<sub>2</sub> IN PRACTICE PRIORITY

© IMO CO<sub>2</sub> INDEXING:

- ENERGY EFFICIENCY DESIGN INDEX (EEDI)
- ENERGY EFFICIENCY OPERATIONAL INDICATOR (EEOI)
- SHIP EFFICIENCY MANAGEMENT PLAN (SEMP)

© MARKET BASED MEASURES (ETS/LEVY)



# CLIMATE CHANGE CO<sub>2</sub>

- © **PRIORITY REDUCE CO<sub>2</sub> /ENERGY CONSUMPTION.**
- © **MEASURES ALREADY TAKEN +EEDI + OPERATIONAL MEASURES 20% REDUCTION CO<sub>2</sub> BY 2020**
- © **MBMs (MARKET BASED MEASURES) SIDE THING**
- © **GLOBAL APPROACH VIA IMO SINE QUA NON**
- © **ANY REGIME TO BE APPLIED TO ALL FLAGS GLOBALLY**



# EU DIRECTIVE NO NEW MEASURES ON TOP

## MARPOL ANNEX VI SULPHUR OXIDE (SOX)

**SOX. AFTER INTENSE NEGOTIATION, UNANIMOUS AGREEMENT FOR THE FOLLOWING LIMITS, ON THE DATE SHOWN:**

- ◎ **2010 – EMISSION CONTROL AREA (ECA) LIMIT REDUCED TO 1%**
- ◎ **2012 – GLOBAL LIMIT REDUCED TO 3.5%**
- ◎ **2015 – ECA LIMIT REDUCED TO 0.1%**
- ◎ **2020 – GLOBAL LIMIT TO 0.5% BUT A REVIEW IN 2018 (WITH THE AUTHORITY TO DELAY IMPLEMENTATION) WILL DETERMINE IF THIS IS ACHIEVABLE.**
- ◎ **2025 – GLOBAL LIMIT TO 0.5% NOTWITHSTANDING THE RESULT OF THE 2018 REVIEW.**

**COMPLIANCE CAN BE ACHIEVED BY EQUIVALENT ABATEMENT MEASURES**



## MARPOL ANNEX VI: 0.1 % SULPHUR AS FROM 2015

- ◎ **BALTIC – NORTH SEA – ENGLISH CHANNEL**
- ◎ **NO IMPACT ASSESSMENT IN IMO**
- ◎ **DIFFERENT IMPACT STUDIES BY EU GOVERNMENTS, UNIVERSITIES, INSTITUTIONS**
- ◎ **MODAL SHIFT FROM SEA TO ROAD UP TO 50 %**





# PROACTIVE APPROACH BY SHIPPING INDUSTRY

## TOOLBOX:

- ◎ COMPLIANT FUEL AVAILABILITY
- ◎ SCRUBBING TECHNOLOGY
- ◎ LNG AS ALTERNATIVE FUEL

**MITIGATION OF UNACCEPTABLE CONSEQUENCES**



# CONCLUSIONS FROM TOOLBOX EXERCISE

- ◎ **IT WILL TAKE MANY YEARS AND LARGE INVESTMENTS TO EFFECTIVELY USE THE TOOLS OF THE TOOLBOX**
- ◎ **SUPPORT: MITIGATION MEASURES NECESSARY**
- ◎ **SOLUTION TO BE FOUND FOR MODAL SHIFT**
- ◎ **SOLUTION IN IMO ONE WAY OR ANOTHER**
- ◎ **REVIEW OF SULPHUR DIRECTIVE TO TAKE THE 0.1% PROBLEM INTO ACCOUNT**
- ◎ **NO NEW ON TOP MEASURES IN EU DIRECTIVE**

**APPEAL TO MEMBER STATES, THE EUROPEAN PARLIAMENT AND THE COMMISSION FOR A SOLUTION**



## SUPPORT PROGRAMMES

- ◎ **TEN-T – MOTORWAYS OF THE SEA: ACCENT ON PORT INFRASTRUCTURE AND HINTERLAND CONNECTIONS**
- ◎ **MARCO POLO: HAS MUCH CONTRIBUTED.**
- ◎ **LIMITATION TO INNOVATION NOT TO BE EXCLUSIVE.**
- ◎ **TRANSPARENCY IN SUPPORT PROGRAMMES ESSENTIAL**
- ◎ **DISTORTION OF COMPETITION WITH EXISTING SERVICES TO BE AVOIDED**



# THANK YOU

[www.ecsa.eu](http://www.ecsa.eu)

