

Multimodality 2.0,  
a plan for the future  
**Juan Riva**  
**President - Grupo Suardiaz**

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***GRUPO SUARDIAZ***



## Grupo Suardiaz

- Spanish shipowner and Logistics Group since 1945.
- Pioneer and leader ro-ro operator in Spain since 1948.
- Multimodal logistics services, including SSS connections and MoS.
- Business activities: Ship Owner, Ship Operator, Bunkering, Terminal Operator.





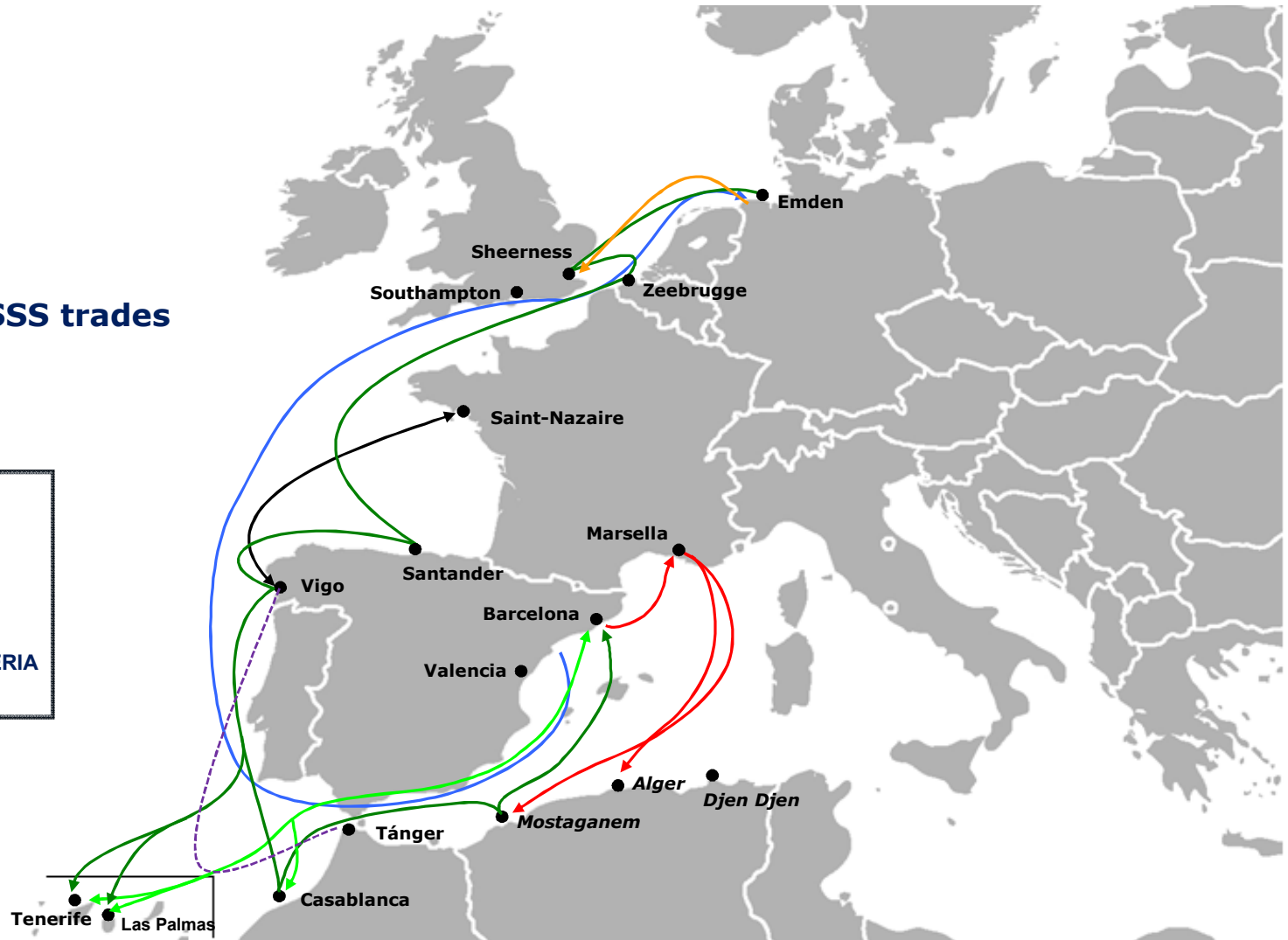
Grupo Suardiaz

## Shipping Lines

### FLEET:

- 10 RoRo vessels in SSS trades
- 4 Bunkering Barges
  - (2 under construction)

■	N. EUROPE – N. AFRICA
■	SPAIN – UK – N. EUROPE
■	MED – CANARIES LINE
■	CROSS CHANNEL LINE
■	VIGO – ST. NAZAIRE - MoS
■	BARCELONA – MARSEILLE - ALGERIA
■	VIGO – TANGER (Project)





# Motorway of the Sea Tangier - Vigo - St. Nazaire



Co-funded by the Marco Polo  
Programme of the European Union



# 2018: EU Multimodality year



## Main objectives:

- **Increase multimodal services** →  
reduce bottlenecks road congestions and other external costs.
- **Improve cross border projects** →  
through Connecting Europe Facility (CEF).
- Reduce **environmental impact** of transport, enhance energy efficiency and increase safety.
- Improve **MoS concept** allowing connections between EU ports and Europe's neighbours.
- Improve **Port facilities and ports land connections with hinterland**.

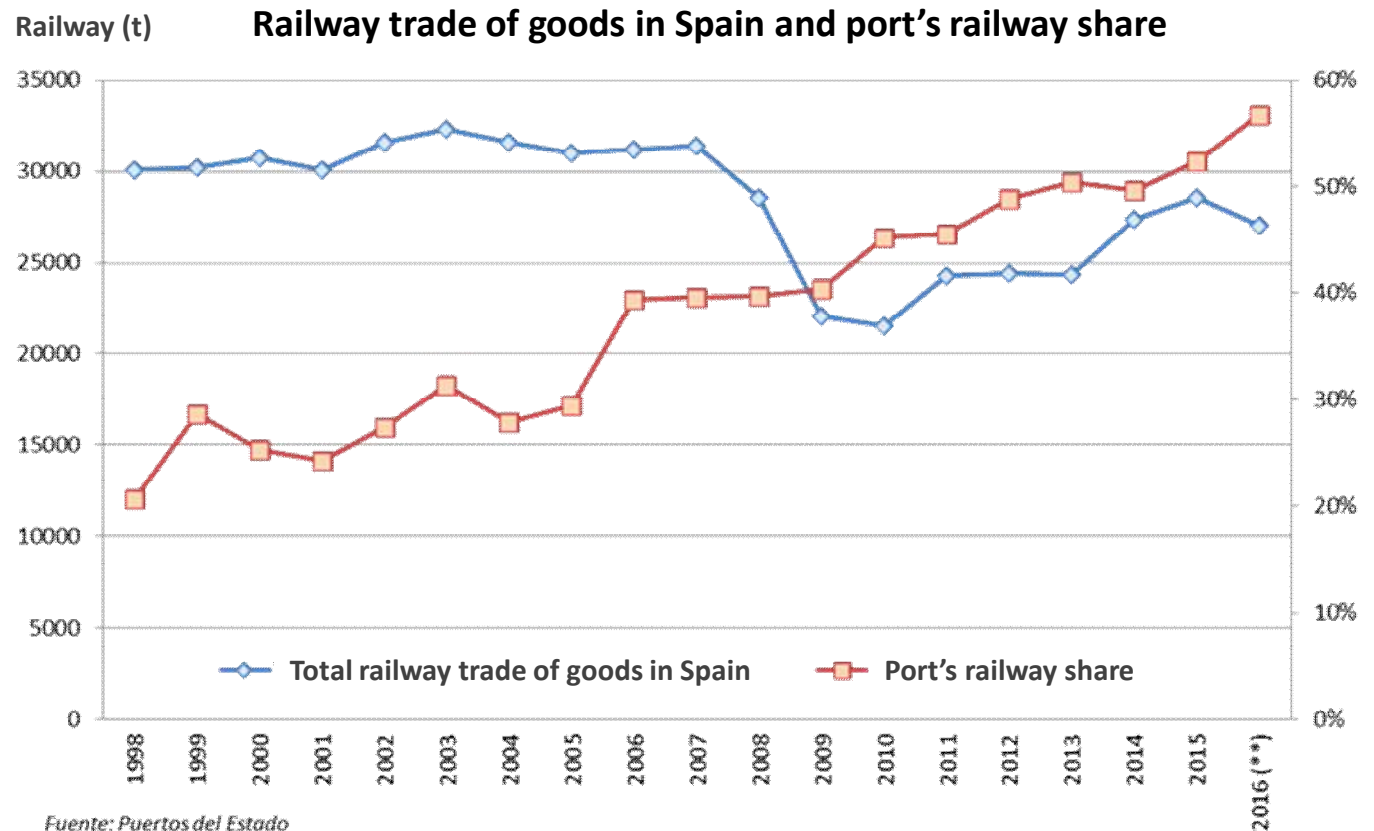


# Hinterland connections

## Spanish Port Accessibility Fund

### Port accessibility fund:

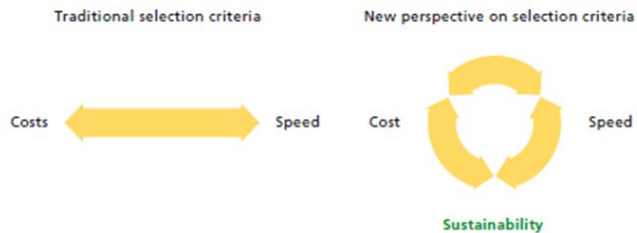
- Moneys come from from benefits from Port Authorities.
- Actions of the fund may be:
  - Connection with the land transport network ("last mile") or
  - Improvement of the land transport network itself.
- **94% for railways!!!!**
- Railway trade of goods in Spain is more and more linked to ports.



Fuente: Puertos del Estado  
Elaboración: TEIRLOG

# Sustainability: key factor on the mode of transport selection by the end user

## FACTORS IN MODE SELECTION

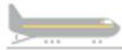





## SSS: A sustainable mode of transport

- France demands to evaluate the carbon footprint of all transport modes with origin or destination in its country.
- Spain enables a voluntary carbon footprint registration.
- Industry and customers increasingly demand environmental and carbon footprint certifications.**

## CHARACTERISTICS OF TRANSPORTATION MODES






		Cost	Speed	CO <sub>2</sub> Efficiency
	Air	Expensive	Fast	Low
	Road	↓	↑	↓
	Rail			
	Sea	Cheap	Slow	High

*Note: The 'CO<sub>2</sub> Efficiency' column is circled in red in the original image.*

# Short term challenges

## New environmental regulations

### SO<sub>x</sub>: From 1 January 2020

- To **cut by 7** the maximum sulphur content of marine fuels  more than **50% increase in bunker costs** or
- **Scrubbers**  important cost both of acquisition and operation or
- **LNG**  worldwide infrastructure still to develop and it will not comply with 2030 CO<sub>2</sub> emissions targets.

### CO<sub>2</sub>: IMO Objectives agreed in April 2018

Taking as reference CO<sub>2</sub> emissions from shipping in 2008:

- **40%** reduction of emissions per transport work (t x mile) by 2030 and;
- **50%** reduction of the total annual GHG emissions from ships by 2050.







# Objectives by Brian Simpson

(European Coordinator for Motorways of the Sea )

Reduce land  
transport  
congestion

Increase use of  
more sustainable  
modes of transport

Increase transport  
efficiency and  
effectiveness

Improve  
accessibility to  
peripheral regions



Thanks for your attention

