



**EUROPEAN COMMISSION**

DIRECTORATE-GENERAL FOR ENERGY AND TRANSPORT

DIRECTORATE G – Maritime and inland waterway transport; intermodality  
**The Director**

Brussels, 27 April 2005

DGTREN/G/FK/IK/OBM/cv-  
s/bottl/relaunch  
D(2005) 107824

**NOTE TO SHORT SEA SHIPPING FOCAL POINTS AND OTHER INTERESTED PARTIES**

**Subject: Re-launching the exercise to identify bottlenecks, their potential solutions and best practices in Short Sea Shipping (SSS)**

The European Commission's Directorate-General for Energy and Transport is re-launching the 'Bottleneck Exercise'. As you will remember the original exercise was started in 1999 and has always had as its objectives:

1. The identification of bottlenecks that hamper the development of Short Sea Shipping;
2. The identification of possible solutions to those bottlenecks;
3. The compilation of examples of 'best practice' in the sector.

When this exercise was first launched, 161 fiches were established at that time detailing the reported bottlenecks. The fiches were grouped under the following 5 broad headings:

- Image of Short Sea Shipping (17 fiches),
- Door-to-Door Issues, including Costs/Price Concerns (38 fiches),
- Administrative and Documentary Procedures (17 fiches),
- Ports (45 fiches),
- Country-Specific Obstacles (44 fiches).

Following the combined efforts of the Focal Points, European Short Sea Network, Maritime Industries Forum, the Commission and other interested parties, the original list of 161 fiches has now been reduced to 48.

Significant progress has been made in alleviating problem areas. Some examples of bottlenecks that have been eliminated are given in Annex I.

In 1999, when the exercise was launched, it concentrated on the EU-15 countries. With the enlargement of the EU, re-launching the exercise would also give contributors from the new Member States a fair chance to fully play a part in the exercise.

The identification of bottlenecks in Short Sea Shipping is recognised, at political level in the EU, as being of prime importance to the development of the industry. The Presidency Conclusions of the Informal Meeting of EU Transport Ministers, held in Amsterdam on 10 July 2004 underlined the need to 'Reduce remaining obstacles to facilitate a low-barrier use of short sea shipping within the transport chain as described in the bottleneck-exercise of the European Commission'.

The exercise has always been open-ended, but only a few new bottleneck fiches have been added from time to time during the last few years.

It is now time to take a more profound and enlarged look in order to ensure that we are aware of all existing problems. Knowing a problem is a prerequisite to being able to address, tackle and hopefully, solve it.

The current exercise will again be carried out in co-ordination with the SSS Focal Points and observers to their meetings (European Shortsea Network (ESN) and Maritime Industries Forum (MIF)). The Focal Points and observers are asked to distribute information on re-launching the exercise nationally and be the principal co-ordinators for national contributions. In addition, other European associations and fora are invited to contribute. Furthermore, contributions can be submitted by any natural or legal person in Europe.

The contributions should be submitted using the established format for both the bottlenecks identification and the best practice exercise (as per Annex 2). Contributions can be sent for the attention of Ms Olive Burke Mc Morrow, DGTREN/G2, DM28 3/11, European Commission, B-1049 Brussels, fax: 32.2.2960421; e-mail [SSS@cec.eu.int](mailto:SSS@cec.eu.int).

Contributions should be as concrete and detailed as possible. Examples of fiches detailing a bottleneck and a best practice in Short Sea Shipping are shown in Annex 3. All contributions will be made available to the SSS Focal Points and observers to their meetings (ESN and MIF), in non-aggregated form. Confidentiality of the originator of a contribution will be ensured only in exceptional cases if the contributor specifically asks for this. The contributions will be made public at a later stage in aggregated form without mentioning names of individual contributors but potentially mentioning the organisation or branch they represent, or in which they are a participant. The DG for Energy and Transport will take no responsibility for the possibility that the contents of a contribution, where the name of the contributor is not mentioned, might reveal his/her identity. The DG for Energy and Transport reserves the right to use, or not to use, individual contributions in the final inventory.

The first deadline for this re-launch phase is the **end of September 2005**. However, as before, the exercise will continue to be open-ended and can be added to at any time as appropriate.

This letter and its annexes will be available in English, French and German on the Commission's public Europa internet site:

([http://europa.eu.int/comm/transport/maritime/sss/policy\\_bottlenecks\\_en.htm](http://europa.eu.int/comm/transport/maritime/sss/policy_bottlenecks_en.htm)). Here you will find relevant information on the first bottleneck exercise also.

Fotis Karamitsos

Annex 1: Examples of solved bottlenecks

Annex 2: Blank fiches

Annex 3: Examples of fiches detailing bottlenecks / best practices

## ANNEX 1

### EXAMPLES OF INITIATIVES THAT HAVE ELIMINATED BOTTLENECKS IN SHORT SEA SHIPPING

**The introduction of IMO-FAL forms** containing arrival/departure information for ships means that the multitude of different national forms required previously has now been replaced by one form.

A **Port Services Directive** is in legislative process.

A **Directive on Intermodal Loading Units** is in legislative process.

The Commission's guide to '**Customs Procedures for Short Sea Shipping**' and guide to '**Authorised Regular Shipping Service**' provide clarity for the shipping community regarding the available procedures and particularly the simplified ones.

France has abandoned the mandatory imposition of agents so **operators can now choose their own agents** to represent them in French ports.

New legislation in France allowing **44 tonne container traffic** on port access routes. Previously, 40 tonnes was the maximum allowed in the port area.

Sweden now issues **Pilot Exemption Certificates (PECs)** to non-Swedish speakers who speak English (provided that they fulfil other required criteria).  
Danish ports do not impose a pilot for entering the port if the ship's captain has sailed the same route 4 times in the previous year.  
Norway, The Netherlands and Poland issue PECs primarily in English (though some knowledge of the local language might be required).

The Ports of Rotterdam and Antwerp are operating a pilot project for **Paperless Sailing** for barge transport between the two ports.

In the Netherlands the authorities have introduced **electronic reporting** for licensed sea-river services to/from Duisberg.

The Netherlands is developing a **single electronic window** for delivering the required information to all authorities for ships entering a seaport.

As a recent development in Greece, **containers are allowed to leave terminals**, for processing by customs, before all relevant cargo has been unloaded from the ship.

In Greece, **cargo manifests are no longer required to be translated into Greek**, except when they are being used as a summary declaration.

Spain has recently **liberalised the port services market**.

**Electronic format of the T2 (or equivalent) document** now accepted by the Port of Goole (UK). It is no longer necessary to make the journey to the customs office (round trip of 70 miles) to present the hard copy.

From 1.1.2004 Norway has changed the structure of its **coastal fees** to include all vessels, irrespective of their port of origin/destination. Prior to that, vessels having their origin/destination in Norway paid lower fees.

In Spanish ports customs officials no longer require **hard copies of the “declaración sumaria”** (equivalent of cargo manifest), instead they accept it in electronic format.

## **ANNEX 2**

### **Contribution Forms**

Fiche No. \_\_\_\_ (<category (optional)>)

**A BOTTLENECK IN DOOR-TO-DOOR SHORT SEA SHIPPING (SSS) AND  
A POTENTIAL SOLUTION**

**Fiche submitted for consideration by \_\_\_\_\_ on \_\_\_\_\_**

**Description of the bottleneck:**

**Hampering effects of the bottleneck:**

**Measures towards a solution (if available):**

**Parties needed to be involved in the solution (and their roles):**

**Any available best practices related to this bottleneck:**

\* \* \* \* \*

Fiche No. \_\_ (Best SSS Practice)

**A BEST PRACTICE IN SHORT SEA SHIPPING (SSS)**

**Submitted for consideration by \_\_\_\_\_ on \_\_\_\_\_**

**Description of the best practice:**

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## **ANNEX 3**

### **EXAMPLES**

**A BOTTLENECK IN DOOR-TO-DOOR SHORT SEA SHIPPING (SSS) AND  
A POTENTIAL SOLUTION**

**Fiche submitted for consideration by DG TREN (Maritime) on 14/12/1999 and the Port Autonome de Dunkerque on 30/04/2000.**

**Description of the bottleneck:**

In some ports, SSS has to compete for port facilities with priority given to ocean shipping, having negative time and financial implications for SSS and Inland Waterway vessels.

**Hampering effects of the bottleneck:**

Uncertainties can be detrimental to the overall quality of just-in-time transport services and can create an obstacle to the development of door-to-door SSS.

**Measures towards a solution (if available):**

Ports should provide a corresponding level of service on commercial basis to all users without discrimination. In some ports systems have been developed to accommodate better the needs of short sea services, for example the crucial need for shorter turn-around times. These systems include, in particular, separate terminals for SSS but also other dedicated services based on commercial considerations in ports.

To set up or actively continue the regular work of round-tables or corresponding arrangements on SSS and ports in order to have a forum where problems affecting SSS and ports can be discussed and solved.

**Parties needed to be involved in the solution (and their roles):**

Ports concerned (to give non-discriminatory treatment to SSS in comparison with deep-sea traffic and to consider how the specific characteristics of SSS could be better taken into consideration, to set up fora for all the parties to solve problems in co-operation).

**Any available best practices related to this bottleneck:**

N/A.

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**A BEST PRACTICE IN SHORT SEA SHIPPING (SSS)**

**Submitted for consideration by** Short Sea Promotion Centre, Holland ([www.shortsea.nl](http://www.shortsea.nl))  
**in** July 2004

**Description of the best practice:**

**New joining venture in European temperature-controlled transportation**

Three leading Dutch companies Visbeen Transport Groep BV of Nieuwe Tonge, Post-KogekoBV of Maasdijk and Geest North Sea Line BV of Rotterdam are joining forces to launch Coolboxx, a new pan-European initiative that will provide shippers of temperature-controlled commodities with a range of intermodal alternatives to road transport. The partners expect to have around 300 x 45ft new reefer units operational within the next two years. Initially, Coolboxx will focus on providing services between Continental Europe and the UK.

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