



EUROPEAN COMMISSION
DIRECTORATE-GENERAL FOR ENERGY AND TRANSPORT

DIRECTORATE G - Maritime Transport and Intermodality
Short sea shipping and port policy

SYNOPTIC TABLE OF BOTTLENECKS IN SHORT SEA SHIPPING

JULY 2006

39 BOTTLENECKS DIVIDED UNDER 5 HEADINGS:

IMAGE = 1

ADMINISTRATIVE = 7

DOOR-TO-DOOR = 5

PORTS = 12

MEMBER STATE SPECIFIC = 14

SUMMARY TABLE OF BOTTLENECKS IN SHORT SEA SHIPPING

POSITION AS OF JULY 2006

IMAGE (1FICHE)

FICHE REF.	DESCRIPTION	SOLUTION?	ACTION BY?	BEST PRACTICE
I/G.P. 1	In general Short Sea Shipping has a very positive business image. However, some shippers and forwarders continue to consider it as not having full integration into the intermodal chain; having long transit times and costing more than land based modes.	Demonstrate to potential users that SSS is a flexible, reliable, cost and time efficient element of intermodality.	All parties concerned - industry, interest groups, governments, EC	Short Sea Promotion Centres; Dutch initiative 'shipper Scans'.

(I = Image; G.P. = General Perception)

ADMINISTRATIVE (7 FICHES)

FICHE REF.	DESCRIPTION	SOLUTION?	ACTION BY?	BEST PRACTICE
A/HG.1	Road transport requires less stringent regulations and documentation for dangerous cargo than is required for sea transport.	Harmonisation of regulations between transport modes.	EC; national authorities; industry; international organisations.	Baltic MOU on the carriage of dangerous goods.
A/C.2	Despite common EU regulations, local customs officers have their own procedures and/or own individual interpretation of EU regulations.	<ul style="list-style-type: none"> • Better communication throughout customs services; • Understanding by all involved that common EU Regulations need to be strictly observed. 	Individual customs authorities.	
A/C.3	Linguistic difficulties with administrative documents.	Use English as official language for all administrative documents, without prejudice to the use of the national language or two language versions at national level.	European Commission; national authorities; operators.	
A/C.4	Electronic manifests not accepted; electronic stamps not recognised in customs procedures in some MS (NL, F, SE, DK & N at least).	Implementation of NCTS by all Customs offices.	MS; customs authorities; ports; Commission.	<ul style="list-style-type: none"> • Portinfolink (Rotterdam); EPC (Amsterdam) • Portel (Spain) • FSR (Sweden) • DAKOSY (Hamburg) • Under development: PortNet (Portugal) and VTS (Italy) and Safe Sea Net/AIS Norway • Development of international XML standard

FICHE REF.	DESCRIPTION	SOLUTION?	ACTION BY?	BEST PRACTICE
A/C.5	'Infected vessels' . Vessels operating a 'regular' service between two EU ports, but calling at a port outside of the EU en route (including freeports), have to go through all customs procedures for all cargo (i.e. including EU).	Change in customs legislation to enable the two types of cargo to be treated differently.	Customs authorities; MSs; ship owners; European Commission.	
A/C.6	An operator can only obtain a 'Regular Liner Service' licence for a given port when he has a vessel serving that port, (i.e. licence linked to vessel and not operator).	The license "Regular liner service" should not be connected to one or more vessels, but should be given to the shortsea operator. Also the problems that arise when shortsea operators take slots on vessels from other shortsea operators (NVOCC) can be solved in this way.	EU : DG TREN and DG TAXUD.	
A/S.7	Lack of comparable Statistical Data on SSS in Europe.	Continued work on collection of reliable maritime statistics including origin/destination matrices and comparable land/sea statistics for SSS; devising reliable matrix for converting tonnes carried by SSS into tonne-kilometres performed.	EC; MS; Eurostat; ESPO.	

(H =Hazardous Goods ; C = Customs; S = Statistics)

SUMMARY TABLE OF BOTTLENECKS IN SHORT SEA SHIPPING

(POSITION AS OF MAY 2006)

DOOR-TO-DOOR (5 FICHES)

FICHE REF.	DESCRIPTION	SOLUTION?	ACTION BY?	BEST PRACTICE
D-t-D/1	Lack of an intermodal liability regime .	Damage rates could be made public or be used in company strategies to show the reality and not give room for contradictory perceptions. An intermodal liability regime.	Ship owners; transport operators; ports; MS; insurance companies; international organisations.	Some companies are offering shippers single and uniform liability for multimodal transport.
D-t-D/2	Each mode of transportation in the intermodal chain should cover its own share of costs including external costs. Difficult for SSS to compete as road and rail are not covering their costs.	Introduction of price covering infrastructural costs/dues.	MS; EC.	
D-t-D/3	Unequal distribution of incentive measures among the various modes (e.g. Distortion of competition by national railway companies)	Community and national policy should aim at creating a greater balance. Further liberalization of European railways.	MS, EC.	
D-t-D/4	Distortion of competition in favour of road , due to lack of border control regarding the amount of fuel carried into the EU by trucks coming from 3 rd countries.	Implementation of diesel import schemes by the 'EU border states'.	MS, EC	
D-t-D/5	Variation in national regulations concerning the maximum allowable weight of goods vehicles on roads in MS.	'Supra-national' legal instrument to bring about a harmonized approach.	MS, EC	

(IL = Insurance & Liability; C.P = Cost/Price)

SUMMARY TABLE OF BOTTLENECKS IN SHORT SEA SHIPPING

(POSITION AS OF MAY 2006)

PORTS (12 FICHES)

FICHE REF.	DESCRIPTION	SOLUTION?	ACTION BY?	BEST PRACTICE
P/PS/H. 1	Lack of competition in the port services market. Existence of protective practices denying free access to other operators for port services.	Persuade relevant parties to review / abandon restrictive practices.	Industrial representatives; MS; EC; FoPs; Port Authorities.	Main Dutch and German ports, and ports not restrained by restrictive laws.
P/PS/H. 2	Non-flexible working conditions in the ports, both as regards calculation of waiting time, idle time, over-time etc.	Commencement of operations upon arrival of ship with the resources required without additional expenses.	Port authorities; stevedores; terminal operators; shipping lines.	
P/PS/H. 3	In some ports SSS has to compete for port facilities with priority given to ocean shipping.	Ports should provide corresponding level of service for all users without discrimination.	All ports concerned.	
P/PS/IT. 4	Use of EDI for transmitting data between ports is still not generalised . Lack of automated goods managements systems in Greece & Portugal.	Widespread use of EDI between ports. Use of a telematic management system for shipments into and out of ports.	Central and local administrations; port authorities.	'INTERMED' operating between Genoa, Marseille, Barcelona; Port Net System Finland.
P/PS/Div 5	Rigid Administrative Proceedings.	<ul style="list-style-type: none"> • Use of electronic equipment; • Issue of PECs; • Exemption from use of tugs; • Simplifying of control proceedings; • Working schedules in ports; • Creation of 'one-stop-shops'. 	Ports / carrier; MS.	
P/PS/Div 6	Imposition of the use of national language for port services, e.g. pilotage, and other burdensome requirements to receive PECs.	<ul style="list-style-type: none"> • Accept English as language for pilotage; • Number of port calls required to obtain a PEC should be reasonable. 	MS; FoPs; port authorities; national representatives.	Sweden; Denmark; The Netherlands; Poland and Norway

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(P = Ports; PS = Port Services; H = Handling; IT = Information Technology; Div = Diverse)

FICHE REF.	DESCRIPTION	SOLUTION?	ACTION BY?	BEST PRACTICE
P/PC/CL 7	<ul style="list-style-type: none"> • Costs for services not always considered necessary often inflicted on SSS (e.g. compulsory pilotage). 	<ul style="list-style-type: none"> • Adjustment of local pilotage regulations. • Re-examine the obligation in some ports to use pilots in all cases. • Ports should actively reassess how the needs of short sea can be best accommodated in port services. 	Central and local administrations; port authorities; EC.	
P/PC/CL 8	<ul style="list-style-type: none"> • Non-negotiable tariffs for SSS in some Member States. • Lack of competition. 	Negotiation between Commission and Ministries of Transport to bring about abolition of monopolies.	EC, FoP, Ministries of Transport	Ports of Felixstowe and Southampton.
P/PC/Tn 9	Port services tariffs , when based on tonnage measurement , do not fairly or accurately reflect the amounts that should be paid for the port services rendered.	Persuasion of National Governments and local port authorities to review restrictive legislation and move towards a fairer system of evaluating port services costs.	Industry; FoPs; EC.	Best practice list provided by MIF
P/PI/ 10	Lack of port infrastructure suitable for SSS.	Improvement of port terminals.	Line operators; shipowners; port authorities; MS.	
P/PI/ 11	Defective access to terminals in ports.	Improvement of maritime and land access to port terminals.	Port authorities; administrations; institutes.	
P/PH/12	Defective motorway and railway connections to TEN-T.	Increased capacity of port infrastructure and construction of intermodal and logistic platforms in port hinterlands.	MS; EC	

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(IT = Information Technology; Div = Diverse; CL= Cost Level; CL= Cost Level; Tn= Tonnage; PI = Port Infrastructure; PH = Port Hinterland)

SUMMARY TABLE OF BOTTLENECKS IN SHORT SEA SHIPPING

POSITION AS OF MAY 2006

COUNTRY-SPECIFIC ISSUES (14 FICHES)

FICHE REF.	DESCRIPTION	SOLUTION?	ACTION BY?	BEST PRACTICE
BE.1	Transfer of containers between Rotterdam and Antwerp requires the issue of a T1 document by Rotterdam and hand delivery to Belgian customs whose offices are not open round the clock.	Establishment of direct IT link between Rotterdam and Antwerp customs.	Rotterdam and Antwerp customs authorities.	Currently there is a pilot project for 'paperless sailing' for barges between these two ports.
BE.2	In certain cases ships are required to stop and report to the authorities in sea-river transport even when it is only in transit along a river.	Member States should simplify or eliminate the obligation for a short sea ship to report when only in transit along a river.	Relevant MS.	The Netherlands.
FL.1	Fairway dues calculated on basis of maximum number of calls per individual vessel.	Tariff adjustments with the purpose of promoting regular short sea shipping.	EC and Finnish government.	
ES.1	<ul style="list-style-type: none"> • Monopolistic structure leading to restrictive practices for national hinterland transport. • Trucking costs per Km are more than twice that of international trucking cost per Km. 	Elimination of structures distorting free competition between hauliers and increasing co-operation between modes and the different players in logistic management of supply chains.	EC and ES government. Land transporters; ports; shipowners; shippers and forwarders.	Valencia
EL.1	The ports of Piraeus and Thessaloniki: <ul style="list-style-type: none"> • Apply monopolistic policies in provision of services; • Apply cross-subsidization methods; • Apply compulsory use of Pilotage services for short-sea ships. • Piraeus: ships not allowed to begin unloading until the authorities have attended to the ship and reporting procedures have been completed. 	<ul style="list-style-type: none"> • More than 2 subsidiaries for each category of service; • Lower prices; • No interference by Port authority in pricing (allow competition); • Abolish compulsory pilot services for ships regularly using the ports. • MSs concerned asked to allow ship to commence discharging immediately after arrival without having to complete the reporting procedure first. 	Ministry of Mercantile Marine; Port authorities of Piraeus and Thessaloniki.	

FICHE REF.	DESCRIPTION	SOLUTION?	ACTION BY?	BEST PRACTICE
IT.1	Mandatory imposition of agents in Italian Ports.	Operators allowed to freely choose their agent.		France.
IT.2	Cargo cannot be discharged until all paperwork is complete.			
IT.3	Lack of flexibility of the rail carrier and lack of rail cars.	Liberalisation of rail transport (multiple operators).	State railways; other rail operators.	
NL.1	<ul style="list-style-type: none"> • Customs documents have to be issued 24 hrs before shipment due to difficult customs clearance procedures. • Transit of containers by barge between Rotterdam and Antwerp is hampered by lack of IT between Dutch and Belgian customs. 	<ul style="list-style-type: none"> • Round table with all parties involved. • Prompt introduction of an integrated IT system for customs' clearance between Rotterdam and Antwerp. • Another scanner at Rotterdam short-sea terminal. • Operating of customs offices 24/7 	Customs authorities; chipping agents association; terminal operators association.	<ul style="list-style-type: none"> • Pilot project for 'paperless sailing' for barges between these two ports currently underway. • Single electronic window.¹
NW.1	Costly waste management in ports	Smoothing the waste routines, including reporting systems	National Authorities, port authorities	
PL.1	Exorbitant costs of harbour pilotage resulting from the monopolistic standing of the Polish pilotage firms and the existing harbour safety regulations. ²	Creation of new laws by the Maritime Administration authorities aimed at harbour pilotage exemption on certain vessels. Set maximum price levels on sea/harbour pilotage tariffs.	Polish Government; Maritime Administration; ports operators.	
PL.2	Ineffective and insufficient land links/routes from/to sea ports. Lack of logistic centres and intermodal terminals ³ .	<ul style="list-style-type: none"> • Creation of better links. • Creation of logistic centres. 	Polish Government; Ministry; port interests.	Germany, France and Italy.

¹ The Netherlands are currently developing a single electronic window for delivering the required information to all authorities for ships entering a seaport. Also in January 2003 the Port of Rotterdam commenced an initiative called 'Platform Co-operating Inspections'.

² See comments from Polish FoP (27 February 2003)

³ See comments from Polish FoP (27 February 2003)

FICHE REF.	DESCRIPTION	SOLUTION?	ACTION BY?	BEST PRACTICE
SE.1	<ul style="list-style-type: none"> • High fairway and pilotage fees on Lakes Vänern and Mälaren. • Infrastructure costs / dues calculated on basis of maximum number of calls per individual vessel. 	Pragmatic approach on the part of Swedish Maritime Administration. Tariff adjustments with the purpose of promoting regular short sea shipping services. ⁴	Swedish Maritime Administration and ports; EC.	
RUS.1	The Russian inland waterway network is closed to sea-river vessels flying EU flag, while Russian vessels have free access to the EU waterway network.	Insist on a rapid opening of the Russian waterway network in the framework of the negotiations on the Partnership and Co-operation Agreement (IX, art 39).	EC, MS.	

⁴ See comments from Swedish FoP (15 March 2003) attached to the fiches.