



PRIORITY 6

SUSTAINABLE SURFACE TRANSPORT

MTCP

Maritime Transport Coordination Platform

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**Terms of Reference Impact Assessment on Short Sea Shipping Promotion
Programme
Mid-Term Review**

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**TERMS OF REFERENCE FOR AN ECONOMIC, SOCIAL AND ENVIRONMENTAL
ASSESSMENT OF IMPACT OF THE MID-TERM REVIEW OF THE PROGRAMME FOR THE
PROMOTION OF SHORT SEA SHIPPING**

In 2003 the Commission presented a Programme for the Promotion of Short Sea Shipping¹ which contained 14 specific actions to enhance the mode and overcome problems that hinder its development. Now the Commission intends to present a Mid-Term Review analysing and evaluating the progress achieved under the 2003 Programme and considering whether complementary or new actions would be needed.

In line with its policy, the Commission will establish an impact assessment of the Mid-Term Review. The Commission's Strategic Objectives 2005-2009 states that "We should make policy choices that ensure that our various objectives are mutually reinforcing. Actions that promote competitiveness, growth and jobs, as well as economic and social cohesion and a healthy environment reinforce each other. These are all essential components of the overarching objective of sustainable development, on which we must deliver".

Therefore, in order to prepare this assessment, we are looking for an economic, social and environmental assessment of the outcome described in the draft Mid-Term Review as well as the impact of the Review, including the measures presented therein.

This assessment will contribute to the impact assessment that the Commission will prepare. The assessment should follow the following schema and encompass the following key elements:

1. Identify the problem.

Define the extent of the problem.

Identify the key players/affected populations.

Establish the causes.

Is the problem in the Union's remit to act?

2. Define the objectives.

Set objectives that correspond with the problem and its root causes.

Establish objectives at a number of levels so as to set out the 'intervention logic'.

Ensure that the objectives are consistent with EU policies and strategies, such as the Lisbon and Sustainable Development Strategies.

¹ http://europa.eu.int/comm/transport/maritime/sss/doc/com_2003_155_en.pdf

3. Develop main policy options

Identify policy options to meet the objectives.

Consider the most appropriate

Begin to narrow the range through screening for technical and other constraints, and measuring against criteria of effectiveness, efficiency and consistency.

Draw-up a shortlist of potentially valid options for further analysis.

4. Analyse their impacts

Identify (direct and indirect) environmental, economic and social impacts and how they occur.

Identify who is affected (including those outside the EU) and in what way.

Assess the impacts in qualitative, quantitative and monetary terms where possible and appropriate.

Consider the risks and uncertainties in the policy choices, including obstacles to compliance

5. Compare the options

Weigh-up the positive and negative impacts for each option.

Present comparisons between options by area.

Identify, where possible and appropriate, a preferred option.

6. Outline policy monitoring and evaluation

Identify core progress indicators for the key objectives of the possible intervention.

Provide a broad outline of possible monitoring arrangements.

Provide a broad outline of possible evaluation arrangements.

The requested assessment should be delivered to the Commission by end of February 2006 at the latest.

The draft text of the Mid-Term Review that is to be assessed is attached.

The assessment can, but does not need to, also contain recommendations for further measures or actions to enhance the development of Short Sea Shipping.

For reference the full text of the Commission guidelines on Impact Assessment is available at http://europa.eu.int/comm/secretariat_general/impact/docs_en.htm. The guidelines constitute the methodological basis for the assessment to be carried out and need to be respected. In particular the analytical steps set out in Part III of the Impact Assessment Guidelines (summarised in points 1 to 6 above) have to be followed.

ANNEX I

MID-TERM REVIEW OF THE 2003 PROGRAMME FOR THE PROMOTION OF SHORT SEA SHIPPING

1. BACKGROUND

The Commission presented a Communication on Short Sea Shipping in 1995² and a progress report in 1997³. A further Communication in 1999⁴ incorporated a second report on progress. It also analysed a number of obstacles that hinder the development of Short Sea Shipping and advocated a comprehensive door-to-door approach with one-stop shops to promote the mode.

Furthermore in 2001 the Commission White Paper on European Transport Policy for 2010⁵ set a number of ambitious targets to ensure competitive and sustainable mobility in Europe.

In June 2002, the European Union Transport Ministers held an informal meeting in Gijón (Spain) dedicated to Short Sea Shipping. Following this meeting, the Commission prepared a Programme for the Promotion of Short Sea Shipping⁶.

In 2004, the Commission presented a further Communication on Short Sea Shipping⁷ reporting on progress since 1999. This was followed by an informal meeting of the European Union Transport Ministers in July 2004 in Amsterdam on Short Sea Shipping.

Also the European Parliament has on several occasions confirmed its dedication to promote Short Sea Shipping in Europe. Their latest Resolution⁸ on the subject dates from April 2005.

² Communication from the Commission on the Development of Short Sea Shipping in Europe - Prospects and Challenges, COM(95) 317 final, 5.7.1995.

³ Commission Staff Working Paper: Progress Report from the Commission Services following the Council Resolution on Short Sea Shipping of 11 March 1996, SEC(97) 877, 6.5.1997.

⁴ The Development of Short Sea Shipping in Europe: A Dynamic Alternative in a Sustainable Transport Chain - Second Two-yearly Progress Report, COM(1999) 317 final, 29.6.1999.

⁵ White Paper on European Transport Policy for 2010; Time to Decide, COM(2001) 370, 12.9.2001.

⁶ Communication from the Commission: Programme for the Promotion of Short Sea Shipping, COM(2003) 155 final, 7.4.2003.

⁷ Communication from the Commission on Short Sea Shipping, COM(2004) 453 final, 02.07.2004, and Commission Staff Working Paper: Annex to the Communication on Short Sea Shipping, SEC(2004) 875, 02.07.2004.

⁸ 2004/2161(INI).

2. SHORT SEA SHIPPING IS GROWING

Short Sea Shipping has maintained its position as the only mode of transport being able to challenge the fast growth of road transport. Between 1995 and 2002, the tonne-kilometre performance of both Short Sea Shipping and road grew by 25 %. In 2002, Short Sea Shipping performed 41 % of all tonne-kilometres in Europe while the share of road transport was 45 %⁹.

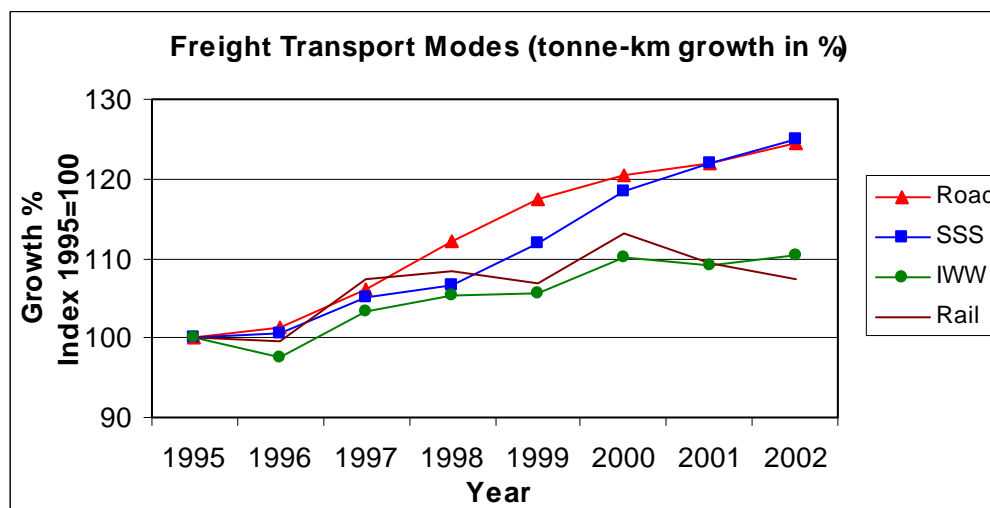


Figure 1: Tonne-kilometre growth 1995-2002 in per cent in road, Short Sea Shipping, inland waterway transport and rail¹⁰.

Available data show that the fastest growing segment of Short Sea Shipping has continued to be containerised cargo which almost doubled between 1995 and 2002.

3. OVERCOMING OBSTACLES TO THE DEVELOPMENT OF SHORT SEA SHIPPING

A number of obstacles still hinder Short Sea Shipping from developing faster:

- It has not yet reached full integration in the intermodal door-to-door supply chain;
- It involves complex administrative procedures;
- It requires high port efficiency.

⁹ EU Energy and Transport in Figures: Statistical Pocketbook 2004.

¹⁰ Road, rail and inland waterway data as well as part of Short Sea Shipping data (1995-1999) was retrieved from EU Energy and Transport in Figures: Statistical Pocketbook 2004. Data for 2000-2002 was received from 41 member ports of the European Sea Ports Organisation (ESPO): Aarhus, Algeciras, Antwerp, Baleares, Barcelona, Bilbao, Bremen, Castellón, Cagliari, Cartagena, Coruña, Ferrol, Genoa, Gijón, Hamburg, Helsinki, Huelva, Kotka, Lisbon, Livorno, Luebeck, Napoli, Oslo, Ostende, Palermo, Piombino, Piraeus, Ravenna, Rotterdam, Sköldvik, Szczecin, Stockholm, Taranto, Tarragona, Thessaloniki, Trapani, Trelleborg, Valencia and Venezia. The Commission is grateful to these ports and to ESPO for coordinating this exercise.

The 2003 Programme for the Promotion of Short Sea Shipping set out 14 actions that have the objective to improve the mode and overcome obstacles to its development. These actions could be divided into legislative, technical and operational. This Communication presents a mid-term review of the actions with a view to evaluating the progress achieved to date and advocating the way forward.

3.1. Legislative Actions

3.1.1. *Implementation of the Directive¹¹ on certain reporting formalities for ships to arrive in and/or depart from ports in the Member States (IMO-FAL)*

The deadline for the measures to transpose the Directive into national legislation expired on 9 September 2003. For the 10 new Member States this deadline concurred with their accession to the European Union.

The Commission has been actively in contact with the Member States on transposition which is now almost complete. The Commission has made information on the FAL forms publicly available, and has actively advocated the model that the EU has created in accepting internationally agreed IMO FAL forms in their standards format and layout to non-EU countries.

The 32nd session of the IMO FAL Committee decided on some technical amendments to the Convention. The Commission is currently examining whether measures need to be taken to bring the Directive into line with these amendments.

Action No. 1 in the Promotion Programme has been completed up to 90 %. ***Follow-up monitoring will continue.***

3.1.2. *Implementation of Marco Polo*

The subvention programme Marco Polo¹² became operational in 2003. In the first and second selection rounds (2003 and 2004), around half of the accepted projects involved Short Sea Shipping (mainly starting up new lines or expanding current ones). This positive trend seems to continue.

In July 2004, the Commission made a further proposal to extend Marco Polo¹³. This proposal, Marco Polo II, when adopted, would come into force on 1 January 2007. It would continue the actions eligible under the current Marco Polo programme but have a considerably larger budget (proposed 740 million euro for the period 2007-2013).

¹¹ Directive 2002/6/EC of the European Parliament and of the Council of 18 February 2002 on reporting formalities for ships arriving in and/or departing from ports of the Member States of the Community, OJ L 67, 9.3.2002, p. 31.

¹² Regulation (EC) No 1382/2003 of the European Parliament and of the Council of 22 July 2003 on the granting of Community financial assistance to improve the environmental performance of the freight transport system (Marco Polo Programme), OJ L 196, 2. 8.2003, p. 1.

¹³ Proposal for a Regulation of the European Parliament and of the Council establishing the second “Marco Polo” programme for the granting of Community financial assistance to improve the environmental performance of the freight transport system (“Marco Polo II”), COM(2004) 478 final, 14.07.2004.

The new programme identifies Motorways of the Sea (see 3.1.4 below) as a specific new action combining innovation with modal shift. This action should decrease road traffic over time on a given corridor by shifting goods from road to Short Sea Shipping operating on Motorways of the Sea.

Action No. 2 in the Promotion Programme has been completed up to 50 %. ***Work will continue to ensure the utilisation of Marco Polo to the benefit of Short Sea Shipping until the set deadline 2010 and beyond.***

3.1.3. Standardisation and harmonisation of intermodal loading units

The Commission proposal for a Directive on Intermodal Loading Units¹⁴ has been discussed both in the Parliament, the Council and other institutions, but the final adoption is still pending.

Action No. 3 in the Promotion Programme has not been completed yet.

3.1.4. Motorways of the Sea

In April 2004 the European Union adopted a Decision revising the Community Guidelines on the development of trans-European transport network (TEN-T)¹⁵. This revision, in its article 12a, contains a priority project with four Motorways of the Sea areas.

In February 2005, the Commission developed a Vademecum¹⁶ facilitating the practical application of the legal framework.

In June 2005, the Commission launched the annual call for proposals for projects of common interest in the field of the trans-European transport network. Three regional strategic master plans for Motorways of the Sea were accepted for TEN-T financing under the call, one for the Baltic Sea, one for the European west coast, and one for the eastern Mediterranean.

Motorways of the Sea are about **quality**. This quality should encompass the physical infrastructure and superstructure in ports and hinterlands connections. It should also help overcome non-physical obstacles, such as complexity of documentary procedures. Quality could include electronic transmission of administrative data, one-stop administrative shopping ('single windows'), adequate procedures for ports to handle Short Sea Shipping (e.g. 'first come, first serve', and designing an Action Plan on the specificities of Short Sea Shipping).

¹⁴ Proposal for a Directive of the European Parliament and of the Council on Intermodal Loading Units, COM(2003) 155 final, 7.4.2003, as amended by COM(2004) 361 final, 30.4.2004.

¹⁵ Decision No 884/2004/EC of the European Parliament and of the Council of 29 April 2004 amending Decision No 1692/96/EC on Community guidelines for the development of the trans-European transport network, OJ L 167, 30.04.2004, p. 1.

¹⁶ A Vademecum issued in conjunction with the call for proposals TEN-T 2005, 28 February 2005. See http://europa.eu.int/comm/transport/intermodality/motorways_sea/projects_en.htm.

Motorways of the Sea are about **partnership and co-operation**. They are proposed by at least two Member States, should involve both the public and private sectors, and include short-sea links. Consequently, co-operation and partnership between Member States and between Member States and industries are imperative to make Motorways of the Sea a success story of the 21st century.

Action No. 4 in the Promotion Programme has been fully completed, but ***a new benchmark needs to be set for practical work on making Motorways of the Sea a real high-quality initiative based on partnership and co-operation - new deadline: 2010*** (responsible actors: the Commission, Member States and industries).

3.1.5. *Improving the environmental performance of Short Sea Shipping*

Maritime transport has higher energy-efficiency than other modes of transport and is, in general, less harmful to the environment. Increased use of Short Sea Shipping would be in line with European environmental policies and could help Europe reach its Kyoto targets in relation to CO₂.

However, environmental improvements are also needed in shipping, in particular in the areas of SO_x, NO_x and particulates. This is particularly urgent so that the “clean” image of shipping can be maintained in a situation where road transport is becoming cleaner and closing the gap on certain fronts. However, as pointed out by the Thematic Network for Short Sea Shipping (REALISE)¹⁷, when taking into account a broader scope of external costs, such as noise, accidents and congestion, Short Sea Shipping will maintain its better performance also in relation to future technological standards in road transport.

In July 2005 the European Parliament and the Council took a significant step towards cleaner shipping. They adopted a Directive¹⁸ that will lower the sulphur content of marine fuels in certain areas and for certain operations. The new Directive will enforce the maximum sulphur limit of 1,5 % for marine fuels used in the Baltic Sea (from May 2006), the North Sea and the English Channel (from autumn 2007)¹⁹. Furthermore, the same limit will apply to all passenger vessels in regular services between EU ports from May 2006. For inland vessels and for seagoing ships at berth in EU ports, the limit will be 0,1 % from January 2010.

Action No. 5 in the Promotion Programme has been completed up to 50 %. ***Work will continue back up the Commission's wider environmental strategy towards even “greener” shipping.***

¹⁷ Deliverable 3.3. Environmental Transport Options, Final Report. See chapter 3.2.4.

¹⁸ Directive 2005/33/EC of the European Parliament and of the Council of 6 July 2005 amending Directive 1999/32/EC as regards the sulphur content of marine fuels (OJ L 191, 22.07.2005, p. 59).

¹⁹ Cf. “SO_x Emission Control Areas” established under Annex VI to MARPOL 73/78.

3.2. Technical Actions

3.2.1. *Guide to Customs Procedures for Short Sea Shipping*

The Commission presented in 2002 a Guide to Customs Procedures for Short Sea Shipping²⁰. The European-wide consultations on the Guide ended in April 2003, and the contributions seemed to focus on divergent national, regional and local applications of the EU Customs rules and on simplified procedures under those rules. To address the first question, see chapter 3.2.3 below. To contribute to the latter question, the Commission presented in March 2004 a Working Document²¹ on the “Authorised Regular Shipping Service” which is a service authorised by the Customs to carry Community goods between two Member States with the minimum of formalities.

Furthermore, the Commission has periodically updated the original Guide to Customs Procedures for Short Sea Shipping. The latest working version No. 3 dates from January 2004.

Action No. 6 in the Promotion Programme has been completed for the time being. ***Work to identify and address specific issues will continue under Actions 7 and 8*** (see chapters 3.2.2 and 3.2.3 below)

3.2.2. *Identification and elimination of obstacles to making Short Sea Shipping more successful than it is today*

Finding solutions to identified bottlenecks in door-to-door Short Sea Shipping has maintained a strong tail wind and keeps on producing tangible results. Continuous co-operation of the industries and Member States has been essential to the exercise. The initial list of 161 bottlenecks established in 2000 has now been **reduced to 48**. Work will continue to tackle the remaining bottlenecks. The exercise was re-launched in April 2005 in order to have an update of the situation and encompass the enlarged EU in the exercise.

A number of solved bottlenecks were presented in the 2004 Communication on Short Sea Shipping. Further to those, the following bottlenecks, for example, have found a solution:

Electronic format of the T2 (or equivalent) document is now accepted by the Port of (UK). It is no longer necessary to make the physical journey to the customs office (round some 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 origin/destination in Norway paid lower fees (or were exempted from 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.

²⁰ Commission Staff Working Document: Guide to Customs Procedures for Short Sea Shipping, SEC(2002) 632, 29.5.2002.

²¹ Commission Staff Working Document: Simplified Customs Procedures in Short Sea Shipping: ‘Authorised Regular Shipping Service’, SEC(2004) 333, 17.3.2004.

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

Furthermore, the Commission feels that it is now more acute than ever to establish a legal framework for access to the provision of port services. This is why the Commission adopted a new proposal²² in October 2004 so that Short Sea Shipping could become even more competitive than it is today.

Action No. 7 in the Promotion Programme has been completed up to 40 %. **Work will continue to solve identified obstacles and find out whether further obstacles could be identified, encompassing the new Member States.** The ports proposal is still in the legislative process.

3.2.3. Approximation of national applications and computerisation of Community Customs procedures

The simple and paperless environment for Customs and Trade²³ that was advocated by the Commission in July 2003 could entail adjusting the Community Customs Code so that electronic declarations and messages could become the rule and paper-based declarations the exception.

As a first step towards such an aim, the New Computerised Transit System (NCTS) has been operational since mid-2003. In this system electronic messages replace the paper procedure relating to transport under the single administrative document (SAD).

The Commission has also prepared a package of measures²⁴ intended to simplify and streamline Customs procedures and processes and to put in place systems that should create a paperless environment for customs and trade. This package consists of proposals for a modernized Customs Code and electronic customs.

Future developments, such as long-range identification and tracking systems using satellite communications could constitute a further step towards an environment where both the ship's journey and goods could be reliably and securely tracked and traced all the way along thereby decreasing the need for individual Customs controls.

Furthermore, two contact groups²⁵ of Customs offices work towards increasing practical co-operation and co-ordination between the Customs offices of major EU ports. These Groups can address differing national, regional or local applications of Community Customs rules, set standards, and aim to achieve an equivalent application of controls.

²² Proposal for a Directive of the European Parliament and of the Council on market access to port services, COM(2004) 654 final, 13.10.2004.

²³ Communication from the Commission to the Council, the European Parliament and the European Economic and Social Committee: A simple and paperless environment for Customs and Trade, COM(2003) 452 final, 24.7.2003.

²⁴ Add institutional reference here.

²⁵ RALFH dealing with major northern EU ports and ODYSSEUS dealing with major southern EU ports.

Action No. 8 in the Promotion Programme has been completed up to 60 %. **Work will continue within the Customs contact groups to harmonise national, regional and local applications. Extending the electronic submission of documents is ongoing.**

3.2.4. Research and Technological Development

The Thematic Network of Short Sea Shipping (REALISE - Regional Action for Logistic Integration of Shipping across Europe²⁶, 5th Framework Programme) was operational for three years until the end of 2005 to develop technological strategies and tools in order to encourage the use of Short Sea Shipping.

The Thematic Network focused on three integrated studies relating to statistics, environmental issues, and the price of Short Sea Shipping. These studies are mentioned under the relevant chapters of this Communication (see chapters 3.1.5, 3.3.4 and 3.3.5).

Furthermore, other research actions are taking place with a bearing on Short Sea Shipping. Among these one can mention the ongoing MTCP (Maritime Transport Co-ordination Platform) and MarNIS (Maritime Navigation and Information Services) under the 6th Framework Programme, priority 6, sustainable service transport.

Action No. 9 in the Promotion Programme has been completed up to 50 %. **Work will continue to follow up the results under the 5th Framework Programme, secure good results under the 6th and out effective dissemination.**

3.3. Operational Actions

3.3.1. One-stop administrative shops

The package of Customs measures mentioned above in 3.2.3 contains a framework for the information provided by economic operators to be shared between customs authorities and with other agencies operating at the border, such as police, border guards, veterinary and environmental authorities, so that the economic operators would need give the information only once ('single window') and that the goods be controlled by those authorities at the same time and at the same place ('one stop administrative shop').

Best practice is available, for instance, in the port of Rotterdam ('Platform Overheidsinspecties Zeehavens') and in Finland ('PortNet').

Action No. 10 in the Promotion Programme has been completed up to 50 %. **Work will continue to promote one-stop administrative shopping on Motorways of the Sea and beyond.**

²⁶ See www.realise-sss.org.

3.3.2. *Ensuring the vital role of Short Sea Shipping Focal Points*

Short Sea Shipping Focal Points are representatives of national maritime administrations. They are responsible for Short Sea Shipping in their administrations. The Commission has continued to highlight their vital role in short-sea policy and organised their regular meetings to exchange information and solve obstacles to Short Sea Shipping. A considerable number of concrete obstacles (see chapter 3.2.2) has been eliminated as a result of this work. Most of the new Member States have been rapidly incorporated into the work of the Focal Points. Furthermore, acceding and candidate countries have nominated Focal Points.

Action No. 11 in the Promotion Programme has been completed up to 70 %. **Work will continue regular meetings of the Focal Points and to secure the flow of information and achievement results.**

3.3.3. *Ensuring good functioning of and guidance to Short Sea Promotion Centres*

There are currently 20 Short Sea Promotion Centres (SPCs)²⁷ operating in Europe. These Centres are driven by business interests and offer neutral, impartial advice on the use of Short Sea Shipping to meet the needs of transport users. They are essentially independent from specific interest groups, such as shipping companies and/or ports, and work in line with the European promotion policy. The national Centres have been networked in the European Short Sea Network (ESN)²⁸ which offers a common, virtual tool for European promotion. Through networking, the Centres are also able to exchange information and best practises and provide practical advice to cover both ends of short-sea journeys. The Commission strongly supports these Centres, their work and their networking.

Recently one task that has become more prominent in the operation of these SPCs is the identification and solution of bottlenecks in Short Sea Shipping (see chapter 3.2.2).

Action No. 12 in the Promotion Programme has been completed up to 70 %. Work **will continue ensure good functioning of and guidance to the SPCs. Extension of the geographical scope of SPCs will continue.** The Commission will continue to provide the ESN with **an Intranet platform (CIRCA²⁹)**. Efforts to **secure at least medium-term financial security** for the SPCs will also continue. **A new benchmark will need to be set for extending the scope of SPCs to wider intermodal promotion within 3 years** (responsible actors: SPCs, industry, Member States and the Commission).

3.3.4. *Promote the image of Short Sea Shipping as a successful transport alternative*

Based on information received from the maritime industries and through the European Shortsea Network, efforts to improve the overall image of Short Sea Shipping have been highly successful. Accordingly, the general image of the mode seems to have reached a satisfactory level of recognition, and Short Sea Shipping is nowadays generally recognised as a modern and efficient means of transport.

²⁷ Belgium, Bulgaria, Croatia, Denmark, Finland, France, Germany, Greece, Ireland, Italy, Lithuania, Malta, the Netherlands, Norway, Poland, Portugal, Spain, Sweden, Turkey and the UK.

²⁸ See www.shortsea.info.

²⁹ CIRCA = Communication and Information Resource Centre Administrator.

However, full integration of Short Sea Shipping in the supply chain still remains to be improved. Consequently, further efforts on promoting the image of Short Sea Shipping should focus on this targeted segment.

The Commission feels that exchanging best practice (success stories) is an essential way of making Short Sea Shipping more widely used than it is today. For five years now the Commission has been collecting short-sea success stories, cross-checking them with the European Shortsea Network, and making them regularly available on the Internet³⁰.

The Thematic Network for Short Sea Shipping (REALISE) was requested by the Commission to examine whether a door-to-door chain involving Short Sea Shipping is normally more or less expensive than other door-to-door transport chains (such as unimodal road or rail-road). Based on evidence collected under the study, an absolute conclusion could not be reached. Instead, it could be noted that “Short Sea Shipping within multi-modal chains is cheaper – on many European corridors and segments – than unimodal transport solutions”³¹. Nevertheless, the study pointed out that price competitiveness might not be a sufficient condition to encourage a substantial shift away from road-only transport towards intermodal chains involving Short Sea Shipping. Such conditions include “the port and port hinterland functions, system, and services (which directly influence the quality and efficiency of maritime transport – including timing issues, reliability - and therefore affect the modal choices of the operators)”.

Action No. 13 in the Promotion Programme has been completed up to 70 %. ***Efforts will concentrate towards improving the integration of Short Sea Shipping in the intermodal s chain***, including the related aspects of image.

3.3.5. Collection of statistical information

The Council Directive on Maritime Statistics³² that came into full effect in 2000 will gradually become the main source of short-sea data when it will be able to provide sufficient data series, in tonne-kilometres, to analyse trends. For the time being, the Commission has partly relied on data provided by a number of member ports³³ of the European Sea Ports Organisation (ESPO). The Commission is grateful to these ports and to ESPO for co-ordinating this exercise.

³⁰ See http://europa.eu.int/comm/transport/maritime/sss/policy_succes_en.htm.

³¹ Deliverable 4.3 (Multi-modal Meta Model Report). See chapter 3.2.4.

³² Council Directive 95/64/EC of 8 December 1995 on statistical returns in respect of carriage of goods and passengers by sea, OJ L 320, 30.12.1995, p. 25, as implemented by Commission Decisions 98/385/EC of 13 May 1998, OJ L 174, 18.6.1998, p. 1, 2000/363/EC of 28 April 2000, OJ L 132, 5.6.2000, p.1, and 2001/423/EC of 22 May 2001, OJ L 151, 7.6.2001, p. 41.

³³ See footnote 10.

In order to rectify the gap between tonne data normally used to characterise cargo volumes in maritime transport and tonne-kilometre data used in other modes, the Commission has been working on a matrix that would allow coherent comparisons between modes by converting the tonne-based maritime data into tonne-kilometres. A first tool is already being tested in Eurostat and further refinements are under way. The Thematic Network for Short Sea Shipping (REALISE)³⁴ contributed to this work.

Action No. 14 in the Promotion Programme has been completed up to 70 %. The Commission continue to ***work towards a single, reliable statistical source for tonne-kilometre data on Short Sea Shipping***. The currently available conversion matrix will need to be further refined.

4. IN CONCLUSION

The Programme for the Promotion of Short Sea Shipping has shown its merits and been completed up to 60 %. The Action in the Programme seems to have addressed the main problem areas facing the mode.

Some of the action sheets have almost been exhausted (e.g. IMO FAL, Motorways of the Sea). Work on the others will have to continue in co-operation with the Member States, industries and European Shortsea Network. In certain cases, there is a need to target the action more precisely than earlier (in particular, the image of the mode). In the case of Motorways of the Sea and Short Sea Promotion Centres, new actions with new deadlines have to be set.

At this point in time the 14 actions introduced in the Programme seem to be the right ones and the above analysis of the situation has not revealed any new areas where separate, new actions should urgently be taken. Instead, the current actions should continue with amplified efforts.

³⁴ See chapter 3.2.4.