



1st ESN Webinar

“The importance of eco incentives for SSS and the maritime sector including the necessity to revise the current guidelines on state aid in the maritime sector”

25th May 2022

**Presentation of the first draft proposal of ESN Position Paper
“SSS 2027 – Challenges and Opportunities”**

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European Shortsea Network



SHORT SEA SHIPPING
Ufficio di promozione - Italia





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SHORT SEA SHIPPING IN THE FRAMEWORK OF THE EU POLICIES & FINANCING OPPORTUNITIES



❑ SSS in the framework of the EU Policies

- **Short Sea Shipping** indicates the specific sea transport mode covering short-range distances, such as for instance, the routes connecting the Member States or their ports with non-EU States ports that are on the coastline delimiting the European seas. Its full integration with other transport modes is a priority objective of the EU Transport Policy.
- As stated in the European Commission Declaration (1999), in the **Declaration of Gijon** (2002) and in the **Declaration of Athens** (2014), the development of SSS will be essential to achieve the Europe 2020 objectives for a sustainable and environmental friendly transport policy.
- With **reference to the promotion of Short Sea Shipping**, the Commission **encourages the coordination of the SPCs at European level, within a European Shortsea Network (ESN)** and defines the main intervention priority areas:
 - ✓ Administrative simplification;
 - ✓ Support industry in picking up new technologies for complying with new and stricter environmental legislation (e.g. IMO);
 - ✓ Integration of short sea shipping in full logistics chains.



□ Green Deal and the MFF 2021-2027

- The “**European Green Deal**” provides a roadmap with actions to boost the efficient use of resources by moving to a clean, circular economy, stop climate change, revert biodiversity loss and cut pollution.
- In particular, short sea shipping will have a strong role in reaching the objectives of the EU Green Deal for the EU to become the **first climate neutral continent by 2050** and the **new EU goal for 2030 reducing greenhouse gas emissions by at least 55 percent compared to 1990 levels**.
- To support the transition of countries most dependent on carbon-intensive economies, the Green Deal requires a huge investment, which we will transform into investment opportunities.
- The **Multiannual Financial Framework for 2021-2027 and Next Generation EU** will be a great opportunity to create a wave of green investments.

Single Market, Innovation and Digital

149.5 (+ 11.5 from NGEU)

Cohesion, Resilience and Values

426.7 (+ 776.5 from NGEU)

Natural Resources and Environment

401 (+ 18.9 from NGEU)

Migration and Border Management

25.7

Security and Defence

14.9

Neighbourhood and the World

110.6

European Public Administration

82.5

Total: €2.018 trillion



❑ EU Sustainable and Smart Mobility Strategy

- The “**EU Sustainable and Smart Mobility Strategy**” (19/12/2020) lays the foundation for how the EU transport system can achieve its green and digital transformation and become more resilient to future crises. As outlined in the European Green Deal, the result will be a 90% cut in emissions by 2050, delivered by a smart, competitive, safe, accessible and affordable transport system.
- The document contains clear goals to reach by 2030 and 2050 and identifies a total of 82 initiatives in 10 key areas for action (“flagships”), each with concrete measures.



Source: The EU's 2021-2027 long term budget and Next Generation EU (Facts and Figures)



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ESN PROGRAM 2022



❑ ESN road map 2022

- Revitalize the discussions on the future of SSS within the ESN, in order to outline its role in the framework of the challenges that SSS needs to face in order to comply with the numerous requirements of the Green Deal and of the European Commissions' Sustainable and smart Mobility while maintaining its competitiveness.
- **ESN will organize 2 webinars in 2022 on the following topics** which will allow to collect inputs and opinions from all stakeholders through a process of discussion and confrontations:
 - 1) The importance of eco-incentives for the SSS and the maritime sector including the necessity to revise the current guidelines on state aid in the maritime sector;***
 - 2) Digitalization and environmental sustainability as drivers in the change of SSS***
- On the basis of the results and the outcomes of the 2 webinars, ESN will elaborate and disseminate position paper "***SSS 2027 - Challenges and opportunities***" during the Naples Shipping Week (Naples, 26 September- 1 October 2022).
- The dissemination and discussion of said position paper at EU level will contribute to relaunching the role of ESN in the framework of SSS.



Position Paper “SSS 2027 – Challenges and opportunities” (table of contents)

1. *The contribution of Short Sea Shipping to reach the goals of EU policies with reference to climate, energy and transport*
2. *Analysis of eco-incentives schemes implemented in the ESN countries for the development of multimodal maritime transport (road-sea; rail-sea; iww-sea)*
3. *EU law on maritime transport state aid. Proposal to revise COM (2008/C 317/08) “Communication from the Commission providing guidance on State aid complementary to Community funding for the launching of the motorways of the sea”*
4. *Overall evaluation of the incentive schemes and “lessons learned”*
5. *Information Technology processes and solutions in the maritime transport sector: international best practices*
6. *Digitalization and environmental sustainability: drivers for the development of SSS*
7. *SSS 2027 – Challenges and opportunities: recommendations*



Analysis of eco-incentives schemes implemented in the ESN countries for the development of multimodal maritime transport (road-sea; rail-sea; iww-sea)

First inputs



Croatia



- **Law on combined transport of cargo and Ordinance on incentives in combined transport of cargo (2016-2018)**

- ❖ **Incentives in combined transport of goods by rail, inland water or sea:**

In the case of combined transport of cargo by rail, inland water or sea, the organizer of the transport shall be entitled to a fee of 150.00 HRK (approx. 20 EUR), per truck, trailer, semi-trailer, with or without tow truck, interchangeable crate or container of 20 feet or more, by which combined transport of cargo was carried out

- ❖ **Incentives in combined transport of goods by road:**

The owner or user of motor vehicles and trailer vehicles registered in the Republic of Croatia who, for 12 months from the date of the last validation of the vehicle's technical validity, have carried out cargo transport in the initial and/or the final segment to or from the railway combined terminal or transshipment station, shall be exempted from the obligation to pay the annual fee for the use of public roads up to a maximum of 50% payable on the registration of motor vehicles and motor vehicles, as determined by a special regulation.



☐ SPC Finland



❖ Finnish national regulation for the support to environmental investments on vessels during the 2010–2014 period.

The Finnish Ministry of Transport and Communications granted in total EUR 60 million in governmental state aid for environmental investments for ships. The state aid targets new ships and including also installations to existing ships (e.g. SOX scrubbers) needed to meet the new IMO regulations. During this period support was granted to cover extra costs from the elements of new ship and retrofit projects.

In addition, some ports give discounts related to vessels' actions on related to environmental issues.

- *Helsinki: ESI (Environmental Ship Index), noise-reduction, environmental investments*
- *Långnäs: NOX emission based*
- *Mariehamn: NOX emission based*
- *Rauma: LNG, waste reduction*



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☐ Italy



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❖ Ecobonus (2007-2010)

The Ecobonus is a national incentive to all road transport operators supporting road transport companies and the use of sea transport, in order to shift the heavy freight container traffic from road to sea routes. The value of the incentive accounted for up to 30% of the RoRo fares charged to truckers, but a minimum of 80 trips/year had to be undertaken on each route for which the subsidy was requested.

❖ Marebonus (2017-2020)

*The Marebonus is dedicated to ship owners proposing three-year projects for the development of Ro-Ro and ro-Pax new maritime services, by means of registered ships for freight multimodal transport, sailing under the flag of a Member State or European Economic Area, or projects for the enhancement of the same services on existing routes, from/to Italian ports, connecting ports located in Italy or in EU Member States or Members of the European Economic Area, in order to support the implementation of the intermodal chain and reduction of the road traffic congestion. A **New Marebonus** with a similar approach is currently being prepared by the Italian Authorities.*

❖ Idrobonus (2020-2022)

The Idrobonus incentive scheme will provide financial aid towards shipowners implementing projects to improve the supply of IWW transport services and to move freight traffic from all road to road-sea/river multimodal transport.



☐ Norway



❖ **Incentive scheme for investments in efficient and environmentally friendly ports (2022)**

The incentive scheme contributes to streamlining the logistics chain port investments, which can aid the freight transfer from road to sea and produce favorable climate and environmental effects. The grant can partially finance port infrastructure, access infrastructure, and dredging investments. However, incentives cannot be used for port superstructure. The state budget for 2022 allocates NOK 95.5 million (€ 9,28 million) to this scheme.

Grants can be given to port and port facilities owners and operators. Support can not be given to enterprises with difficulty or unsolved repayment cases.

The eligible investments include:

- investment in construction, replacement, or upgrading of port infrastructure;*
- investment in construction, replacement, or upgrading of access infrastructure mudding;*

Non-eligible investments include:

- Investment in alternative fuel infrastructure*
- Investment in railway tracks*
- Costs for non-transport related activities, including production facilities, offices, and shops*
- Costs for port superstructure*



Spain



❖ Spanish Eco-incentive Program (2022 – 2024)

The Spanish Recuperation, Transformation and Resilience Plan has the goal of:

- *Consolidating and increasing the modal share of maritime freight transport.*
- *Promoting the improvement of its environmental performance and the modal shift with objective sustainability criteria.*
- *It also includes also aids for the adoption of propulsive technologies with alternative energies in the maritime sector*



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“Digitalization and environmental sustainability as drivers in the change of SSS”



❑ Digitalization of transport: some inputs

- As highlighted by the European Commission, in transport, digitalization can significantly improve traffic and transport management through more accurate information on traffic and infrastructure conditions and on the location of vehicles and/or goods.
- Better access to and sharing of digital transport (traffic, travel, vehicle, cargo etc.) data for both public and private stakeholders along the supply chain can foster seamless information flows, and open up a wide range of new business opportunities:
- **Shippers would benefit from better information on available transport services:**
 - ✓ Factories would have information on goods arrival time to optimise their inventory management and production.
 - ✓ Logistics service providers would be able to optimise transport operations in real-time and to react to unexpected events.
 - ✓ Public authorities could benefit from more accurate and reliable information on infrastructure use and cargo, thereby contributing to better efficiency and operational safety of networks.
 - ✓ The development of information pipelines along the TEN-T Corridors would enable continuity and integration of services as well as facilitate administrative requirements through one stop shops and easy access and sharing of data.



❑ **2° ESN Webinar “Digitalization and environmental sustainability as drivers in the change of SSS” (July 2022)**

- The second webinar of the ESN will see the participation of experts and institutional representatives at international, EU and national level and will be an opportunity to collect further inputs for the elaboration of the Position Paper “SSS 2027 – Challenges and opportunities”



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Thank you