

European Shortsea Network

2015 - 2016
Annual Report
European Shortsea Network

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Forward Europe



Maritime transport plays a crucial role in intra-EU and global trade, underpinning the European Union's economic welfare and competitiveness. Making it an attractive alternative and exploiting its untapped potential is also of strategic importance for meeting the economic and environmental goals set by the 2011 White Paper.

In this context, initiatives aiming at improving its competitiveness and sustainability have always been at the forefront of the European Commission's work program.

The Motorways of the Sea program provides funding to help the sector facing its challenges. Eligible actions include the development of sea-based logistical chains, hinterland connectivity as well as wider benefit actions such as improving environmental performance, IT systems, safety etc.

The Digital Transport and Logistics Forum (DTLF) was created to discuss with Member States and industry what can be done to optimise cargo flows along freight corridors through electronic data exchange. One of the goals is to better integrate shipping into the overall logistic chain, primarily through the digitalisation of transport and logistics, advanced transport management, better interconnectivity to transport services and administrative simplification.

Furthermore, the Commission, with the support of the European Maritime Safety Agency and together with the Member States, is working on further harmonisation of reporting formalities possibly leading to the establishment of a European Maritime Single Window, which will provide real simplification for the shipping

industry. In this context, it is in the process of developing a harmonised electronic cargo manifest, aiming at collecting all pre-arrival cargo related data within a single cargo declaration.

The environmental sustainability of Short Sea Shipping is also a policy priority. The European Sustainable Shipping Forum (ESSF) was set up to address challenges and develop solutions through collaboration with maritime operators, sectoral experts and national administrations. The Forum has dedicated sub-groups on specific issues, notably on liquefied natural gas (LNG), exhaust gas cleaning systems (scrubbers), competitiveness and financing, air emissions from ships, port reception facilities and the monitoring and verification of CO₂ emissions from ships (MRV). One of its achievements has been the development of technical proposals to the International Maritime Organisation (IMO) to address barriers for the use of LNG and scrubbers.

On all these aspects, the European Shortsea Network and its members, the national Short Sea Promotion Centres, are a valuable partner of the European Commission, performing the essential role of facilitating specific initiatives on Short Sea Shipping and of fostering the exchange of ideas, information and best practices between relevant organisations and authorities, to the benefit of the maritime sector and the entire transport system.

Sandro Santamato
European Commission
Head of Unit Maritime Transport
and Logistics

Forward Malta



“Which direction ESN?” This is a question that I always keep in mind since taking over the chair of ESN from the capable hands of Mr Roberto Martinoli.

The direction that ESN is taking is to be found in the report presented by each SPC as to the main activities undertaken through 2015. Analysing these reports, the three recurring themes are:

1. Supporting private and public entities in their endeavours to participate in shortsea shipping;
2. Developing IT programmes and updating websites in order to make available to the industry, up to date information and market knowledge;
3. Undertaking pragmatic studies on matters which are relevant for the shipowners and the shipper.

Hence, in reviewing this valuable activity, the next question is: “Who would have undertaken this work if ESN was not in being?”

This is the role that ESN has within the European shortsea shipping industry and this is the contribution that the SPC’s can make. It is through these activities that ESN can interact with the other stakeholders so that together we can take this industry forward. Some SPC’s have even taken the subject to a national political level and this is encouraged by ESN because the SPC’s have to be catalysts between the industry and the policy maker.

The challenges for shortsea shipping and for ESN are not lacking and there is no doubt that the Commission is fully aware of this. The initiatives that the Commission takes in favour of promoting shortsea shipping are welcome by the industry, which has to address new challenges especially by way of environment, safety and communication. ESN is part of the solution because it represents a unique network of centres that can bring together the views and aspirations of both the private industry as well as of the policy makers within the EU member countries. This interaction of perspectives augurs well to a healthy debate that should lead to tangible results that have to manifest themselves in increased carrying through shortsea shipping.

Godwin Xerri
Chairman European Shortsea Network

Shortsea Promotion Centre Belgium



Main action 2015:

Long Term Vision 2030: the basic document was transferred into a flexible action table for the SPC and other stakeholders. First actions were set up like a breakfast- workshop on the development of sea-river on one of the canals. Focus will be on local SME's and developing the SPC as a knowledge centre.

Best Practice:

Wienerberger: a solid concept!

In the middle of 2013 the Promotion Centre was invited to a meeting at Wienerberger's premises. The shipper was interested in the possibility to use shortsea shipping from a centrally located inland terminal (Vilvoorde on a canal) for the transport of bricks on pallets directly to the UK. Until then such transport was carried out over the road with flat trailers.

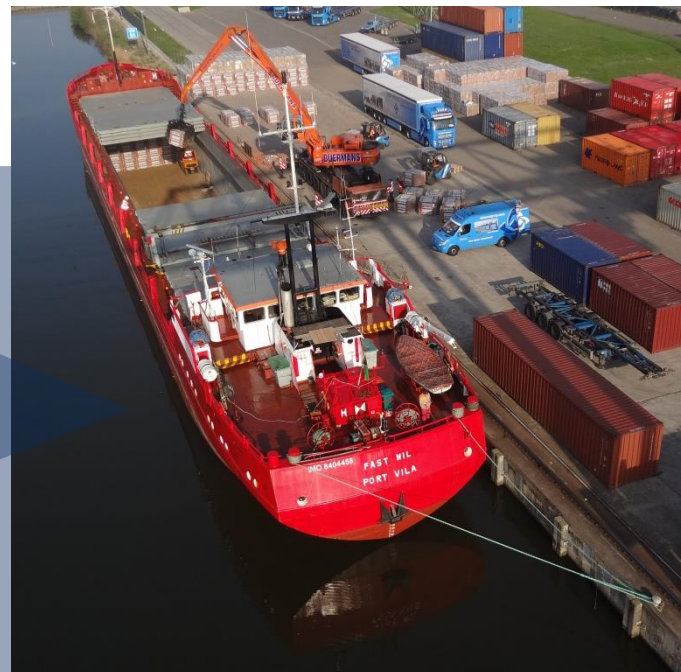
By the end of 2014 more than 90,000 tonnes had been loaded from Vilvoorde for the UK. In 2015 almost 70.000 ton was loaded there, plus 14.000 ton out of port of Ostend. A first trial to St Petersburg was also done. As all transports are carried out by coasters using MGO, Wienerberger is making a 'green' statement too.

Focus 2016:

- Website: In 2016 a new website will be launched. Targets out of the Long Term Vision will be reflected in the content (news, database) and in the development of a knowledge centre with practical subjects.
- Knowledge Centre: the intense practical and intermodal approach and the focus on the local market is also shown in our specific workshops like on European Directive Weights and Dimensions, Innovation,...
- Race truck-ship: as in 2008 we are organizing a "race" between a truck and a vessel between Flanders and Norway, respectively St Petersburg. Various parameters will be compared in both door-door concepts.

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Shortsea Promotion Centre Bulgaria



Main action 2015:

Key actions in 2015:

1. Implement of Directive 2010/65 about Ship Reporting Formalities.
2. Implement the recommendations of ESSF - European Sustainable Shipping Forum.
3. Implement the recommendations of DTLF-Digital Transport and Logistics Forum and Modal shift concept.

Main actions in 2015: SPC Bulgaria organized a e-Navigation, e-Maritime Conference for Black Sea and East Med In accordance of the European initiatives for more effective and competitive maritime transport. International maritime conference was for safer, security and efficient short sea shipping in Black Sea. Main theme was IMO e-Navigation strategy, Sea traffic management and e-Maritime information and exchange systems. Second accent was the Meeting of the National Administrations on "Blue borders" about maritime surveillance. Maritime Education and training for e Navigation, e-Maritime /sea traffic management was third main theme.

Best Practice on the implementation of the Directive 2010/65 were exchanged with partners from NSW project /EMSA, MSW project /AnNa and members of the IPCSA/International Port Community Systems Association.

Focus 2016:

SEE Modal Shift Conference - Shift 2 Sea, Shift 2 Rail, Shift 2 Inland water way. Under a European policy and guidelines for Modal shift actions SPC Bulgaria will organize a International high level experts meeting to improve the coordination of modal shift actions in SEE area towards greener and more efficient mode - to sea, rail and inland waterway.

BG ECA Retrofit - Shipping - SPC Bulgaria continues to work on implementation of the initiative for BG ECA Retrofit. New stakeholders meeting for finalizing the BG ECA Retrofit Initiative (Bulgarian Ship plan) will be organized in October 2016.

BG EU Chairmanship- Short Sea Shipping Conference 2018 - SPC Bulgaria has proposed and create a an Initiative Committee for the organization of the Short Sea Shipping Conference 2018 during the Bulgarian Presidency of the European Union in the first half of 2018. Initiative Committee shall consist of Chairmen of BSA/ Ship owners, BASBA/ Ship Brokers and Agents, NSBS/ Transport and Logistics and Executive Director of MARAD Bulgaria. Coordinator of the Initiative Committee for Shortsea Shipping Conference 2018 shall be Director of SPC Bulgaria.



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Shortsea Promotion Centre Croatia



**Klaster
intermodalnog
prijevoza**

Main action 2015:

• **Intermodality:** SPC Croatia is continuously working on the development and promotion of intermodality in the Croatian transport sector. Accordingly, SPC Croatia organized an international conference and info day with the aim of promoting intermodality and SSS as a sustainable and environmentally friendly mode of transport. To this end, SPC Croatia is also working on development projects funded by EU.

Best practice:

“Entrance terminal - Port of Ploče”

Port of Ploče completed the construction of the entrance terminal with parking and a control checkpoint. The administration building has 4.500 m² office space, the Customs Office and Border Police, freight forwarders as well as service providers of trucks arriving at the port. Part of the terminal and control checkpoint meets all the requirements of the Schengen regime, so there are offices for the security, customs and police services as well as equipment for the registration of entry and exit of people and vehicles. Final activities of "Hrvatske Autoceste" are in the progress, on the construction of the connecting road that will connect the terminal to the highway leading to Zagreb and Sarajevo and further through

Bosnia and Herzegovina (highway partially built) which will significantly relieve traffic on city roads.

Focus 2016:

- Promotion of SSS and intermodality: organization of SSS and intermodal conference, participation in conferences/workshops, publication of promotive materials for entire intermodal transport sector in Croatia, keeping an up-to-date website where interested parties may find data about intermodality and shortsea shipping, publishing articles about best practices in these areas.
- Introducing ICT in SSS and intermodal transport system: triggering of an open dialogue in order to implement T&T system in entire Croatian intermodal transport service with fully operated and integrated electronic data exchange in all logistic and administrative processes.
- R&D projects: generation of numerous R&D projects, holding consultations and providing support to members.

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Shortsea Promotion Centre Cyprus



Main action 2015:

Submission of proposal to the Cyprus Ports Authority for legal and administrative restructuring of Cyprus SPC

During 2015, the Cyprus SPC submitted a proposal to the Cyprus Ports Authority for legal and administrative restructuring of Cyprus SPC in order to involve major local stakeholders from the Shipping and Port industry of Cyprus.

Best Practice:

Organisation of the Blue Career event

The aim of the event was to raise awareness amongst the younger generation with regard to the Marine and Maritime industry, including Oil & Gas, and explore the abundant opportunities of a sea or shore based career. The event was initially held in October 2013 and September 2014 and as a result of its success was repeated and in October 2015 and to further brings together secondary school students, university students, unemployed graduates and professionals in one forum.

Further objectives were to present the different professions within the Marine and Maritime industry as well as Oil & Gas in way of presentations by recognised and reputable specialist from these sectors both on a private and public level. Moreover, the guest speakers highlighted the specific qualifications required for each profession, duties and responsibilities, employment opportunities and of course career development.

Focus 2016:

- Organize various events and seminars to disseminate to the general public and the shipping community the activities, actions and benefits of CSPC and shortsea shipping in general.
- Upgrade CSPC's website



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Shortsea Promotion Centre Denmark



Main action 2015:

2015 was a transition year and a new beginning for SPC DK. By the end of the year the Board of Directors in the Maritime Development Center decided to hand over the Short Sea Promotion Centre to the Shipowners Association in order to revitalize and streamline the work. Lack of funding made it very difficult for the Maritime Development Center to focus on the SPC work. Therefore a new set-up was needed.

As a starting point a stakeholder forum was created in order to bring interested parties to the table. The stakeholder forum includes all relevant national trade associations being part of the multimodal seaborne transport chain (shipowners, ports, trucks, shippers, freight forwarders, shipbrokers etc.). The Danish Maritime Authority and the Ministry of Transport participate as well.

Best Practice:

On the initiative of SPC DK two scientists from the Technical University of Denmark are currently investigating and analyzing the different cost elements in freight transport chains. There is distinct focus on cost composition and structures. The project will lead to recommendations on cost reduction and efficiency in the multi modal transport chain

with the aim of improving the attractiveness and competitiveness of Short Sea Shipping. An advisory group is associated to the project with representatives from different shipping companies specialized in Short Sea Shipping. The project is funded by The Danish Maritime Foundation and will be completed by the end of this year.

Focus 2016:

The main topic is still the major stumbling blocks making a significant modal shift from road to sea look like an illusion. The aim is to identify the different barriers that from a shippers or freight forwarders perspective make pure road transport more attractive than multi modal transport. Next step for the stakeholder forum is to come up with concrete suggestions making multi modal transport more attractive.

A Round Table discussion is currently being planned - bringing real life stakeholders from the multi modal transport chain together. Short Sea Shipping is also the main topic at the Danish Port Conference in October.

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Shortsea Promotion Centre Estonia



Main action 2015:

SPC Estonia has shared information on shortsea transport, port authorities and operators, and freight forwarders as well as on rail, air, and road transport. The main communication channels are SPC Estonia website (www.shortseashipping.ee) and newsletter (sent out every 1-2 months).

Focus 2016:

The main focus in 2016 is to keep updating our website with up-to-date shortsea shipping news and to send out newsletter every 2 months.

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Rene Pärt

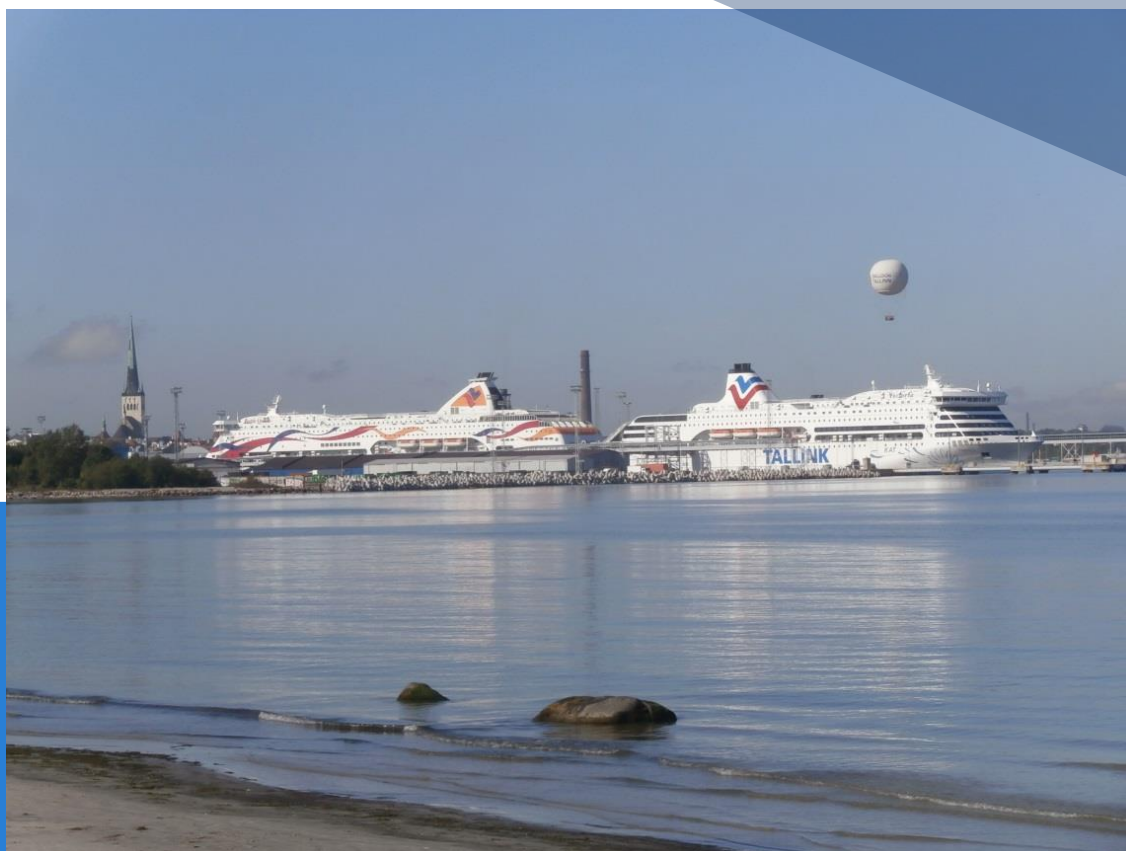
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Shortsea Promotion Centre Finland



Main action 2015:

- SPC Finland's Shipping Barometer was published on 9 December 2015. The barometer is based on a survey of ship owners operating to and from Finland. It provides annual information on shipping trends and on ship owners' views on topical issues. In the Shipping Barometer 2015, the topical issue considered was the implementation of ICT in shipping companies.

Best practice:

First liquefied natural gas delivery to Finland arrived in July at the Skangas LNG import terminal in Tahkoluoto, Port of Pori.

- The facility is the first LNG import terminal in Finland. The Skangas LNG terminal is undergoing commissioning, and commercial deliveries to customers will begin in September. LNG will help diversify the Finnish energy market as it enables deliveries to industrial operators outside the gas pipeline network as well as for maritime and heavy-duty road transport. LNG was brought with the time chartered Skangas Coral Energy carrier from the North West Europe.

Focus 2016:

- Involvement in maritime environment related projects in the Baltic Sea area, analysis of status and impacts of maritime environmental legislation.
- Shortsea shipping in the context of maritime spatial planning and blue growth
- Initiate projects on shortsea shipping and advice on EU funding possibilities for shipping sector

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Shortsea Promotion Centre France



Main action 2015:

Promotion of Shortsea Shipping :

- Communication over advantages and benefits of Shortsea shipping and modal shift.
- Vocational training : 2E3S (Escola Europea de Short Sea Shipping), CASE (Centre Atlantique de Shortsea Européen)
- National Single Windows : Workshop with law counsel to assess shortsea operators situation and options.
- Shortsea.fr Website full renewal
- SPC France annual event
- “La Nuit du Shortsea” highlight of best practices via awards

Environment: LNG as a fuel for shortsea vessels

- Development of working groups and workshops (over 250 participants)
- Partnership with AFG (Association Française du Gaz) over the development of LNG as a marine fuel
- Coordination with Ministry of Transport task force & dissemination

Intra EU intermodality: Consultation & Dissemination

- Initiation of a normalization procedure for 45ft palletwide container.
- “Combined Transport Directive 92/106 EC

Best Practice:

Creation of an investment guide

- Vade-mecum for a better utilization of EU instruments (European Sustainable Shipping Forum)
- The French Ministry of Transport, in collaboration with BP2S and AFG got heavily involved in the realization of a practical guide towards operators aiming to offer technical support and guidance to investors and operators engaging themselves towards a more sustainable shipping.

Focus 2016:

Promotion & Development of Shortsea shipping and Intermodality :

- Blue Belt, Single Transport Document, Ecobonus, Follow up of the 45ft container normalization.
- Development with CASE of an e-learning platform dedicated to shortsea shipping and intermodality
- Regular information about shortsea evolution: legal and economic monitoring
- Regular meetings with professionals and public authorities
- Support to members and innovative & environmentally friendly projects.



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Shortsea Promotion Centre Germany



Main action 2015:

Consulting and Best Practice:

- Answering of almost 100 inquiries from the market (mainly forwarders).
- Organisation of workshops with market participants
“Containershuttle North Sea coast”
“Multimodal transport solutions in the chemical industry”
“Transport of heavy goods via inland waterway”

• Training:

Presentations in 9 educational institutions (e.g. Universities, Vocational Business Schools etc.)

- Care of 3 trainees in the office of spc Germany
- Answering of 25 inquiries from students for support of Bachelor and Master Thesis

Marketing / Promotion:

- 130m2 exhibition stand at the transport and logistics fair in Munich from 05th to 8th of May 2015
- Presence at 12 logistics events as exhibitor or speaker

- 2 spc evening events with members in Hamburg with the topic “Cooperation of sea and inland ports” and in Munich with the topic “Impact of the new generation of container vessels for the ports and the hinterland logistic”.
- 9 press releases and 38 Newsletters with almost 330 items and 2300 readers
- 5 editions of the information magazine “spc_Aktuell” with almost 2500 readers per edition

Focus 2016:

Main event: 2nd ShortSeaShipping Days on 22nd and 23rd of June in Lübeck with almost 400 participants under the topic “ShortSeaShipping - a strong partner of the logistic chain” and the German Minister of Transport as patron.

Introduction of a spc_Certificate to honour modal shift projects from the market

Stronger cooperation with associations from industry and trade

Continuing of the 3 main activities consulting, training and marketing

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Shortsea Promotion Centre Greece



Main action 2015:

It has been a long term objective, the awareness for the replacement of the EU's shortsea fleet, with new vessels.

2015 was the year that this vision has now the ability to become a reality, through the Europa Ship Plan project, an initiative of Hellenic Shortsea Shipowners Association intended for the renewal of the shortsea fleet of southern Europe and supported by SPC Greece.

The ESP is now included in the Detailed Implementation Plan for Motorways of the Sea.

Best Practice:

Active participation in the ESN and its establishment as a legal entity.

Upgraded our website.

Development of relations with other transport associations, focusing on the promotion of multimodal transport.

Participating in the plenary meetings of ESSF.

During the European Maritime Day 2015 in Piraeus, hosted with HSSA, a reception for meeting with industry's stakeholders and shortsea shipping users.

Participated as speakers in various conferences.

Continued supporting the LNG bunkering project, POSEIDON MED.

Contribution -under HSSA- to the Detailed Implementation Plan in the field Air Quality and Ship Financing

Focus 2016:

Greater cooperation among the SPCs in our region, East Med and the neighboring countries, for identifying bottlenecks and connectability problems.

Data collection of cargo movement in Greece.

Develop further cooperation with other transport associations.



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Shortsea Promotion Centre Italy



Main action 2015:

- Publications of 2 Studies on the comparison of the external costs produced by the different transport modes (<http://www.confitarma.it/dyn/doc/5116.pdf>) and on the social-economic impact of the SSS services (<http://www.confitarma.it/dyn/doc/5116.pdf>);
- Support and drafting of ESN Strategic Action Plan;
- Participation in the COSME proposal: SPCs GoInternational;
- Management of the activity 2 of the Med-Atlantic Eco-bonus project
- Approval of the Italian Law n.208/2015 incentive schemes focusing on market operators that will choose intermodal transport
- Organization of ESN meeting during the Genoa Shipping Week

Best Practice:

- SPC Italy is supporting private and public entities to exploit the potential offered by the new European financial framework targeting on blending the traditional grants provisions with innovative financial instruments. In detail, we supported 4 Italian Port Authorities for applying on infrastructural project and 1 shipping company for a fleet renewal proposal, on the EFSI frame.

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Focus 2016:

- Publication of the “Masterplan of the Italian Mos” before December 2016, focusing, on the infrastructural projects, financial opportunities, designing a market analysis for MoS in the Italian context.
- Sign of the Memorandum of Understanding between SPC Italy and Escuela de SSS;
- Presentation of proposals on EU programmes: under the Adrion call, we presented a proposal aiming to foster the cooperation among the national SPC's of the Eusair Region to establish a model for the calculation of the maritime and intermodal infrastructural investment impacts on the TEN-T corridors traffic;
- Shift 2020: contribution in the implementation of the initiative
- Contribution to the MoS Detailed Implementation Plan, through the exploitation of relevant activities deployed in 2 CEF project (Med Atlantic Ecobonus and Fresh Food Corridors);
- Participation to the TEN-T Days in Rotterdam with 4 stands;
- Organization of a panel during the Naples Shipping Week, related to the importance of the Mos in the Med-area



Shortsea Promotion Centre Ireland



Main action 2015:

- TEN-T Funding:
 - Three Irish Ports have been identified by DG-MOVE as the “Core Network” ports.
 - Two of these lie on the NS-MED Corridor, (North Sea - Mediterranean), and we helped the third one emphasise the importance of its connection to the Corridor.
 - Irish ports awarded over €38.5m TEN-T funding across studies and works to assist their development plans.
- Port Efficiency:
 - Worked with Irish Department of Transport to develop methods to measure port efficiency.
 - Employed a full time researcher to carry out work in relation to the development of a system of port performance metrics across Tier 1 Irish Ports as recommended in the National Ports Policy.
 - Engaged with Portopia Project in order to keep track of developments at a European level.

• Developing Intermodality:

- Contributed to the Railfreight Forum of the IEA (Irish Exporters Association) to develop intermodal rail operations through Irish ports.
- We now have the realistic possibility of the re-activation of the freight rail line to the Shannon Estuary on the West Coast.

Focus 2016:

- Harnessing Our Ocean Wealth: (HOOW) is a national strategy aimed at maximizing Ireland’s marine wealth as an island economy. The IMDO is responsible for implementing a number of recommendations of the “Development Task Force” that will develop maritime transport and the wider shipping and logistics industries across the country.



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Shortsea Promotion Centre Malta



Main action 2015:

- During the year under review, the Malta Shortsea Promotion Centre had various consultation meetings in view of the establishment of the Malta Maritime Forum. In fact the MMF has been established in October 2015 and has as one of its objectives, to consult and be consulted by government in the development of public policies that can have a bearing on the Maltese maritime industry.
- Review of local practices that hinder or obstruct the free movement of seaborne cargo on Malta.
- Facilitating and promoting awareness amongst the Maltese transport community in the facilities and opportunities offered by the European Shortsea Network.
- Held meeting with the local government and DG MOVE in anticipation of Malta's ESN Presidency.
- The education of the Maltese transport community in the facilities and opportunities offered by the ESN.
- The identification of suitable training courses funded by the EU.
- The participation of Malta in EU projects related to transport.
- Opportunities, through appropriate EU funds, for Maltese interested parties, e.g. shipowners, trailer operators, service providers.

- Giving input and feedback on policies that influence the maritime industry on a local and EU level.
- Attending and participated in various conferences, seminars and workshops on short sea shipping both locally and abroad.

In addition the MSPC continues to provide the market information and data as it has done in the past years through its monthly newsletters and meetings, the MSPC website, the compiling of maritime statistics, press releases, input with Maltese news in the European Shortsea Network website and discussion with potential members.

Focus 2016:

- Malta will be assuming the Presidency of the European Shortsea Network as from 1st January 2016 until June 2017.
- Promote shortsea shipping vis a vis the policy makers.
- Provide data and market information to the Authorities.
- Give advice on shortsea shipping policy.
- Act as contact point for European Union programmes and funding related to shortsea shipping.
- Establish ESN as a legal entity.
- Lay down a strategic plan to be presented to EU Commission.

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Shortsea Promotion Centre Norway

SHORTSEA SHIPPING NORWAY

Main action 2015:

- Shortsea Schedules - Where shippers find the best shortsea services: In 2015 we launched a European web site where transport buyers can search for and find the best shortsea transport service for their cargoes. Both port-port and door-door services are offered for cargoes in containers and trailers. We managed to grow the number of daily visits steeply and we reached more than 1000 page views per day by the end of the year. To test go to: www.shortseaschedules.com

Best Practice:

- Finding cargo that can be shifted: The objective of the Norwegian government and the EU is the same: Shifting 30% of long haul truck transport from road to sea and rail by 2030. We, the SPC of Norway in cooperation with a research institute, have identified specific cargoes that can be shifted. Together we have analysed existing road volumes and interviewed 100 transport buyers. In total we have found 5 million tons of road cargo that is suitable for shortsea transport and we have proposed new transport services to accommodate these cargoes.

Focus 2016:

- Creating Shipper's Forums: Our main target for the year is to organize a number of Shipper's Forums where members can work together to improve their cargo flows. Use of existing shortsea services will be optimized and new services will be developed. The forums will also support the government in its efforts to shift cargo.
- Offering shortsea services: For all members of the Shipper's Forums and all visitors to Shortsea Schedules we will offer the best possible shortsea services for their cargo requirements. We will also facilitate the development of new services in segments where existing services are uncompetitive.
- Finding incentives to shift cargo: Together with the government we will develop the right incentives to shift the identified long haul cargo from road to sea.

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Shortsea Promotion Centre Poland



Main action 2015:

- January 2015 - SPC Poland being the host of the traditional New Year's Meeting for about 150 guests from the maritime sector ,
- May 2015 - SPC Poland is a main organizer of „Herring Meeting” gathering over 2300 representatives of the maritime industry from all over the world,
- June 2015 - sponsoring and active attendance of the members of SPC in International Maritime Congress in Szczecin with about 800 participants,
- September 2015 - World Maritime Day - organizing and sponsoring traditional meeting on board the ship for 100 participants where various presentations and speeches about shipping, ports and logistics were given,

SPC Poland was also active in the promotion of the SSS via local media as well as supporting various initiatives and projects concerning the maritime sector, participating in symposiums and conferences.

From the proceeds of its business activity SPC also supports charity organizations connected with maritime industry in Poland.

Focus 2016:

- to maintain an active role of the SPC and its members in the promotion of Short Sea Shipping
- maintaining good relationships and exchanging views with other maritime organizations, ports and shipowners
- working on the improvement of the website contents and starting e-news circulation
- cooperating with other organisations on the promotion of the maritime sector to the young people
- securing financial support of SPC Poland

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Shortsea Promotion Centre

Portugal



Main action 2015:

- New Website and Facebook: SPC Portugal has launched a new website www.Shortsea.pt and Facebook. The website has two innovative tools: integration of shortsea schedules (SPC Norwayit solution) and translation just in time in 31 languages.
- Review of the official statutes of the SPC Portugal. Expand the mission and the object to focus on intermodality, national traffic between islands and inland waterways.
- SSS PT Award, The Best SSS Liner Service in the “Cargo T&N Awards 2015” - In partnership with a national media “Transportes e Negócios”, SPC Portugal has awarded the prize to “MacAndrews Portugal”
- Training: From 12th to 15th December 2015, SPC Portugal has promoted with the 2e3s (European School of SSS) the 9th edition of a training course on “MOST Portugal” - Motorways of the Sea Training. There were around 40 participants.

Best Practice:

- LUIS SIMOES BET ON THE "GO GREEN" TO REACH THE CENTER OF EUROPE
The Luis Simoes (LS) uses the services of CLDN Cobelfret that started in Leixões in September 2013 for connections to Central Europe. The balance is positive and growth expectations are 10% per annum, as declared Dalila Tavares, Business Development Director of LS.
The CLDN Cobelfret connects Leixoes and Rotterdam (and beyond, with transshipment) twice a week.

In 2016

- SHORTSEA "WORTH" 65% OF K LINE PORTUGAL
The IBESCO represented last year about 65% of the turnover of K Line Portugal, having grown 10% compared to 2014.

K Line Portugal just upgraded its IBESCO service (Iberia, Europe, Scandinavia Loop): to meet the increasing demand and improve supply capacity and geographic coverage, K Line entered into an agreement with Unifeeder (as his partner for the Baltic Sea and North Sea). And so, instead of two ships of 6,000 tons, there are four ships of 8000 tonnes (two K Line and two Unifeeder).
To accommodate the loads and to facilitate road and sea shipments, containers are available in 45 ", capable of receiving 33 europallets.

Focus 2016:

- Maritime Seminar organized by “Transportes & Negocios Media Partner, 10th March.
- ECASBA SEMINAR in LISBON, PORTUGAL, in 27th May.
- New Associates: the promotion centre will increase the efforts to focus on logistic operators and shipping companies.
- Publication of Best Cases SSS Portugal: 1st edition of a digital publication to be launched.
- SSS General Figures Report : 1st report of the national figures of SSS in Portugal to be launched.
- SSS PT Award, The Best SSS Liner Service in the “Cargo T&N Awards 2016”.
- Training:
From 5th to 8th November 2016, SPC Portugal will promote with the 2e3s (European School of SSS) the 10th edition of the training course on “MOST Portugal” - Motorways of the Sea Training.

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Shortsea Promotion Centre Spain



Main action 2015:

SPC Spain presented to the four main political parties prior to Spain General Elections of 2015 the document “Short Sea Shipping, a competitive, safe and sustainable logistic alternative: promotional measures”.

In this document, SPC Spain shows how the short sea shipping must be considered as a sustainable, competitive and reliable transport in Europe. The contacted political parties appreciated the document and they reiterated their support on the proposed initiatives.

Best Practice:

Study on the utilisation of clean fuels and low-sulphur systems in the Motorway of the Sea between Vigo and Nantes-Saint Nazaire.

This study analyses the current energy options to reduce emissions throughout the MoS (Motorway of the Seas) between the ports of Vigo and Nantes-Saint Nazaire, assessing the options and impacts in terms of cost, fuel consumption and emissions.

The optimal combination of options is able to reduce emissions substantially: the most cost-effective energy measures would prevent sulphur and particle emissions, and also cut Nox emissions by almost a 90%, and CO2 emissions

by almost a 30%.

Focus 2016:

- **Training Activities:** For the fourth consecutive year, Spanish General Directorate of Land Transport granted funds to SPC Spain to develop six training programs in 2016 in order to promote maritime - land intermodality.

- **European Shortsea Conference 2016:** SPC Spain, in co-operation with the European Shortsea Network (ESN), organizes the European Shortsea Conference 2016, in Barcelona, on 29-30 September. The Conference will focus on the main priorities of Short Sea Shipping and will be divided into five sessions.

- **Knowledge & monitoring of the Short Sea Shipping activity:** As every year from 2011, SPC Spain elaborates and launches the Spanish Shortsea Statistical Observatory in two issues: the first one contains the evolution and trends of the activity of Short Sea Shipping in Spain, both from the point of view of supply and demand, from 2009 to 2015; and the second one shows the corresponding data by June 2016.



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