



Strategic Objectives of EU Maritime Transport Policy for 2018

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Atlantic Arc Commission - Transport Group
- CPMR





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1. The context of maritime transport policy

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Maritime transport has become the vehicle of interrelation between world-wide trade and industry in the globalised economy:

- **90% of the freight** transported between Europe and the rest of the world goes by sea
- Over **400 million people** make use of maritime transport each year
- **Short Sea Shipping** in Europe is a key factor for the reduction of road congestion, territorial cohesion and the promotion of sustainable development.

In 2007, the commission launched **the strategy for an integrated maritime policy**. Subsequently it carried out consultation with experts from the competent administrations of the Member States and with a high level group representing the different operators.

The establishment of the strategic objectives for the maritime policy now being presented is the result of this consultation process, which the commission now transfers to the Parliament and the Council.

2. Challenges and Opportunities in maritime transport for 2018

- The **present crisis in the financial system**, its impact on the real economy and the slow recovery forecast affect maritime transport and industries.
- Recent incidents involving the interruption of gas supply in Europe have shown the **strategic importance of LNG vessels** to guarantee energy supply in the EU.
- **Among the challenges that maritime transport operators** have to face are international trade fluctuations, the risk of oversupply in specific market segments, and an increase of protectionist measures relating to world trade, the environment and energy instability.
- The **recovery** from the current crisis will depend on the growth of international trade and will therefore require an **adequate maritime transport system** in order to provide advanced logistics solutions.



3. Community strategic objectives (1/2)

The EU transport philosophy is oriented towards the economic, social and environmental development of the EU. To this effect, it is essential to have **an efficient maritime transport system**.

The setting of the objectives for 2018 is based around:

- Maritime transport systems must be **more efficient, safer and more sustainable**.
- Maritime transport operators must be **more competitive** and have an equal or better position in the international market compared to other operators

Strategic objectives:

1/ European competitiveness: Conclude and maintain an attractive service to ensure the quality of transport services and operators. To this effect, a series of financial measures will be included to meet the objectives of sustainability and adaptability given the adverse financial conditions and the decline of international trade

2/ Human factor: Making careers at sea more attractive to youth and creating jobs in maritime professions

3. Community strategic objectives (2/2)

3/ Green maritime transport: Encourage the adoption of sustainable solutions by all stakeholders with the objective of achieving 'zero waste, zero emissions'

4/ A safe and reliable system: Priority will be given to the consolidation of current community and international regulations and the implementation of the third package of maritime safety measures will be accelerated.

5/ International Scene: The Commission and the Member States will take the lead in adapting international maritime regulations to meet the challenges of the 21st century.

6/ Short Sea Shipping and ports: The creation of a barrier-free European shipping space, along with the implementation of the Motorways of the Sea and measures to support port investments and competitiveness, will help to promote port activities on all EU seafronts. In all these cases, the principles of free markets, competition and sustainable transport will be applied.

7/ Innovation and technological development: The efforts made in research and innovation have a positive effect on the ability of companies to successfully overcome environment, energy and security challenges. There are opportunities to make ships more energy-efficient, reduce environmental impact, minimise the risk of accidents and improve the quality of the sea. A reference for the next few years will be the European and international E-maritime services



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