

MoS Digest #2 – 26th February 2016



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UN shipping chief: Climate change is 'top priority'

Keywords: IMO, Greenhouse gas emissions target, climate change, rate of growth of either shipping, GloMEEP, global network of technology centres,



The International Maritime Organization is set to consider an emissions target in April, says newly appointed head Kitack Lim

The UN shipping body is likely to consider a greenhouse gas emissions target for the sector this spring, its newly appointed chief told Climate Home.

Kitack Lim, who took over the International Maritime Organization (IMO) from Japan's Koji Sekimizu on 1 January, answered questions by email.

"Contributing to the fight against climate change is a top priority for IMO," he wrote, "**alongside maritime safety and security and the prevention of pollution into the marine environment from ships.**"

Emissions from ships account for around 3% of the global total. This is projected to reach 6-15% by 2050 if the sector fails to act in line with national efforts.

National governments agreed in Paris last December to hold global warming "well below 2C", or to 1.5C if possible. But the deal did not directly address international shipping, leaving that to the IMO.

Last year, the **shipping body's environmental committee rejected a motion to start work on an emissions target.** Sekimizu himself argued against capping carbon, on the basis it could constrain world trade.

But the topic is "likely" to come up again at the IMO environmental committee's next meeting in April, according to Lim. While the decision rests with member states, he said: "I think that IMO will be able to agree on the appropriate way forward."

Bill Hemmings, campaigner at Brussels-based NGO Transport and Environment, urged Lim to turn the committee "**from a talkshop to a forum for action**".

"No sector can continue emitting at the **rate of growth of either shipping or aviation without completely jeopardising the 1.5 degree – and earlier 2 degree – target,**" he said.

"Lazy efforts won't cut it. In short, the time for business as usual at the IMO is over and in that sense the arrival of the new secretary general is met with great anticipation."

Progress in greening the global fleet has been slow, despite the existence of cost-effective fuel-saving technology, according to think tank the New Climate Economy.

Asked about the biggest obstacles to cutting ship emissions, Lim identified commercial and technical barriers.

IMO is prioritising two initiatives to help developing countries deliver on energy efficiency regulations: **GloMEEP, a partnership with the Global Environment Facility and UN development body, and a €10 million global network of technology centres funded by the European Commission.**

“Through these activities, and others, IMO will be helping to transfer know-how to those countries that need it,” Lim said. “This, increasingly, will be the Organization’s focus in the future, as IMO looks to play a leading role in the drive towards a sustainable maritime sector.”

Tristan Smith, shipping and climate change expert at UCL, cautiously welcomed these first steps.

“Rome wasn’t built in a day and shipping’s challenging transition and inevitable decarbonisation won’t occur as a result of two projects,” he told Climate Home.

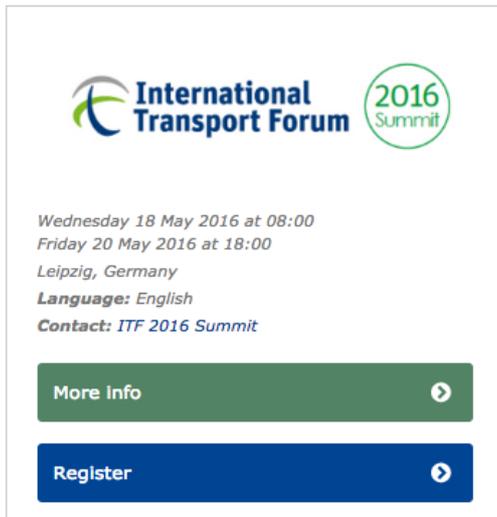
“But we need to start somewhere and the secretary general’s recognition of the need to address developing world capacity and technology is important.”

Source: Climate Change News

Link: <http://bit.ly/1mJT9tL>

Green and Inclusive Transport

Keyword: Annual Summit of the International Transport Forum, global transport policy, transport modes,

A promotional graphic for the International Transport Forum 2016 Summit. It features the ITF logo on the left and a circular '2016 Summit' badge on the right. Below the logos, the text reads: 'Wednesday 18 May 2016 at 08:00', 'Friday 20 May 2016 at 18:00', 'Leipzig, Germany', 'Language: English', and 'Contact: ITF 2016 Summit'. At the bottom, there are two buttons: a green 'More Info' button with a right-pointing arrow and a blue 'Register' button with a right-pointing arrow.

The **Annual Summit of the International Transport Forum** is the premier global transport policy event.

Since 2008, the Summit brings together ministers from around the world to share policy perspectives with CEOs, heads of international organisations, thought leaders from civil society and academia, and media.

This **vibrant conference addresses strategic and topical issues across all transport modes where participants can engage in the debate through a variety of session formats.**

The Summit offers a rich programme over three days. The programme includes policy discussions with ministers in different formats, keynote addresses, networking opportunities, demonstrations, technical tours and an exhibition.

Major ITF partner organisations will host Summit side events. Evening receptions, a Gala Dinner, and cultural tours complement the Summit programme.

Source: Eltis

Link: <http://bit.ly/1OhYTRK>

Greek shipping 'under attack from many quarters': UGS

Keywords: *Union of Greek Shipowners, Greek economy, European Commission, State Aid Guidelines, World trade, maritime education, infrastructure, equipment.*



A feisty Theodore Veniamis, president of the **Union of Greek Shipowners**, pulled no punches when he told fellow shipowners gathered for the UGS agm, on 3 February, that Greek shipping is under attack from many quarters.

"At a particularly crucial time for the Greek economy, our shipping, the country's most prolific pillar, is being targeted and the legal uncertainty and investment insecurity generated by this may cause a flight, not only of the Greek fleet, but also of the European one, to places outside Europe which are

more welcoming international shipping centers."

A message clearly aimed at a range of recipients created a lively discussion, at an agm where taxation issues were very much on everyone's mind following the **European Commission's decision to ask Greece to amend key provisions of the legal framework under which shipping operates.**

Brussels says Greece is not in compatibility with the so-called **State aid Guidelines (SAG) on state aid to maritime transport, something Veniamis and Greek shipping generally disputes.**

"Provisions identified as inadmissible are the same, or similar, to those in many EU member states," declared Veniamis, repeating his claim the whole issue **"is a hypocritical move against Greek shipping and Greece in general"** while pointing out Greek shipping is in the highest tax bracket in Europe.

The UGS president said **the state of global shipping is reflected in the stricken dry bulk sector, which he said "is facing its worst time in history, with a dramatic decline of the BDI"**, as well the slowdown of world trade.

But he did note "there is another side to the coin, as tankers enjoy their best market since 2008".

Veniamis said the industry is experiencing serious concern and conflicting emotions. "We all need composure and alertness in decision-making. **Shipping has gone through difficult situations and transitions before and has always found the way to survive and recover.**"

He made a point of congratulating shipping companies for participating in the voluntary doubling of tonnage tax, a measure which will likely remain in force to 2020.

But he was critical of the **lack of political** will to improve maritime education, saying "the UGS has presented a holistic proposal to improve sandwich courses" and absorbing students cadets for the mandatory course at sea". He said the UGS continues to financially **support maritime academies** along with **building infrastructure and providing equipment.**

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Source: Sea Trade Maritime News

Link: <http://bit.ly/1LvijCK>



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ECCSL Maritime Forum 2016 on February 18

Keywords: *European Chamber of Commerce, Shipper's Academy Colombo, International Maritime Organization's Maritime Safety Division, Safety of Life at Sea (SOLAS)*

The **European Chamber of Commerce of Sri Lanka** will host the "ECCSL Maritime Forum 2016" in collaboration with the **Shipper's Academy Colombo**, to provide in-depth insights into new IMO container weight verification regulations.

The event will be held **on February 18 from 3 pm** onwards at the **Union Ballroom**, Hilton Colombo Residencies, Colombo 2. Speakers including representatives from **IMO, DGMS and Sri Lanka Ports Authority** will attend.

International Maritime Organization's Maritime Safety Division technical officer Loukas Kontogiannis will be joining the conference via teleconference from London. Kontogiannis will be outlining the IMO mandated regulation changes and provide an insight to solutions that other countries have implemented. Shipper'Academy CEO Roshan Masakorala speak on the logistical effects and solutions that can be implemented.

Ajith Wickrama Seneviratne, **Director General of Merchant Shipping** will address participants. Upul Jayatissa, **Chief Manager of Sri Lanka Ports Authority** will be part of the panel and participate in an interactive session with the participants.

The International Maritime Organization has made an amendment to **the Safety of Life at Sea (SOLAS) agreement that will come in to effect globally on July 1, 2016.**

This amendment stipulates that it is mandatory for the gross mass of containers be verified, no estimations will be permitted.

Source: Daily News

Link: <http://bit.ly/1OhYX3J>

European Shipowners Showcase Short Sea Shipping

Keywords: European Community Shipowners' Associations, EU's short sea policy, short sea industry, transport network, logistic chain, EU transport system, European Commission, EU ports, environment, National Single Windows, EU Single Window



The European Community Shipowners' Associations (ECSA) presented its new brochure on the merits of short sea shipping during a high level meeting organised by the Dutch Presidency of the Council.

The intention behind this new initiative is to revitalise the **EU's short sea policy**, which has unfortunately been neglected in the past years.

"Short Sea Shipping has been on the EU's agenda for a long time" said **Niels Smedegaard, ECSA President**. "Despite many good initiatives, a number of long-standing problems have not been resolved, the market share of short sea shipping has stagnated, and worse still, declined in recent years. We believe the EU and the short sea industry alike stand to benefit from the launch of a so-called **Short Sea 2.0 policy**."

"Moving goods and people by sea around Europe instead of using other modes will decongest land-based transport networks, ease pressure on

logistics chains, and dramatically reduce air emissions. Short sea shipping is the EU's circulatory system," Niels added.

Short sea shipping is currently facing a host of legislative and administrative issues that curtail its effectiveness, limit its popularity and restrict its role in today's EU transport system. Intra-EU shipping is still unjustifiably disadvantaged when compared to the road or rail sector, which move goods and people with minimal administrative burden.

"**Short sea shipping is an often overlooked segment of the EU transport system**, one that has huge potential, which could be unleashed if the many legislative and administrative impediments weighing it down were tackled in a holistic manner" commented Patrick Verhoeven, ECSA Secretary-General. "There are many low-hanging fruits and we are ready to work closely with **EU policy makers to find the best way forward**."

The European Commission has over the **years formulated strategies** and proposed **legislation with the intention of fostering the short sea sector**. Disappointingly though, some efforts have fallen short of stated objectives and the industry's expectations.

Case in point: the absence of a true **Single Market for shipping**, which disproportionately affects short sea operators. The European Commission had in 2010 proposed legislation to rationalise and streamline the administrative formalities for ships calling at **EU ports by moving to a paperless environment**.

The adopted legislation however lacked ambition and led to the creation of separate and often incompatible so-called **National Single Windows** (data entry points) instead of a harmonised **EU Single Window**.



Commenting on this issue during the conference, Deputy Director-General DG Move, European Commission, Fotis Karamitsos said: **“The EU Single Window is within reach. The technology is already available, it is now only a matter of political will. The shipping industry should continue its campaign for a more workable solution.”**

Source: MarineLink.com

Link: <http://bit.ly/1Uachi2>

Poseidon Med II advances LNG plans

Keywords: Poseidon Med, LNG, Poseidon Med II, EU, Mediterranean, marine fuel, Piraeus, Trieste, La Spezia, Venice, Genoa, Koper, Rijeka and Limassol, Motorways of the Sea, regional shipping emissions



There are new signs of more joined-up thinking when it comes to supplying gas as **marine fuel** as port officials from the **Aegean and eastern Mediterranean** gather in **Brussels tomorrow (17 February)** to close the **Poseidon Med LNG-bunkering project** and to launch **Poseidon Med II**, the next phase of the European Union-led initiative.

Tomorrow's gathering will review the findings and achievements of initial discussions on ways to adopt **LNG as marine fuel** in the **eastern Mediterranean**, using **Greece** as a regional marine bunkering and distribution hub, going on to set out the objectives

for the next phase of the project.

Poseidon Med developed a strategy for introducing and promoting LNG as marine fuel to curb emissions in the **eastern Mediterranean**, drawing up proposed distribution infrastructure across the region. **Poseidon Med II** continues the drive to reduce sulphur emissions from marine transport to 0.5 per cent, to meet European Union (EU) and international requirements.

Ports involved in the discussions include **Piraeus, Trieste, La Spezia, Venice, Genoa, Koper, Rijeka and Limassol**. Initial studies suggest that marine **LNG-fuel demand will top 950,000 tonnes a year by 2030** in the **Adriatic alone**. So far, however, the region's lack of infrastructure has presented a major hurdle to growth.

Part of the Motorways of the Sea initiative, Poseidon Med II has a €53.3 million (US\$59.5 million) budget, half drawn from EU funds. By December 2020, the member ports aim to:

- facilitate adoption of a regulatory framework for LNG bunkering;
- design an extension to Greece's Revithoussa LNG-import terminal near Athens;
- design and build an LNG-fuelled feeder vessel;
- agree technical designs and plan approval for retrofits or newbuild LNG-fuelled vessels and for additional bunker-supply infrastructure in port;
- find synergies with other uses for LNG;
- develop sustainable LNG trading and pricing; and
- create financial instruments to support port and vessel installations.

By 2020, member ports hope to have delivered a joined-up plan to cut **regional shipping emissions** and to ensure a cost-effective and plentiful supply of gas as marine fuel across **the Adriatic and the Mediterranean**.

Source: LNG World Shipping

Link: <http://bit.ly/1QmRF6s>

Labour MEP calls for shipping emission controls

Keywords: *The European Parliament, Transport and Environment network, Labour MEP, shipping emissions, Paris COP21, global climate treaty in Paris, maritime transport, European Ports in Mediterranean, EU 2030 climate targets*

Miriam Dalli insists Malta's ports should not be put 'at a disadvantage'



During a Brussels conference organized by the European Parliament and the Transport and Environment network, Labour MEP Miriam Dalli called for a global mechanism to control shipping emissions so that such mechanism would apply to all ports in the same manner.

While vehicle emissions have over the last decade become a major source of concern and action, the same is not necessarily happening to other transport sources like ships and airplanes.

Maritime and aviation emissions did not form part of the agreement reached by UN member countries at the Paris COP21, last December.

During the conference, which focused specifically on maritime transport, Dalli said emissions would more than double by 2050 if stakeholders do not act now.

“Unfortunately, even after having unanimously agreed on a new, global climate treaty in Paris, the issue of greenhouse gas emissions from the shipping sector remains a matter of dispute,” she said.

At the moment the amount of Carbon Dioxide (CO₂) released by ships worldwide is about a billion tons a year.

Dalli said that the International Maritime Organization (IMO) needs to play a pivotal role by regulating emissions from international shipping.

“Acting globally would take away fear of losing the sector’s competitiveness or of losing the competitiveness of certain regions or ports, particularly European ports in the Mediterranean, including the Maltese ports, and the fear of de-flagging.”

She suggested that future policies need to factor in emission contributors also in view of the EU 2030 climate targets. “Our task should be to develop mitigation targets for the maritime sector compatible with staying below the 2 degrees objective. We need and we want a more effective and universal solution. That is, the establishment of a reduction target for shipping emission which at the end of the day results in having in place a



reliable, global system.”

Dalli said there were commercial advantages in cutting emissions, which can be an additional advantage for all involved.

“There is considerable potential of reducing emissions in the shipping sector through **fuel saving techniques whilst making our utmost to significantly reduce ship running costs**. I do understand that not all solutions can be applied to all types of ships but I believe that if we discuss together then we can come up with solutions which can be of benefit to all”.

Source: Malta Today

Link: <http://bit.ly/1oME5x6>

Motorways of the Sea (MoS) Turkey – Italy – Tunisia Project

Keywords: Turkey, Italy, Tunisia, freight transport, logistics chain, Ro-Ro, UfM countries, Short Sea Shipping, road and rail, Motorways of the Sea, Italian railway system, Trans-European Transport Network, the Trans-Mediterranean Transport Network



The Project aims at developing a seamless intermodal goods transport service that will bridge Turkey (Mersin and Izmir) with the Maghreb area through Tunisia (Tunis and Rades). The service will call in the Italian ports of Bari, Brindisi and Taranto.

The Project will aim to optimize freight transport, logistics chain and the connection of the different shores of the Mediterranean through offering a high

frequency port-to-port Roll-on-Roll-off (Ro-Ro) service. The service will positively contribute to the expansion of trade relations among UfM countries through a combination of Short Sea Shipping with other modes of transport (road and rail). Further, it will enhance the global competitiveness of the Mediterranean while complementing and create synergies with the existing Mediterranean transport system.

To ensure more efficient, sustainable and profitable trade relations between the north-western and south-eastern shores of the Mediterranean basin, the Mediterranean maritime transport and logistics sectors needs some improvement. Motorways of the Sea (MoS) act as a catalyst for economic and social development of the region as a whole, as well as for regional integration. The MoS concept was identified as a priority in the UfM “Joint Declaration of the Paris Summit for the Mediterranean” adopted by the Heads of State or Governments at the Euro-Mediterranean Summit held on 13th July 2008.

Starting in January 2017, the project foresees a MoS seamless intermodal goods transport service that will bridge Turkey (Mersin and Izmir) with the Maghreb through Tunisia (Tunis and Rades), with calls in the Italian ports of Bari, Brindisi and Taranto, offering a high frequency port-to-port Ro-Ro service combining Short Sea Shipping with other modes of transport (road and rail). Other Maghreb countries could also take advantage of the new maritime services.

With a total cost of over € 477 M and expected revenues of € 602 M during an operational life cycle of 20 years, the Project will be strategic for the development of the Mediterranean region. The new service is expected to have considerable environmental benefits from the transfer of an important part of road traffic to maritime traffic (generating relevant savings in congestion, air pollution and road safety), as well as from the shift from road to rail (using the Italian railway system for the goods loaded/unloaded in the ports of Puglia to shift a considerable number of trucks from the congested motorways to the railway system).



The Project will not only connect the Eastern, Southern and Northern shores of the Mediterranean, it will also reinforce, complement and create synergies with the existing Mediterranean transport system, in serving to connect the Trans-European Transport Network to the Trans-Mediterranean Transport Network, thus facilitating exchanges between the two rims of the Mediterranean. Moreover, the Project will optimize freight transport and logistics chains and integrate the maritime transport in global logistics chain to contribute to strengthening the global competitiveness of the Mediterranean.

About the promoter

The Promoter of the Project is the **Turkish Chamber of Commerce in Italy**, with the technical support of the **Italian College of Railway Engineers (CIFI)** and of **“Titi Shipping”**, a maritime company based in **Brindisi**, under the patronage of the **Honorary General Consulate of Turkey in Brindisi**.

Source: Union for The Mediterranean

Link: <http://bit.ly/1QLB4U0>