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SKEMA Coordination Action

“Sustainable Knowledge Platform for the European Maritime and Logistics Industry”



Deliverable: D1.1.2 – EU Maritime Transport Policies Classification

WP No 1 – SKEMA Knowledge Base

Task 1.1- Maritime Transport and Logistics Domain Specification

Task 1.1.2 – Maritime Transport Policies Classification

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1. Introduction

This document is part of Deliverable D1.1 Maritime Transport and Logistics Domain Specification.

The objective is to provide a classification of DGTREN policies, and related instruments/programmes to facilitate:

1. Information dissemination on EU Maritime Transport Policies
2. Mapping to the SKEMA Subject Index
3. Establishing links with related Projects
4. Producing the specification of the Policy related Consolidation Study - EU Transport Policy Analysis: strengths and weaknesses (T2.1.9).

SKEMA will provide information on each element of the proposed Maritime Transport Policy Index (section 3) with links to relevant projects and other references in the knowledge base.

The survey reported in section 4 provides feedback on the level of interest of various stakeholders on EU Policy Related information.

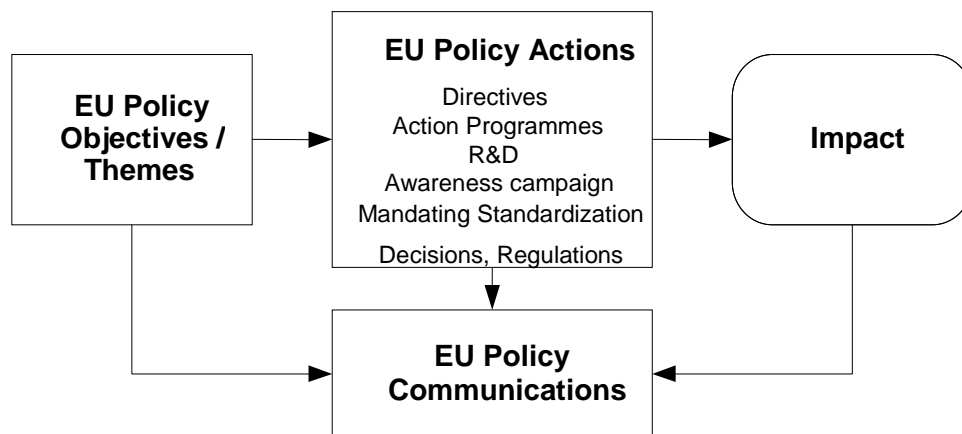
Overall, the document can be used as a reference framework for EU maritime transport policies; it promotes clarification of the various policy activities and encourages a rigorous debate to obtain feedback for its refinement.

2. Approach

1. A Policy Index has been developed based on the Analysis of EU maritime transport policy instruments (i.e. policy objectives, action programmes, directives, etc).
2. The Policy Index has been used in surveys to obtain stakeholder feedback.
3. The Policy Index has been refined based on the analysis of survey results.

2.1 Policies model

The following Policy Model has been developed to help rationalise the various policy information objects that will be used in the SKEMA Knowledge Base.



Policy Objectives / Themes define the strategies of EU Maritime Transport Policy and are included in the Communications such as the "European transport policy for 2010: time to decide"-COM (2001) 370 final, the 2006 Mid-term Review and the Blue Book. Policy Objectives are implemented by different types of Policy Actions including Directives, Action Programmes, Co-ordination and R&D projects, Consultations etc. All Policy Actions are aimed at some measurable impact – economic, social, and environmental. Directives are normally associated with competition, safety, security, environmental protection, labour standards, and health. In the maritime transport directives (particularly related to safety) are often linked to international IMO regulations.

Policy Actions are described in different types Policy Communications (e.g. actual directives, Staff Working Docs, etc)

2.2 EU Policy Objectives

The three pillars of European Policy¹ are:

- strengthen the internal market and competitiveness;
- enhance the better regulation agenda to create a more dynamic business environment;
- promote sustainable development.

The three priority areas of EU transport Policy is to:

- improve the **efficiency and competitiveness** of Community transport by: liberalising market access, establishing integrated transport systems and developing the trans-European network;
- establish **fair pricing** on the basis of the marginal social cost and improving working conditions;
- and improving **transport quality** through targeted action on safety, primarily on air, maritime and road transport, and protection of the environment.

The above and the objectives outlined in the Blue Book² can be structures under the economic, social and environmental dimensions of Sustainable Transport as specified in the following section.

Environmentally Sustainable Transportation (EST) was defined by OECD as follows:

“transportation that does not endanger public health or ecosystems and meets mobility needs consistent with (a) use of renewable resources at below their rates of regeneration and (b) use of non-renewable resources at below the rates of development of renewable substitutes”³.

“The goal of sustainable transportation is to ensure that environment; social and economic considerations are factored into decisions affecting transportation activity.”⁴

¹ Presidency Conclusions of the Brussels European Council of 8/9 March 2007 7224/1/07

² An Integrated Maritime Policy for the European Union SEC(2007) 1278

³ OECD, Environment Directorate, Environment Policy Committee, “Environmentally Sustainable Transport”, Final Report ENV/EPOC/PPC/T(97)1/FINAL; Paris 1999

⁴ Moving on Sustainable Transportation (MOST), Transport Canada, 1999
<http://www.tc.gc.ca/programs/environment/most/menu.htm>

A sustainable transportation system is one that⁵:

- Allows the basic access needs of individuals and societies to be met safely and in a manner consistent with human and ecosystem health, and with equity within and between generations.
- Is affordable, operates efficiently, offers choice of transport mode, and supports a vibrant economy.
- Limits emissions and waste within the planet's ability to absorb them, minimizes consumption of non-renewable resources, limits consumption of renewable resources to the sustainable yield level, reuses and recycles its components, and minimizes the use of land and the production of noise.

Particularly notable EU initiatives for sustainable transport are:

- The DG ENV programme "Developing a sustainable transport system":
<http://ec.europa.eu/environment/air/transport/sustainable.htm>
- DGTREN actions related to "Greening Transport Package (adopted 8 July 2008)"
http://ec.europa.eu/transport/greening/index_en.htm
- The Commission services are working in the preparation of a Communication to be adopted in June 2008 which will provide a general framework of reference for the "internalisation of external costs" in the transport sector
http://ec.europa.eu/transport/costs/index_en.htm

⁵ Todd Litman, "Developing Indicators for Comprehensive and Sustainable Transport Planning", Victoria Transport Policy Institute (4/2/2008)

3. The SKEMA Maritime Transport Policy Index

An objective of the SKEMA project is to gather dispersed and unstructured information and to convert it into *valuable knowledge*. As part of this aim, the SKEMA Policy Index specified in the following table is aimed at structuring the maritime policies of DG TREN in a form that will facilitate the easy search of information. The Policy Index puts together dispersed bits of information and tries to organise them into a logical structure that adds value to the business services and policy makers. It reflects the transport policy-making processes.

Policy Elements	Related PEs
PE1	Sustainable EU Maritime Transport [Policy Objectives]
PE1.1	Economic Sustainability
PE1.1.1	Competition
PE1.1.1.1	Liberalisation
PE1.1.1.2	Internal market
PE1.1.1.3	State Aids
PE1.1.1.4	External relations
PE1.1.2	Efficiency and Quality of Services
PE1.1.2.1	User aspects
PE1.1.2.2	Externalities -Congestion / Accidents
PE1.1.2.3	Development of SSS
PE1.1.2.4	Safety and Security
PE1.1.2.5	Surveillance activities
PE1.1.2.6	Co-modality
PE1.1.3	Development of maritime transport 'human capital' social
PE1.1.3.1	Education and training
PE1.1.4	Building a knowledge and innovation base for the maritime policy
PE1.14.1	European Maritime Research
PE1.14.2	Maritime Research→ Networking Activities
PE1.1.5	Maritime Governance
PE1.1.5.1	Towards integration of Maritime Affairs across the EU

PE1.1.5.2	Promoting Europe's Leadership in International Maritime Affairs
PE1.1.5.3	Raising the Visibility of Maritime Europe
PE1.2	Social Sustainability
PE1.2.1	Mobility and Accessibility
PE1.2.1.1	Transport Options
PE1.2.1.2	Mobility barriers
PE1.2.1.3	Substitutes
PE1.2.2	Employment and working conditions
PE1.2.2.1	Equitable work standards
PE1.2.2.2	Promotion of employment Talent Attraction & Retention
PE1.2.3	Delivering the Highest Quality of Life in Coastal Regions
PE1.2.3.1	Community liveability [Degree to which transport activities support community livability objectives (local environmental quality)]
PE1.2.3.2	Development of multi-sectoral clusters and regional centres of maritime excellence
PE1.2.3.3	Reducing the vulnerability of communities
PE1.2.3.4	Improving Socio-Economic Data for maritime sectors and maritime regions
PE1.3	Environmental Sustainability
PE1.3.1	Climate change
PE1.3.2	Air pollution /Noise
PE1.3.3	Sea/Water pollution
PE1.3.4	Hydrologic impacts
PE1.3.5	Energy / waste management / ship dismantling
PE1.3.6	Environmental Risk Management
PE2	Ongoing Action Programmes
PE2.1	“Programme for the Promotion of Short Sea Shipping” COM(2003) 155
PE2.2	Ports Policy Action Programme 18 October 2007.COM(2007)616
PE2.3	Inland Waterway Action Programme – NAIADES
PE2.4	Freight Transport Logistics Action Plan
PE2.5	Common Maritime space without barriers 2008 (Blue Book)
PE2.6	Regulatory Obstacles – will be issued in 2008 (Blue Book)
PE2.7	Strategy for EU Maritime Research 2008 (Blue Book)
PE2.8	Guide for Integrated Governance – will be issued in 2008 (Blue Book)
PE2.9	EU Action Plan for opening the Maritime Data Network to high technology commercial companies

– will be issued in 2008 (Blue Book)

PE2.10	EU Framework Programme for Research & Technological Development
PE2.11	Career Opportunities 2009 (Blue Book)
PE2.12	e-Maritime 2009 (Blue Book)

PE3

Directives

PE3.1	Directives for Commercial Transportation
PE3.1.1	Directive 79/115/EEC – regulating the compulsory pilotage of vessels
PE3.1.2	Directive 95/21/EEC – common criteria for control of ships calling at Member States’ ports
PE3.1.3	Directive 94/57/EEC – recognition of Classification Societies
PE3.1.4	Directive 93/75/EC – notification system for ships carrying dangerous or polluting goods
PE3.1.5	Directive 96/98/EC – international testing standards
PE3.1.6	Directive 2002/75/EC – certified equipment
PE3.1.7	Directive 97/70/EC – common safety requirements for seagoing fishing vessels
PE3.1.8	Directive 2001/96 – IMO Bulk loading and unloading code Directive 2002/59/EC – a surveillance and information system to improve vessels monitoring in European waters
PE3.1.9	Directive 2001/105/EC – it strengthened the existing Directive 94/57/EC on classification societies which conduct structural safety checks on ships on behalf of flag States
PE3.1.10	Directive 2005/35/EC – introduction of sanctions, even criminal sanctions for ship-source Pollution
PE3.1.11	Proposal (2008) for a Directive of the European Parliament and the Council amending Directive 2005/35/EC
PE3.1.12	
PE3.2	Directives for Passenger Transportation
PE3.2.1	Directive 98/18/EC - harmonising safety standards for all new and existing passenger vessels and high speed craft engaged on domestic voyages
PE3.2.2	Directive 98/41/EC – registration of persons on board passenger ships Directive 1999/35/EC - establish a system of mandatory surveys for passenger ships and high-speed crafts operating on regular international or domestic service to or from EU ports, regardless of their flag
PE3.2.3	
PE3.2.4	Directive 2003/25/EC – specific stability requirements for ro-ro ships Directive 2003/25/EC amending Directive 98/18/EC on safety rules and standards for Passenger ships
PE3.2.5	
PE3.2.6	Directive 2003/25 – modification of stability requirements for Ro-Ro passengers ships

- PE3.3 **Directives for Ports**
- PE3.3.1 Directive 95/21/EC on port State control is strengthened with the adoption of Directive 2001/106/EC
- PE3.3.2 Directive 2000/59/EC – port reception facilities for ship-generated waste
- PE3.3.3 Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on market access to port services
(presented by the Commission: COM(2004)654 final of 13/10/2004
- PE3.3.4 Directive 2002/6/EC – simplification of reporting formalities for ships arriving in or departing from ports of the member states
- PE3.3.5 Directives 79/409/EEC & 92/43/EEC – Wild Birds & Habitats Directives.

- PE3.4 **Directives for Labour**
- PE3.4.1 Directive 1999/95/EC – monitoring the seafarers hours of work on board
- PE3.4.2 Directive 1999/63/EC – working time of seafarers
- PE3.4.3 Council Directive 94/58/EC – minimum level of training for seafarers
- PE3.4.4 Council Directive 2001/25/EC – training and recognition (certificates)
- PE3.4.5 Council Directive 89/391/EEC – Health & Safety at Work

PE4 Decisions and Regulations

- PE4.1 **Community Financial Assistance**
- | | | |
|---------|--|------------------------------|
| | Marco Polo | Regulation (EC) No 1382/2003 |
| PE4.1.1 | Programme and Motorways of the Sea | Regulation (EC) No 1692/2006 |
| PE4.1.2 | Trans-European Transport Network Programme | Decision (EC) No 1692/1996 |

4. Survey

4.1 Survey Objectives

The main objective of the survey was to test the proposed SKEMA Policy Index in Deliverable D1.1.2 – EU Maritime Transport Policies Classification. More specifically, the GPI designed a questionnaire to determine:

- gaps in classification;
- gaps in information;
- relevance to national transport policies;
- views on quality of information;

The questionnaire targeted maritime transport companies, educational institutions, promotional bodies and national ministries to obtain feedback from various stakeholder groups. It consists of 12 questions that were divided into two sections. An annex was used to introduce the respondents to the proposed policy classification. We received 21 responses in total which represents a 50% response rate. The survey was run over the summer. A specialised statistical software product “R” was used for analysing the data⁶.

The Nautical Enterprise Centre Ltd (Ireland) conducted the survey with a broader objective to identify stakeholder interest on EU transport policy information.

The sample

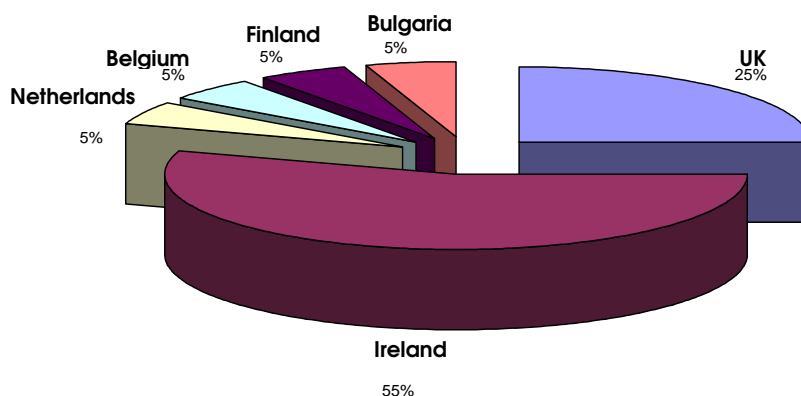


Fig. 1: National Diversity

⁶ R belongs to the S-Plus systems; it is used for statistical computing

The Fig.1 shows the national diversity of the sample with the highest percentage of responses coming from Ireland. By stakeholder group the sample covers a wide range of activities – administration, port/terminal operations, promotion, transportation, education, policy-making. The operational side represents 35% of those polled, 35% - educational bodies and 30% - marketing and policy-making representatives.

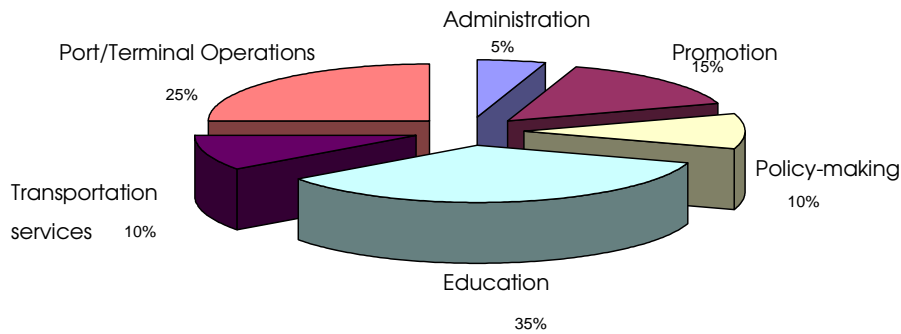


Fig. 2: Sample Variation by Stakeholder

The questionnaire considered the use of maritime websites at a national, EU, and international level. 60% of respondents use national and EU maritime websites and of whom a third also utilise the information available on international websites. 10% of all surveyed use only EU websites and do not google any national websites. Another 10% use only international websites (IMO, American, etc.) and 20% search for neither of these websites.

Furthermore, from those that use the EU DG TREN website, 55% often refer to the Marco Polo page; 22% frequently use the Maritime section; 44% occasionally view the Action Programmes and Consultation papers; and 33% often look at the Directives. In general, most of the respondents are well informed about the available maritime websites.

The sample consists of organisations from the UK, Ireland, Belgium, Netherlands, Finland and Bulgaria. It represents various stakeholder groups and elicits opinion of users of EU maritime websites and users of only national websites. It has geographical and stakeholder diversity. It is limited in size because of targeted objectives and time.

Comprehension and quality of information

An objective of the survey is to obtain feedback about the structure and contents of the SKEMA Policy Index from stakeholder groups. The survey shows that in terms of comprehension, 45% of the respondents think that it is easy to read and 55% are of the

opinion that it takes time to go through it. However, more than 50% of answers suggest that the index is balanced and gives sufficient information.

From the remainder of the sample, there are recommendations for re-classification of the following parts:

- Economic sustainability, Social sustainability and Directives;

Some expect to see more information in the following sections:

- Economic sustainability; Environmental sustainability; Action programmes and Directives;

Some others made additional comments that:

- the title “economic sustainability” is a controversial term or
- it is difficult to see when the economic contribution from maritime transport is included in the index.

Although these suggestions come from a small portion of the sample, some of them might be taken into consideration if the Consortium find them justifiable.

Structure of the Index

In terms of structure, the survey shows that all participants support the proposed list of sections. When asked to rank them from 1 to 4 as 1 – very important and 4 – very unimportant, those polled stated all sections as important and very important.

The statistical computation demonstrates the support from all participants to the proposed structure. The average importance (mean) is 1.93, which says that the respondents are of opinion all sections are significant. The standard deviation and error are of low levels in result of the general agreement among all surveyed.

In addition, each section has been ranked to expose the opinion of all polled in detail. (See Table 1)

Table 1: Importance of Index' sections

Section	Statistical mean of each section	Ranking
competition	1.65	1
environmental risk management	1.70	2
air pollution/noise	1.70	2
climate change	1.75	3
efficiency and quality	1.75	3
development of human capital	1.75	3
employment/working conditions	1.85	4
energy/waste management	1.85	4
knowledge and innovative base	1.85	4
sea/water pollution	1.85	4
action programmes	1.95	5
maritime governance	2.05	6
directives	2.10	7
mobility and accessibility	2.45	8
quality of life	2.65	9
Average Importance	1.93	
Standard Deviation	0.285	
Standard Error	0.073	

Source: Data analysis on R, Version 2.7.0, 2008

Moreover, the participants also expressed their interest in the on-going Action Programmes and Directives. This confirms the need for including them in the Policy Index as an essential component of EU policy tools.

Based on the analysis, the sample's interest towards the on-going action programmes could be arranged in the following order:

- (1) Ports Policy Action Plan
- (2) Marco Polo with Motorways of the Sea
- (3) Programme for the Promotion of SSS; and TENS Programme
- (4) Career Opportunities in maritime transport and logistics
- (5) EU Action Plan for opening the maritime data network to high technology commercial companies
- (6) Strategy for EU maritime research; and Freight Transport Logistics Actions
- (7) EU programme for research and technological development; e-Maritime; and Guide for Integrated governance
- (8) Common maritime space without barriers
- (9) Inland waterway action programme

In a similar way the respondents expressed their interest towards the directives:

Table 2: Interest toward EU Directives

Directives	Statistical mean	Ranking
Directives for Commercial Transport	0.80	1
Directives for Ports	0.90	2
Directives for Labour	1.1	3
Directives for Transport of Passengers	1.4	4
Average Interest	1.05	
Standard deviation	1.32	
Standard error	0.66	

Source: Data analysis on R, Version 2.7.0, 2008

The high interest toward the operational action programmes and directives was not a surprise since 35% of the sample represented the operational side of the industry, but confirmed our proposal for including all policy tools in the Index.

Thus all conclusions from the data analysis support the proposed structure of the Policy Index.

Relevance to national transport policies

In terms of relevance to national transport policies, half of those polled say that the Index is relevant to their national policy agenda and half say that it is not. This is understandable since the national transport ministries develop their own policies. Although they work in cooperation with the EU administration, it is expected to have diversified policies in various member-states.

Nevertheless, those surveyed were satisfied with the Index. There was only one suggestion for inclusion of a regional issue. It was in regard to the Baltic Sea winter navigation and aimed to close the gap between the SKEMA Index and Baltic states' transport problematic issues. It is also important to mention that two national transport administrations said that the proposed SKEMA policy index was relevant to their own transport agendas and plans.

Conclusions

This survey has provided the SKEMA Consortium with the necessary feedback in terms of structure and contents of the proposed Policy Index. The questions have identified the following conclusions:

- The Index does not seem to be in conflict with the national transport policy agendas;
- The data analysis supports the structure of the Index;
- On average all sections of the Index are ranked to be important;
- The participants offer some recommendations in terms of more information that they expect to be included in some sections.