



ECSCA

European Community Shipowners' Associations

5th Florence intermodal conference

20 May 2019

**Martin Dorsman
Secretary General**





ECSCA

European Community Shipowners' Associations

About ECSCA

- Representing 20 national shipowners' associations of the EU countries and Norway
- Founded in 1965
- Promotes and protects the interests of European shipping
- Brussels Secretariat – 9 employees

ECSA's TASKS

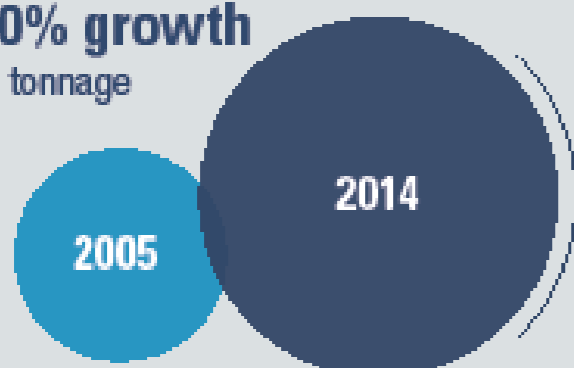
- ECSA contributes to EU policy making and the execution and enforcement of existing regulations on many topics such as – **competitiveness, trade policy, environment, safety, security and social affairs**
- **Offers a single point of contact and expertise** to our partners in the EU institutions and stakeholders in Brussels



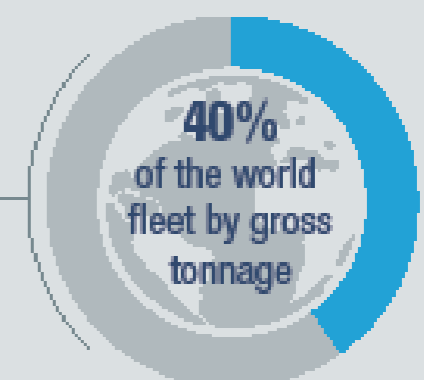
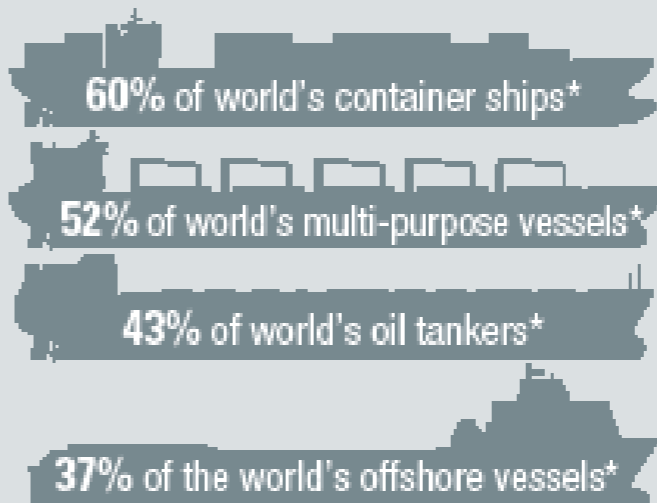
The economic value of the EU shipping industry

The EU controlled shipping fleet in numbers

70% growth
in tonnage

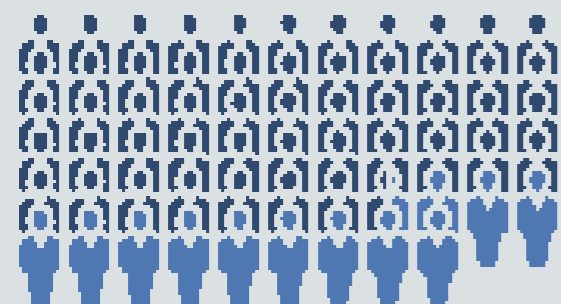


660 million deadweight tonnes
450 million gross tonnes
23,000 vessels



*By gross tonnage

Direct economic impact



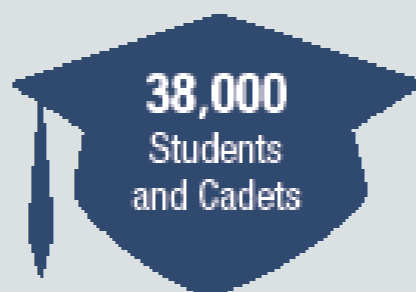
640,000
people employed



Sea based jobs



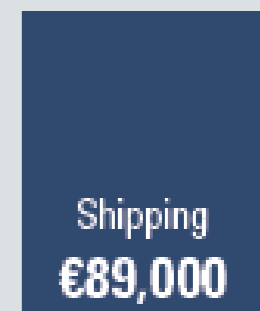
Land based jobs



38,000
Students
and Cadets



€57
billion
to EU GDP



GDP per worker

Indirect impacts

€60 billion
contribution to
GDP

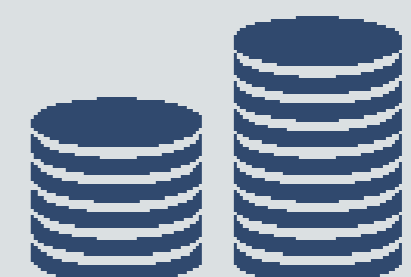
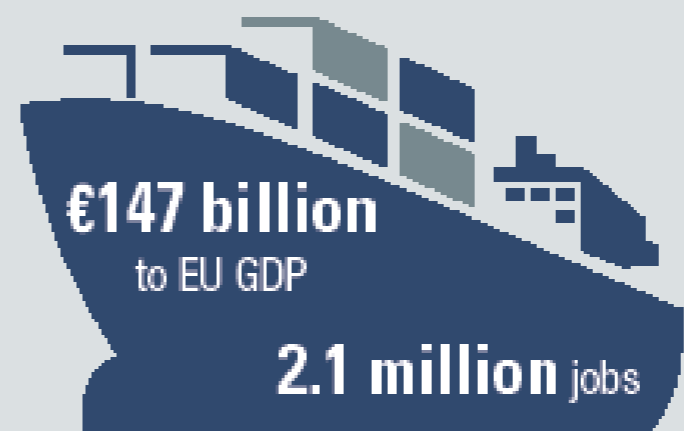
980,000
jobs

Induced impacts

€30 billion
contribution to
GDP

477,000
jobs

Total economic impact



For every **€1 million** of GDP the shipping industry creates, another **€1.6 million** is created elsewhere in the EU economy

The economic value of the EU shipping industry

Trade

- 90% of world trade by sea
- 50% of EU external trade by sea
- 32% of intra EU trade by sea – short sea shipping
- 190 million passengers by sea



Internalisation of external costs I

- Important principle - also other EU/ international policies and considerations relevant
- Other instruments than pricing available to lower external costs
- Shipping: global industry – global regulations
- IMO: oil spills, anti-fouling paint, ballastwater, sulphur, NOx, CO2, black carbon
- Most new environmental regulations applicable to all vessels, sailing and newbuilds, some exceptions – grandfather clause

Internalisation of external costs II

- IMO on CO2 emissions: -50% in 2050, full decarbonisation as soon as possible
- IMO on Sulphur: global Sulphur cap down from 3.5% to 0.5% in 2020
- NOx regulated, work ongoing on black carbon, underwater noise
- Supportive EU policies:
- Stimulate R&I – CEF II, Horizon Europe, MFF
- Shipping as part of the logistic chain – port efficiency, just in time sailing,
- Other considerations:
- EU social cohesion – connection mainland with the islands
- EU policy on modal shift – short sea shipping

Thank you!

Martin Dorsman