

Shortsea Shipping Days 2019
Shortsea: Challenges Ahead

Short Sea Shipping: The Greek paradigm



UNIVERSITY
OF THE AEGEAN

DEPARTMENT OF SHIPPING,
TRADE & TRANSPORT

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The boundaries of Short Sea Shipping

European Commission: *the movement of cargo and passengers by sea, between ports situated in geographical Europe or between those ports and ports situated in non-European countries having a coastline on the enclosed seas bordering*

SSS is defined by DISTANCE



Regional and spatial dimension



Impact of maritime activity on Blue Economy



Short Sea Shipping in Europe

Maritime Transport in EU

75%

External trade

37%

Internal trade

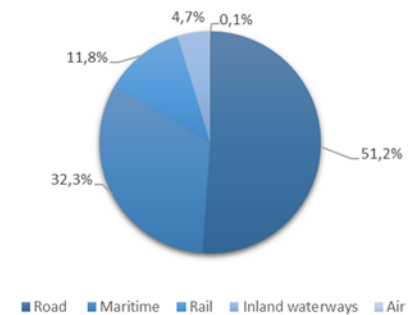
60%

total maritime transport
of good in EU through SSS

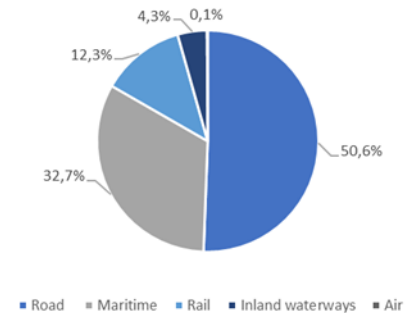


Modal split in EU

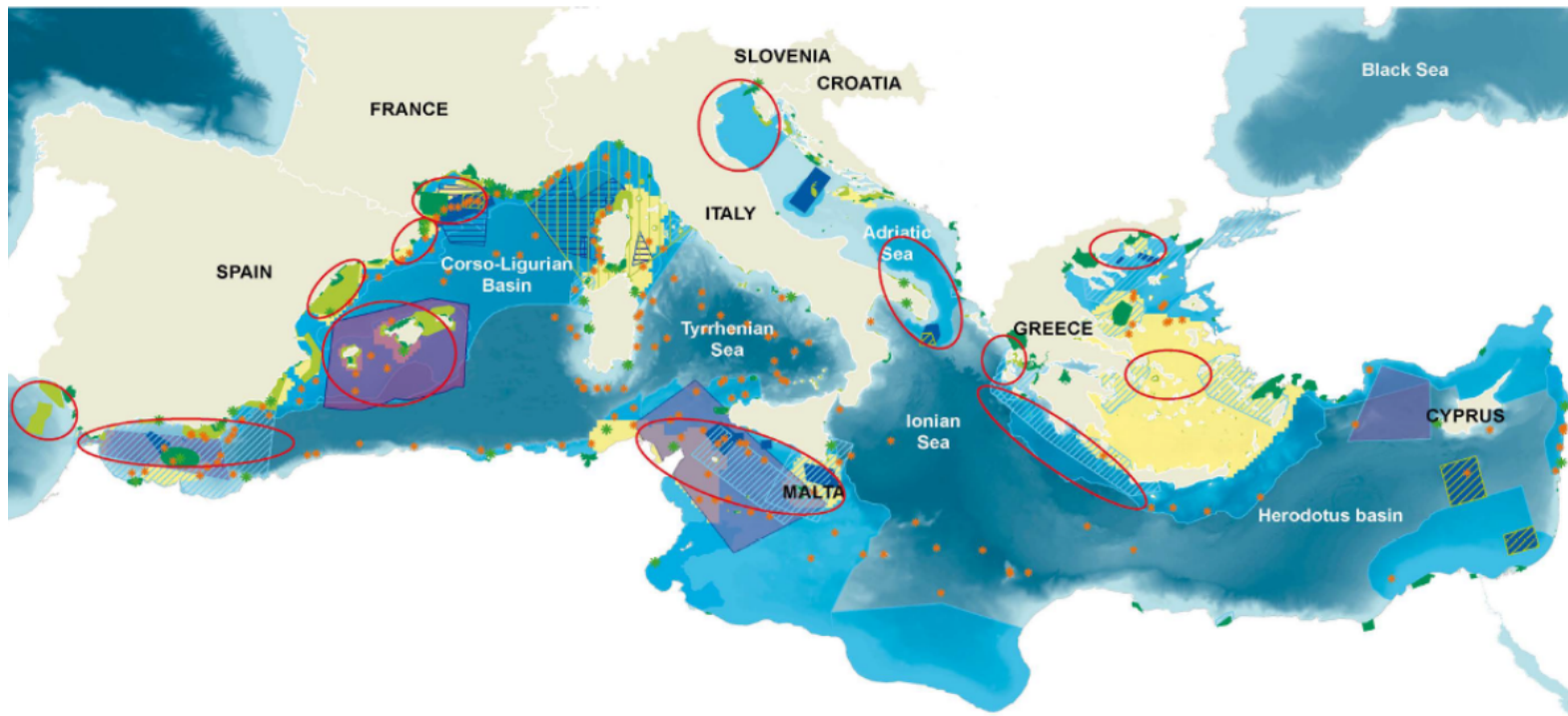
Modal split 2010



Modal split 2015



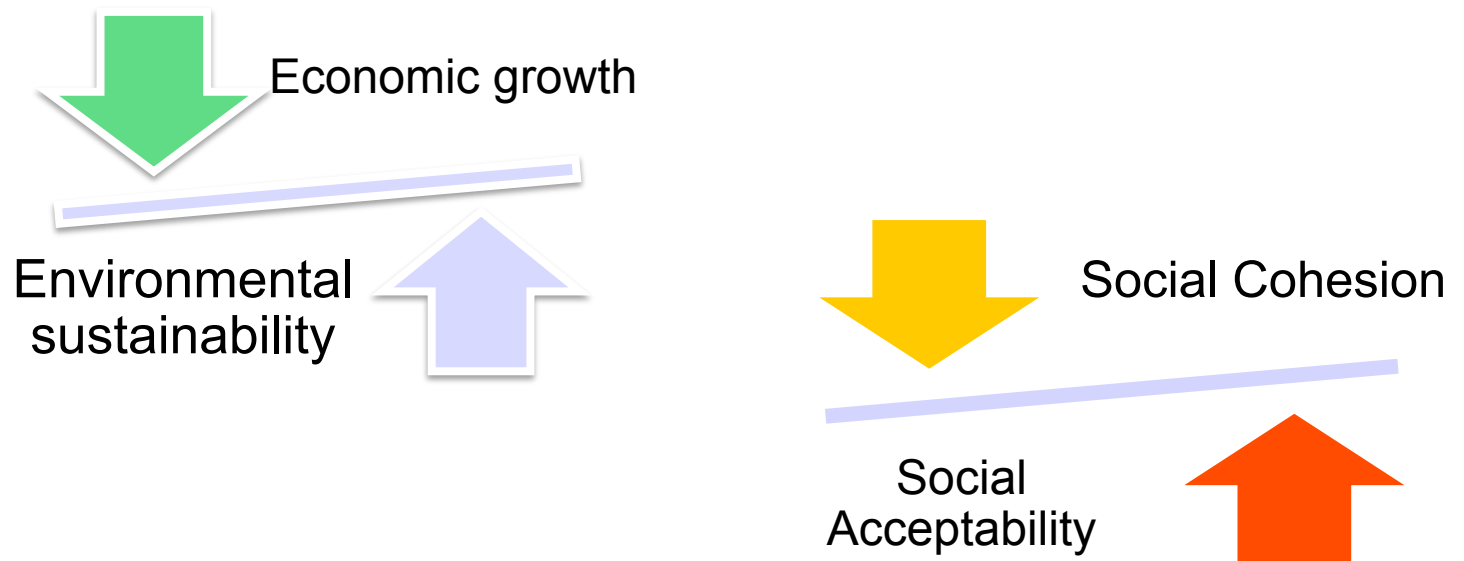
The dark side of blue



Vulnerability → Innovation + Technology → Sustainable Development



SSS: contributor to sustainable development

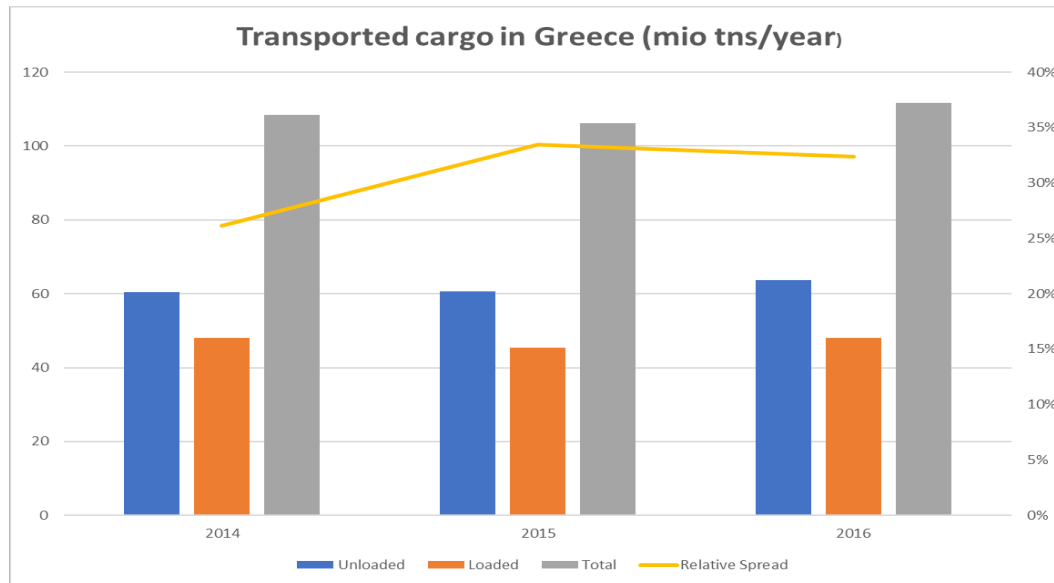


Shortsea Shipping in Greece

- **Node** of the European transport system - at the crossroads of three continents
- Greek ports: “point of destination” for deep sea vessels - “point of goods’ transshipment
- Latter ports: transit of goods from motherships which are handled and distributed through shortsea vessels to Europe
- **SSS: 3rd most important maritime economic activity in Greece.** Its’ added value is estimated to 3,63 billion euro and provides jobs, directly and indirectly, for about 17.500 people.



Shortsea shipping data



**Total cargo transported through
SSS (2016)**

Source: HSA, 2018 authors' elaboration

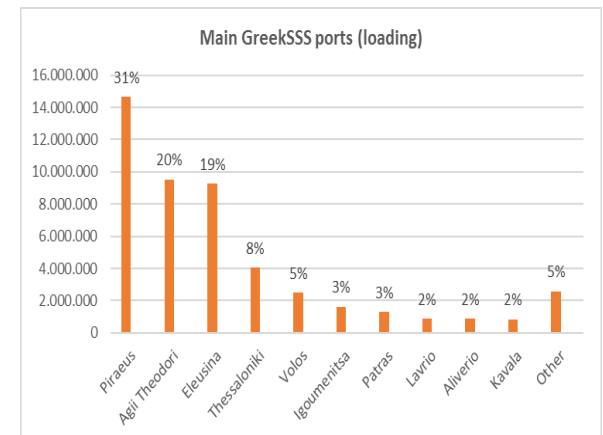
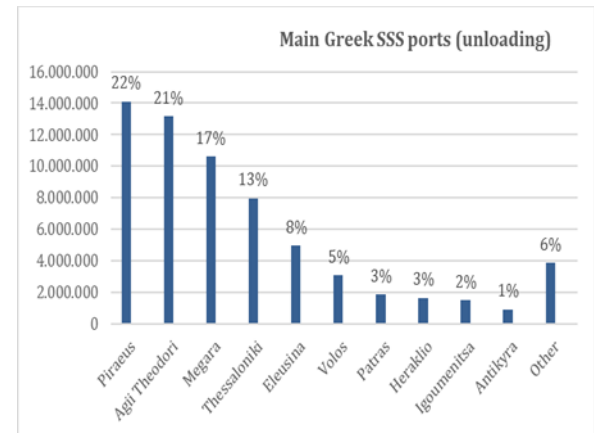
- 100 million tonnes per year
- 77% of the cargoes transported by sea in Greece
- 5% in European level



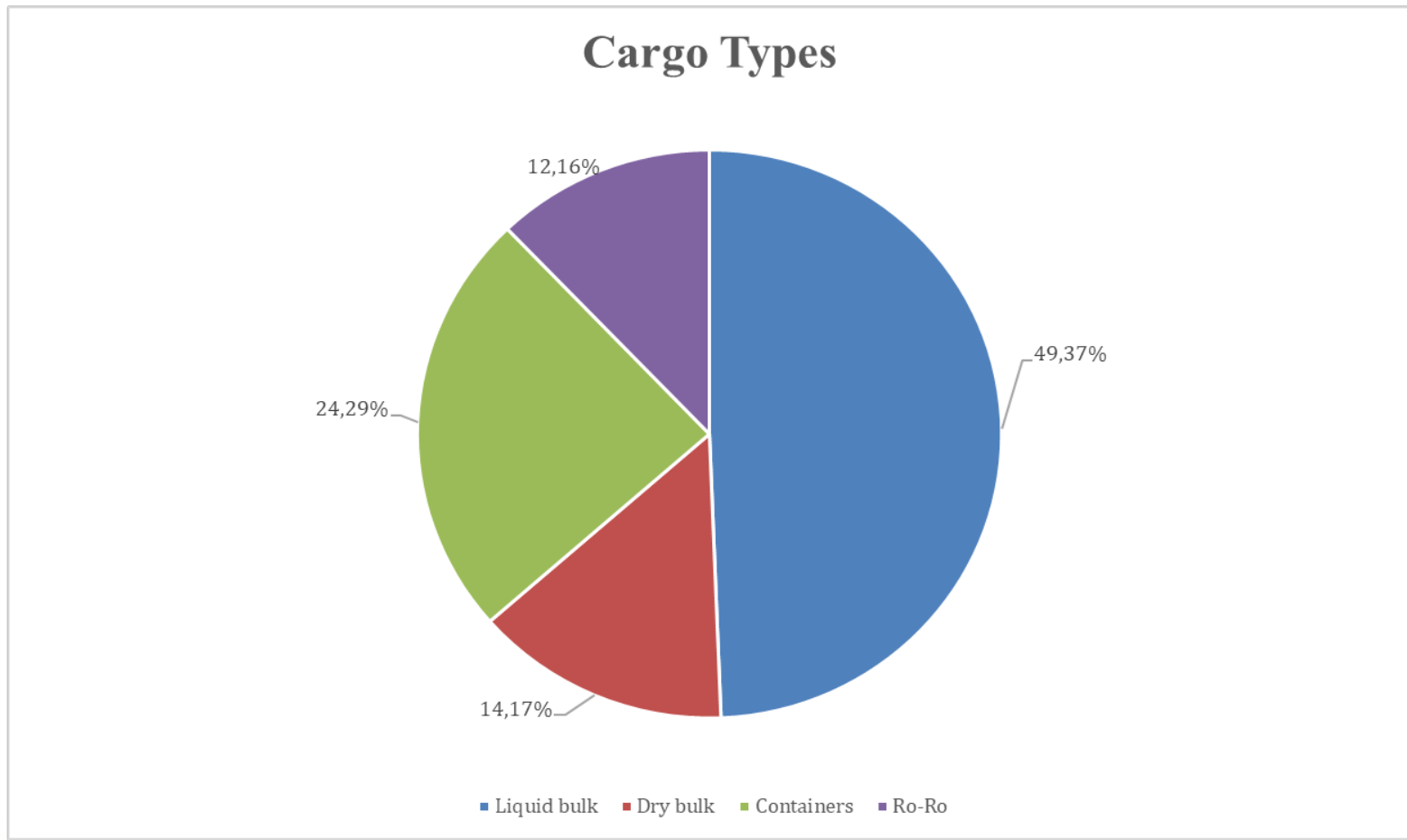
Greek most important ports

- Piraeus: the most important SSS Greek port - more than 28 million tons of cargo and among the top 20 ports in Europe, with significant share in the transport of containers.
- Other important ports: Agioi Theodoroi, Megara, Thessaloniki, Elefsina and Volos.
- These ports concentrated almost 75% of the total volumes of transported cargoes.

Main Greek SSS ports

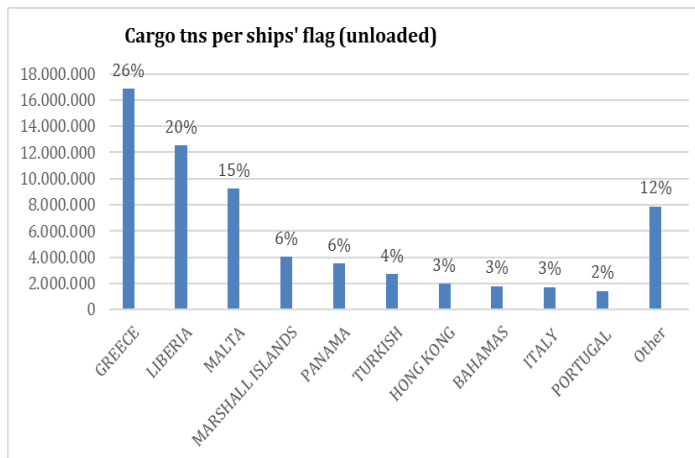
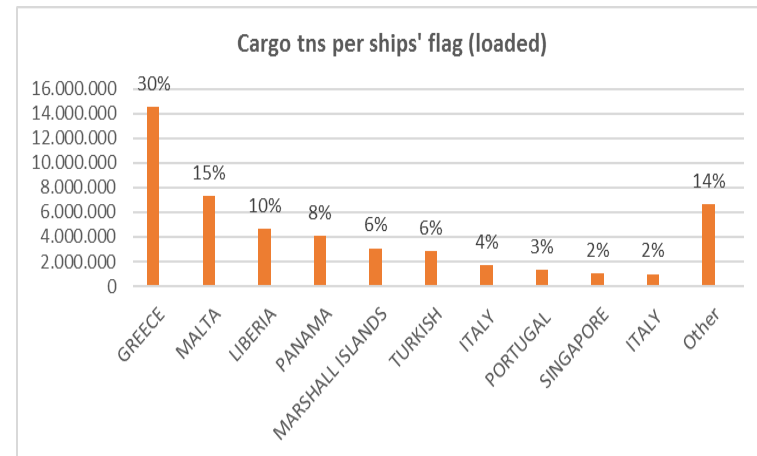


Cargo types



Cargo tons per flag

More than 25% of SSS vessels fly the Greek flag



- National provisions for domestic voyages
- Host state rules for manning that govern mainland to island transportation



Origins and Destinations of transported cargo

Major origin countries of transported goods (apart from Greece):

- Russia (Black Sea)
- Iraq and Iran (Middle East)
- Egypt and Turkey 11% and 9%
- A rather small volume of cargoes is originated from the core European countries, such as Italy, Belgium and Spain.

Main destinations of cargoes loaded at Greek ports (apart from Greece):

- Italy
- Turkey



Conclusions

- In EU level the fact that the SSS cargo volumes transported remain almost fixed, since 2016 is still a pending challenge
- Shortsea Shipping is a significant transport mode for Greece, mostly due its long coastline and multi-island geography
- Despite the fact that there are regular ferry connections (passenger coastal shipping), this is not the same for the cargo vessels
- The full integration of the SSS is not yet achieved in national level
- Portrayed data in combination with assessed obstacles and bottlenecks can be used to frame a dedicated policy and relevant initiatives to enhance SSS sector's competitiveness and sustainability.



*Thank you for your
attention*



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