

TABLE SUR LE TRANSPORT MARITIME COURTE DISTANCE DU QUÉBEC

No.2, Fall 2005

A Word from the Chair

This second issue of the *Quebec Shortsea Shipping Roundtable* newsletter gives an overview of issues that affected our work in recent months, as well as those to which we continue to pay close attention. It is important to mention that environmental issues are predominant in our analysis of programs, policies and regulation that are in place in Canada or are used elsewhere in the world to increase use of marine transport.

I would be negligent if I did not draw attention to the fact that the media is becoming increasingly interested in SSS. Never before have I been contacted by so many journalists who want to know more about the opportunities related to marine transport. Rising gas prices also cause shippers to rethink how goods are shipped. Some people who heard about the *Roundtable* have asked for further information to assess the solutions offered by marine transport.

We have every reason to be pleased about the growing interest in SSS and the results of the *Roundtable's* work. Please do not hesitate to contact us. Happy Reading!

Nicole Trépanier



A Foreign Partner



We are pleased to announce that an agreement has been reached with Institut Portuaire d'Enseignement et de Recherche (IPER) in Le Havre, France, for collaboration with Yann Alix, port management and marine transport researcher and professor. As the *Roundtable* has wanted from the outset, we now have an "antenna" in Europe to keep us informed about SSS projects, research and developments on the continent.

What's New in SSS?

- ✂ Big news for SSS and shipbuilding in Canada: "multi-purpose" ships intended specifically for SSS will be built at the Port Weller Dry Docks, St. Catharines, Ontario. A contract was signed with the *Peters Kampen Shipyards* (Netherlands) for building two 6500 Jumbo 1A Class vessels plus two hulls, with an option for four more. These vessels are destined for the European market, but the expertise and capacity needed to build SSS vessels adapted to shipoperators' needs is now available in Canada.
- ✂ Canadian and American Seaway organizations recently led a trade mission to Europe to promote the Great Lakes-St. Lawrence Seaway as a safe, reliable, and competitive route for exporting and importing cargo. SSS was also an important topic of discussion in order to learn more about their activities and best practices. For further information, please visit http://www.grandslacs-voiemaritime.com/en/news/press_releases.html
- ✂ The *Highway H₂O* conference held in Toronto on September 29 and 30, 2005 by the St. Lawrence Seaway Management Corporation dealt with developing container-shipping services in the Great Lakes – St. Lawrence Seaway. In a region where border congestion results in financial losses of approximately \$5.3 billion per year and marine infrastructure is underused, shippers and logistical service companies are turning to SSS.
- ✂ Transport Canada has updated and improved its Internet site on SSS, which includes creating a new portal that provides direct access to the site. Check it out! <http://www.tc.gc.ca/shortsea> or <http://www.tc.gc.ca/courtedistance>

TABLE SUR LE TRANSPORT MARITIME COURTE DISTANCE DU QUÉBEC

No.2, Fall 2005

SSS in Europe: An Environmental Issue?

The European Short Sea Shipping (SSS) network was founded in 2000 and now comprises 16 countries, each of which has its own Short Sea Promotion Centre (SPC). With the support of the European Commission, who helped fund the launch of the SPCs, and via programs such as Marco Polo, the European SSS network aims to contribute to the development of this type of transport. Its information-sharing role has expanded with the recent launch of a Web site (www.shortsea.info) that describes the network's activities and providing general information about European SSS. Since July 2005, the UK SPC has been chairing the European Shortsea Network (ESN).

According to data from the European Commission, SSS made great progress in Europe between 1995 and 2002, with tonne/km growth rate of approximately 25%, similar to that of trucking, and much higher than that of rail. Overall, in 2003, SSS handled 43% of the freight transported within Europe.

The concerted effort by European nations to develop SSS has obvious benefits, including a lower *social cost* than road transport, *decreased road congestion* and *reduced environmental impact* of ships compared with other modes of freight transportation. European data comparing the environmental performance of different modes of transportation corroborates that of recent North American studies. Data published by the Holland SPC shows that, in grams per tonne-kilometre:

- ✈ Carbon monoxide (CO) emissions for SSS are 2.4 times lower than for railway and 5.5 times lower than for road transport
- ✈ Carbon dioxide (CO₂) emissions for SSS are 3.4 times lower than for railway and 6.3 times lower than for road transport
- ✈ Levels of particulate matter (PM) emitted by SSS are 2.8 times lower than for railway and 13 times lower than for road transport
- ✈ Nitrogen oxide (NO_x) emissions for SSS are 2 times lower than for railway and 3.1 times lower than for road transport
- ✈ However, sulfur dioxide (SO₂) emissions for SSS are 8 times higher than for railway and 9.3 times higher than for road transport

The Roundtable offers a GHG calculator



Because the environmental benefits of marine transport is a selling point regarding greenhouse gas (GHG) emissions, the *Roundtable* is offering a GHG calculator. This tool is useful for anyone who would like to calculate the number of tonnes of GHG emitted by a transportation service. In the wake of Kyoto Protocol initiatives, it may be beneficial to be able to calculate the tonnes of GHG "emitted" or "saved" by a new service or a logistical reorganization of freight transport. If you would like one of these easy and practical calculators, just contact us!

Contact us: (418) 648-4378 or nicole.trepanier@armateurs-du-st-laurent.org



Transports
Canada



Comité sectoriel
de main-d'œuvre
de l'industrie maritime



St. Lawrence Seaway
Management
Corporation