

FACT SHEET NO.: 7 / 3

PERFORMED BY: LET

A GENERAL INFORMATION		
A 1	Category	4 Internal markets
A 2	Subcategory	4.4 Internal markets (Intramodal) - Maritime
A 3	Transport policy measure (TPM)	Single electronic environment for all port/maritime transport related information exchanges and management – e-Maritime
A 4	Description of TPM	<p>Maritime transport is a major economical contributor in the EU as well as a necessary component for the facilitation of international and interregional trade on which the European economy is strongly dependent. The EU e-Maritime initiative [1], is seen as a cornerstone for the achievement of the strategic goals of the EU Maritime Transport Strategy 2018. EU e-maritime initiative recognizes the critical role of ICT for improving maritime transport administration efficiency. The EU e-maritime initiative anticipates a new era of e-business solutions, based on integrated ICT systems and tools.</p> <p>e-Maritime related port application areas include [2]:</p> <ul style="list-style-type: none"> - integration of Port Community Systems or Port Single Windows with national and international web portals - managing quality of data collection and automation of statistics reports - coordination of inspections - resource management, optimized movements of cargo, containers, passengers, equipment - integrated port security management
A 5	Implementation examples	<p>A recent study by EMSA on metadata for ship movements in 40 EU ports and terminals indicates that 26 out of the 40 ports use some kind of PCS or PSW. - Port Community Systems (PCS) supporting exchange of commercial and logistic messages in a port environment, B2B (Business to Business) services; similar applications include Cargo Community System (CCS) [2]</p> <ul style="list-style-type: none"> - Port Single Windows (PSW) providing information about the vessel to the authorities on a port level, B2A (Business to Administration); similar applications include Single Point of Contact (SPC) and National Single Window (NSW) [2]
A 6	Objectives of TPM	The ultimate goal for the EU e-Maritime initiative is to make maritime transport safer, more secure, more environmentally friendly and more competitive by improving knowledge, facilitating business networking, and dealing with externalities. PCS and PSW aim to improve information exchange, both between port associated companies and between the public and private sector thus providing a one stop shopping system. Improvement of port operations is a key issue according to the fact that ports are the main bottleneck within the maritime transport sector.
A 7	Key changes concerning:	
A 7.1	- Choice of transport mode / Multimodality:	The e-Maritime initiative improves the efficiency of maritime transport administration and makes an increasing modal shift to maritime transport and creates a seamless multimodal freight transport environment [1][2].
A 7.2	- Origin and/or destination of trip:	No change.
A 7.3	- Trip frequency:	No change.
A 7.4	- Choice of route:	No change.
A 7.5	- Timing (day, hour):	No change.
A 7.6	- Occupancy rate / Loading factor:	The occupation rate of maritime may be increased due to efficient management of maritime transport [4]
A 7.7	- Energy efficiency / Energy usage:	Good transport on waterway is much more efficient than other transport modes. A seamless maritime transport environment may improve its transport capacity and increase the utilization of maritime transport [1].
A 8	Main source	<p>[1] G. Lynch (2010): SKEMA Coordination Action, Maritime and logistics co-ordination platform, "Sustainable Knowledge Platform for the European Maritime and Logistics Industry".</p> <p>[2] http://www.efreightproject.eu/knowledge/defaultinfo.aspx?topicid=159&index=2. retrieved on 11 February 2013.</p>

B IMPACTS																																																																									
B 1	OVERVIEW ON IMPACTS	<table border="1"> <thead> <tr> <th colspan="14">AFFECTED SEGMENTS</th> <th colspan="2">Geographical level</th> <th colspan="2">Source</th> </tr> <tr> <th colspan="5">Passengers</th> <th colspan="7">Transport operators</th> <th rowspan="2">Employees in transport</th> <th rowspan="2">Residents</th> <th rowspan="2">Economy</th> <th rowspan="2">Public bodies</th> <th rowspan="2">Society</th> <th rowspan="2">1st level</th> <th rowspan="2">2nd level</th> <th rowspan="2">Source of assessment</th> <th rowspan="2">Spatial level of source</th> </tr> <tr> <th>Road</th> <th>Rail</th> <th>Air</th> <th>Public transport</th> <th>Slow modes</th> <th>Road</th> <th>Rail</th> <th>IWW</th> <th>Air</th> <th>Maritime</th> <th>Public transport</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	AFFECTED SEGMENTS														Geographical level		Source		Passengers					Transport operators							Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level	Source of assessment	Spatial level of source	Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime	Public transport																					
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B 1.1	Summary	<p>1. Reduce administration burden and facilitate data exchange of different agents, e.g. users, operators and administrators. [1][2]</p> <p>2. Stimulating the utilization of maritime transport for good transport improves the energy efficiency and reduces air and noise pollutions of good transport on road [2].</p> <p>3. Ship operators and agents benefit from the support of information exchanges and from the tools for interoperability in intermodal network. [1]</p> <p>4. Allow a better use of maritime transport for shippers and operators in planning and completing freight transport operations; transport cost and time can be reduced due to more fluent data exchange and more efficient administration [2].</p>																																																																							
B 1.2	Summary: Income groups																																																																								
B 1.3	Summary: Age groups																																																																								
B 1.4	Summary: Disabled people																																																																								
B 1.5	Summary: Gender groups																																																																								
B 1.6	Summary: Ethnic groups																																																																								

B 2 TRAFFIC IMPACTS																				
B 2.1	Travel or transport time																			
B 2.2	Risk of congestion																			
B 2.3	Vehicle mileage																			
B 2.4	Service and comfort																			
B 2.I	Overall impacts on social groups																			
B 2.II	Implementation phase																			
B 2.III	Operation phase																			
B 2.IV	Summary / comments concerning the main impacts	<p>1 Increase overall safety of maritime transport [4]</p> <p>2 Positive impacts on modal shift to the use of maritime [4]</p>																		
B 2.V	Quantification of impacts																			

B 3	ECONOMIC IMPACTS	AFFECTED SEGMENTS														Geographical level		Source				
		Passengers					Transport operators					Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level	Source of assessment	Spatial level of source		
		Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime										Public transport	
B 3.1	Transport costs																		I	N	E	
B 3.2	Private income / commercial turn over																		I	N	S	I
B 3.3	Revenues in the transport sector																		I	N	S	I
B 3.4	Sectoral competitiveness																		I	N	S	I
B 3.5	Spatial competitiveness																		I	N	S	I
B 3.6	Housing expenditures																					
B 3.7	Insurance costs																					
B 3.8	Health service costs																					
B 3.9	Public authorities & adm. burdens on businesses																					
B 3.10	Public income (e.g.: taxes, charges)																					
B 3.11	Third countries and international relations																					
B 3.I	Overall impacts on social groups																					
B 3.II	Implementation phase																					
B 3.III	Operation phase																					
B 3.IV	Summary / comments concerning the main impacts	1 Transport users benefit from the support of information exchange service between administrators and maritime operators. [1] 2 Increasing the reliability of data exchange is valuable for safety and business processes [4] 3 Harmonised standards and processes support the development of the maritime transport ICT sector [4] 4 Positive impacts on administrative burden [4]																				
B 3.V	Quantification of impacts																					

B 4	SOCIAL IMPACTS	AFFECTED SEGMENTS														Geographical level		Source				
		Passengers					Transport operators					Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level	Source of assessment	Spatial level of source		
		Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime										Public transport	
B 4.1	Health (incl. well-being)																		I	N	S	I
B 4.2	Safety																		I	N	S	I
B 4.3	Crime, terrorism and security																					
B 4.4	Accessibility of transport systems																		I	N	S	I
B 4.5	Social inclusion, equality & opportunities																					
B 4.6	Standards and rights (related to job quality)																		I	N	S	I
B 4.7	Employment and labour markets																		I	N	S	I
B 4.8	Cultural heritage / culture																					
B 4.I	Overall impacts on social groups																					
B 4.II	Implementation phase																					
B 4.III	Operation phase																					
B 4.IV	Summary / comments concerning the main impacts	1. Improve job skill by introducing new ICT measures and reduce time consuming of administrative procedures [1] 2. Improve working conditions onboard and habitability at sea [1] 3. Positive impact on job quality in terms of improved access for the workforce to professional development on e-training services, and improved information, education and entertainment services; more comprehensive base to deliver training services [4]																				
B 4.V	Quantification of impacts																					

B 5	ENVIRONMENTAL IMPACTS	AFFECTED SEGMENTS														Geographical level		Source				
		Passengers					Transport operators					Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level	Source of assessment	Spatial level of source		
		Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime										Public transport	
B 5.1	Air pollutants																		I	N	S	I
B 5.2	Noise emissions																		I	N	S	I
B 5.3	Visual quality of the landscape																					
B 5.4	Land use																					
B 5.5	Climate																		I	N	S/E	I
B 5.6	Renewable or non-renewable resources																					
B 5.I	Overall impacts on social groups																					
B 5.II	Implementation phase																					
B 5.III	Operation phase																					
B 5.IV	Summary / comments concerning the main impacts	1. Increase the efficiency of maritime transport and the use of renewable resource [1] 2. Positive impacts in terms of reduction of accidents and environmental protection [4]																				
B 5.V	Quantification of impacts																					

C REFERENCES		
C 1	Other TPMs of this subcategory	
C 2	References	International [1] G. Lynch (2010): SKEMA Coordination Action, Maritime and logistics co-ordination platform, "Sustainable Knowledge Platform for the European Maritime and Logistics Industry". [2] H McLaughlin (2009) : SST-2007-TREN-1 - SST.2007.2.2.4. Maritime and logistics co-ordination platform SKEMA Coordination Action "Sustainable Knowledge Platform for the European Maritime and Logistics Industry" [3] http://www.efreightproject.eu/knowledge/defaultinfo.aspx?topicid=159&index=2 . retrieved on February 11, 2013 [4] European commission (2010): Directorate C - Maritime transport C.2 - Maritime transport policy: Ports & Inland waterways "Summary report of the contributions received to the e-Maritime public online consultation".