



# ECSCA

European Community Shipowners' Associations

## **EU stakeholder conference on the internalisation of external cost in transport**

**17 December 2018**

**Martin Dorsman  
Secretary General**





# ECSA

European Community Shipowners' Associations

## About ECSA

- Representing 21 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

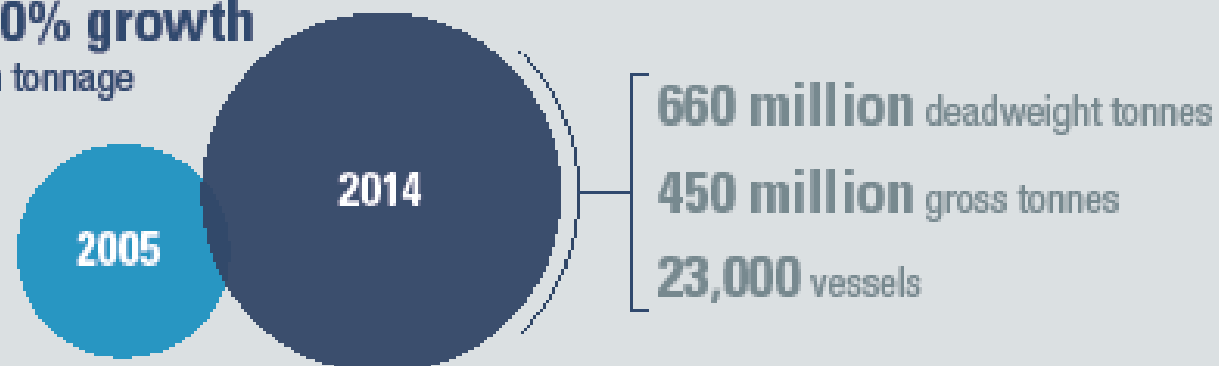
- ECSA contributes to EU policy making and the execution and enforcement of existing regulations on many topics such as – **competitiveness, trade policy, environment, safety, security and social affairs**
- The Secretariat carries out the work **at EU level**
- ECSA – General Assembly, Board, Committees, working groups, ad hoc Task Forces (Brexit)
- **Offers a single point of contact and expertise** to our partners in the EU institutions and stakeholders in Brussels



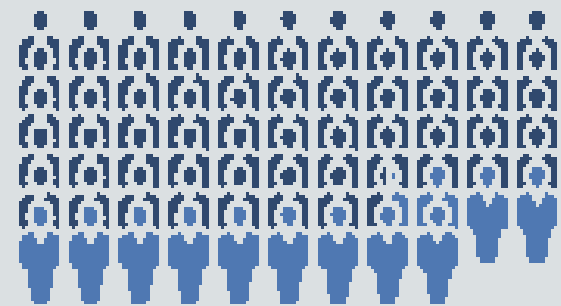
# The economic value of the EU shipping industry

## The EU controlled shipping fleet in numbers

**70% growth**  
in tonnage



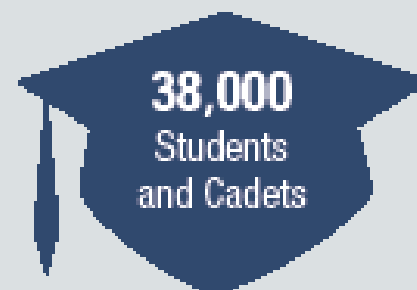
## Direct economic impact



**640,000**  
people employed

Sea based jobs

Land based jobs



EU average  
**€56,000**

Shipping  
**€89,000**

GDP per worker

## Indirect impacts

**€60 billion**  
contribution to  
GDP

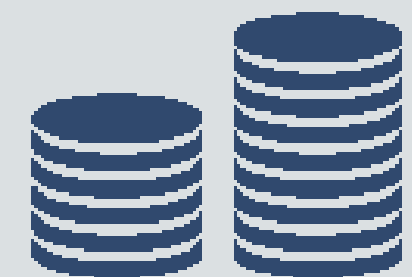
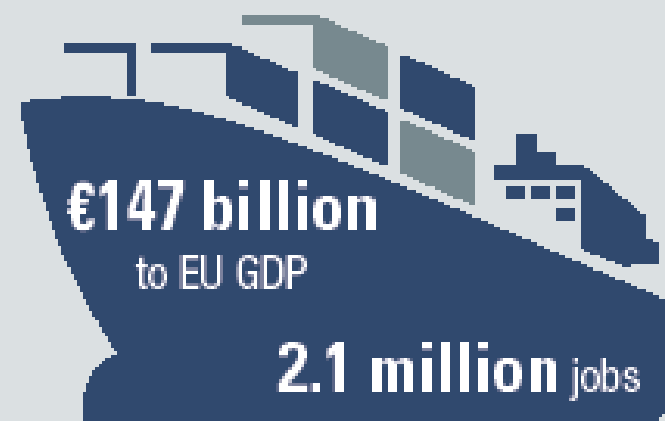
**980,000**  
jobs

## 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
- Oil spills, Anti-fouling paint, Ballastwater, Sulphur, NOx, CO2, Black Carbon
- EU: delivery of waste in ports



## Internalisation of external costs II

- Other policies:
- Stimulate R&I – CEF II, Horizon Europe, MFF
- Shipping as part of the logistic chain – port efficiency, reporting formalities
- Other considerations:
- EU social cohesion – connection mainland with the islands
- EU policy on modal shift – short sea shipping



# Thank you!

**Martin Dorsman**