



SHORT TERM EUROPEAN TRANSPORT POLICY MEASURES FOR PROMOTING THE SHORT SEA SHIPPING

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***Summary:** The paper is dedicated to an important problem of European transport policy, namely the sustainment of stable environmental development through encouraging short sea navigation. The propositions of the interested parties for removing the barriers hampering the increasing role of short sea shipping in the total European transport traffic volumes are discussed in details. The information data base is publicly open, like the Internet, European Commission, DGTREN, maritime and combined transport statistics.*

In order to be able to support the right price, time, product and place the supply chain management requires a definite level of control. Supporting this point of view the Maritime short sea shipping represents an alternative strike of the “door-to-door” haulage, definitely not between the starting and final points. The UN Economic Commission for Europe, ECMT and the European Transport Commission (2001.) define the Maritime short sea shipping as „ ... transport of goods (and passengers) by sea connecting the European ports and countries, situated in a close vicinity and a coastal line by the Europe bordering seas”.

As a whole, the Maritime short sea shipping is considered a very good supported by the reported statistical data for its development. Still the forwarding companies consider it difficult to the full integration of this kind of carriage in the total supply chain because of the high price and the long delivery terms. The increasing interest towards the Maritime short sea shipping requires clear statement of the strengths for the clients like their potential to adapt to definite needs, reliability, efficiency and effectiveness which would raise their role within the multimodal transport chains. The potential interested parties are the shippers, carriers, and the European commission representatives due to the positive influence over the environment.

The lack of the required infrastructure facilities such as terminals needed for the Maritime short sea shipping as well as the shortcoming of the existing land infrastructure, connecting the ports of the Common European Transport System affect negatively the development of Maritime short sea shipping and its participation in the supply chains thus delaying the process of integrating this mode of transport in their realization.

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