



ROYAL ASSOCIATION OF
NETHERLANDS SHIPOWNERS

2009

ANNUAL REPORT

The shipping industry in the Netherlands:
worth the investment





Considerable interest in Shore Support

Shore Support is an innovation project that by now has more than twenty short sea vessels participating. Its main initiator is Wagenborg Shipping B.V. Besides Wagenborg, Amasus and Flinter also participate in the project. Its purpose is to explore the alternative manning of short sea vessels with effective technical support ashore, by means of a broadband connection.

Sulphur content of fuel

The KVNR has actively contributed to a number of international studies into the effects of IMO's decision to limit the sulphur content of maritime fuels to 0.1% from January 1, 2015 as far as the Emission Control Areas (North Sea, English Channel, and Baltic Sea) are concerned. The studies have shown a real risk of a modal back shift whereby the modality of choice reverts from maritime transport back to road transport. The bottom line might even be that the environmental effects on many cargo routes will be worse than before. The Ministry of Transport, Public Works & Water Management shares the KVNR's concerns and has been urging the European Commission to finalise its own studies as soon as possible in order to be able to come to a definite decision. Within the European Community Shipowners' Associations (ECSA) the KVNR will be working on the development of an alternative proposal.

The KVNR has also been a member of the Industry Group, consisting of various trade organisations from industries in Scandinavia that are closely dependent on short sea transport –like the wood and paper industries– and a number of national shipowners associations. This group, too, is working on alternatives that will achieve a reduction of the current sulphur emissions whilst at the same time preserving short sea transport's competitive position.

The ballast water convention

A paper written by the KVNR and a number of its members, outlines the technical problems encountered when applying the ballast water convention's requirements to special types of vessels, like sea going barges and heavy lift ships. The Ministry of Transport, Public Works & Water Management has been closely involved in this issue and is considering making a submission to IMO in order to draw attention to these problems. Ballast water exchange areas and sample-taking