

Short version in English

Swedish shipping

*– Action plan for
improved competitiveness*



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of Sweden

Swedish shipping

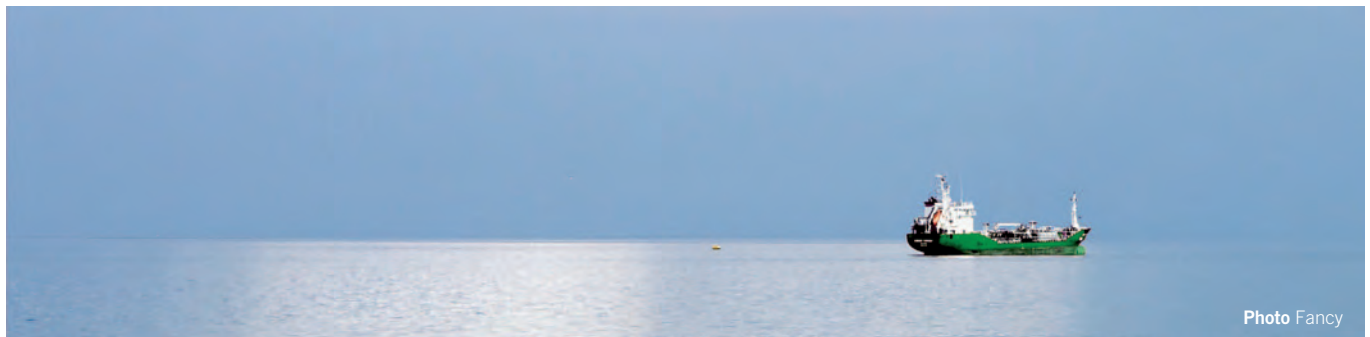
– Action plan for improved competitiveness

Swedish shipping faces considerable challenges regarding competitiveness as well as environmental and safety requirements. Therefore, on 21 January 2013, the Swedish Government presented an action plan containing measures to improve the competitiveness of the Swedish shipping industry in the global market.

As follow-up to the action plan, the Government intends to present a maritime strategy by spring 2014. The aim will be to clarify how continued work on Swedish maritime policy can help create growth, welfare and a healthy marine environment. The action plan therefore also presents the Government's ambition of

A few facts about Swedish shipping

- Some 15 000 people are employed in the shipping industry.
- Of these, some 10 000 work on board ships.
- Six per cent of those working on board ships are employed under the temporarily employed personnel agreement (TAP agreement).
- Some 100 000 people are engaged in support functions for shipping. This includes subcontractors, brokers, shipping agents, shipyards, banks, insurance companies, infrastructure managers, and port and cargo handling companies.
- The turnover of Swedish shipping companies amounts to some SEK 50 billion per year.
- Eighty per cent of the shipping industry is located in the regions of Gothenburg, Stockholm and Skåne.
- The number of merchant vessels in the Swedish Register of Ships has decreased from about 250 a few years ago to about 100 at present.



highlighting the sustainable development of maritime-related industries and competitive shipping that helps achieve goals in industrial, transport and environment policies.

Efficient maritime transport is important to Swedish industry and Swedish foreign trade. It is also important so that Sweden can continue to exert influence and be proactive at international level, particularly in environment and safety issues. The shipping industry is also an important component of the coherent maritime cluster. The action plan therefore aims at promoting the competitiveness of Swedish shipping and also strengthening its cooperation with other modes of transport. In the action plan the Government outlines a number of focus areas and actions to be taken, inter alia;

Actions: Business promotion

Simpler rules are of benefit to many

To make everyday life easier for both companies and public authorities, the Government intends to appoint an inquiry in spring 2013 to examine the possibilities of simplifying matters related to the Register of Ships.

State aid to more ship categories

Within the framework of EU guidelines on state aid, the Government intends to increase the number of ship categories that can be covered by state aid to maritime transport. The aim is to contribute to competitive neutrality for the Swedish shipping industry.

Tonnage tax and other support to shipping will be examined

The Government has appointed an inquiry to analyse the possibility of introducing a tonnage tax system in Sweden. The issue of tonnage tax will be analysed from a broad perspective in which other existing forms of support to shipping will be reviewed.

Increased application of the temporarily employed personnel agreement (TAP agreement) possible

The Government will invite the social partners to talks to deepen the discussion on the Swedish shipping industry's competitive situation. However, the Government will not propose the introduction of an international register of ships.

More flexibility regarding the transfer of survey of maritime security

At the beginning of 2013, the Government presented a bill to the Swedish Parliament with proposals that allow the transfer of survey responsibilities in maritime security. Once the amendment is adopted, most regulatory frameworks will allow survey responsibilities to be carried out by classification societies.

Pilotage – more opportunities for exemptions and deep sea pilotage

The Swedish Maritime Administration will retain responsibility for pilotage, but the Government will further analyse the opportunities for increased pilotage exemptions and possible improvements concerning the conditions for deep sea pilotage.



Photo Swedish Maritime Administration

Actions: Transport policy measures

Implementation of EU legislation on inland waterways

The Government has begun incorporating EU legislation on inland waterways into Swedish law. Once the new legislation is in place, the conditions will be created for developing a form of maritime transport that is new to Sweden.

Further analysis of the liability of costs

The Government intends to continue the work related to the cost liability of traffic. The Government considers that the guiding principle should continue to be that traffic must bear its economic costs.

Better land infrastructure to and from ports

The Government focuses on well-functioning nodes and links within the transport system. Improved connections to and from ports, both on land and at sea, can increase the capacity of shipping. This is of great importance to Sweden's foreign trade.

Changed regulations for municipal co-financing of state infrastructure

The Government intends to enhance the prospects of municipal investment in fairways or other maritime infrastructure of significance to the development of a port.



Photo Swedish Maritime Administration

Actions: Jobs and education

More training positions in maritime programmes

The Government is now creating the possibility for more students to complete the training periods that are so important to the maritime programmes. Beginning in 2013, the Government is providing financial resources to universities as compensation for trips by students to sign on to ships under foreign flags.

Continued international educational programmes in Malmö

The Government is working to ensure that Sweden remains the host country for the World Maritime University in Malmö.

Actions: Maritime safety as a competitive advantage

Continued development of the Swedish shipping industry is important for promoting shipping of high-

quality from an environmental and maritime safety perspective. Being able to offer safe maritime transport also represents a competitive advantage.

Commitment to maritime safety

Sweden will retain its high ambitions in international maritime safety efforts.

Armed guards on board

The Government has presented a bill to the Swedish Parliament on the possibility of allowing armed security personnel on board Swedish ships outside the EEA.

Control of ships through flag State supervision and port State controls

Sweden will retain its top position on the Paris Memorandum of Understanding (Paris MoU) list. To promote maritime safety, the number of substandard ships will be reduced and port State controls will focus on high-risk ships.



Photo Swedish Maritime Administration

Better traffic monitoring and traffic control in the Baltic Sea

The Government is working to ensure that Sweden continues to support the development of traffic monitoring systems and pursue preventive traffic control efforts. Deeper cooperation with the other Baltic Sea States aimed at reducing the risk of accidents that have an impact on the marine environment is also important.

Maritime and Aeronautical Search and Rescue Services

The Government will take steps to maintain an effective search and rescue organisation that can take action in the event of accidents. The search and rescue organisation can be further enhanced through increased cooperation with neighbouring countries.

Actions: Competitive shipping through high environmental profile

Sweden will have quality shipping that takes responsibility for the environment. Swedish shipping is at the forefront when it comes to environmental improvements and should remain there. It is hoped that the high environmental profile will provide a good brand for Swedish shipping and strengthen its competitiveness.

Possible measures that may facilitate the implementation of the stricter sulphur standards and other future environmental requirements

The Government intends to take several measures to facilitate the implementation of the stricter limits for sulphur content in marine fuels, which will result in a reduction of sulphur oxide emissions into the air, including:

- Update calculation models/calculation rates;
- Support to initiatives on the introduction of alternative fuels and other technological solutions;

- Support to initiatives on the introduction of infrastructure measures in harbours;
- Clear and modern regulations;
- Future inquiry of fairways dues;
- A competent authority for advice on financing opportunities; and
- Effective monitoring and sanctions systems.

Reduce emissions of nitrogen oxides in the Baltic Sea

The Government supports sending an application to the IMO on declaring the Baltic Sea a special emission control area for nitrogen oxides. To facilitate an expected implementation, the Government intends to initiate a broad dialogue with relevant actors.

Measures against pollution from ships

In autumn 2013, the Government intends to present its view of the proposals presented by the Inquiry on pollution from ships. The proposed changes will entail clearer and more efficient laws and regulations for the industry.

Action: Increased funding to shipping research and development

The Government has allocated special funds for shipping research.

Action: EU projects: TEN-T and Motorways of the Seas

The Government intends to continue to support relevant applications for support from the current financial framework for TEN-T.

Action: Follow-up of shipping's competitive situation

The Government will regularly follow up the shipping industry's competitive situation.

Continued work towards a maritime strategy

As follow-up to this action plan, the Government intends to present a maritime strategy by spring 2014. The aim will be to clarify the continued focus of Swedish maritime policy and how it can help create growth, welfare and a healthy marine environment. The development of innovations through actor-driven cooperation in maritime clusters is a central part of this work.



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