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A Single transport document and Uniform liability regime for intermodal transport in Europe

By Jean-Marie MILLOUR

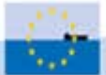
Managing Director of Shortsea Promotion Centre France



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the European
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The European Shortsea Network

- The network brings together 22 Shortsea Promotion Centres
- All these SPCs work jointly together on projects like 2E3S, Shortsea XML & E-Freight, E-schedule, European Transport space without barriers, etc. and have a common web site.

<http://www.shortsea.info>



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SPC Finland

**Shortsea
Shipping
Norway**

*Sjöfarts
forum*

sea and water
short sea and waterways solutions

SHORTSEA PROMOTION
DANMARK

CCITL VETU

IMDO-Ireland
The Irish Institute Forus na Mara

SHORTSEA PROMOTION
CENTRE BELGIUM
SSS

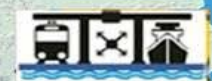
spc
ShortSeaShipping
Inland Waterway
Promotion Center

**SHORTSEA
SHIPPING**

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SHORT SEA TMCD

**NEVATSKA UDRUGA ZA
PROMICANJE INERKONTINENTALNOG
PROMETNOG POVEĆAVANJA
ISTOKOM I PRAVILNOSTI
PROMETNOG CENTRA SLOVENIJA**



SHORT SEA SHIPPING

SHORTSEA SHIPPING
TURKEY

SHORTSEA PROMOTION CENTRE - SPAIN

EMOD

MSPC
MALTA SHORTSEA PROMOTION CENTRE

CSPC
CYPRUS SHORTSEA PROMOTION CENTRE



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Tasks of the SPCs

- Concrete actions to promote Short Sea Shipping, Sea River Shipping, intermodality and co-modality
- Changing the mindset
- "Leg work" (advising, approaching, informing etc.)
- Assisting respective governments
- Giving input to the European Commission



European Shortsea Network



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Professional Organisations

Armateurs de France
AUTF
FNTR
UPF
TLF
...

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SPC France

Association loi 1901
<http://www.shortsea.fr>
shortsea@shortsea.fr

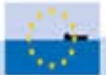
Companies:

Road hauliers
Shipowners
Operators
Logistics providers
Ports
...

Institutional members:

Coastal regions
Conseils Régionaux
Conseils Généraux
...

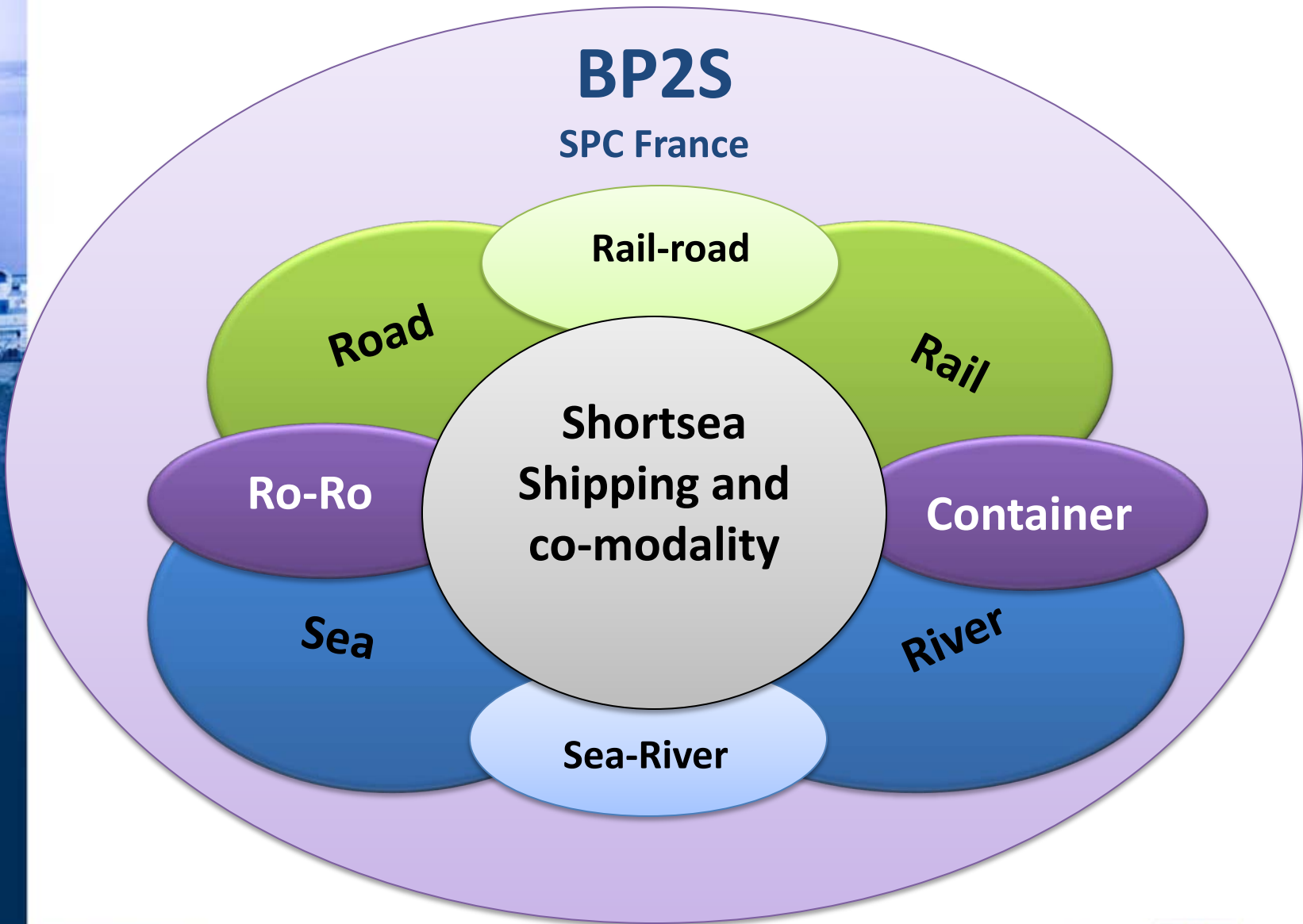
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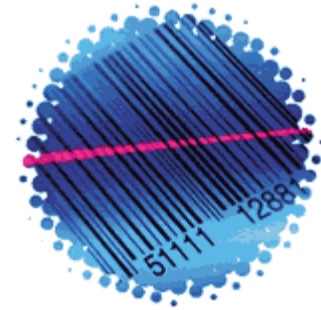
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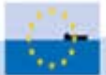
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To simplify and ease intra European transport with a sea leg

A SINGLE TRANSPORT DOCUMENT

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Intermodal policies

➤ Until now

- There is actually no international convention for intermodal transport
- There is actually no genuine transport document for intermodal transport
- Each convention and document has been thought and built modal / mono-modal / uni-modal
- Each mode/convention has its own liability regime



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Enforceable conventions:

*Each mode of transport has its own convention
(in short)*

Road	Rail	Sea	Inland Waterways
Geneva Convention (1956) known as CMR Convention	Berne Convention RU CIM (1999)	The Hague-Visby Rules (1968) Hamburg Rules (1978)	CMNI Convention (2000)



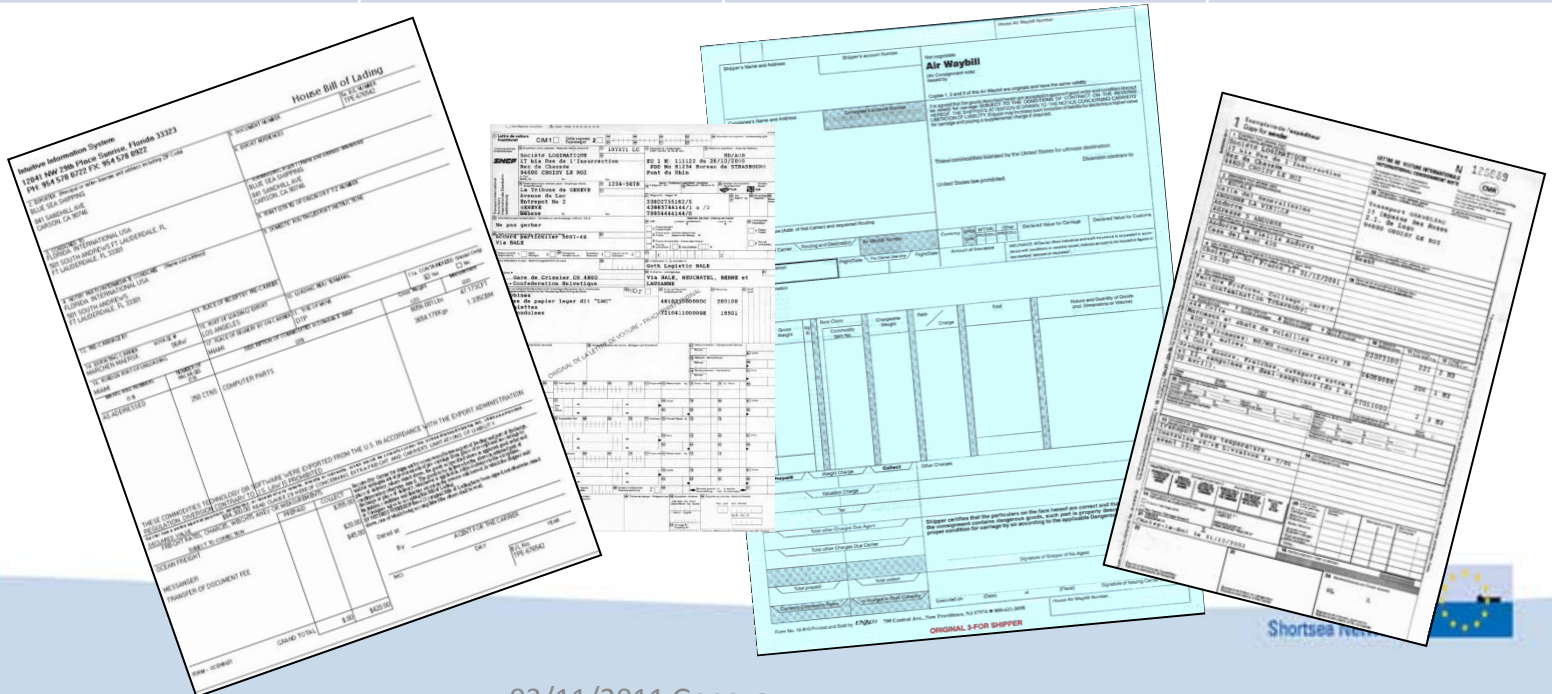
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Many different transport documents

The most widely used

Road	Rail	Sea	Inland Waterways
Consignment note CMR	International rail consignment note (CIM)	-Through Bill of Lading -Sea way bill	Inland waterways consignment note





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Liability regime and compensation system

different for each mode

Road	Rail	Sea	Inland Waterways
<p>CMR:</p> <p>8,33 SDR / kg</p>	<p>RU CIM:</p> <p>17 SDR / kg (doubled in case of major mistake)</p> <p>Late arrival: Four times the transport price</p>	<p>The Hague-Visby Convention :</p> <p>666,67 SDR/ packages or 2 SDR / kg</p> <p>Hamburg Rules: 835 SDR/ packages Or 2,5 SDR / kg</p> <p>Rotterdam Rules (?) : 3 SDR / kg</p>	<p>CMNI Convention :</p> <p>667,67 SDR/ packages or 2 SDR / kg</p> <p>1500 SDR/container and 25 000 SDR for the goods inside the container</p>





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Intermodal policies

- The “Transport Action Plan” of the EC aims to **improve the flow of information** accompanying the physical transport of goods and **simplify administrative procedures**.
- The simplification of administrative procedures for maritime transport within EU is essential in order to make this mode of transport more attractive and environmentally friendly.





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Intermodal policies

- Some EU bodies have explored the document simplification and a single liability in different occasions:
 - European Commission in the *Freight Transport Action Plan*: the single transport document
 - European Commission in the *Freight Transport Action Plan*: liability
 - European Parliament in the *Cramer report*
- Consultation on Multimodal transport document and liability



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A single transport document

Our proposal: A contractual solution

- Based on the transport « reference » in Europe: the road transport
- **The CMR as contract and NOT as international convention**
 - ✓ **Uniform application of the CMR liability regime (i.e. CMR except art.2)**
- A single transport document built for a real European comodal integration and green corridors
- A single (non negotiable) transport document for all transport modes and loading units
- A single transport document for a single liability regime for intermodal transport in Europe



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A single / simple transport document

many other advantages

- A single transport document for the « **European Transport space without barriers** » and an alternative solution to all-road attitude and road-only habits.
- The single transport document is actually crucial for easy and seamless intermodal transport in Europe as well as for effective development of Motorways of the Seas and multimodal green corridors.
- It is a **non negotiable** transport document which suits the transport and logistics industry needs (users and providers), it is not fitted for international trade where BL / FBL are to be used.
- It is currently a workable solution, the only one to be easily and immediately applicable



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For every transport
or loading unit
combination...

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IPC PROVISE - 228

Certificat de prise en charge univoque n° 11

Compartiment n° 11 (2)	
DESCRIPTION	CONTENU
1. Destinataire	Compagnie
2. Destinataire	Club de Short Sea Shipping
3. Point d'embarquement	Point d'embarquement des unités
4. Point d'embarquement	Point d'embarquement
5. Type de destination: Unité	Unité de destination: Unité
6. Type de service: Unité	Unité de destination: Unité
7. Références de documentation de l'unité	
Description des marchandises transportées dans l'unité de chargement	
Description of goods contained in the loading unit	
10. Mode de chargement	11. Type d'embarquement
12. Nature des marchandises	13. Poids brut (14)
15. No de l'unité (16) (17) (18)	19. Date de chargement
10. Mode de chargement	
11. Type d'embarquement	
12. Nature des marchandises	
13. Poids brut (14)	
15. No de l'unité (16) (17) (18)	
19. Date de chargement	
10. Mode de chargement	
11. Type d'embarquement	
12. Nature des marchandises	
13. Poids brut (14)	
15. No de l'unité (16) (17) (18)	
19. Date de chargement	

...Only one document,
and only one liability regime

for the promotion of shortsea
and intermodality





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Intermodal Benchmark

Rotterdam Rules	Single Transport Document
Maritime with intermodal possibilities	Intermodal with maritime possibilities
World Wide	Europe Wide
2020 ? 2025 ?	Now
Convention	Contract



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15 mai 2008



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AU SERVICE D'UNE AMBITION EUROPEENNE

SERVICE DE TRANSPORT MULTIMODAL

Simplification – Sécurité juridique

Un document unique de transport

Avec la participation de :



Bureau de Promotion du Short Sea Shipping
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www.shortsea.fr



European Shortsea Network
www.shortsea.info

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Thank you for your attention

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