

Nordic-Baltic Shipping 2011

Predecessors and latecomers in shipping politics



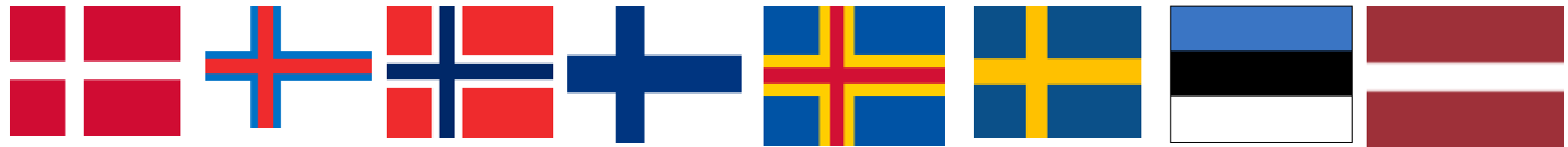
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The assignment

- A comparative study of the recent decade's development of the Nordic and Baltic shipping sector
- With a special focus on: To what extent is the national policy designed to support a prosperous, internationally competitive shipping industry

The study region: The Nordic countries (exkl. IS, GL) plus Estonia & Latvia

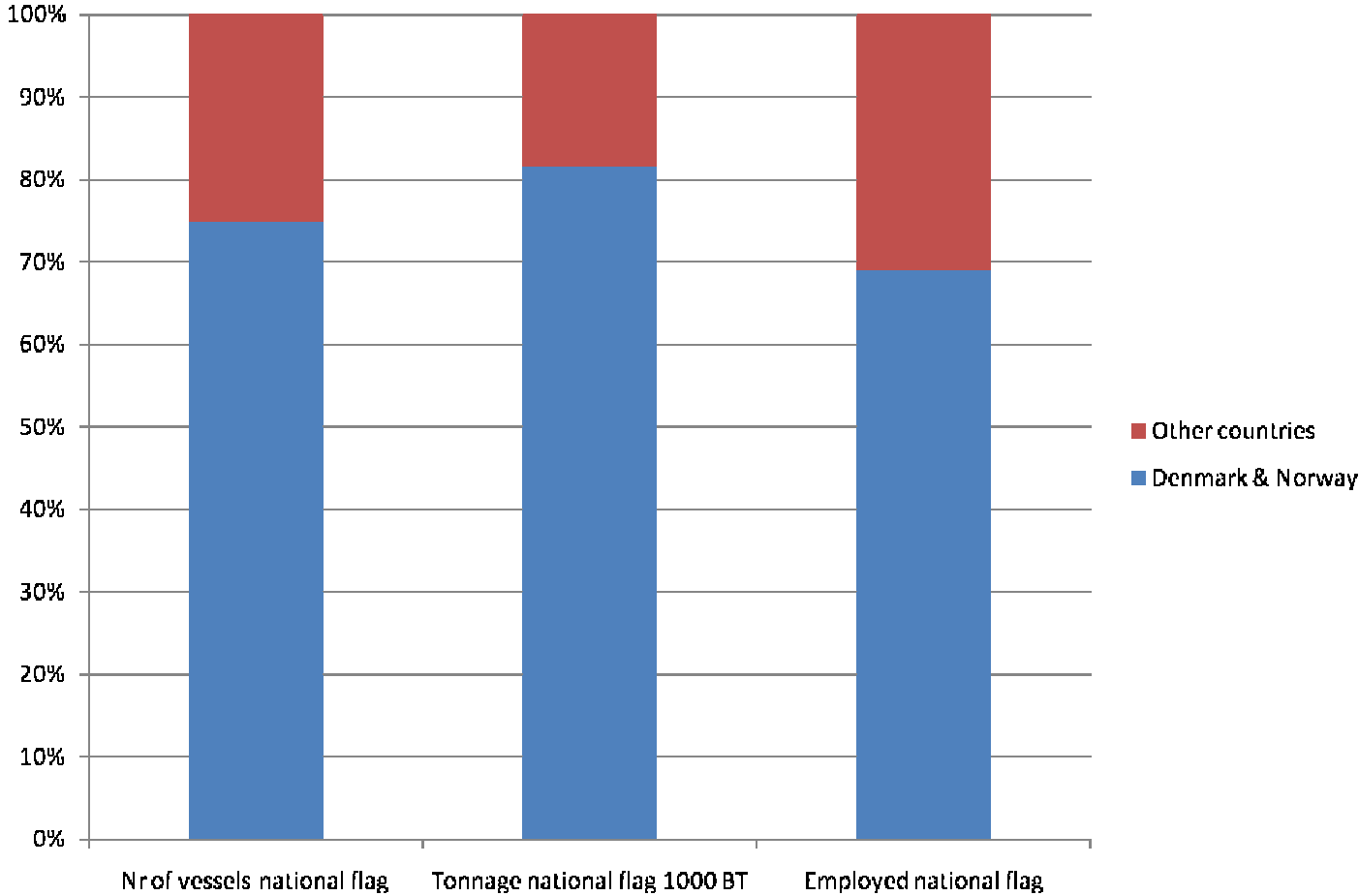


The Nordic-Baltic Shipping – Overall decline but strong Danish performance

Nordic shipping – (%) of the global tonnage (BT)

Stat/år	1960	1970	1980	1990	2000	2008
<i>Danmark</i> (exkl. Färöarna)	1,75	1,46	1,28	1,22	2,51	2,98
<i>Finland</i> (inkl. Åland)	0,55	0,61	0,60	0,25	0,43	0,28
<i>Norge</i>	8,63	8,50	5,24	5,53	7,34	4,32
<i>Sverige</i>	2,89	2,16	1,01	0,66	1,48	0,90
<i>Norden</i> (exkl. Island, Färöarna)	13,82	12,73	8,13	7,66	11,74	8,48

The Nordic-Baltic Merchant Fleet 2009/10



Specialization and fragmentation

Denmark: Global leader in container shipping. Strong in product tankers, bulk, off-shore vessels and the reefer market

Norway: Strong global actor in tanker, bulk, cruiser and offshore markets

Sweden: Still some strength in transcontinental ro-ro transport of vehicles, ro-pax/ferries and product tanker markets

Finland: Fragmented and rather small scale, ro-pax and some bulk

The Faroese Islands: Apart from the fisheries fleet, a mixed set of ships mostly in the product tanker, bulk and off-shore service vessels segments

Åland: Heavy dependence on two well developed/matured market segments (tax-free based passenger shipping and the Finnish/Swedish paper/pulp export)

Estonia: Passenger/ferry-traffic in the Baltic

Latvia: The tanker segment, otherwise fragmented and small scale



Conclusion: Two different worlds of shipping!

- Denmark and Norway - leading shipping clusters with nationally strong maritime clusters. The shipping constitutes an important part of the national economy/export in DK and NO.
- The shipping sector in the rest of the region is – with the exception of Åland – rather marginal in term of its weight in the wider national/regional economy.
- A very negative development of Swedish shipping since the beginning of the 1970's

The European Shipping Policy framework



Central tools:

- Public support through: tax-concession and infrastructure
- Access to economically beneficial capital
- Flexibility in connection to crew regulations and other international regulations

National policies and adoptions to the European shipping policy framework makes a difference!

Two worlds of Shipping politics!

Predecessors and latecomers

Different conditions:

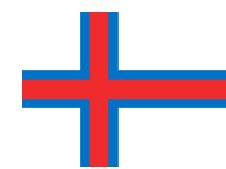
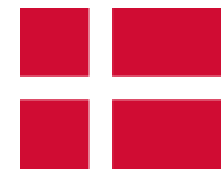
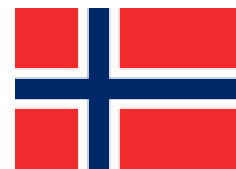
- The East and West – different maritime environments
- Political decisions and standpoints that are affecting the development of the two regions

Denmark and Norway – The two dominant shipping nations

- History, traditions and focus on the industry
- A critical mass – infrastructure
- A progressive political development
- Early adaptation and adjustment to changing conditions in the international shipping industry and markets

Denmark and Norway – The two dominant shipping nations

- Denmark and Norway:
 - Focus on research and development
 - Minimum of bureaucracy
 - A cooperation between all part of the society towards the same goal – an internationally competitive shipping industry
- The Faroe Island:
 - a new offensive shipping nation!



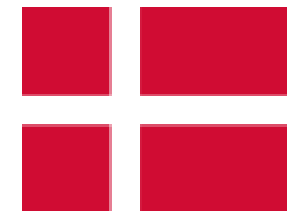


Denmark – a successful example

- The “triple helix” effect: The industry – politicians and other organizations
- The Blue Denmark!
- The political will and measures taken for the future development of the industry

The four critical success factors:

Maritime Competence – Political backing – Partnership - Timing





Thank you for your attention!

The published report will soon be available for download from the two research institutes' websites:

www.asub.ax and www.aicis.ax.

