



European Commission
Directorate-General for Energy and Transport
Unit G3 – Motorways of the Sea & Intermodality

MOTORWAYS OF THE SEA- CHALLENGES & OPPORTUNITIES FOR CHANGES IN OUR TRANSPORT SYSTEM

«Greening Motorways of the Sea»

Stockholm, 21-22 April 2005

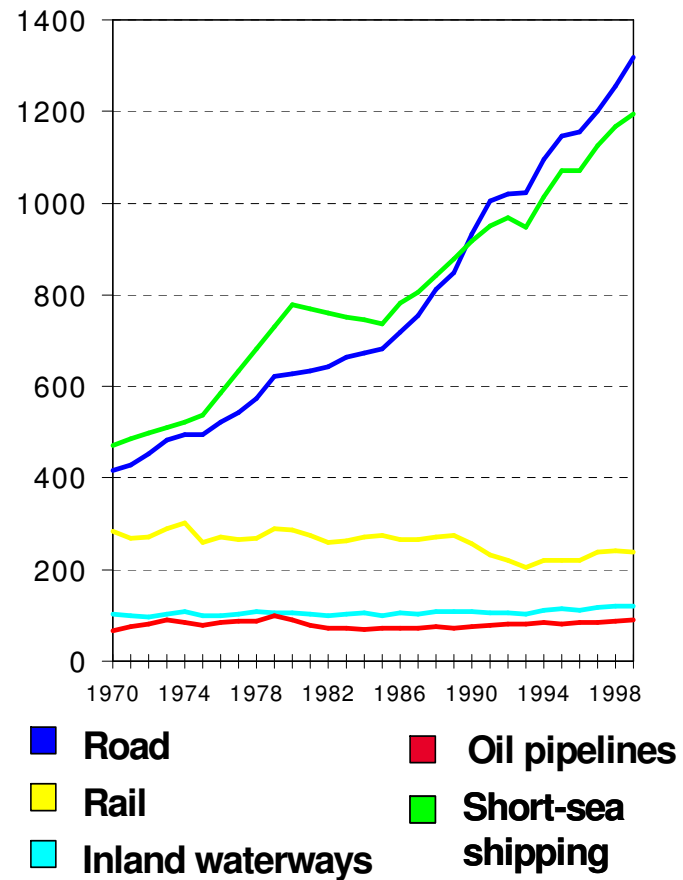
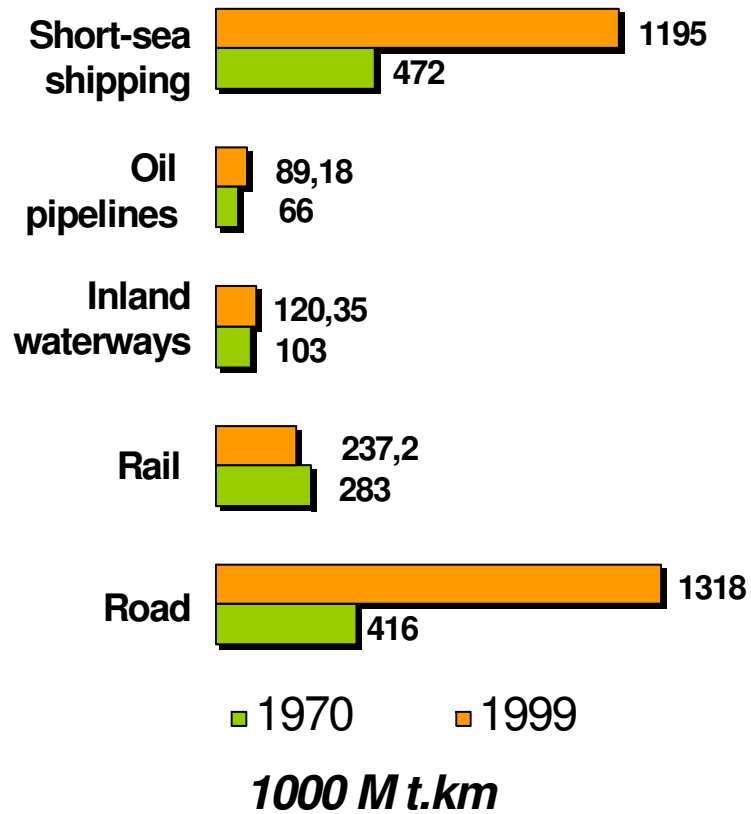
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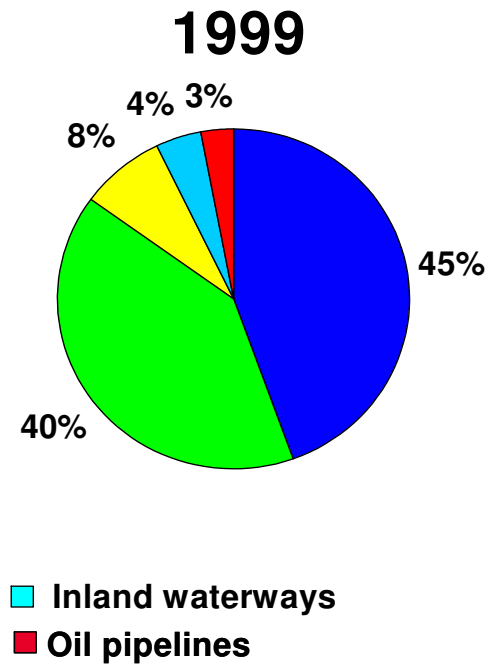
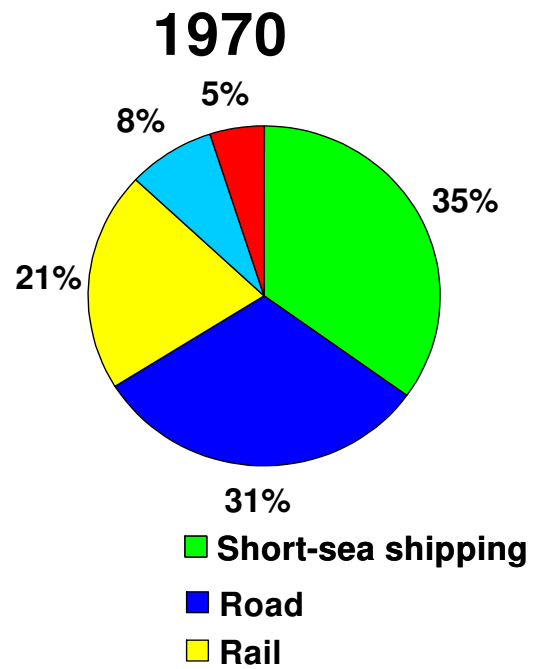
**Unit Motorways of the Sea and Intermodality
Directorate General Transport and Energy
European Commission**



Motorways of the Sea: WHY?

- **Short Sea Shipping Is Doing Well but It Could Do Better :**
 - ◆ **Short Sea Shipping was in fact the only mode of transport in the last decade that was able to keep pace with the fast growth of road transport in terms of tonne-kilometres. Between 1995 and 2002 the growth rates of Short Sea Shipping and road were equal, that is growth by 25 %.**
 - ◆ **Short Sea Shipping performs currently around 40 % of all tonne-kilometres in Europe while the share of road is 45 %.**







Motorways of the Sea: WHY?

- **The creation of Motorways of the Sea does not disregard the fact that hundreds and hundreds of regular Short Sea Shipping links already exist in Europe.**
 - ◆ **Nevertheless, what these Motorways of the Sea can offer, is a comprehensive framework for co-operation between public and private parties to create high-quality door-to-door transport links, with Short Sea Shipping in the key role.**
 - ◆ **Motorways of the Sea also offer an excellent opportunity to better link logistics with infrastructure.**



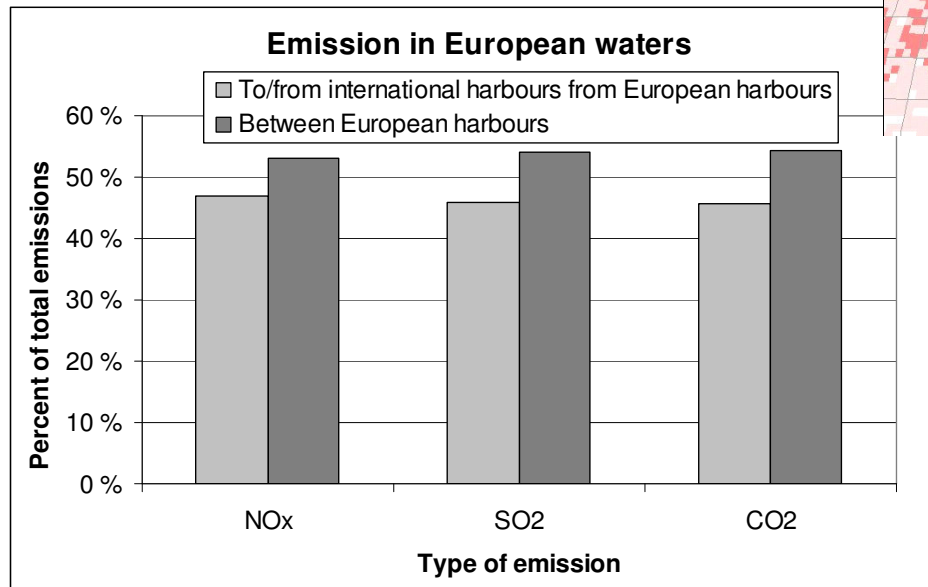
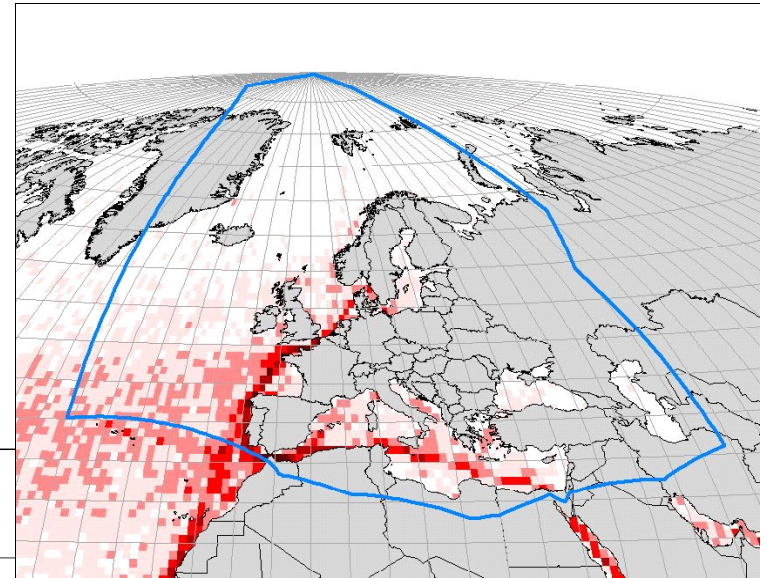
Motorways of the Sea: WHY?

- **Maintain the “clean” image of Short Sea Shipping**
 - ◆ **Short Sea Shipping is capable of becoming an important link in the intermodal transport system chain in Europe with a promising future, but safety risks, pollution (of air and water) caused by the operation of ships, and uncoordinated investment in ports may at least partly cancel out the possible environmental benefits of an increase in Short Sea Shipping.**
 - ◆ **MoS shall promote the use of non polluting vessels and cleaner marine fuels.**



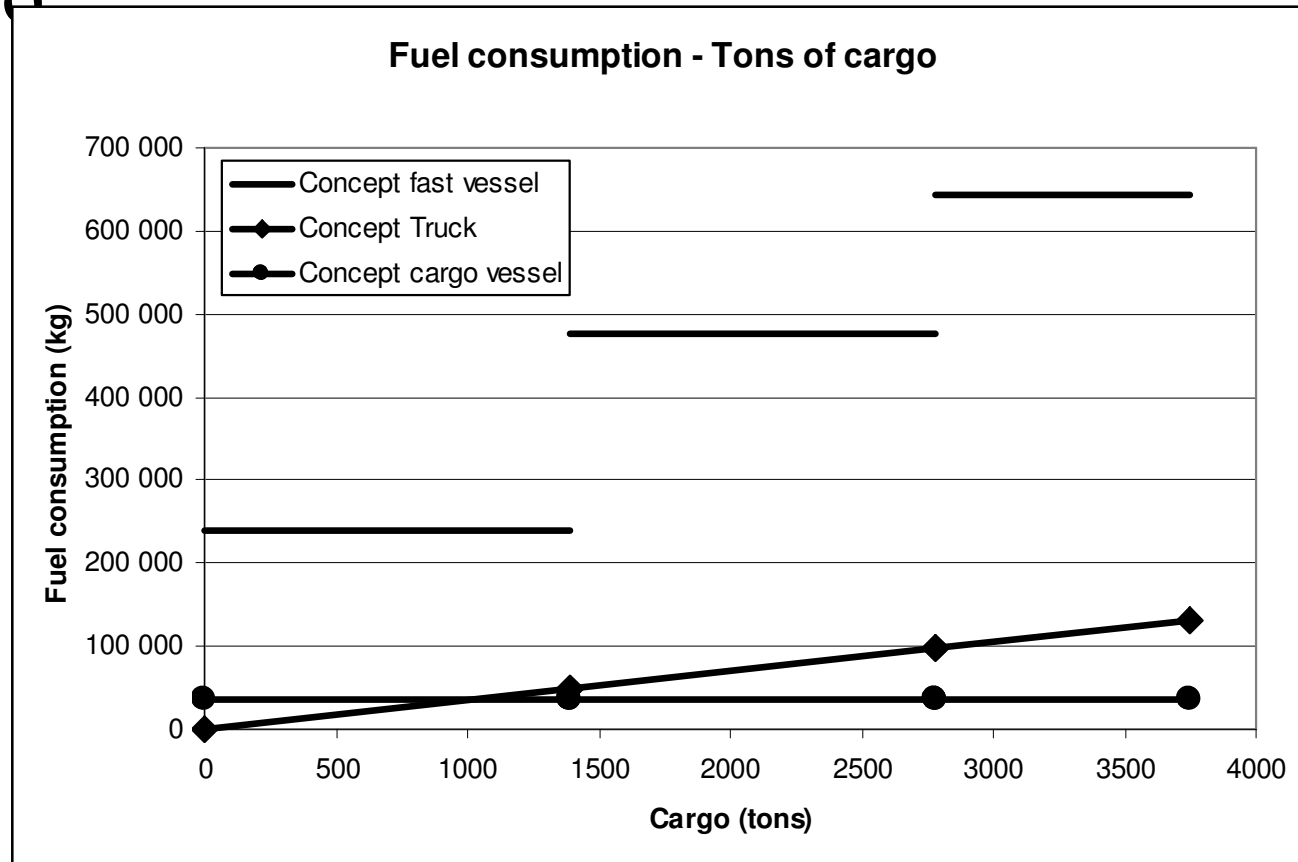
Air emission - Current

- **NO_x 3.6 million tons per year**
- **SO₂ 2.6 million tons per year**
- **CO₂ 157 million tons per year**



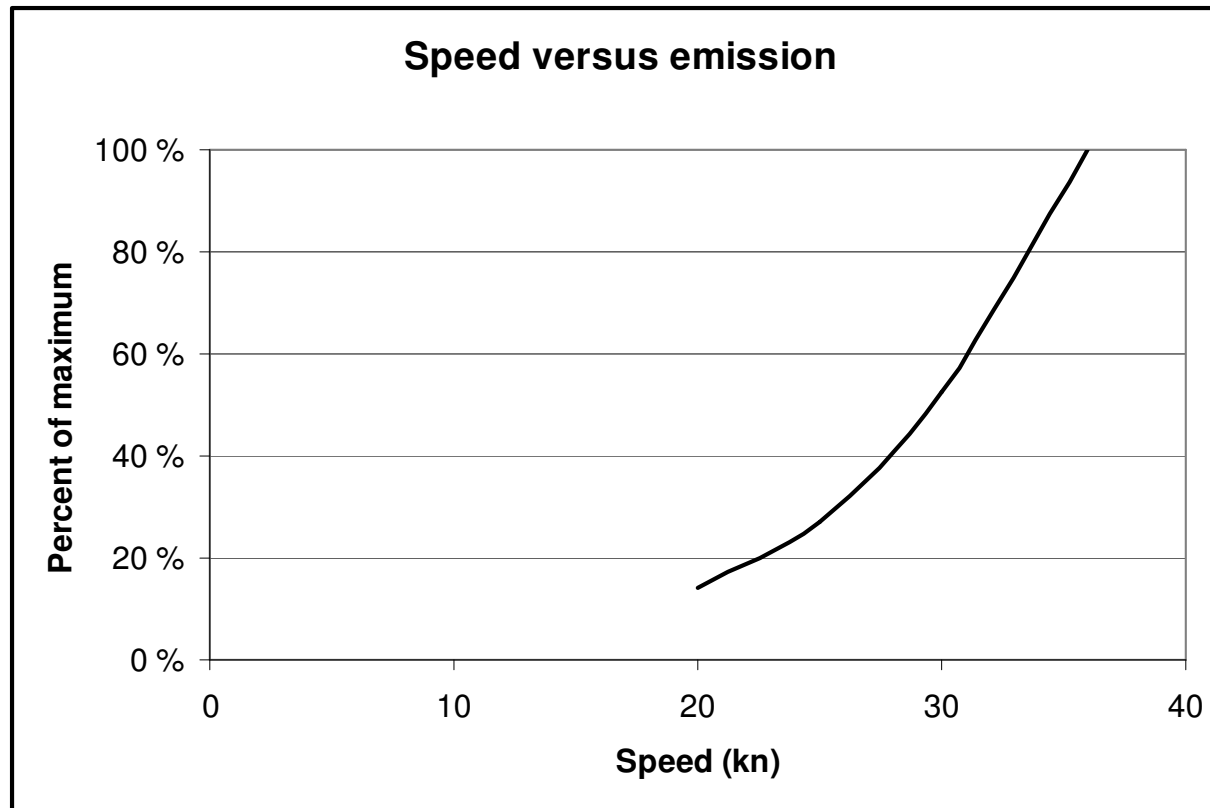


Air emission is dependent on fuel consumption and therefore tons of cargo





Air emission is greatly dependent on speed





Motorways of the Sea: WHY?

- **Growing road congestion**
- **Rail performance currently disappointing**
- **New infrastructure expensive and long-term (base tunnels, new ports, new railway lines)**
- **Unique maritime geographic configuration of Europe**
- **100 million of our citizens are living on islands and peripheral regions**
- **Motorways of the sea: linking logistics and infrastructures in a common sense approach**



Motorways of the Sea: HOW?

- **Build on what is already existing**
- **Consolidation and concentration of freight flows**
- **Industry/Administration partnership**
- **Offer high quality, frequent door-to-door intermodal maritime-based services**
- **« La crème de la crème » of integrated short sea shipping services**



Motorways of the Sea: Concretisation

- **Maritime routes providing links overcoming natural barriers: Pyrenees, Alps**
- **Linking islands and island countries: e.g. Cyprus, Malta, Ireland, UK, Sicily**
- **Improving access to our peripheric countries: e.g. Baltic Sea Region, Greece**



Today a one year old concept

- **Now TEN priority project with four corridors (Article 12a of the TEN-T Guidelines of 29 April 2004):**
 - ◆ **Motorways of the Baltic Sea**
 - ◆ **Motorways of Western Europe**
 - ◆ **Motorway of South-East Europe**
 - ◆ **Motorway of South-West Europe**
- **Extension to our European neighbours under preparation within the High level group II**



Motorways of the Sea: Money Matters

- **TEN-T: funding for the infrastructure side**
- **Marco-Polo II (proposal of Commission): funding for the logistics side**
- **State aid**
- **Regional funds**
- **Challenge: avoid bureaucratic nightmare**



Getting into Gear (1)

- **Informal Council 10 July 2004: confirmation of Motorways of the Sea as a quality initiative**
 - ◆ **Emphasis on improvements throughout the whole transport chain**
 - ◆ **Acknowledge responsibility of authorities for alleviating procedures**



Getting into Gear (2)

➤ **Commission Consultation paper of 30 July 2004**

- ◆ **Limited scope: interpretation of Article 12a TEN-T Guidelines to prepare for TEN Call 2005**

- ◆ **Principles:**
 - (1) **Port selection to concentrate freight flows**
 - (2) **Commitment of all actors in the logistics chain**
 - (3) **Ensure top quality of selected projects**

http://europa.eu.int/comm/transport/intermodality/motorways_sea/projects_en.htm



Results of the consultation (1)

- **A broad support for the concept**
 - ◆ **A majority of MS favours an open procedure without national pre selection of ports and lines to insure transparency and simplicity.**
 - ◆ **Contributions advocate possibilities of ports clusters at regional level. Some want an EU master plan allowing political guidance.**
 - ◆ **Risks of distortion of competition are taken very seriously.**



Results of the consultation (2)

➤ **Environmental matters**

- ◆ **Focus on several quality objectives, in limited number, specific to each corridors, measurable and technical enough, regarding also the ships (RoRo or LoLo).**
- ◆ **Environmental protection matters (such as air emissions) should be considered.**



Vademecum (1)

- **A Vademecum issued in conjunction with the call for proposals TEN-T 2005**
 - ◆ **The document dated from 28 February 2005 is available on the DG TREN Internet pages (only in English and French at the moment).**
 - ◆ **The vademecum explains what issues are of relevance when applying TEN-T support. It explains what kind of projects/concepts can apply for the support and how the preparation process should be carried out and how the different financing instruments fit into the picture.**
 - ◆ **It is a technical document and it does not have political or legal status.**



Vademecum (2)

- **Examples of basic standard quality criteria for Mos :**
 - ◆ (1) Quality of the port services (one stop administrative services, service to the ship, cost-based prices);
 - ◆ (2) Quality of the hinterland connection and services- good intermodal hinterland connections between the selected ports and the rest of the TEN-T Guidelines network ;
 - ◆ (3) Overall information systems and monitoring in the transport chain;
 - ◆ (4) Characteristics of the shipping services involved (e.g. frequency and regularity, safety and security);
 - ◆ (5) TEN dimension: integration of project into overall network development.



Vademecum (3)

- **Indicative selection process:**
 - ◆ **Call for expression of interest as per Article 12a.**
 - ◆ **2 MS shall announce their intention to open a MoS, with specific quality features and objectives, traffic forecasts, specific infrastructures and services expected to be subsidised, nature and composition of the consortia bidders (shippers, ship-owners, operators, ports,...).**
 - ◆ **Proposal to the Commission by the MS together.**



Next steps

- **TEN Call 2005 (End of April): funds available – projects can be submitted**
 - ◆ In the first phase (2005-2006) there is not a lot of money available and considering this as well as time taken by the procedure the first projects are likely to be feasibility studies. More TEN financial aid will be available when the new financing period starts in 2007.
 - ◆ Interested parties should not be too timid. If concrete projects and proposals exist they should be put forward already now. This would also help the Commission to launch political discussion on the topic.
- **Spring 2005 (envisaged): European high level conference on Motorways of the Sea with the Transport Ministers - Political endorsement**



Research and Technological Demonstration (RTD) (1)

➤ **New activities FP6 – Fourth call : Maritime & Intermodal research perspectives on Motorways of the sea**

- ◆ **To support and stimulate innovation, launching of motorways of the sea European research projects shall also be envisaged: demonstration, validation and development of new concepts in the ports and their hinterland.**
- ◆ **The publication of a call in this direction is foreseen for June 2005.**



Research and Technological Demonstration (RTD) (2)

- **Research in the field of maritime transport : a focus on environment**
 - ◆ **Research in the field of maritime transport and technological innovation is one of the best investments for the near future and conditions the competitiveness of the sector.**
 - ◆ **At European level, research has been actively supported under the Framework Programme for Research and Development since 1994.**



Research and Technological Demonstration (RTD) (3)

➤ **Support to maritime transport policy (FP5/FP6):**

- ◆ **Environmental related (MTCP, ECOPORTS, SEAM, MARTOB)**
- ◆ **Maritime safety and Traffic monitoring (MarNIS, EMBARC, WATERMAN-TN, ATOMOS IV, ADVANCES, THEMES)**
- ◆ **Ports and Short Sea Shipping (TRAPIST, REALISE, IP, SPIN-HSV, THEMIS)**
- ◆ **Navigation in Arctic (ARCOP)**
- ◆ **Maritime Education and Training (METNET)**
- ◆ **.....and many more**



Conclusions

- **Need top-down network planning:
Administrations, Regions, Member States**
- **Need bottom-up imagination: logistics
operators, ports, ship-owners, transport
users**
- **Need both to come together for successful
motorways of the sea**
- **Start work now**



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Thank you for your attention