



European Commission

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

Port Conference 2006

Kolding 9 November 2006

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**Directorate General Energy and Transport
European Commission**



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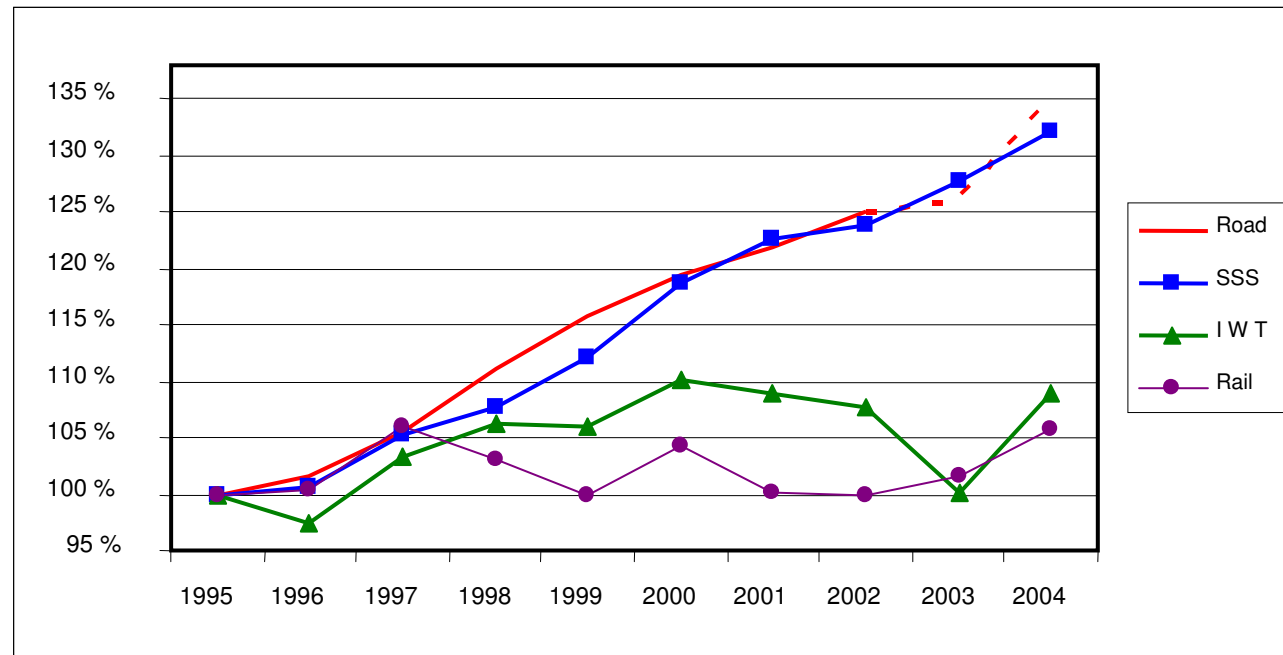
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Overview

- **General context**
- **Promotion**
- **Motorways of the Sea**
- **TransEuropean Network**
- **Marco Polo**
- **Common Maritime Area**
- **Logistics**
- **Research activities**
- **Conclusion**



Performances of transport modes



**Tonne-kilometre growth 1995-2004 - Source:
Eurostat and 75 member ports of the European Sea Ports
Organisation (ESPO)**



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A Number of Problems Persist:

- ***Insufficient integration in the intermodal chain***
- ***Insufficient promotion and marketing***
- ***Administrative complexity***
- ***Synergy with ports in relation to efficiency, flexibility and transparency***



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Short Sea Shipping Mid-Term Review

- **The Commission adopted on 13 July 2006 a Mid-Term Review of the 2003 Programme for the Promotion of Short Sea Shipping.**
- **This Review analyses progress on the 14 actions presented in 2003.**
- **New or retargeted measures: IMO/FAL, Motorways of the Sea (make them operational and introduce quality label, SPC>inland intermodality), image (>full logistics integration)**



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Promotion of Short Sea Shipping

- **The 21 national centres for the promotion of Short Sea Shipping are efficient.**
- **They should receive support from national and regional authorities so that they can fully take up their role in promoting intermodality.**

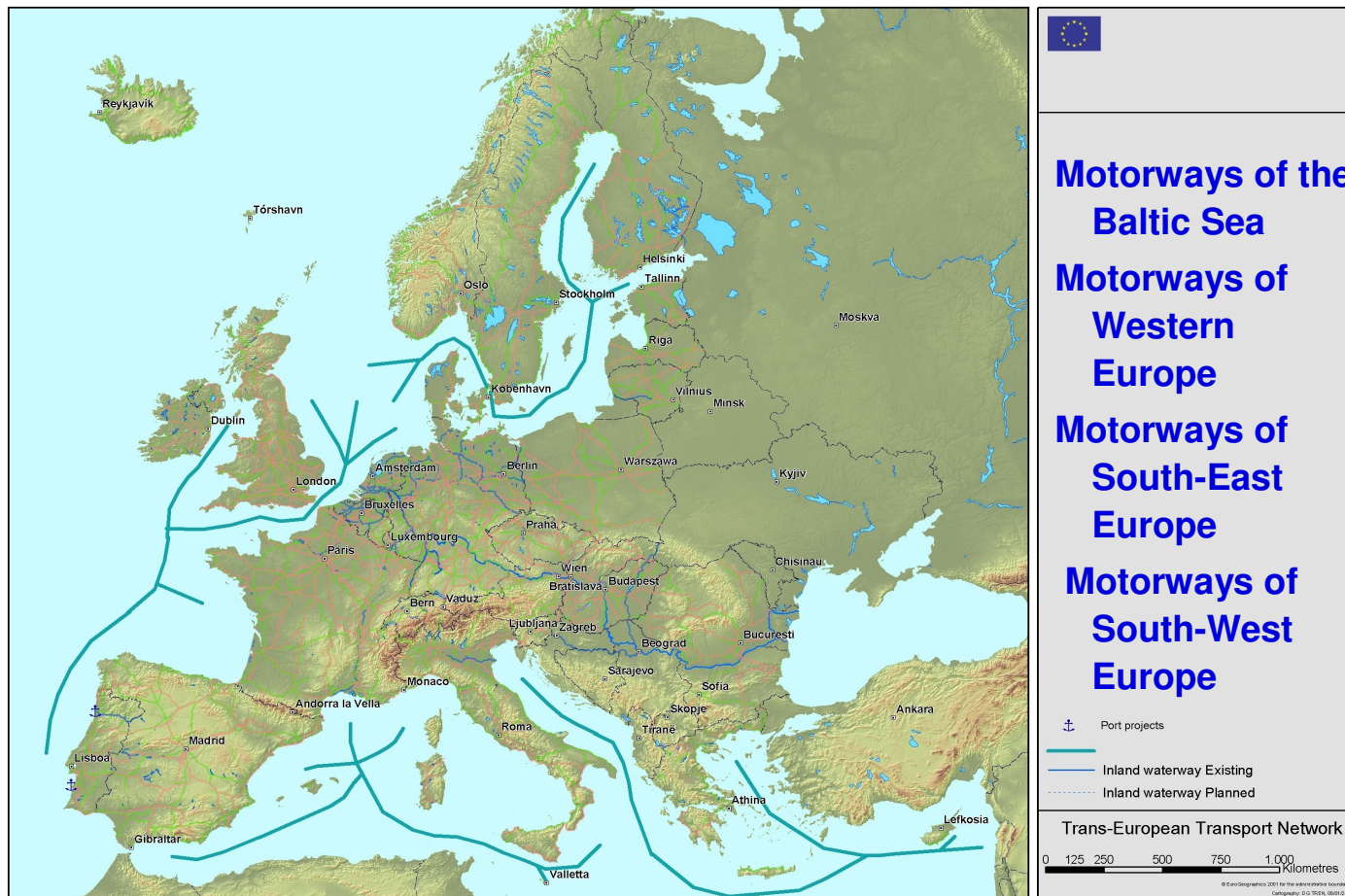


Motorways of the sea: the principle

- **To use the sea as a floating infrastructures**
 - ◆ Offering hundreds of possibilities everywhere in EU
 - ◆ Rather well equipped and not congested
 - ◆ Much cheaper than classical infrastructure investments
(Tunnels, new high speed railways or urban highways)
- **To develop a concept of high quality shipping**
 - ◆ Fully integrated in the intermodal freight transport chain
door to door: with very good hinterland connections
 - ◆ Attracting & concentrating massive freight flows
 - ◆ Offering high quality services
 - ◆ Able to compete with road



Annex III Project No. 21 of TEN guidelines: 4 corridors eligible to start before 2010



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



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Motorways of the Sea: HOW?

- **Build on what already exists**
- **Consolidation and concentration of freight flows**
- **Offer high quality, frequent door-to-door intermodal maritime-based services**
- **Industry/Administration partnership**
- **Bottom-up and top-down or vice-versa**

The flagship initiative of integrated short sea shipping services



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Motorways of the Sea Master plans: support projects

➤ TEN-T 2004 :

- ◆ **PORTMOS study to prepare Portugal to integrate into the Motorways network**

➤ TEN-T 2005 :

- 1. Master Plan Studies for the Baltic Sea Motorways (Denmark, Sweden, Finland, Estonia)**
- 2. Master plan studies for the Western Europe Sea Motorways (Spain, France, Ireland, Italy)**
- 3. East Mediterranean Motorways of the sea Master Plan (Greece, Italy, Cyprus, Malta, Slovenia)**

➤ TEN-T 2006 :

- ◆ **West Mediterranean Motorways of the sea Master Plan (Italy, Spain, France, Malta)**
- ◆ **Additional Baltic sea master plan studies on information Motorways (all the EU baltic states)**

➤ 2006 :

- ◆ **North Sea Motorways of the Sea Task force (BE, NL, SW, DK, UK, GE, NO)**



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Motorways of the Sea Money Matters

- **TEN-T: funding for major infrastructure projects:**
 - ◆ 2000-2006: 4 b€
 - ◆ 2007-2013: 8 b€
- **Marco-Polo: funding for logistics and services**
 - ◆ 2003-2006: 100 m€
 - ◆ 2007-2013: 400 m€
- **Regional funds**
 - ◆ ERDF (1994-1999) 15 b€ for transport
 - ◆ Cohesion funds (1994-1999) 8 b€ for transport
- **European Investment bank**
 - ◆ EIB loans to transport TEN projects (1993-2000): 30 b€
- **State aid**
 - ◆ Maritime transport receives less public support than other transport modes



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Neighbourhood policy

- **The high-level group on the extension of TEN-T to neighbouring countries identified Motorways of the Sea as one the five main trans-national axis to be developed.**
- **It is essential to stick to our line that the Community “acquis” on environment and maritime safety and security is respected by the participating parties.**
- **The Commission issued a Communication relating to the extension of major Trans European axes to neighbouring Countries during Summer 2006 .**



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TEN-T Call 2006

- **The 2006 call for proposals under the TEN-T Decision is a major opportunity for the Member States to give a clear signal for their willingness to implement Motorways of the Sea by submitting joint proposals.**
- **Deadline was 26 April 2006. The evaluation is still going-on.**
- **The Commission's Proposal to the EP/Council for the Financial Perspectives 2007-2013 provides for the following budgetary allocations to DG TREN for TENs: 8 M€ (no specific allocation to maritime).**



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Marco Polo Call 2006

- **The Programme runs from 2003 to 2006 with a budget of 100 € million for the EU25. Countries such as Norway, Iceland, Bulgaria, Romania and Lichtenstein have joined the programme. Project proposals may officially only be submitted when a call has been published.**
 - ◆ **A Fourth call has been published on 27 July 2006. Deadline for submission of project was 11th October 2006.**



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Marco Polo II (2007-2013)

- **Will come into force on 1/1/2007**
- **Budget 400 M€ for 2007-2013**
- **Would continue and add on to the current Marco Polo Programme**
- **Introduces two new actions: Motorways of the Sea and traffic avoidance actions**



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Common European Maritime Area

- **Future developments, such as satellite communications could have beneficial effects.**
- **This is particularly important for short-sea shipping where a ship sailing between two Member States leaves the EU Customs territory each time it leaves a port to re-enter that territory in the destination port.**
- **The Commission plans to launch a wider debate.**



Proposed Freight Transport Solutions

- **Intermodality**
 - ◆ **Make better use of alternative modes that have accessible spare capacity**

- **Co-modality**
 - ◆ **Efficient use of all transport modes operating individually or in intermodal integration in the European freight transport system to reach an optimal efficiency of resources**



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Communication on logistics of 28 June 2006

- **Available EU policy and tools**
 - ◆ **Liberalisation and harmonisation**
 - ◆ **Infrastructure and superstructure**
 - ◆ **ICT (Galileo, NCTS, LRIT, AIS, RIS, ERTMS...)**
 - ◆ **One-stop administrative shopping**
 - ◆ **Etc**



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Ports and hinterland links

- **Ports are important for the economic development of coastal regions**
- **The Commission is contemplating an integrated approach (Green Paper on Maritime Policy of 8 June 2006)**
- **Land transport links are crucial for port activities**



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Accompanying measure : RTD call on Maritime and intermodal research

- **Information and Communication Technologies**
 - ◆ **Marnis, Freightwise, MTCP**
- **Vessel design and construction**
- **Development, demonstration and validation of new concepts in the ports and their hinterland related to:**
 - ◆ **Quality of the port services**
 - ◆ **Quality of the hinterland connections and services**
 - ◆ **Information systems and transport chain monitoring**
 - ◆ **Quality of the shipping services**
 - ◆ **Security provisions**
 - ◆ **Corridor-independent – Generalisation – Customization**



Conclusion

- **Developing short sea shipping is important to face the growing demand of transport and the congestion of road transport**
- **Several EU programmes exist to encourage short sea shipping. They are Member States oriented as well as industry oriented.**
- **Maritime transport shall be more integrated in the logistics chain from door-to-door**
- **The main role is incumbent on industry itself**



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