Motorways of the Sea

Who What When How Much ?

NOVEMBER 2015 – Goteborg
Jose Anselmo – Policy Advisor TEN-T/MoS
MoS – What is the issue?

- European Union: 28 Member States and 505 Million inhabitants
- Europe is the largest trading block in the world

- Maritime Transport ensures **40% of Internal Trade**
- Maritime Transport ensures **75% of External Trade**

- How best to support **TRADE** and **COHESION** using Maritime Transport?
- **Interconnecting** the European **Hinterland** and connecting the European Hinterland to Third Countries Hinterland
TEN-T Regulation Art 21

• **Article 21.1 – Motorways of the Sea**

  “Motorways of the sea, representing as they do the *maritime dimension of the trans-European network*, shall contribute towards the achievement of a *European maritime space without barriers*. They shall consist of short-sea routes, ports, associated maritime infrastructure and equipment, and facilities as well as simplified administrative formalities enabling short-sea shipping or sea-river shipping or sea-river services to operate between at least two ports, including hinterland connections.”
TEN-T Regulation Art 21

• Art 21.2 – Motorways of the Sea

  “Projects of common interest of motorways of the sea in the trans-European transport network shall be proposed by at least two Member States. They shall comprise:
  (a) a maritime link and its hinterland connections within the core network between two or more core network ports, or
  (b) a maritime link and its hinterland connections between a core network port and ports of the comprehensive network, with a special focus on the hinterland connections of the core and comprehensive network ports.”
TEN-T Regulation Art 21

• Art 21.3 – Motorways of the Sea

“Projects of common interest of motorways of the sea in the trans-European transport network may also include activities that have wider benefits and are not linked to specific ports, such as services and actions to support the mobility of persons and goods, activities for improving environmental performance, such as the provision of shore-side electricity that would help ships to reduce their emissions, making available facilities for ice-breaking, activities ensuring year-round navigability, dredging operations, and alternative fuelling facilities, as well as the optimisation of processes, procedures and the human element, ICT platforms and information systems, including traffic management and electronic report systems.”
TEN-T Regulation Art 21

• **Art 21.4 – Motorways of the Sea**

  “Within two years after being designated in accordance with Article 45, the European Coordinator for motorways of the sea shall present a **detailed implementation plan** for the motorways of the sea based on experiences and developments relating to Union maritime transport as well as the forecast traffic on motorways of the sea.”
TEN-T Regulation Art 23

• Art 23 – Priorities for maritime infrastructure development

  • Promoting Motorways of the Sea including short-sea shipping
  • Interconnection of maritime ports with inland waterways
  • Implementation of VTMIS and e-Maritime services
  • Introduction of new technologies and innovation for the promotion of alternative fuels and energy-efficient maritime transport, including LNG
  • Modernisation and expansion of the capacity of the infrastructure necessary for transport operations within the port area
The 9 Core Network Corridors TEN-T
MoS – Method (1)

- Define **single links directly within each Core Network Corridor** and
- **all other links between Core Network Corridors**
- to **ensure a network**

- Making sure that MoS becomes the maritime corridor dimension to all Corridors
- Adopting a full corridor approach as in line with the provisions of the TEN-T Regulation and as done for the 9 Corridors and ERTMS
MoS – Method (2)

- Ensure the realisation of connections between all core ports and
- Ensure the realisation of connections between core ports and comprehensive network ports and
- Ensure the realisation of connections between core ports and comprehensive network ports in neighbouring countries
- This shall ensure the connectivity and accessibility to the entire TEN-T and to connect all the regions of the EU
MoS - How and What to do?

• Take the Methodology and Approach of the Corridors, i.e. :

• **Integrate the:**
  • Assets (Ships & Ports)
  • Operations (RoPAX/RORO/SSS, etc)
  • Enablers
    – Blue Belt/Blue Lane
    – Reporting Issues
    – Traffic Management/VTS
    – Environmental Regulations
    – Wide Benefit, etc…
MoS – modus operandi

- **SHIP (MoS)**
  - **SHIP to PORT (MoS)**
    - **PORT (MoS & Corridor)**
      - **PORT to immediate HINTERLAND (MoS & Corridor)**

- **HINTERLAND Development (CORRIDOR)**
MoS – How to Synchronise...

- Through the Detailed Implementation Plan (DIP) & "Conference Forae"
- Participate in every "Corridor Forum"
- Identify common priorities (eg bottlenecks)
- Identify MoS priorities (eg missing Link)
- Feed-back the priorities to the Corridors (Coordinators)
- Coordinate funding
Motorways of the Sea - Priorities:

• (1) Environment

• (2) Integration of Maritime Transport in the Logistics Chain

• (3) Maritime Safety, Traffic Management, Human Element/Training
The 76 MOS projects since 2008

Number of completed projects: 15

Number of ongoing projects: 59

Total investments: €M 2,228

Total EU funding: €M 651
The MOS Wider benefit/Safety - Human element - ICT information systems projects

Number of completed projects: 6

Number of ongoing projects: 10

Total investments: €M 357

Total EU funding: €M 134
The MOS Links/intermodal connections projects

Number of completed projects: 6

Number of ongoing projects: 13

Total investments: €M 960

Total EU funding: €M 223
The MOS Wider benefit/protection of the environment – sustainable shipping projects

Number of completed projects: 3

Number of ongoing projects: 36

Total investments: €M 908

Total EU funding: €M 293
Thank you for your attention!