



Toolbox for MoS funding applications to assist applicants in preparing their proposals

StratMos Leaflet



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Tools for Motorways of the Sea funding applications in the EU's TEN-T and Marco Polo programmes

Please note:

These pages are intended as an *addition* to the most up to date Call texts and Guides for Applicants provided by the European Commission. The following links take you to the relevant web pages:

- [TEN-T funding programme](#) (Trans-European Network Transport)
- [Marco Polo funding programme](#)

On this website, you will find information and tools to help you with funding applications for Motorways of the Sea projects. This site was developed as part of the **INTERREG IVB NorthSea** project **StratMos–Strategic Demonstration Project for Motorways of the Sea**.

The toolbox can be found at www.vsl.tu-harburg.de/stratmos

The European Union supports modal shift of freight traffic from road to sea. One way of doing this is by helping to fund the so-called Motorways of the Seas (MoS). Such MoS projects can also help to provide better sea links to peripheral parts of the EU. Currently there are two funding mechanisms available: the Marco Polo programme and specific MoS funding, which is part of the Trans-European-Network Transport (TEN-T) programme. However, the procedures for applying for this type of funding can be quite demanding. For MoS applications, there are several core

aspects which need to be covered in addition to showing that the proposed project will become economically viable over time. The following main themes were looked at in the context of the StratMos North Sea INTERREG project:

- modal shift,
- environmental impact and
- socio-economic impact.

For all of these three issues, guidelines and tools are available to support the application process. As part of the StratMos project we have created an on-line toolbox, which documents these.

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Background and challenges

Due to the importance of the MoS concept for achieving common goals in economic development and sustainability, it will be important, that the funding proposals submitted for approval are of the highest possible quality. The conditions that need to be fulfilled by those submitting a MoS proposal clearly go beyond the type of information normally required for planning a new enterprise such as a short sea shipping service. They include providing information on the modal shift generated, on socio-economic impacts and impact on employment (beyond the companies involved), on environmental impacts and on the effects on competition. It has been the experience in several research projects dealing with MoS-related issues that such information is not easy to obtain and/or that there are various ways of achieving this task, not all of them being of equal value. It can be difficult, particularly for smaller companies, to gain an overview of the information sources and tools available to them. To judge their appropriateness for the task at hand can also be a challenge.

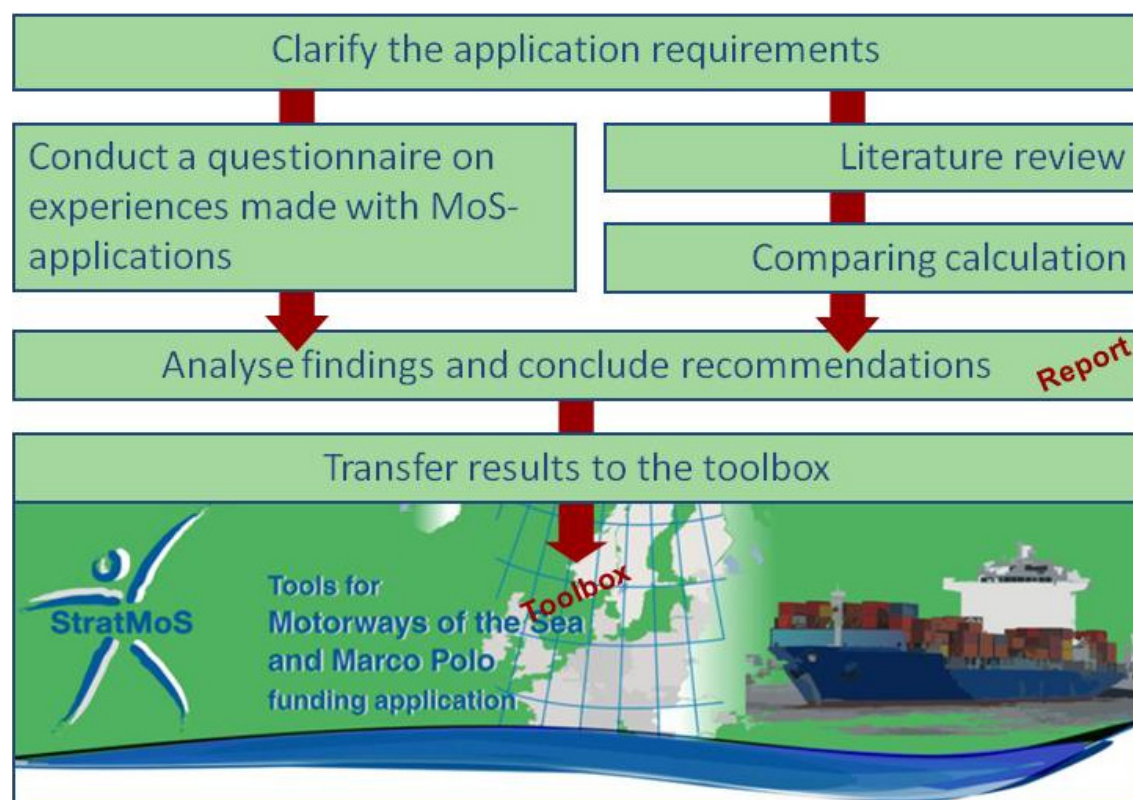
requirements of the application. The Toolbox documents approaches for assessing modal shift as well as for assessing the environmental and socio-economic impact of proposed MoS measures.

Work processes

Different steps were combined to create the toolbox. Aiming to incorporate the experiences applicants and public administrations on all levels have made with drawing up/evaluating applications, a questionnaire study was conducted. In a parallel step a literature review was carried out to find out what tools and information are available and useful for applicants to make the kinds of assessments required for the applications. Other projects and studies with similar goals were also reviewed. To finalise the impressions and findings of these two steps, some comparative calculations were made (where possible) to test the selected tools. All results were compiled into a report, which can also be downloaded from the Toolbox website. Finally the results were transferred into the toolbox.

Objective

The main objective of developing the StratMos Toolbox was to support (potential) applicants for MoS funding from the EU in fulfilling certain



Description of results

The Toolbox provides support for people wishing to submit TEN-T and Marco Polo funding applications. Such applications have to provide information on the nature of the proposed project and its economic viability. Amongst others the following three issues need to be covered:

- *the modal shift (from road to sea), that is expected as a consequence of the project,*
- *the environmental impacts as well as*
- *the socio-economic impacts of the project.*

To achieve a greater user-orientation of the information directly relevant to MoS funding applications, the Toolbox has been developed as a website. The rationale for providing this information on-line mainly relates to the ease of access and the possibility of interconnecting all the data and information sources essential for clarifying the application requirements as well as for assessing the selected issues.

For all three aspects, relevant information and data are summarised on the website and are roughly portrayed in the following.

Modal Shift

The application guidelines for both TEN-T and Marco Polo (MP) funding require applicants to use the Marco Polo Modal Shift Calculator. This is a Microsoft Excel based tool, which can be downloaded from the MP programme's homepage. For better understanding and for guidance while calculating the modal shift, the Marco Polo Call for Proposals comprises calculation examples and useful hints on how to carry out the calculations correctly.



Environmental Impact

Regarding the assessment of environmental impact, the requirements are not yet strictly defined, for example regarding the types of emissions that need to be documented. Therefore, the website provides an overview and comparison of tools for assessing fuel consumption, green house gas as well as air

pollutant emissions. It comprises information on how the tools work, which transport modes they cover, what data is needed as input, what type of information is generated – and of course also, where to find the tools. It is recommended to make the decision for one tool and one tool only - depending on the required/preferred data output and/or the data available for input. For this purpose, a decision diagram is provided on the website. For further information some comparative calculations are also provided to show the tools' differences.



Socio-Economic Impact

Regarding the socio economic impact the Toolbox provides an introduction to the so-called HEATCO guide on carrying out cost-benefit analyses for transport projects. The TEN-T application guidelines recommend that the demonstration of a project's socio-economic impact is carried out in accordance with this guide. There are also some useful hints on how to carry out such an analysis for a maritime transport project on the website.

What else?

Apart from giving support with regard to the three issues listed here, the Toolbox also provides a selection of useful links. In addition, all Toolbox information events are documented there. And finally, contact details for feedback are also provided.

Bringing the results forward

Three information events were organised for the dissemination of results. The first one took place in Hull (Nov 2009), the second one in Hamburg (April 2010) and the last one in Brussels (Nov 2010).

The first two events addressed potential applicants, such as those working for shipping lines, port and terminal operators or from local authorities. The aim was to motivate and support potential applicants from both the public and private sectors to prepare and submit MoS-project proposals in existing funding programmes. Participants received information on current MoS funding opportunities and about the StratMos Toolbox. Additionally experiences from the applicants' point of view were presented there.

The event in Brussels, on the other hand, was addressing all politicians, stakeholders and organisations interested and involved in policy-making in the maritime transport sector. The intention was to motivate them to consider and discuss several perspectives of the MoS concept such as from the North Sea MoS Task Force, from the funding applicants and from the StratMos project partners.

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The StratMos Project

The full name of the project is "Strategic Demonstration Project for Motorway of the Sea". The name signals that the project seeks to be strategic and policy oriented, and at the same time seeking for concrete and tangible results.

The core aim and idea of the StratMoS project is to promote and facilitate shift of cargo from road to seabased intermodal transport as well as to improve accessibility within the North Sea Region by supporting the implementation of Motorway of the Sea (MoS) and related transport networks in an integrated logistical chain.

The StratMoS project is funded by EU and the Norwegian government through the Interreg IV B North Sea Region Programme. The project comprises for the time being 29 partners, covering the North Sea Region from Flanders in the south to Finnmark in Northern Norway in the north. The Murmansk, Arkhangelsk and Nenets regions in Russia are associated partners.

The StratMoS project was approved in December 2007, and the first formal International Management Group meeting was held in April 2008. It will end on 30 September 2011.

Reflecting the dual aspect of the project, the project comprises work packages that are policy and methodology oriented and demonstration projects which shall provide concrete and tangible results.

The StratMos Partners

- Rogaland, Vest-Agder, Møre og Romsdal fylkeskommuner
- Møregruppen
- Barentssekretariatet
- Kystverket
- FDT
- Hamburg State Ministry
- University of Hull - Logistics Institute
- Aberdeenshire Council
- Edinburg Napier University