

SEStran Ferry Toolkit

Section 1 iTransfer and Work Package 4

This document is part of iTransfer, a North Sea Region Interreg programme project, which is funded by the European Regional Development Fund.

iTransfer (Innovative Transport Solutions for Fjords, Estuaries and Rivers) aims to make ferry transport more freely accessible and sustainable, and encourage more people to travel by water. In areas in the North Sea Region (NSR) there are opportunities to replace existing vehicle routes with passenger ferries as a viable alternative. Travelling by ferry is more sustainable, easier and quicker. It can also provide lifeline services to remote communities.

For more information visit www.itransferproject.eu

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Section 1: iTransfer and Work Package 4

1. Introduction to iTransfer and WP 4

- 1.1. Improving water-based public transport is a key issue in the NSR to safeguard sustainable accessibility of regions which would otherwise be inaccessible or suffering from their remote location. The iTransfer partners pursue an implementation-oriented TOP approach to improve water-based accessibility by fostering development of Technology (ferries & landings), Operation (integration with public transport & set-up of ferry connections) and addressing Policy issues (tendering of ferry services & barrier-free access for disabled people) on the national and EU level.
- 1.2. North Sea local and regional authorities wish to improve their accessibility as sustainably as possible. The road system, in particular around urban and metropolitan areas such as London, is often congested. NSR has significant underused capacity for water transport on rivers and estuaries. New ferry services could offer new access for passengers and improved interconnectivity within cities, islands or inland destinations by river.
- 1.3. Regional, national and EU programmes and policies demand reduction of CO₂ emissions. Business and tourism need greater accessibility and interconnectivity of public transport. North Sea islands, such as Terschelling and Helgoland, located in environmental protected area, need accessibility by sustainable ferry technology. Regional Public Transport Authorities seeking improved accessibility of islands and remote communities are looking for appropriate ferry technology which offers modern and commercially viable transport quality, combining reduced fuel consumption (or even new fuel

concepts), low CO2 emissions, and less wash to protect the fauna and flora near the shore. To implement new transport concepts, more and new types of ferry landings are required because of the huge North Sea tidal range. Today's landing equipment does not always meet current standards for disabled use, operability, sustainability, service orientation and interconnectivity with other public transport modes. We need to understand the passenger ferry market demand, specific passengers' requirements and needs in order to tailor solutions to compete against individual transport.

1.4. As rules in the field of passenger ferry transport have become so complex and sophisticated, European players such as local, regional and national administrations and (public) transport authorities, ferry operators and shipyards have joined forces trans-nationally in the iTransfer project to work jointly on new technology, operational concepts and policy frameworks to improve accessibility and sustainability.

1.5. iTransfer falls into the area of intervention 3.1, regional accessibility strategies of the Interreg IV B NSR programme. Focussing on ferries as sustainable means of transport to optimize access to regions where water courses offer potential for public transport, it seeks a strategy on how to make efficient use of this potential. Recent stagnation of accessibility by ferry proves that individual partners cannot find a satisfactory solution to promote "cruise to work". By working together across different regions and sectors the project will develop a new ship design, adapt a ship for eco-fuel and build a tide proof landing, and build critical mass to show new policy options.

1.6. The AIM of iTransfer is to develop & present innovative, sustainable solutions in ferry technology, operation and policy to improve regional accessibility by water-based public transport in the NSR via a TOP approach:

- Resolve TECHNOLOGICAL issues (design of ferries and landings),

- Improve ferry OPERATION (integration of ferries with the public transport system and set-up of new ferry connections)
- Support a POLICY environment which resolves tendering problems and recommend comprehensive barrier-free access solutions.

1.7. Outputs will include installation and launch of an innovative super accessible NSR ferry-landing and a sustainable standard NSR ferry operating with liquefied natural gas (LNG).

1.8. It addresses OP concerns with underused water transport capacity, environmentally friendly development of regions difficult to access by road, and practical equal opportunities for disabled and elderly people.

1.9. Studies for new connections will enable regions with little ferry experience to set up new connections.

2. The Aim of this Guidance

2.1. As described in work package 4 of the project, partners will identify **potential for new ferry connections** in NSR and use the results to attract suitable regional and foreign operators. They will develop a **ferry connection set-up toolkit** and a **joint marketing concept for NSR ferries** to introduce ferry connections efficiently. Based on this joint approach, the partners will be able to develop specific feasibility and implementation.

2.2. Through the iTransfer consortium this common ferry set-up toolkit has been developed to deliver a comprehensive manual that is generic and flexible enough to be useful for all potential passenger ferry operators within the North Sea Region and beyond.

2.3. Each section contains sufficient detail and information to inform authorities as they embark on the process of evaluating the need for, and establishing a ferry service.

3. Toolkit Research

- 3.1. Partner Questionnaire – This was used to identify the key policies and areas for consideration. As a first step, the questionnaire was developed as a means of gathering input from the partners. It was recognised that the approaches in different countries and sectors of the industry will differ significantly but the questionnaire was used to help partners to assist the work stream.
- 3.2. Desk Top and Literature Review – Current practices in each member country and a review of current EU guidance and review of policies identified within the partner questionnaire was carried out.
- Case Studies – Best practice examples were drawn from the I Transfer Consortium.

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