



Thematic session on Accessibility

Conference on maritime cooperation,
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Aim of session

- Give participants relevant and up to date information concerning each thematic topic in an EU/Interreg perspective
- Spread best practice examples on ongoing Interreg projects and project ideas
- Give inspiration and motivation to develop new maritime Interreg-projects
- Be an arena for questions and short discussions

Questions

- What are the challenges we face within the maritime sector in our regions?
- What can we jointly do to solve these issues?
- What capacity do we need to make a difference?

Proposed topics for accessibility session

- Linking the programmes' regions through multi-modal transport corridors (including motorways of the sea) and innovative logistics solutions.
- Port development and cooperation
- Cooperation on safe maritime transport, safe havens in case of accidents etc.
- Improving the accessibility to coastal areas – both for residents and tourists (also to improve all year round tourism)
- Joint efforts to improve your and your European neighbors' regional accessibility e.g. intermodal connection points, hubs etc.

Presentation of moderator



- International Coordinator in Vest-Agder County Council
- Major in Political Science from University of Oslo 1987
- Adviser in North Sea Commission Transport group
- Member of Norwegian Sub-Committee on Interreg B and C
- National Contact Point and member of MC for Interreg IVC
- Regional Contact Point for Interreg IVA Øresund-Kattegat-Skagerrak Programme
- Experience from several projects under the Interreg North Sea and Baltic Sea Programmes, as well as under Interreg IIC

North Sea Commission

- Founded in 1989, is one of six Geographical Commissions under the European umbrella organisation CPMR
- 36 individual member regions from 7 countries (Denmark, France, Germany, Netherlands, Norway, Sweden, and the UK)
- Aims to encourage cooperation and partnerships between the regions around the North Sea, raising the profile of the North Sea region and promoting it as a major economic basin.
- President: Gunn Marit Helgesen, County Mayor, Telemark (Nor),
- Executive Committee with regional politicians
- 5 thematic groups on innovation & education, sustainable development, marine resources, transport and Culture & tourism

Significance of maritime transport

- Essential for economic growth and global competitiveness
- Important source of revenues and jobs in Europe
- Accounts for 90% of the EU external freight trade and 40% of intra-European freight.
- More than 400 million passengers passing through European ports each year
- Is predicted to grow from 3.8 billion tonnes in 2006 to some 5.3 billion tonnes in 2018
- The North Sea is one of the busiest maritime regions in the world, potential market of over 250 mill consumers

Significance of maritime transport



Maritime transport relates to several policy fields, such as:

- Economic development & innovation
- Environment
- Education & employment
- Cohesion
- Safety & security
- Energy & CC

EU policy initiatives on maritime transport

- Introduction of Motorways of the Sea (MoS) concept in 2001 White Paper on transport
- MoS introduced as a priority project in the 2004 revision of TEN-T
- Revision of Transport White Paper in 2006
- Freight Logistics Action Plan
- Ports policy communication
- Introduction of maritime transport space without borders
- Consultation on Marco Polo II
- Maritime Transport Strategy 2018
- Consultation on Green Paper for revision of TEN-T

EU Maritime Transport Strategy 2018



- Presents the main strategic objectives for the European maritime transport system up to 2018. The Strategy identifies key areas where action by the EU will strengthen the competitiveness of the sector while enhancing its environmental performance
- Goals and recommendations refer to two main issues:
- The ability of the maritime transport sector to provide cost-efficient maritime transport services adapted to the needs of sustainable economic growth of the EU and world economies and
- The long-term competitiveness of the EU shipping sector, enhancing its capacity to generate value and employment in the EU, both directly and indirectly, through the whole cluster of maritime industries.

Motorways of the Sea

Existing or new sea-based transport services that are integrated in door-to-door logistic chains and concentrate flows of freight on viable, regular, frequent, high-quality and reliable Short Sea Shipping links.

Three main objectives for the sea motorways projects:

- (1) freight flow concentration on sea-based logistical routes;
- (2) increasing cohesion;
- (3) reducing road congestion through modal shift.

MoS cont.

- TEN-T supports infrastructure and facilities, budget of 310 mil Euro 2007 – 2013. Annual calls
- Partners in at least two member states, projects are initiated by industry players and/or public stakeholders, often in response to joint calls for proposals from Member States
- Successful proposals resulting from joint Member State calls can be submitted to the TEN-T programme if infrastructure financing is necessary.
- Marco Polo II may support MoS services, MoS introduced as a new funding area. No MoS projects were selected under the 2008 Marco Polo call

MoS projects and experiences so far



- Three projects were selected under the 2008 European TEN-T call: Esbjerg (DK) - Zeebrugge (BE), Karlshamn (SE) - Klaipeda (LT) and Trelleborg (SE) - Sasnitz (DE).
- Very difficult contract discussions with the European Commission and the TEN-T Executive Agency related to the huge amount of detailed information required, e.g. schedules, modal shift, emissions
- The 2009 European TEN-T call closed last week. Only one MoS submission: Aarhus (DK) - Göteborg (SE).
- No MoS proposals submitted to the 2nd joint call for tender in the North Sea. The North Sea MoS Task Force will continue

MoS experiences



Statement on MoS in TEN-T Green Paper:

- “The complexity of procedures for obtaining public financial support and the lack of clear objectives and criteria have however hindered any broad implementation of the concept so far”.
- The MoS instrument under TEN-T is obviously perceived as difficult to use by the stakeholders (ports, shipping operators etc). Need for simplification and streamlining of funding instruments.
- No prospects for revision of MoS, but ports and MoS should get a more prominent role in the revised TEN-T network, although it is not clear yet how this will happen.
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The role of Interreg in relation to maritime transport projects

- Facilitate cooperation and partnerships between key stakeholders
- Exploring needs and opportunities for new transport solutions
- Develop new concepts, models, systems, strategies, roadmaps
- Testing & demonstration of new technologies and solutions
- Preparing major infrastructure investments under TEN-T and/or proposals for intermodal sea-based services under Marco Polo II
- Formulating policy recommendations for EU and national authorities