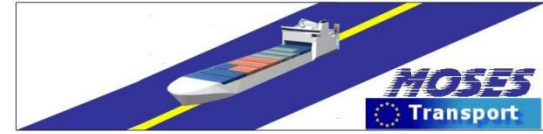


# The MOSES project

- MOSES – Motorways of the Sea European Style
- Start May 2007
- Duration 36 months
- 41 Partners
- Budget > 14 mill €, 1101 man-months
- Funding from DG Tren 8 mill €
- Coordinator MARINTEK




# Main Challenges related to Future Logistics solutions


- Increased Environmental concern and energy constrains
- Lack of transport capacity due to infrastructure which can't cope with the increase in traffic
- European competitiveness has to be improved




# European perspectiv





 "Essen" Rail project

 Rail project (2001)

 Rail project (2003)


 "Essen" Road project

 Road project (2001)

 Road project (2003)

 Inland waterway project (2001)

 Inland waterway project (2003)

 Motorway of the sea (2003)

 Airport projects

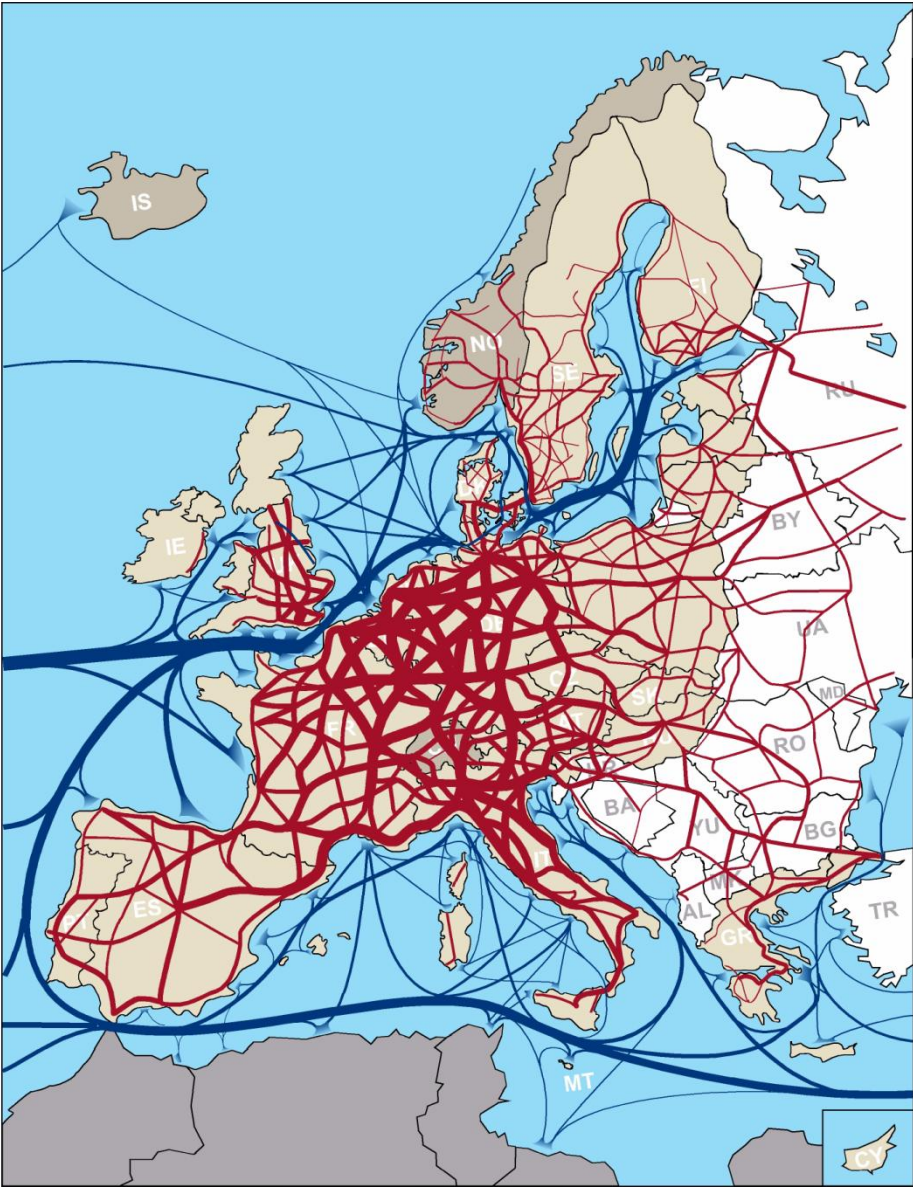
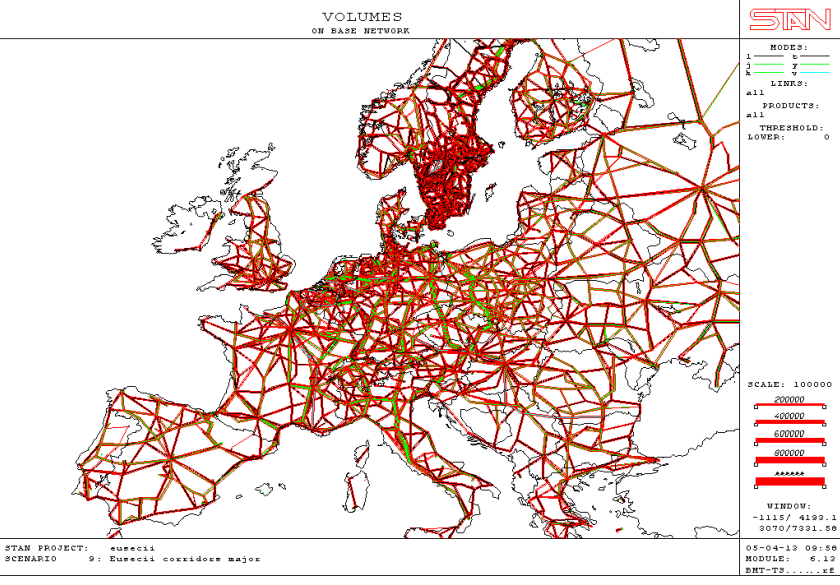
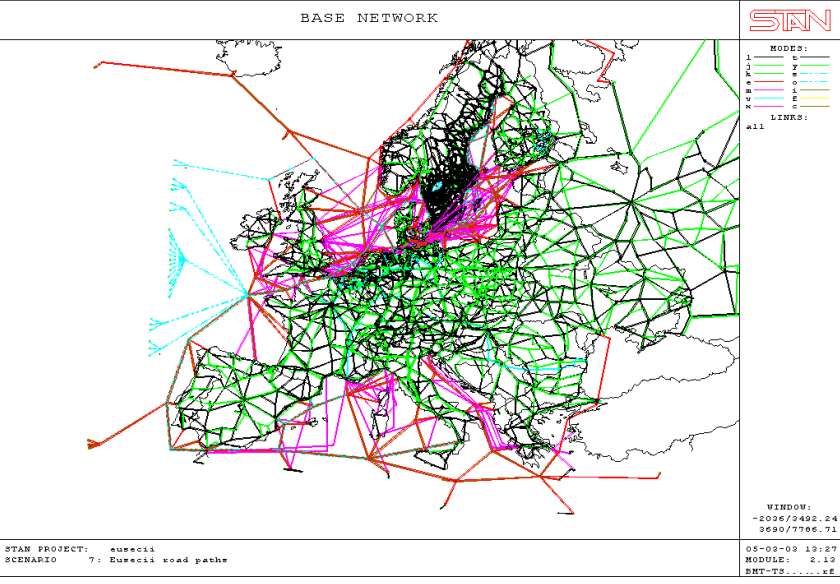
 Port projects

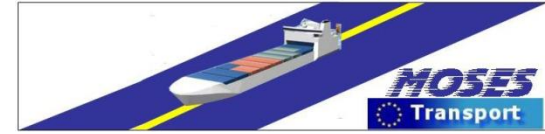
Source: DG TREN



© EuroGeographics Association for the administrative boundaries

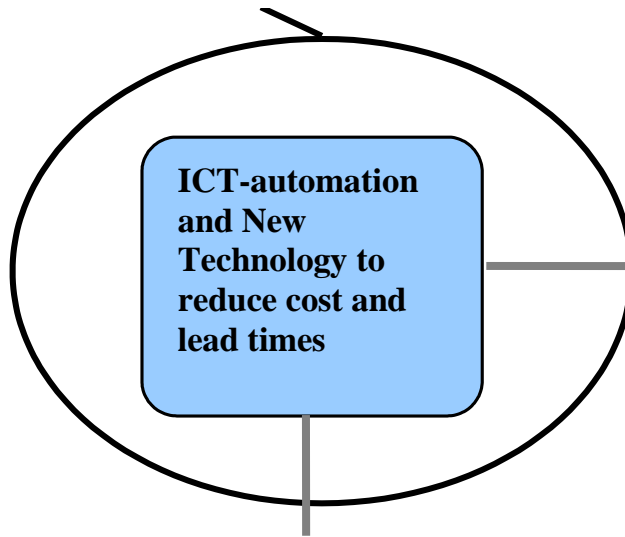
# BMT European freight model



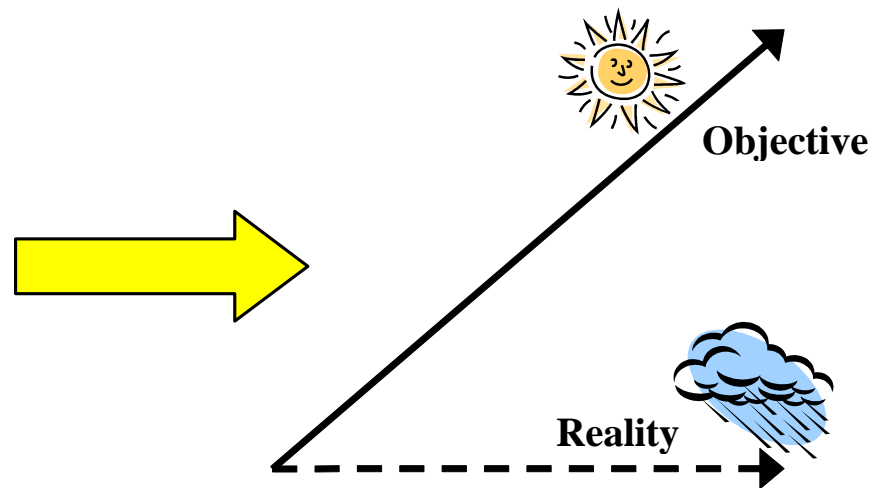


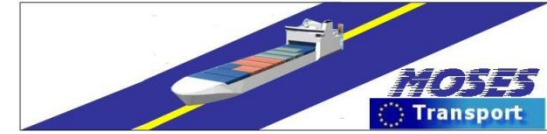
# ***Current State of the art and general focus in previous projects to develop Short Sea Shipping and Intermodality across Europe***

**Focus in Previous Projects**

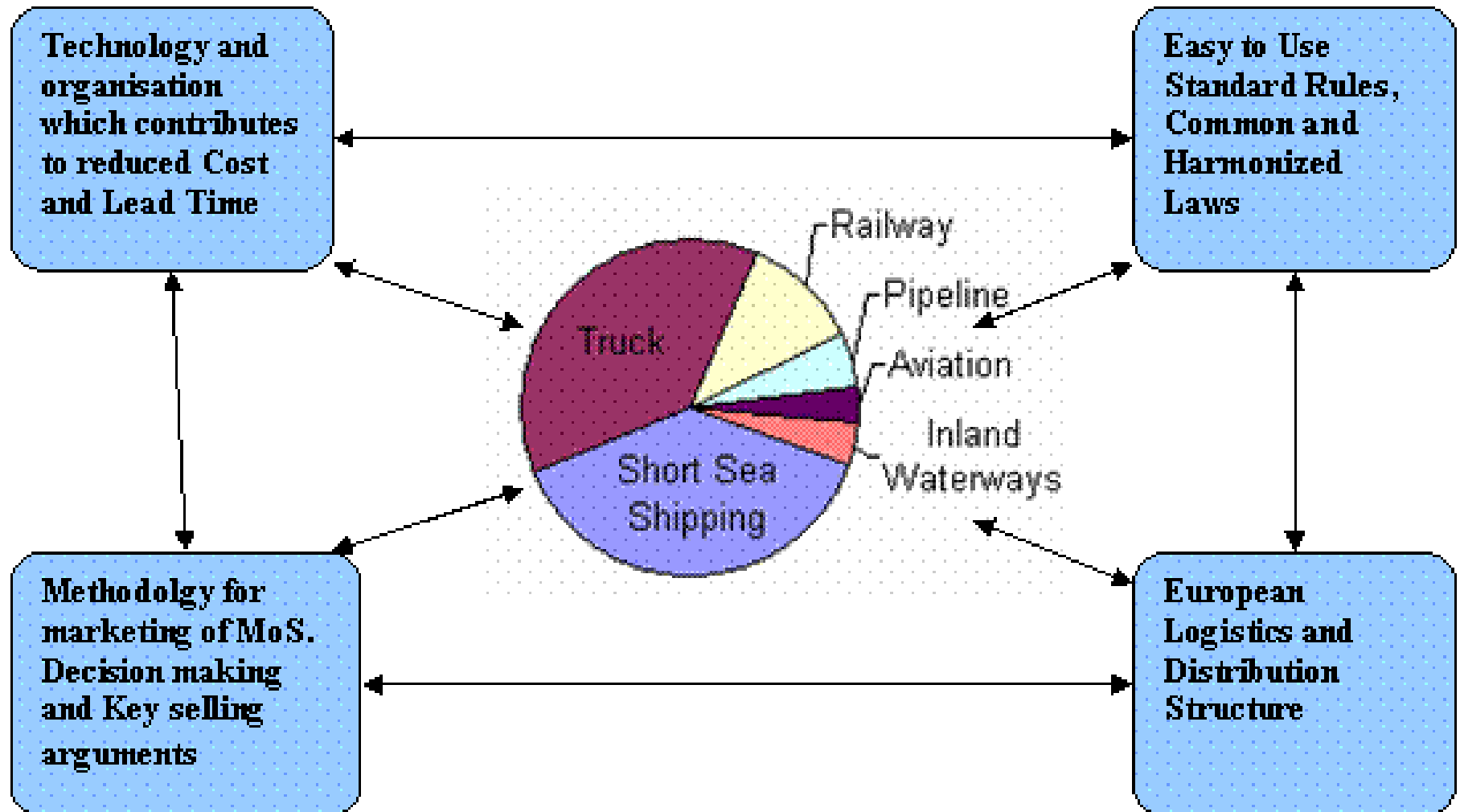


**Short sea shipping market share growth**



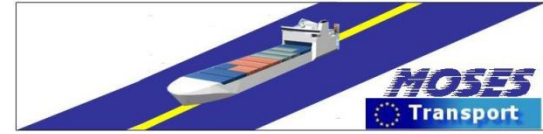


# The four cornerstones of MOSES – How to Increase the Market share of short sea shipping and Intermodality



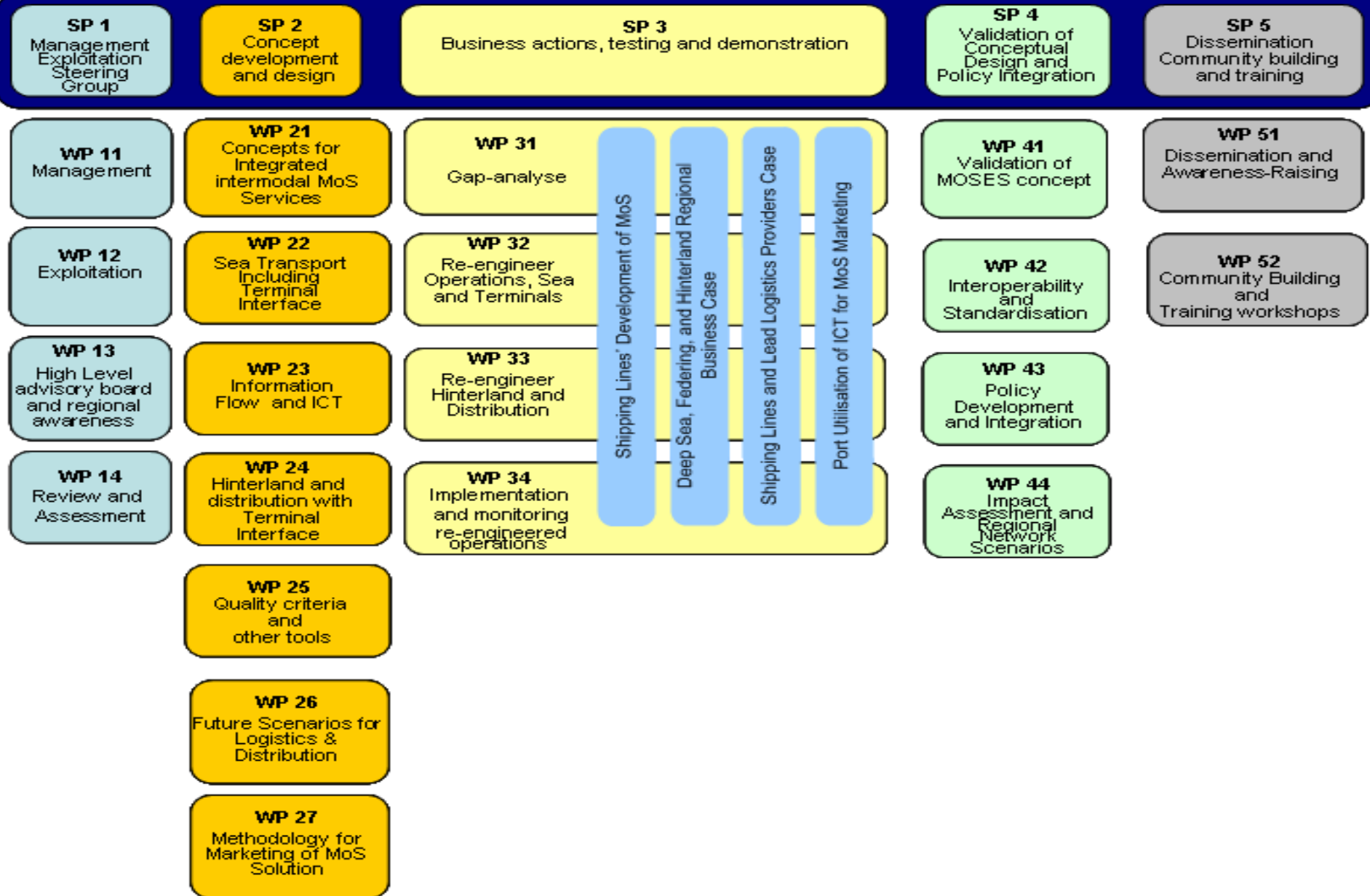


So what is easy to use or easiness. In the next table the four transport modes are compared.

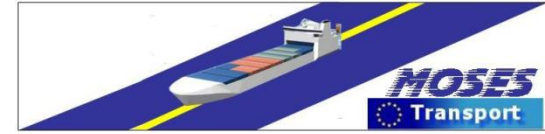


Sea Transport	Railway	Truck	Aviation
National rules following different conventions	National Rules	Common European Rules	Common rules by IATA
Captain/first officer must speak the local language to get pilot exemption		No foreign language qualification required	English language used for communication
Regulatory regime complicated: IMO, Flag/Port state, Classification-/ Insurance- companies	National regulatory regime. Borders crossings complicates this	In general Common European rules.	Regulatory scheme easy to understand
On open sea, few restrictions, but in general difficult to get pilotage exemptions	Certifying drivers for each track. For example Hamburg-Berlin	Can drive all over Europe on the same Driving license.	The check out is per plan type for example B737-800. Then you can go worldwide
None standardized instrumentations		Standardized instruments	Standardized instrument and placement in cockpit
Port Captain and pilots has a lot of power		Control regime for speed, weight, tech.condition	The airport authorities will hardly stop any operator

# MOSES STRUCTURE

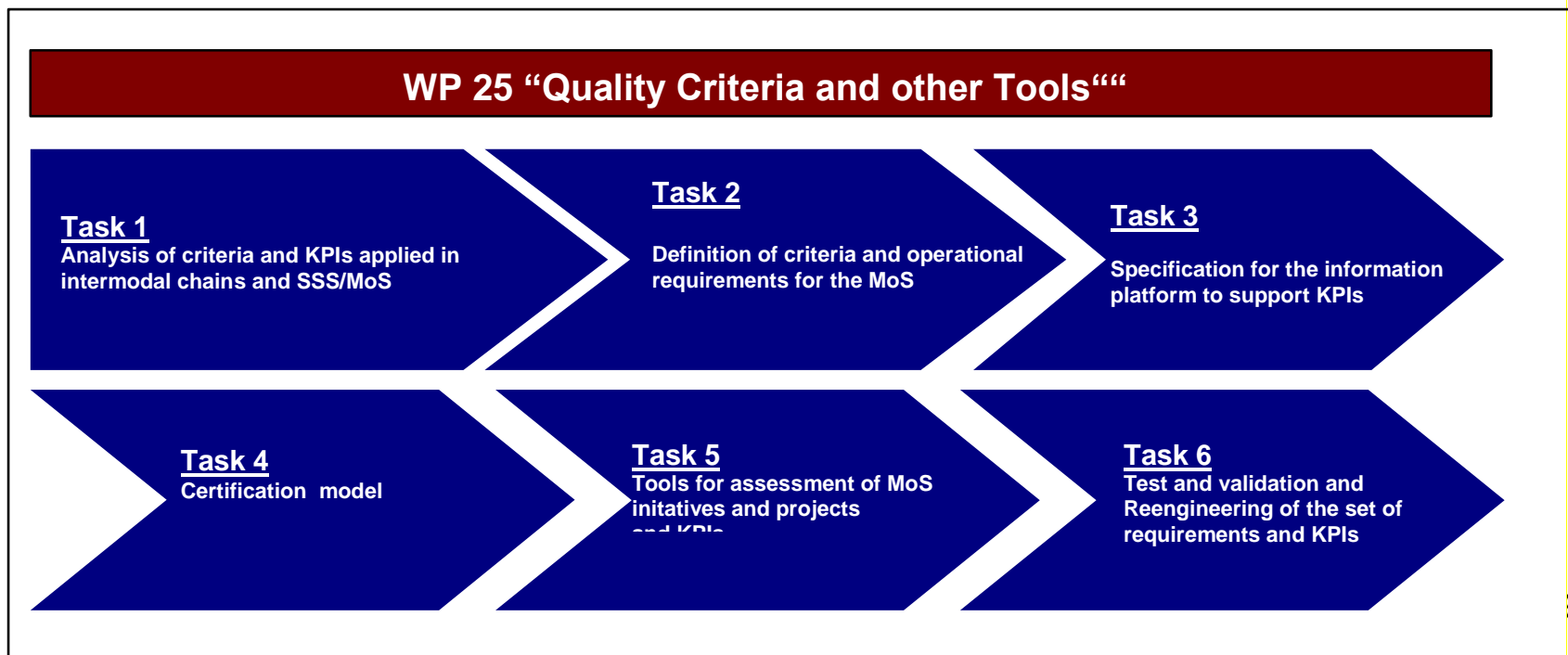






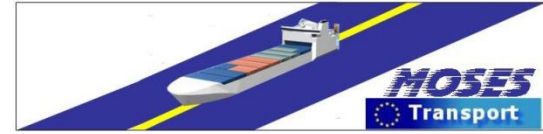
*WP 25 Quality criteria and other tools:* The expected is a range of criteria and tools to evaluate the maritime-based intermodal transport chains and projects for establishing them.

The tools developed will also provide the possibility to measure and compare the performance of Motorways of the Sea services.

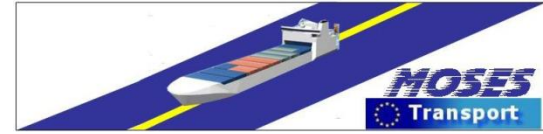




# WP 42: *Interoperability and Standardisation:*



- The assessment of the need for standardization of the various instruments suggested in MOSES and of the interoperability issue will also include reference to existing procedures and/or regulations. Among those are for instance IMO issues, where one topic of interest is the way that the Tonnage Measurement Convention is used to determine port charges and other rules and charges on GT.



WP43: *Policy Development and Integration*: The objective of this work package is to provide –for policy makers at all levels and for private sector actors –a sustainable policy framework and financing regime to ensure the optimal development of sea motorways.

- D43.1 – Interim report 1 on policy recommendations (M11)
- D43.2 – Interim report 2 on policy recommendations with outline impact assessment (M23)
- D43.3 – Final report on policy recommendations with impact assessment (M36)
- D43.4 – Phase I Report on financing needs and financing of MoS (M18)
- D43.5 – Phase II Report on financing needs and financing of MoS (M34)
- D43.6 – Initial Report on Future Transport Chain and Network Scenarios – EU scale (M11)
- D43.7 – Final Report on Future Transport Chain and Network Scenarios – pan European scale (M23)
- D43.8 – Moses Blue print (M36)

# MOSES Goals

MOSES' main goal is to develop a blue print establishing the detailed criteria and conditions for developing an innovative European network of Motorways of the Sea (MoS) as part of the Trans-European Transport Network (TEN-T). The MOSES blue print will target, through the development of Motorways of the Sea, an increase in the share of Short Sea Shipping in the European Union transport market from 43% to 56% by 2020, i.e. an increase of 30% and an accompanying increase in intermodal transport.

## MOSES Core Objectives

1: To develop all the research actions necessary for underpinning a marketing strategy to make available MoS the obvious mode for freight transport by user and key decision makers

2: To produce a comprehensive and validated methodology for developing quality MoS services with seamless junctions at modal transfer nodes through integration of technology with organisational, economic and regulatory aspects

3: To assess the impacts of innovations and resulting policy recommendations and of their deployment at EU-side scale and to develop tools to assess and certify MOS services

4: To produce a blueprint for designing and implementing at EU scale efficient, safe and secure Motorways of the Sea that achieve a massive modal shift from road freight transport, verified and validated through business case Demonstrators

## Objectives of Priority 1.6.2 Sustainable Surface Transport

1: New technologies and concepts for all surface transport modes

3: Rebalancing and integrating different transport modes

4: Increasing road, rail and waterborne safety and avoiding traffic congestion

