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
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

ICT-automation and New Technology to reduce cost and lead times

Objective

Short sea shipping market share growth

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

- Technology and organisation which contributes to reduced Cost and Lead Time
- Methodology for marketing of MoS. Decision making and Key selling arguments
- Easy to Use Standard Rules, Common and Harmonized Laws
- European Logistics and Distribution Structure
So what is easy to use or easiness. In the next table the four transport modes are compared.

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