



European
Commission

Connecting Europe Facility TRANSPORT

Member States involved:

Finland, Germany

Implementation schedule

Start date: January 2014

End date: December 2016

Budget:

Estimated total cost of the action:
€25,939,350

Maximum EU contribution:
€7,781,805

Percentage of EU support: 30%

Beneficiaries & implementing bodies:

Finnlines Plc
www.finnlines.com

Lübecker Hafen-Gesellschaft mbH
www.lhg.com

Port of Helsinki
www.portofhelsinki.fi

Additional information:

European Commission
<http://ec.europa.eu/transport>

Innovation and Networks Executive
Agency (INEA)
<http://ec.europa.eu/inea>

Upgrading and sustaining the competitive core Baltic MoS link Helsinki-Lübeck

2014-EU-TM-0391-M



This Action is embedded in the development of the Trans-European Transport Network (TEN-T) with an emphasis on increased efficiency and sustainability of transport, infrastructure use, as well as freight and passenger handling operations on the maritime link Helsinki-Lübeck. The MoS link is part of the Scandinavian-Mediterranean TEN-T core network corridor. It is also relevant for the North Sea-Baltic corridor, which is inter-linked to the Scandinavian-Mediterranean corridor at the transfer node of Hannover (Germany).

The Action has two objectives. On one hand, to increase the productivity and capacity of the MoS link and service related terminal operations in the TEN-T core ports of Lübeck-Travemünde in Germany and Helsinki-Vuosaari in Finland. On the other hand, to reduce the environmental impact of ship operations.

To this end, the action will include the design and construction of an embarkation facility in the Port of Helsinki-Vuosaari, as well as the improvements in the terminal operation of Lübeck-Travemünde. It will also include the installation of open-loop hybrid ready wet scrubber systems and new blades and rudder systems on board of the four very large RoPax ships named "Nordlink", "Finnstar", "Finnmaid" and "Finnlady".

This will contribute to the reduction of sulphur oxide emissions in the Baltic Sea, as requested by Annex VI of the International Convention for the Prevention of Pollution from Ships (MARPOL) and the EU Directive 2012/33/EU. By reducing the green-house gas emissions of the vessel operations the action significantly contributes to the Union's CO2 emissions targets.

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