

## **Notification**

### **Open call for proposal**

The Ministry of Transport and Communications of Finland and the Federal Ministry of Transport, Building and Urban Affairs of Germany call for project consortiums to propose projects to contribute for the Motorways of the Sea concept as part of the Motorway of the Baltic Sea as defined in the priority project No 21 of the TEN-T guidelines.

The notification meets the formal requirements of Article 12(a)(4) of the TEN-T-Guidelines of 29 April 2004.

This notification is a joint invitation of Finland and Germany to interested parties to prepare proposals for Motorway of the Sea projects, for which financial aid by TEN-T is available. Proposals should be submitted to the aforementioned ministries for an evaluation. The proposals will be evaluated jointly by both ministries and based on the criteria described in this notification.

The approved sea motorway project proposals are eligible for financial aid from the TEN budgets in the coming years. Call for TEN financial aid will be announced separately by the Commission. Applications for TEN financial aid must obtain the agreement of the Member States concerned. These applications may be submitted either:

- by the Member State(s) concerned, or
- by the public or private undertakings or bodies directly concerned by the project, with the agreement of the Member State(s) concerned or
- by the European or international organizations concerned (in which Member States are represented as members)

#### *Objective*

The trans-European network of motorways of the sea shall aim to concentrate flows of freight on sea-based logistical routes in such a way as to improve existing maritime links or to establish new viable, regular and frequent maritime links for the transport of goods between Member States so as to reduce road congestion and/or improve access to peripheral and island regions and States. Motorways of the sea should not exclude the combined transport of persons and goods, when freight is predominant.

#### *Scope*

The trans-European network of motorways of the sea shall consist of facilities and infrastructure concerning at least two ports in two different Member States. These facilities and infrastructure should focus on the development of smoother integration of waterborne transport in the logistic chain, streamlining freight flows, facilitating an efficient exchange of information and the interoperability of the different elements and modes in the transport chain to favour intermodal concepts, coherent traffic quality and logistic chain integration. They shall include elements, in at least one

Member State, such as the port facilities, electronic logistics management systems, information systems, safety and security and administrative and customs procedures, as well as infrastructure for direct land and sea access (inland waterways and canals) and/or including ways of ensuring year-round navigability, in particular the availability of facilities for dredging and icebreakers for winter access.

### *Some elements of project proposals*

#### 1. General target, origin and destination of proposals

The Motorways of the Sea proposals should demonstrate a package of measures to develop sea transport based multimodal logistic chains through ports in Germany and Finland. These logistic chains may extend to hinterland countries in the EU and in neighboring regions. Sea motorway projects link EU's main land and inland waterways axes to each other and in this way improve efficiency of EU's internal and external transport network as a whole.

Participation of partners from other Member states as well as neighboring countries in the German – Finnish projects is welcome provided that the country in question has made this possibility public to allow fair treatment of all ports and other interested organizations in the respective country.

Projects in cooperation of two or more national ports are preferred. Networking of several ports is considered as a realistic way to avoid distortion of competition.

#### 2. Required actions and investments to infra- and superstructures in the port and level of quality expected in the ports

The proposals should also be able to demonstrate their present level of service (service to the ship, administrative services, information services, cost related prices) and long term target level of service for the same indicators. They should also be able to show what investments and actions will be carried out to achieve the target level.

An indicative timetable related to the planned actions and investments should be included as well.

#### 3. Requested type of financing

Proposals should preliminarily exemplify what kind of financial support (TEN financial aid) is needed before 2013: Investment aid for infrastructures, facilities (up to level of 20%), start-up aid for capital costs (up to two years) and support for studies (up to level of 50%) are possible.

Art. 12a of the TEN-T Guidelines spells out the various categories of items which can receive investment financial support under the TEN-Regulation:

- **Infrastructures:** port infrastructures, infrastructures for direct land and sea access, inland waterway and canal infrastructures within the meaning of Art. 12a (3) of the TEN-T Guidelines.
- **Facilities:** electronic logistics management systems, facilities to ensure and enhance safety and security, facilities to simplify administrative and customs procedures, facilities for ice-breaking and dredging operations (see Art. 12a (2) of the TEN-T Guidelines).

In practice, this can include facilities and infrastructure open to all users on a non-discriminatory basis. These can include elements such as:

- dikes, breakwaters, locks and other high water protection measures,
- lights, buoys, beacons; floating pontoon ramps in tidal areas,
- infrastructure for utilities up to the terminal site,
- direct land and sea access to port, including short connecting links to the national transport networks or TEN-T Guidelines,
- port facilities, e.g. equipment available to all users,
- electronic logistics management systems,
- information systems, including traffic management (VTMIS) and electronic reporting systems,
- safety and security measures,
- administration and customs,
- waterways and canals linking two European Motorways of the Sea or two sections thereof, substantially shortening sea routes. These measures for waterways and canals can include a number of relevant facilities and infrastructure;
- facilities for dredging, icebreakers and facilities for icebreaking for winter access;

#### 4. The level of freight expected to be carried until 2010 on the motorways of the sea

The proposals should be able to demonstrate their significant role in the present transport market situation and provide estimates of their role in 2010. This should be done by providing current traffic statistics and traffic forecasts for 2010.

#### 5. Impacts on cohesion and accessibility

For example improvements in the accessibility by way of improving frequency of services, alternative route options, time savings etc. should be presented.

#### 6. Wider benefits and distortion of competition

The proposals should describe the wider benefits going beyond the interests of one single port. Therefore projects in cooperation of two or more national ports are preferred. Networking of several ports is considered as a realistic way to avoid distortion of competition.

In the motorways of the sea concept hinterland connections are more than links to ports, they should be integral part of the complete project which predominantly aims to increase the attractiveness of sea connections or to establish new sea connections. In order to reduce road congestion mainly for long distances environmental friendly transport modes shall be preferred.

Proposals should roughly quantify ton-kilometers presumably avoided on roads. Supportively the proposals should also describe the direct or indirect socio-economic effects, in particular on employment.

Proposals should also describe effects of proposed actions on distortion of competition.

A more detailed guidance (a Vademecum issued in conjunction with the call for proposals TEN-T 2005) for the proposers is available in the commission website: [http://europa.eu.int/comm/transport/intermodality/motorways\\_sea/projects\\_call2005\\_en.htm](http://europa.eu.int/comm/transport/intermodality/motorways_sea/projects_call2005_en.htm)

#### *Evaluation criteria*

The proposals will be evaluated based on their merit to following criteria:

- Contribution to modal shift or to cohesion /accessibility
- Quality aspects
- Viability of service and credibility of overall project
- Effects on competition

Furthermore the quality aspects of the project, will be considered with regard to five different elements: (1) Quality of the port services (one stop administrative services, service to the ship, cost-based prices); (2) Quality of the hinterland connection and services- good intermodal hinterland connections between the selected ports and the rest of the TEN-T Guidelines network ; (3) Overall information systems and monitoring in the transport chain; (4) Characteristics of the shipping services involved (e.g. frequency and regularity, safety and security); (5) TEN dimension: integration of project into overall network development.

#### *Structure of the proposal*

In order to facilitate evaluation of the proposals the following structure is recommendable in the proposals:

1. Long-term logistic goal and general description of the proposal
2. A comprehensive action plan in the long term and indicative timetable (including also measures not eligible for EU co-financing like measures of administrative nature)
3. Measures before 2013 eligible for TEN financial aid
4. Impacts of proposed measures emphasizing evaluation criteria described above.

*Closing date*

The proposals must be sent to the following addresses no later than March 24th 2006.

The Ministry of Transport and Communications of Finland  
Kirjaamo  
Eteläesplanadi 16-18  
PO Box 31,  
FIN-00023 Government

The envelope must bear the words: Motorways of the Sea Proposal and reference number 135/92/2006 of the Ministry of Transport and Communications of Finland has to be mentioned in the cover letter of the proposal.

and

Federal Ministry of Transport, Building and Urban Affairs  
of Germany, unit LS 21  
Robert-Schuman-Platz 1  
GER-53175 Bonn

The envelope must bear the words: Motorways of the Sea Proposal.