

5. Proposals recommended under the 2011 TEN-T Multi-Annual Calls for Proposals

5.1 Proposals recommended under the 2011 TEN-T Multi-Annual Calls for Proposals in the field of Motorways of the Sea (MoS)

Proposal type (Study/work/mix), code and Member State(s)	Title	Applicant	Project description	Total eligible costs €	TEN-T requested funding €	% TEN-T funding	Recommended total eligible costs	Recommended TEN-T funding	% TEN-T funding	Comment
2011-EU-21001-M EU (IT, EL) Study and Work	Adriatic Motorways of the Sea (ADRIAMOS)	Autorità Portuale di Venezia	<p>The proposed action aims at improving viable, regular and reliable sea-based transport services that are integrated in the logistic chain.</p> <p>It consists of infrastructure and facility investments (works and studies) necessary to remove bottlenecks and improve efficiency of the logistic chain along the Adriatic-Ionian transport corridor. In the Port of Venice a new Ro-Ro terminal will be built in Marghera. In the Port of Igoumenitsa a study for establishing a Freight Village in the Thesprotia region is foreseen.</p>	57,250,000	12,875,000	22.5%	56,700,000	12,210,000	21.5%	The proposed action is relevant to the call. Through its improved efficiency of the transport chain, the proposed action is expected to contribute to reducing the environmental impact from transport locally and in the corridor and thereby also to the EU 2020 strategy. Modal shift calculations and freight flows need to be completed for the whole corridor.
2011-EU-21002-P EU (DK, SE, NL, BE, UK) Work	On Shore Power Supply - an integrated North Sea network	DFDS Seaways BV	<p>The proposed action is a pilot, which aims to establish an integrated North Sea network. On-shore power supply installations will be set up in 5 terminals and 13 vessels frequently travelling to these terminals will be equipped. DFDS aims to achieve big reductions in air polluting emissions and offer a standard solution for the shore power supply infrastructure that could be an opportunity to other stakeholders as well. The proposed action is composed of 3 main activities related to the terminal and ship infrastructure, as well as environmental, technical and economic monitoring.</p>	20,560,000	10,280,000	50%	11,695,000	3,185,000	27.2%	The proposed action is relevant to the call priorities, of very good quality and technically ready to start. Due to already existing ships and ports equipped with cold-ironing facilities in Europe, it is recommended to be retained for funding as a mixed studies/works project with a limited scope i.e. for installations in 5 port terminals and 3 vessels proving the functionality of the installations. 3 vessels have been selected as this is a minimum for sampling.

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2011-EU-21004-S EU (SE, ES, UK, PT, DE, EL, IT) Study	TrainMoS	Universidad Politécnica de Madrid	The proposed action is a pilot study aimed at developing a MoS knowledge infrastructure. Pulling together local competences and knowledge already existing in different EU universities will deliver the basis for a future EU virtual open MoS university. 7 university courses will test and prove the TrainMoS concept. It will develop a training infrastructure and knowledge network.	4,265,525	2,132,763	50%	2,509,108	1,254,554	50%	The proposed action is relevant to the call and is a first step of the 'proof of concept' of reinforcing the human element of the multimodal transport chain. Within a MoS context, involvement of the industry in the definition and validation of the modules must be assured. The costs are very high and parts of the proposal are unfocused. It is therefore proposed to support only the most pertinent parts of it with their associated costs and in particular its initial phase with focus on the definition and validation of the modules.
2011-EU-21005-S EU (DK, LV, SE, FI, EE, PL) Study	LNG in Baltic Sea Ports	Helsingborgs Hamn AB	The aim of the proposed action is to develop a harmonised approach towards LNG bunker filling infrastructure in the Baltic Sea region. By sharing knowledge between 9 Baltic partner ports from 6 countries and their stakeholders, a more standardised process for planning and constructing LNG infrastructure will be achieved. The proposed action builds on previous activities and foresees pre-investment studies directly preparing for investments in LNG bunkering infrastructure in the ports. The actual infrastructure investments will be made at a later stage.	4,894,180	2,447,090	50%	4,894,180	2,447,090	50%	The proposal is very relevant, mature and of very good quality. The proposed action is expected to have a positive impact on the environmental performance of maritime shipping in the Baltic region, and possibly other European regions through dissemination of best practice. Therefore, the project is expected to produce considerable EU added value. The joint development of a port network of LNG infrastructure will be innovative and conducive to meeting the SECA emission requirements.

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2011-EU-21007-S EU (E5, UK, PT, DE, IT, EL) Study	COSTA	RINA SpA	The proposed action is a strategic pilot study in relation to MoS implementation. It consists of feasibility studies on Liquefied Natural Gas (LNG), on prototypes and innovative green technologies for Ro-Ro ships and ports and on integrated ICT systems within the whole MoS chain. The proposed action will create a strategic decision paper and common best practices relevant for administrations and other stakeholders. It is particularly orientated towards the LNG use in the Mediterranean, Atlantic and Black Sea areas.	22,079,010	11,039,505	50%	3,073,896	1,536,948	50%	The proposed action consists of 3 complementary, but not integrated pillars, with different levels of relevance to the 2011 MoS call. Pillar 1 is relevant to the call, as it aims studying and developing framework conditions for the use of LNG ships, while pillars 2 and 3 lack strategic coherence and synergies between activities and particular MoS links/corridors in two different MS. The impact of pillars 2 and 3 remains limited at a local level, failing to reach a wider stakeholder group. Therefore, only pillar 1 is retained for funding which on top of its relevance is expected to produce a significant impact, in particular if stakeholders from the Black Sea states and France are included.
2011-EU-21009-M EU (E5, UK) Study and Work	IBUK - intermodal corridor	Port of Tilbury (London) Ltd	The proposed action aims at improving MoS capacity along a corridor from the Iberian Peninsula to the UK. Its main objective is to increase modal shift from road onto the Spanish hinterland rail network. The "IBUK" - In-termodal Corridor will focus on: <ul style="list-style-type: none"> • Rail infrastructure for a new port-railway logistics terminal in El Prado, Spain; • Infrastructure at the Port of Tilbury to ensure efficient handling of freight; • The development of an innovative Information Technology system (Intermodal Corridor Community System). 	31,990,719	7,299,308	22.8%	31,990,719	7,299,307	22.8%	The proposal is very relevant and of a very good quality. It will improve the efficiency of the transport chain and in particular its intermodal capacity. The proposed action has a high modal shift potential by replacing long road legs with rail and sea legs.

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2011-EU-21010-M EU (DE, SE) Study and Work	Green Bridge on Nordic Corridor	T T - L i n e & GmbH Co. KG	The proposed action envisages to upgrade the ferry services between the ports of Trelleborg (SE), Rostock (DE) and Lübeck (DE) by introducing expanded vessels with green technology and to upgrade port handling (at all 3 ports) and intermodal facilities (Trelleborg/Rostock). It includes implementation of projects focusing on port and intermodal terminal infrastructure and facilities, as well as pilot studies envisaging the introduction and deployment of new (prototype) and innovative technologies and concepts.	84,640,827	19,829,297	23.4%	84,640,829	19,829,297	23.4%	The proposal is highly relevant to the call and of very good quality. The proposed action combines capacity increase of vessels with positive environmental impacts through the demonstration of green technologies (scrubbers and a catalyst) on the vessels and cold-ironing in the ports, which will provide wider benefits to the industry. It also develops the intermodal capacity and consequently improves the integrated transport chain in the corridor. It should be noted that the jumboizing of the vessels is a pre-requisite for this action.