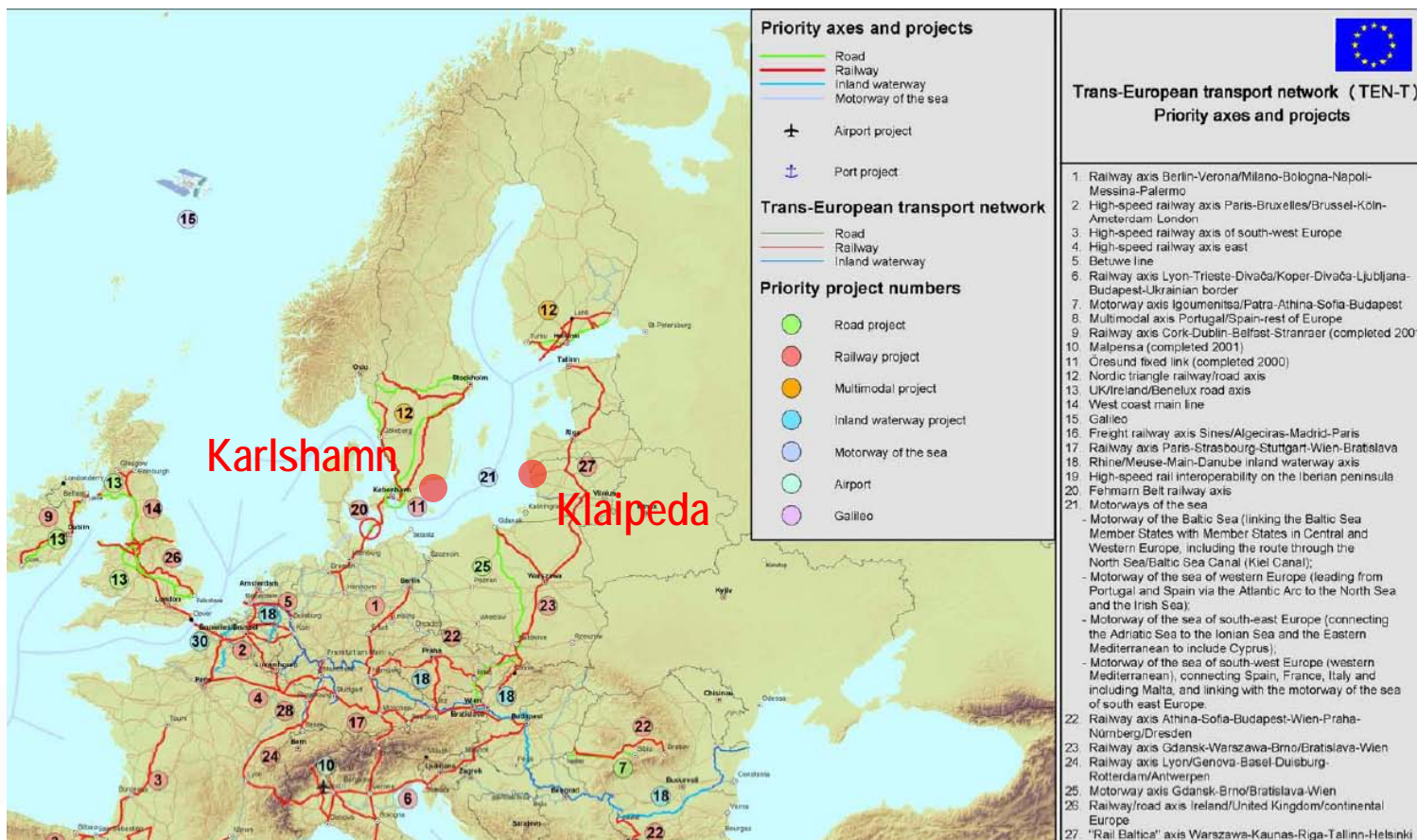




Motorways of the Sea projects in the Baltic Sea Area Klaipėda-Karlshamn link

2008-EU-21015-P

Part of Priority Project 21



Anders Wiberg
Manager Strategic Development
Port of Karlshamn



DFDS Lisco, the line operator

The service opened 2001

2008: 50 000 freight units + private cars and passengers



LISCO PATRIA in Karlshamn.

Photo Frank Lose 22.05.2004



Klaipeda State Seaport



Port of Karlshamn



Total turnover 8 million ton
Owned by the municipality
RoRo connection to Lithuania, Germany and Russia

Forest, petroleum and bulk has been the base

Port of Karlshamn

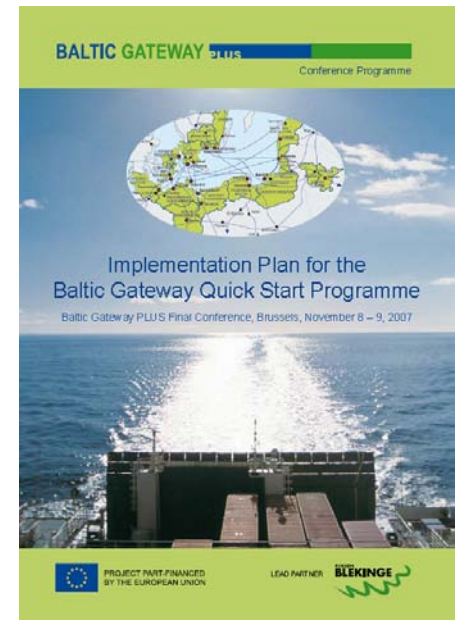


Good conditions: Depth, wind, navigation, ice

After 1989, major changes have occurred in the Baltic region



Regional project built up new relations in the region



Port of Karlshamn Development Plan from 1997.

Spatial planning

Comprehensive Plan
Detailed Development Plans
Expansion Proposal

Port activities

New destinations
Container/unities goods
Short Sea Shipping
Third Party Logistics

Infrastructure

Upgraded main road north
Upgraded main road East West
New road connection west coast
Rail connection to the Nordic Triangle
New shunting yard/combined terminal

RoRo Terminal

Design
Financing
Constructions

Strengthened skills

Education
Research
Networking
EU project

Marketing

Branding
Transport sector
Logistic sector
Energy sector

We had worked several of these activities and was therefore rather well prepared for the Motorway of the Sea.







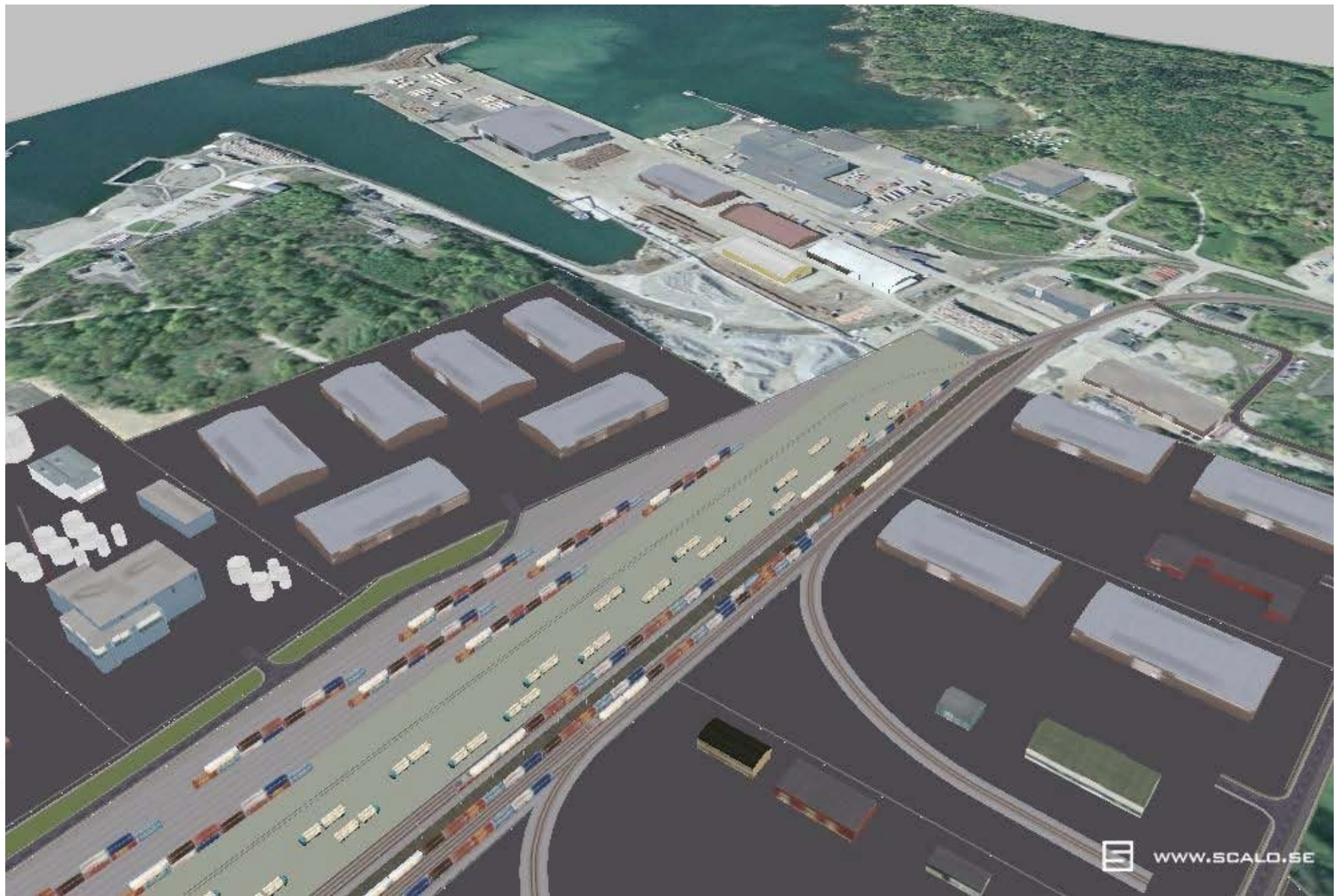


Figure 2.2 The future situation in the Port of Karlshamn



MoS activities in our application

MoS activities in Karlshamn

- Building a new Shunting yard
- Building a new Combi Terminal
- Renov. and electri. port rail track
- New crane with higher container capacity
- New reach stacker
- New entrance to RoRo terminal
- EIA missing hinterland railway connection
- Oil sanitation equipment
- Study container flows

MoS activities in Klaipeda

- New hydraulic ramp
- Buying a dredging pump

Not eligible in the final decision

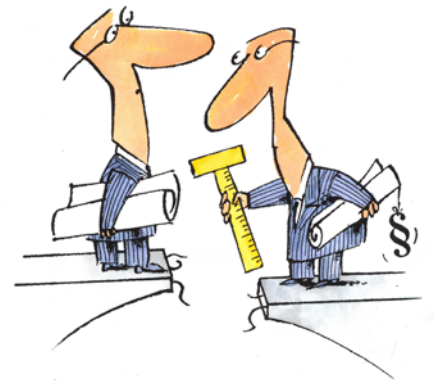
MoS activities from the operator

- No funded activities
- Increase the vessel capacity



EC external Experts evaluation

- “improving the competitiveness of sea transport versus road transport”
- “is very well integrated in the overall TEN-T network”
- “increased traffic volume”
- “tries to achieve an intermodal connection with rail”
- “not major issue of complexity in realization of the project.”
- “can be expected to achieve strong social and environmental benefits,”



Focus in the decision

- The proposed investments in the Motorway of the Seas link between Klaipėda in Lithuania and Karlshamn in Sweden will **increase the capacity for maritime and rail transports in the Baltic Sea Region.**
- The proposed investments will therefore have a **catalytic effect on the regional economy**, releasing economic values significantly larger than the investments costs.
- The link would **improve the cohesion and accessibility between the two regions and further equalize the east west gap of the BSR.**
- By **connecting the other TEN-T corridors** it is supporting the outspoken development and is offering yet another link to an intermodal transport chain.

Budget and Co-Financing

Budget

Cost of the Actions in Sweden	24.040.000 €
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Cost of the Actions in Lithuania	2.000.000 €
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Total Cost	26.040.000 €
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Co-Financing

Action promoter	20.800.000 €
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(The Ports, the municipality, the States)

TEN financing	5.240.000 €
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(20%)

Timetable

- Late autumn 2006 Call for proposals in the Baltic Sea area
- Spring 2008 Commission Call for proposals
- November 2008 the project was selected by the Commission for TEN funding.
- September 2009 final funding decision from EC.
- The project will end December 2013

The EU decision mention relations to other project



Cohesion funds
in Lithuania

Rail and road access to the port area



Technical and marketing studies of
non-standard cargo in the Baltic Sea Area



SAP - Strategic Action Plan

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SAP - Strategic Action Plan

A4. Increased ferry terminal capacity	Cost €	2009	2010	2011	2012	2013
<i>MS 9 Pre-study of ferry terminal</i>	100,000					
9 A) Statistics and modelling of present and future flows	25,000					
9 B) Tender procedure	2,000					
9 C) Presentation of a design for the new entrance and the area of the construction	73,000					
<i>MS 10 Construction procurement</i>	6,000					
<i>MS 11) Construction of the new entrance</i>	1,214,000					
11 A) Building the roundabout for traffic separation	295,000					
11 B) Building and equipping the gate	521,000					
11 C) Signs, fences, markation and adaption of the 60,000 sqm area for trucks and containers	398,000					
Total	1,320,000					

A4. Increased ferry terminal capacity	MS9A	MS9B	MS9C	MS10A	MS10B	MS11A	MS11B	MS11C	Total
Port of Karlshamn	20,000	1,600	58,600	2,400	2,400	236,000	416,800	318,400	1,056,200
MoS	5,000	400	14,400	600	600	59,000	104,200	79,600	263,800
TOTAL Euro	25,000	2,000	73,000	3,000	3,000	295,000	521,000	398,000	1,320,000
%	1.89%	0.15%	5.53%	0.23%	0.23%	22.35%	39.47%	30.15%	100.00%

Budget MoS Klaipeda-Karlshamn 2012	Activity 1	Activity 2	Activity 3	Activity 4	Activity 5	Activity 6	Activity 7	Activity 8	Activity 9	Total €
Staff	0	0	20 000	6 000	25 000	25 000	25 000	5 000	0	106 000
Travel & Accomodation	0	0	2 000	0	0	0	0	0	0	2 000
Administration	0	1 000	0	0	0	0	0	0	0	1 000
Investment/Equipment	0	0	2 500 000	1 200 000	4 000 000	2 000 000	1 900 000	0	900 000	12 500 000
External Expertise & Services	0	5 000	100 000	20 000	100 000	25 000	25 000	280 000	100 000	655 000
Total €	0	6 000	2 622 000	1 226 000	4 125 000	2 050 000	1 950 000	285 000	1 000 000	13 264 000

KPI

Goals	#	Action	Indicator
Modal shift	1	Develop awareness about unitised goods and the connection Klaipeda-Karlshamn	Annual # of railway units to- and from the Port of Karlshamn
	2	Improved lifting equipment	Annual # of electrical railway units to- and from the Port of Karlshamn
	3	Construction of Shunting yard and Combined Terminal with direct access to the Port of Karlshamn	Annual volume of unaccompanied units by train on the link
	4	Develop an easier connection between the Nordic Triangle and the Port of Karlshamn	Annual # of handled units at the new Combined Terminal
	5	Electrifying the tracks in Karlshamn	# of containers on the link
Increased cohesion and accesability	6	Increased capacity on the link	Volume of transported units on the link
	7	Simplified access in the terminals	More passengers on the link
Common Liability Regimes	8	Future development discussion within the MB and SC	Number of new ideas to develop the traffic between Klaipeda-Karlshamn
	9	Develop an intelligent Information Broker System within EWTC II for transport actors on the link	Measure the implementation of the Information Broker System
	10	Baltic Strategy	Measure the implementation of the Baltic Strategy
	11	Foundation of East West Transport Corridor Association	Measure the development of EWTC Association

The method to monitor and measure the indicators will be done in the following way:

- Indicator # 1 and 2 will be statistics from train operators, compiled by the Port of Karlshamn.
- Indicator # 3 and 4 will be statistics from DFDS
- Indicator # 5 will be statistics from the operator
- Indicator # 6 and 7 will be statistics from DFDS
- Indicator 8-11 will be an annual report from the Project Office

TEN-T Action Status Report 2010

(Reporting year 2009)

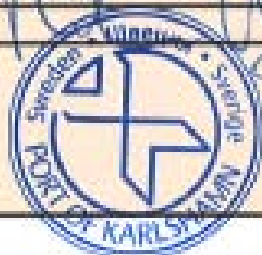
1. GENERAL INFORMATION

1.1 EC Decision

Decision N°	C(2009)7004	Action N°	2008-EU-21015-P	Mode	Motorways of the Sea
Title	Motorways of the Sea projects in the Baltic Sea Area Klaipėda-Karlshamn link				
Priority Project (if applicable)	Motorways of the sea				
Start date (as indicated in the Decision)	01-Aug-2008	End date (as indicated in Annex 1 of the Decision)	31-Dec-2013		

1.2 Authority responsible for Action; Person responsible for reporting

Name	Mr Anders Wiberg
Position	Manager Strategic Development
Entity	Karlshamns Hamn AB
Telephone No.	+46 454 30 50 00
E-mail	anders.wiberg@karlshamnshamn.se
Date of report	2010-03-23
Signature	
Stamp	



Comments

The administration of the project requires a lot of resources.

Project administration is not or poorly funded in the project.

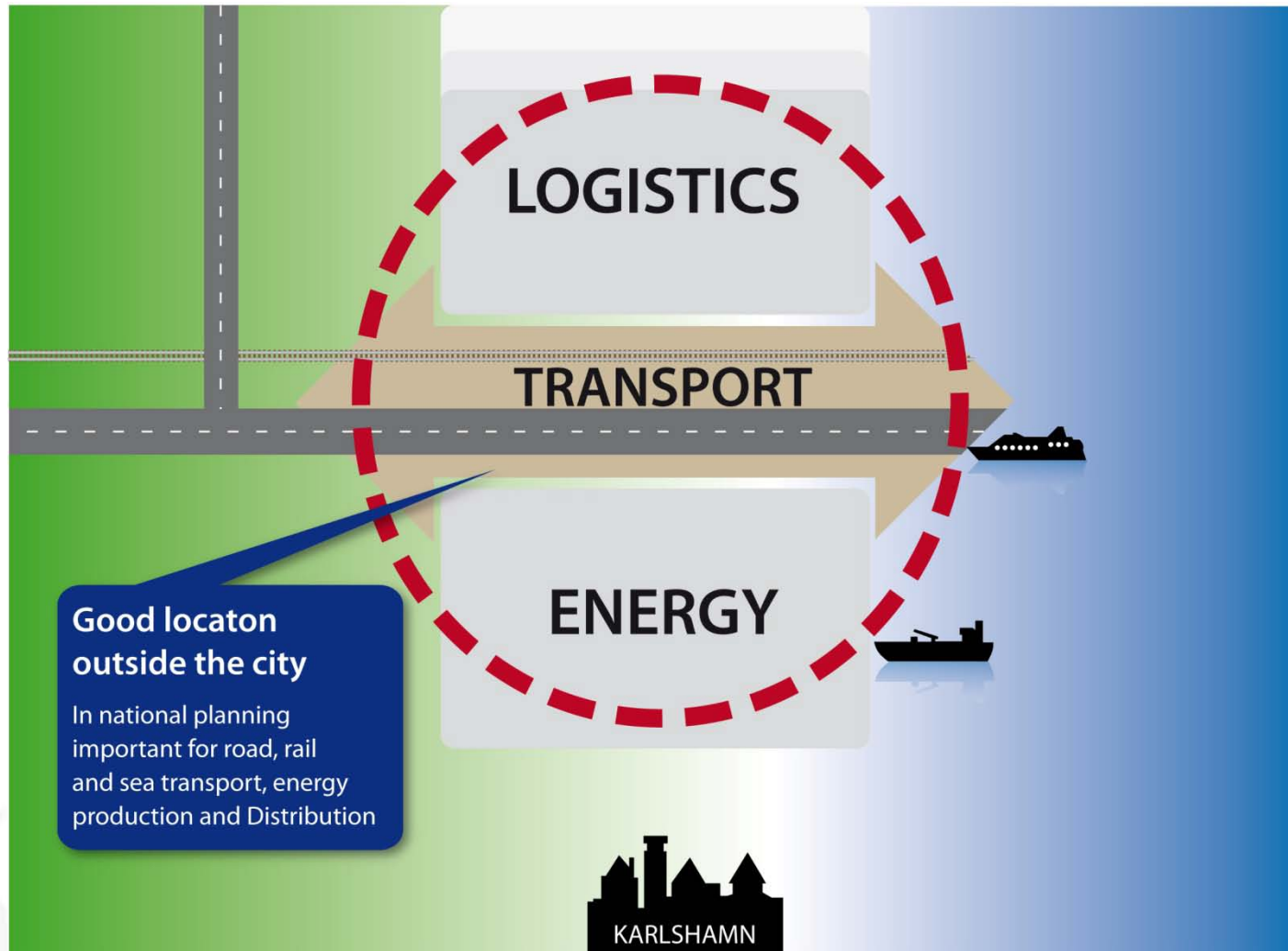
Motorway of the Sea as a concept was not well known in the national Rail and Road Administrations.

You must know what you want to. And you must have prepared the Activities quite well.

Don't forget the EIE questions

Karlshamn

– a transshipment point in the East West Transport Corridor



Karlshamn

– a transshipment point in the East West Transport Corridor

Green Corridor concept

- More efficient transport with ITS solutions
- More efficient modal shift solutions
- More use of renewable fuels

