

MARITIME TRANSPORT CLUSTER

In the North Sea Region

Future Liaisons.

Port of Hamburg Marketing
Stefan Breitenbach

Cyprus, 5th Sept. 2012



AGENDA

1. Introduction
2. Development Process of the MTC Policy paper
3. The MTC Policy Paper
4. Next Steps



MARITIME TRANSPORT CLUSTER IN A NUTSHELL

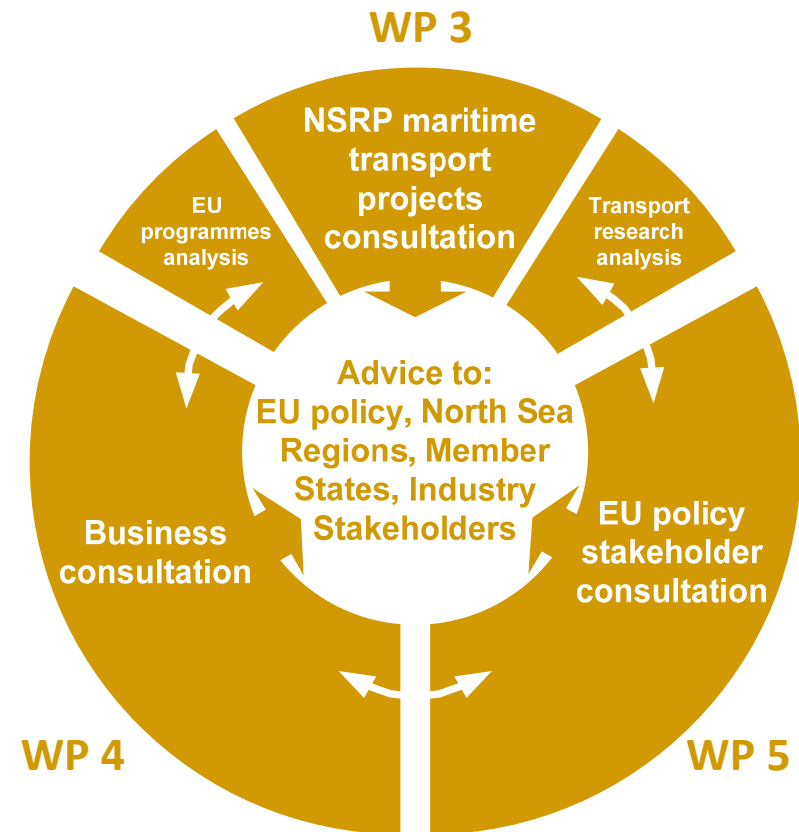


“A Cluster is to provide a structure and funding for partners in different projects within and across priorities to work together on common issues.”

NSRP Secretariat

The Maritime Transport Cluster (MTC)

- Applies the cluster idea to the maritime transport sector.
- Main Objective:
To compose policy advice based on the NSR experiences to contribute to the discussions on future EU transport policy developments.

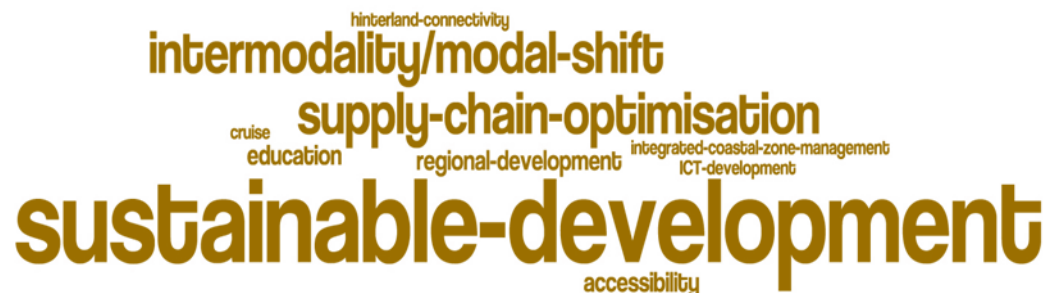


RESULTS WORK PACKAGE 3

ANALYSES & CONSOLIDATION



Hot Topics - **Project** Analysis:



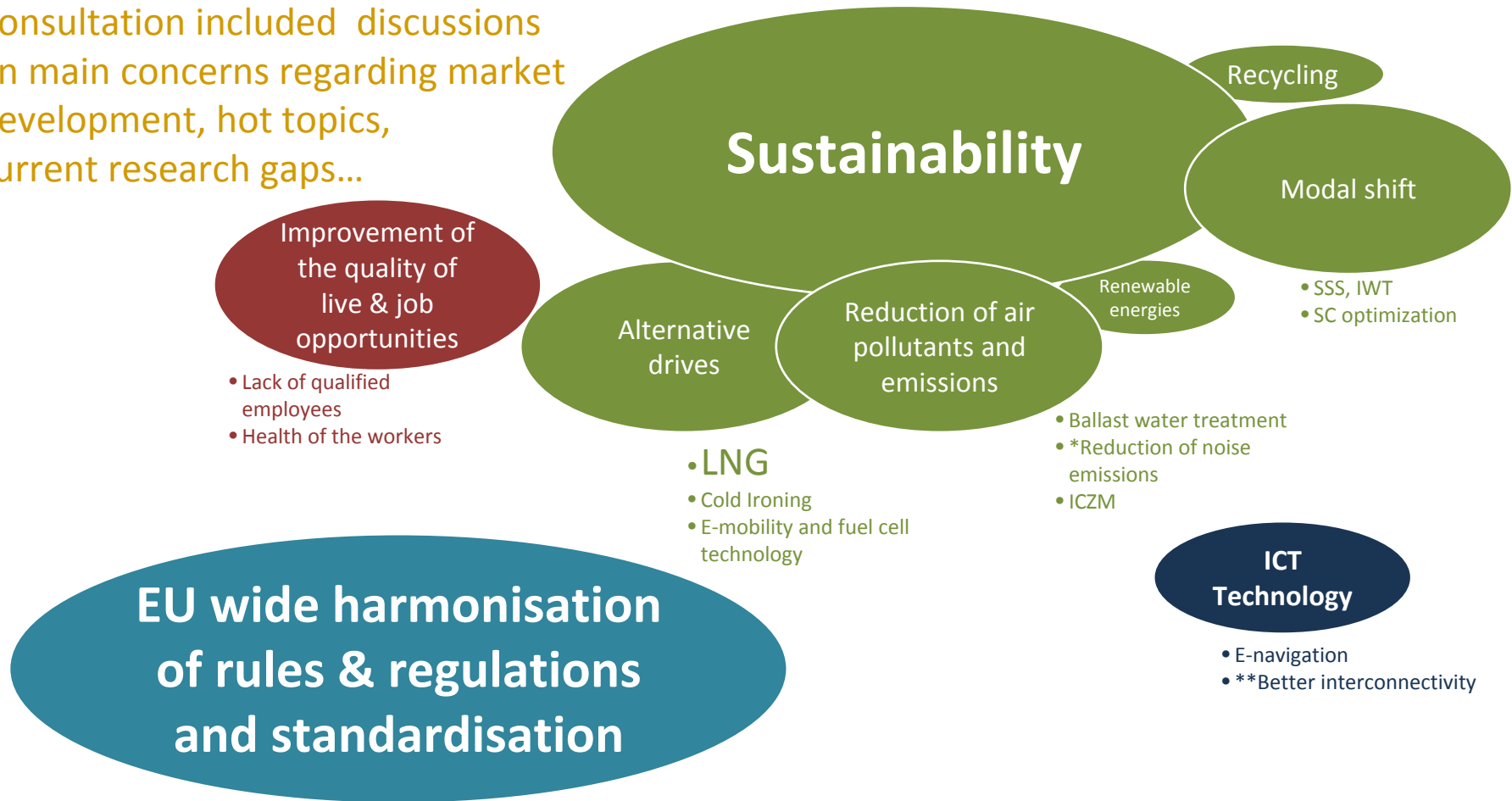
Hot Topics - **Research** Analysis:



RESULTS WORK PACKAGE 4

MARKET DERIVED PERSPECTIVES

Consultation included discussions on main concerns regarding market development, hot topics, current research gaps...

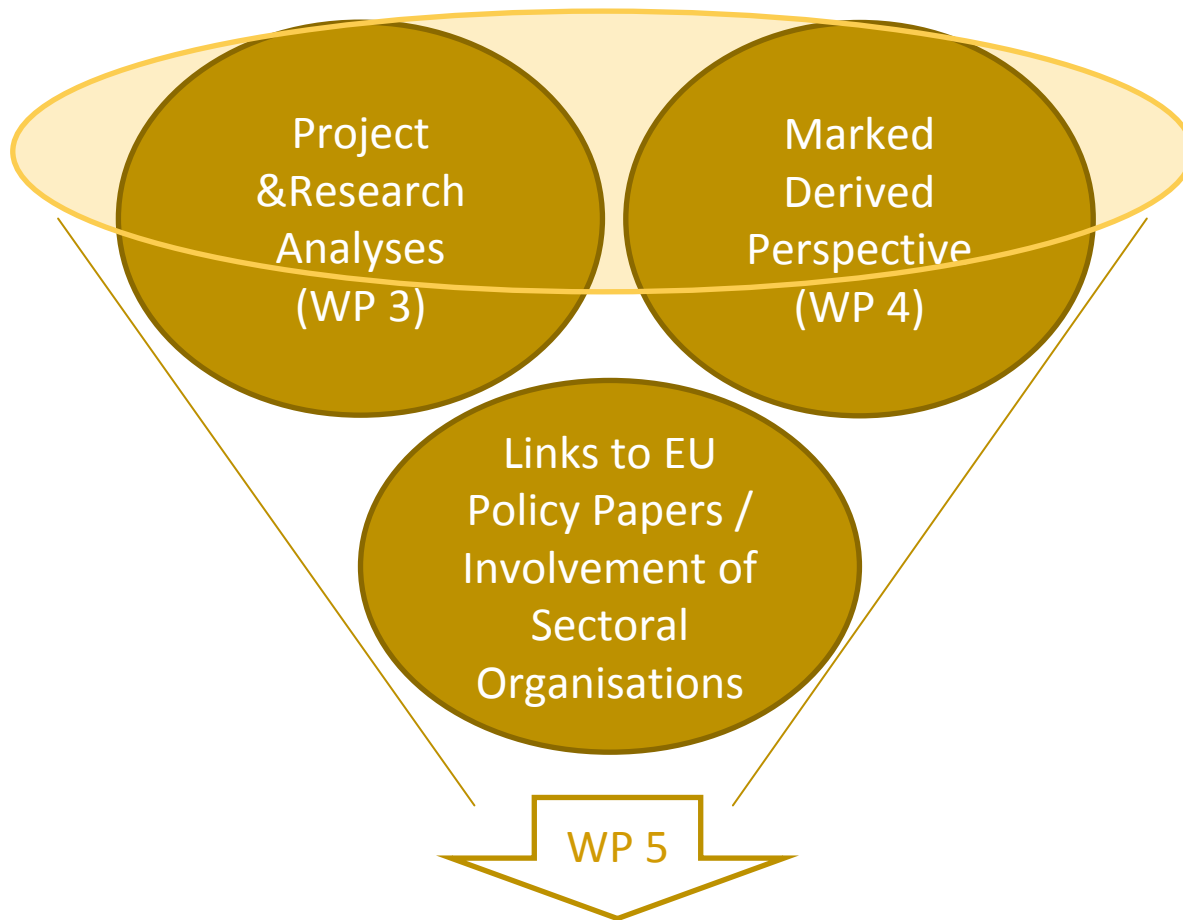


* **Noise reduction measures** (rail/road and **under-water noise**)

** (Earlier) **data transfer from sea (terminal) side to hinterland** enabling better interconnectivity/ mode choices.
Port community systems exist but there are difficulties to transfer data to inland systems.

RESULTS WORK PACKAGE 5

POLICY PERSPECTIVES & POLICY ADVICE



**MTC Policy Paper:
„Maritime Transport and Future Policies“**

RESULTS WORK PACKAGE 5

POLICY PERSPECTIVES & POLICY ADVICE

The MTC Policy Paper:

Maritime Transport and Future Policies *Perspectives from the North Sea Region*

Ten main themes for the future were identified:

1. A Leading Maritime Region
2. Efficient Transport
3. Smart Solutions
4. Combining the Modes
5. Infrastructure - the Solid Base
6. Planning the North Sea Region
7. Green Maritime Transport
8. Research and Knowledge Management
9. Working in the Transport Sector
10. Maritime Business Perspectives



NEXT STEPS: COMMUNICATION AND DISSEMINATION

Addressing MS representatives of countries in the NSR



Addressing sectoral organisations:



**AND YOU
AND YOUR
NETWORK!**



Workshop with policy officers from:
DG MOVE,
DG REGIO,
DG MARE



Presenting:



**10th European Week of
Regions and Cities**
Brussels 8 - 11 October 2012

Download the MTC Policy Paper: www.maritimetransportcluster.eu

MARITIME TRANSPORT AND FUTURE POLICIES

Perspectives from the North Sea Region

Port of Hamburg Marketing
Stefan Breitenbach

Cyprus, 5th Sept. 2012



COMBINING THE MODES (1)



When frequent and reliable connections between larger and smaller transport hubs are in place, the modalities of rail, short sea shipping and inland waterway transport will have an improved chance of competing with road-only transport options. However, modal shift actions require more than just physical connections.

RECOMMENDATIONS BY THE MARITIME TRANSPORT CLUSTER

MEP

MS

EC

Consider multimodal transport as an underlying element of all transport actions under the new operational programme for the Interreg NSR Programme 2014-2020. Project proposals concerning multimodal transport should be evaluated taking into account tangible results and added value for the transport chain concerned, from both short and medium term perspectives.



Ensure shore-based facilities are adapted to the growing capacity of container vessels by encouraging sufficient hinterland transport facilities, including Dry Ports.



Expand use of syncromodality, where customers at the transport hubs will be given the opportunity to select the most appropriate mode of transport up till the very last moment before the actual transport takes place.



COMBINING THE MODES (2)



OUTCOMES OF INTERREG PROJECTS, RESEARCH AND BUSINESS CONSULTATIONS

- Combining modes and optimising the use of rail, short sea shipping and inland waterway transport is highly prioritised by both Interreg projects and research.
- Nevertheless, modal shift actions and combinations of transport modes are perceived as an area where still more can be done when it comes to funding opportunities, market integration and research.
- From a business perspective, the focus on modal shift actions is of high importance.

POLICY REFERENCES

- Policy references include the Marco Polo Programme and the initiatives listed in the latest **Transport White Paper**. The latter emphasises the needs and challenges in breaking the transport system's dependence on fossil fuels without sacrificing its efficiency and compromising mobility. One of the means of achieving this is via common community agreements stating that larger volumes of goods should be brought to their destinations by the most efficient combination of modes.
- The **Marco Polo programme** focuses on shifting as much freight as is economically and environmentally meaningful, from road to short sea shipping, rail or/and inland waterways. This focus on modal shift of freight to non-road modes of transport is likely to remain in future transport programmes.

GREEN MARITIME TRANSPORT (1)



Sustainability has become more and more important in recent years, also in the transport sector. The greening of (maritime) transport has become a topic of major importance. A wide range of issues related to sustainable development need to be addressed including the use of fuels and fuel consumption, energy efficiency, alternative drives, green technologies, introduction of invasive species, transport emissions and life cycle perspectives.

RECOMMENDATIONS BY THE MARITIME TRANSPORT CLUSTER

MEP

MS

EC

Support references to sustainable maritime transport in the proposal for the TEN-T regulation, as this confirms the importance of sustainable maritime transport.



Keep sustainable development, with a specific focus on the development and efficient use of green technology, as a key theme in the future operational programme of the Interreg North Sea Region Programme.



Address the issue of recycling (e.g. of ships) in future initiatives.



Promote the use of incentive schemes to improve environmental performance.



GREEN MARITIME TRANSPORT (2)



OUTCOMES OF INTERREG PROJECTS, RESEARCH AND BUSINESS CONSULTATIONS

- The theme of sustainable development is already being addressed in the current Interreg North Sea Region Programme. Analyses from the Interreg projects show that there is still a gap when it comes to issues like fuel consumption, electric drives and renewable energy sources for transport and green technologies. These issues need further attention.
- Transport emissions have been a major topic for research over the past several years. Reduction of emissions, alternative drives and recycling of ships are currently heavily debated by the business sector. The sector sees little added value in further tightening environmental obligations for the industry, especially in a regional context, but it is interested in (financial) incentives for companies that work on their environmental performance.
- With the exception of recycling ships or the even wider theme of life-cycle perspectives, all elements above are linked to the overarching theme of emissions from transport. This is currently one of the hottest topics in maritime transport.

POLICY REFERENCES

- One of the overall aims of the **Transport White Paper** is the 60 % reduction of greenhouse gas emissions by 2050. Sustainable growth is also one of the three pillars of the Europe 2020 strategy, in which decarbonisation of transport is a priority...