

MEDA-MoS Motorways of the Sea

CALL for PILOT PROJECTS

Frequently Asked Questions

Duration of Pilot Projects:

Is there a minimum duration of the project after implementation?

No minimum duration is imposed. MoS pilot projects should be market driven. Technical assistance will be supplied by the MEDAMoS Team for the implementation of Pilot Projects during the whole first year, after which it is expected that the “Pilot” will be established.

Regional dimension of Pilot Projects:

One of the prerequisites of the Call for Projects is that “proposals have to present a regional dimension” (page 25).

Are there examples of this criterion ?

This “regional” characteristic could be obtained in a “sub-regional” pilot project, i.e. involving several markets, as targeted in the Call. Additionally, this is in line with the High Level Group decision to develop two Pilots (minimum), respectively for East and for West Med.

Examples of existing sub-regional (East or West) and regional (All Med) standard maritime services are:

- most container lines operations, which are covering several ports and national markets both sides of the sea (South or East Med and EU), within “multi-port” schedules;
- several port/inland transit connections, which may offer opportunities for consolidating several national container and Ro-Ro trades.

These or other new links could form the bases for Pilot Projects provided they meet the other pre-requisites.

Such extended scopes are not so much relevant for the majority of Ro-Ro lines operated on the shortest maritime distances, but those might develop MoS-type good practices that could be replicated on other trade-lanes.

The above considerations and ways to add a regional dimension are reflected in point 2.3. of the Call.

Naturally, a broader Mediterranean scope including some form of linkage between the two sub-regions and adhering to the conditions could come within the Call.

Malta and Cyprus: What is their status for the Pilot Project?

Malta and Cyprus are considered as MEDA Countries for the purpose of this Call for Pilot Projects. Both were not EU Members yet at the time of the decision to launch the initiative. Besides:

- there is a specific mention to Islands under the “cohesion” objective of the HLG recommendations;
- both Countries, which have become since EU Members, may also contribute to the regional dimension in consideration of their respective location respectively in Central and in Eastern Mediterranean.

Ro-Ro, Containers.....: Are MoS services dedicated to Ro-Ro and / or container freight ?

The MoS concept does not focus on a particular technique.

The Ro-Ro technique presents naturally strong advantages as the sea-leg of road transport chains, and it is used on specific road driven markets and routes (plus other rolling stocks such as new cars f.i.), whereas containers are employed on all routes and ports.

Mixed solutions combining containers, Ro-Ro, possibly passengers (with cars) and even some specific break-bulk cargoes may also be relevant on some routes, provided the other essential MoS conditions are fulfilled.

Transshipments, feederings: Are transshipments excluded by MoS Pilot Projects ?

Transshipment operations are not excluded from Pilot Projects. This issue has been clarified as follows with all MEDA stakeholders:

- MoS core markets will be the intra-Med trades, which the future MoS are designed to serve first;
- Transshipments schemes could contribute to MoS developments. Efficient transshipments and interline / feederings of Med cargo loaded containers may be good schemes for improving trade relations and transport links between Med Countries;
- Transshipments of oceanic (non-Med) trades may be good part cargo bases for MoS developments in producing higher volumes, possibly better vessels, higher frequency and generally improved economic conditions, but those trades should not be the core markets, as MoS are meant to benefit to the Med trades.

Private / Public stakeholders / shareholders: What are their respective roles ?

MoS Pilot Projects should be market driven:

- beyond the minimum structure indicated in point 2.2 of the Call (one maritime operator and two port operators, -one from each side of the link-), proposals should gather other private stakeholders of the transport sector;
- public stakeholders who are not legally authorised to join a Consortium with regards to their status, have agreed to give their support to Pilot Projects, for instance through the experiment of facilitation measures (without discriminating with non-Pilot Project operators), as a counterpart of their efforts to improve transport conditions;
- it is recommended that these commitments be confirmed (see Application Form 5 of the Call).

Partnerships / consortia: Choosing port partners to develop jointly a MoS Pilot Project ? What type of framework?

Ports considered for linkage in the Pilot Project should have visible viable economic grounds between them.

Consequently, a proposed project must be visible itself, and/or present good market potentials, plus a sound feasibility of MoS inter-port characteristics (e.g. similar port transit operations, IT solutions, etc...).

Regarding the framework of partnerships, the stakeholders agreed that MoS core players would be associated by a technical agreement defining their respective roles and involvements. This would be formalised in a MoU, to be concluded together with separate commitments with the actors not directly involved in operations.

Financial support to Pilot Projects: What are the measures for the selected project?

As indicated in point 2.4 of the Call for Projects, the EU support to Pilot Projects is a Technical Assistance, which is provided to applicants in the preparation and implementation of their projects.

The purpose of Pilot Projects is to experiment improvements of existing or new transport services and solutions to be reproduced. Future MoSs could in turn come within financing facilities as mentioned in the RTAP (Regional Transport Action Plan), which is addressing issues related to the funding of transport infrastructures and other actions.

In addition to the T.A., Pilot Projects should benefit from a favourable environment through the public stakeholders' involvement and the public/private relationship, which should facilitate their implementation and development, and establish a positive market image.

The assistance in the framework of the MEDAMoS Pilot Projects is definitively not designed to finance infrastructure. It should benefit to improvements of operations, organisation and procedural aspects of maritime intermodal services on the selected routes.

This may be done through expertise and/or technical assistance for the development and implementation of various MoS components, promotion of selected projects, dissemination of good practices, training for the replication of same etc...

MoS Pilot Projects and MoS: What differences?

As explained in point 1.3 of the Call for Projects, MoS Pilot Projects are a preliminary step before the implementation of future MoSs.

Those future MoSs could stem from:

- the selected Pilot Projects;
- potential links identified in the framework of the current Call (such as premature projects for instance);
- others, not identified at this stage, that could be based on the return of experiences / best practices of Pilot Projects.

Future MoSs should benefit also from the experiences of other MoSs being developed over Europe.

MoS characteristics: Are those too much detailed?

The MoS features have been designed with all South and East Mediterranean stakeholders.

The reference transport schemes are those of road motorways, which naturally will not be reached by the MoSs in consideration of all the operations, services, procedures and formalities of the intermodal maritime / border crossing transport chain.

However, the "Motorway" principle guided the design of "MEDAMoS Pilots", and ways and means to reduce complexity and improve fluidity have been explored in all fields. The result of this work is the list of MoS components classified in the Call, with a distinction between:

- pre-requisites, admittedly feasible in the short term;
- not immediately feasible elements, but expected in the future.