



MariFuture Is Developing a New Port System for Integration within EU's TEN-T New Arrangements

New TEN-T Arrangements

The EU until recently supported the integration of transport networks in what is called the Trans-European Transport Network (TEN-T) through specialized TEN-T funding awarded for specific national or cross-border projects, including Motorways of the Sea projects. The Marco Polo programme was the second leg of the EU's co-funding mechanism with a relevance to maritime transport. It aimed at providing EU funds to companies whose projects shift cargo off the road and make transport more multimodal and thus more sustainable.

However, the TEN-T review process produced a new methodology with regard to infrastructure development in Europe for the period 2014-2020. The new TEN-T guidelines, as agreed by the European Parliament and Council in December 2013, are based on a new dualistic philosophy. The EU transport network will be divided between what is called the "core network" (centered on important transport axes crossing the continent) and the so-called comprehensive network (which encompasses all other hubs and axes). Priority will be given to the development of the former with a deadline of 2030 whereas the deadline for the development of the latter is the year 2050.

This new initiative will be financed through a new instrument, the Connecting Europe Facility (CEF), which was also agreed upon late last year and has a budget of over 26 billion Euro.

The Marco Polo programme is set to merge with the TEN-T programme and will also be financed through the CEF.

What is more, the Commission is in the process of appointing the new TEN-T coordinators for the 2014-2020 period while last week a Communication entitled 'Building the Transport Core Network: Core Network Corridors and Connecting Europe Facility' was adopted, outlining the Commission's ideas on the implementation of the Core Network of the TEN-T Regulation.

Finally, the Executives Agencies previously managing these two European co-funding programmes have also undergone changes. The TEN-T Executive Agency will from now on be called INEA (Innovation and Networks Executive Agency) and will manage parts of the new Connecting Europe Facility, as well as a part of the Horizon 2020 programme, the EU's financial instrument for the research area. INEA will continue to manage the remaining 2007-2013 TEN-T Programme projects, as well as the remaining projects from the Marco Polo Programme, which it takes over from the Executive Agency for Competitiveness and Innovation.

The European Agency for Competitiveness and Innovation, which until now managed the Marco Polo programme, became the Executive Agency for Small and Medium-sized Enterprises (EASME), and will focus on a variety of EU programmes, including the European Maritime and Fisheries Fund.

The 'Building the Transport Core Network: Core Network Corridors and Connecting Europe Facility' Communication is available [here](#)



MariFuture's New Port System - IdealPort

The European Union has introduced a number of regulations and recommendations aimed at considerably improving port operation and maritime security. These regulations are based on and complement the requirements of the International Maritime Organization (IMO). These are documented in International Management Standards (IMS), the International Treaty for the Safety of Lives at Sea (SOLAS), (MARPOL) and the International Ship and Port Facility Security (ISPS) Code (Regulation XI-2/3, 2004 and EU Regulation (EC) 725/2004).

The Rationale - The Intention

It is intended to enable better monitoring of ship-port interactions, freight flows, and combat irregularities including smuggling and to respond adequately to the threat of terrorist attacks. Today, many port facilities have to be compliant with all aspects of port operations and abide by IMO and EU rules and regulations. The overall process is inextricably linked to the establishment and maintenance of certain standards for the organization of their effective and efficient operation including security. Many operational aspects have been improved, such as electronic/architectural measures, but there has been no attempt to integrate all related port operations.

The Proposed Four Stages of Port Operation

There are four proposed port stages. Stage 1 consists of all activities related to ships, of various flags, approaching a port when all administrative aspects should be proactively prepared, stage 2 commences when ships enter the port and while there, the process needs to be automated and integrated with stage 1 activities. The third stage is when the ship is leaving the port; this is when all paperwork needs to be in place and all security issues have also been dealt with. Stage 4 is when the ship is at sea and there is record of its passage and cargo details are transmitted (to the ports on route and) to the destination port.

Additional Remit

This project will also take account of the maritime private port and security guards who are somehow put 'outside' of the scope of national private security legislation, which CoESS (Confederation of European Security Services) believes to be an alarming trend that could result in a dramatic lowering of the training standards of private security staff in ISPS-compliant (and EU Regulation (EC) 725/2004 compliant) areas.

AIMS OF THE PROJECT

The main aim of the IdealPort Project is to take account of existing good practices and knowledge for port management and operation, develop a detailed set of processes and procedures for ideal port operation and then develop a Port AutoPilot (an online and integrated software platform) integrating all aspects of four identified stages of ship-port operation in order to reduce wasted effort of applying discrete and separate operations as well as filling the security gaps created as the result of increased complex operational activities in ports, which are vital for the timely conduct of shipping that more than 90 % of the world trade depend on.

The second aim is to bring EU wide standards to the port operations and security procedures through standardized and harmonized set of processes and procedures in Turkey and transfer the knowledge Europe-wide. In order to fulfil these aims and ensure the project sustainability there are provisions for pilot site demonstration and training of port personnel as an example for all EU Member States to



News

consider and apply. The Impact is expected to be substantial and the proposed Port AutoPilot will help uniformity in EU port operations and security and will enhanced port operation standards.