

## Motorways of the Sea Esbjerg - Zeebrugge

2008-EU-21020-P

### Member States involved:

Belgium, Denmark

### Implementation schedule

Start date: January 2008

End date: December 2012

### Implementing bodies:

Port of Zeebrugge, Sea-Ro Terminal NV, Port of Esbjerg  
Danish Road Directorate

### Budget:

State budget: €14,152,000

Action promoter: €7,080,000

**Total project cost covered by this Decision: €26,540,000**

**EU contribution: €5,308,000**

### Percentage of EU support:

Works: 20%

### Additional information:

Coordinator's Report of the Priority Project:

[http://ec.europa.eu/ten/transport/coordinators/doc/2007\\_2008/annua1\\_report\\_2007\\_2008\\_luis\\_valente\\_de\\_oliveira.zip](http://ec.europa.eu/ten/transport/coordinators/doc/2007_2008/annua1_report_2007_2008_luis_valente_de_oliveira.zip)

European Commission, DG TREN

[http://ec.europa.eu/transport/index\\_en.html](http://ec.europa.eu/transport/index_en.html)

Trans-European Transport Network Executive Agency (TEN-T EA)

<http://ec.europa.eu/tentea>

### Beneficiaries & Implementing bodies:

SPF Mobilité et Transports Belgique  
- Federale Overheidsdienst  
Mobiliteit en Vervoer België

[www.mobilit.fgov.be](http://www.mobilit.fgov.be)

Port of Zeebrugge

[www.zeebruggeport.be](http://www.zeebruggeport.be)

Sea-Ro Terminal NV

[www.searo.be](http://www.searo.be)

Port of Esbjerg

[www.portesbjerg.dk](http://www.portesbjerg.dk)

Danish Road Directorate

[www.vejdirektoratet.dk](http://www.vejdirektoratet.dk)



Source: TEN-T Executive Agency

The maritime link between Esbjerg, Denmark and Zeebrugge, Belgium, in service since 2005, has provided an intermodal alternative to truck transport between Denmark and the Benelux countries.

This project will be further developed into a Benelux-Scandinavia shortsea bridge. The upgrade of the service will consist of the coordinated increase of the frequency on the Zeebrugge-Esbjerg route, investment in infrastructure and facilities and the adoption of accompanying measures to foster integration of various parts of the intermodal chain.

This includes an increase in service by doubling of the capacity of the ro-ro (roll on, roll off) connection between Esbjerg and Zeebrugge. A Motorways of the Sea approach merits in cost savings (up to some 40%) and less CO<sub>2</sub> emissions (58%) than the alternative road connection. In addition, it reduces congestion on very busy parts of the EU road network.

The investment in infrastructure and facilities associated with the upgrade of the maritime link consists of a floating ro-ro ramp, the extension of an access way in Esbjerg, a ro-ro jetty, gantry cranes and ICT development in Zeebrugge (see below). The project will give way to major improvements in the handling of goods and attract more goods on the ro-ro based intermodal concept.

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The project is part of a broader global action which, on the Danish side, consists of the development of intermodal capacity in the south section of the port of Esbjerg. In addition to the two activities covered by this action, it includes:

- ongoing construction of a 360 m multipurpose quay
- dredging of a 200 m x 10.5 m deep channel (part of phase 2 of the master plan)

(over)

- development of a new multimodal terminal (phase 3: 2008-2012)
- extension of the Ro-Ro terminal (phase 4: 2011-2014)
- city bypass of the railway connection (phase 5: 2014-2020).

On the Belgian side, in addition to the investments in facilities and the ro-ro jetty, the broader project consists of the strengthening of the role of Zeebrugge as a MoS hub. It includes – in addition to the activities covered by this project – the ongoing adaptation of the Britannia dock, whose current layout is not optimal for efficient handling of ro-ro cargo. The redesign consists of the construction of a new quay wall and the reclaiming of a part of the Britannia dock. The maritime link between the ports of Zeebrugge and Esbjerg is expected to further develop by adding more connections.

The project consists of the following activities:

#### **Activity 1: Floating ro-ro ramp**

The overall purpose of the floating ro-ro ramp is to increase the ro-ro handling capacity in the port of Esbjerg. Due to capacity constraints, this is an absolute necessity in order to expand the operation of the Esbjerg-Zeebrugge sea link.

The ramp aims to increase the handling of ro-ro ships in the port of Esbjerg and increase the handling capacity by +/-15% as a number of quays presently inaccessible for ro-ro vessels can also be used for ro-ro handling. It will also improve the overall flexibility of the port opening up for more Intermodal transport chains with a sea leg.

#### **Activity 2: Extension of the Esbjerg port access way**

The extension of the Esbjerg port access way aims to remove bottlenecks for freight transport between the port of Esbjerg and the hinterland, and thus reduce congestion around the port area. The annual average daily traffic between the port of Esbjerg and the E20 motorway in 2006 was between 10,700 and 17,000 vehicles. Out of the 10,700 vehicles counted on the ring road, 2,400 were trucks. A 2005 analysis showed that 96% of trucks on the ring road had the port as destination.

#### **Activity 3: Purchase of two rubber-tyred gantry cranes**

The terminal currently operates over the maximum operation capacity. The investment in rubber-tyred mobile gantry cranes aims to maximise the use of the available terminal space and induce modal shift from road to rail. Due to the layout of the Britannia dock, loading of containers on the rail can only be done by rubber-tyred gantry cranes.

#### **Activity 4: ICT interface for Sea Ro Terminal and e-freight one-stop shop**

ICT investments aim at promoting efficient cooperation between all the actors in the intermodal chain (at this stage only on the Belgian side of the link). Customers want faster transit times, lower costs and more reliability. In order to ensure a better customer service, current bottlenecks should be removed. One of the main reasons for logistical delays is missing or inaccurate documentation, mainly due to the manual entry of data. Electronic data entry at the point of origin is less likely to be misplaced, and shipments will avoid delays from missing or inaccurate documentation. Building the necessary ICT interface will also allow the simplification of handling procedures for MoS cargo at the terminal.

#### **Activity 5: Construction of an additional ro-ro jetty at the Britannia dock**

The new jetty for short sea ro-ro vessels will be able to receive 598,615 road haulage units/year and will be constructed in front of the newly constructed dam in the Britannia dock. It will create an additional capacity of 133,789 road haulage units/year. A better physical flow of cargo due to improvements in the terminal layout will reduce the waiting time of ships by 10% because the cargo can be concentrated closer to the ship.

#### **Activity 6: Traffic monitoring and administrative simplification**

This activity comprises a capacity upgrade of the maritime MoS link in accordance with the above objectives. Statistics and information will be gathered throughout the project and communicated to the EC in relation to the project objectives. In the second half of the project, the SG will analyse the further simplification of administrative and customs procedures regarding this action, taking into account the development of the European maritime transport space without barriers. It will devise a strategy for the further intermodal integration across the entire intermodal chain, in respect to IT integration, tracking and tracing of cargo and a single window for booking and invoicing.