2016 CEF Transport Calls
Motorways of the Sea

(ESSF) Sub-Groups on Financing and Competitiveness – 12 October 2016

Antonios Tsamoulis – INEA
Project Officer
Motorways of the Sea (MoS) – general objective

- Are considered the **maritime pillar** of the Trans-European Transport Network [...] contributing towards the achievement of a **European Maritime Transport Space without barriers** for Short Sea Shipping, connecting the Core Network Corridors by **integrating the maritime leg** and also facilitating maritime freight transport with **neighbouring countries** [...] They shall also promote **sustainable shipping concepts**.

- In line with 3 pillars of **MoS Detailed Implementation Plan**
MoS specific objectives

- Deploying an alternative clean fuels infrastructure and developing environmentally sustainable shipping (DIP Pillar I)
- Improving maritime transport integration in the door-to-door logistics chain (DIP Pillar II)
- Upgrading or establishing new maritime links, including combined investments in ports (DIP Pillar II)
- Promoting wider benefits such as Maritime Safety, Traffic Management, Human Element/Training (DIP Pillar III)
MoS Call Budget

• 40 million euros within general envelope

• 20 million euros for Cohesion Countries
MoS co-financing rates

• 30% for infrastructure works and facilities (implementation projects)

• 50% for pilot actions

• Up to 85% for all type of projects in Cohesion Countries
MoS Pillar I – Deployment of alternative clean fuels and green shipping 1/2

• Technologies reducing CO2 (climate change)
• Facilities for LNG, methanol and other clean fuels in ports and aboard vessels incl. bunkering barges
• Technologies reducing NOx emissions
• On-shore power supply systems for ships
• Batteries (fuel cell)
• Energy efficiency measures on ships (hull, propellers, re-blading etc)
• Scrubbers only for installations going beyond the scope of current legislation
MoS Pillar I – Deployment of alternative clean fuels and green shipping 2/2

- Facilities for **oil and other ship waste** in ports
- Facilities for **sludge from scrubbers**
- **Waste water** treatment systems on ships
- **Ballast water** treatment systems
MoS Pillar II - Port infrastructure development & upgrade of maritime links

- Develop the **port infrastructure**, handling facilities, freight terminals, logistic platforms and freight villages together with improved port access
- Develop reliable short sea shipping transport services **integrated** within door-to-door **logistics chains** and connecting **core network corridors**
- Improve logistics and administrative **ICT** management **systems**
- Increase **safety and security** during port handling operations
- Increase the **environmental performance of ships** on dedicated MoS links
MoS Pillar III – Safety/Human Element/Traffic Management

• Safety operations (icebreaking, surveying, AIS, vessel control)
• Vocational training
• VTMS
• Single windows for maritime administrations (in line with COM specifications)
MoS in 2016/2017: key actions

• **Wider benefit actions**
Addressing industry needs widely (e.g. coherent investments in a group of ports for LNG filling stations or coherent set of investments in port reception facilities in a region)

• **Implementation works**
Upgrade of maritime links (minimum ship and port investments combined)

• **Pilot actions**:
Projects testing or deploying new technological solutions in operational conditions - Particular conditions apply

• **Studies**
Not supported in 2016/2017
Specific Conditions for MoS 1/2

- Submission by at least two applicants from **two different** Member States (and support of those)
- **Upgrade of maritime link**: Involvement of at least 1 core port, 1 comprehensive port and 1 maritime operator on the link concerned
  - Only dedicated lines serving the applying ports
  - Vessel upgrades are limited to the additional efforts for environmental purposes or other ancillary investments
  - Ships to serve the MoS line for 5 years after end of Action
  - Involvement of ports demonstrated by appropriate investment activities /50% of project budget/
Specific Conditions for MoS 2/2

- **Superstructure:** not supported
- No support for fleet of vessels (including aggregated applications from the same shipowner)
- Project extension to a neighbouring non-EU country requires additional governmental endorsement from that country and the Member State(s) concerned (participation of that third country possible in pilot actions only)
- **Pilot actions:** testing new technology in operational conditions. Innovative and unique.
- For large multi-beneficiary projects, recommended submission by European Economic Interest Groupings
Issues from previous selection processes

- Unbalanced or inappropriate involvement of ports vs ship investments in link proposals
- Innovative character of a pilot Actions not sufficiently demonstrated
- Lack of focus. Proposals trying to combine elements often not linked with each other
- Involvement of beneficiaries without real implementation roles
- Services with limited operations in the EU
- Proposals for fleet funding
- CBAs lacking necessary details, no funding gap identified, no reduction in tariffs proposed from operating savings, and additional environmental benefits from scrubbers’ operation
Examples of MoS 'ideal' proposals

• Upgrade of MoS link including installation of LNG propulsion on ro-ro ship, construction of new railway access to core port X and extending a ro-ro terminal in comprehensive port Y. (Two EU countries)
• Upgrade of VTMS systems in the Mediterranean Sea countries
• Construction of LNG bunkering facilities in the cluster of ports in the North Sea
• Pilot action on testing innovative systems for ballast water exchange
Examples of proposals with limited relevance

• Feasibility or market studies which analyse setting a new MoS link
• Installation of scrubbers aboard vessels in SECA area
• Upgrade of a maritime link between two comprehensive ports
• LNG bunkering installations in selected core ports of only one Member State
• Installation of scrubbers on 20 vessels of the same shipowner
• Unfocused proposals (many beneficiaries with unclear roles and activities not clearly linked to objectives)
More information on the calls...

inea-cef-transport-calls@ec.europa.eu
inea@ec.europa.eu


@inea_eu
@DigitalAgendaEU

Thank you!