

TEN-T support for the development of Motorways of the Sea: an opportunity to seize



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What is an Executive Agency?

European Commission

defines the policy

- Makes political decisions regarding the programme →
- Defines strategy, objectives and priority areas of action →
- Supervises the Agency →

TEN-T EA

turns policy into action

- Implements the TEN-T programme on behalf of the EC and under its responsibility
- Efficiently manages entire project lifecycle
- Communicates and interacts with beneficiaries
- Provides feedback to the EC



Motorways of the Sea: TEN-T Priority Project 21

Overall objective:

Establish a trans-European network of Motorways of the Sea that concentrates flows of freight on viable, regular, and reliable sea-based transport services that are integrated in logistic chains

To:

- Reduce road congestion
- Increase use of more sustainable modes
- Improve accessibility



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Instruments for financial support to Motorways of the Sea projects

MARCO POLO II	TEN-T
Transport services	Infrastructure
Ancillary infrastructure	Start up aid
Modal shift objective	Creation of transport network
Private sector driven	Public sector driven
Direct call for proposals	MS preselection

.. and also

- EU's Cohesion and structural funds
- European Investment Bank
- National schemes



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TEN-T: MoS State of Play

- Regional studies supported in previous financial programme period (2000-2006)
- 2008/2009 Call (programme period 2007-2013)
Focus on links based on freight flows
 - 2008: 3 projects selected
 - 2009: 1 project selected



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TEN-T: MoS State of Play

- Conclusion on 2008 and 2009 calls regarding MoS links:
 - Not enough proposals
 - Concept and requirements: not fully understood
 - Requirements: possibly too restrictive/high
In particular regarding the involvement of the maritime operator
- New work programme in preparation taking this into account!



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TEN-T: Further MoS calls

Indicative timetable and budget

- May (tbc) 2010 – €85 million
- 2011 – €100 million
- 2012 – €50 million
- 2013 – €25 million



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What can TEN-T fund under MoS?

- Infrastructure and facilities open to all users (20%)
 - high water protection devices (dikes, breakwaters, locks)
 - lights, buoys, beacons; ramps, jetties, signposting
 - infrastructure and facilities up to the terminal site (for temporary storage of loading units, facilities for drivers, facilities for shore side electricity, waste treatment facilities, terminal handling equipment...)
 - land and sea access to port, including connecting links to the TEN-T or national land transport networks
 - administration and customs facilities (VTMIS, reporting and information exchange systems, administrative simplification)
 - waterways and canals to shorten sea routes



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What can TEN-T fund under MoS?

- Start up aid related to capital costs
(30% of depreciation during 2 years)
 - Vessels and vessel equipment
 - User specific facilities/infrastructure
- Studies (50%)
 - Support to MoS network deployment
 - Support a phased implementation of individual MoS projects



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Key issues/recommendations

- Focus on intermodality and logistic chain integration
 - Don't forget about hinterland part and bottlenecks – the port to port link is not enough!
 - Describe services, also existing ones and future upgrades
- Participation of infrastructure owners/managers, maritime and hinterland transport service providers and users, and other stakeholders
- Market, competition, cost/benefit analyses indispensable



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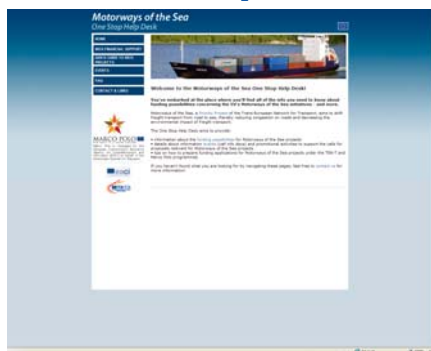
Conclusion

- Motorways of the Sea are a priority for the new Commission
- Good projects have high chances of funding!
- Holistic approach – bringing relevant actors together
- Exploit TEN-T and consider combining with Marco Polo (and possibly other instruments)



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MoS One Stop Help Desk: open for business!



Your single port of
call for MoS funding
information and
more!

www.mos-helpdesk.eu



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Thank you for your attention!



www.ec.europa.eu/tentea

