



# Motorways of the Sea

## Recent developments under the new Coordinator's mandate

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## MoS in the context of CEF

- Horizontal Priority and maritime pillar in the CEF programme
- MoS is the “maritime leg” of the core network corridors by connecting short-sea links with the landside corridors and by serving as a functional junction between the different nodes.
- Dedicated to facilitating intra-EU trade (40% by sea) & maritime links of the CNCs
- Supporting new/upgraded maritime links or projects of wider benefits
- Focus on multi-modality with multi-national & multi-beneficiary consortia
- Bridging the Mediterranean, Black Sea, Atlantic Sea Basins and the Baltic Sea Basins



## Two strategic objectives for this mandate

1. Better **integration of MoS into the wider TEN-T policy** and in particular better alignment with the core network corridors:
  - More regional approach addressing the specific challenges per sea-basin (enhanced cooperation with DG REGIO macro-regional strategies and DG MARE sea-basin strategies)
  - Stronger cooperation with the CNC activities (e.g. joint working groups per sea-basin)
  - Better aligned MoS study with CNC studies (e.g. reinforced data sharing)
2. Widening the **financing possibilities for MoS** and opening up for innovative financial schemes
  - Detailed analysis of the financing and funding opportunities next to grants (e.g. CEF Blending Facility for alternative fuels, InvestEU, private sector financing, eco-incentive schemes etc.)
  - Thematic seminars (e.g. first one on 26/11 in Rome on "Financing MoS")



## MoS events so far

- 2 MoS Forum meetings in November 2018 and June 2019, 3<sup>rd</sup> MoS Forum on 22 November 2019
- Joint working group for the Atlantic sea basin jointly with the Atlantic and North-Sea Mediterranean Corridor Coordinator on “Ireland’s connectivity in view of Brexit” in April 2019, Dublin
- Joint working group for the Eastern Mediterranean sea basin jointly with the Coordinators of the MED and Scan-Med Corridors in October 2019, Madrid
- Participation in numerous events of EU maritime associations etc.
- Bilateral meetings with Member States’ representatives and maritime stakeholders
- Reinforced cooperation with DG MARE on the sea-basin strategies



## MoS Study 2018-2022

- MoS Study as underlying analysis for the elaboration of two revisions of the MoS Detailed Implementation Plan: December 2018 until August 2022 (*study aligned with the nine core network corridor studies*)
- **Four main tasks:**
  1. Further **identification of MoS key priority areas** and development of two Detailed Implementation Plans
  2. Further elaborating the **MoS knowledge base**
  3. Developing a **list of MoS projects** and aligning this work on MoS with the work done on the project list for the nine core network corridors
  4. Preparing, supporting and following up of the **MoS conferences, seminars/working groups and MoS Forum meetings and other communication activities**



# Revision of the MoS Detailed Implementation Plan



# *Where are we coming from?*

## **The MoS Detailed Implementation Plan of 2018**

### **Three development pillars:**

#### **1) Environment**

*Emission reduction, deployment of "green" infrastructure, innovative environmental technologies, alternative fuels infrastructure (LNG) – towards transition to non-fossil fuels, pilot-testing of new technologies...*

#### **2) Integration of maritime transport in the logistic chain**

*Upgrade of maritime links – support to Short Sea Shipping, connectivity with hinterland and corridors, optimisation of ship and port operation through ICT solutions, paperless logistics interoperable with efficient customs operations, more focus on comprehensive network...*

#### **3) Safety/traffic management/human element**

*Wider benefit projects related to navigational safety (ice-breaking, hydrographic surveys, contingency planning), promote maritime careers, training related to safety aspects of new technologies, new concepts for traffic management...*



## ***Where are we heading to?***

### **Revision of the MoS DIP in 2019 and 2021**

- 3 pillars remain valid, but will be further detailed and shaped:
  - by capturing emerging topics that would require policy/financial intervention (e.g. decarbonisation 2050 agenda; digitalization; military mobility)
  - by contributing to TEN-T revision with a critical assessment and integration of cross-cutting issues (decarbonisation, digitalization)
  - by updating the MoS analysis of ports and transport flows with a clearer focus per sea-basin
  - by better aligning the priorities of the DIP with the corridor work plans (e.g. MoS sea-basin analysis integrated in CNC work plans)





## Elements of the 2019 MoS DIP

- Characteristics of Motorways of the Sea – Analysis per sea-basin
- Legislative drivers and emerging trends affecting Motorways of the Sea
- Definition of priorities - towards sustainable, smart (efficient) and safe Motorways of the Sea
- Definition of adequacy, gaps and investment needs
- Financing issues and tools
- Outlook on TEN-T review



# MoS in view of the TEN-T review



## Reviewing TEN-T policy: The process

- Evaluation study, carried out by an external consultant; study period: April 2019 – 2nd quarter 2020
- Presentation and discussion of results at 2020 TEN-T Days: 13 – 15 May 2020, Croatia
- Staff Working Document: Publication Summer 2020
- Deepening of specific issues (such as planning method, stakeholder reporting, status of national infrastructure policy, TEN-T policy in relation to third countries, high-speed rail etc.) throughout the process
- Depending on the outcomes of the review process: Preparation of a legislative proposal for a revision of the TEN-T Regulation, ideally for 2021



# MoS in view of the TEN-T review

- TEN-T review is a great opportunity to boost MoS as horizontal priority of the TEN-T and to better integrate it in the wider TEN-T
- Real chance for MoS to provide appropriate answers to the general objectives of TEN-T review:
  - Increasing the focus on projects for smart and carbon-free transport / efficient and sustainable mobility solutions
  - Strengthening the TEN-T as enabler of a sustainable, safe, smart and efficient transport system
  - Taking account of all relevant developments in related EU policies in transport and beyond, e.g. climate protection, environment, energy, digitalisation, health and social issues and international relations.



## Debate on the future of MoS

- Forum with MS representatives on 22 November to launch the debate on the future of MoS
- Further events will take place over 2020/2021 with all maritime stakeholders (e.g. EU maritime associations' workshop in Spring 2020, MoS event at TEN-T Days in May 2020...)
- Guiding questions, e.g.:
  - ✓ Is the current MoS concept sufficiently understood by the maritime stakeholders?
  - ✓ What were the main strengths of MoS projects in the current CEF programme?
  - ✓ What were the main weaknesses / barriers to fully exploit the MoS concept?
  - ✓ How do you see the future of MoS? What shall be the main objectives and policy priorities for MoS in the revised TEN-T guidelines?
  - ✓ How shall the maritime dimension overall be reshaped in the next TEN-T guidelines?
  - ✓ Do we need an adjustment of the eligibility criteria for MoS projects?



# MoS in view of CEF 2

# CEF II proposal



## PROPOSAL OVERVIEW

### TRANSPORT

€ 24,115 million

- **Efficient and interconnected networks**
- **Smart (digital), sustainable (e.g. alternative fuels), inclusive, safe and secure mobility**

€ 6,500 million

- **TEN-T adapted to military mobility requirements**

### ENERGY

€ 8,650 million

- **Integration of the internal energy market**
- **Interoperability of networks across borders & sectors**
- **Decarbonisation**
- **Security of supply**
- **Renewables cross-border cooperation**

### DIGITAL

€ 3,000 million

- **Deployment of very high capacity & 5G digital networks**
- **Increased resilience and capacity of backbone networks on EU territories**
- **Digitalisation of transport & energy networks**



## WHAT ARE THE SPECIFIC OBJECTIVES? (1)

### 1. Development of the TEN-T network **60%**

- **75% - Core Network Corridors**
- **10% - Other sections of the Core network**
- **15% - Comprehensive network specific sections: cross-border links & outermost regions**

### 2. Modernisation of existing TEN-T network **40%**

- **Core and Comprehensive network :**  
**Smart, sustainable, inclusive, safe and secure TEN-T:**  
**MoS**, Telematic application systems (e.g. VTMISS, RIS, ITS, ERTMS, SESAR), freight transport services, new technologies and innovation (e.g. alternative fuels, automation), interoperability, road safety, climate change, accessibility, security and civil protection





## ***STRONGER ARTICULATION WITH THE CORE NETWORK CORRIDORS***

An increased role for the European Coordinators and their work plans in the selection process of projects

- Selection of projects shall be based on **award criteria** defined in the work programmes and calls, and taking into account key elements set out in the Regulation
- Where applicable, the **assessment of the award criteria will ensure that:**
  - proposed actions are **consistent with the corridor work plans and implementing acts** and
  - take into account **the opinion of the responsible European Coordinator**



# Upcoming events



# Upcoming MoS events

- 26 November 2019, Rome: “Financing the maritime sector and MoS”
- Spring 2020, Brussels: Brainstorming on the future of MoS with EU maritime associations
- MoS event during the TEN-T Days, 13-15 May 2020, Croatia
- Spring 2020: Joint working group for the Black Sea basin
- Summer/Autumn: Joint working group for the North Sea / Baltic Sea basin
- Summer/Autumn: Joint working group for the Eastern Mediterranean sea basin



**Thank you  
for your attention!**

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