

ANNEX 6

PRIORITY "MOTORWAYS OF THE SEA"

The overall objectives and priorities are set out in chapter 3.3.4 of the Multi-annual Work Programme.

http://inea.ec.europa.eu/download/calls2014/cef_transport/map_334_mos.pdf

Proposed Actions under this priority shall address either works and/or studies (including studies with pilot activities).

Motorway of the Sea (MoS) studies shall contribute to the promotion and development of the concept at a regional or European level. They may also contribute to further policy developments in the field. Preference will be given to mature studies, leading to concrete results such as technical design of infrastructure, human element aspects in maritime transport, preparation of ICT applications, better security measures etc. Feasibility studies or market studies are not eligible for funding.

Study with pilot activities under the MoS can be considered as projects testing or deploying new technological solutions in real operational conditions. They can also be considered as innovative projects contributing to uptake of new solutions not sufficiently present in today's market. Actions of this type may address a wide spectrum of needs in maritime sector, notably alternative fuels and emission abatement technologies.

MoS works should be considered either as wider benefit implementation measures (e.g. construction of LNG bunkering infrastructure for ships serving a group of ports, coordinated enhancement of maritime security or safety systems in several countries) at regional or EU level, or as implementation measures for the purpose of upgrading an existing or setting up a new maritime link with a possibility of its further intermodal extension i.e. integration with other modes of transport on the TEN-T network. A MoS maritime link based actions may also consist of links between ports and the core network or other national stretches of the core network. The wider benefit actions may include, but not limited to, a group of EU ports, infrastructure managers, shipowners or consortia bringing together different maritime entities. The proposed Actions related to the upgrade or establishment of a maritime link, must involve at least two EU ports (two core ports or one core and one comprehensive) and a maritime operator. The involvement of the operator may be direct as a beneficiary or indirect as an associated entity participating in a project without receiving a grant.

The eligible costs of upgrading MoS links may involve costs borne by shipowners in order to comply with the provisions of the MARPOL Convention's Annex VI and Sulphur Emission Control Area requirements entering into force on 1 January 2015, or costs contributing to better environmental performance of a maritime service, including installations related to on-shore power supply. These kinds of actions must be submitted by shipowners operating on a particular maritime link together with the EU ports the link relates to. Upgrades on vessels are limited to the additional efforts for environmental purposes and cannot cover the full costs of acquiring or constructing a vessel. Projects purely involving the retrofitting of large fleets of vessels under one proposal and non-related to the specific maritime links upgrade are not eligible.

Should the upgrade of the existing link or establishment of a new MoS service not be implemented by the end of a co-funded project, the European Commission reserves a right to reduce or recover part of the grant accordingly.

Requests for co-funding superstructure will be admissible only within the works or study with pilot activities open to any user on a non-discriminatory basis, provided that the proposed items can be considered as ancillary infrastructure necessary for implementation of a particular action and/or related to increase of efficiency or environmental performance of MoS services. The superstructure, including ships, will be required to serve the co-funded actions within the EU area for at least 5 years after the project end date.

MoS can enable co-funding for large ICT projects of EU added value, in particular those focusing on the various aspects of e-maritime systems, such as information and traffic managements systems, single windows or VTMIS applications as long as they demonstrate compliance with relevant EU legislation in the field (notably Directive 2010/65/EU on reporting formalities for ships, and the related specifications adopted by Commission experts group coordinating the implementation of the Directive by the Member States). The port community systems, unless strictly related to the upgrade of MoS links, shall be submitted to Priority "Telematic applications systems other than those covered by the Multi-annual Work Programme" of the 2014 annual transport call for proposals¹.

Proposed Actions related to establishing multimodal platforms in maritime ports shall be submitted to Priority "Connections to and development of multimodal logistics platforms" of the 2014 multi-annual transport call for proposals, Funding Objective 3².

Proposed Actions related to development and deployment of 'E-freight policy', unless predominantly MoS related, aiming at facilitation of access to information on freight transport across all modes and simplification of use of this information, shall be submitted to Priority "Deployment of new technologies and innovation in all transport modes, with a focus on decarbonisation, safety and innovative technologies for the promotion of sustainability, operation, management, accessibility, multimodality and efficiency of the network"³ of this transport call for proposals.

Priority will be given to projects supporting the environmental performance of maritime transport, and its safety and efficiency. In particular the support will be allocated to alternative fuels and emission abatement technologies in view of the requirements of Annex VI of the IMO MARPOL Convention. Proposed Actions supporting the deployment of alternative fuels and emission abatement technologies or which promote the use of shore-side electricity fall under this category. In addition works actions focusing on upgrading or establishing new MoS links, especially when clearly demonstrating synergies between MoS service and other transport sectors, will be prioritised.

For large multi-beneficiary actions, it is strongly recommended to exploit the possibility of submitting applications for funding by European Economic Interest Grouping (EEIG), established for the purpose of project implementations in line with Council Regulation (EEC) N° 2137/85 of 25 July 1985.

¹ Corresponding to section 3.3.1 of the Annual Work Programme.

² Corresponding to section 3.3.6 of the Multi-annual Work Programme.

³ Corresponding to section 3.2.1 of the Multi-annual Work Programme