



TEN-T support for Motorways of the Sea projects under 2012 Call

*Joint Short Sea Shipping and Motorways of the Sea
Focal Points and Short Sea Promotion Centres Meeting*

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Motorways of the Sea: 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 and covers all types of maritime freight operations

To...

- Reduce road congestion
- Increase use of more sustainable modes of transport
- Improve accessibility to peripheral regions

MoS objectives

- General Sustainability and Safety
- Contribute to “Climate Change” solutions
- Strengthen Cohesion
- Improve existing or establish new maritime links
- Improve Maritime Transport integration in the global logistic chain
- Improve transshipment and hinterland connections in Ports
- Multimodal connections – priority for the integration of Inland Navigation and Rail
- Fostering the deployment of new technologies and systems

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 (EIB)*
- *National schemes*

TEN-T MoS projects vs 'traditional' TEN-T projects

- *Focus on transport network integration (maritime with hinterland)*
- *Improve framework conditions (hard and soft) to facilitate modal shift (holistic approach)*
- *More complex*
 - **Involve several implementing bodies**
 - **Driven by a mix of public and private bodies**
- *Pre-selected (maritime link based projects) and approved by at least 2 EU Member States*

TEN-T co-financing for MoS in 2011

- 20% for infrastructure works and facilities **(implementation projects)**, 30% for cross-border sections
- 50% for **pilot actions**
- 50% for **studies** or study parts of projects
- 30% for **start-up aid** i.e. depreciation of capital costs

Combining rates within the same project possible

Cumulating with other EU co-financing instruments for the same part of action **not possible**

Project types and strands

	Maritime link based Actions	Wider benefit Actions
Implementation projects (priority)	Primarily	Yes
Studies taking the form of <u>Pilot actions</u>	Possible	Yes
Studies	Limited	Possible

Two strands of projects

- Maritime link based projects
Establishment of MoS projects along main freight transport corridors, based on maritime links (new or improvement of existing links)
 - Projects consisting of infrastructure and facilities investments (hard or soft) necessary to remove bottlenecks to improve efficiency of the logistic chain on a corridor
- Wider benefit projects
Implementation actions for IT systems (eMaritime applications, Single Window, PCS, etc.), environmental issues, tracking and tracing systems, training, icebreaking etc.
 - Projects addressing maritime industry wide issues and link to other segments in the logistic chain, typically environmental issues linked to emissions or ICT applications

Project types: Objectives

Implementation projects	Final implementation and deployment, i.e. purchase and construction of infrastructure, facilities and systems
Studies taking the form of <u>Pilot actions</u>	To introduce new and innovative concepts and technologies in pre-implementation phase (no R&D !)
Studies	Primarily to address regional or European issues of wider benefits for MoS Could include preparatory phases of implementation projects (minor parts)

Participation

- **Maritime link projects** (implementation and pilot actions primarily)
 - Ports
 - Other infrastructure and facility owners, including in hinterland
 - Maritime operator(s) and preferably hinterland transport operator(s)
 - Broader consortia involving terminal operators, infrastructure owners, etc.
 - Involvement of maritime operators, shipping companies and other transport operators demonstrated through direct participation in the project as beneficiary or through letters of support (letters of intent) to participate in stakeholder group
- **Wider benefit projects** (implementation, pilot and study actions)
 - Broad involvement (directly or through commitments) by the relevant stakeholders, in particular public administrations (e.g. customs) and users (operators), depending on the nature of the projects
- Participation should be appropriate and balanced (lean) to achieve the objectives (deployment)!

Involvement of transport operators (and other stakeholders)

- Direct as project beneficiary, no letter needed
- Indirect through letters of support/intent streamlining the operator's credible commitment to the project

Recommended letter structure:

- role of operator in the project
 - organisational involvement (e.g. steering committee)
 - co-operation with other beneficiaries
 - technical involvement (service operation)
 - financial capacity to operate service
- Possibility to co-finance costs of organizational involvement with a 50% rate

MoS call in 2012

- Budget allocation for MoS in 2012: €80 million
- Studies: limit of 20% of the overall budget
- Minimum EU contribution: € 0.5 million
- **Deadline for submission 28 February 2013**
- Evaluation April/May 2013
- Approval by Member States and European Parliament July 2013
- Finalisation of individual decisions ('contracts') September 2013

MoS eligibility

- All types of projects must include applicants from (and be supported by) a minimum of **two** different Member States
- Eligibility period for actions:
1 January 2012 - 31 December 2015
- Involve in general private and public sectors
- Implementation projects (works): Prior evaluation and pre-selection within a public call for tender organised by Member States concerned
- Project extension to a neighbouring non-EU country requires additional governmental endorsement from that country
- Project part extended to non-EU country not eligible for TEN-T co-financing

Conclusions (1/2)

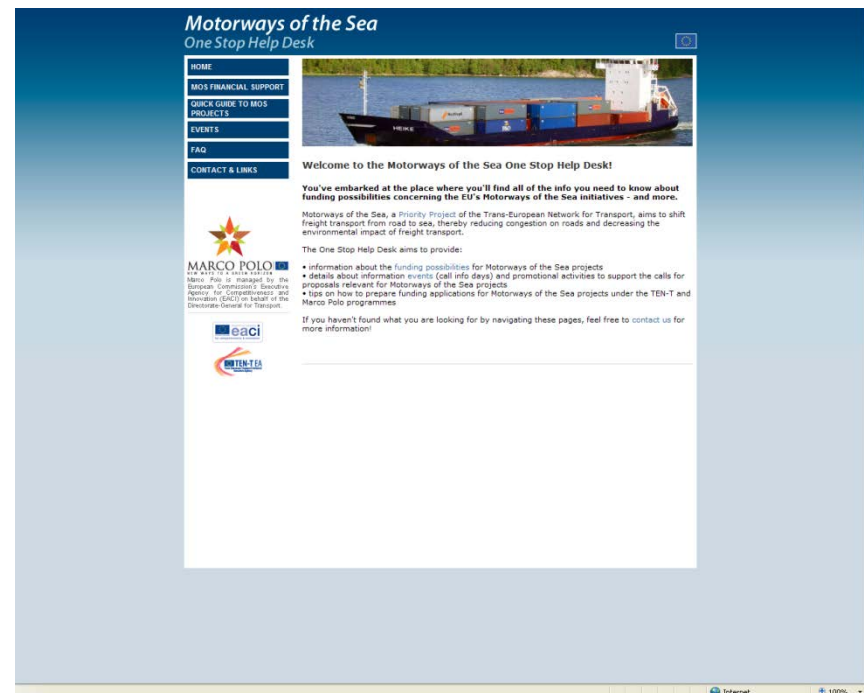
- An application should be based on a strategic decision, i.e. fit into an overall strategy and a firm decision to implement !
- Read and understand the workprogramme, call text, guide for applicants and FAQs
- Wider benefit projects should check existing projects and knowledge to avoid duplication, to re-use 'standards' and to plan collaboration, i.e. cannot repeat what has been done !
- Consult the help desk for any queries
- Consult your Member State TEN-T representative as soon as possible

Conclusions (2/2)

- 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 - existing ones & future upgrades
- Demonstrate freight flows justifying the link: a must!
- Include market, competition, cost/benefit analyses: they are necessary to demonstrate that the link has/can gain a fair market share and that it can realistically become profitable for operators
- Use a holistic approach – bring relevant actors together
- Appropriate participation of transport operators (covering the maritime link) and ports are required. Involvement of other stakeholders expected as appropriate (e.g. infrastructure owners/managers, hinterland transport service providers)

More information about MoS

**MoS One Stop
Help Desk:
open for
business!**



www.mos-helpdesk.eu



Thank you



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Identifying and preparing TEN-T MoS projects

- **Start from the 'market'**, i.e. identified needs
- **Build a partnership**; Involve key actors
- **Scope your project**
- **Build your case** (use existing material, market analysis, socio-economic cost-benefit analysis, etc.)
- **Talk to your supporters**

Call characteristics

Maritime link based Actions

- Intermodality and integration are key principles
- Integration of IT systems or application of single window concept expected, in particular regarding reporting and 'open' sharing of information
- Investment in infrastructure and facilities to overcome or prevent bottlenecks
- Focused predominantly on freight transport
- Efficiency of MoS services based on modal shift calculations till 2025 and reduction of external costs
- Viability of transport service substantiated through detailed market analyses of freight flows and business plans
- The transport (maritime) service must be achieved at the latest 6 months before the end of the project – otherwise the EU financial aid may be reduced

Wider benefit Actions

Examples:

- LNG
- Eco bonus
- Environmental friendly maritime transport
- Partnership with Neighbouring Countries
- Interoperability of ICT systems:
 - eMartime & beyond
- Safety & environmental protection in port areas and the Human Element
- Role of ultraperipheral regions

What can TEN-T fund within implementation projects?

- 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, shore side electricity, & waste treatment; terminal handling equipment...)
- Land and sea access to port, including connecting links to the TEN-T or national land transport networks
- ICT infrastructure for eMaritime, administration and customs facilities (VTMIS, reporting and information exchange systems, administrative simplification), etc.
- Waterways and canals to shorten sea routes

Start-up aid

- 30% of two years of depreciation of eligible capital costs e.g.
 - Terminal equipment
 - Fixed or semi-mobile equipment (e.g. cranes or ramps)
 - Locomotives, ships or vessel equipment allocated to MoS service or adjustment of vessels for the purpose of MoS

What are the requirements for cross-border sections?

- Actions/construction on two sides of the border
- Project technically and financially indivisible
- Member States commit jointly to the project (formal governmental agreement) and put in place a common management and implementation structure
- More info:
http://tentea.ec.europa.eu/download/calls_2009/definition_cross_border_sections_en.pdf