

TEN-T support for Motorways of the Sea projects in 2010



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Issues to be covered

- TEN-T co-financing for MoS
- Eligible MoS actions
- Specific elements of MoS proposals
- Project evaluation
- Conclusions



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
- Improve accessibility to peripheral regions



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 co-financing for MoS in 2010

- 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**



Implementation projects

- Priority in selection exercise
- Two types:
 1. maritime link based projects
 2. wider benefit projects

Maritime link based projects

Objective: establish MoS projects along main freight transport corridors, based on new maritime links or improvement of existing ones



Implementation projects

- Intermodality a key principle (involvement of two ports from two Member States, a maritime operator and hinterland transport operators)
- Broader consortia involving terminal operators, logistics companies or ship brokers expected
- Investment in infrastructure to overcome or prevent bottlenecks
- Involvement of shipping companies and other transport operators demonstrated through direct participation in the project as beneficiary or through letters of support (letters of intent)



Implementation projects

- Services focused predominantly on freight transport
- Efficiency of MoS services based on modal shift calculations till 2025 and reduction of external costs
- The transport (maritime) service must be achieved at the latest 6 months before the end of the project – otherwise the EU financial aid will be reduced to 10%
- Viability of transport service substantiated through detailed market analyses of freight flows and business plans
- Competition analysis of the project impact on other transport services and ports in the same or nearby regions



Implementation projects

- Integration of IT systems or application of single window concept expected (VTS/e-maritime/e-navigation)
- Project impact to be monitored and reported during and after its implementation
- Study or pilot action parts preparing the concrete implementation phases can be incorporated
- Pre-selection through regional joint calls for proposals organised by Member States compulsory
- Wider benefit projects



Implementation projects (ctd.)

Wider benefit projects

- Implementation actions for IT systems e.g. Shipping management and information network - e-Maritime / e-navigation, Port Community systems, tracking and tracing systems, etc
- environmental issues e.g. LNG, Port facilities
- training to reflect the sound and efficient character of the operations
- icebreaking, etc.



What can TEN-T fund within implementation projects? (1/2)

- 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
- Administration and customs facilities (VTMIS, reporting and information exchange systems, administrative simplification)
- Waterways and canals to shorten sea routes



What can TEN-T fund within implementation projects? (2/2)

- INFOSTRUCTURE – e-maritime
- A Communication and a legislative proposal for a framework directive for adoption by the Commission, early 2011
- An Impact Assessment will be delivered September 2010;
- The online consultation is now open at:
<http://ec.europa.eu/yourvoice/ipm/forms/dispatch?form=emaritime>
- *You are kindly requested to participate to provide your views and comments. Responses from operational, strategic, legal and technical departments of authorities and business are needed*
- *Christos Pipitsoulis – Policy officer for E-Maritime*
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Pilot actions (1/2)

- Objective to deploy new and innovative concepts and technologies in pre-implementation phase

Examples:

- Reduction of administrative burden by implementation of IT information exchange/reporting systems or single windows for MoS services
- Integrated IT systems for cargo tracking & tracing within the entire MoS chain
- Validation of the operational benefits of new ro-ro ship prototypes or of innovative, environmentally friendly ship propulsions/engines for MoS services
- Innovative logistics concepts accelerating intermodal operations in terminals
- Test operations for door-to-door MoS services involving at least maritime operator, two ports in two different Member States and rail or inland navigation operator (ex. PORTMOS project on MoS Helpdesk website)



Pilot actions (2/2)

- Procedures
- People
- Technologies
- Operations
- Produce a conceptual system
- (up to) Full scale Demonstration
- Working System
- ...[next step not covered is a deployed service]



Studies

- Must address regional or European issues of wider benefits for MoS
- Could include preparatory phases of implementation projects
- Minimum subsidy: €1 million (any type of action)



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



MoS call in 2010

- Budget allocation for MoS in 2010: €85 million
- Pilot actions: indicative limit of 30% of the overall budget
- Studies: limit of 20% of the overall budget

Deadline for submission: 31 August 2010



Identifying and preparing TEN-T MoS projects

- **Start from the market** (trade flows analysis, port investment planning, MoS Master plan, new links, recent upgrade of existing maritime services, upcoming MP projects)
- **Build a partnership:** Involve key actors (ports, terminal service providers, maritime operators, hinterland transport operators, agencies...)
- **Scope your project** (identify bottlenecks across the logistic chains (i.e. also in hinterland) and propose relevant actions)



Identifying and preparing TEN-T MoS projects

- **Include integration actions** (single window, tracking and tracing, joint marketing, prospective studies, etc.)
- **Build your case** (use existing material, market analysis, socio-economic cost-benefit analysis)
- **Talk to your supporters** (national/regional governments, MoS Help Desk, EIB, TEN-T and EACI Executive Agencies, European Coordinator for the Motorways of the Sea)



Examples of currently funded MoS implementation projects



Eligibility

- All type of projects must be submitted jointly by at least two Member States
- 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
- Eligibility period for actions:
1 January 2010 - 31 December 2013



Project evaluation

- External evaluation by independent experts, organised by TEN-T EA
- Final selection by the European Commission
- Four blocks of evaluation criteria
 - Relevance
 - Maturity
 - Impact
 - Quality



Conclusions

- 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)



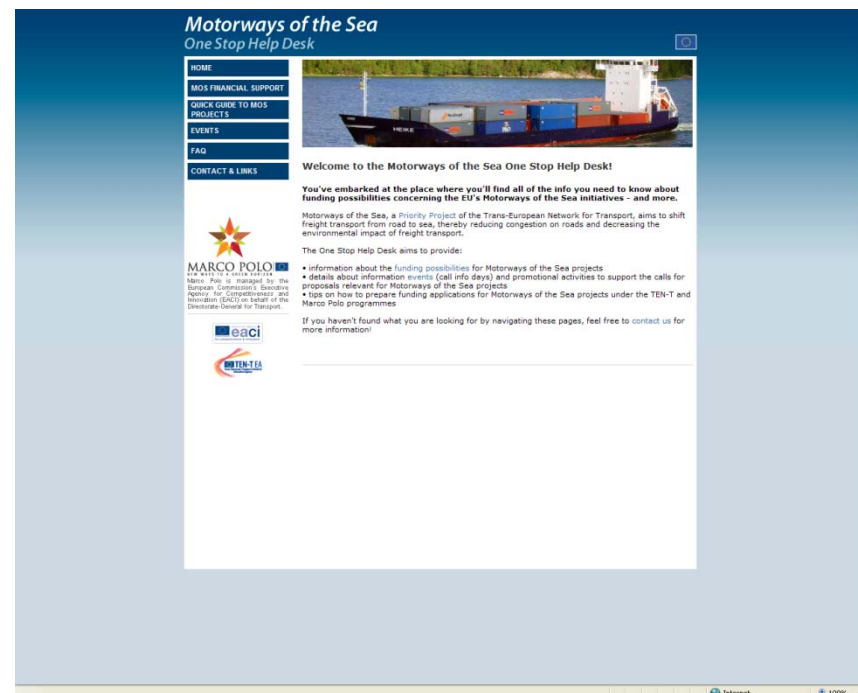
Conclusions

- Provide detailed information, preferably with supporting documents and quoted sources for figures
- Exploit TEN-T and consider combining with Marco Polo (and possibly other instruments)
- Include clear project organisation structures with allocation of tasks and responsibilities
- Describe the environmental situation, and obtain & provide possible certificates
- Get the active involvement of MS early in the process



More information about MoS

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



www.mos-helpdesk.eu



Thank you



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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



Involvement of transport operators

- 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 of transport operators with a 50% rate

