



Framework for the transport work programmes under the Connecting Europe Facility

**TEN-T Policy Priorities for MoS-Baltic approach - *BPO*
Lunch Debate - European Parliament Brussels, March
18th 2014**

José Anselmo, Team Leader – Policy Advisor for Motorways of the Sea (MoS)



Motorways of the Sea (MoS): 2007-2013 A Success Story

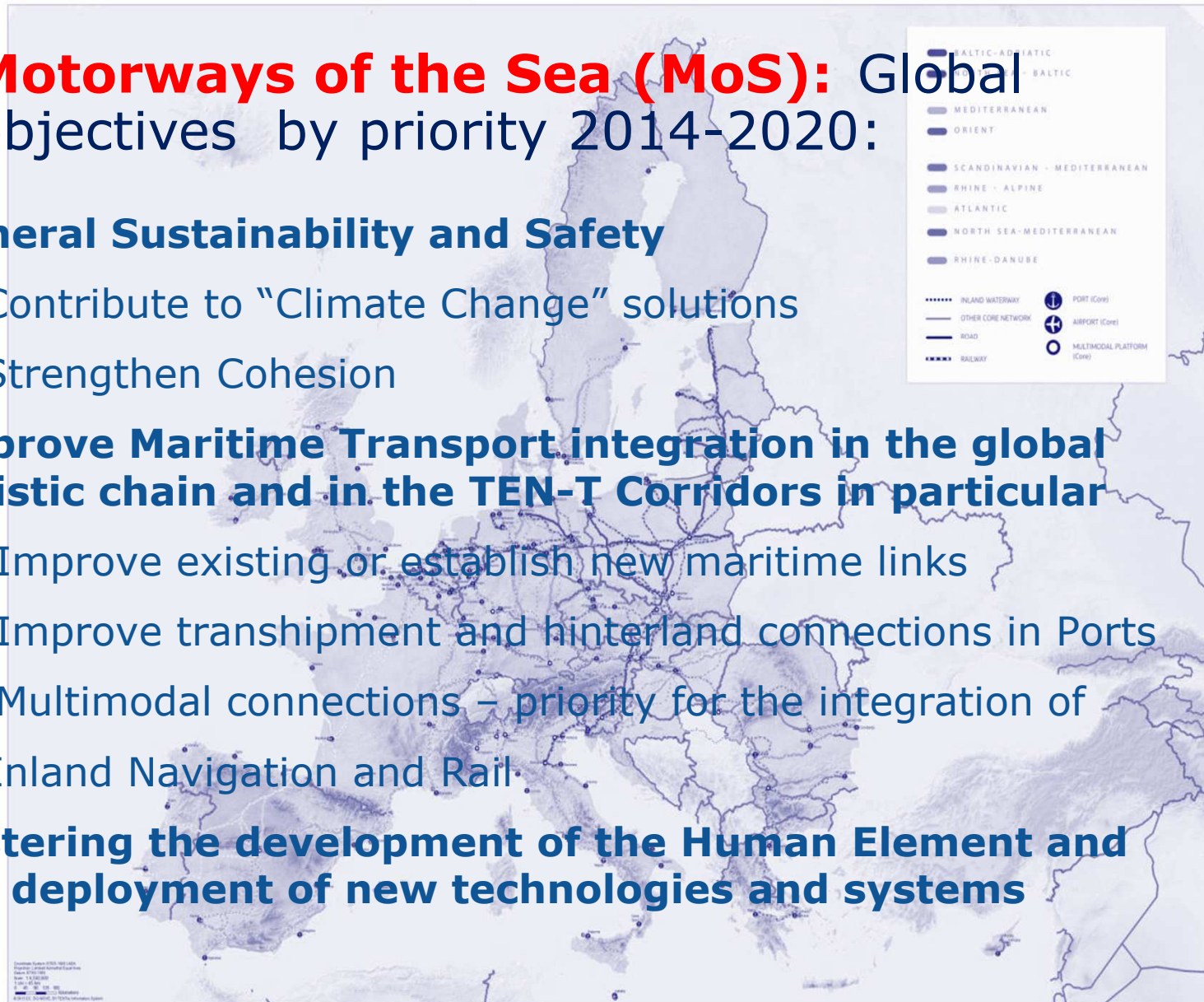
- A major development : from forecasted 300 M€ to Actual expenditure app 450 M€
- From being one single Priority Project MoS evolved into the major Connector to Core & Comprehensive Networks and between Corridors (Filling in the gaps.....)
- Every single TEN-T corridor Starts and/or Ends in a Port thereby connecting to maritime operations supporting either Intern Trade or Extern Trade operations
- and has proved the only consistent tool supporting the development and actual physical deployment of Technical Solutions for SECA area and Logistic tools integrating Maritime Transport in the global Logistics chain





Motorways of the Sea (MoS): Global objectives by priority 2014-2020:

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





Motorways of the Sea (MoS): Key Technical objectives & Enablers 2014-2020

- **Emission Reductions** and LNG deployment: E.g. meeting SECA requirements, developing Infrastructure and Standards, Pilot tests for shore based installations, bunkering and ship equipment, Master plan for investment and deployment, alternative technical and fuelling solutions, etc
- **SINGLE WINDOW**: e.g. Reporting Directive, Standards, Institutional & Industrial requirements, Port Community & Logistics Info Systems
- **MoS and Hinterland Corridor Integration**: e.g. Governance, joint ventures, common indicators, Interoperability (Physical + ICT).
- **Efficient Maritime Links**: to increase sustainability and competitiveness
- **Safety, Traffic management & Human Element**
- **Improved Shipping Environmental solutions**: Technical solutions including retrofitting for optimal ship performance. Icerouting & icebreaking





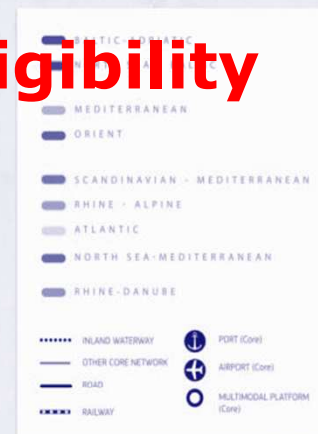
The Connecting Europe Facility: eligibility

80 – 85 % of available budget (~€22bn) for pre-identified projects listed in Annex 1

- **Horizontal priorities (TMS, innovation & new techs focusing on decarbonisation, safe and secure infrastructure, Motorways of the Sea, Core Network Ports and Airports)**
- **9 core network corridors**
- **and other important cross-border and bottleneck sections**

15 – 20 % (~€5bn) for:

- **Other projects of the core network**
- **Projects of comprehensive network (max 5%)**
- **For financial instruments (10%)**





Priorities for CEF implementation

Main Priorities listed in the Communication

- **Major Cross-Border projects on the Corridors**
- **Other cross-border, bottlenecks and multimodal projects on the Core Network and the Corridors**
- **SESAR**
- **ERTMS**
- **Other Telematic Application systems (RIS, ITS, e-Maritime...)**
- **Motorways of the Sea, including LNG**
- **New technologies and innovation**
- **Horizontal priorities to be deployed in priority along the Core Network Corridors**

Communication gives an estimate of financial support for each priority, actual spending depends on project selection

Multiannual work programmes (80 to 85%)

<i>Priority</i>	<i>Specific objective concerned</i>	Min - Max for 14.9bn (in million EUR)	Min - Max for 11.3bn (in million EUR)
Major Projects on the Corridors	<i>bottleneck, missing links, cross-border and rail interoperability</i>	4,000-5,000	10,000-10,000
Other projects of the Core Network and its corridors, incl. rail interoperability, inland connections to ports & airports	<i>bottleneck, missing links, cross-border and rail interoperability</i>	3,500-4,500	
SESAR	<i>integration - interoperability</i>	2,000-2,500	300-500
ERTMS	<i>bottleneck, missing links, cross-border and rail interoperability</i>	600-700	200-400
Other TMS, including ITS for road, RIS and VTMS	<i>integration - interoperability</i>	250-400	
Motorways of the Sea (incl. LNG projects and development of ports)	<i>integration - interoperability</i>	400-600	100-300
New technologies & innovation	<i>sustainability - innovation</i>	200-300	50-100

Annual Work Programmes (15 to 20%)



<i>Priorities</i>	<i>Specific objective concerned</i>	Min - Max for 14.9bn (in million EUR)	Min - Max for €11.3bn (in million EUR)
Projects on the comprehensive network (cap of 5%)	<i>bottleneck, missing links, cross-border, rail interoperability</i>	600-1000	
Projects to connect the trans-European transport network with infrastructure networks of neighbouring countries	<i>bottleneck, missing links, cross-border...</i>	50-100	
For freight transport services	<i>sustainability - innovation</i>	150-200	
For actions to reduce freight noise	<i>sustainability - innovation</i>	200-260	
Financial instruments	<i>All</i>	1,300-2,400	
Programme support actions		150-150	110-110



Next steps for CEF implementation

Adoption of the 2014 Work Programmes

- **Draft 2014 work programmes (Annual and multi-annual) approved by CEF Committee Members on 5th of March**
- **Delegated Act on CEF funding priorities to enter into force on 7th March**
- **European Coordinators officially appointed on the 12th of March. MoS : Valente de Oliveira until 30 June + Brian Simpson from 1st July**
- **2014 Work Programmes to be adopted by the Commission before 31st March**

2014 calls for proposals

- **Size of the calls is evaluated on the basis of MS project pipelines**
- **Target date for launching the calls to be discussed with the CEF Committee**