

- 3.3. Priorities for the objective of optimising the integration and interconnection of transport modes and enhancing the interoperability of transport services, while ensuring the accessibility of transport infrastructures

3.3.4. Motorways of the Sea (MoS)

Priority open to all Member States

General objectives

Motorways of the Sea are considered the maritime pillar of the Trans-European Transport Network. They consist of short-sea routes, ports, associated maritime infrastructure and equipment, facilities as well as simplified administrative formalities enabling Short Sea Shipping or sea-river services between at least two maritime ports, including hinterland connections. They shall contribute towards the achievement of a European Maritime Transport Space without Barriers, connect Core Network Corridors by integrating the maritime leg and also facilitate maritime freight transport with neighbouring countries. In this context, they shall also promote sustainable shipping concepts which contribute to reducing negative impacts of heavy fuel oil powering in support of the implementation of the requirements of Annex VI of the IMO MARPOL Convention and of Directive 2012/33/EU as well as reduction of CO₂ in maritime transport.

Actions addressed with this programme may concern studies, studies with pilot activities as well as a combination of studies and works.

Specific objectives:

To support the overall objectives of Motorways of the Sea, the following measures shall be promoted:

- Infrastructure development in ports and upgrade of sea-based transport services integrated in logistics chain. In particular the expected actions may include:
 - development of infrastructure for direct land and sea access, hinterland connections, development in port handling facilities, freight terminals, logistic platforms and freight villages which are associated to the port operations. Moreover, actions aiming at reducing bottlenecks in maritime transport and multimodal routes, providing safer, more secure and more environmentally-friendly maritime transport services will be promoted. This may include improvements in quality and capacity of ro-pax services.
 - development of maritime ICT systems and services addressing logistics management systems in ports, safety and security for port handling operations as well as administrative and customs procedures. Single windows shall fully comply with the regulatory and technical specifications developed by the Commission (Directives 2010/65/EU and 2002/59/EC).
 - development of sea-based transport services which are open, integrated in door-to-door logistic chains and concentrate flows of freight on viable, regular, frequent, high-quality and reliable Short Sea Shipping links connecting the Core Network Corridors.
 - development of MoS in a harmonised and interoperable manner, duly taking into account the global nature of maritime transport and its role as a link between intra-European trade and international trade.

3.3. Priorities for the objective of optimising the integration and interconnection of transport modes and enhancing the interoperability of transport services, while ensuring the accessibility of transport infrastructures

- development of environmentally sustainable shipping covering new clean fuels facilities and on-board installations, environmentally friendly SO_x abatement technologies respecting or going beyond the current environmental legislation requirements as well as reductions of other air emissions such as NO_x and CO₂.

- Promotion of "wider benefits" of the MoS development, not linked to specific geographic areas or ports but benefiting the industry widely, such as services and actions to support the mobility of persons and goods, improvement of environmental performance (clean fuels, waste reception facilities etc), icebreaking and year round navigability, geographical surveying and dredging operations, infrastructure development in ports, notably including alternative fuelling facilities as well as optimisation of processes, procedures and the human element, ICT platforms and information systems including traffic management and electronic reporting systems. In this context, actions aiming at the facilitation of maritime freight transport with neighbouring countries, hence fostering international trade, may be supported.

Priority will be given to funding the following areas:

- Implementation actions focusing on upgrading or establishing new MoS links with a considerable port investment component; especially when clearly demonstrating synergies between MoS service and other transport sectors, and connecting the Core Network Corridors.

- Actions supporting the deployment of alternative clean fuels infrastructure (LNG, methanol and other) in EU core and comprehensive ports. Use of shore-side electricity and energy efficiency measures, fall under this category. Open loop scrubbers are not eligible.

- Actions supporting the development of reception facilities for oil and other waste, including residues from scrubbers, on-board waste incinerators and waste water treatment systems having no reverse environmental impacts.

Three types of actions may be promoted for the purpose of the Motorway of the Sea:

- 1) Studies contributing 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.
- 2) Studies with pilot activities considered as projects testing or deploying new technological solutions in real operational conditions. Actions of this type may address a wide spectrum of needs in maritime sector including alternative fuels and new emission abatement technologies, pilot projects permitting to increase the image and quality of shipping as well as introducing vocational training for the purpose of new technologies in maritime transport.
- 3) MoS works 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

- 3.3. Priorities for the objective of optimising the integration and interconnection of transport modes and enhancing the interoperability of transport services, while ensuring the accessibility of transport infrastructures

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 include 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), which is demonstrated by appropriate port investments, 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, or costs contributing to better environmental performance of a maritime service, including installations related to on- shore power supply or reduction of CO₂ emissions. These kinds of actions should be promoted 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 or an aggregated number of proposals and non-related to the specific maritime links upgrade are not supported. For emission abatement technologies installations, at least hybrid technology solutions will be admitted and they cannot create adverse environmental effects, in particular leading to changing the PH value of the marine environment.

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 proportional 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.

For large multi-beneficiary actions, project proponents should exploit the possibility of establishing European Economic Interest Grouping (EEIG) for the purpose of project implementations in line with Council Regulation (EEC) N° 2137/85 of 25 July 1985.