29 May 2020 – CPRM Transport WG

Future of Motorways of the Sea and Maritime dimension of TEN-T
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- Key Messages from the CPMR
- Revised DIP
- Towards a new maritime pillar of TEN-T?
- Next steps
Current TEN-T Guidelines

Section 4: Maritime transport infrastructure and Motorways of the Sea

Article 20
- **Infrastructure components**
- *List of all maritime components; criteria for the definition of ports (thresholds)*

Article 21
- **Motorways of the Sea**
- *Definition of MoS and its eligibility criteria*

Article 22
- **Transport Infrastructure requirements**
  - e.g. rail and IWW connection for maritime ports, at least one terminal, waste reception facilities, VTMIS,...

Article 23
- **Priorities for maritime infrastructure development**
  - Promotion of MoS/SSS, development of hinterland connections, new technologies/innovation of AF (LNG), capacity expansion, ...
I. Key Messages from the CPMR

- Keeping a maritime pillar in the reviewed Regulation
- Going beyond a list of eligibility criteria and clarify what MoS is
- Associating strong policy objective to the maritime pillar of TEN-T
- Consider MoS and ports as cross-border
- Better integrate maritime transport/MoS with CNCs and the whole network
- Open MoS to Comprehensive to Comprehensive including in same MS
II. Maritime Transport Stakeholders' meeting

Majors trends leading to modification of the revised DIP to be published in June

- reflect how maritime transport is engaged in the process of shifting towards various types of alternative non-fossil fuels in order to reduce carbon emissions.
- initial analysis with Member States and all relevant stakeholders of the maritime sector in order to gather views and opinion on the future possible reorientation of the priorities of MoS work plan in view of the Covid-19 crisis.
- data present in the DIP has been updated to reflect the UK’s departure, and its consequences are now explored in further detail.
- importance of SSS in maintaining connections with our islands and peripheral regions. In the revised DIP, the importance of these regions has been highlighted further, and the key role of the MoS programme in ensuring their connectivity has been explored in more detail.
- Investment needs in digital solutions, reconversion to new alternative fuels and port infrastructure have for example been given more consideration.

Idea of the Coordinator to strengthen the Maritime Section of the TEN-T

- From infrastructure and MoS to "European Maritime Space"
- Sustainable
- Seamless
- Smart
III. Towards a new maritime pillar of TEN-T?

Section 4: Development of a sustainable, seamless and smart European Maritime Space

- Sustainable including for instance:
  - Focus on decarbonisation of the maritime sector
  - Further exploration of shore-side power supply
  - Emphasis on climate adaptation

- Seamless:
  - Developing hinterland and last mile connections
  - Removal of persistent bottlenecks in the loading operations
  - Supporting connectivity and territorial cohesion by taking into account the needs and characteristics of peripheral regions, outermost regions and islands
  - Supporting the development of MoS links with third countries/neighbouring countries

- Smart including for instance:
  - Pursuing the interoperability
  - Integration of new technologies and digitised processes
IV. Next Steps

- New DIP to be published in June
- CPMR Transport WG with the MoS Team in late June
- MoS webinar 1 July 2020
- Karima Delli's INI report on maritime transport, tbc