

TEN-T: Co-financing of MoS projects and preparation of proposals

Jaroslawn Kotowski

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Issues to be covered

- Co-financing instrument of TEN-T fund for MoS
- Selection procedure for MoS projects
- Specific elements of MoS proposals
- Conclusions/Expectations



Tasks

European Commission

defines the policy

- Makes political decisions regarding the programme →
- Defines strategy, objectives and priority areas of action →
- Supervises the Agency

TEN-T EA

turns policy into action

- Implements the TEN-T programme on behalf of the EC and under its responsibility
- Efficiently manages entire project lifecycle
- Communicates and interacts with beneficiaries
- Provides feedback to the EC



TEN-T co-financing for MoS

- 20% for infrastructure works and facilities
- 50% for studies or study parts of projects carried out at a regional scale. Priorities for 2010 will be defined.
- Start-up aid: 30% of 2 years of depreciation of eligible capital costs (e.g. terminal equipment, ships allocated to MoS service)
- Cumulating with other EU co-financing instruments for the same part of action **not possible**



Procedure for selecting MoS work projects

- Pre-selection through regional joint calls (not necessary for studies) for proposals organised by Member States:
 - targeting consortia bringing together at least shipping companies and ports, or
 - establishing new links from category A ports chosen in advance by MS
- Yearly TEN-T calls for proposals published by TEN-T EA
- Proposals to TEN-T EA to be supported by at least two MS
- Final selection by the Commission with assistance of independent external experts
- Negotiation of projects with the beneficiaries by TEN-T EA



MoS project selection – Eligibility

- Eligible actions: studies, works, start up aid, actions with wider benefits
- Involvement of at least one port per country and a maritime operator but wider participation expected
- Project part extended to non-EU country not eligible for TEN-T co-financing
- Eligible costs in 2010: 1/01/2010 – 31/12/2013
- Eligible infrastructure and facilities (vide art. 12a of TEN-T guidelines)



Award criteria for projects – to be reflected in the proposals

- Relevance
- Maturity
- Impact
- Quality

All of equal importance, scored 1-5 in external evaluation with a passing threshold of 3



Specific award criteria for MoS - Relevance

- Relevance of proposed infrastructure investments for supporting new or improved regular, frequent maritime links
- Focus predominantly on cargo
- Integration into door-to-door intermodal transport chain including hinterland transport (single window, tracking and tracing across modes, coordination of timetables)
- Reduction of road congestion, transport costs, travel time, creation of employment



Specific award criteria for MoS - Maturity

- Viability of a new or upgraded transport service (business plan, quantified market and freight flow analysis, statistics)
- Coverage of the door-to-door logistics chain
- Identification of bottlenecks and solutions including those in hinterland connections
- Environmentally friendly modes in hinterland: rail and inland waterways



Specific award criteria for MoS - Impact

- Socio-economic impact demonstrated by cost/benefit analysis
- Modal shift (quantified, methodology, old and modally shifted routes, volumes)
- Effect on competition (detailed analysis, nearby ports, inter-port, existing services)
- Reduction of external costs (CO₂, congestion, air pollution, noise, accidents, infrastructure wear and tear; calculations, methodology)



Specific award criteria for MoS - Quality

- Quality of consortium and credibility of commitments (all actors of door-to-door chain, possible MP11 application, firm commitment letters)
- monitoring of action implementation and of its effects (KPIs)
- Quality of transport chain (efficiency of port services, transport services, customer services, logistics services)



Conclusions/Expectations

- Focus on intermodality and door-to-door integration. Do not forget about hinterland part and bottlenecks. Port to port link not enough. Describe services, also existing ones and future upgrades.
- Participation of infrastructure owners/managers, maritime and hinterland transport service providers and users, and other stakeholders
- Make sure to show the synergy among activities
- All requested information should be credible, provided in detail
- Provide supporting documents; quote sources for figures
- Market, competition, cost/benefit analyses indispensable



Conclusions/Expectations cont.

- Studies should be focused on a concrete problem and be explicitly linked to the Motorways of the Sea network deployment
- Clear project organization structures: who does what? Who pays for what?
- Environmental situation clear. Certificates obtained and provided.
- Double check. Put yourselves in the shoes of evaluators applying award criteria.
- MoS is more complex than a port investment project but rewarded with a higher co-financing rate
- MoS help desk to be opened in 2010
- Next TEN-T call for proposals – spring 2010. Respond first to national calls and integrate feedback from the Member States!



Thank you for your attention



jaroslaw.kotowski@ec.europa.eu

www.ec.europa.eu/tentea

