

How are ports benefiting from the Connecting Europe Facility?

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INEA in short

- Innovation and Networks Executive Agency of the European Commission.
- To implement EU funding programmes for **transport, energy and telecoms** in the areas of infrastructure and research.
- To provide stakeholders with **expertise** and high-level **programme management**.



Partnership with the Commission

European Commission

Defines the policy

- Defines strategy, objectives and priority areas/work programmes
- Selects actions for co-financing
- Evaluates the programme and monitors the Agency's performance

INEA

Turns policy into action

- Manages the project lifecycle:
 - Organises Calls for Proposals and evaluations
 - Monitors technical/financial implementation of projects
 - Manages communication actions (Info Days, website, publications)
- Provides feedback to policy making

INEA portfolio: €33.6B 2014 - 2020



Legacy programmes
2007-2013



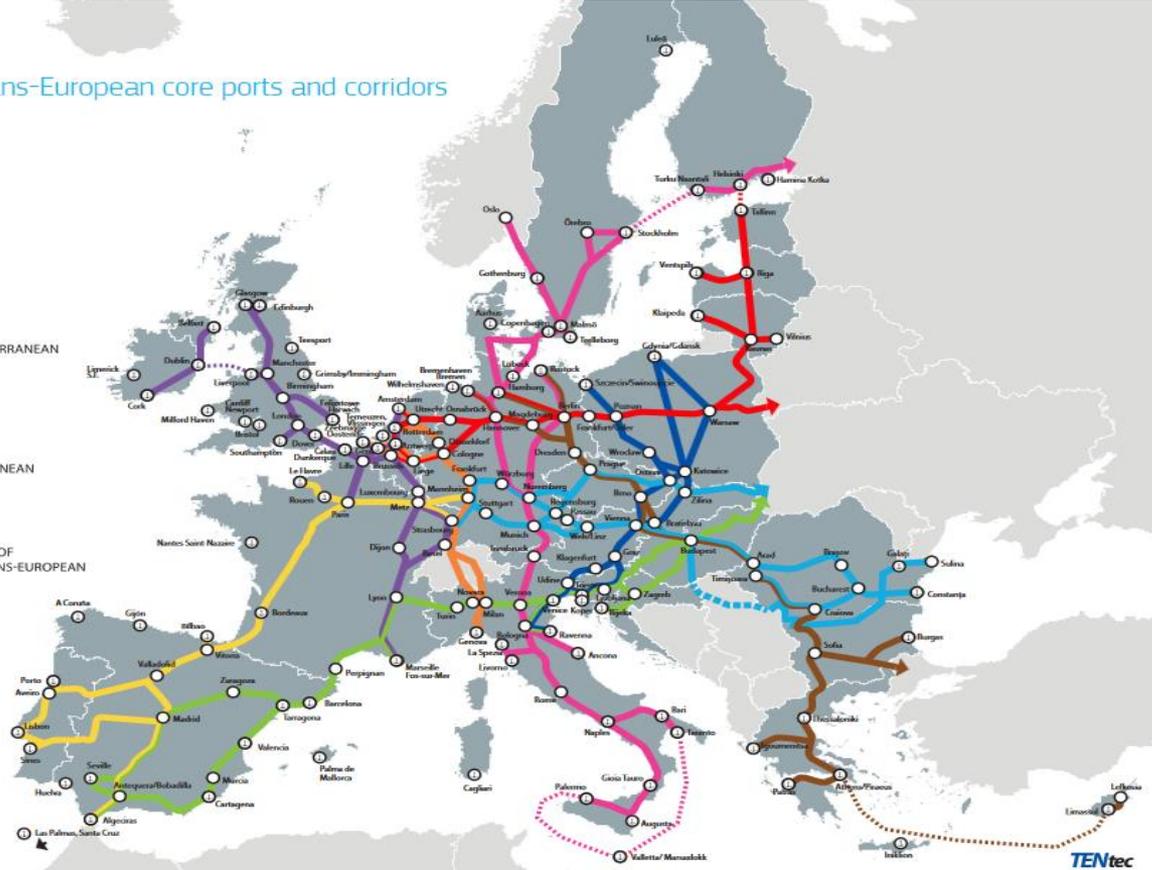
2000+ projects
expected by 2020



Map of the trans-European core ports and corridors

Legend

- BALTIC - ADRIATIC
- NORTH SEA - BALTIC
- MEDITERRANEAN
- ORIENT / EAST-MED
- SCANDINAVIAN - MEDITERRANEAN
- RHINE - ALPINE
- ATLANTIC
- NORTH SEA - MEDITERRANEAN
- RHINE - DANUBE
- CORE PORT OR CLUSTER OF CORE PORTS OF THE TRANS-EUROPEAN NETWORK



TEN-T Core Network

9 corridors,
329 ports:
104 core &
225 comprehensive

TENtec

Funding possibilities for maritime ports under CEF

- **Motorways of the Sea (MoS)** – *focus on environmental performance of the ports; port integration with logistics chain*
- **Maritime Ports** – *focus on upgrading ports' infrastructure*
- **Innovation & new technologies** – *focus on supplying alternative fuels in ports*

Maritime portfolio* 2014-2017

83

projects

€947 mil.

CEF grants

€3.1 B

total
investment

89

ports

21

Member
States

MoS

41 projects

€345.4 mil.

**Maritime
Ports**

32 projects

€545.2 mil.

Innovation

10 projects

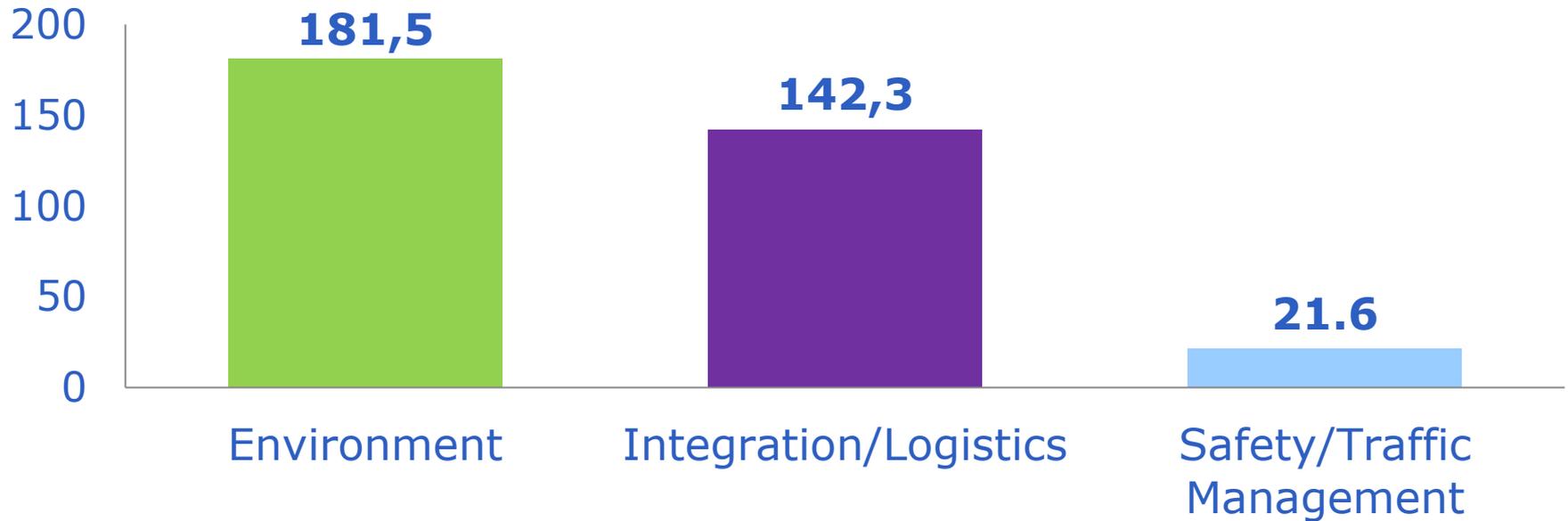
€56.4 mil.

**All projects in which at least one port is involved (regardless if a direct beneficiary or not)*

Funding possibilities for ports under MoS : priority actions

- **Upgrading or establishing MoS link** with considerable port investment components:
 - Improve maritime transport integration in door-to-door logistics chain
 - Basic port infrastructure, terminal developments
 - On-shore power supply installations or deployment of alternative clean fuels facilities in interlinked ports, etc.
- **Wider benefits actions** addressing industry needs widely:
 - Construction of LNG bunkering infrastructure for ships serving a group of ports in several countries
 - Deployment of port reception facilities for oil and other waste, including sludge from scrubbers
 - Safety/traffic management, security, ICT systems etc.

MoS - funding per priority (€ million)



Detailed Implementation Plan: 2nd Work Programme of the European Coordinator of MoS, Mr Brian Simpson

2015-EU-TM-0179-W Blue Baltics – LNG infrastructure in the Baltic Sea Region

EU contribution: €15,046,500

Total Budget: €47,605,000

MS: Lithuania, Sweden, Estonia and Germany

Coordinator: Klaipedos Nafta SC

example of MoS action



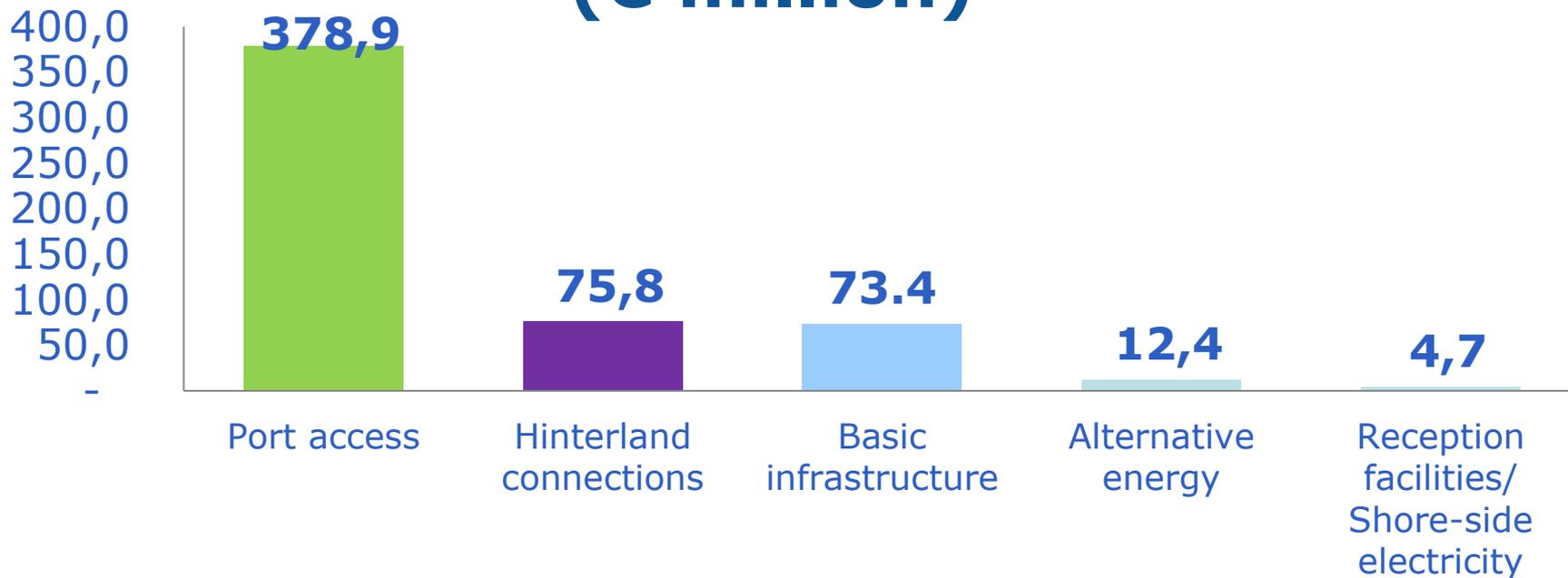
Objective: to develop a Liquefied Natural Gas network within the Baltic Sea region

- **Port of Klaipeda:** deployment of a mobile 7500m³ bunkering vessel, enabling LNG bunkering to vessels in Klaipeda Port and surrounding areas
- **Port of Tallinn:** deployment of a LNG/CNG filling station, 14 LNG containers and a LNG pumping station to provide truck to ship bunkering
- **Port of Nynäshamn:** establishing LNG reloading and bunkering facilities for shore-to-ship bunkering in Nynäshamn

Funding possibilities for maritime ports - priority actions

- **Hinterland connections** to the Core Network (rail, inland waterway or road if other hinterland connections are not an option)
- **Port access** aiming at providing safe maritime access in the form of breakwaters, capital dredging activities, access channels, locks and navigational aids
- **Basic infrastructure:** internal basins, quay walls, jetties, backfills and land reclamation
- **Reception facilities** for oil and other waste, including residues from exhaust gas cleaning systems
- **Implementation of new facilities & technologies** regarding use of alternative energy (e.g. LNG bunkering, shore-side electricity) in line with the Directive 2014/94/EU of the European Parliament and of the Council on the deployment of alternative fuels infrastructure

Maritime ports - funding per priority (€ million)



2014-FR-TM-0395-W "Calais Port 2015"

EU contribution: €82,315,200

Total Budget: €411,576,000

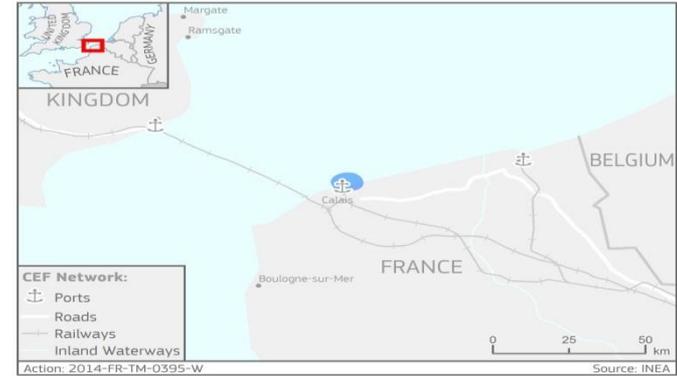
MS: France

Coordinator: Conseil Régional Hauts de France
(siège de Région)

Objective: strengthening the port capacity, efficiency and competitiveness through the construction of new infrastructure and equipment in the Port of Calais, including breakwater and protection works; dredging and embankments; Ro-Ro berth enhancement; new Ro-Ro and cross-Channel platforms; creation of a new rail junction; environmental measures.

Duration: 01/01/2014-31/12/2019

example of Maritime Ports action



Funding possibilities for maritime ports under Innovation – priority actions

Contributing to decarbonisation of transport by **the roll-out of Alternative Fuel Distribution infrastructure**

- Electricity
- Hydrogen
- Compressed or Liquefied Natural Gas (L/CNG)
- Bio-methane

2014-EU-TM-0732-S "CORE LNGas hive - Core Network Corridors and Liquefied Natural Gas"

EU contribution: €16,647,880

Total Budget: €33,295,760

MSs: ES and PT, Coordinator: Enagás Transporte, S.A.U.

example of Innovation Action



Objective: to foster LNG use in the Iberian Peninsula, supporting the deployment of LNG infrastructure for maritime transport and ports operations along the ES and PT sections of the Atlantic and Mediterranean Core Network Corridors.

The Action integrates pilot deployment of LNG infrastructure for maritime transport and port operations. It will provide recommendations for the Spanish and Portuguese National Policy Frameworks for alternative fuels supply infrastructure, and will prepare the roll-out plan for future commercial deployment.

Involved ports: Port of Barcelona, Port of Bilbao, Port of Valencia, Port of Vigo, Port of Cartagena, etc.

Duration: 01/01/2014-31/12/2020

Implementation issues

- Delays in obtaining building/environmental **permits**
- **Financial** issues:
 - Problems to secure the "own resources" (commercial loans) for the investments
 - Underestimated costs during the application/grant preparation phase > cost overruns during implementation
- **Procurement** issues
 - Delays in procurement process
 - Changes in the technical specifications
- **Environmental** challenges during implementation phase in particular for dredging



Blending call 2017

***Closed for application (12 April 2018)
evaluation ongoing***

- Blending: the **use of CEF grants** in projects utilising **private finance** or with finance from **NPBs** (National Promotional Bodies)/**EIB**
- Such funding should be considered for **projects generating (limited) revenues**
- **Financial envelope:**
 - EUR 1.35 billion (with possibility for a small increase)
- **High success rate** for ports under the first cut-off date: 8 projects selected out of 68 (Port of Barcelona, Port of Civitavecchia, Port of Piraeus, Port of Helsinki, Port of Ravenna, Port of Gdańsk, Port of Trelleborg, Port of Shannon Foynes) for a total investment of €464.8 mil. with EU contribution of €92.6 mil.

18 applications involving ports under the Blending Call, second cut-off date

- **Maritime ports: 6**
- **MoS: 5**
- **Innovation and New Technologies: 5**
- **Multimodal Logistics Platforms: 2**
- **Announcement of results: September 2018 (tbc)**

Funding opportunities in 2018

- **General Call relating to transport digitalisation, road safety & multimodality**
- Indicative CEF financing: 450 million euro
- Published on 17 May 2018
- Submission deadline 24 October 2018

2018 Call - maritime dimension (1/2)

Improve multimodality through innovative digital and space based solutions

- Ensuring port solutions based on track and tracing of shipments
- Booking and (multi) ticketing services and payment terminals

Support, through digitisation, for maritime port operations

- Implement automation processes to increase capacity and efficiency of port operations
- Increase connectivity of ports with the port city

2018 Call - maritime dimension (2/2)

Connections to and development of multimodal logistics platforms

- Connections to existing freight terminals including access infrastructure and "last mile" connections, which contribute to their effective interconnection and integration
- Building or upgrading of "combined transport terminals" and building the "last mile" connections to such terminals

EU Budget for the Future: the next Multiannual Financial Framework (MFF)

What is in there for CEF2?

- M€12.830 transport (general envelope)
- M€11.285 transport (cohesion envelope)
- M€6.500 transport (military mobility)
- M€8.650 energy
- M€3.000 digitalisation

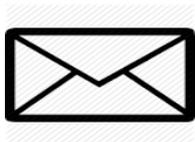


42.265 B

CEF2 regulation proposal to be published on 6 June 2018

Conclusions

- Ports have been active and successful in applying for CEF funding in a competitive environment
- CEF provides considerable financial support to port infrastructure
- The budget under CEF1 is almost entirely allocated
- Discussions for CEF2 are starting



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Look for INEA!

Thank you!