

# Maritime and inland waterway cluster



## Maritime Ports projects on the Core and Comprehensive Networks (1/3)

(*CEF-T-2023-COREGEN, CEF-T-2023-CORECOEN, CEF-T-2023-COMPGEN, CEF-T-2023-COMPCOEN*)

Works / Studies / Mixed

Projects to be supported:

- Provision of safe **port access** (e.g., *breakwaters, access channels, fairways, locks and navigational aids*)
- **Basic port infrastructure (BPI)** (e.g., *turning basins, quay walls, berths, jetties, backfills, land reclamation*)
  - **Backfills and land reclamation:** to create space for construction of other basic port infrastructure, e.g., a berth, quay walls, etc. Should not lead to significant added capacity (i.e., increased surface of or creation of new terminals, logistics/cargo handling areas, etc.).
  - **Priority on BPI:**
    - for development of zero- or low emission multimodal solutions (including BPI for improving the interconnection between the maritime transport and inland waterways)
    - for development of ports' capacities and facilities in relation with the transportation activities of the offshore wind farms\*
    - improving connectivity with remote, insular and outermost regions, or of Member State with no land border with another Member State

Maximum co-funding rates:

General envelope: 30% / 50%

Cohesion envelope: 85%



European  
Commission

Mobility and Transport



## Maritime Ports projects on the Core and Comprehensive Networks (2/3)

(*CEF-T-2023-COREGEN, CEF-T-2023-CORECOEN, CEF-T-2023-COMPGEN, CEF-T-2023-COMPCOEN*)

SUSTAINABLE & SMART  
**MOBILITY STRATEGY**

Works / Studies / Mixed

Projects to be supported:

- **Shore-side electricity supply** for vessels including cruise ships (*including an upgrade of electrical grid if needed for the shore-side electricity supply*)
- **Port reception facilities** for oil and other waste from ships
- Ensuring **year-around navigability** by means of **capital dredging** (*aim: to remove bottlenecks for the EU Short sea shipping*) and **ice-breaking facilities**
- Providing or improving **IWW / rail / road\* access and connections** within maritime port.
- **Renewable energy generation in a maritime port** (synergetic element for works projects only).  
*Primary usage: shore-side electricity supply, for the needs of the basic port infrastructure and for diverse port operations. Must improve the socio-economic, climate or environmental benefits of the project, limited to 20% of the total budget of the proposal, separate cost category – D3 and separate work package.*

Maximum co-funding rates:

General envelope: 30% / 50%

Cohesion envelope: 85%



European  
Commission

Mobility and Transport



## Maritime Ports projects on the Core and Comprehensive Networks (3/3)

(*CEF-T-2023-COREGEN, CEF-T-2023-CORECOEN, CEF-T-2023-COMPGEN, CEF-T-2023-COMPCOEN*)

Works / Studies / Mixed

- **Location:** geographic area of maritime ports listed in Annex II of the TEN-T Regulation No 1315/2013
- If more than one ports involved: all project's activities in the different ports should contribute to a **common objective of the project**
- Utilities installations, auto-mooring, fixed ramps, dolphins, bollards, fenders, and other fixe auxiliary port infrastructure could be support only if proposed as an integral part of a relevant BPI being the main element of the project, e.g., construction of quay walls.
- **No support for:** infrastructure dedicated to cruise ships (except SSE) and shipyards, maintenance dredging, dredgers and dredging equipment, digital systems / ICT platforms, fixed and/or mobile superstructure (e.g., cargo/passenger terminals, parkings, check-in buildings and areas, storage and stacking areas and facilities, warehouses, multimodal logistics platforms, access gates, port/terminal equipment and vehicles, etc.)

### Maximum co-funding rates:

General envelope: 30% / 50%

Cohesion envelope: 85%



European  
Commission

Mobility and Transport



## Actions related to the implementation of the European Maritime Single Window environment (EMSWe) (*CEF-T-2023-SIMOBGEN*)

Works / Studies/ Mixed

Projects to be supported:

- Adaptation of the Maritime National Single Windows to the new legal requirements
- Integration of the harmonised interfaces into the Maritime National Single Windows

Maximum co-funding rate: **General envelope: 50%**



## Projects supporting the implementation of Vessel Traffic Monitoring and Information Systems (VTMIS) (*CEF-T-2023-SIMOBGEN*)

Works / Studies/ Mixed

Projects to be supported:

- VHF Data Exchange System (VDES)
- Vessel Traffic Services (VTS) - Future monitoring and communication needs for the enhanced surveillance autonomous ships and shipping (MASS)
- Mandatory Reporting Systems (MRS) - additional features related to the “ship to shore” reporting e.g., reusing data, reporting once not only between the authorities but also the shipping industry

Maximum co-funding rate: **General envelope: 50%**





## Motorways of the Sea (1/2) (CEF-T-2023-SUSTMOBGEN)

Works / Studies / Mixed

Projects to be supported:

1. Upgrade of port infrastructure, hinterland connections and dedicated terminals, where required **to establish or expand short sea shipping SSS link(s)**:
  - Provision / improvement of **IWW /rail/ road last mile connections**
  - **Basic port infrastructure** (e.g., turning basins, quay walls, berths, jetties, backfills, land reclamation (needed e.g., for a quay/berth and not for new terminals, logistics / cargo handling areas, etc.) including fixed ramps, gangways, automooring systems and other fixed infrastructure needed for the SSS link(s))
  - **Provision of safe port access** (e.g., breakwaters, access channels, fairways, locks, navigational aids)
  - **Shore-side electricity supply** (including upgrade of electrical grid within the port if needed for the shore-side electricity supply)
  - **Port reception facilities** for oil and other waste
  - **Improvement of port handling capacity**: construction or upgrade of freight and/or passenger terminals, safe and secure parkings (the necessity of the investment should be clearly demonstrated in the proposal), investments in customs, phytosanitary, immigration or security facilities\*
  - **Digitalisation** of port operations, excluding support to shipping operators

*\*Excluding support to administrative/office buildings, passenger car parks, warehouses, storage areas and facilities, etc., and mobile superstructure (e.g., port/terminal equipment and vehicles, mobile ramps, etc.).*



*At least one Core Network port of a Member State and another Core or Comprehensive Network port of another Member State must be involved!  
**Balanced investments** between the ports!*

Maximum co-funding rate: **General envelope: 50%**



European  
Commission

**Mobility and Transport**



## Motorways of the Sea (2/2) (CEF-T-2023-SUSTMOBGEN)

Projects to be supported:

### 2. Facilitating the provision and use of SSS but not linked to specific ports

- ICT platforms
- Facilities for icebreaking (including icebreakers) and activities ensuring year-round navigability

*Should benefit and be used by the wider maritime community*



*Must include the participation of at least 2 entities from 2 different Member States*

Maximum co-funding rate: **General envelope: 50%**







## Inland waterways and inland ports projects on the Core and Comprehensive\* Networks (1/3) (CEF-T-2023-COREGEN, CEF-T-2023-CORECOEN, CEF-T-2023-COMPGEN, CEF-T-2023-COMPCOEN)

(\*Comprehensive network concerns only inland ports)

Projects to be supported more specifically on the TEN-T waterways (core network):

**Works / Studies / Mixed**

- Upgrade of existing and creation of new TEN-T waterways;
- Construction or upgrading of locks, dams and (movable) bridges or other objects on the waterway to improve navigation conditions;
- Automation of waterway infrastructure (including if necessary the creation of remote control centres);
- Interconnections between inland waterways and maritime transport;
- Waterside infrastructure including the creation and/or upgrade of infrastructure for mooring and waterborne operations (including OPS) along a TEN-T waterway at sites which are not included in the Annex II.2 of the TEN-T Regulation n°1315/2013). This must benefit greening and development of inland waterway transport.

**Maximum co-funding rates:**

**General envelope: 50%**

**Cohesion envelope: 85%**

## Inland waterways and inland ports projects on the Core and Comprehensive\* Networks (2/3)

(*CEF-T-2023-COREGEN, CEF-T-2023-CORECOEN, CEF-T-2023-COMPGEN, CEF-T-2023-COMPCOEN*)

(\*Comprehensive network concerns only inland ports)

Projects to be supported more specifically in TEN-T inland ports (core and comprehensive):

- Access of inland ports to inland waterways ;
- Basic port infrastructure, shore-side electricity supply, port reception facilities for waste from ships;
- Ensuring year-round navigability eg. through capital dredging, ice-breaking facilities (if justified), or cross-disciplinary digital information and operation systems for water and waterway management, and actions supporting prediction of low- and medium water levels (for inland navigation purposes));
- Rail/road connections within the port;

**Inland waterways and inland ports projects on the Core and Comprehensive\* Networks (3/3) (CEF-T-2023-COREGEN, CEF-T-2023-CORECOEN, CEF-T-2023-COMPGEN, CEF-T-2023-COMPCOEN)**



-Apart from the deployment of cross-disciplinary digital information and operation systems for water and waterway management to ensure year-round navigability, digitalisation works should be submitted under the SIMOBGEN/RIS topic (especially if they support implementation of River Information Services, inland port information or management systems, inland port community systems;

-Actions can include elements of storage and transshipment facilities and equipment (e.g. silos, warehouses, cranes, forklifts). However, these are only eligible if they are fully integrated in, and a minor part of an inland waterborne infrastructure project. This must benefit development of inland waterway transport;

-Fencing and monitoring systems in inland ports are not supported;

-On Shore Power Supply is only eligible for inland vessels (including cruise vessels), not for other modes of transport even if charging inside an inland port.



# River Information Services (RIS)

(*CEF-T-2023-SIMOBGEN*)

SUSTAINABLE & SMART  
STRATEGY

**Works / Studies /  
Mixed**

Projects to be supported:

- Deployment of smart on-board and land-based components of RIS, including appliances along the waterways or other related telematics applications that facilitate the digital transition and automation of the sector;
- Coherent deployment of Union-wide harmonised RIS components and fine-tuning of RIS key technologies, systems and services, in full compliance with the applicable standards and technical specifications;
- Complement and integrate with smart traffic and transport management solutions in inland waterway transport (with dedicated focus on RIS enabled corridor management and related solutions, incl. from relevant CEF actions) to facilitate data-sharing between authorities and inland waterway;
- Reduction of administrative burden and elimination of paper flow of documents, establishing solutions that facilitate machine-to-machine communication and the once-only principle, taking into consideration the developments in DTLF (e.g. federation of platforms) and the principles of the eFTI Regulation
- Actions that contribute to the holistic vision of NAIADES III for the inland waterway transport sector's digitalisation and automation
- The projects should primarily address inland waterway transport and/or port information services targeted at inland waterway vessels

**Maximum co-funding rate:**

**General envelope: 50%**



European  
Commission

**Mobility and Transport**