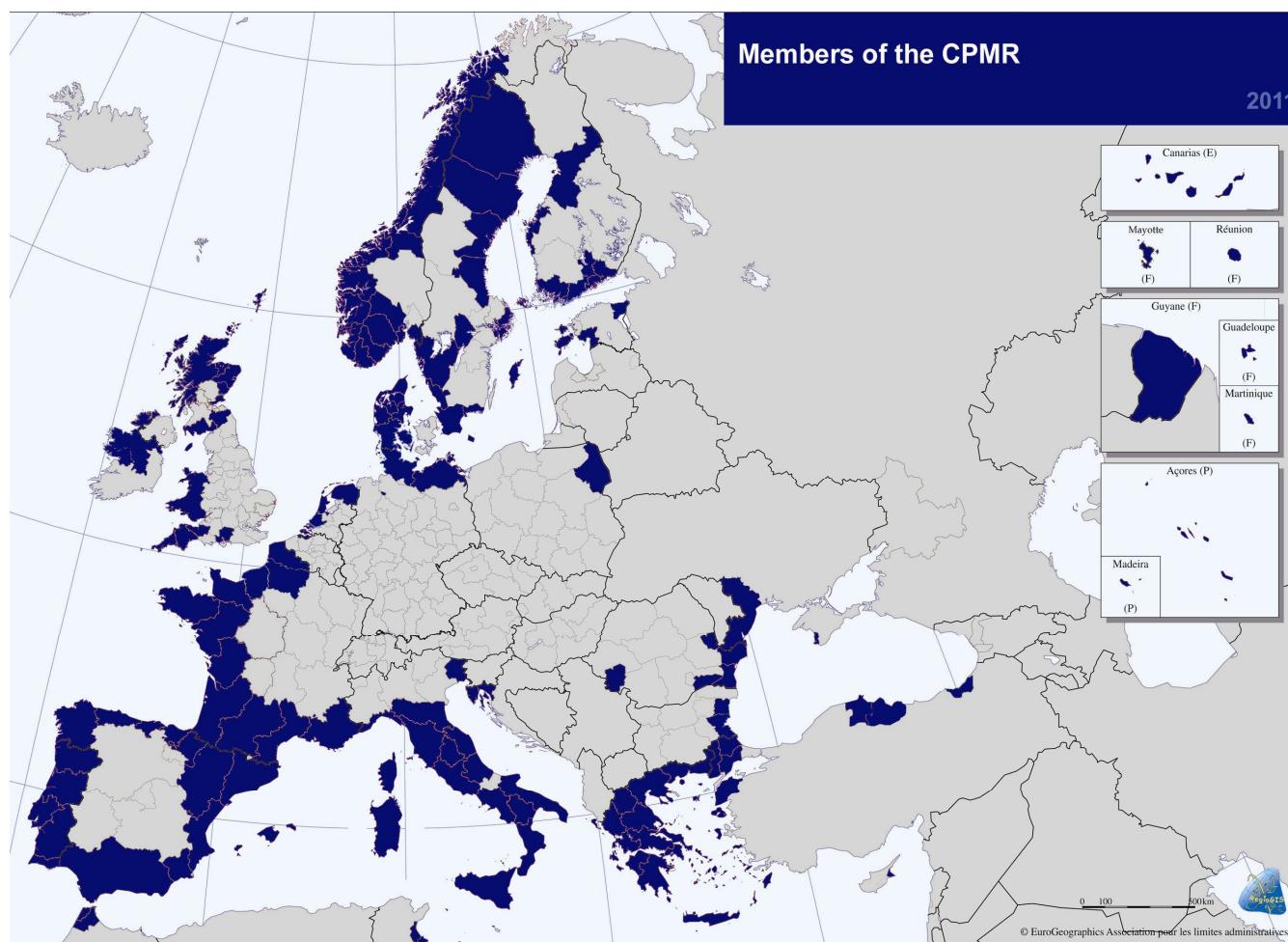


# ISLANDS : MOTORWAYS OF THE SEA TEN-T REVIEW

## CPMR VIEWS/QUESTIONS

*European Parliament - 28 June 2012*

# CPMR : 151 REGIONS WILLING TO IMPROVE THEIR ACCESSIBILITY AND MARITIME CONNECTIONS



# A COMMON ORGANISATION AND 6 GEOGRAPHICAL COMMISSIONS





# Islands Commission Membership

*(5 November 2012 – Nicosia, Cyprus :  
32th General Assembly)*



# TEN-T for territorial cohesion

- *The CPMR recognises the relevance of the concept of multimodal corridors. However, it opposes the very high concentration (85 %?) of CEF funding on just 10 corridors making the rest of the Core Network becoming “skeletal”.*



## TEN-T and maritime transport

### An ambitious 11<sup>th</sup> priority/corridor :

### “Sustainable Maritime Connections : **SMCs** ”(1)

- *Lack of maritime ambition in the European Commission proposals to meet EU commitments on carbon emissions. **The CPMR demands for TEN-T guidelines :***
  - *The Motorways of the Sea (MOS – Article 25 TEN-T) to be upgraded from the comprehensive to the core network*
  - *A new EU instrument, inside the core network, to support Short Sea Shipping services to complement the Motorways of the Sea*
  - *In line with Article 4 – Objectives of the TEN-T: “enable transport services ... which provide appropriate accessibility of all regions of the EU”*

## TEN-T and maritime transport

### An ambitious 11<sup>th</sup> priority/corridor :

### “Sustainable Maritime Connections : **SMCs** ”(2)

- *It should foster accessibility, ensure that it generates no distortion to competition and improve the overall sustainability of maritime transport.*
- *The CPMR proposes that a significant part of the CEF budget be allocated to SMCs. In the same way as the 10 other priorities, the SMCs should benefit from a European coordinator and a transnational coordination platform. This 11<sup>th</sup> “corridor” should be integrated into Annex 1 (list of core network corridors).*





## Middle Distance

# Sustainable Maritime Connections





*Shorter Distance*

**Sustainable  
Maritime  
Connections**



# TEN-T and maritime transport Port investment discriminated against in the CEF?

- *The CPMR calls for the CEF regulation to align the co-financing rate for port investments with that of the cross-border sections: **upgrade from 20% to 40%.***



# TEN-T and maritime transport - discrimination against transportation by ferry?

➤ *CPMR calls for:*

- *the introduction of a frequency criterion in the selection of core network ports;*
- *the production of European maps of major ferry connections;*
- *ferry connections to be taken into consideration in the SMCs instrument (11<sup>th</sup> corridor).*



# TEN-T better connected to EU neighbourhoods

- *The CPMR notes the limits regarding the intervention of the CEF outside the EU. : **a need to complete Annex III “indicative maps of the TEN-T extended to specific (?) neighbouring countries”***



# Integrating the EU Islands in the Motorways of the Sea

- *The dream and the reality*
- *Why are islands cases apart?*
- *Is the EU policy adequate?*
- *Some ideas for discussion*

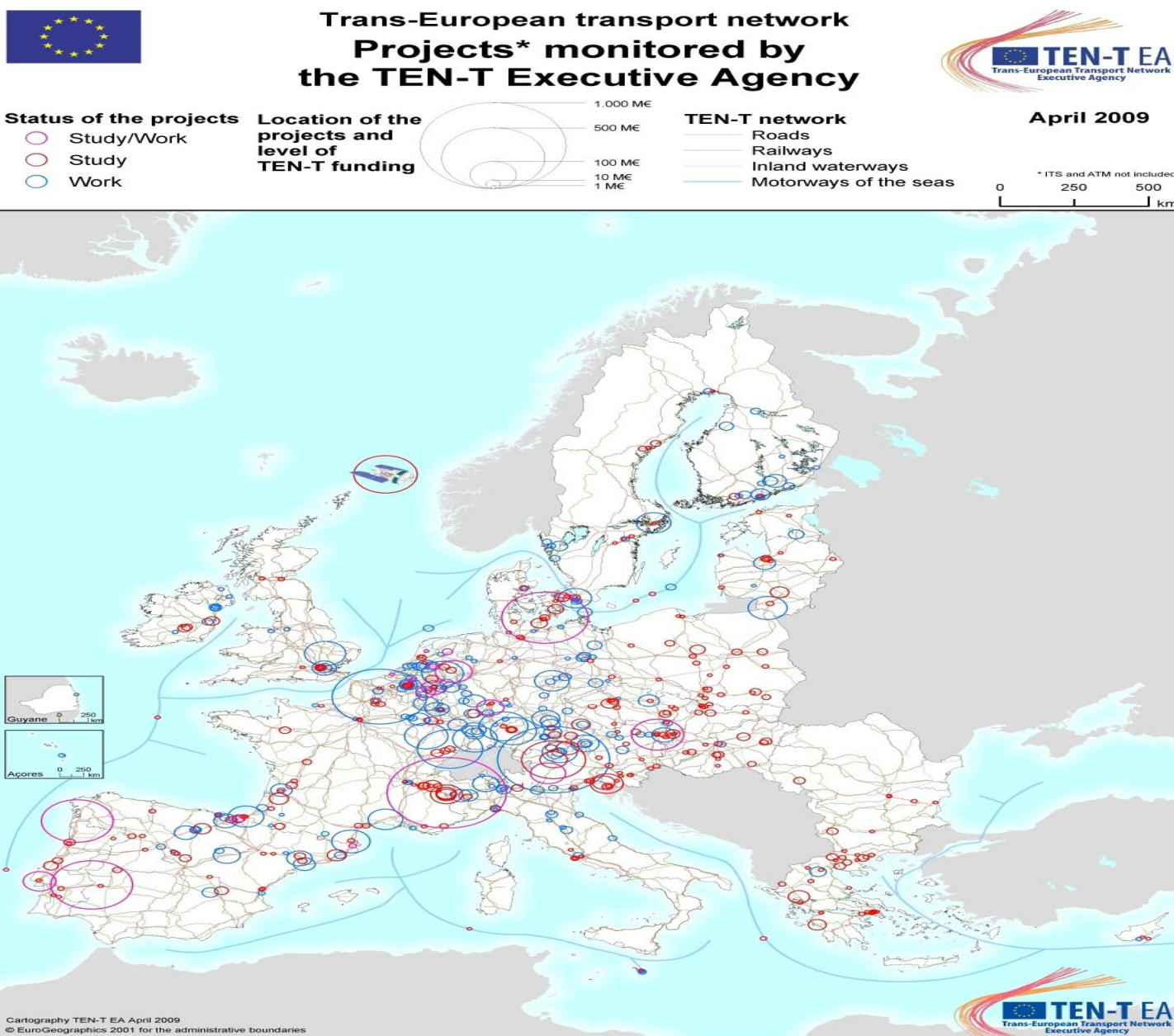
# Integrating the EU Islands in the Motorways of the Sea (1)

## ➤ *The dream and the reality*

- ❑ Besides classical financial instruments (such as the Cohesion Fund, ERDF, EIB...), the setting-up of Europe's Motorways of the Sea rests on two instruments: Priority No 21 of the TEN-T projects, and the Marco-Polo programme.
- ❑ However, a brief survey reveals that islands have hardly benefited from them.
  - The funding under TEN-T projects, is massively spent in central EU areas at the expense of its peripheries, and even more so, of its islands
  - The Marco Polo programme has hardly supported the setting-up of routes including islands
  - In short, EU islands are largely absent from to key instruments supposed to spearhead MOS development.







## Integrating the EU Islands in the Motorways of the Sea (2)

### ➤ *Why are islands cases apart ?*

- EU islands tend to be generally small in surface and in population : 21 million EU citizens living in an area surrounded permanently by water, About 7 million live in island states such as in Ireland, Malta or Cyprus. About 14 million live in one of the 24 EU island Regions or in the many thousands of small inshore islands. Only one island has more that 5 million inhabitants (Sicily).
- Moreover, island maritime traffic tends to be of a special nature for a number of reasons:
  - **It is generally very unbalanced, with imports vastly exceeding exports** (in a proportion usually below 8 to 2, if not 9 to 1). This imbalance is one of the main causes of the over-costs of insularity, since island users have to pay most of the return trip on their own.
  - **Island traffic is often seasonal**, either because of the impact of tourism on consumption (with an increase in imports during the tourist season), or because the island exports agricultural products which are seasonal.
  - Last but not least, for a whole range of reasons (historical, linguistic, commercial, etc.), **islands tend to trade primarily with their national mainland**. Malta, Cyprus, Ireland being specific cases.

## Integrating the EU Islands in the Motorways of the Sea (3)

### ➤ Is the EU policy adequate?

- Neither Priority 21 of TEN-T nor the Marco Polo programme are well-suited for that purpose
- Priority 21 of TEN-T offers start-up investment aid for services, “*which reduce road congestion and/or improve access to peripheral and island regions*”, but this aid is limited to a 2-year period only, and with a 30% ceiling.
- Marco Polo II Programme provides support for “*Motorways of the Sea actions achieving a door-to-door service, which shift freight from long road distances to a combination of short sea shipping and other modes of transport.*” Marco Polo is consequently not an instrument with an island priority.
- Both TEN-T Priority 21 and Marco Polo are unsuitable for the Outermost Regions. Priority project no 21 defines a number of maritime routes near Europe’s shores, but doesn’t include many of the Outermost Regions. With regard to establishing connections with the neighbouring countries of the Outermost Regions, the countries situated at the external borders of the EU that are part of the European Neighbourhood Policy, are not the countries that are neighbours to these regions.



## Integrating the EU Islands in the Motorways of the Sea (4)

### ➤ *Some ideas for discussion (1)*

- One should, for a start, review the situation of the Outermost Regions as a specific case.
- As for islands in general, the issue is whether instruments such as TEN-T or Marco Polo should be modified to accommodate island situations (be it by lengthening the duration of support and increasing its ceiling, in the first case; or by lowering furthermore the minimum threshold, in the second); or whether another, better adapted mechanism should be implemented.
- An argument may be raised in favour of the second option, resting upon the experience acquired in the field of Island Cabotage.
- In that framework, a possibility would be to allow the inclusion of islands in MOS to be supported through Public Service Contracts Regulation N°3577/92.

## Integrating the EU Islands in the Motorways of the Sea (5)

### ➤ *Some ideas for discussion (2)*

- Member States will have to get some sort of support from the EU when they conclude a PSC in the framework of the MOS : TEN-T/CEF scheme for post 2013 should include a degree of financial support for Member States setting up public service obligations on island routes
- Marco Polo “successor” should make Member States eligible for assistance when, by developing an international cabotage route to an island through PSO or PSC, they contribute to the alleviation of traffic congestion on the EU mainland. This should, in particular, aim to encourage the use of islands for transshipment or feeding purposes.
- Last but not least, the integration of islands in the MOS requires that due care be paid to the provision of adequate harbour infrastructures.
- Island ports require constant improving, upgrading, and sometime repairs for the most exposed ones, and should remain eligible for significant EU financial support, whether through TEN-T, through Structural Funds, or through any other instrument.

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**THANK YOU FOR YOUR**  
**KIND ATTENTION**

