

## 4. Motorways of the Sea

Criteria/Demands	BE	DE	DK	NL	NO	SE	UK	
<b>Infrastructure components</b>								
1. Maritime transport infrastructure shall comprise in particular:								
(a) maritime space;	No	No	No	Yes	No	No	No	
(b) sea canals;	No	No	No	Yes	No	No	No	
(c) maritime ports, including the infrastructure necessary for transport operations within the port area;	Yes	Yes	Yes	Yes	Yes	No	No	Yes
(d) the connections of the ports to the other modes in the trans-European transport network;	No	Yes	Yes	Yes	Yes	No	Yes	Yes
(e) dykes, locks and docks;	Yes	Yes	Yes	Yes	Yes	No	No	Yes
(f) navigational aids;	No	No	Yes	No	Yes	No	No	
(g) port approaches and fairways;	No	Yes	Yes	No	Yes	No	No	Yes
(h) breakwaters;	No	Yes	Yes	No	Yes	No	No	Yes
(i) motorways of the sea;	No	No	Yes	Yes	Yes	No	No	
(j) associated equipment;	No	Yes	Yes	No	Yes	No	No	Yes
(k) telematic applications, including e-Maritime services and VTMS	No	Yes	No	No	No	No	No	
2. Maritime ports shall be entry and exit points for the land infrastructure of the comprehensive network. They shall meet at least one of the following criteria:								
(a) The total annual passenger traffic volume exceeds 0,1 % of the total annual passenger traffic volume of all maritime ports of the Union. The reference amount for this total volume is the latest available three-year average, based on the								
(b) The total annual cargo volume – either for bulk or for non-bulk cargo handling – exceeds 0,1% of the corresponding total annual cargo volume handled in all maritime ports of the Union. The reference amount for this total volume is the latest available three-year average, based on the statistics published by Eurostat;								
(c) The maritime port is located on an island and provides the sole point of access to a NUTS 3 region in the								
(d) The maritime port is located in an outermost region or a peripheral area, outside a radius of 200 km from the nearest other port in the comprehensive network.								
3. Equipment associated with maritime transport infrastructure may include in particular equipment for traffic and cargo management, for the reduction of negative effects, including negative environmental effects, for the use of alternative fuels, as well as equipment to ensure year-round navigability, including ice breaking, hydrological surveys, and for								
<b>Motorways of the sea</b>								
1. Motorways of the sea represent the maritime dimension of the trans-European transport network and shall contribute towards the achievement of a European maritime transport space without barriers. They shall consist of short-sea routes, ports, associated maritime infrastructure and equipment, and facilities as well as of simplified administrative formalities enabling short-sea shipping or sea-river services between at least two ports, including hinterland connections. Motorways								
(a) maritime links between maritime ports of the comprehensive network or between a port of the comprehensive network and a third-country port whose of strategic importance to the Union;	Yes	Yes	Yes	Yes	Yes	No	No	Yes
(b) port facilities, freight terminals, logistics platforms and freight villages located outside the port area but associated with the port operations, information and communication technologies (ICT) such as electronic logistics management systems, safety and security and administrative	No	No	Yes	Yes	Yes	Yes	No	
(c) infrastructure for direct land and sea access.	No	Yes	Yes	Yes	Yes	No	Yes	Yes
3. Projects of common interest for motorways of the sea in the trans-European transport network shall be proposed by at least two Member States. They shall take one of the following forms:								
(a) constitute a maritime link and its hinterland connections within the core network between two or more core network ports;	Yes	Yes	Yes	Yes	Yes	No	No	Yes
(b) a maritime link and its hinterland connections between a core network port and ports of the comprehensive network, with a special focus on the hinterland connections of the core and	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes
3. Projects of common interest for motorways of the sea in the trans-European transport network may also include activities that have wider benefits and are not linked to specific ports, such as services and actions to support the mobility of persons and goods activities for improving environmental performance, such as the provision of shore side electricity that would help ships reduce their emissions, making available facilities for ice-breaking, activities ensuring year-round navigability, dredging operations, alternative fuelling facilities, as well as the optimisation of processes, procedures and the implementation of IT systems and information systems, including traffic management and data processing								
4. By two years after the designation of the Coordinator for Motorways of the Sea as provided for in Article 51, the Coordinator shall present a detailed implementation plan for the Motorways of the Sea based on experiences and developments relating to Union maritime transport as well as the forecasted traffic on the Motorways of the Sea.								

<b>Transport infrastructure requirements</b>							
1. Member States shall ensure that:							
(a) Maritime ports are connected with railway lines or roads and, where possible, inland waterways of the comprehensive network, except <del>where technical constraints prevent it</del>	No	Yes	No	Yes	Yes	No	0
(b) Any maritime port that serves freight traffic offers at least one terminal open to users in a non-discriminatory way and apply transparent charges	No	Yes	No	No	No	No	No
(c) Sea canals, port fairways and estuaries connect two seas, or provide access from the sea to maritime ports and correspond at least to inland waterway class VI	No	No	No	No	No	No	No
2. Member States shall ensure that ports include equipment necessary to assist the environmental performance of ships in ports, in particular reception facilities for ship generated waste and cargo residues in accordance with Directive 2000/59/EC of the European Parliament and of the Council of 27 November 2000 on port reception facilities for ship-generated waste and cargo residues and in compliance with other relevant EU legislation							
3. Member States shall implement VTMS and SafeSeaNet as provided for in Directive 2002/59/EC and deploy e-Maritime services, including in particular maritime single window services, as provided for in Directive 2010/65/EU.							
<b>Priorities for maritime infrastructure development</b>							
When promoting projects of common interest related to maritime infrastructure and in addition to the general priorities set out in Article 10, priority shall be given to the following:							
(a) promoting motorways of the sea including short sea shipping, facilitating the development of hinterland connections and developing, in particular, measures to improve the environmental performance of maritime transport in accordance with the applicable requirements	Yes	Yes	Yes	No	Yes	No	0
(b) interconnection of maritime ports with inland waterways	No	Yes	No	Yes	No	No	No
(c) implementation of VTMS and e-Maritime services	No	Yes	No	No	No	No	No
(d) introduction of new technologies and innovation for promotion of alternative fuels and energy efficient maritime transport, including	No	Yes	Yes	Yes	Yes	No	No
(e) modernisation and expansion of the capacity of the infrastructure necessary for transport operations within the port area	No	Yes	Yes	Yes	Yes	No	No

Yes

Yes

Yes