



ECSCA

European Community Shipowners' Associations

The Maritime Dimension of the TEN-T

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European Parliament's Seas, Rivers, Islands and Coastal Areas Intergroup (SEArica)





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About ECSCA

- Representing 19 national shipowners' associations of the EU countries and Norway
- Founded in 1965
- Promotes and protects the interests of European shipping
- Brussels Secretariat – 11 employees

The TEN-T revision in context

- EU Climate Law and Fit for 55 -> reduction of 55% GHG emissions by 2030 and climate neutrality by 2050
- EU Green Deal: 90% GHG reduction across all transport modes by 2050
- The EU Sustainable and Smart Mobility Strategy recognised the **decarbonisation challenges of waterborne** transport...:
 - Need access to new renewable & low carbon fuels + innovative zero-emission technologies
 - Need for decarbonisation measures including carbon pricing (ETS)
 - Need for adequate refueling infrastructure
- ...but also its potential to contribute:
 - **Modal shift target for Short Sea Shipping** (and IWW) to increase 25% by 2030 and 50% by 2050

From Motorways of the Seas...

- Concept of “maritime link” between two Core Ports or between a Core and Comprehensive Port in two Member States
- This requirement + other eligibility criteria restricted CEF funding only to vessels operating on set Short Sea Shipping routes (i.e. RORO ferries)
- However, a large part of SSS in the EU is made up of “tramp shipping”
 - In order for TEN-T to adequately support the development of Short Sea Shipping, a broader definition is needed

... to the European Maritime Space

*"A European Maritime Space should be promoted **by creating or upgrading short-sea shipping routes and by developing maritime ports and their hinterland connections** as to provide an efficient and sustainable integration with other modes of transport".*

Shipping is part of the European Maritime Space

- European Maritime Space = Maritime Infrastructure (core & comprehensive) + wider benefits actions
- Additional priorities:
 - introduction and promotion of new technologies and innovation for zero and low carbon energy fuels and propulsion systems
 - promoting **zero and low emission vessels serving and operating short-sea shipping links** and developing measures to improve the environmental performance of maritime transport (...)



There are no maritime connections without vessels

Need for regulatory consistency

- It is crucial to ensure consistency between revised TEN-T, Alternative Fuel Infrastructure Regulation (AFIR) and FuelEU Maritime.
- For example:
 - AFIR introduces specific requirements for Onshore Power Supply and LNG. However, the FuelEU Maritime proposal aims to incentivise the uptake of additional types of cleaner fuels.
 - TEN-T alternative fuel infrastructure requirements will be based on AFIR → crucial that AFIR and FuelEU Maritime are aligned to meet climate objectives.
 - Under AFIR, additional infrastructure requirements should be introduced for other types of cleaner fuels, such as hydrogen and hydrogen derived fuels, ammonia and methanol



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Thank you!

