



Danube Transnational Programme
DIONYSUS

CEF2 funding opportunities



Delivered by:  **DANUBE**
Ports Network

Danube Ports Day 2021

Project co-funded by European Union Funds (ERDF, IPA, ENI)





Maritime and inland waterway cluster



*2021 CEF Transport call virtual Information Day
27 September 2021*



Maritime and inland waterway cluster

Works / Studies

Maritime Ports projects on the Core and Comprehensive Networks

(CEF-T-2021-COREGEN, CEF-T-2021-CORECOEN, CEF-T-2021-COMPGEN, CEF-T-2021-COMPCOEN)

Actions to be supported:

- facilitation of port access
- basic port infrastructure with a priority on
 - development of zero- or low emission multimodal solutions
 - development of capacity and facility linked to offshore wind farms
 - improving connectivity with remote, insular and outermost regions, or of Member State with no land border with another Member State
- shore-side electricity supply
- port reception facilities for waste from ships
- ensuring year-around navigability
- rail/road connections within port

Maximum co-funding rates:

General envelope: 30% / 50%

Cohesion envelope: 85%

Maritime and inland waterway cluster

Works / Studies

European Maritime Single Window environment (EMSWe)

(CEF-T-2021-SIMOBGEN)

Actions 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 rates:

General envelope: 50%



Maritime and inland waterway cluster

Works / Studies

Vessel Traffic Monitoring and Information Systems (VTMIS)

(CEF-T-2021-SIMOBGEN)

Actions 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 rates:

General envelope: 50%

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Works / Studies

Motorways of the Sea

(CEF-T-2021-SUSTMOBGEN)

Actions to be supported:

- upgrade of port infrastructure, hinterland connections and dedicated terminals, where required to establish or expand SSS links. At least one Core network port of a MS and another Core or Comprehensive Network of another MS has to be involved in such actions.
- actions facilitating SSS which are not linked to a specific port, for instance ICT platforms, ice-breaking or actions ensuring year-round navigability.

Maximum co-funding rates:

General envelope: 50%



Maritime and inland waterway cluster

Inland waterways and inland ports projects on the Core and Comprehensive Networks

(* comprehensive network only concerns inland ports)

(CEF-T-2021-COREGEN, CEF-T-2021-CORECOEN, CEF-T-2021-COMPGEN, CEF-T-2021-COMPCOEN)

Actions to be supported:

- upgrade of existing and creation of new waterways
- construction, lifting, upgrading of locks and (movable) bridges
- automation of waterway infrastructure
- interconnections between inland waterways and maritime transport, rail/road connections within the port
- access of inland ports to inland waterways
- basic port infrastructure, shore-side electricity supply
- port reception facilities for waste from ships
- ensuring year-around navigability
- waterside infrastructure including the creation and/or upgrade of infrastructure for mooring and waterborne operations along a waterway

Maximum co-funding rates:

General envelope: 50%

Cohesion envelope: 85%



Maritime and inland waterway cluster

SUSTAINABLE & SMART
STRATEGY

Works / Studies

River Information Services (RIS) *(CEF-T-2021-SIMOBGEN)*

Actions 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 transport users
- 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

Maximum co-funding rates:

General envelope: 50%



European
Commission

Mobility and Transport



3. Recharging stations supplying inland waterway and maritime vessels

Infrastructure

- On-shore Power Systems (OPS).
- Related necessary grid connection.
- Including zero-emission electric inland and short sea shipping vessels if it is demonstrated that an initial number of vessels is needed to kick-start the use of the supported recharging infrastructure.

Location

- In TEN-T inland waterway and maritime ports areas

4. Recharging stations supplying port vehicles and equipment

Infrastructure

- Used for the performance of port services and operations.
- Including port vehicles and equipment.

Location

- In TEN-T inland waterway and maritime ports areas

As regards port vehicles and equipment the following conditions apply:

- only for fitting or retrofitting the main propulsion system (zero-emission);
- the eligible cost shall be limited to the difference in costs between a fossil-fuel vehicle/equipment and the zero-emission vehicle/equipment as regards the propulsion system, to be duly evidenced by the applicant.



As regards the inland waterway and maritime vessels the following conditions apply

- only for fitting or retrofitting the main propulsion system (zero-emission);
- if for passenger transport, only for inland vessels longer than 20m with more than 12 passenger capacity;
- the eligible cost shall be limited to the difference in costs between a fossil-fuel vessel and the zero-emission vessel as regards the propulsion system, to be duly evidenced by the applicant;
- the deployment of electric powered vessels for waterborne transport can be for use in private fleets of ships and vessels, excluding cruises and Exclusive Day trip tourism vessels, on the condition that the vessels are operating under the law of a Member State of the EU and serving EU passenger and cargo destinations and/or other EU services (e.g. tugboat) predominantly for at least 5 years from the date they are put in operation.

4. Refuelling facilities supplying port vehicles and equipment



Infrastructure

- Used for the performance of port services and operations.
- Including port vehicles and equipment.

Location

- In TEN-T inland waterway and maritime ports areas.

As regards port vehicles and equipment, the following conditions apply:

- only for fitting or retrofitting the main propulsion system (zero-emission);
- the eligible cost shall be limited to the difference in costs between a fossil-fuel vehicle/equipment and the zero-emission vehicle/equipment as regards the propulsion system, to be duly evidenced by the applicant.

AFIF – ZERO EMISSION %

5. HRS supplying inland waterway and maritime vessels

Infrastructure

- HRS supplying liquid or gaseous hydrogen at pressure of 350 bar and/or 700 bar.
- Including inland and short sea shipping vessels propelled by hydrogen or hydrogen carrier fuels (e.g. ammonia) if it is demonstrated that an initial number of vessels is needed to kick-start the use of the supported refueling infrastructure.

Location

- In TEN-T inland waterway and maritime ports areas.



As regards the inland waterway and maritime vessels the following conditions apply:

- only for fitting or retrofitting the main propulsion system;
- if for passenger transport, only for inland vessels longer than 20m with more than 12 passenger capacity;
- the eligible cost shall be limited to the difference in costs between a fossil-fuel vessel and the zero-emission vessel as regards the propulsion system, to be duly evidenced by the applicant;
- the deployment of hydrogen/fuel-cell powered vessels for waterborne transport can be for use in private fleets of ships and vessels, excluding cruises and Exclusive Day trip tourism vessels, on the condition that the vessels are operating under the law of a Member State of the EU and serving EU passenger and cargo destinations and/or other EU services (e.g. tugboat) predominantly for at least 5 years from the date they are put in operation;
- additionally to the pure hydrogen supply formats, for maritime applications, hydrogen carrier fuels (e.g. ammonia) are admitted.



1. Refueling stations supplying inland waterway and maritime vessels

Infrastructure

- Supplying infrastructure for TEN-T maritime and inland vessels on TEN-T inland waterway and maritime ports.
- Including storage facilities for transport sector only.
- Including bunkering vessels.

Location

- In TEN-T inland waterway and maritime ports areas.

LNG refueling infrastructure is supported only as a transitional solution and priority will be given to actions demonstrating a progressive uptake of bio-LNG.