



CEF Transport Info day 2016 Italy

Calls for proposal CEF-T 2016

Rome- 08 November 2016

Gaspare L'Episcopia- Innovation and Networks Executive Agency (INEA)

Summary

- *CEF Transport Priorities*
- *CEF Transport 2016 Calls*
- *Annual call- General envelope- detail of call priorities*
- *Multi- annual call- General envelope- detail of call priorities*



CEF Transport priorities

Major **cross-border projects** and projects addressing main bottlenecks on the **9 TEN-T multimodal Corridors**.

Pre-identified projects on the core network as well as other projects on the core and comprehensive network

Implementation of the horizontal priorities

New technologies and innovation

Increasing the opportunity for private investment support

Total budget available for grants (2014-2020): € 22.4 billion



CEF Transport Funding Objectives

FO1

Removing bottlenecks and bridging missing links (~80% of maximum budget)

FO2

Ensuring sustainable and efficient transport in the long run (~5% of maximum budget)

FO3

Optimising integration and interconnection of modes and enhancing interoperability (~15% of maximum budget)



CEF Transport CALL 2016 Key features

CEF Annual Work Programme (AWP) indicative budget of €440 million:

- €190 million under the General envelope
- €250 million under the Cohesion envelope

CEF Multi-Annual Work Programme (MAP) indicative budget of €1,499.5 million:

- €650 million under the General envelope
- €849.5 million under the Cohesion envelope





Type of proposals

- **Studies or works**
- **Mixed proposals possible only under MAP:**
 - budget and activities separated
 - works do not depend on studies outcome
- **Studies with pilot activities (MAP calls only)**
 - develop or adapt a technology or a solution and test its feasibility and suitability
 - deploy an existing technology or service to gain experience and/or create market conditions for deployment on a larger scale





Other important aspects

- **Start of eligibility:** as from the date of submission of the application
- **End date of the Action:** no later than 31 December 2020
- Recommended requested CEF contribution to the eligible costs per Action:
 - no less than €500,000 for studies
 - no less than €1,000,000 for works





Other important aspects

- **Economic viability of works or mixed proposals:**
 - Assessed on the basis of a Cost-benefit analysis (CBA)
 - Cost-effectiveness analysis for ERTMS and SESAR; ITS for road and Rail Freight Noise when implementing EU standards
- **Maturity** of the proposed Action measured, among others, by start date within 18 months after the call closure
- **Promotion of PPPs and use of financial instruments** through all priorities





Specific priorities Annual calls 2016

Priority	AP General	AP Cohesion
Railways, inland waterways and roads on the Core Network-connections to inland/ maritime ports airports	0	€250 million
Cross-border sections on railways, roads and inland waterways on the comprehensive and core networks	€110 million	0
Projects to connect the trans-European transport network with infrastructure networks of the neighbouring countries, in particular related to cross-border sections, on railways, inland waterways and roads	€40 million	0
Sub-total FO1	€150 million	€250 million
Freight Transport Services	€20 million	0
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TOTAL	€190 million	€250 million



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TOTAL	€190 million	€250 million



Budget and funding rates

Budget availability:

€ 110 million

Funding rates:

- Cross-border rail projects (works): 40 %
- Cross-border road projects (works): 10 %
- All types of studies: 50 %





Eligible projects

Missing links and bottlenecks on cross-border sections

- located on the comprehensive network and on the core network (outside the sections identified in Annex I, part I, of the CEF Regulation)
- Compliant with the definition set out in Article 3 (m) of the TEN-T Guidelines (connections between the nearest urban nodes on both sides of the border)





Particular attention for:

- Projects stimulating regional cooperation across borders
- Projects enhancing accessibility of the core network and core network corridors
- Technical or legal studies (preparation of permission procedures or tendering), financial studies and feasibility studies for public-private partnership schemes





Eligible rail infrastructure components

- **High-speed** and **conventional** railway lines, including sidings, tunnels and bridges
- **Associated equipment** (e.g. electrification systems, equipment for the boarding/alighting of passengers, loading/unloading of cargo, automatic gauge-changing facilities...)
- **Stations** along the railway lines
- **Stations buildings are of lower priority** unless they concern the railway infrastructure component. If included in the application, they should be presented separately, clearly described and costs defined.
- **Passenger buildings, parkings and other commercial parts related to stations are not a priority for funding.**





Eligible rail infrastructure components (contd.)

To be submitted under a different priority:

Telematic applications for passengers (e.g. reservation and payment systems) and freight (e.g. real-time monitoring of freight and train) **only for Cohesion countries**

ERTMS deployment (if solely ERTMS) >>> **MAP WP 3.1.4**





Please note that:

Works proposals must be accompanied by a detailed CBA

Cross-border projects must have a written agreement between the MS concerned (or 3rd country where applicable)

Support is not given for maintenance !





Eligible IWW components

Studies only

Technical, legal, financial or feasibility studies to assess the potential for PPP or other project finance schemes

OR

Preparation of tender documentation and permission procedures concerning projects

Studies for Construction, upgrade, modernisation of waterways and locks/infrastructure for mooring and waterborne operations /Increase of under-bridge clearance





Eligible Road components

- **Cross-border projects** on the sections of the Core Network which are not included in Part I of Annex I of the CEF Regulation.
- Compliance with the road safety (ref. 2008/96/EC) and tunnel safety (ref. 2004/54/EC) Directives.
- **Support is not given for maintenance!**
- **Studies** should concern actions where the initial investment decision has already been taken and in particular studies related to design, permits (including Environmental Impact Assessment), etc. that are close to the actual implementation of these actions.





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TOTAL	€190 million	€250 million



Budget and funding rates

Budget availability:

€ 40 million

Funding rates:

- Cross-border rail and IWW projects (works): 40 %
- Proposals addressing a bottleneck (works): 30%
- Cross-border road projects (works): 10 %
- All types of studies: 50 %

Actions involving a cross-border section or a part of such a section shall be eligible to receive EU financial assistance only if there is a written agreement between the Member States concerned or between the Member State(s) and neighbouring country(ies) concerned relating to the completion of the cross-border section





Eligible projects

ONLY STUDIES for Actions:

Located in the neighbouring countries :

- To **enhance the connections between the TEN-T core network and the transport networks of** neighbouring countries for market integration with the EaP countries, Western Balkans and Turkey.
- To **complete the transport infrastructure network of third countries which serve as links** between parts of the core network in the Union

STUDIES or WORKS for Actions:

Located at the border crossing points

- To contribute to a reduction in transport costs and travelling and waiting time at the border, facilitate international freight flows and to increased safety and security, as well as environmental protection.

Located in the neighbouring countries

- To implement traffic management systems (with the exception of SESAR and Motorways of the Sea) and will concern sections on the territory of the neighbouring country





Eligibility criteria

Only proposals submitted by one of the following types of applicants are eligible:

- One or several Member States
- international organisations, joint undertakings, or bodies established in EU MS with the agreement of the Ms concerned,
- Third country with the agreement of an EU MS where it is needed to achieve the objectives of a given project of common interest, third countries and entities established in third countries present the applications and may participate in actions contributing to the projects of common interest.





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Budget and funding rates

Budget availability:

€ 20 million

Funding rates:

- Works: 20%
- Studies: 50 %





Specific objectives

Actions shall lead to at least one of the following objectives:

Modal shift

Multimodal integration

Efficient supply chains





General conditions

Eligible investments: *purchase/rent/leasing of durable assets concerning small scale ancillary infrastructure, superstructures and equipment (including on-board equipment). Operational costs not supported.*

Impact on market:

no unfair or selective advantage for the beneficiary vis-à-vis other market players (no distortion of competition);

no adverse effects on production output or workforce.

Results of the action: *the benefits of the (innovative) results of the actions shall be accessible on a non-discriminatory basis;*

Transport/logistics context: *direct relation to the freight service addressed in the action.*



Eligible actions

At least part of the supply chain/transport route should be linked to the Core Network (see Ten Tec interactive map);

The supply chain/transport route must involve the territory of at least two EU Member States;





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Budget and funding rate

BUDGET:

€20 million

OBJECTIVE:

Reduction of rail freight noise by retrofitting freight wagons with composite brake blocks

CO-FUNDING:

max 20% of the eligible costs



Essential conditions

- Existing freight wagons
- Recommended (but not required) number of wagons ≥ 100
- Cast-iron brake blocks $>$ composite brake blocks (LL)
- Wheel-sets' replacing/reprofiling: NO
- Additional necessary works with justification



Application

shall contain:

Wagons' characteristics, incl. info on current braking system, Nat. Vehicle Reg., authorisation, etc.

Identification of lines operated

Identification of workshop resp. for retrofiting

Foresee deliverables enabling verification of successful completion



Specific priorities Multi-annual calls 2016

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Budget, Objectives, Co-Funding

BUDGET:

€70 million

SPECIFIC OBJECTIVES:

ERTMS Track-side (TS) deployment/upgrade

ERTMS On-board (OB) deployment/upgrade

CO-FUNDING:

ERTMS: max 50%

Infra works (TS): max 40%





Specific objectives

1) ERTMS track-side deployment

- Eligible Baseline: B2 and B3 (PRIORITY)
- Priority to CNC cross-border sections
- GSM-R and Infrastructure works (for L2) (not as stand-alone elements)
- Preparatory actions resulting with launching of works

2) ERTMS on-board deployment

- B3 on existing vehicles only with priority for international traffic
- Training, ad-hoc expertise: eligible for SMEs





Funding conditions

Track-side:

- deployment: ceiling of €260,000/km of double-track line (incl. HW and SW for ETCS and GSM-R, if applicable)
- ERTMS upgrade, infrastructure works, preparatory actions: actual costs (no ceiling)

On-board:

- retrofit: ceiling of €250,000/ERTMS OBU (incl. HW and SW for ETCS and GSM-R, if applicable) also **for prototypes**
- ERTMS upgrade, training, ad-hoc expertise: no ceiling (actual costs)



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Budget and funding rates

Budget availability:

€ 80 million

Funding rates:

- Works: 20%
- Studies with pilot activities (no demo- real life trials): 50 %





General Objective

The general objective is to support the deployment of a **sustainable** and **efficient** transport system and to promote the **decarbonisation** of all transport modes along the **Core Network Corridors**. New technologies and innovative solutions shall be deployed on the Core Network with particular emphasis along the Core Network Corridors.





Specific Objectives

- a) support and promote the **decarbonisation** of transport through transition to innovative and sustainable transport technologies;
- b) make possible the decarbonisation of all transport modes by stimulating **energy efficiency** introduce alternative propulsion systems, including electricity supply systems, and provide corresponding infrastructure;
- c) improve the **safety and sustainability** of the movement of persons and of the transport of goods;
- d) improve the operation, management, accessibility, **interoperability, multimodality** and efficiency of the network, including through multimodal ticketing, coordination of travel timetables





Type of Actions

- A) Studies** with regional or local pilot deployment in at least one Member State+ business plan and dissemination
- B) Studies** with pilot deployment on a scale of a core network trajectory/corridor of at least 500 km serving at least two Member States or achieving coverage of minimal density of at least 2 complete Member States+ business plan and dissemination
- C) Works** and applicable to roll-outs on the core network in at least 2 Member States.



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Budget and funding rates

Budget availability:

€ 300 million (80% Common Projects)

Funding rates:

- Telematic Applications- Land based: 50%
- Telematic Applications- On board: 20%
- Studies: 50 %





Objectives

Improve ATM performance in Europe through

- Modernisation and harmonisation of ATM systems
- Synchronised deployment
- Increased civil-military cooperation
- Reducing fragmentation
- Consolidation of ANS provision



Two categories of proposals

A) Common projects:

- 6 AF covered by the Pilot Common Project (PCP)
- Essential operational changes
- Mature
- Synchronisation & coordination
- Member States have to verify consistency with their adopted performance plans (EU 390/2013) and that national civil-military coordination has taken place.

AF 1

Extended Arrival Management (AMAN) & Performance Based Navigation (PBN) in high density TMAs

AF 2

Airport Integration & Throughput Functionalities

AF 3

Flexible Airspace Management (ASM) & Free Route

AF 4

Network Collaborative Management

AF 5

Initial System Wide Information Management (i SWIM)

AF 6

Initial Trajectory Information Sharing (i4D)



Two categories of proposals

B) Other projects:

Priorities by importance:

1. Deployment of new technologies and best practices
2. Specification and deployment of new generation of flight and radar data processing systems
3. Optimal provision of air navigation services in the context of FABs
4. Deployment and support to the deployment of ATM functionalities defined in the ATM Master Plan and the deployment baseline that are not included in the Common Projects.





Pay attention to...

Projects at FAB level, or promoting EU-wide or inter-FAB coordination.

Funding shall not be awarded under this Call for Actions or parts of Actions addressing obligations under Union Law, in particular related to SES, whose deadline for implementation has expired by the date on which this call has been published.

Twinned Projects: Separate applications for projects including Cohesion and Non-Cohesion funding rates.





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Budget and funding rates

Budget availability:

€ 120 million

Funding rates:

- Works: 20%
- Studies with pilot: 50 %





~~RESEARCH~~

Objectives

Implementation of works and/or real life pilots for the **deployment of ITS for road**, with particular focus on:

Europe-wide traffic and travel information services, including cross border services for seamless door-to-door mobility

Europe-wide traffic management systems to optimise traffic operations and enhance energy efficiency

Systems to enhance road safety and security

Expansion of "ITS corridors"

Addressing the issue of retrofit 112 eCall aftermarket in-vehicle devices

Infrastructure communication





~~RESEARCH~~

Objectives

Cooperative ITS (C-ITS) and automation

- C-ITS, especially vehicle-infrastructure communication,
- Interoperability and continuity of services in the area of C-ITS and automation
- Enhance safety, security, energy efficiency in the area of C-ITS and automation
- Applications for traffic information & management in the area of C-ITS and automation
- Develop digital road infra to facilitate higher levels of automation
- Convergence of C-ITS and increasing levels of automation based on a hybrid communication (use of both ITSG5 and cellular communications)



Eligibility

Actions may include both works and studies with pilot activities, provided that the two activities are clearly distinguished

Deploy works or studies with pilot activities in the Core Network (i.e. along Core Network corridors and urban nodes). *Other geographical areas, linked to the Core Network, may be covered if reasons are duly substantiated*

Submission by one or more MSs, preferably along a continuous trajectory

Priority to proposals engaging multiple MSs



Proposals involving MSs addressing both general and cohesion envelopes are allowed: in such case, please submit twice the same proposal cross-referenced.



Requirements

Comply with EU legislations, in particular the ITS Directive 2010/40/EU and its delegated Regulations

Comply with applicable EU standards (e.g.: DATEX II)

Address an evaluation activity

For proposals addressing C-ITS:

- Priority will be given to proposals addressing the "Day-1" and "Day-1,5" C-ITS services recommended by the "C-ITS platform"
- Cooperate with and build upon the "C-Roads Platform", and provide feedback to the "C-ITS platform" and the "EU ITS Committee"



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Budget and funding rates

Budget availability:

€ 40 million

Funding rates:

- Works: 30%
- Pilot actions: 50 %





Specific objectives

Deploying an alternative clean fuels infrastructure and developing environmentally sustainable shipping (DIP Pillar I)

Improving maritime transport integration in the door-to-door logistics chain (DIP Pillar II)

Upgrading or establishing new maritime links, including combined investments in ports (DIP Pillar II)

Promoting wider benefits such as Maritime Safety, Traffic Management, Human Element/Training (DIP Pillar III)





MoS Pillar I

Technologies reducing **CO2** (climate change)

Facilities for **LNG, methanol** and other clean fuels in ports and aboard vessels incl. bunkering barges

Technologies reducing **NOx** emissions

On-shore power supply systems for ships

Batteries (fuel cell)

Energy efficiency measures on ships (hull, propellers, re-blading etc)

Scrubbers only for installations outside EU SECA areas and going beyond the current legislation





MoS Pillar I

Facilities for oil and other ship waste in ports

Facilities for sludge from scrubbers

Waste water treatment systems on ships

Ballast water treatment systems





MoS Pillar II

Develop the **port infrastructure**, handling facilities, freight terminals, logistic platforms and freight villages together with improved port access

Develop reliable short sea shipping transport services **integrated** within door-to-door **logistics chains** and connecting **core network corridors**

Improve logistics and administrative **ICT** management **systems**

Increase **safety and security** during port handling operations

Increase the **environmental performance of ships** on dedicated MoS links





MoS Pillar III

Safety operations (icebreaking, surveying, AIS, vessel control)

Vocational training

VTMS

Single windows for maritime administrations (in line with COM specifications)





Key actions

Wider benefit actions

Addressing industry needs widely (e.g. coherent investments in a group of ports for LNG filling stations or coherent set of investments in port reception facilities in a region)

Implementation works

Upgrade of maritime links (minimum ship and port investments combined)

Pilot actions:

Projects testing or deploying new technological solutions in operational conditions - Particular conditions apply

Studies

Not supported in 2016/2017





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Budget and funding rates

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Funding rates:

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Eligibility

Geographic eligibility : Only actions located in urban nodes listed in Annex II **part 1** of the TEN-T Guidelines and those listed in Annex II **part 2** of the TEN-T Guidelines **which are located on a Core Network Corridor** may be funded.





Specific objectives

Action addressing :

- Physical bottlenecks and missing links between transport modes in the urban area
- Seamless connection between the TEN-T long-distance transport and the urban transport (for example through integrated planning, through quality standards etc.)
- Development of concepts to increase multi-modality, shift to more sustainable mode, shift to alternative fuels and enhance the integration of long-distance and urban transport





Specific conditions for mobile equipment

Must be secondary to the infrastructure-related part of the action

Ceiling max : 10 % of total eligible costs

Only the financial difference between a conventional solution and the use of a new technology





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<http://ec.europa.eu/inea>



[@inea_eu](https://twitter.com/inea_eu)



Look for INEA!

Thank you!

