CEF Transport
Info Day Call 2018

ITALY

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Context

- **CEF Transport 2014-2017: 641 projects - EUR 22.3 billion**
- **2017 Blending-2 & SESAR calls: Evaluation process ongoing**
- **2018 CEF call virtually exhausts the grant budget available**
- **MAP 2018** adopted on 19 April 2018
- Call for proposals: EUR 450 million (General envelope) launched on **17 May 2018**

Indicative timeline

Call publication	**17 May 2018**
Deadline for submission	**24 October 2018** (17:00:00 Brussels time)
Evaluation of proposals	November 2018-January 2019
Consultation of CEF Coordination Committee Information of European Parliament	February 2019
Adoption of Selection Decision	February 2019
Information to applicants	February 2019
Time To Grant	As of February 2019

Highlights of the call text (1)

- Proposals for **studies, works and mixed** proposals **are eligible** under the call.
- Maximum co-funding rates (% of eligible costs):
  - ✓ **Studies: 50%**
  - ✓ **Works/Telematic applications: from 20% to 50%**
- Ceilings applicable (see section 12.2 of the call text and section 3 of the Work programme), e.g. 260,000€ per km of double-track line equipped with ERTMS

Highlights of the call text (2)

- The **minimum size** of the Action is not an eligibility requirement (but no less than **€500,000** requested funding for studies and **€1 million** for works is strongly encouraged)
- **Start of eligibility** of costs: as from the **date of submission of the application.**
- **End date** of the Action: no later than 31 December 2023.

Highlights of the call text (3)

- **Economic viability of proposals**:
  - ✓ Assessed on the basis of a Cost-Benefit/Cost-Effectiveness Analysis (works and mixed proposals only).
  - ✓ Submitting a CBA/CEA as part of the application is an eligibility criteria.
  - ✓ The CBA cash flow template must also be uploaded to facilitate the assessment.

Highlights of the call text (4) CBA/CEA

- ✓ **CBA can be replaced by CEA for these priorities:**
  - Rail interoperability
  - ERTMS
  - ITS for road
  - River Information Services (RIS)
  - Safe and secure infrastructure (*)
  - Innovation and new technologies (*)

(*) Only for proposals addressing exclusively the implementation of standards laid down in existing EU legislation and/or proposals only addressing the implementation of digital solutions

CEF Transport Funding Objectives

FO1 Removing bottlenecks and bridging missing links : **100 m€**

FO2 Ensuring sustainable and efficient transport in the long run : **200 m€**

FO3 Optimising integration and interconnection of modes and enhancing interoperability : **150 m€**

Call budget & indicative distribution

Specific objectives	Priority	FO1
1: Interoperability of the rail system with Technical Specifications for Interoperability concerning Telematics Applications for Passengers (TAP) and Freight (TAF)	Rail interoperability	**€100 million**
2: Railway system compliance with Interoperability and Safety Directives (including TSIs other than TAF/TAP) and TEN-T Guidelines		
3: Deployment of ERTMS trackside components on the Core Network	European Rail Traffic Management Systems (ERTMS)	

Specific objectives	Priority	FO2
4: Road safety	Safe and secure infrastructure	**€200 million**
5: Safe and secure parkings		
6: Improve multimodality through innovative digital and space-data based solutions	Innovation and new technologies	
7: Support infrastructure to enhance multi-modal transport for passengers through innovative solutions		
8: Digital information systems		
9: Support, through digitalisation, for maritime and inland port operations		

Specific objectives	Priority	FO3
10: Cooperative connected and automated mobility - cooperative ITS and automation	Intelligent Transport Services for road (ITS)	**€150 million**
11: Deployment of intelligent transport services under Directive 2010/40/EU		
12: Making more transport, traffic and travel data available		
13: Deployment of on-board and of land-based components of RIS	River Information Services (RIS)	
14: Connections by road, rail, inland waterways and short sea shipping to freight terminals and/or further development of these terminals	Multimodal logistics platforms	
15: Support infrastructure of terminals servicing combined transport operations		

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Rail Interoperability

SO 1: Rail interoperability: TAP-TAF

Priorities to foster deployment TAP-TAF:

- Support Infrastructure Managers and Railway Undertakings to implement and ensure the compliance with the TAP and TAF TSI: **unique Train ID** to replace Operation Train Number.
- Support rail actors to implement TAP and TAF TSI compliant databases and/or tools.
- Support stakeholders to develop a common Telematics Reference Files merging the existing TAF and TAP Reference Files.

TAP - TAF: services with Cross-Border focus / Corridors

- Provision of cross-border services (information and/or ticketing) through TAP standards.
- Ensuring quality management of data for TAP TSI (timetable data, tariff data).
- Support SME Railway Undertakings in TAP implementation (timetable data exchange, tariff data exchange, reservations, home print tickets).
- Support Infrastructure Managers and Railway Undertakings to implement TAP & TAF e.g.: pre-arranged paths, and reserve capacity, traffic Management by **Rail Freight Corridors**.
- Innovation: support Railway Undertakings on TAF TSI through the **Electronic Consignment Note** including **intermodal** information.

SO 2: Railway system compliance with Interoperability and Safety.

- Works actions, to **reduce discrepancies of railway fixed equipment** so to open supply (e.g.: TSI infrastructure & energy subsystems).
- Development of **location-specific risk model** for the European Railway System Area to link risk levels measured at European level and changes to railway infrastructure to quantify safety benefits from upgrading railway infrastructure / target investment.
- Supporting **Railway Undertakings to implement rail system and subsystems with the Interop**. and Safety Directives by status oriented maintenance, handling and/or transhipment of goods; addressing issues registered in the operational issues logbook to address interop barriers (see general text).
- Supporting the development and establishment of **interoperability registers** (RINF …)->consistency between interoperability registers and others -> new authorisation regime (route compatibility)".

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ERTMS

SO 3: ERTMS Track-side deployment -Works

Deployment:

- Eligible costs limited to a ceiling of €260,000 per km of double track line.
- Up to 50% co-funding support.

Upgrade:

- Individual evaluation (no ceiling but detailed justification of the costs).
- Up to 50% co-funding support.

Associated Infrastructure works necessary for the implementation of Level 2 (e.g. interlockings):

- Individual evaluation (no ceiling but detailed justification of the costs).
- Up to 40% co-funding support

-Studies

- Activities needed to prepare project implementation, both for new B3 deployment and upgrades.
- Studies should be a basis for launching a procurement procedure (i.e not feasibility studies).
- Individual evaluation (no ceiling).
- Up to 50% co-funding support

ERTMS Application

Proposal shall provide information covering:

- Expected date when the ETCS track-side subsystem equipped section will be authorised to be placed in service.
- Line characteristics.
- Description of the ERTMS track-side subsystem to be installed.
- Description of tests strategy to be performed with on-board units provided by at least one different supplier to the one in charge or the equipment of the line.
- Identification and justification for infrastructure eligible works for track-side equipment (i.e interlockings).

Track-side deployment deliverables

An assessment of the final outcome of the works:

- Verification of the subsystem compliance with the applicable technical specification for interoperability.

- The compliance shall be demonstrated by a dossier of authorisation for placing the Control Command Signalling trackside subsystem in service (e.g. an EC certificate of verification of subsystem from a Notified Body and the safety assessment report following the applicable EU legislation, etc.).

Safe and secure infrastructure

SO 4: Road safety

Aim of the Action

- Assessing the overall road safety status along Core Network Corridors and developing comprehensive action plans for a coordinated improvement of safety levels of road infrastructure networks (considered as **study)**.

- Systematically upgrading the safety of the core network road infrastructure (without capacity increase).

- Supporting digital information systems concerning safe road and road tunnel use.

- Targeted safety upgrades of most critical road sections, e.g. accident black spots, safe rail-road crossings between core network rail sections and any road and the enhancement of road tunnel safety.

- Preparing the physical infrastructure for automation, including lane markings.

- Deployment of the SMART tachograph enforcement equipment on the Core network as specified in Regulation (EU) 165/2014 or of other enforcement equipment related to road safety.

- Within the deployment of the 112 eCall, actions to define common rules related to retrofit/aftermarket devices, i.e. the definition of physical and operating requirements for aftermarket 112 eCall **in-vehicle devices**.

SO 5: Safe and secure parkings

Aim of the Action

- Construction or upgrading of safe and secure parking areas along the Core road network for trucks and commercial vehicles.
- Upgrading the security of existing rest areas through digital means.
- Supporting digital information and space-based system concerning safe and secure parking.
- Optimising the use of existing safe and secure parking areas for trucks and commercial vehicles through the use of real-time information, including the collection, processing and dissemination of parking information (static and dynamic).

Innovation and new technology actions

SO6: Improve multimodality through innovative digital and space-data based solutions.

❖Actions contributing to ensure safe and smooth transfer of goods.

in Core Network ports, airports and urban nodes

Including:

- rail-road freight terminals and
- solutions based on the track & tracing of goods;

❖Actions contributing to the deployment of cross-border multimodal mobility services such as "mobility as a service" .

Ex: "mobility services roaming" issue.

❖Actions addressing remaining barriers to EU-wide multimodal booking and ticketing services, including multi-use ticketing and payment terminals for the Core Network

Ex: system accepting various means of payment and validation: contactless bank cards, mobile pay apps, mobility cards, etc… to give travellers the choice of how they pay for taking (public) transport.

❖ Supporting the integration of zero and low emission road/non road transport modes (including evessels, ebikes, electromobility and other alternatively fuelled vehicles/vessels) into a multimodal transport system.

- Multimodal hubs (integrate different trasnport modes).

❖Supporting the implementation of last-mile connections:

- Innovative digital urban logistics solutions.
- Innovative digital (shared/active) mobility solutions.

SO 7: Support infrastructure to enhance multi-modal transport for passengers through innovative solutions.

Aim of the Action:

- Passenger transport terminals (such as main railway stations) of urban nodes, transfer functions for long-distance journeys;
- Connection between passenger terminals in urban nodes (e.g. air – rail connections);
- Passenger transport terminals and in main railway stations, the transfer between long-distance and local/regional transport;
- Safety and security in passenger transport terminals or main railway stations;
- Enhance independent accessibility for passengers with reduced mobility.

SO8: Digital information systems.

Aim of the Action:

- Supporting the development, validation and deployment of "corridor information systems" interconnecting stakeholders across the supply chains to facilitate data sharing between actors, enable large scale collaboration, simplify administrative procedures and optimise cargo flows along a corridor.

- Background/basis : Recommendation of the Digital Transport and Logistics Forum (DTLF).

Areas:

- Definition of organisational, functional and technical specifications and the validation of a federative platform.
- Deployment of the core elements of the model.
- Implementation of the solutions offered by the federative platform to facilitate and enhance supply chain management
- Pre-requisites (principles): Open digital infrastructure with a solution of choice:
  - Register and connect once;
  - Re-use of existing (open or de-facto) standards;
  - Re-use of available platforms and their functionality;
  - Technology neutrality;
  - Trusted environment (i.e. ensuring cyber-security, access rights, ...);
  - Use of at least EGNOS/Galileo, whenever satellite positioning and navigation services are used.

Priorities:

- Offering transnational and multimodal solutions, covering logistics operations and related exchanges of information of all types (B2B, B2A and A2B)
- Spanning at least two EU countries and using a combination of minimum two modes (amongst maritime, inland waterway, rail, road and air transport) over multiple multimodal transport nodes (such as ports, airports and rail-road terminals);
- Most comprehensive in terms of the diversity of stakeholders, number of represented transport modes, number of EU Member States participating, and number of interconnected data exchange platforms.

SO9: support through digitalisation for maritime and inland port operations.

Aim of the Action

- Aiming at integrated and connected information management in maritime inland and core network port operations.
- Improve the safety and security of port operations;
- Increase the efficiency of port operations;
- Implement automation processes to further increase capacity and efficiency of port operations including in the context of maritime clusters;
- Promote the environmental sustainability of the port and environmental performance of operations including land side vehicle and equipment;
- Increase the connectivity of ports with the port city and reduce the impacts of port operations to it;
- Improvement of information systems and their interoperability, including as regards sea traffic management systems.

Priority to actions leading to harmonised/interoperable solutions involving more ports (core).

Restrictions:

- "Single windows" (national or European) shall not be supported.

- Infrastructure (neither basic nor superstructure) and mobile assets shall not be supported. However, costs of ICT/digital equipment, adaptation or upgrade of equipment (e.g. sensors, on-board units, etc.) may be eligible when necessary to achieve the objectives of the proposed action.

Intelligent Transport Systems (ITS)

SO 10 - Cooperative connected and automated mobility - cooperative ITS and automation.

Aim of the Action

- Deployment of Cooperative ITS (C-ITS) "Day-1 and Day-1.5" services, complementing existing C-Roads pilots and ensuring cross border services.
- + possibly Day-2 services/Other services, i.e. related to the use cases on automation of the EU ITS committee.
- Data collection to support to the development of HD digital maps, e.g. (! In coherence with CEF PSA TN-ITS go).

Restrictions:

- The purchase of mobile equipment (e.g. vehicles) shall not be supported. However, costs of equipment, adaptation or upgrade of vehicles (e.g. sensors, on-board units, etc.) can be supported.

Specifications

- C-ITS strategy and the C-ITS platform final reports and Annexes.
- Deploy C-ITS services based on the hybrid communication approach (C-ITS Strategy);
- C-ITS security, compliant to the European Certificate and Security Policy documents;
- Provide regular feedback on the results of the proposed Actions to the "EU ITS Committee";
- Actions must be coordinated either by a Member State or a public body;
- All involved Member States must be or become core C-Roads Platform member and apply all C-Roads specifications;
- Ensure pilots are fully interoperable with already deployed C-ITS services under the umbrella of the C-Roads Platform;

SO 11: Deployment of intelligent transport services under Directive 2010/40/EU.

Aim of the Action

- Deployment of ITS on the Core Network Corridors.
- Covering sections, including nodes, not yet covered by previous actions.

Specifications and restrictions:

- Ensure interoperability and continuity of services;
- Precise description of the ITS service(s) and application(s), including associated equipment or facilities;
- Geo-localised description of the baseline situation
- Coordination and reporting activities with the EU EIP coordination platform and with existing ITS corridors that are geographically adjacent.

SO 12: Making more transport, traffic and travel data available.

Aim of the Action

- Building National Access Points.
- Collecting/creating accurate and up-to-date data.
- Make data accessible to public authorities.
- Priority to road safety, Urban vehicle access regulations, multimodal travel information.

River Information Services

SO 13: Deployment of on-board and of land-based components of RIS

Aim of the action

- Focus on the on-board and land-based components of RIS or other related telematics applications.
- Coherent deployment of Union-wide harmonised RIS components.
- Complement current CEF actions (areas and type of actions).

Aim of the Action

- Maintenance and amendment of standards and technical specifications (comply regulation).
- Harmonised concepts for (cross-border) exchange of data between authorities, inland waterway transport operators or users.
- Enhancement and fine-tuning of RIS key technologies, systems, services (State of the Art).
- Reduction of administrative burden and elimination of paper flow of documents, establishing solutions to facilitate machine to machine communication.

Multimodal logistics platforms

SO 14 : Connections to and development of multimodal logistics platforms.

Aim of the Action

- Connections to existing freight terminals including access infrastructure and "last mile" connections, which contribute to the effective interconnection and integration of these terminals to the core network, including maritime core ports;

- Further development of existing freight terminals through small-scale ancillary infrastructure (e.g. connecting or siding tracks, power connections, adaptations for 740 m train length etc), ICT equipment and applications for the provision or improvement of information flows within the terminal and along the logistic chain.

Restrictions

- Buildings, storage and warehouse facilities, cranes, conveyors and other devices for moving freight, and mobile assets such as locomotives.
- Connections to and development of new (i.e. not yet operational as of the date of publication of the call) freight terminals.
- Actions aiming at increasing the capacity of freight terminals.

Specifications

- Actions shall not provide selective advantage to a particular operator or group of operators, and freight terminals shall be accessible on a non-discriminatory basis.
- Studies should concern actions where the initial investment decision has been taken and should be close to the foreseen implementation of the investment.

SO15 : Support infrastructure of terminals servicing combined transport operations.

Aim of the Action

- Building or upgrading of "combined transport terminals" and building the “last mile” connections to such terminals allowing integration of such terminals to the comprehensive network.

- Building the necessary transhipment facilities for servicing of new mode of transport that was not available previously in an existing "combined transport terminal".

- Modernising the equipment of existing "combined transport terminals" in order to allow transhipment of different types of load units.

Restrictions:

- Storage and warehouse facilities and mobile assets such as locomotives.
- Concerning equipment allowing transhipment of different types of load units, only the terminal related equipment (e.g. gantry or rail cranes, conveyors, etc.) may be funded.

Specifications

- Actions shall be accessible to operators on a non-discriminatory basis.
- Any combined transport infrastructure and facilities receiving support from this programme shall be accessible to all operators of combined transport services without discrimination.

MORE INFO

- FAQ : https://ec.europa.eu/inea/en/connecting-europe-facility/cef-transport/apply-funding/2018-cef-transport-call-proposals/2018-cef

- Virtual Info Day (webstream)

  - https://webcast.ec.europa.eu/2018-cef-transport-info-day#

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