



CEF Transport Info Day Call 2019

ITALY

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Content

1. *Call 2019*

- Projects on the Comprehensive Network*
- Rail Freight Noise*

2. *Preparing a successful application*

3. *CBA*

4. *The evaluation process*

State of play & Call 2019

- *CEF Transport: grant budget of almost EUR 23.5 billion.*
- *Calls 2014-2017: 688 projects - EUR 23 billion (total investment EUR 48.3 billion).*
- *CEF 2018 Multi-Annual call: EUR 450 million (General envelope), launched on 17/05/2018, deadline 24/10/2018 – evaluation ongoing.*
- **CEF 2019 Annual call: EUR 100 million (present call)**
 - **Projects on the Comprehensive Network (€65 millions)**
 - **Reduction of rail freight noise (€35 millions)**
- *The 2018 and 2019 calls virtually exhaust the grant budget available.*
- *Looking ahead: progress review, 'use-it-or-lose-it' principle, re-injection of reflow funds 2019 – 2020.*

Indicative timeline

Call publication	08 January 2019
Deadline for submission	24 April 2019 (17:00:00 Brussels time)
Evaluation of proposals	April-July 2019
Consultation of CEF Coordination Committee Information of European Parliament	September 2019
Adoption of Selection Decision	October 2019
Information to applicants	October 2019
Time To Grant	As of October 2019

Current funding opportunities: Call 2019

Annual call 2019

EUR 100 million

EUR 65 million

- Cross-border sections Rail, Road and IWW
- Connections to and development of maritime ports

EUR 35 million

Reducing **rail freight noise**: retrofitting of existing rolling stock

- ✓ *TEN-T Comprehensive network*
- ✓ *Reimbursement of eligible costs actually incurred*

- ✓ *TEN-T network*
- ✓ *Unit costs: unit contributions per type of wagon*

Projects on the Comprehensive Network (65MEUR)

- **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.
- Proposals for **studies, works and mixed** proposals **are eligible** under the call.
- Maximum co-funding rates (% of eligible costs):
 - ✓ Studies: 50%
 - ✓ Works: from 10% to 40%

Studies and/or Works

TEN-T Comprehensive network

Reimbursement of eligible costs actually incurred

RAIL	ROAD	Maritime ports
Actions in line with the requirements of Regulation (EU) No 1315/2013:		
Chapter II, section 1	Chapter II, section 3	Chapter II, section 4
Maximum possible rates of co-funding: Studies 50% / Works:		
40% (cross-border)	10%*(cross-border)	20%

General conditions

- *Works (or mixed proposals works / studies): accompanied by a Cost-Benefit Analysis.*
- *Studies: technical, legal or financial, preparation of tender documentation and permission procedures including EIA assessment (no studies which do not directly lead to implementation).*
- *Railway and road cross-border proposals, must include a **written agreement between the MS concerned.***

1. Railways: objectives and scope

- **ONLY** proposals concerning cross-border rail sections of the TEN-T Comprehensive network are eligible for funding.
- *Take account of provisions of:*
 - **Directive 2008/57/EC** of the European Parliament and of the Council of 17 June 2008 **on the interoperability of the rail system.**
 - **Directive 2016/797** of the European Parliament and of the Council of 11 May 2016 which will replace Directive 2008/57/EC as of 16 June 2020.

Railways: Eligible infrastructure components and requirements

- *High-speed and conventional railway lines, including sidings, tunnels and bridges.*
 - High speed lines: new lines equipped for speeds in order of ≥ 250 km/h and upgraded conventional lines ≈ 200 km/h
- *Associated equipment (e.g. electrification systems, equipment for the boarding/alighting of passengers, loading/unloading of cargo, automatic gauge-changing facilities ...).*
 - Full electrification of line tracks (+ sidings where required)
 - Nominal track gauge for new railway lines = 1435mm

NB:

- *Railway station facilities are of lower priority unless they concern the railway infrastructure component. If included in the application, they should be clearly described, quantified and priced separately.*

Railways: "Ideal" proposals



- *Studies, including final designs and environmental permissions, for the construction of a new cross-border section.*
- *Electrification of an existing cross-border section*
- *Migration to 1435 mm nominal gauge.*
- *Works to increase the speed of a conventional line to ≈ 200 km/h.*

Railways : what will NOT be funded



- *Any study not directly leading to implementation*
- *ERTMS and GSM-R deployment.*
- *Passenger buildings, car parks, commercial parts of an existing station.*
- *Maintenance.*

2. Roads – objectives and scope

- **ONLY** applications concerning cross-border road sections of the TEN-T Comprehensive network are eligible for funding.
- In Member States with no railway network or with an isolated network (e.g. CY, IE, MT), proposals concerning removal of bottlenecks are also eligible for funding.
- Take account of provisions of:
 - **Directive 2008/96/EC** of the European Parliament and of the Council of 19 November 2008 **on road infrastructure safety** (currently under revision).
 - **Directive 2004/54/EC** of the European Parliament and of the Council of 29 April 2004 **on tunnel safety**.

Roads: eligible infrastructure components and requirements

- *High-quality roads (motorways, express roads or conventional strategic roads) including bridges, tunnels, junctions, crossings, interchanges, hard shoulders.*
- *Associated equipment (e.g. equipment for traffic management, information and route guidance).*
- *Other infrastructure components listed in Section 3 of the TEN-T Guidelines provided that they are located on a cross-border road section of the TEN-T Comprehensive network .*

Roads: "Ideal" proposals



- *Studies, including final designs and environmental permissions, for the upgrade of an existing, or the construction of a new, cross-border section.*
- *Works for the upgrade of an existing, or the construction of a new, cross-border section.*
- *Removal of existing bottlenecks on cross-border sections (or in MS without or with isolated railway network).*
- *Tunnel safety upgrades to comply with Directive 2004/54/EC .*

Roads: what will NOT be funded



- *Any study not directly leading to implementation.*
- *Maintenance.*

3. Maritime ports: objectives and scope

- **ONLY** proposals concerning ports of the TEN-T Comprehensive network are eligible for funding.
- Take account of provisions of:
 - **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.
 - **Directive (EU) 2016/802** of the European Parliament and of the Council of 11 May 2016 relating to a **reduction in the sulphur content** of certain liquid fuels.
 - **Directive 2014/94/EU** of the European Parliament and of the Council of 22 October 2014 on the **deployment of alternative fuels infrastructure**.
 - **Regulation (EU) 2017/352** of the European Parliament and of the Council of 15 February 2017 establishing **a framework for the provision of port services and common rules on the financial transparency of ports**.

Maritime ports: type of supported Actions

Hinterland connections to the Comprehensive Network

Rail, inland waterway or road if other hinterland connections are not an option, with adequate capacity and efficiency, including **digital solutions** to improve connectivity and the infrastructure necessary for transport operations within the port area.

Port access

Aiming at providing safe maritime access in the form of breakwaters, capital dredging activities, access channels, locks and navigational aids .

Port infrastructure

For instance internal basins, quay walls, jetties, backfills, land reclamation, **including safety, security and checks equipment and facilities.**

Reception facilities

For instance oil and other waste, including residues from exhaust gas cleaning systems in order to meet environmental requirements.

Implementation of new facilities & technologies

Regarding use of alternative fuels and energy, e.g. LNG bunkering, shore-side electricity, etc., in line with the Directive 2014/94/EU, **excluding pilot actions.**

Maritime ports: specific conditions

- **Not eligible:** superstructure, construction and expansion of terminals, storage/warehouses, maintenance, cruise ships infrastructure and facilities, cargo and passenger terminals, infrastructure dedicated to private operators, port community systems incompatible / in contradiction with EMSW proposal.
- **Works Actions:** based on proper needs assessment (market analysis and analysis of impact on competition with neighbouring ports), demonstrate long term port development strategy with adequate links to hinterland.

Maritime ports: "Ideal" proposals



Improvement of rail access to a comprehensive port.

IT system to improve the connectivity with other actors in the supply chain e.g. through port community system development.

Land recovery and **construction of LNG bunkering facility** in a port.

Internal basin lengthening for accommodating larger ro-pax vessels.

Construction of an access channel or investing in navigational aids improving access to a port.

Facility and equipment for container security checks in a port.

Capital dredging to increase the depth of fairway.

Building **port reception facility** for scrubber sludge from ships.



Maritime ports: what will NOT be funded

- Pilot action for testing methanol bunkering facility in a port. (pilot actions are not eligible)
- Waste reception facilities in a cruise terminal. (dedicated infrastructure and facilities for cruise ships are not eligible)
- Expansion of a passenger terminal, for e.g. departure hall, gangways, etc. (expansion/constructions of passenger terminals are not eligible)
- Annual maintenance dredging operation on a port fairway. (maintenance is not eligible)
- Construction of a terminal or purchase of gantry cranes in a container terminal. (terminal construction/expansion/capacity increase and superstructure are not eligible)
- Improvement of rail access to a privately owned and exclusively operated terminal. (no public access)

Rail freight noise (35MEUR)

- **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.
- **Only works** retrofitting of rail freight wagons- are eligible under the call (no studies).
- **Unit contributions** apply:
 - ✓ Per S-type: EUR 250
 - ✓ Per SS-type: EUR 600

1. Noise priority

Objective:

- *Commission Regulation (EU) No 1304/2014 setting out the Noise TSI is under revision to strengthen the reduction of noise nuisance affecting people living close to railway lines.*
- *The objective of the call is to support the retrofitting of existing freight wagons and therefore to accompany the operational restrictions on noisy (cast-iron brake blocks) wagons which will be introduced with the revision of the NOI TSI.*

Eligible projects:

Works reducing rail freight noise by retrofitting existing freight wagons with:

- Composite brake blocks,*
- or*
- Disc brakes (extreme weather conditions)*

Eligible wagons:

- **S-type wagon** (100 km/h), not-automatic load-proportional braking system and brake linkage and slack adjuster in the middle;
- **SS-type wagon** (120 km/h), automatic load-proportional braking system and brake linkage and slack adjuster in the middle, requiring the mounting with the kink valve.

Specific conditions (1/2)

The freight wagons must be:

- Authorised for operation on the Union network.*
- Equipped with cast-iron brake blocks.*

The low-noise technology:

- Composite brake blocks:*
 - Covered by an EC declaration of conformity.*
 - Listed in Appendix G of TSI freight wagons: K or LL.*
- Disc brake (extreme weather conditions).*

Specific conditions (2/2)



For SS-type wagons which do not require the mounting with kink valve the unit contribution of the S-type wagon applies (EUR 250).



Remain in service within the Union for a minimum of 6 years, corresponding to the standard maintenance cycle.



Threshold per application: min. 2,000 wagons.

2. EU support: unit contribution

Unit costs = a simplified form of funding

- *Greater predictability for grant.*
- *Less administrative burden (no costs' eligibility checks).*
- *Focus on technical outcome.*

Unit contribution cannot generate profit

Unit costs vs unit contributions?

- *The unit cost is an estimated average cost of the most cost-efficient retrofitting solution, in this case LL block solution.*
- *The unit contribution is the unit cost to which we apply a funding rate.*

How unit contributions have been determined?

Basis: Expert judgement based on survey data .

One-off installation costs of the total retrofitting costs estimated by ERA in the frame of NOI TSI impact assessment.

- ✓ Survey of Railway Undertakings.
- ✓ Costs data from previous CEF call.

https://www.era.europa.eu/sites/default/files/library/docs/recommendation/006rec1072_full_impact_assessment_en.pdf

One-off installation costs' elements of the total retrofitting costs estimated by ERA.

For the S-type wagon:

- *Material - brake blocks*
- *Work - installation of brake blocks*
- *Wheels reprofiling*
- *Brake test*
- *New markings on wagon*

For the SS-type wagon:

- *Material - brake blocks*
- *Material - brake cylinder/ventil*
- *Work - installation of brake blocks*
- *Work - brake cylinder/ventil*
- *Wheels reprofiling*
- *Brake test*
- *New markings on wagon*

Categories of eligible costs for Unit Contributions:

A pro-rata factor of 0.5 is applied to the costs of Work installation of brake blocks, Brake test and Wheels reprofiling, as it is assumed that 50 % of retrofitting will be done as part of the standard maintenance cycle of 6 years.

Not eligible:

- Indirect costs – such as the wagon transport costs to workshop and back.*
- Additional life-cycle costs are not eligible.*

Unit costs

Wagon/cost type	Item	Item cost (€)	Quantity	Pro-rata factor	Total
S-type wagon - additional costs	Material -brake blocks (LL)	27	4x8	1	864
	New markings on wagon	30	2	1	60
S-type wagon - replacement costs	Work - installation of brake blocks	6.4	4x8	0.5	102
	Brake test	220	1	0.5	110
	Wheels reprofiling	160	4	0.5	320
S-type wagon – estimated value per unit (€)					1,456
SS-type wagon - additional costs	Material -brake blocks (LL)	27	4x8	1	864
	New markings on wagon	30	2	1	60
SS-type wagon - replacement costs	Work - installation of brake blocks	6.4	4x8	0.5	102
	Brake test	220	1	0.5	110
	Wheels reprofiling	160	4	0.5	320
SS-type wagon - additional extra costs	Material -brake cylinder/ventil	675	2	1	1,350
	Work -brake cylinder/ventil	350	2	1	700
SS-type wagon – estimated value per unit (€)					3,506

Unit contributions

- *CEF Regulation - Article 10(b)(iv)*

Maximum funding rate: 20% of the eligible costs

- *Sound financial management*

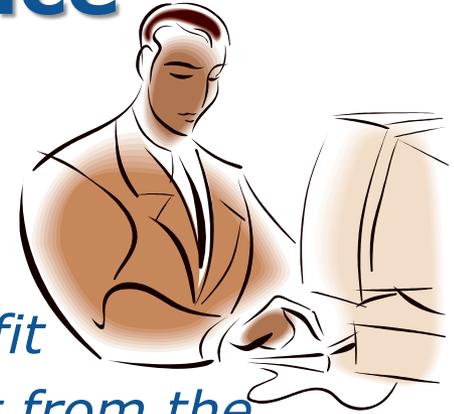
Co-financing rate of 17% and rounding-up

	Value per Unit (€)	Amount after application of the CEF Funding rate of 17% (€)	Rounding-off of the final CEF unit contribution (€)
S-type wagon	1,456	247.50	250
SS-type wagon	3,506	596	600

3. Unit contribution in practice

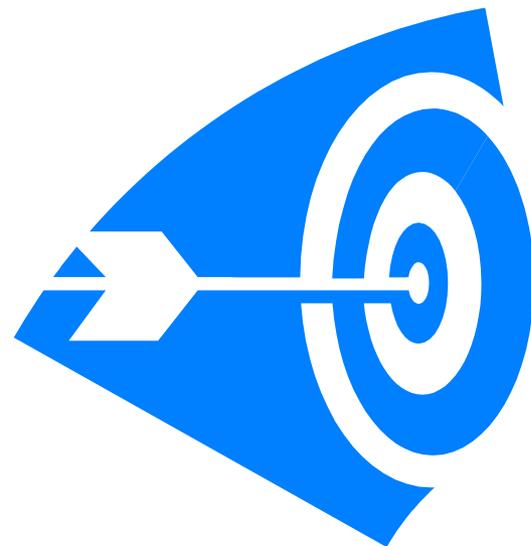
Application

- *1 Activity per a wagon type*
- *Basic description of the tasks related to the retrofit*
- *Deliverables, e.g. a workshop attestation, extract from the respective vehicles' register, etc.*
- *Milestones enabling efficient implementation monitoring*
- *EU contribution: number of wagons (encoded per beneficiary and year)*



Monitoring and final payment

- *Grant Agreement based on application and evaluation outcome.*
- *Clear deliverables and milestones.*
- *Action status report.*
- *No interim payment.*
- *Final payment:*
 - Demonstration of the scope completion.
 - Verification of deliverables.
 - No verification of costs' eligibility.



MORE INFO

- FAQ : <https://ec.europa.eu/inea/en/connecting-europe-facility/cef-transport/apply-funding/2019-cef-transport-call-faq>
- Virtual Info Day: <https://ec.europa.eu/inea/en/news-events/events/2019-cef-transport-call-virtual-info-day>



Preparing a successful application

2019 CEF Transport call

The (Our) Objective

- **Make sure YOU have all the necessary information & guidance to prepare your proposal**

» **SO THAT**

- **We will receive high quality proposals which will all pass the evaluation (& hopefully all also receive EU funding)**

READ

Read through **ALL** of the call documents on the call webpage

2019 CEF Transport call for proposals

The 2019 CEF Transport Call for Proposals was published on 5 December 2018 and will be open for applications on 8 January 2019.

The call makes **€100 million of funding** available for projects of common interest in the transport sector.

Publication date: 5 December 2018

Call open for applications: 8 January 2019

Deadline: 24 April 2019 at 17:00:00 Brussels time.

INEA, along with the European Commission, will organise an **Info Day on 17 January 2019** to present the political priorities and content of the 2019 call. The Info Day will also provide participants with practical information about how to prepare a successful proposal, as well as other background information relevant to the application and evaluation process.

2019 CEF
Transport call
updates

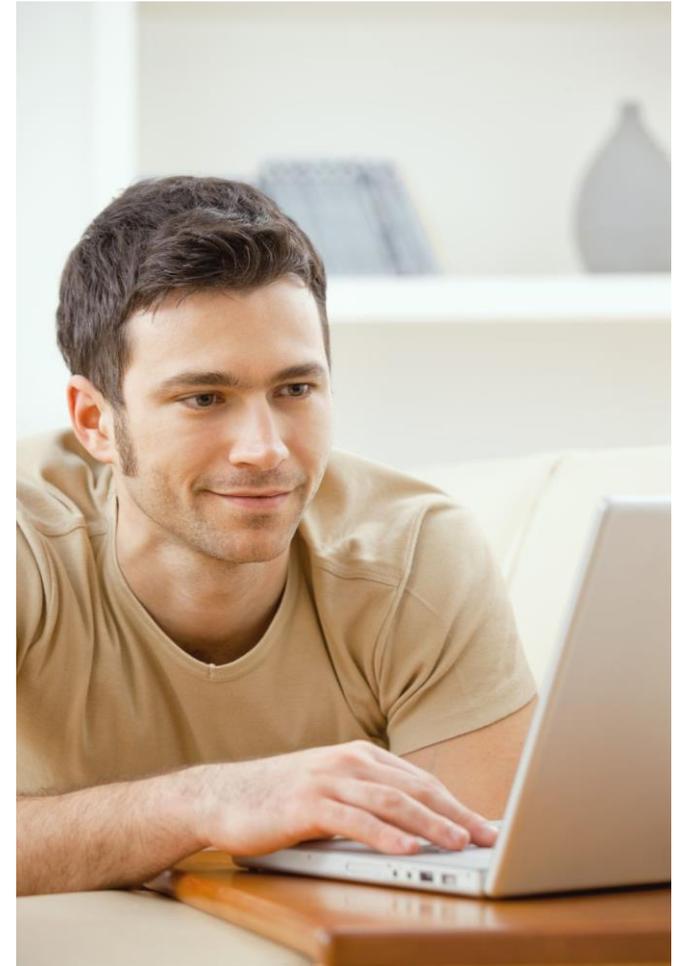
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Call for Proposals

2019 CEF Transport call		
PRIORITY	FUNDING OBJECTIVES	BUDGET
Projects on the Comprehensive Network	1. Removing bottlenecks and bridging missing links, enhancing rail interoperability, and, in particular, improving cross-border sections	€65 million
Rail Freight Noise	2. Ensuring sustainable and efficient transport systems in the long run, with a view to preparing for expected future transport flows, as well as enabling all modes of transport to be decarbonised through transition to innovative low-carbon and energy-efficient transport technologies, while optimising safety	€35 million



THINK

- Will my proposal fit the objectives of the call?
- Who will be the coordinating applicant?
- Is my Action mature enough?
- Am I missing necessary information/authorisations?
- Financial?
- Milestones?
- ...



START EARLY

- Take your time
- Regularly check and read again the proposal
- Proofread
- Save it often in TENtec
- Get the Member State(s) support
- Do not wait until the last minute



APPLICATION

- 4 parts: A, B, C, D
- Part A (online)
 - **Administrative info**
 - **Description of Action**
 - **Signatures**
- Part B (upload)
 - **Administrative info**
 - **Financial/operational capacity**
 - **Signatures**
- Part C (upload)
 - **Compliance with EU law**



APPLICATION

- Part D (upload)
 - **Technical/financial info**
 - **Order = award criteria**
- Supporting documents
 - **CBA (when applicable)**

Follow the Guides for Applicants

Use the checklists



ASK & CHECK

- **We are here to help you!**
- Helpdesk INEA-CEF-Transport-calls@ec.europa.eu
- Ask questions today
- FAQs & notification service
- Keep monitoring for news & updates
- Twitter/LinkedIn



SUBMIT

- **24 April 2019 at 17:00:00 (Brussels time)**
- Forms uploaded
- Supporting docs
- Proposal complete & signed
- Use checklist
- **SUBMIT** (with time to spare)

& good luck





Cost Benefit Analysis

2019 CEF Transport call

CBA: What does it mean in practice?

A CBA is required for **Works and Mixed proposals** (not for Studies).

Specific CBA assessment by **dedicated external CBA experts** separately from the rest of the external evaluation.

It is recommended to follow the European Commission methodology developed for the Cohesion Policy (DG REGIO) from 2014.

Impact

The impact of the proposed action is to be assessed on the basis of the socio-economic CBA, for all works and mixed (studies and works) Actions, but also on the basis of other information in the application.

The impact is composed of two elements:

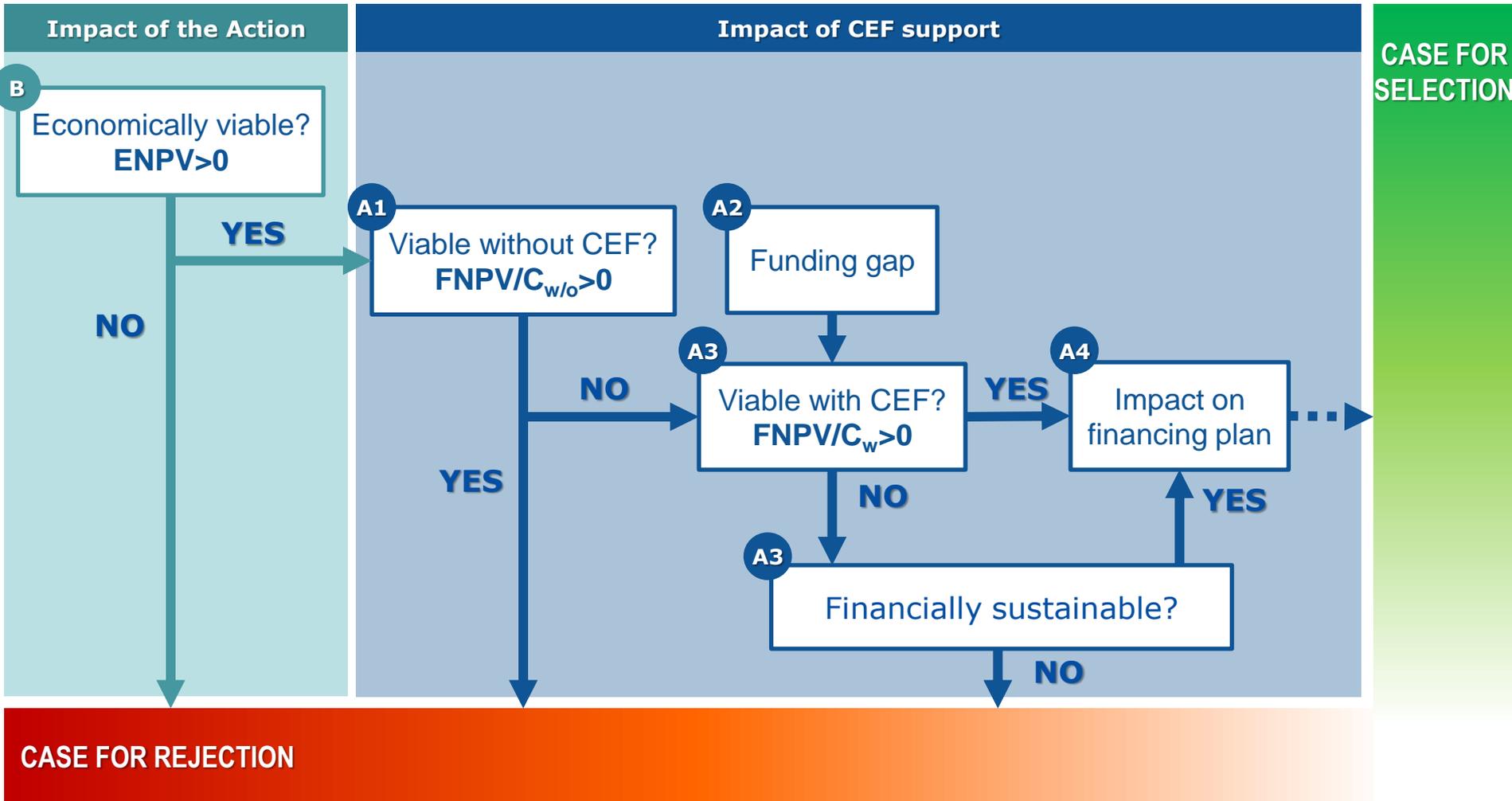
The impact of the proposed Action

- Socio-economic effects (local, regional and national level)
- Climate and environmental aspects
- Improvement of accessibility

The impact of CEF grant

- The need of the grant to overcome financial obstacles
- Impact on the financing plan (mobilisation of additional private and public funding)

CBA indicators and Impact criterion



CBA checklist

A checklist is provided to applicants to help addressing the CBA provisions

2019 CEF Transport call for proposals

✓ Cost-Benefit Analysis checklist

This checklist will help you to fully address the qualitative and quantitative requirements of the 2019 CEF Transport call related to the Cost-Benefit Analysis (CBA). By reminding you of some of the key points assessed during the evaluation process and the necessary elements to be included in the CBA, the checklist aims to help you increase your chances of being granted CEF Transport funding

For questions about the 2019 CEF Transport call for proposals, it is recommended to periodically consult the FAQ page on the INEA website or contact us: INEA-CEF-transport-calls@ec.europa.eu. Questions will be answered via FAQ.

Cost-Benefit Analysis

Did you...?

1. Make sure that the CBA was carried out for a scope that meets the definition of Single Unit of Assessment of the DG REGIO methodology (page 32), and that such unit is clearly defined in your CBA Y N
2. Make sure that you have listed and detailed all deviations from the scope of the CBA in comparison to the Action Y N
3. Clearly distinguishing cash flows related to the factual scenario from cash flows relating to the counterfactual scenario Y N
4. Justify the reference period if you have retained a number of years different than the recommended one Y N
5. Justify the discount rate in accordance with the Guide for Applicants if you have retained a value higher than the recommended ones (for the financial analysis 4% and for the economic analysis 5% for Cohesion Member States and 3% for other Member States) Y N
6. Make sure that the CBA Financial Analysis uses a consolidated approach in Y N

accordance with section of 6.1.1 of the guide for applicants

7. Include detailed information about the demand analysis Y N
8. Include step by step description of revenues generation from demand to cash collection Y N
9. Properly estimated the Residual Value and justify if this is not the net present value of cash flows in the remaining life years of the operation Y N
10. Check if you project generates net revenues Y N
11. Calculate and apply the funding gap (in case your project generates net revenues) Y N
12. Define Conversion Factors and Willingness to Pay to transition the financial values in the economic analysis Y N
13. Define externalities to be added in the economic analysis, if relevant taking into account the "Handbook on External Costs of Transport" Y N
14. Use the required excel template "CBA cash flow template" and upload it as an additional supporting document for the application Y N
15. Replied to questions 5.4, 5.7, 5.8 and 5.9 in application form part D so as to provide a summary of the main elements of the CBA Y N

CBA cash flow template

A spreadsheet template to present the CBA results in addition to the CBA report



2017 CEF BLENDING CALL - 2nd Cut Off
Economic Analysis
Proposal code: 2017-XX-TM-0000-W



	NPV @ 0.0%	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Project investment cost	-	-	-	-	-	-	-	-	-	-	-
Replacement cost	-	-	-	-	-	-	-	-	-	-	-
Project O&M costs	-	-	-	-	-	-	-	-	-	-	-
Residual value of investment	-	-	-	-	-	-	-	-	-	-	-
Total economic costs	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
Total economic benefits	-	-	-	-	-	-	-	-	-	-	-
ENPV / Net benefits	-	-	-	-	-	-	-	-	-	-	-
ERR	#NUM!	-	-	-	-	-	-	-	-	-	-
B/C RATIO	#DIV/0!	-	-	-	-	-	-	-	-	-	-

Summary of sensitivity tests

	ENPV	ERR
Project investment cost +25%	-	#NUM!
Operation cost +25%	-	#NUM!
Delay in implementation 6 months	-	#NUM!
	-	#NUM!



2017 CEF BLENDING CALL - 2nd Cut Off
Funding Gap
Proposal code: 2017-XX-TM-0000-W
Not Applicable



	NPV @ 0%
Discounted revenues	-
Discounted costs	-
Discounted residual value	-
Discounted net revenues	-
Discounted investment cost	-
Funding Gap	-
Funding Gap Rate	-

Return on investment

	NPV @ 0%
Discounted revenues	-
Discounted costs	-
Discounted residual value	-
Discounted net revenues	-
Discounted investment cost	-
Funding Gap	-
Funding Gap Rate	-

Funding Gap Rate:

Max Co-funding Rate:

Modulated Co-funding Rate:



2017 CEF BLENDING CALL - 2nd Cut Off
Financial Analysis
Proposal code: 2017-XX-TM-0000-W



	NPV @ 0.0%	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Project investment cost	-	-	-	-	-	-	-	-	-	-	-
Replacement cost	-	-	-	-	-	-	-	-	-	-	-
Project O&M costs	-	-	-	-	-	-	-	-	-	-	-
Total revenues	-	-	-	-	-	-	-	-	-	-	-
Residual value of investment	-	-	-	-	-	-	-	-	-	-	-
FNPV(C)	-	-	-	-	-	-	-	-	-	-	-
FRR(C)	#NUM!	-	-	-	-	-	-	-	-	-	-

Exceptions to the CBA requirement Call 2019

Proposal on the Comprehensive Network cannot replace a full CBA by a Cost Effectiveness Analysis. The implementation of standards laid down in the existing EU legislation and /or digital solutions are not foreseen in this Call.

Rail Freight Noise proposals do not need to submit a CBA nor a CEA because an overarching CBA was already carried out and the financial assistance to be granted takes the form of unit contribution.



The evaluation process

2019 CEF Transport call

Content

- 1. Overview of the evaluation and selection process***
- 2. Preliminary checks***
- 3. External evaluation***
- 4. Final selection process***

1. Overview of the evaluation and selection process.

Principles:

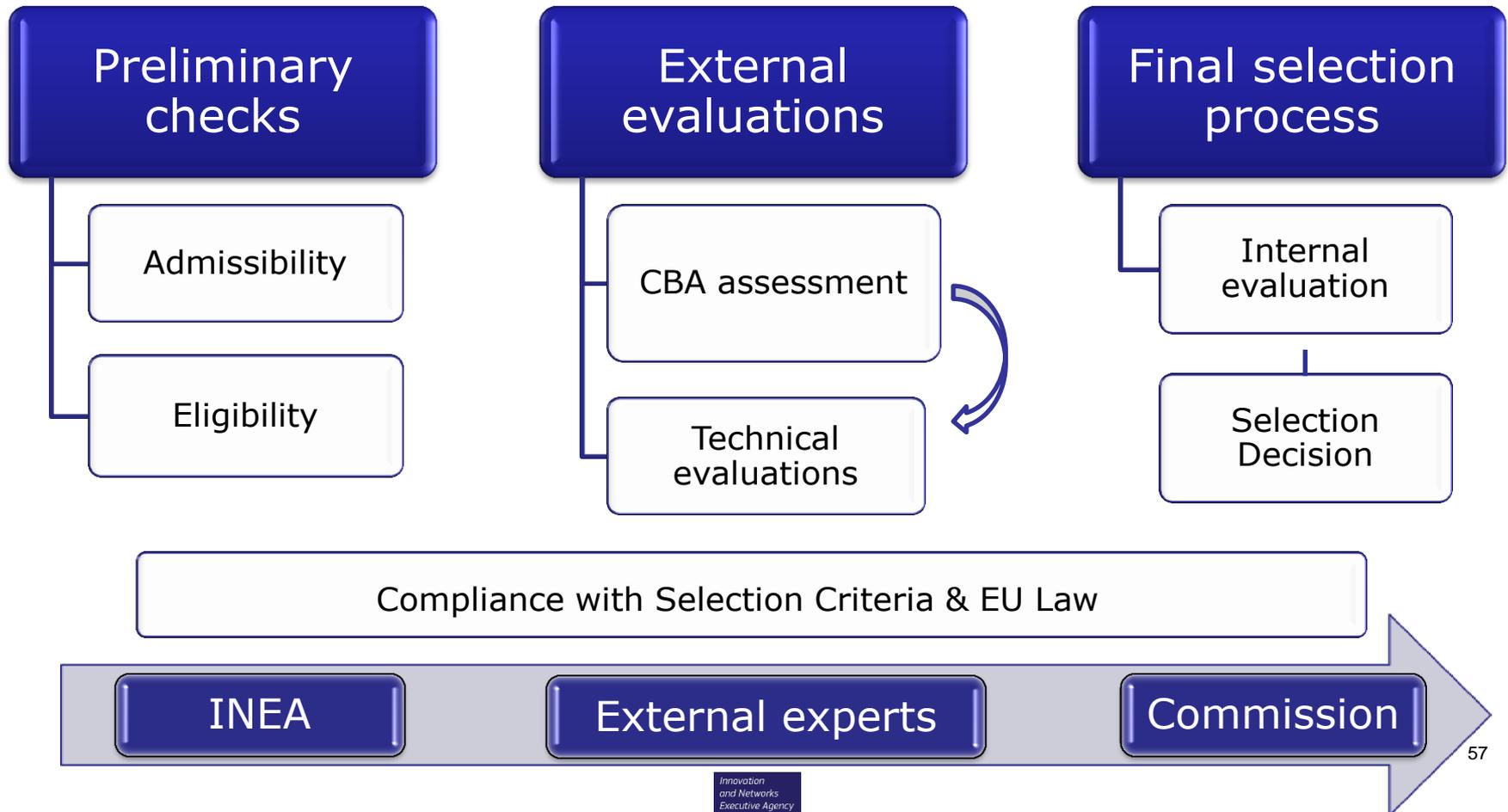
Equal treatment

- All proposals evaluated against the same criteria
- No preferential treatment to any applicant

Transparency

- Adequate feedback to applicants on the outcomes of the evaluation

Evaluation and selection steps



2. Preliminary checks

Admissibility check

- Has the proposal been submitted electronically in TENtec?
- Has the proposal been submitted on time?
- Is the proposal complete?
- Has the proposal been signed by the applicant(s)?

Eligibility check

Eligibility of applicants

- Member State(s)
- Other applicant(s) with the agreement of concerned MS
- Third countries and third country entities under specific conditions

Eligibility of actions

- Projects of Common Interest (Article 7 TEN-T Guidelines)
- Call Specific Criteria
- Objective Specific Criteria

Selection Criteria check & Compliance with EU Law

Selection Criteria

Financial and operational
capacity of applicants to
carry out the Action

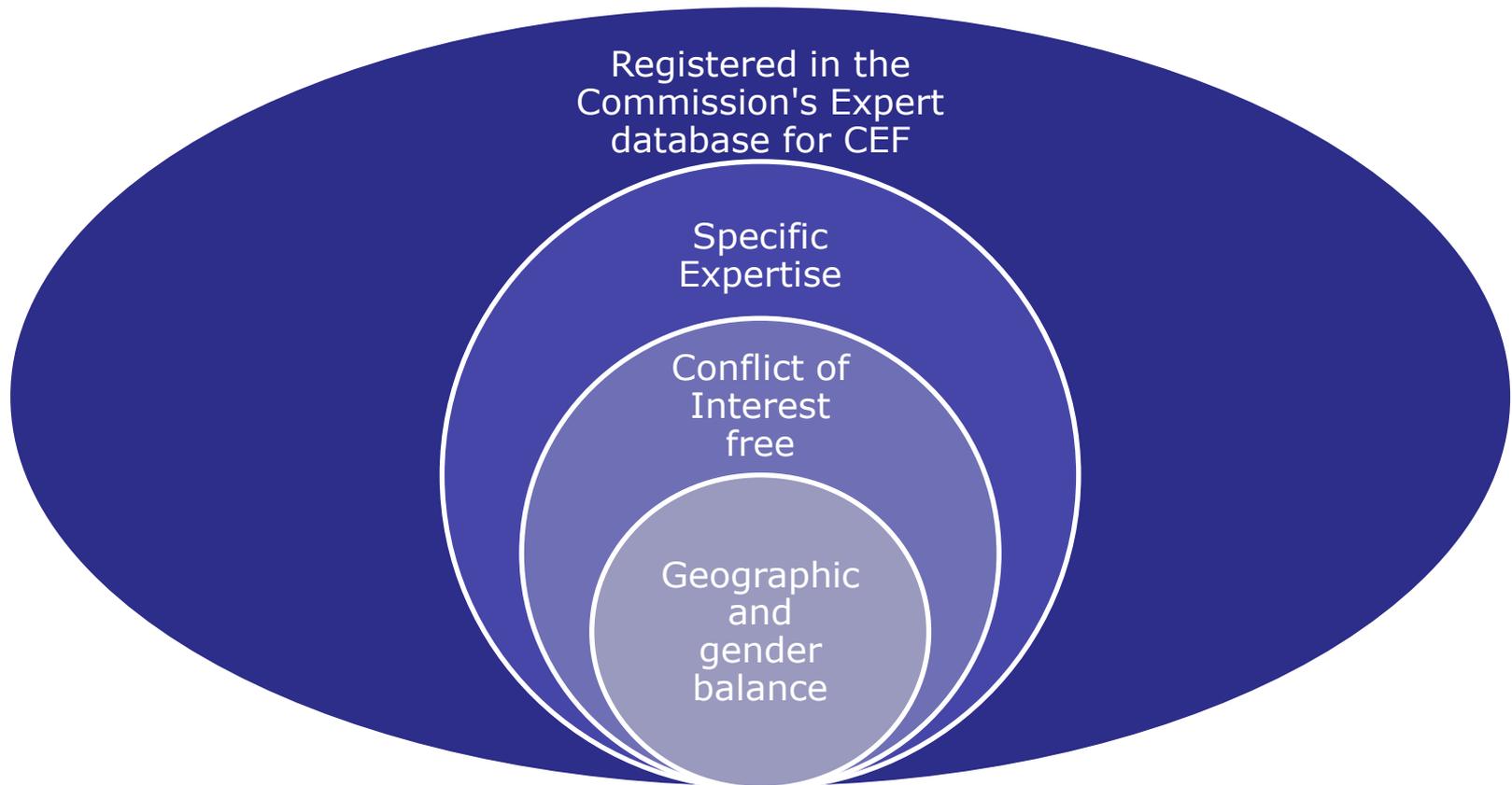
Compliance with EU Law

- Environment
- State aids
- Public procurement
- Interoperability
- Road charging
- Road safety
- Tunnel safety

3. External evaluation

- Performed by independent experts
- On the basis of the information submitted with the proposal
- Composed of two steps:
 - **CBA assessment (when applicable)**
 - **Technical evaluation**
- CBA assessment – experts with specific CBA expertise
- Technical evaluation – experts with technical expertise

Expert selection



<https://ec.europa.eu/inea/news-events/newsroom/independent-experts-needed-evaluation-proposals-cef>

External experts

- Selected from a **database of experts** - over 100,000 evaluators.
- Main requirements:
 - **High-level of expertise** in the relevant fields.
 - **Independence** (evaluating in a personal capacity), **Impartiality** (no conflict of interest), **objectivity**.
- **Balanced composition of groups:**
 - ✓ Professional experience (e.g. academia, business), gender and geographical balance.
 - ✓ Regular rotation and involvement of new experts.
- One or more **observers** (external experts) monitor the evaluations to verify compliance with procedures.

What do we ask them to do?

Understand Call Text

- Read briefing material
- Follow remote briefings

Evaluate individually

- A number of proposals
- Provide assessment against evaluation criteria

Come to a Consensus

- Discuss with other experts
- Reach consensus on comments and scores

Award criteria

Relevance

Maturity

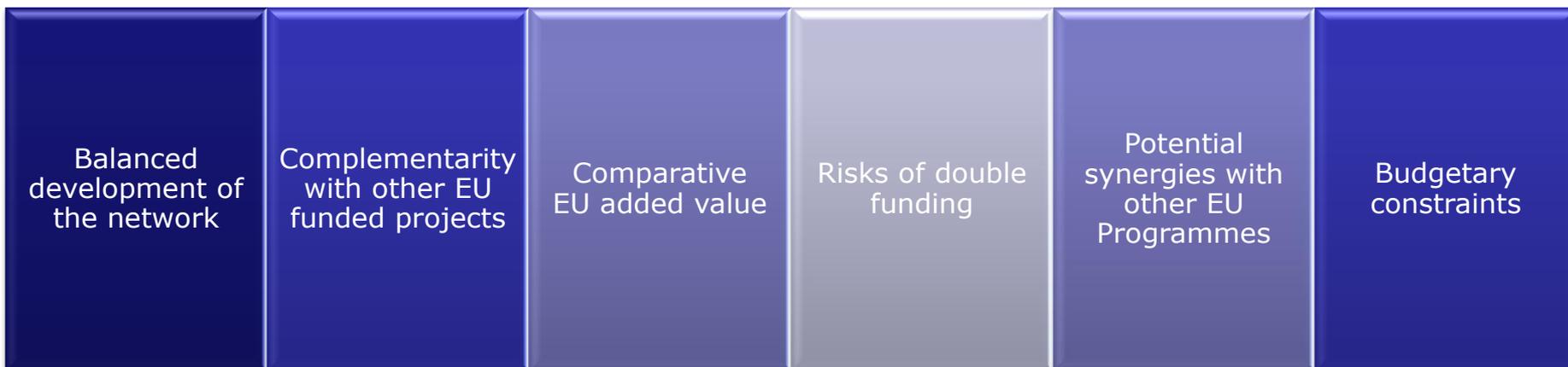
Impact*

Quality

* *Additional input from CBA Assessment (where applicable)*

4. Final selection process

Internal evaluation (EC)



Draft list of proposals recommended for funding

Final selection process

Preparation of Commission Selection Decision

EC Inter-Service Consultation

Consultation of CEF Coordination Committee
Information of the European Parliament

Adoption of Commission Selection Decision

Information to Applicants
Launch of Grant Preparation

MORE INFO

- FAQ : <https://ec.europa.eu/inea/en/connecting-europe-facility/cef-transport/apply-funding/2019-cef-transport-call-faq>
- Virtual Info Day: <https://ec.europa.eu/inea/en/news-events/events/2019-cef-transport-call-virtual-info-day>

For more information



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