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SUSTAINABLE & SMART
MOBILITY STRATEGY

Connecting Europe Facility Transport Call 2022 Virtual Info Day Italy

22 November 2022

Mobility and Transport

CEF policy context

➢ Contribute to the objectives of the **Green Deal** and the **Sustainable and Smart Mobility Strategy**

➢ At least **60%** of the financial envelope will be dedicated to the **Union´s climate targets**

➢ In the context of **Russia's war of aggression against Ukraine**, ensure passenger and freight mobility, namely by reinforcing BCPs between UA/MD and neighboring Member States, and reduce reliance on Russian fossil fuels in the transport sector.

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CEF specific policy objectives

➢ Contribute to the development of projects of common interest relating to efficient, interconnected and multimodal networks and infrastructure for **smart, interoperable, sustainable**, inclusive, accessible, safe and secure **mobility**

➢ Contribute to the completion and development of the **TEN-T**, including adaptation of parts of it for the civilian-defence dual use

Indicative allocations

1. Completion of the TEN-T network

| General envelope 60% | Cohesion envelope 85% |

85% - Core network
15% - Comprehensive network specific sections

2. Modernisation of existing TEN-T network

| General envelope 40% | Cohesion envelope 15% |

CEF Transport call 2022 - budget

General Envelope	Indicative budget (in EUR)	Cohesion Envelope	Indicative budget (in EUR)
Core network	1.620.000.000	Core network	2.000.000.000
Comprehensive network	250.000.000	Comprehensive network	350.000.000
Smart & interoperable mobility	400.000.000	Smart & interoperable mobility	150.000.000
Safe & secure mobility	100.000.000	Safe & secure mobility	150.000.000
Sustainable & multimodal mobility	100.000.000		
Total	**2.470.000.000**		**2.650.000.000**

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CEF matrix

- A Call Matrix is published on CINEA website, guiding you to the correct submission portal:

- https://cinea.ec.europa.eu/funding-opportunities/calls-proposals/2022-cef-transport-call_en

Call Matrix

Projects on the Core Network

Envelope	General (€1.62 billion)			Cohesion (€2 billion)		
ID	COREGEN			CORECOEN		
Topics	Rail - studies, works or mixed	Roads, rail-road terminals and multimodal logistic platforms - studies, works or mixed	Inland waterways and ports – studies, works or mixed	Rail - studies, works or mixed	Roads, rail-road terminals and multimodal logistic platforms - studies, works or mixed	Inland waterways and ports – studies, works or mixed
	Maritime ports - studies, works or mixed			Maritime ports - studies, works or mixed		

Projects on the Comprehensive Network

Envelope	General (€250 million)	Cohesion (€350 million)
ID	COMPGEN	COMPCOEN

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🚆 Railway cluster

Works / Studies / Mixed

Railway projects on the Core and Comprehensive Networks
(CEF-T-2022-COREGEN, CEF-T-2022-CORECOEN, CEF-T-2022-COMPGEN, CEF-T-2022-COMPCOEN)

Actions to be supported:

➢ construction and upgrade of cross-border and missing links

➢ capacity and performance upgrade of existing lines

➢ capacity increase in nodes

➢ interconnections with other transport modes

➢ connections of freight terminals to the TEN-T

➢ electrification of railways

Specific case:
completion of missing major railway cross-border projects between Cohesion MS can be supported under the general envelope at a maximum co-funding rate of 85%

Maximum co-funding rates:

General envelope: 30% / 50%	Cohesion envelope: 85%

🚆 Railway cluster

European Rail Traffic Management Systems (ERTMS)
(CEF-T-2022-SIMOBGEN, CEF-T-2022-SIMOBCOEN)

Actions to be supported:

➢ ERTMS **on-board** and **track-side** deployment with a priority to rolling out ERTMS on the entire Core Network. Actions shall be **compliant** with:

  ➢ applicable **EU legislation** (incl. Commission Regulation (EU) No 2016/919)

  ➢ **Baseline 3**

NB: Under **General** envelope **no support** for:

• **fitment** of new rolling stock

• **retrofitting** of existing **vehicles** put into operation **after 31/12/2020**

Maximum co-funding rates:

General envelope: unit contribution	Cohesion envelope: unit contribution

Railway cluster

Reduction of rail freight noise

(CEF-T-2022-SUSTMOBGEN)

Works

Actions to be supported:

➤ retrofitting of existing freight wagons with low-noise technology compliant with TSI Noise, i.e.:

   o Composite brake blocks, or

   o Disc brakes

Eligible wagons:

➤ **S-type wagon** (100 km/h). Unit contribution: **€250**

➤ **SS-type wagon** (120 km/h). Unit contribution: **€600**

General envelope: unit contribution

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Railway cluster

Actions removing interoperability barriers

Works/Studies/Mixed

(CEF-T-2022-SIMOBGEN, CEF-T-2022-SIMOBCOEN)

Actions to be supported:

➢ Projects **seeking compliance with Directive 2016/797 on the interoperability of the rail system**. They will aim at:

- o supporting Railway Undertakings, Infrastructure Managers and Wagon keepers to implement and ensure compliance of the rail system and its subsystems with the **technical specifications for interoperability** (TAF/TAP TSI and other relevant TSIs);

- o reducing discrepancies of railway fixed equipment and therefore opening of supply markets, including ensuring TSI compliance of fixed railway installation;

➢ **Automatic gauge-change facilities** in rail freight traffic in accordance with Article 9(2)(b)(v) of the CEF Regulation, as well as **terminals and their equipment necessary for the transfer between different track gauges**

Maximum co-funding rates:

General envelope: 50%	Cohesion envelope: 85%

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Maritime cluster

Maritime Ports projects on the Core and Comprehensive Networks
(CEF-T-2022-COREGEN, CEF-T-2022-CORECOEN, CEF-T-2022-COMPGEN, CEF-T-2022-COMPCOEN)

➢ Facilitation of **port access** *(e.g. breakwaters, access channels, fairways, locks and navigational aids)*

➢ **Basic port infrastructure** *(e.g. turning basins, quay walls, berths, jetties, backfills, land reclamation needed for a quay/berths)* with a priority on

  ➢ development of zero- or low emission multimodal solutions

  ➢ development of ports' capacities and facilities 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** for vessels including cruise ships *(upgrade of electrical grid could be also supported if needed for the shore-side electricity supply)*

Maximum co-funding rates:

| General envelope: 30% / 50% | Cohesion envelope: 85% |

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Maritime cluster

Works / Studies/ Mixed

Maritime Ports projects on the Core and Comprehensive Networks
(CEF-T-2022-COREGEN, CEF-T-2022-CORECOEN, CEF-T-2022-COMPGEN, CEF-T-2022-COMPCOEN)

➢ **Port reception facilities** for oil and other waste from ships

➢ Ensuring **year-around navigability** by means of **capital dredging** (*to remove bottlenecks for the EU Short sea shipping*) and **ice-breaking facilities**

➢ Providing or improving **IWW / rail / road access and connections** within maritime port

➢ **Renewable energy generation in a maritime port** (synergetic element) for the needs of the basic port infrastructure and for diverse port operations. *Must improve the socio-economic, climate or environmental benefits of the project, limited to 20% of the total budget of the proposal*

Maximum co-funding rates: General envelope: 30% / 50%   Cohesion envelope: 85%

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🚢 Maritime cluster

Motorways of the Sea (CEF-T-2022-SUSTMOBGEN)

Works / Studies / Mixed

Upgrade of port infrastructure, hinterland connections and dedicated terminals, where required to establish or expand short sea shipping SSS link(s):

➤ Providing or improving **hinterland connections** thought the upgrade of the IWW/rail/road last mile connections

➤ **Basic port infrastructure** including fixed ramps, gangways, automooring systems and other fixed infrastructure needed for the SSS link(s)

➤ **Port access** (e.g. breakwaters, access channels, fairways, locks, navigational aids)

➤ **Shore-side electricity supply** for vessels

➤ **Port reception facilities** for oil and other waste from ships

➤ **Improvement of port handling capacity** through the construction or upgrade of freight and/or passenger terminals, safe and secure parkings, customs phytosanitary, immigration or security facilities

➤ Digitalisation of port operations (excluding support to shipping operators)

❗ At least one Core Network port and another Core/Comprehensive Network port from two MS involved!

Maximum co-funding rate: **General envelope: 50%**

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🚢 Maritime cluster

Motorways of the Sea *(CEF-T-2022-SUSTMOBGEN)*

Facilitating SSS but not linked to specific ports

➢ ICT platforms

➢ Activities ensuring year-round navigability such as ice-breaking operations, including ice-breakers

❗ Should benefit and be used by wider maritime community

Must include participation of at least two applicants from two Member States

Maximum co-funding rate: **General envelope: 50%**

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Maritime cluster

Actions related to the implementation of the European Maritime Single Window environment (EMSWe) *(CEF-T-2022-SIMOBGEN)*

Works / Studies/ Mixed

➢ Adaptation of the Maritime National Single Windows to the new legal requirements

➢ Integration of the harmonised interfaces into the Maritime National Single Windows

Projects supporting the implementation of Vessel Traffic Monitoring and Information Systems (VTMIS) *(CEF-T-2022-SIMOBGEN)*

Works / Studies/ Mixed

➢ 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 rate: **General envelope: 50%**

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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-2022-COREGEN, CEF-T-2022-CORECOEN, CEF-T-2022-COMPGEN, CEF-T-2022-COMPCOEN)

Actions to be supported:

Works / Studies / Mixed

➢ 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-round navigability (including actions supporting cross-disciplinary digital information and operation systems for water and waterway management, and actions supporting prediction of low- and medium water levels (for inland navigation purposes))

➢ waterside infrastructure including the creation and/or upgrade of infrastructure for mooring and waterborne operations along a waterway – can concern infrastructure and facilities for mooring and waterborne operations along the TEN-T waterways at sites which are not included in the Annex II.2 of the TEN-T Regulation n°1315/2013

➢ can include elements of storage and transshipment facilities and equipment. However, these are only eligible if they are fully integrated in, and a minor part of an inland waterborne infrastructure project

Maximum co-funding rates:

General envelope: 50%	Cohesion envelope: 85%

🚢 **Maritime and inland waterway cluster**

River Information Services (RIS) *(CEF-T-2022-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

➢ The projects should primarily address inland waterway transport and/or port information services targeted at inland waterway vessels

Maximum co-funding rate:

General envelope: 50%

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Roads, RRTs and MLPs cluster

Works / Studies / Mixed

Roads, rail-road terminals and multimodal logistics platforms projects on the Core and Comprehensive Networks

(CEF-T-2022-COREGEN, CEF-T-2022-CORECOEN, CEF-T-2022-COMPGEN, CEF-T-2022-COMPCOEN)

Actions to be supported in **Roads**:

➢ pre-identified road links stipulated in the CEF Regulation, with a priority to cross-border Core network links

➢ components of the road TEN-T located in a Member State with no land border with another Member State

➢ road connections to maritime and inland ports and rail-road terminals to address significant bottlenecks

Maximum co-funding rates:

General envelope: max. 30% / 50%	Cohesion envelope: 85%

Roads, RRTs and MLPs cluster

Roads, rail-road terminals, and multimodal logistics platforms projects on the Core and Comprehensive Networks

(CEF-T-2022-COREGEN, CEF-T-2022-CORECOEN, CEF-T-2022-COMPGEN, CEF-T-2022-COMPCOEN)

Actions to be supported in **rail-road terminals**:

➢ construction and upgrade of rail-road terminals, combined transport transhipment points and other publicly accessible multimodal logistics platforms located on the TEN-T including:

> ➢ connecting or siding tracks and adaptations for 740 m train length
>
> ➢ truck waiting areas
>
> ➢ power connections if needed in a larger context of the project
>
> ➢ clean transshipment equipment for intermodal loading units (e.g. zero-emission reach stackers, gantry cranes etc.)
>
> ➢ ICT equipment/applications (e.g. photogates, automatic check-in/check-out etc.)

Support will not be given to buildings, storage and warehouse facilities.

Maximum co-funding rates:

General envelope: max. 30% / 50%	Cohesion envelope: 85%

Roads, RRTs and MLPs cluster

Works

Safe and secure parking infrastructure

(CEF-T-2022-SAFEMOBGEN, CEF-T-2022-SAFEMOBCOEN)

Actions to be supported:

➢ development of new safe and secure parking areas in accordance with the standards in Delegated Regulation (EU) 2022/1012

➢ upgrade of safety and security of existing parking areas for trucks and commercial vehicles in accordance with the standards in Delegated Regulation (EU) 2022/1012

➢ optimisation of the use of existing safe and secure parking areas for trucks and commercial vehicles through static and dynamic information in accordance with Delegated Regulation No (EU) 885/2013

If the Action is not located directly on the Core road network or if it is located on the Comprehensive road network, the application has to justify its utility for the functioning of the Core Network.

Maximum co-funding rates:

General envelope: 50%	Cohesion envelope: 85%

Roads, RRTs and MLPs cluster

Intelligent Transport Services for road (ITS)

(CEF-T-2022-SIMOBGEN)

Actions to be supported:

➢ deployment or upgrade of ITS infrastructure and services

➢ deployment of C-ITS stations to provide C-ITS services based on the hybrid communication approach defined in the European C-ITS Strategy

➢ compatibility with the specifications developed by the C-ROADS platform and interoperability with existing C-ITS stations deployed in accordance to those specifications has to be ensured

➢ all deployed C-ITS stations have to be enrolled in the European Union C-ITS Security Credential Management System (EU CCMS), complying with the specifications (e.g. C-ITS certificate and security policy) published by the C-ITS Point of Contact (CPOC)

➢ Platform for the coordination, harmonisation and monitoring of ITS and C-ITS deployment to foster EU-wide continuity and interoperability of services

Maximum co-funding rate:

General envelope: 50%

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Roads, RRTs and MLPs cluster

Works / Studies / Mixed

Road safety *(CEF-T-2022-SAFEMOBCOEN)*

Actions to be supported:

➢ **Works, with the possibility to include studies**, for the upgrade of existing road sections of the Core and Comprehensive network with poor safety rating or high accident occurrence, with a view to increasing their safety:

    ➢ Systemic improvements to the in-built safety of roads

    ➢ Implementation of measures identified during the network-wide road safety assessment

    ➢ Upgrades of 'hot-spots' as identified in the network-wide road safety assessment

    ➢ Deploying digital information systems for the safe road and road tunnel use and / or enforcement purposes

✓ Support only to actions providing for safety upgrades of existing road infrastructure, not to the construction of new road infrastructure

✓ Support to the deployment of digital infrastructure only if it has the purpose of improving of road safety and tunnel safety or if it helps authorities in enforcing road safety

✓ Support to systemic improvements to the in-built safety of roads only if the intervention is based on findings of the targeted road safety inspections or of the network-wide road safety assessments in accordance with Annex IIa or III of Directive (EU) 2019/1936 (revised)

Maximum co-funding rate:

Cohesion envelope: 85%

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Sustainable and multimodal mobility

Studies

Multimodal passenger hubs *(CEF-T-2022-SUSTMOBGEN)*

Actions to be supported:

➢ direct connections with available long-distance modes

➢ located in an urban node on the Core network

➢ part of a SUMP or of an equivalent plan, with a specific indication of the location of the project

➢ improve accessibility for all users

➢ may include safe connections with cycle infrastructure and shared mobility solutions

➢ infrastructure for access to public transport and transfers between transport modes within an existent or future planned multimodal passenger hub

Maximum co-funding rate:

General envelope: 50%

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Data processing and sustainable and safe mobility cluster

Works / Studies / Mixed

Actions to support the creation, collection, management of transport, traffic and travel data for all modes

(CEF-T-2022-SIMOBGEN)

Actions to be supported:

➢ creation, collection, management, sharing and dissemination of accurate and up-to-date transport, traffic and travel data for all modes, in particular enabling interoperability and digitisation of processes

➢ covers projects related to increasing availability of data for transport safety, urban vehicle access regulations, collaborative logistics and multimodal travel with the aim to make them available to relevant public and/or private stakeholders, in particular for mobility and traffic management purposes and the implementation of sustainable urban mobility indicators (SUMI)

Maximum co-funding rate:

General envelope: 50%

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Data processing and sustainable and safe mobility cluster

Studies – pilots not included

Actions supporting new technologies and innovation

(CEF-T-2022-SIMOBGEN)

Actions to be supported:

➢ integrated infrastructure capacity and traffic management, enhanced transport services, development of Mobility as a Service

Maximum co-funding rate:

General envelope: 50%

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Data processing and sustainable and safe mobility cluster

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Works / Studies / Mixed

Support to Member States for the development and implementation of IT platforms in accordance with the Regulation on electronic freight transport information (eFTI) (Reg. EU No 2020/1056) *(CEF-T-2022-SIMOBGEN)*

Actions to be supported:

➢ Development of any or all of the components of the systems/IT platforms to be used by the competent authorities to access and process information electronically in accordance with the provisions of the eFTI Regulation and its implementing and delegated acts*, including

  ➢ Pilot testing of exchanges with IT platforms of the economic operators (when adapted to meet the specifications for eFTI platforms in line with eFTI implementing and delegated acts*)

  ➢ Knowledge and good practice sharing with other Member States, including technical implementation guides

  ➢ Communication measures aimed at awareness raising and training of responsible officials in the competent authorities concerned

*To be adopted in the course of 2023-2024, in line with the relevant provisions of the eFTI Regulation

Maximum co-funding rate:

General envelope: 50%

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Data processing and sustainable and safe mobility cluster

Projects improving transport infrastructure resilience
(CEF-T-2022-SAFEMOBGEN, CEF-T-2022-SAFEMOBCOEN)

Works / Studies / Mixed

Projects to be supported:

➢ Projects for the **improvement of transport infrastructure resilience**, in particular to climate change and natural disasters, **through infrastructure upgrades or smart monitoring systems**.

➢ The interventions should directly address the TEN-T transport infrastructure.

Two requirements:

➢ Demonstration of high risks associated with no project

➢ The project must be in accordance with the National Adaptation Plan or Strategy of the MS concerned

Maximum co-funding rates:

General envelope: 30%/50%	Cohesion envelope: 85%

Data processing and sustainable and safe mobility cluster

Actions adapting the transport infrastructure for Union external border checks purposes

(CEF-T-2022-SAFEMOBGEN, CEF-T-2022-SAFEMOBCOEN)

Actions to be supported:

➢ facilitation of traffic flows for all land and waterborne transport modes at border control areas at the Union external border of the TEN-T network

➢ improvement of connections to the border crossing points, and parking lines and spaces at the border control area

Maximum co-funding rates:

General envelope: 50%	Cohesion envelope: 85%

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Thank you for your attention!