



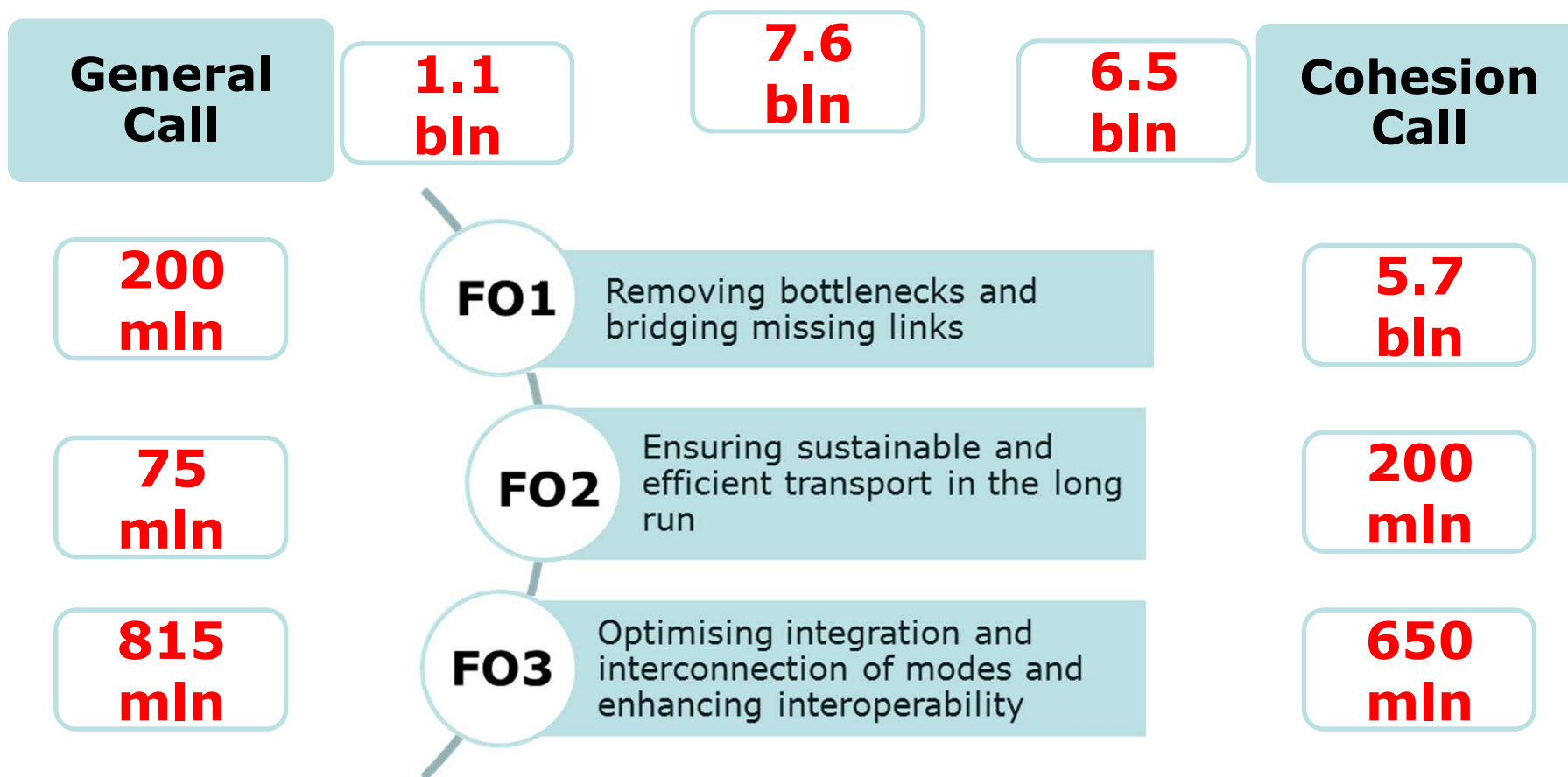
# 2015 CEF Transport Calls Priorities

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## 2015 calls structure: MAP calls only



## GENERAL ENVELOPE CALL – € 1.1 bln

<i><b>Funding Objective</b></i>	<i><b>Priorities</b></i>
<b>FO1: Removing bottlenecks and bridging missing links</b>	<ul style="list-style-type: none"> <li>• ERTMS: €200 million</li> </ul>
<b>FO2: Ensuring sustainable and efficient transport systems in the long run</b>	<ul style="list-style-type: none"> <li>• Innovation: €60 million</li> <li>• Safe and secure infrastructure: €15 million</li> </ul>
<b>FO3: Optimising the integration and interconnection of transport modes and enhancing the interoperability of transport services</b>	<ul style="list-style-type: none"> <li>• SESAR: €515million</li> <li>• RIS: € 10 million</li> <li>• ITS for road: € 70 million</li> <li>• Motorways of the Seas (MoS): €130 million</li> <li>• Nodes of the Core Network: €50 million</li> <li>• Multimodal logistics platforms: €40 million</li> </ul>



# MoS Call Budget and co-financing rates

- €130 million within general envelope
- 30% for infrastructure works and facilities (implementation projects)
- 50% for studies
  - Entire studies
  - Studies conducted within an implementation project
  - Pilot activities

## MoS specific objectives

- Improving maritime transport integration in the global logistics chain
- Upgrading or establishing new maritime links, including combined investments in ports
- Deploying an alternative clean fuels infrastructure and developing environmentally sustainable shipping
- Promoting wider benefits such as Maritime Safety, Traffic Management, Human Element/Training

## MoS Priority I - Port infrastructure development & upgrade of maritime links

- Develop the **port infrastructure**, handling facilities, freight terminals, logistic platforms and freight villages together with improved port access
- Develop reliable sea-based transport services **integrated** within door-to-door **logistic chains**
- Improve logistics **ICT** management **systems**
- Increase **safety and security** during port handling operations
- Increase the **environmental performance of ships** on dedicated MoS links

## **MoS Priority II – Deployment of alternative clean fuels and abatement technologies**

- Technologies reducing CO<sub>2</sub> (climate change)
- Facilities for LNG, methanol and other clean fuels in ports and aboard vessels
- Technologies reducing NO<sub>x</sub> emissions
- Hybrid or closed loop scrubbers with no adverse environmental effects. Open loop scrubbers are not supported.
- On-shore power supply systems for ships

## **MoS Priority III – Port and ship waste reception facilities**

- Facilities for oil and other ship waste
- Facilities for sludge from scrubbers
- Waste water treatment systems on ships



# MoS call: 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 design studies for that purpose, icebreaking operations)

- **Implementation works**

Wider benefit or upgrade of maritime link

- **Studies**

Mature type of actions with EU added value and leading directly to implementation (no feasibility or market studies) or policy development

- **Pilot actions**

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

## Specific Conditions for MoS 1/2

- Submission by at least two applicants from two different Member States (and support of those)
- Upgrade of maritime link: Involvement of at least 1 core port, 1 comprehensive port and 1 maritime operator
  - Only dedicated lines serving the applying ports
  - Vessel upgrades are limited to the additional efforts for environmental purposes or other ancillary investments
  - Ships to serve the MoS line for 5 years after end of Action
  - Involvement of ports demonstrated by appropriate investment activities

## Specific Conditions for MoS 2/2

- Co-funding superstructure: proportional ancillary infrastructure necessary for the implementation of the Action, justified by the handled capacity increase and available to all users on a non-discriminatory basis up to 5 years after the Action end date
- No support for fleet of vessels (including aggregated applications from the same shipowner)
- Project extension to a neighbouring non-EU country requires additional governmental endorsement from that country and the Member State(s) concerned (participation of that third country possible in studies only)
- For large multi-beneficiary projects, recommended submission by European Economic Interest Groupings

# ERTMS: Budget and objectives

**€200M** (general envelope) support actions in the following Specific Objectives:

**1) ERTMS track-side deployment**

- Eligible Baseline: B2 (230d) and **B3 (PRIORITY)**
- Focus on Core Network Corridors sections
- GSM-R and Infrastructure works (for L2): eligible

**2) ERTMS on-board deployment**

- B2 (230d) and **B3 (PRIORITY)** on existing vehicles only
- Training, ad-hoc expertise: eligible for SMEs
- B3 prototype vehicles: eligible

# ERTMS: Funding conditions

- **Track-side:**
- deployment: ceiling of €260k/km of double-track line (incl. HW and SW for ETCS and GSM-R, if applicable)
- Section  $\neq$  double-track > calculation of a double-track equivalent
- ERTMS upgrade, infrastructure works, preparatory actions: actual (no ceiling)
- **On-board:**
- retrofit: ceiling of €250k/ERTMS OBU (incl. HW and SW for ETCS and GSM-R, if applicable)
- ERTMS upgrade, training, ad-hoc expertise, B3 prototype vehicles: no ceiling (actual costs)

## Priority 3.3.6. Multimodal logistics platforms (F03)

- Title: Connections to and development of multimodal logistics platforms
- Indicative budget: €40 million - general envelope
- Objective: enhance logistics platforms along core network corridors to enable smooth freight flows
- Co-funding rates: general envelope – studies 50% and works 20%;
- Actors: public authorities, infrastructure managers, private project promoters

# Multimodal logistics platforms - specific objectives

- **Connections to** existing freight terminals, which contribute to the effective interconnection and integration of these terminals to the core network.
- **Interconnections between** the existing freight terminals and other modes of transport, particularly rail, inland waterways and short sea shipping.
- Further development of existing freight terminals through **small-scale ancillary infrastructure, ICT equipment and applications** for the provision or improvement of information flows within the terminal and along the logistic chain.

## Multimodal logistics platforms - scope of proposed Actions

- Proposed Actions must be related to **freight terminals** (as defined in Art.3(s) of TEN-T Regulation)
- Freight terminals must form part of multimodal logistic platforms (as defined in Art.3(r) of TEN-T Regulation)
- Works and/or studies for **connections** by road, rail, inland waterways and short sea shipping to freight terminals
- Works and/or studies concerning **further development** of freight terminals



## Specific conditions for proposed Actions

- Only freight terminals i.e. core maritime ports, core inland ports, core airports or core rail-road terminals listed in **part 2 of Annex II of TEN-T Reg.** may be funded
- Connections to and development of **new** freight terminals will not be supported
- Actions must not provide **selective advantage** to a particular operator or group of operators and must be accessible on a **non-discriminatory** basis
- Actions aiming at **increasing the capacity** of freight terminals will not be supported
- Buildings, storage/warehouse facilities, cranes, conveyors and other devices for moving freight, mobile assets will not be funded

# Multimodal logistics platforms - examples of proposed Actions

- Connections to existing freight terminals through access infrastructure and “last mile” connections **such as** connecting Core RRT with IWW network, improving poor rail connection in Core RRT which already has good road connection
- Development of freight terminals through small-scale ancillary infrastructure **such as** connecting or siding tracks, power connections, adaptations for 740 m train length
- ICT equipment/applications for the provision or improvement of information flows **such as** multimodal freight transport planners, booking tools, tracing tools, tools for more cooperation between logistics stakeholders

## Funding Objective 2: New Technologies and Innovation

- → *Point 3.2.1. in the Call Text: Deployment of innovation and new technology actions in all transport modes, according to the TEN-T Guidelines, Art.33 points a) to d):*
  - (a) decarbonisation of all modes of transport;
  - (b) energy efficiency, including electricity supply systems, intelligent platforms needed for interoperability, telematic applications;
  - (c) safety and sustainability;
  - (d) Interoperability, multimodality
- *General envelope: €60 million*
- *Particular emphasis along the core network corridors*
- *Studies & Studies with Pilot deployment: up to 50% - Works: 20%*
- *Priority is given to studies with integrated deployment (pilot), in line with the Commission policy, e.g. the Directive 2014/94 on alternative fuels*
- *Ready for deployment advanced technology, while a market-orientated solution is still being sought - No research activities, no scrubbers !*

## Type of actions and points of attention

- **(A)** *Studies without pilot deployment – from €1m up to €2m*
- **(B)** *Studies with regional or local pilot deployment in at least one EU Member State – up to €20m*
- **(C)** *Studies with deployment on a scale of a core network trajectory/corridor of at least 500 km serving at least two EU MS or achieving coverage of minimal density of at least 2 complete EU MS – up to €50m*
- **(D)** *actions are works for roll-outs on the core network in at least 2 Member States (cross-border interoperability functionalities !)*
- *Mobile equipment: only eligible for support within studies; up to 10%; financial difference between a usual, conventional solution and the use of a new technology; 5 years in the EU*
- *Importance of grant schemes (public operators only) and joint procurement*

## Urban nodes (priority 3.3.5)

- Title: Actions implementing transport infrastructure in nodes of the core network, including urban nodes
- Indicative budget: €50 million under general envelope
- Eligibility criteria: Only urban nodes listed in **Annex II of TEN-T Reg.** may be funded (part I or Part II with a core element)
- Co-funding rates: general envelope – studies up to 50% and works up to 20%

## Urban nodes - specific objectives

- Complementarity between TEN-T action for long distance, and urban transport
- 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.)
- Information and traffic management systems in support of such seamless connection
- Deployment of alternative fuels infrastructure in the urban area
- Solutions for alternatively-fuelled vehicles

## Urban nodes - scope of proposed actions

- SUMP /master plans for inter and multi-modality in urban areas
- Urban interchange between long distance rail line and local network
- Connection between international airports/rail stations
- Development of concepts to increase multi-modality  
E.g. segregated lanes for public transport; bike and cargo-bike schemes; alternative fuels infrastructure, solutions and services; low-carbon/noise freight transport; car & ride-sharing schemes;..

## Urban nodes - what will NOT be funded under this priority

- Urban **road bypasses** (if not in cohesion countries + associated with other means of transport)
- **Light rail** concepts
- Airport connections other than rail for airports marked with an \* in Annex II.2 of TEN-T Guidelines (Regulation 1315/2013)
- Airport connections by rail for other airports in Annex II.2 and other airports already connected by rail



## Safe and secure infrastructure, including safe and secure parking on the road core network

- Priority 3.2.2 of the Work Programme
- Indicative budget
  - **€15m General envelope**
- General objectives: **works** or **studies** (including pilot activities) and in line with Chapter II, Section 3 of the TEN-T Guidelines
- Co-funding rates
  - **General envelope**: studies **50%**, works **20%**

## The TEN-T Guidelines set standards

- All TEN-T road tunnels, longer than 500 m, must comply with the safety requirements of **Directive 2004/54/EC**;
- The procedures for road infrastructure safety management, as established in **Directive 2008/96/EC**, must be implemented on TEN-T roads;
- TEN-T roads shall be **free of level crossings** with railway lines and other transport infrastructure connections; the safety at level crossings of the railway network shall be enhanced;
- Every (about) 100 km, the core network shall be equipped with **parking areas** which enable HGV drivers to meet the rest times required by EU law and to benefit from safe and secure parking conditions. (Art. 39(2)(c) of Reg. 1315/2013)

## Main objectives (1/3)

**Ensuring compliance with the requirements of the Tunnel Safety Directive 2004/54/EC and of Directive 2008/96/EC on infrastructure safety management**

### **Funding possibilities for:**

**Studies** assessing compliance with Directive 2008/96/EC, in particular through safety impact assessments, road safety audits and network safety management

**Studies** to correct serious road safety shortcomings (**black spots**)

### **Works:**

- to correct serious road safety shortcomings (**black spots**) (e.g. correcting the curvature of a road)
- to upgrade existing cross-border tunnels

## Main objectives (2/3)

### **Eliminating level crossings between the core rail network and roads**

Safety of both rail and road traffic is affected by the existence of level crossings between the core rail network and roads. This objective aims at removing such **blackspots**.

### **Funding possibilities for:**

Works and studies aiming at the removal of level of crossings between core network rail sections and any road

## **Main objectives (3/3)**

**Providing safe and secure parking areas along the motorway part of the TEN-T core network**

### **Funding possibilities for:**

- Building new, safe and secure parking areas so as to provide such an area ca. every 100 km
- Upgrading the safety and security of existing parking areas
- Providing the necessary equipment for the inclusion of these parking areas into dynamic information systems (cf. Commission Delegated Regulation (EU) No 885/2013)

Safety and security standards should be guided by the "European Truck Parking Area Label Project"

# Safe and secure infrastructure, including safe and secure parking on the road core network

## Specific conditions

- **No maintenance**
- **Studies:**
  - Initial investment decision taken
  - Close to the actual implementation
  - May include pilot activities

# SESAR: Two kinds of proposals

## A) Common projects:

- 6 AF covered by the Pilot Common Project (PCP)
- Essential operational changes
- Mature
- Synchronisation
- Member States have to verify consistency with their adopted performance plans (EU 691/2010) 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 kinds of proposals: Common projects

- Cost-effectiveness analysis (only) necessary
- Beneficiaries should sign:
  - **Framework Partnership Agreement, and**
  - **Specific Grant agreement**
  - **Mandate to Deployment Manager**
- Deployment manager, as coordinator, will sign the specific grant agreement on behalf of applicants



# Two kinds of proposals

## B) Other projects

- Contributing to the implementation of the SES, not included in Common Projects and not falling under the competence of the Deployment Manager
- Promoting the optimal provision of air navigations services and seamless functioning of the European ATM system

## Two kinds of proposals: other projects (1)

### 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. Support and deployment of ATM functionalities (not included in the Common Projects)

## Budget available - General

<b>2015 General Call</b>	<b>€515 million</b>
<b><i>a) Common Projects (6 ATM Functionalities)</i></b>	<b><i>80% +/- €412 million</i></b>
<b><i>b) Other projects</i></b>	<b><i>20% +/- €103 million</i></b>

## Co-funding rates

Type of project	Max. support General
Studies	50%
Telematic applications: Land-based equipment	50%
Telematic applications: On-board equipment	20%

## **FO3, point 3.3.1**

### **River Information systems**

- **General Objective**

To implement the results of the RIS policy review conducted by EC on-going : integration into DINA

- **Specific Objectives**

- ✓ Complete the implementation of the RIS Directive
- ✓ Implement outcome of successful studies & pilots carried out under previous projects
- ✓ Develop further RIS services and applications with a focus on safety and in particular on i) tangible benefits for inland navigation actors and users, and ii) better integration of inland navigation into the transport logistic chain

## FO3, point 3.3.1

### River Information System (RIS) - Priorities

*Studies or Works Action to focus on delivering RIS on-land or on-board basic components such as:*

- **Infrastructure** (eg. Inland-AIS base stations, radar network)
- key **RIS technologies** (eg. Inland-ECDIS, Notices to skippers, vessel tracking and tracing system, etc)
- **Equipment including fixed or mobile hardware** and software (eg. servers, computers, tablets, transponders, etc.)
- Services and applications (eg. Fairway and traffic information, calamity abatement support, etc)
- **Inter-linkage** with components of telematic applications of other transport modes and of logistic services

## FO3, point 3.3.1

### River Information System (RIS) – Other priorities

*In addition to delivering the basic components, activities can also consist of:*

- **Testing and validating the technical feasibility**, interoperability and compatibility of technologies, systems, services and applications
- **Development of the necessary environment** to support a coherent deployment of RIS (eg. for electronic reporting requirements)
- **Maintenance and amendment of standards and technical specifications**
- **Definition and implementation of harmonised concepts for (cross-border)** exchange of data between authorities, IWT operators and/or users
- **Interconnection of national systems with EU systems** (eg. EHDB) as well as related technical and administrative agreements
- Further enhancement and fine-tuning of RIS key technologies, systems, services and applications to take account of state-of-the-art technologies



# Intelligent Transport Services for road (ITS)

*Part of Funding Objective 3*

"Optimising the integration and interconnection of transport modes and enhancing the interoperability of transport services, while ensuring the accessibility of transport infrastructures"

*Indicative budget: €70 million*

*Funding rates:*

- *Studies with pilots 50%*
- *Works 20%*





# Intelligent Transport Services for road (ITS) – General envelope

## *Objectives*

**! USER/MARKET-ORIENTED  
approach rather than  
RESEARCH**

Implementation of **works** and/or **studies with pilot activities** for the deployment of **Cooperative ITS (C-ITS)** services, with particular focus on:

- Vehicle-to-infrastructure communication
- Interoperability and continuity of C-ITS services
- C-ITS services to enhance road safety, security and energy efficiency
- C-ITS applications for traffic information and traffic management
- C-ITS as a catalyst for higher level of automation

# Intelligent Transport Services for road (ITS) – General envelope

- Deploy works or studies with pilot activities in the Core Network (i.e. along Core Network **corridors** and **urban nodes**)
  - **Other geographical areas** may be covered if reasons are duly substantiated and related costs do not exceed the 30% of the total budget
- Concentrate the area of the pilot and equip a sufficient number of vehicles to **achieve a critical mass**
- Submission by one or more MSs, preferably along a continuous trajectory
  - Priority to proposals engaging **multiple MSs** and/or covering corridors and geographical areas that **close the gaps** between existing C-ITS pilots and activities

## More information on the calls...



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**<https://ec.europa.eu/inea/en/connecting-europe-facility/cef-transport/apply-funding/2015-cef-transport-calls-proposals>**



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**Thank you!**