



CEF Transport Info day 2016 Greece

Calls for proposal CEF-T 2016

Athens- 02 December 2016

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

Summary

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



CEF Transport priorities

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

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

Implementation of the horizontal priorities

New technologies and innovation

Increasing the opportunity for private investment support

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

CEF Transport Funding Objectives

FO1

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

FO2

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

FO3

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



CEF Transport CALL 2016 Key features

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

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

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

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

Type of proposals

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

Other important aspects

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

Other important aspects

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

Specific priorities Annual calls 2016

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

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Budget and funding rates

Budget availability:

- € 110 million under General call only Cross border+
- € 40 million under General call only 3rd countries+
- € 250 million under Cohesion call

Funding rates:

- Cross-border rail projects (works): 40 %
- Proposal addressing a bottleneck in 3rd countries: 30%
- Cross-border road projects (works): 10 %
- All types of studies: 50 %
- Applications under Cohesion call: 85%

Eligible projects- Cohesion call

- **Located on the core network (outside the sections identified in Annex I, part I, of the CEF Regulation)**
- **Cross-border sections**, including those cross-border sections that ensure connection between two Member States via a third country
- Works or studies aiming at accelerating the **removal of bottlenecks**
- Studies contributing to the **start-up of the implementation of works** on sections or parts which are most critical to the success of the completion of the Core Network
- **Connections** between the rail network and inland and maritime ports and airports



Eligible projects- Cross border sections- General Call

Missing links and bottlenecks on cross-border sections

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

Particular attention for:

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

Eligible projects- 3rd Countries- General call

ONLY STUDIES for Actions:

Located in the neighbouring countries :

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

STUDIES or WORKS for Actions:

Located at the border crossing points

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

Located in the neighbouring countries

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



Eligibility criteria

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

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

Eligible rail infrastructure components

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

Eligible rail infrastructure components (contd.)

To be submitted under a different priority:

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

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



Eligible Road components

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



Eligibility for Maritime Ports

Not supported: containers transshipment, storage, other superstructure, maintenance, cruise ship facilities, passenger terminals, infrastructure dedicated to private operators

Works: based on proper assessment of needs, long term port development strategy and analysis of competition with neighbouring ports (incl. market analysis, handling capacity, hinterland connections, work plans for CEF Corridors)

Studies: mature pre-implementation phase actions focused on technical designs, development permits incl. EIA etc. - no feasibility studies

Water side terminals and platform infrastructures must be open for use by all operators on a non-discriminatory basis.

Specific priorities Annual calls 2016

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TOTAL	€190 million	€250 million

Budget and funding rates

Budget availability:

€ 20 million only General Call

Funding rates:

- Works: 20%
- Studies: 50 %

Specific objectives

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

Modal shift

Multimodal integration

Efficient supply chains

General conditions

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

Impact on market:

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

no adverse effects on production output or workforce.

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

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

Eligible actions

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

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

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Budget and funding rate

BUDGET:

€20 million only General Call

OBJECTIVE:

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

CO-FUNDING:

max 20% of the eligible costs

Essential conditions

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

Application

shall contain:

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

Identification of lines operated

Identification of workshop resp. for retrofitting

Foresee deliverables enabling verification of successful completion

Specific priorities Multi-annual calls 2016

Priority	MAP General	MAP Cohesion
Projects on the Corridors of the Core Network	0	€400 million
Projects on the other sections of the Core Network	0	€100 million
Rail interoperability	0	€20 million
European Rail Traffic Management Systems (ERTMS)	€70 million	€80 million
Sub-total FO1	€70 million	€600 million
New technologies and innovation in all transport modes	€80 million	€59.5 million
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Sub-total FO2	€80 million	€69.5 million
Single European Sky – SESAR	€300 million	€100 million
Intelligent Transport Services for road (ITS)	€120 million	€20 million
Motorways of the Sea (MoS)	€40 million	€20 million
Actions implementing transport infrastructure in nodes of the Core Network, including urban nodes	€40 million	€20 million
Connections to and development of multimodal logistics platforms		€20 million
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Budget and funding rate

BUDGET:

€20 million only Cohesion Call

CO-FUNDING:

max 85% of the eligible costs

Specific Objectives

- Ensuring easy access for users to information about itinerary, time and availability
- Ensuring compliance of the rail system and its subsystems with the TSI,
- Simplifying procedures for the authorisation, placing in service and use of rolling stock on the Union's railway network;
- Ensuring compliance with other relevant requirements of the TEN-T Guidelines.

Proposals under this priority:

- may address elements of more than one of the fields below;
 - ✓ **Interoperability of the rail system as set out in Directive 2008/57/EC:**
 - ✓ **Railway system compliance with Interoperability and Safety Directives (including TSIs other than TAF/TAP) and TEN-T Guidelines**
- may not address ERTMS-related activities.

Specific priorities Multi-annual calls 2016

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Budget and funding rate

BUDGET:

€10 million only Cohesion Call

CO-FUNDING:

max 85% of the eligible costs

Specific objectives and priorities

- **Studies including pilot activities** to enhance the network safety management and works to correct serious design deficit.
- **Works and studies** for correcting serious road safety shortcomings;
- **Works and studies** aiming at the removal of level crossings between **core network rail sections and any road**;
- **Works and studies** aiming at the development of **new** safe and secure parking areas on motorways for trucks and commercial vehicles approximately every 100 km;
- **Works and studies** aiming at **upgrading** the safety and security of existing rest areas;
- **Works and studies** optimising the use of **existing** safe and secure parking areas for trucks and commercial vehicles through dynamic

Specific priorities Multi-annual calls 2016

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Budget and funding rates

Budget availability:

- € 300 million (80% Common Projects) under General Call
- € 100 million (80% Common Projects) under Cohesion Call

Funding rates:

- Telematic Applications- Land based: 50%
- Telematic Applications- On board: 20%
- Studies: 50 %
- Applications under Cohesion call: 85%

Objectives

Improve ATM performance in Europe through

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

Two categories of proposals

A) Common projects:

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

AF 1

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

AF 2

Airport Integration & Throughput Functionalities

AF 3

Flexible Airspace Management (ASM) & Free Route

AF 4

Network Collaborative Management

AF 5

Initial System Wide Information Management (i SWIM)

AF 6

Initial Trajectory Information Sharing (i4D)

Two categories of proposals

B) Other projects:

Priorities by importance:

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

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Budget and funding rate

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€20 million only Cohesion Call

CO-FUNDING:

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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.



Eligibility

- 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



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Look for INEA!

Thank you!