



2016 CEF Transport Call

Priorities and Types of Calls

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Antonios Tsamoulis - Innovation and Networks Executive Agency (INEA)

Summary

- *CEF Transport Priorities*
- *CEF Transport 2016 Calls*
- *Multi-annual call - detail of call priorities*
- *Annual call - 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 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

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

- €190 million under the General envelope
- €250 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 Multi-annual calls 2016

Priority	MAP	MAP
	General	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
Safe and Secure infrastructure	0	€10 million
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Budget, Objectives, Co-Funding

BUDGET:

€70 million

SPECIFIC OBJECTIVES:

ERTMS Track-side (TS) deployment/upgrade

ERTMS On-board (OB) deployment/upgrade

CO-FUNDING:

ERTMS: max 50%

Infra works (TS): max 40%

Specific objectives

1) ERTMS track-side deployment

- Eligible Baseline: B2 and B3 (PRIORITY)
- Priority to CNC cross-border sections
- GSM-R and Infrastructure works (for L2) (not as stand-alone elements)
- Preparatory actions resulting with launching of works

2) ERTMS on-board deployment

- B3 on existing vehicles only with priority for international traffic
- Training, ad-hoc expertise: eligible for SMEs

Funding conditions

Track-side:

- deployment: ceiling of €260,000/km of double-track line (incl. HW and SW for ETCS and GSM-R, if applicable)
- ERTMS upgrade, infrastructure works, preparatory actions: actual costs (no ceiling)

On-board:

- retrofit: ceiling of €250,000/ERTMS OBU (incl. HW and SW for ETCS and GSM-R, if applicable) also **for prototypes**
- ERTMS upgrade, training, ad-hoc expertise: no ceiling (actual costs)

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Budget and funding rates

Budget availability:

€ 80 million

Funding rates:

- Works: 20%
- Studies with pilot activities (no demo- real life trials): 50%

General Objective

The general objective is to support the deployment of a **sustainable** and **efficient** transport system and to promote the **decarbonisation** of all transport modes along the **Core Network Corridors**. New technologies and innovative solutions shall be deployed on the Core Network with particular emphasis along the Core Network Corridors.

Specific Objectives

- a) support and promote the **decarbonisation** of transport through transition to innovative and sustainable transport technologies;
- b) make possible the decarbonisation of all transport modes by stimulating **energy efficiency** introduce alternative propulsion systems, including electricity supply systems, and provide corresponding infrastructure;
- c) improve the **safety and sustainability** of the movement of persons and of the transport of goods;
- d) improve the operation, management, accessibility, **interoperability, multimodality** and efficiency of the network, including through multimodal ticketing, coordination of travel timetables

Type of Actions

- A) Studies** with regional or local pilot deployment in at least one Member State+ business plan and dissemination
- B) Studies** with pilot deployment on a scale of a core network trajectory/corridor of at least 500 km serving at least two Member States or achieving coverage of minimal density of at least 2 complete Member States+ business plan and dissemination
- C) Works** and applicable to roll-outs on the core network in at least 2 Member States.

Specific priorities Multi-annual calls 2016

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Budget and funding rates

Budget availability:

€ 300 million (80% Common Projects)

Funding rates:

- Telematic Applications- Land based: 50%
- Telematic Applications- On board: 20%
- Studies: 50 %

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 rates

Budget availability:

€ 120 million

Funding rates:

- Works: 20%
- Studies with pilot: 50 %

Objectives

Implementation of works and/or real life pilots for the **deployment of ITS for road**, with particular focus on:

Europe-wide traffic and travel information services, including cross border services for seamless door-to-door mobility

Europe-wide traffic management systems to optimise traffic operations and enhance energy efficiency

Systems to enhance road safety and security

Expansion of "ITS corridors"

Addressing the issue of retrofit 112 eCall aftermarket in-vehicle devices

Infrastructure communication

Objectives

Cooperative ITS (C-ITS) and automation

- C-ITS, especially vehicle-infrastructure communication,
- Interoperability and continuity of services in the area of C-ITS and automation
- Enhance safety, security, energy efficiency in the area of C-ITS and automation
- Applications for traffic information & management in the area of C-ITS and automation
- Develop digital road infra to facilitate higher levels of automation
- Convergence of C-ITS and increasing levels of automation based on a hybrid communication (use of both ITSG5 and cellular communications)

Eligibility

Actions may include both works and studies with pilot activities, provided that the two activities are clearly distinguished

Deploy works or studies with pilot activities in the Core Network (i.e. along Core Network corridors and urban nodes). *Other geographical areas, linked to the Core Network, may be covered if reasons are duly substantiated*

Submission by one or more MSs, preferably along a continuous trajectory

Priority to proposals engaging multiple MSs



Proposals involving MSs addressing both general and cohesion envelopes are allowed: in such case, please submit twice the same proposal cross-referenced.

Requirements

Comply with EU legislations, in particular the ITS Directive 2010/40/EU and its delegated Regulations

Comply with applicable EU standards (e.g.: DATEX II)

Address an evaluation activity

For proposals addressing C-ITS:

- Priority will be given to proposals addressing the "Day-1" and "Day-1,5" C-ITS services recommended by the "C-ITS platform"
- Cooperate with and build upon the "C-Roads Platform", and provide feedback to the "C-ITS platform" and the "EU ITS Committee"

Specific priorities Multi-annual calls 2016

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Budget and funding rates

Budget availability:

€ 40 million

Funding rates:

- Works: 30%
- Pilot actions: 50 %

Specific objectives

Deploying an alternative clean fuels infrastructure and developing environmentally sustainable shipping (DIP Pillar I)

Improving maritime transport integration in the door-to-door logistics chain (DIP Pillar II)

Upgrading or establishing new maritime links, including combined investments in ports (DIP Pillar II)

Promoting wider benefits such as Maritime Safety, Traffic Management, Human Element/Training (DIP Pillar III)

MoS in 2016/2017: 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 investments in port reception facilities in a region)

Implementation works

Upgrade of maritime links (minimum ship and port investments combined)

Pilot actions:

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

Studies

Not supported in 2016/2017

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 on the link concerned

- 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, i.e 50% of project budget

Specific Conditions for MoS 2/2

Superstructure: not supported

No support for fleet of vessels (including aggregated applications from the same shipowner)

Scrubbers eligible only outside ECA area and beyond the current legislative requirements

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 pilot actions only)

Pilot actions: testing new technology in operational conditions. Innovative and unique.

For large multi-beneficiary projects, recommended submission by European Economic Interest Groupings

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Eligibility

Geographical eligibility : Only actions located in urban nodes listed in Annex II **part 1** of the TEN-T Guidelines and those listed in Annex II **part 2** of the TEN-T Guidelines **which are located on a Core Network Corridor** may be funded.

Specific objectives

Action addressing :

- 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.)
- Development of concepts to increase multi-modality, shift to more sustainable mode, shift to alternative fuels and enhance the integration of long-distance and urban transport

Specific conditions for mobile equipment

Must be secondary to the infrastructure-related part of the action

Ceiling max : 10 % of total eligible costs

Only the financial difference between a conventional solution and the use of a new technology will be reimbursed

Specific priorities Annual calls 2016

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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
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Budget and funding rates

Budget availability:

€ 110 million

Funding rates:

- Cross-border rail projects (works): 40 %
- Cross-border road projects (works): 10 %
- All types of studies: 50 %

Eligible projects

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 rail infrastructure components 1/2

- **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 2/2

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**

Please note that:

Works proposals must be accompanied by a detailed CBA

Cross-border projects must have a written agreement between the MS concerned (or 3rd country where applicable)

*Maintenance costs: **not eligible!***

Eligible IWW components

Studies only

Technical, legal, financial or feasibility studies to assess the potential for PPP or other project finance schemes

OR

Preparation of tender documentation and permission procedures concerning projects

Studies for Construction, upgrade, modernisation of waterways and locks/infrastructure for mooring and waterborne operations /Increase of under-bridge clearance

Eligible Road components

- **Cross-border 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.

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Budget and funding rates

Budget availability:

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Funding rates:

- Cross-border rail and IWW projects (works): 40 %
- Proposals addressing a bottleneck (works): 30%
- Cross-border road projects (works): 10 %
- All types of studies: 50 %

Actions involving a cross-border section or a part of such a section shall be eligible to receive EU financial assistance only if there is a written agreement between the Member States concerned or between the Member State(s) and neighbouring country(ies) concerned relating to the completion of the cross-border section

Eligible projects

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.

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Budget and funding rates

Budget availability:

€ 20 million

Funding rates:

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- 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

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

Annexes

2016 CEF Synergy Call (transport / energy)

- Synergies call for €40 million launched on 28 September (deadline 13 December 2016)
- Conditions:
 - *Actions to meet TEN-T objectives and to contribute to projects on the 2nd energy PCI list*
 - *CEF funding under transport and energy budget-lines weighted according to the action's respective eligible costs*
 - *Clear separation of components and costs of the action per sector*
- Purely transport innovation-related projects are not eligible to synergies call, and may be put forward under 2016 CEF Transport Call

Annexes

Upcoming 2016 CEF Blending Call

Commission proposals of 14 September 2016 (EFSI 2, MFF review and Omnibus)

Impact of package on CEF Transport:

- Transfer of €155 million to EFSI
- Top-up of CEF Transport grant envelope with additional €400 million to finance cross-border infrastructure for EU priority networks
- Possibility to design CEF blending facility combining CEF grants with EFSI loans and guarantees:
 - *transfer of €1 billion from CEF Transport Financial Instruments to Grants*

Annexes

Upcoming 2016 CEF Blending Call

Context and objectives

- Boost the EFSI transport pipeline and attract private finance through blending of €1 billion of CEF grant funding with EFSI financing

Approach (timeline, duration, processes, criteria etc)

- Being determined by a joint EIB-Commission Working Group, in close cooperation with INEA
- Adoption of Work Programme and launch of Call expected for end 2016 / early 2017 (deadline submission of proposals: 1 year)
- CEF and EFSI national Info Days / workshops being organised: information on CEF Transport calls and support to the development of project pipeline (e.g. blending)



INEA-CEF-Transport-calls@ec.europa.eu



<http://ec.europa.eu/inea>



@inea_eu



Look for INEA!

Thank you!