



2018 CEF Transport MAP call

Information Day – Helsinki – 5 June 2018

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Content of the presentation

- Context
- Overview of the call
- Selected specific objectives
- Preparing a successful application

Context

- *CEF Transport 2014-2018: 641 projects - EUR 22.3 billion*
- *2017 Blending-2 & SESAR calls: Evaluation process ongoing*
- *2018 CEF call virtually exhausts the grant budget available*
 - **MAP 2018** adopted on 19 April 2018
 - **Call for proposals: EUR 450 million** (General envelope) launched on **17 May 2018**

*Support to 3rd Clean Mobility Package adopted on same day:
https://ec.europa.eu/transport/modes/road/news/2018-05-17-europe-on-the-move-3_en*

Call coordination

- *Call coordinated in particular with CEF Telecoms Cyber-security call: exploit synergies between sectors concerning digitalisation*
- *Objectives: foster development of coherent digital solutions and infrastructure across networks*
- *Applicants encouraged to exploit possibilities offered by CEF Telecoms call on digitalisation aspects relevant to the Transport sector*
- *Applicants encouraged to deploy and use digital building blocks supported under CEF Telecoms*

CEF Transport Funding Objectives

FO1

Removing bottlenecks and bridging missing links

FO2

Ensuring sustainable and efficient transport in the long run

FO3

Optimising integration and interconnection of modes and enhancing interoperability

Call budget & indicative distribution

Specific objectives	Priority	FO1
<p>1: Interoperability of the rail system with Technical Specifications for Interoperability concerning Telematics Applications for Passengers (TAP) and Freight (TAF)</p>	Rail interoperability	€100 million
<p>2: Railway system compliance with Interoperability and Safety Directives (including TSIs other than TAF/TAP) and TEN-T Guidelines</p>		
<p>3: Deployment of ERTMS trackside components on the Core Network</p>	European Rail Traffic Management Systems (ERTMS)	

Specific objectives	Priority	FO2
4: Road safety	Safe and secure infrastructure	€200 million
5: Safe and secure parkings		
6: Improve multimodality through innovative digital and space-data based solutions	Innovation and new technologies	
7: Support infrastructure to enhance multi-modal transport for passengers through innovative solutions		
8: Digital information systems		
9: Support, through digitalisation, for maritime and inland port operations		



Specific objectives	Priority	F03
10: Cooperative connected and automated mobility - cooperative ITS and automation	Intelligent Transport Services for road (ITS)	€150 million
11: Deployment of intelligent transport services under Directive 2010/40/EU		
12: Making more transport, traffic and travel data available		
13: Deployment of on-board and of land-based components of RIS	River Information Services (RIS)	
14: Connections by road, rail, inland waterways and short sea shipping to freight terminals and/or further development of these terminals	Multimodal logistics platforms	
15: Support infrastructure of terminals servicing combined transport operations		

Reference documents

- **2018 MAP Work Programme**
- CEF Regulation & TEN-T Guidelines
- **Call text**
- Application forms (Parts A, B, C and D)
- **Guide for Applicants**
- Application checklist & CBA checklist
- **FAQs published on the call page**
- Model grant agreement
- Cohesion Policy CBA methodology & CBA cash flow template

<https://ec.europa.eu/inea/en/connecting-europe-facility/cef-transport/apply-funding/2018-cef-transport-call-proposals>

Content of the call text

- Priority Description
- Budget
- Timetable
- Admissibility and eligibility criteria
- Exclusion, selection and award criteria
- Procedure for submission and evaluation of proposals
- Legal and financial provisions
- Information for Applicants

Highlights of the call text (1)

- Proposals for **studies, works and mixed proposals are eligible** under the call
- Maximum co-funding rates (% of eligible costs):
 - ✓ Studies: 50%
 - ✓ Works/Telematic applications: from 20% to 50%
- Ceilings applicable (see section 12.2 of the call text and section 3 of the work programme), e.g. 260,000€ per km of double-track line equipped with ERTMS

Highlights of the call text (2)

- The minimum size of the Action is not an eligibility requirement (but no less than **€500,000** requested funding for studies and **€1 million** for works is strongly encouraged)
- **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

Indicative timeline

Call publication	17 May 2018
Deadline for submission	24 October 2018 (17:00:00 Brussels time)
Evaluation of proposals	November 2018-January 2019
Consultation of CEF Coordination Committee Information of European Parliament	February 2019
Adoption of Selection Decision	February 2019
Information to applicants	February 2019
Time To Grant	As of February 2019



Specific objective 5: Safe and secure parkings

Aim of the action (one or more of these goals)

- *Construction or upgrading of safe and secure parking areas along the **core road network** for trucks and commercial vehicles;*
- *Upgrading the **security** of existing rest areas through digital means;*
- *Supporting **digital information and space-based** system concerning safe and secure parking;*
- *Optimising the use of existing safe and secure parking areas for trucks and commercial vehicles through the use of **real-time information**, including the collection, processing and dissemination of parking information (static and dynamic).*

TEN-T Guidelines

- *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)Bullet 2*

Detailed Topical Specifications and Restrictions

- *Proposed Actions under this priority shall address either **works or studies**;*
- *All research, demos and real-life trials are **excluded**;*
- *Where applicable, actions must be in line with the **ITS Directive** and its Delegated regulations.*



S06:improve multimodality through innovative digital and space-data based solutions

Keywords

- *Multimodality*
- *Innovative solutions*
- *Digital solutions*
- *Where relevant, space-based solutions*

- *Actions contributing to ensure safe and smooth transfer of goods in Core Network ports, airports and urban nodes including rail-road freight terminals and solutions based on the track & tracing of goods;*

- *Actions contributing to the deployment of cross-border multimodal mobility services such as "mobility as a service"*
 - Ex: "mobility services roaming" issue
- *Actions addressing remaining barriers to EU-wide multimodal booking and ticketing services, including multi-use ticketing and payment terminals for the Core Network*
 - Ex: system accepting various means of payment and validation: contactless bank cards, mobile pay apps, mobility cards, etc... to give travellers the choice of how they pay for taking (public) transport

- *Supporting the integration of zero and low emission road/non road transport modes (including evehicles, ebikes, electromobility and other alternatively fuelled vehicles/vessels) into a multimodal transport system*
 - Multimodal hubs
- *Supporting the implementation of last-mile connections*
 - innovative digital urban logistics solutions
 - innovative digital (shared/active) mobility solutions

Background



2011 "By 2020, establish the framework for a European multimodal transport information, management and payment system"

"A fully functional and EU-wide multimodal TEN-T 'core network' by 2030 and a corresponding set of information services"

2014 Roadmap for delivering EU-wide multimodal travel information, planning and ticketing services



2017 Delegated Regulation EU/2017/1926 on EU-wide multimodal travel information services

2018 Study on remaining (legal and commercial) challenges for EU-wide integrated ticketing and payment systems

+ Plenty of R&I projects



REMAINING CHALLENGES FOR EU-WIDE INTEGRATED TICKETING AND PAYMENT SYSTEMS

Specific Contract n° MOVE/B4/2017-272 under the Framework Service Contract MOVE/ENER/SRD/498-2016 Lot 4


GRIMALDI STUDIO LEGALE

Milano Roma Bari Bruxelles Londra Lugano

Detailed Topical Specifications and Restrictions

- *All research, demos and real-life trials are **excluded**;*
- *Where applicable, actions must be in line with the **ITS Directive** and its Delegated regulations.*



Specific objective 7: Support infrastructure to enhance multi-modal transport for passengers through innovative solutions

Keywords

- *Infrastructure*
- *Innovative solutions*
- *Multimodal transport for passengers*
- *Integration*
- *In urban nodes of the core network*
- *to enhance passenger transfers*
 - within long-distance destinations (e.g. in rail-rail, rail-air, rail-bus) as well as
 - between long-distance and local/regional transport.
- *Priority to combined or coordinated solutions along core network corridors*



S09: support through digitalisation for maritime and inland port operations

Policy Background

*Communication: Ports: an engine for growth
(COM(2013) 295) –*

Encourage innovation:

The competitiveness of European ports will depend on their ability to innovate in terms of technology, organisation and management. Their critical roles as multi-modal hubs require innovative and efficient ways of cross-modal connections and use of management tools in order to further increase their attractiveness.

Aim of the action

- *Aiming at integrated and connected information management in maritime inland and core network port operations*
- *Priority to actions leading to harmonised/interoperable solutions involving more ports*
- Notable restrictions: *no single window concepts, no infrastructure or mobile assets (except ICT equipment)*

Examples : **Digital solutions aiming at**

- Facilitate access and egress of cargo through the port area
- *Optimise handling of cargo or passengers*
- *Enable monitoring of emissions from port and vessels*
- *Improve connectivity and reduce impact of port operations with the city*
- Improve sea traffic management systems



Preparing a successful application



Cost Benefit Analysis

CBA: What does it mean in practice?

*A CBA is required for **Works and Mixed proposals** (not Study even if with pilot deployment)*

*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)

CBA checklist

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

2018 CEF Transport call for proposals

✔ Cost-Benefit Analysis checklist

This checklist will help you to fully address the qualitative and quantitative requirements of the 2018 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.

This checklist is neither obligatory nor exhaustive: please carefully read the work programme, call text, application forms, Guide for Applicants and other documents relevant to the 2018 CEF Transport call for proposals. You may use it to estimate how well you feel you have addressed the requirements listed therein.

For questions about the 2018 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
<input type="checkbox"/> <input type="checkbox"/> |
| 2. Make sure that you have listed and detailed all deviations from the scope of the CBA in comparison to the Action | Y N
<input type="checkbox"/> <input type="checkbox"/> |
| 3. Clearly distinguishing cash flows related to the factual scenario from cash flows relating to the counterfactual scenario | Y N
<input type="checkbox"/> <input type="checkbox"/> |
| 4. Justify the reference period if you have retained a number of years different than the recommended one | Y N
<input type="checkbox"/> <input type="checkbox"/> |
| 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
<input type="checkbox"/> <input type="checkbox"/> |
| 6. Make sure that the CBA Financial Analysis uses a consolidated approach in | Y N
<input type="checkbox"/> <input type="checkbox"/> |

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



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:

Funding Gap:

Modulated Co-funding Rate:



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



Return on investment before CEF	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!	-	-	-	-	-	-	-	-	-	-

Is a CEA acceptable? (1/3)

Works and Mixed proposals submitted under

- Rail interoperability (**specific objectives 1, 2**)
- European Rail Traffic Management Systems (ERTMS) (**specific objective 3**)
- Intelligent Transport Services for road (ITS) (**specific objectives 10, 11, 12**)
- River Information Services (RIS) (**specific objective 13**)

can be accompanied by a CEA only, instead of a proposal specific CBA

Is a CEA acceptable? (2/3)

Works and Mixed proposals submitted under

- Safe and secure infrastructure (**specific objectives 4 and 5**)
- Innovation and new technologies (**specific objectives 6, 7, 8, 9**)

can replace a full CBA by a CEA if the proposal addresses the implementation of standards laid down in the existing EU legislation and /or if the proposal only addresses digital solutions

Is a CEA acceptable? (3/3)

Works and Mixed proposals submitted under

- Multimodal logistics platforms (**specific objectives 14 and 15**)

Must always provide a full CBA



Preparing a successful application

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

2018 CEF Transport call for proposals

The 2018 CEF Transport call for proposals opened on 17 May 2018. With an indicative budget of €450 million it covers funding objectives and priorities supporting the policy orientations of the 3rd Clean Mobility Package. The focus of financial assistance will thus be on cross-cutting objectives of transport digitalisation, road safety and multimodality.

This call is part of a set of coordinated calls covering the CEF Transport, CEF Telecom and CEF Energy sectors. The coordinated calls aim to exploit synergies between these three sectors related to the aspect of digitalisation with a view to foster the development and implementation of coherent digital infrastructure and solutions across the various networks. The calls are published on the [INEA website](#).

In particular, applicants are encouraged to exploit the possibilities offered by the [CEF Telecom Cyber Security call](#) as regards digitalisation aspects relevant for transport.

Where appropriate, applicants to this call are also encouraged to deploy and use any [digital building blocks](#) supported under CEF Telecom.

Take a look at the [call leaflet](#).

Register for the info day on 31 May 2018

Register for the virtual information day on the call via the [event's webpage](#).

Indicative call timeline	Date
Call opening	17 May 2018
Deadline for submission	24 October 2018 (17:00:00 Brussels time)
Evaluation of proposals	November 2018 - January 2019
Consultation of the CEF Coordination Committee / Information to the European Parliament	February 2019
Adoption of the Selection Decision	February 2019
Preparation and signature of individual grant agreements	As of February 2019

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Transport call
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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?
- ...





European
Commission

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/CEA (works and mixed proposals)**

Follow the Guide for Applicants

Use the checklists





European
Commission

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 October 2018 at 17:00:00 (Brussels time)**
- Forms uploaded
- Supporting docs
- Proposal complete & signed
- Use checklist
- **SUBMIT** (with time to spare)

& good luck



Contact INEA



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



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



[@inea_eu](https://twitter.com/inea_eu)



Look for INEA!