2019 CEF Transport Multi-Annual call and Blending Facility

Information Day, November 2019

DG Mobility and Transport
European Commission

Innovation and Networks Executive Agency (INEA)

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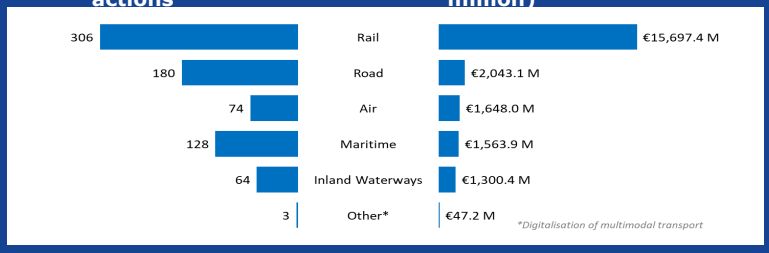
Overview of CEF programme

CEF Transport Portfolio (incl. 2018 call)



- **794 projects** (https://ec.europa.eu/inea/en/connecting-europe-facility/cef-transport/cef-transport-projects)
- **€22.3 billion CEF funding - €47.1 billion total investment**
- **Focus on sustainable transport (around 70% rail)**

CEF Brochure:
https://ec.europa.eu/inea/sites/inea/files/cefpub/cef_implementation_brochure_2019.pdf

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UF1

CEF transport - Grant budget implementation

- Allocated to a work programme
- **100%** (€23,6 billion)

- Allocated to beneficiaries (grant agreement)
- **94%** (€22,3 billion)

- Budgetary commitment
- **61%** (€13,4 billion)

- Payment
- **31%** (€7 billion)

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Outlook of the 2019 Multi-Annual call for proposals

Launched: 16 October 2019
Deadline: 26 February 2020

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Slide nummer 3

JF1 To be updated
FERREIRA Joao Paulo (MOVE); 30-10-2019

Key features of the 2019 call for proposals

Objectives	Priority	General envelope (in € million)	Cohesion envelope (in € million
Bridging missing links, removing bottlenecks, enhancing rail interoperability, and, in particular, improving cross-border sections	Projects on the Corridors of the Core Network	500	610
	ERTMS on-board prototypes	50	0
Ensuring sustainable and efficient transport systems in the long run, as well as enabling all modes of transport to be decarbonised	Safe and Secure infrastructure	20	40
Optimising the integration and interconnection of transport modes and enhancing the interoperability of transport services, while ensuring the accessibility of transport infrastructures	Intelligent Transport Services for road (ITS)	20	0
	SESAR	20	0
	Actions implementing transport infrastructure in nodes of the Core Network, including urban nodes	110	0
	Motorways of the Sea (MoS)	30	0
TOTAL		750	650

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Studies or works

FO 1 - Projects on the Core Network – (a) Railways

Eligible components and requirements: Legal basis: Articles 11 – 13 and 39(2) a) of the TEN-T Guidelines

- High-speed (for new ≥ 250 km/h) & conventional railway lines (upgrade ≈ 200 km/h), incl. sidings, tunnels and bridges
- Full electrification of line tracks (plus sidings where required)
- Nominal track gauge for new railway lines of 1435 mm
- Interconnections between rail and other modes (notably IWW & Maritime, excl. connection within the perimeter of ports)
- Connections of freight terminals (incl. connecting or siding tracks & 740 m train lengths)
- Integration of the rail and air network (sustainable feeder network for long-haul flights)

Maximum funding rates:

General envelope works: 20%

- removal of bottlenecks: **30%**
- Cross-border: **40%**

General envelope studies: 50%

Cohesion envelope works and studies: 85%

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Example relevant proposals	What will NOT be funded
• Ready-to-start works • Electrification of an existing section • Migration to 1435 mm nominal gauge • Studies allowing mature works interventions under CEF2	• Studies and works addressing the Comprehensive network • Combined actions (rail infrastructure plus ERTMS and/or GSM-R deployment) • Passenger buildings, car parks, commercial parts of an existing railway station • Maintenance

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Only works

FO 1 - ERTMS on-board prototypes

Eligible components and requirements: Legal basis: Articles 11 – 13 and 39.2 a) of the TEN-T Guidelines

- Development of prototypes for the retrofit or upgrade of vehicles with ERTMS Baseline 3 on-board equipment.

Funding: Unit Costs

Outputs	Activities	Sub-activities	Categories of vehicle / track-side components	Unit Contribution (k€)
On-board ERTMS B3 equipped vehicle	Retrofitting of vehicle	Prototype	International	900
			National	450
	Upgrade of vehicle	Prototype	International	600
			National	350

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Example relevant proposals	What will NOT be funded
• Mature – ready to go! • Existing vehicle (locomotive or train-set) • Baseline 3 (B3 3.4.0 / 3.6.0) compliant. • Results sharing • With reliable plans for serial retrofit/upgrade to follow • Comprehensive application with requested information (Call text)	• New vehicle (not yet authorised for operation) • Resulting in pre-Baseline 3 deployment • Uncertain NoBo subsystem verification (e.g. Intermediate Certificate) • Class B related activities

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Studies or works

FO 1 - Projects on the Core Network – (b) IWW

Eligible components and requirements: Legal basis: Articles 14 – 16 of the TEN-T Guidelines

- Creation of new waterways or upgrade of waterways in order to achieve stable or improved navigation conditions and/or more capacity for the passage of vessels (including hydrological services and dredging for year-round navigability)
- Increasing of under-bridge clearance or construction/upgrading/modernisation of locks (incl. deployment of remote control systems) to improve the passage of vessels and pushed convoys
- Creation and/or upgrade of infrastructure for mooring and waterborne operations along a waterway and interconnection between inland waterways and other modes of transport, in particular rail and maritime transport

Maximum funding rates:

General envelope works: 20%	General envelope studies: 50%
○ Removal of bottlenecks: 40% ○ Cross-border: 40%	

Cohesion envelope works and studies: 85%

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Example relevant proposals	What will NOT be funded
• Construction of a new lock and upgrade the under-bridge clearance • Mooring infrastructure • Interconnection between IWW and maritime ports • Capital dredging facility • New waterways with the minimum requirement for Class IV waterways	• Routine maintenance dredging

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Studies or works

FO 1 - Projects on the Core Network – (b) IWW ports

Eligible components and requirements: Legal basis: Articles 14 – 16 of the TEN-T Guidelines

- Access of inland ports to inland waterways, incl. safe access through navigational aids, and access to inland ports through connections with rail and road sections
- Basic infrastructure in inland ports for modernisation & expansion of transport operations within the port area
- Implementation of new facilities and technologies regarding provision and use of alternative fuels or energy, e.g. LNG bunkering and shoreside electricity
- Ensuring year-round navigability by means of e.g. hydrological services and dredging of the port and port approaches
- ICT applications, in particular pilot Single Window applications, & applications to streamline administrative formalities, communication and positioning technologies

LG 2

Maximum funding rates:

General envelope works: 20%	General envelope studies: 50%
○ Removal of bottlenecks: **40%** ○ Cross-border: **40%**	

Cohesion envelope works and studies: 85%

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Slide nummer 12

LG(2 Too long- Ask Hugues to cut
L'EPISCOPIA Gaspare (MOVE); 30-10-2019

Example relevant proposals	What will NOT be funded
• Rail connection to inland port within the port area • On shore power electricity supply infrastructure in inland ports • Single window applications for streamlining formalities in inland ports • New quay for expansion of the capacity of transport operations within the inland port area	• Routine maintenance dredging • Infrastructure that does not directly benefit waterborne transport operations

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Studies or works

FO 1 - Projects on the Core Network – (c) Roads

Eligible components and requirements: Legal basis: Articles 17 – 19 and 39.2 c) of the TEN-T Guidelines

- High-quality roads (motorways, express roads or conventional strategic roads) including: bridges, tunnels, junctions, crossings, interchanges, hard shoulders
- Associated equipment (e.g. equipment for traffic management, information and route guidance)
- Compliant with the road safety and tunnel safety Directives

Sub-priority only open for Member States with no railway network established in their territory (e.g. CY, MT) or for MS, or part thereof, with an isolated network without long-distance rail freight transport (e.g. IE)

Maximum funding rates:

General envelope works: 20%	General envelope studies: 50%
○ removal of bottlenecks: **30%** ○ Cross-border: **40%**	

Cohesion envelope works and studies: 85%

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Example relevant proposals	What will NOT be funded
• Studies, particularly final designs and environmental permissions, for the upgrade of an existing, or the construction of a new, high-quality road section • Works for the upgrade of an existing, or the construction of a new, high-quality road section (motorways, express roads or conventional strategic roads)	• Actions located in the Core Network but not in MS / parts therein with no railway network or with an isolated network • Actions not located on the Core Network • Maintenance

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Studies or works

FO 1 - Projects on the Core Network – (d) Maritime Ports

Eligible components and requirements: Legal basis: Articles 20 – 23 of the TEN-T Guidelines

- Port access providing safe maritime access through breakwaters, access channels, fairways, locks and navigational aids. Hinterland connections to the TEN-T Network notably rail and inland waterway (road in exceptional cases);
- Basic infrastructure: internal basins, quay walls, berths, jetties, backfills and land reclamation;
- Reception facilities for oil and other waste, incl. residues from exhaust gas cleaning systems;
- Ensuring year-round navigability by means of capital dredging;
- Implementation of new facilities and technologies regarding provision and use of alternative fuels or energy, e.g. LNG bunkering and shoreside electricity.

In case of no-deal Brexit only: Actions adapting the transport infrastructure for purposes of security and checks on external borders, including parking areas, in accordance with Regulation (EU) 2019/495, provided this Regulation has entered into force before closure of the call for proposals.

Maximum funding rates:

General envelope works: 20%	General envelope studies: 50%
Cohesion envelope works and studies: 85%	

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Example relevant proposals	What will not be funded
• Building rail tracks in a core port and/or its close vicinity • Constructing an access channel • Construction of LNG bunkering facility in a core port including investment in bunkering vessels/barges (only for bunkering purposes) • Lengthening of an internal basin for accommodating larger ro-pax vessels • Construction of a port reception facility for scrubber sludge from ships	• Superstructure • Construction and expansion of cargo and passenger terminals, storage/warehouses • Basic port infrastructure dedicated to private operators without public access • Maintenance (rail tracks, facilities, dredging, etc.) • Cruise ships infrastructure and facilities (except alternative fuels infrastructure)

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Only works

FO 2 – Safe and Secure infrastructure

Eligible components and requirements: Legal basis: Articles 17 – 19 and 39.2 c) of the TEN-T Guidelines

- Development of new safe and secure parking areas on motorways for trucks and commercial vehicles (incl. Information and Communication Technologies) approximately every 100 km
- Upgrading the safety and security of existing rest areas (incl. parking for trucks and commercial vehicles and safety and security Information and Communication Technologies)
- Optimising the use of existing safe and secure parking areas for trucks and commercial vehicles through static and dynamic information incl. the collection, processing and dissemination of parking information

LG(3

Maximum funding rates:

General envelope works: 20%	Studies will not be supported
Cohesion envelope works: 85%	

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Slide nummer 18

LG(3 Do we want pilots?

L'EPISCOPIA Gaspare (MOVE); 30-10-2019

Example relevant proposals	What will NOT be funded
• Serving users of the core network • The level of safety and security proposed should be based on market needs and in line with the EU Parking Standards (https://ec.europa.eu/transport/sites/transport/files/2019-study-on-safe-and-secure-parking-places-for-trucks.pdf) • Certification of the parking will be required • Applications concerning several parkings along a corridor are encouraged	• Maintenance and operation • Studies

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Only works

FO 3 – Intelligent Transport Services for road (ITS)

Eligible components and requirements: Legal basis: Articles 17 – 19 of the TEN-T Guidelines

- Deploy C-ITS services based on the hybrid communication approach (European C-ITS Strategy)
- C-ITS security: fully compliant with the European Certificate and Security Policy documents
- Provide regular feedback on the results (incl. best practices, recommendations on policy making) to the "EU ITS Committee"
- Be coordinated either by a MS or a public body and all involved MS must be or become core C-Roads Platform members and apply all C-Roads specifications
- Installations fully interoperable with already deployed C-ITS services under the umbrella of the C-Roads Platform
- Costs of equipment, adaptation or upgrade of vehicles (e.g. sensors, on-board units, etc.) can be supported

Maximum funding rate:

General envelope works: 20%	Studies will not be supported

Priority not open under Cohesion envelope

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Example relevant proposals	What will NOT be funded
• Extend coverage and continuity of ALL DAY 1 C-ITS services (e.g. installation of compatible RSUs, linking with traffic managements centres) • Contribute to harmonizing new C-ITS services (DAY 1.5 and / or beyond) in the C-ROADS platform	• Studies and pilots • Purchase of vehicles • Works that are not transport specific (e.g. extensions of the cellular network)

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Studies or works

FO 3 – SESAR

Eligible components and requirements: Legal basis: Articles 14 – 26 of the TEN-T Guidelines

- Subject to the publication of the relevant EUROCAE ED-133 updated standard, actions under this priority shall support the deployment of Flight Objects Interoperability functionalities addressing Pilot Common Project (IR (EU) N° 716/2014) & SESAR Deployment Programme Families 5.3, 5.4, 5.5 & 5.6
- Multi-stakeholder synchronised implementation project
- At least two different Member States improving cross-border operations and least two different Flight Data Processing systems
- CBA required - funding for coordination efforts and for stakeholders with local negative business cases
- Coordinated by the SESAR Deployment Manager

Maximum funding rates:

General envelope works: **Land-based components: 50%** **On-board components: 20%**	**General envelope studies: 50%**
Priority not open under Cohesion envelope	

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Example relevant proposals	What will NOT be funded
• Mature projects ready to start implementation activities (procurement, installation, putting into service) • Clear milestones and expected results • Multi-stakeholder synchronization	• No project(s) awarded if the revised Eurocae ED-133 standard is not published by the start of the proposal evaluation process • Demonstration activities • Maintenance • Activities not linked to or not necessary for the pilot common project

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Studies or works

FO 3 – Nodes of the Core Network

Eligible components and requirements: Legal basis: Articles 30 and 41 of the TEN-T Guidelines

Eligibility:Only Actions located in urban nodes listed in Annex II part 1 of the TEN-T Guidelines and in nodes of the core network listed in Annex II part 2 of the TEN-T Guidelines which are located on a Core Network Corridor may be funded.

- Missing links and/or bottlenecks within and between transport modes of the TEN-T in urban nodes (connections through rail, light rail, tram, metro, bus, etc.) provided they perform the function of connecting two long-distance modes in a node
- Integrated public multi-modal transport solutions and multimodal transport hubs for passengers (incl. integration of terminals into the wider urban mobility and facilities allowing a better connection between transport modes, especially for PRM)
- Associated digital elements and consistent with Sustainable Urban Mobility Plans (SUMP) where applicable

Maximum funding rates:

General envelope works: 20% **Components for better accessibility for PRM: 30%** (not exceeding 10% of the total eligible cost)	**General envelope studies: 50%**

Priority not open under Cohesion envelope

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Example relevant proposals	What will NOT be funded
• Connecting two long-distance transport modes in an urban node, such as rail, light rail, tramway, subway, bus • Interchange facilities between long-distance networks (such as automated people mover), terminal adaptation (e.g. connection to railway etc.)	• Road bypasses • Mobile equipment • Proposals focused only on digital

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Studies or works

FO 3 – Motorways of the Sea (MOS)

Eligible components and requirements: Legal basis: Article 21 of the TEN-T Guidelines

Eligibility: Actions concerning at least 2 core ports, or 1 core and 1 comprehensive port, in at least 2 Member States.

- Implementation of new facilities and technologies regarding provision and use of alternative fuels or energy, e.g. LNG bunkering and shore-side electricity
- The alleviation of congestion and/or the reduction of the environmental impact of land transport through the creation or upgrade of short sea shipping routes

Maximum funding rates:

General envelope works: 30%	General envelope studies: 50%

Priority not open under Cohesion envelope

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Example relevant proposals	What will NOT be funded
• The extension of a freight/passenger terminal in a core port and fairway dredging in a comprehensive port • The implementation of maritime LNG bunkering facilities.	• Any investments on maritime vessels • Mobile superstructure, car parks or warehouses • Maintenance dredging operations

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Application process and recommendations how to prepare a successful application- Multi Annual Call

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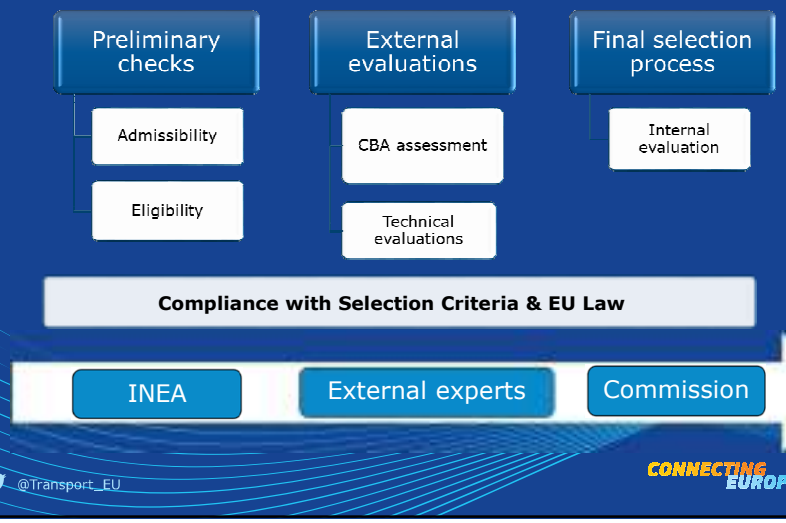
Application evaluation and selection process



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Reference documents

- CEF Regulation & TEN-T Guidelines
- Multi-annual Work Programme
- Three Call texts (General envelope; Cohesian envelope; ERTMS)
- 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
- SESAR Deployment Framework Partnership Agreement
- Decision authorising the use of unit contribution to support ERTMS deployment under the Connecting Europe Facility (CEF) - transport sector

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European Commission

READ

Read through ALL of the call documents on the call webpage

31

European Commission

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?
- …

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32

START EARLY

- Get the Member State(s) support
- Take your time
- Regularly check and read again the proposal
- Proofread
- Save it often in TENtec
- Do not wait until the last minute

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CBA (Cost Benefit Analysis)

- The impact of the proposed action is to be assessed on the basis of the socio-economic CBA, for all works Actions, but also on the basis of other information in the application.
- It is recommended to follow the European Commission methodology developed for the Cohesion Policy (DG REGIO)

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When is a CBA required?

For 'works' proposals

Priority	Required
Proposals under Single European Sky – SESAR	Specific CBA for specific Actions (PCP CBA not acceptable)
European Rail Traffic Management Systems (ERTMS)	Not required (lump sum)
Safe and Secure infrastructure	CBA unless Action addresses EU standard (then CEA)
Intelligent Transport Services for road (ITS)	CEA is sufficient
Other priorities of the Calls (e.g. MoS, Urban nodes)	Always

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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

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36

SUBMIT

- **26 February 2020 at 17:00:00 (Brussels time)**
- Forms uploaded
- Supporting docs
- Proposal complete & signed
- Use checklist
- **SUBMIT** (with time to spare)
- Good luck !

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Outlook of the CEF Transport Blending Facility

Call launch: 15 November 2015

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Blending Facility

- First cut-off dates:
  - **14 February 2020 : S**ubmission of Grant Application forms
  - ➔ **by Applicants**
  - **16 March 2020 :** Submission of Application Files
  - ➔ **by Implementing Partners**

- Implementing Partners:

EIB, but other Implementing Partners available soon

- **Advisory opportunities** through the European Investment Advisory Hub

Call text published at :
https://ec.europa.eu/inea/sites/inea/files/2019_cef_transport_bf_call_text_final.pdf

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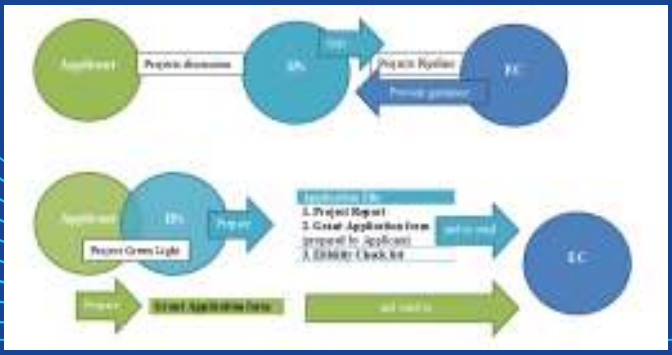
Blending Facility: features and process

Budget :

- **EUR 99 M ERTMS** (unit contributions)
- **EUR 99 M Alternative fuels** (co-funding rate)

Threshold Blending Operation:

- **CEF grant** of min **EUR 1 M**
- **IP Loan** of min **EUR 5 M**



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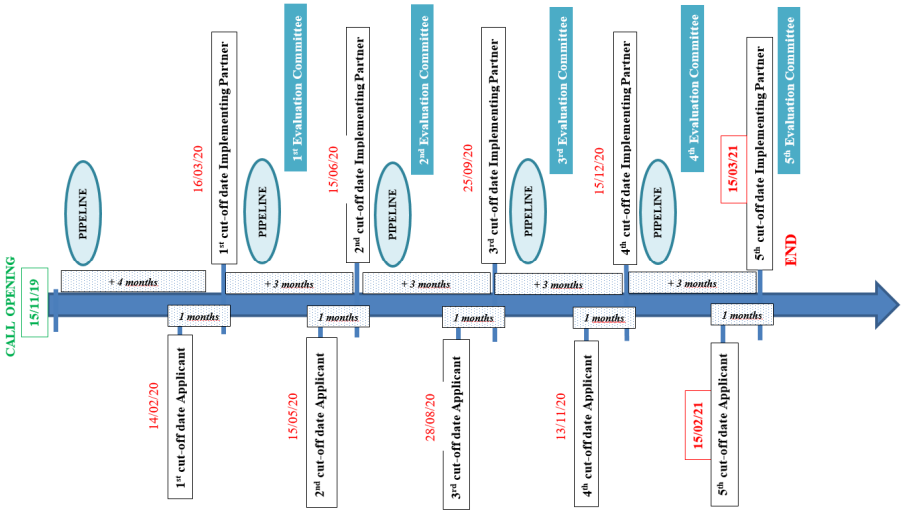
Blending Facility: timeline



works

ERTMS

Outputs	Activities	Sub-activities	Categories of vehicle / track-side components	Sub-categories	Unit Contribution (k€)
On-board ERTMS B3 equipped vehicle	Retrofitting of vehicle	Prototype	International	/	900
			National	/	450
		Serial	International	/	110
			National	/	80
	Upgrade of vehicle	Prototype	International	/	600
			National	/	350
		Serial	International	Software	18
			National	Software	15
			International	Software & hardware	55
			National	Software & hardware	55
	Fitment of vehicle				25
Track-side 1 double track km equipped	Deployment		ETCS & associated upgrade costs		90
			GSM-R		20
			Interlockings		80
	Upgrade		/		20

Complementarity with Multi-Annual Call for proposals:

- Limited timing for on-board prototype and serial development (when needed) under Blending facility (on-board prototype development covered under MAP Call)
- Focus on serial development under Blending Facility
- Fitment, upgrade and retrofit of series of on-board equipment and deployment/upgrade of track-side equipment supported only under Blending Facility

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works

Alternative Fuels

Type of Alternative Fuel technology	Infrastructure	Mobile assets		
		Trucks and buses	Vessels	Railway vehicles
CNG	10%	10%	/	/
LNG	10%	10%	15%	/
Electricity	15%	20%	20%	/
Hydrogen	20%	20%	20%	20%

Complementarity with Multi-Annual Call for proposals: Alternative fuels in IWW ports, Maritime ports and Motorways of the Seas (MOS) of the MAP Call

- Alternative fuels powered vessels eligible under Blending Facility but not MAP Call
- Alternative fuels for road covered by Blending Facility but not MAP Call
- Focus on alternative fuels for trucks and public transport under Blending Facility

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works

Advisory Hub offer of support to CEF Transport Blending Facility applicants

(As agreed with DG MOVE)

High level advice on ***existing project documentation*** regarding suitability/eligibility/maturity for the Blending Facility.

Introduction to **EIB lending operations**

Identification of **major gaps** and areas requiring improvement in:

- **technical preparation** - feasibility studies, market studies, economic cost-benefit analysis, environmental documentation, tendering and procurement, implementation and organisational
- a **first review of PPP readiness** where applicable and
- **financial preparation** - business plan, financial plan

Advice on **terms of reference** for consultants/studies in relation to **technical, financial, procurement** and organisation to implement projects and improve access to finance

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works

Implementing partners

Current involvement		
	Status	**Administrative Agreement**
EIB	*Pillar assessed √*	***Signed***
EBRD		*Ok with draft*
DE NPB: **KFW**		*Consultation in process*
IT NPB: **CDP**		*Consultation in process*
NL NPB: **RVO**		*Consultation in process*
ES NPB: **ICO**	*Opportunity check √*	***Signing process ongoing***
FR NPB: **CDC**		*Ok with draft*
PL NPB: **BGK**		***Signing process ongoing***
SI NPB: **SID**		*Consultation in process*

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Application process and recommendations how to prepare a successful application- Blending Facility

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European Commission

2019 CEF Transport Blending Facility virtual info day

Thursday, December 5, 2019 - 10:00

The virtual information day will cover the priorities and main aspects of the 2019 CEF Transport Blending Facility call, evaluation and award process, and will also give tips on how to prepare submit a successful proposal.

Style of event

This event will be virtual only and will take place on the **morning of Thursday 5 December 2019**. Registered participants will receive a link to watch the event.

Registrations

You need to register online for this event.

REGISTER TO THE INFO DAY

(available soon)

Live streaming & recording

The event will be live streamed and the recording will be available after it has taken place and remain online for a period of two years. The link to the live stream will be available from 24 hours before the event.

WATCH THE EVENT

(available as from 24 hours before the event)

https://ec.europa.eu/inea/en/news-events/events/2019-cef-transport-blending-facility-virtual-info-day

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READ

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48

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?
- …

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49

ASK & CHECK

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- Ask questions today
- FAQs & notification service
- Keep monitoring for news & updates
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50

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Thank you for your attention

Additional information about the calls:

https://ec.europa.eu/inea/en/connecting-europe-facility/cef-transport/apply-funding

FAQ :

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

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