


Alternative Fuels Infrastructure Facility (CEF)

Virtual Info Day



8 April 2024



Join at
slido.com
#2024AFIF



Agenda

1 - Why?

- Welcome & introduction
- Policy context
- Cooperation with Financial Institutions

2 - What?

- Priorities of the call:
 - **Road Transport** (including Q&A)
 - **Waterborne Transport** (including Q&A)
 - **Air Transport** (including Q&A)
 - **Rail Transport** (including Q&A)

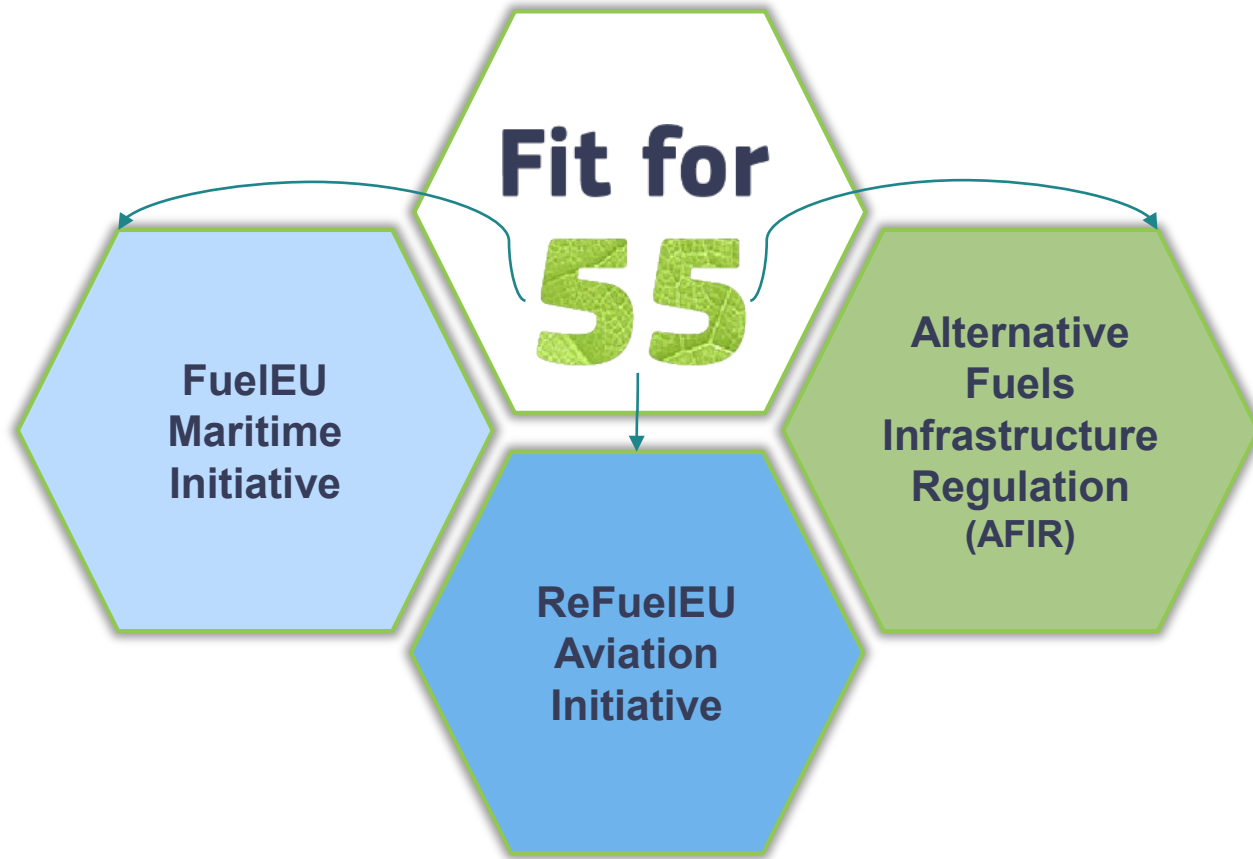
3 - How?

- Application process in eGrants
- Evaluation process & Tips & tricks for a good application
- Simplified Cost-Benefit Analysis (CBA)
- Questions and Answers

1
Why?

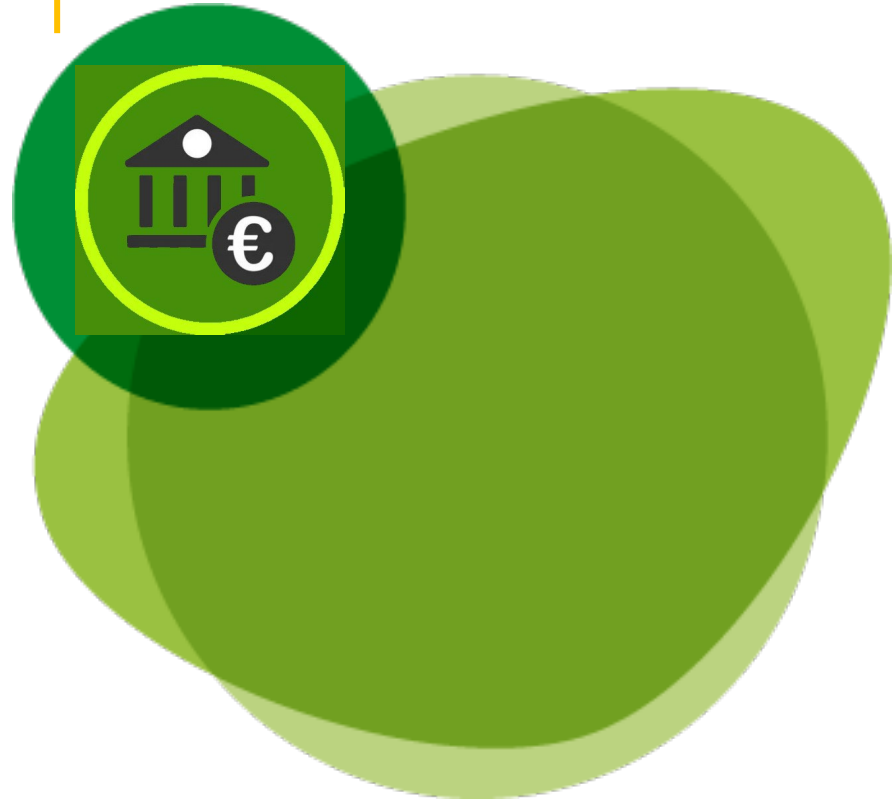
Policy
context

EU policy objectives



CEF policy objectives

- Contribute to:
 - **Green Deal**
 - **Sustainable and Smart Mobility Strategy**
 - **TEN-T network**



Cooperation with Financial Institutions

Blending Facility



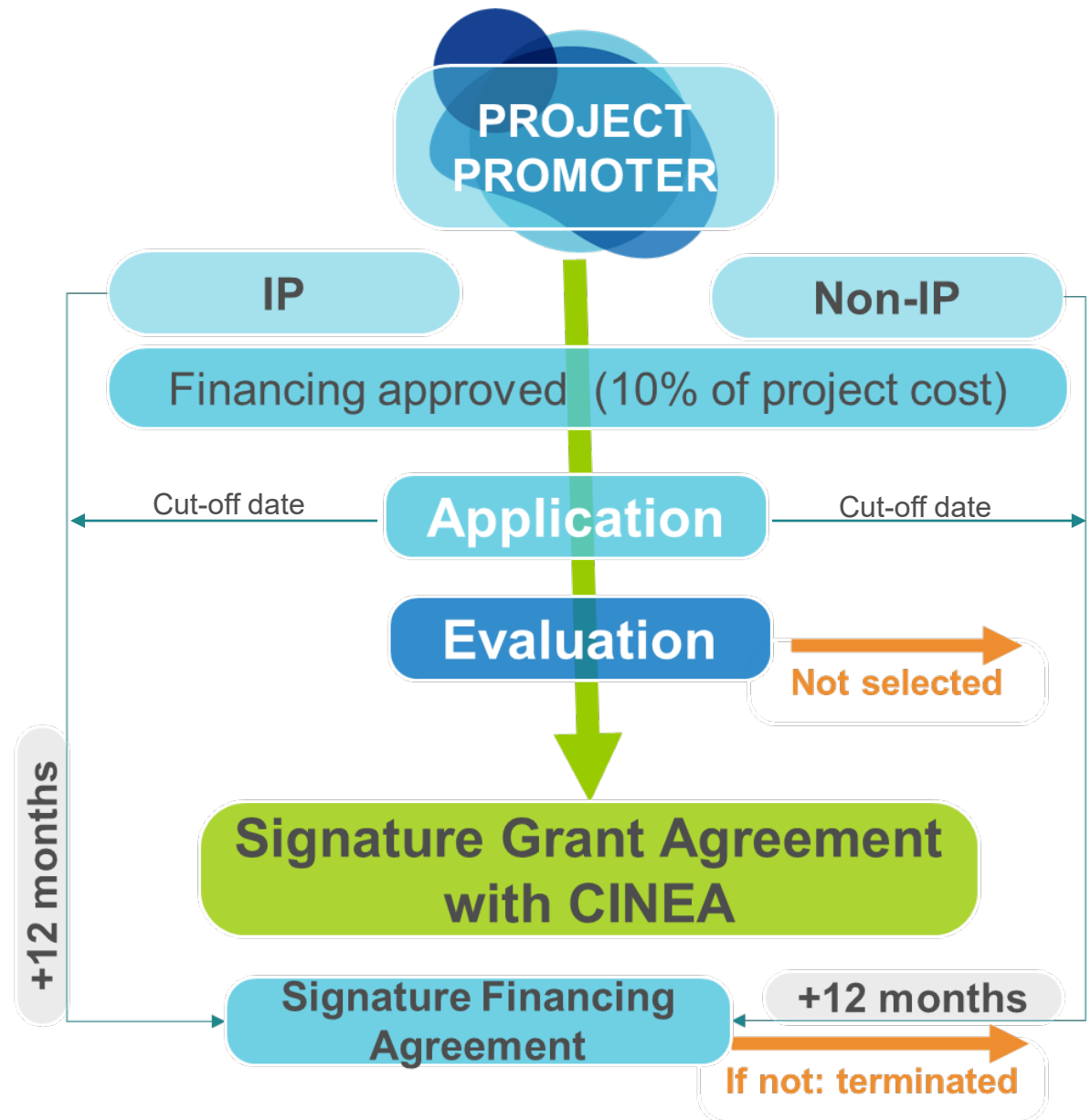
2/3rd



Implementing Partners (certain National Promotional banks or intern. FI who have signed an Administrative Agreement with DG Move)

or any other **Public or Private FI** (Non-IP) established in EU

1/3rd



Implementing Partners under AFIF 2021-2023

EU

European Investment Bank – **EIB**

The European Bank for Reconstruction and Development - **EBRD**

SI

Slovenska Izvozna In Razvojna Banka - **SID**

MT

Malta Development Bank - **MDB**

HU

Hungarian Development Bank - **MFB**

NL

Invest-NL

BE

Participatiemaatschappij Vlaanderen - **PMV**

PL

Bank Gospodarstwa Krajowego - **BGK**

FI

Finnvera Plc.

ES

Instituto de Crédito Oficial - **ICO**

IT

Cassa depositi e prestiti - **CDP**

FR

Caisse des dépôts et consignations - **CDC**

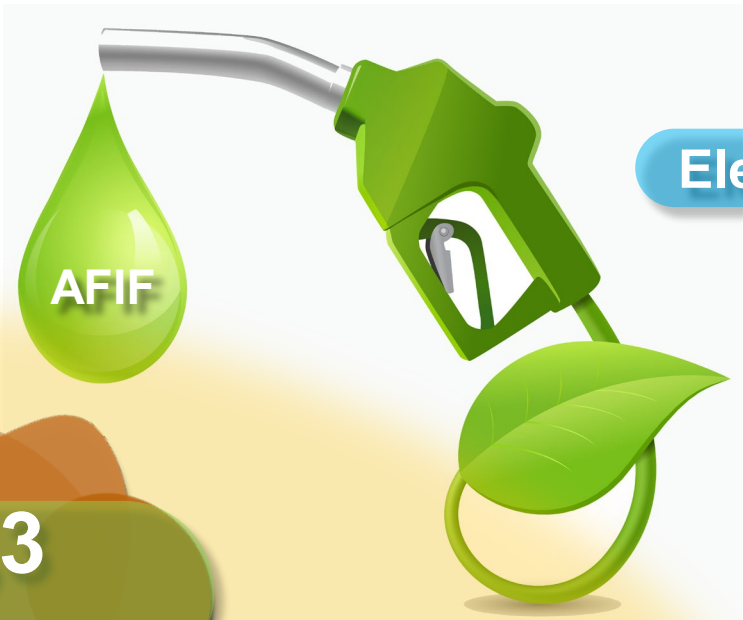


2

What?

Alternative Fuels Infrastructure Facility

AFIF support 2021-2023



Electricity ➔

€1,3
Billions

131 projects

Recharging points **150kW**
24,000

Recharging points **350kW**
2,500

63 Electrification
Airports

23 Electrification
Bus depots

5 Maritime
Ports (OPS)

Hydrogen ➔

Hydrogen
Refuelling Stations
200

Electrolysers
32

AFIF call priorities



- **Electricity recharging infra. *(unit contributions)***
- **Electricity & Hydrogen infra. *(co-funding rate)***
- **Ammonia & Methanol infra. *(co-funding rate)***



Road Transport

Legislative context – road transport

TRANSITION TO ZERO EMISSION VEHICLES

- Regulation (EU) 2023/851 on CO2 emissions standards for **cars and vans** – **Strengthened** CO2 emission targets applying from 2030 and set a 100% emission reduction target for both cars and vans from 2035 onwards
- February 2024 - the Council and EP political agreement on the revision of the Regulation on CO2 emission standards for **heavy-duty vehicles**

Strengthened emission reduction targets for 2030, 2035 and 2040



Alternative Fuels Infrastructure Regulation

- fleet, distance and location-based targets for recharging infrastructure
- distance and location-based targets for hydrogen refuelling infrastructure

Recharging infra

Energy Performance of Buildings Directive

1 Recharging at private premises (home, office)



2 Recharging at publicly accessible recharging points at private premises

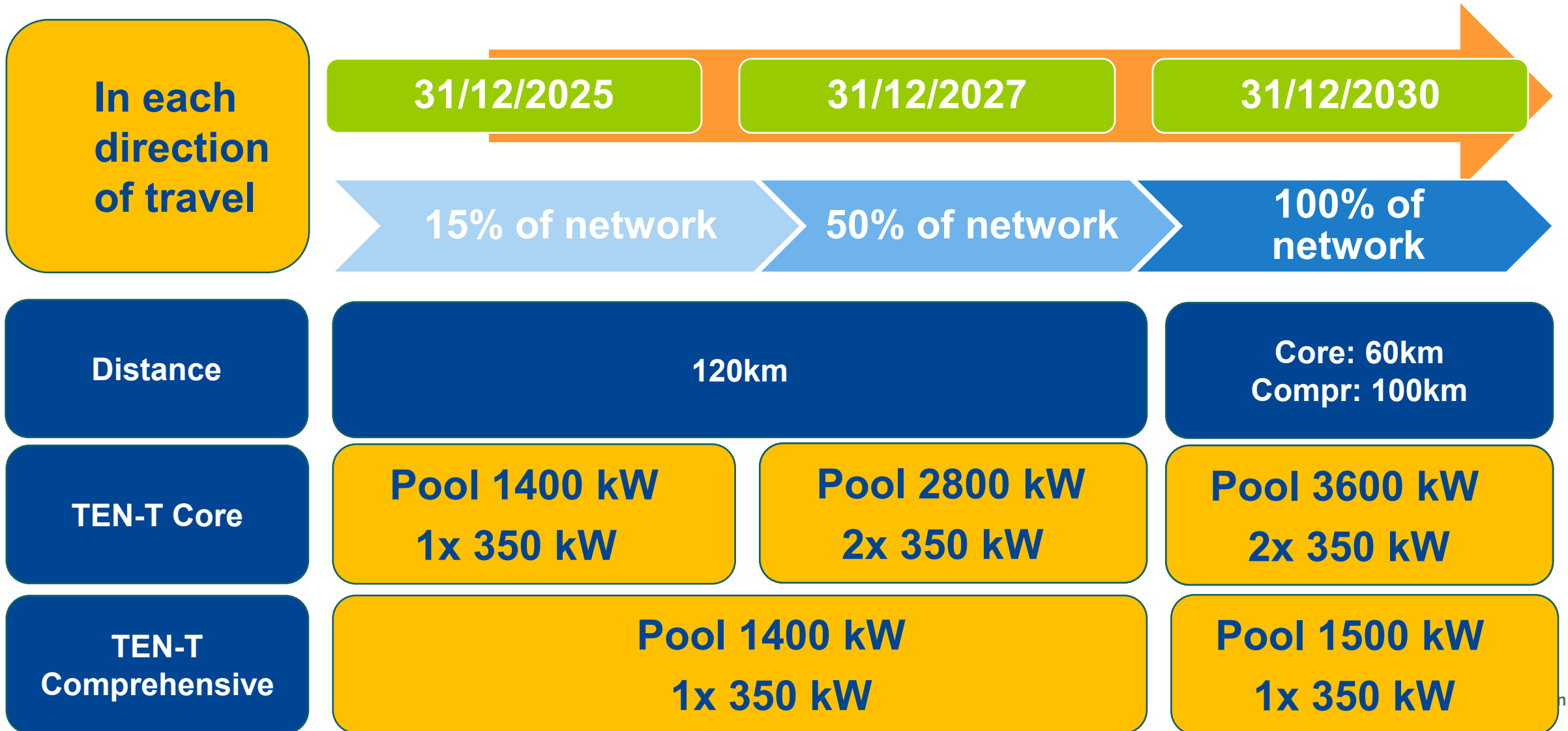


3 Public recharging (public domain)



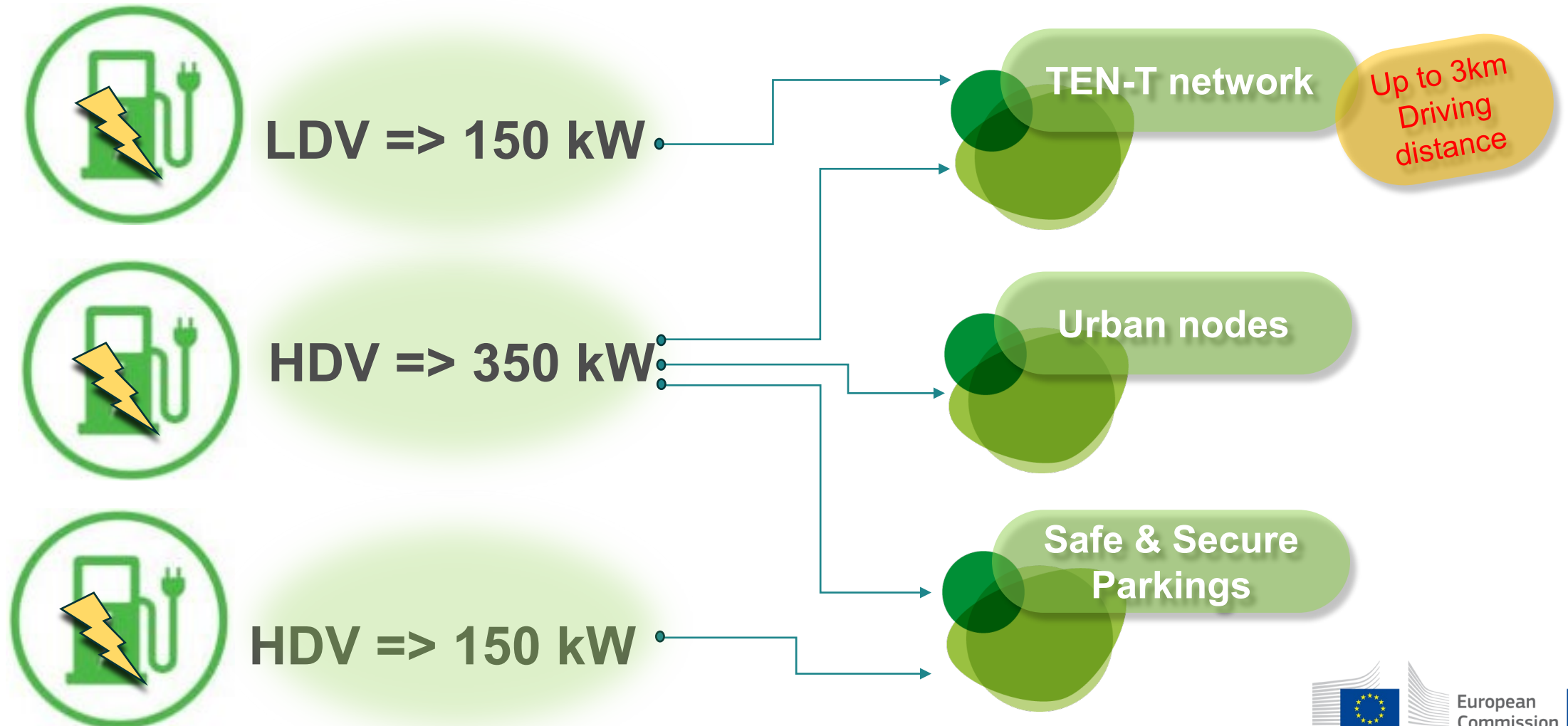
Alternative Fuels Infrastructure Regulation

Example of targets - TEN-T distance-based targets for HDV CPs

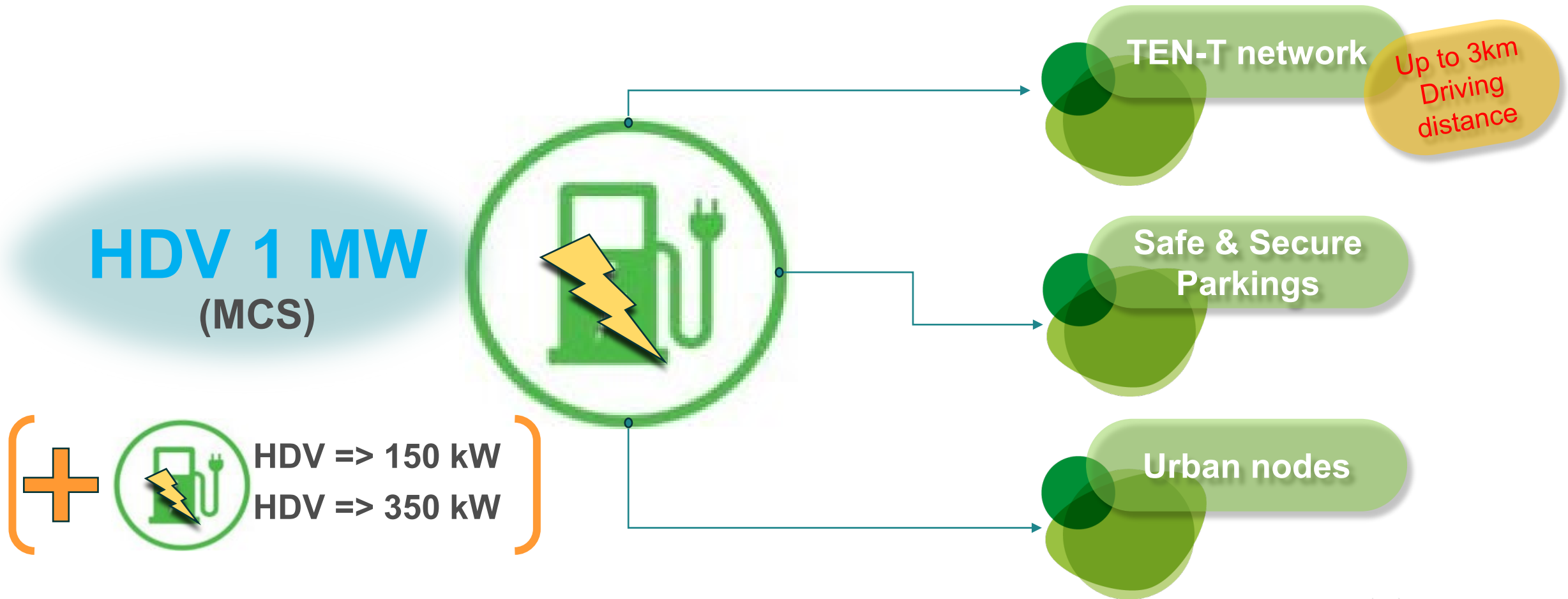


Unit Contribution

Publicly accessible recharging points



Support rate Publicly accessible recharging points



Support rate

Publicly accessible HRS



Eligible

- HRS 350/700 bar in open access
- 1 tonne supply capacity

Location

TEN-T network +/-10 km & urban nodes

Zero emission for road public transport



Hydrogen

Hydrogen Refueling Stations (HRS)

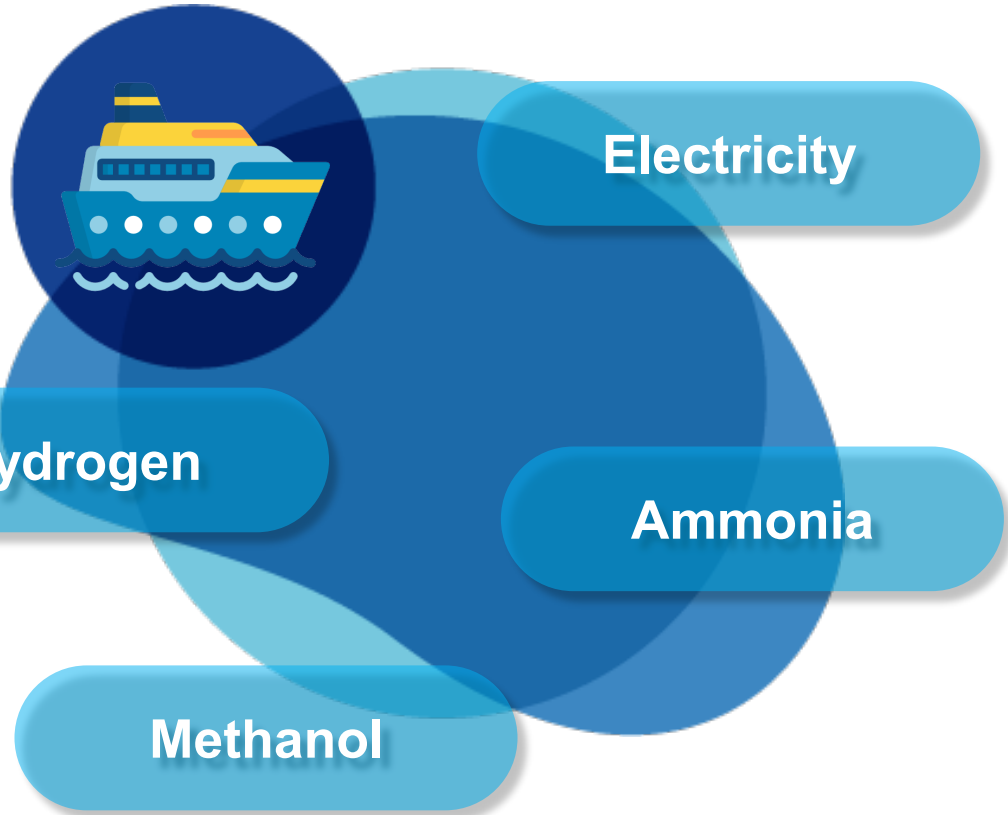
Eligible

- HRS at 700 bar, or 350 & 700

Location

- Urban nodes, listed in TEN-T Regulation

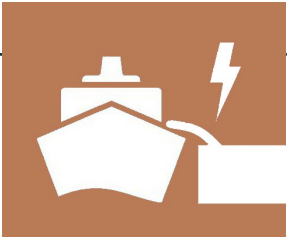
Q & A



Maritime & inland waterway transport

AFIR

Alternative Fuel infrastructure Regulation - AFIR (Regulation (EU) 2023/1804)



[Shore-Side Electricity Infrastructure in Maritime and IWT Ports](#)

- AFIR Article 9 – TEN-T ports with meeting port call thresholds for containerships and passenger ships (above 5,000GT) to deploy Shore Side Electricity infrastructure for 90% of port calls.
- Port call thresholds: Containerships: 100/ RO-PAX/ferries: 40/ Cruiseships: 25
- Port calls not considered: port calls under 2 hours, ships using zero-emission technologies, unscheduled calls for safety or saving life at sea, exceptional risk to grid stability, or emergency situations
- Exemption for islands, outermost regions and Ceuta and Melilla not connected to mainland grid
- **TEN-T inland ports:** at least one installation for inland waterway vessels by 31 December 2024 (core) or 31 December 2029 (comprehensive)

AFIR

Alternative Fuel infrastructure Regulation - AFIR (Regulation (EU) 2023/1804)



Refuelling infrastructure in Maritime Ports

Targets for supply of liquefied methane in maritime ports: appropriate number of refuelling points for liquefied methane in place at TEN-T core maritime ports by 31 December 2024

AFIR

Alternative Fuel infrastructure Regulation - AFIR (Regulation (EU) 2023/1804)



[AFIR Implementation - National Policy Framework](#)

National policy frameworks: Member States to submit drafts by 31 December 2024

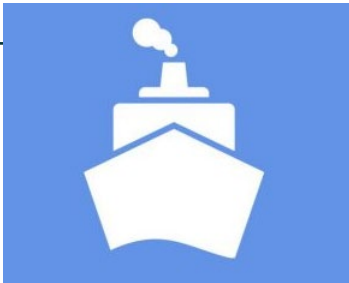
Main points for maritime transport:

- national targets and objectives in respect of the deployment of alternative fuels infrastructure in maritime ports for liquefied methane and shore-side electricity supply for use by seagoing vessels
- policies and measures necessary to ensure that mandatory targets and objectives are reached
- overview of the state of play, perspectives and planned measures in respect of the deployment of other alternative fuels infrastructure in **maritime ports**, such as for hydrogen, ammonia, methanol and electricity
- overview of the state of play, perspectives, and planned measures in respect of deployment of alternative fuels infrastructure in **inland navigation**, such as for electricity and hydrogen

Final national policy frameworks by 31 December 2025

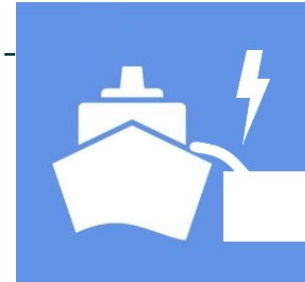
FuelEU Maritime

FuelEU Maritime (Regulation (EU) 2023/1805)



Reduction of GHG intensity of the energy Used onboard ships

- Target Reduction for GHG intensity of energy used onboard (from 2% in 2025, up to 80% in 2050) – Applies from 1JAN2025
- Designed to promote use of renewable and low-carbon fuels in shipping.
- Scope based on Well-to-Wake (Life Cycle) assessment
- Technology neutral.
- Same scope as MRV (ships above 5,000GT)



Mitigation of air pollution (direct) emissions at berth

- Obligation for containerships and passenger ships to connect to OPS in AFIR ports, as from 1JAN2030.
- Same Obligation in all non-AFIR ports if they have the capacity from 2035.
- Zero Emission Technologies are an alternative.



Zero emission for inland & maritime ports

Electricity

Eligible

- On-shore Power Systems (OPS)
- Recharging stations for port services
- Batterie charging systems
- Related grid connection

Hydrogen

Eligible

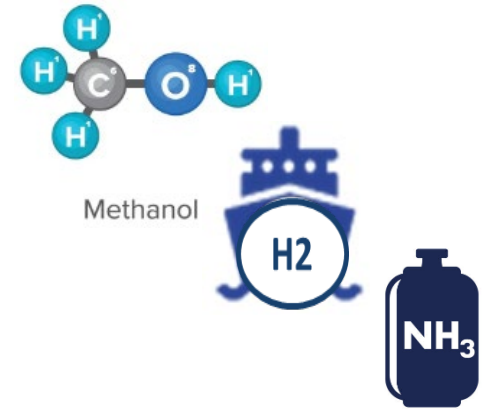
- Hydrogen Refueling Stations (HRS)

- Vessels & port equipment
- Transshipment equipment

Location

- In TEN-T inland waterway and maritime ports areas.

Zero emission for inland & maritime ports



Ammonia

Ammonia Refueling facilities

Eligible

- Ammonia Refueling Stations (HRS)
- Ammonia Bunkering vessels 10,000m³

Methanol

Methanol Refueling facilities

Eligible

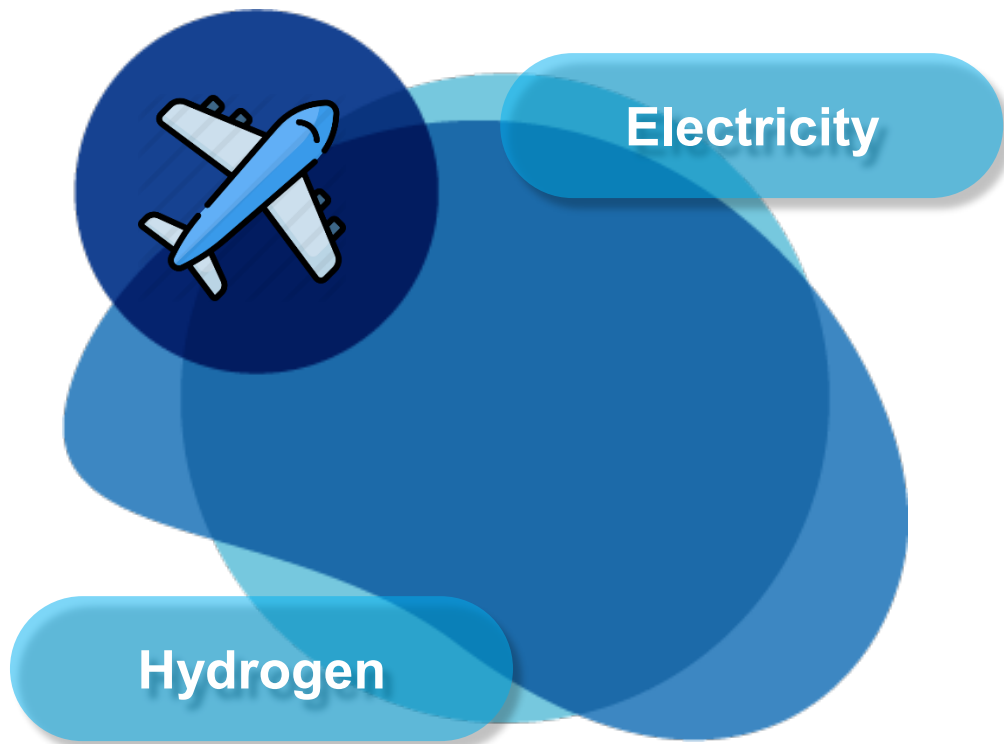
- Methanol Refueling Stations (HRS)
- Methanol Bunkering vessels 10,000m³

- Vessels & port equipment

Location

- In TEN-T inland waterway and maritime ports areas.

Q & A



Air transport

Policy context

Sustainable and Smart Mobility Strategy - Zero-Emission Airports

- **feeding stationary aircraft with renewable power** instead of fossil energy
- **greening ground movements at airports**
- deployment of renewable and low-carbon fuels
- incentivising the development and use of new, cleaner and quieter aircraft

Policy context

Regulatory framework [Member State actions and EU support, notably through the Connecting Europe Facility (CEF)].

- The revised ***TEN-T Guidelines*** – pre-conditioned air supply to stationary aircraft
- ***Alternative Fuels Infrastructure Regulation*** – electricity supply to stationary aircraft

Support initiative

- **Alliance for Zero-Emission Aviation (AZEA)**: a public-private partnership to prepare the market for the entry into service of hydrogen-powered and electric aircraft.

Zero emission for other transport modes



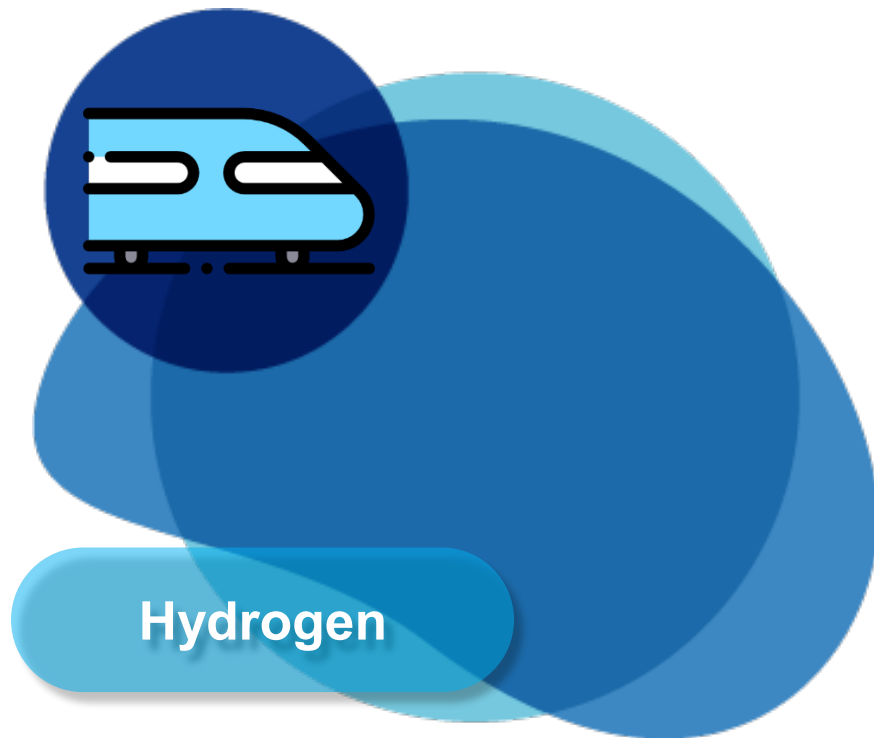
Eligible

- Electricity and H2 to supply stationary aircrafts & airships
- Electricity & H2 to supply ground operations

Location

TEN-T airports / Annex II.2 of TEN-T Regulation

Q & A



Rail transport

TEN-T Regulation 1315/2013

- Article 12 - Transport infrastructure requirements

Paragraph 2(d): save in the case of isolated networks, is **fully electrified** as regards line tracks and, to the extent necessary for electric train operations, as regards sidings;

Paragraph 3: At the request of a Member State, in duly justified cases, exemptions shall be granted by the Commission in respect of requirements that go beyond the requirements of Directive 2008/57/EC concerning ERTMS and electrification.

Zero emission for other transport modes

HRS for
Railways



Eligible

- HRS supplying railways

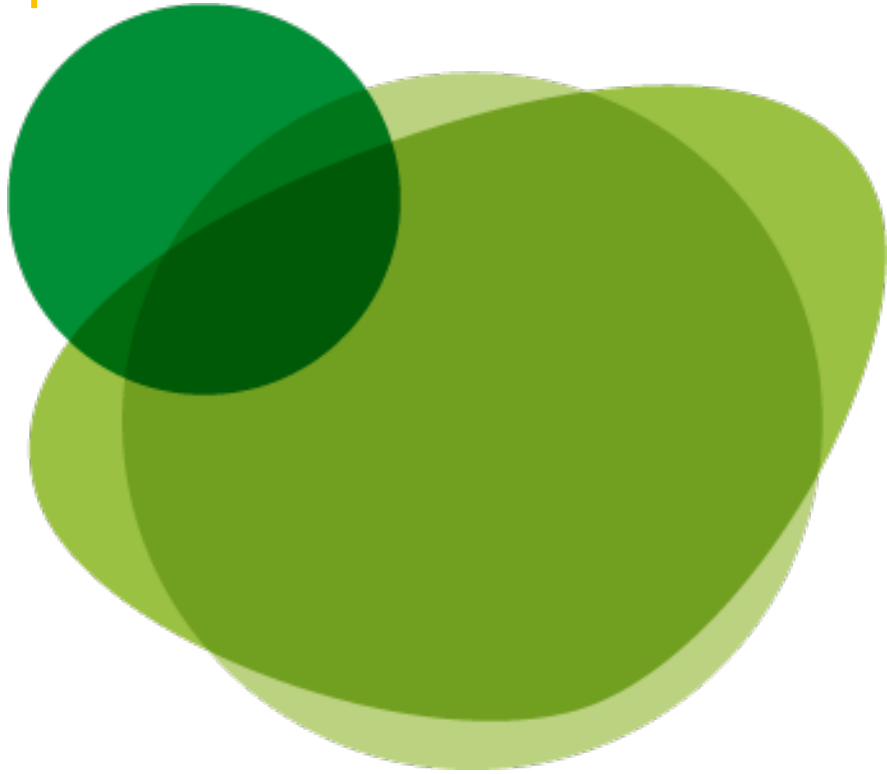
Location

Non-electrified network sections (derogation)

Terminals for shunting locomotives

Isolated network

Q & A



Cofinancing principles

Financial support

Unit Contribution

Electric Charging points			
Min 150 kW		Min 350 kW	
General	Cohesion	General	Cohesion
20.000 €	30.000 €	40.000 €	60.000 €

Maps: TENtec Public Viewer

<http://ec.europa.eu/transport/infrastructure/tentec/tentec-portal/map/maps.html>

Support rate

Electrification 1MW / Hydrogen / Ammonia / Methanol		
General		Cohesion
30%	Outermost Regions 70%	50%

Synergetic element



Eligible

- On-site electricity production RES (solar, etc...)
- On-site hydrogen production from RES (electrolysers)
- On-site electricity storage
- Grid connection



Synergetic
element
up to 20%
of total project
budget

Specific conditions apply to each transport mode

Eligibility matrix

ELIGIBILITY BY TOPIC & LOCATION (amounts in K€ & %)		Topic		Financial Support per location (*) (**)							Synergetic Element				Associated eligible costs				
		Unit Cost	Co-funding rate	TEN-T road network	Safe & Secure Parkings	Urban nodes	TEN-T Airports	TEN-T Maritime ports	TEN-T Inland ports	TEN-T Rail network under specific conditions	Railway Shunting terminals	Grid connection	On-site electricity storage	On-site Electricity production (Solar panels, ...)	On-site Hydrogen production by Electrolyser	Grid connection	Battery charging system	Short Sea Shipping vessels	Port operation vessels
Electricity	Road: HPC 150kW - LDV (CCS)	x		20-30 K€															
	Road: HPC 150kW - HDV (CCS)	x			20-30 K€														
	Road: HPC 350kW - HDV (CCS)	x		40-60 K€	40-60 K€	40-60 K€													
	Road: HPC 1MW only (MCS)		x	30-50%	30-50%	30-50%					x	x	x						
	Road: HPC 1MW mixed with 350kW/150kW (***)		x	30-50%	30-50%	30-50%					x	x	x						
	Road: Recharging points for public transport		x			30-50%							x		x	x			
	Waterborne: OPS IWW & maritime vessels		x				30-50%	30-50%					x		x	x			
	Waterborne: OPS for Port operation vessels		x				30-50%	30-50%					x		x	x		x	
	Waterborne: Recharging stations for port services		x				30-50%	30-50%					x		x	x			x
	Air: Electricity for stationary aircrafts & airships		x				30-50%						x		x	x			
Air: Electricity for airport ground operations		x				30-50%						x		x	x				
H2 Hydrogen	Road: HRS 1T supply at 700 bar for road LDV/HDV		x	30-50%		30-50%							x						
	Road: HRS 350/700 bar for Public Transport		x			30-50%							x						
	Waterborne: HRS for waterborne transport		x				30-50%	30-50%					x			x	x	x	
	Air: HRS supplying airports		x			30-50%							x	x					
	Railway: HRS for railway transport		x						30-50%	30-50%			x						
NH3 Ammonia	Waterborne: Shore-based ammonia stations		x					30-50%	30-50%							x	x		
	Waterborne: Bunkering barges/vessels (10,000m³)		x					30-50%	30-50%							x	x		
CH3OH Methanol	Waterborne: Shore-based methanol stationst		x					30-50%	30-50%							x	x		
	Waterborne: Bunkering barges/vessels (10,000m³)		x					30-50%	30-50%							x	x		

(*) for HPC, only on eligible sections with a bufer of 3km from the nearest exit of the TEN-T network / For Hydrogen locations a bufer of 10km is accepted

(**) Minimum applies to the **General Call**, maximum to the **Cohesion Call**. For **outermost regions**, co-funding rate is 70%

(***) for "mixed" pools the grant for 350kW & /150kW is capped at the maximum provided in the Unit Contribution topic

Timetables and deadlines

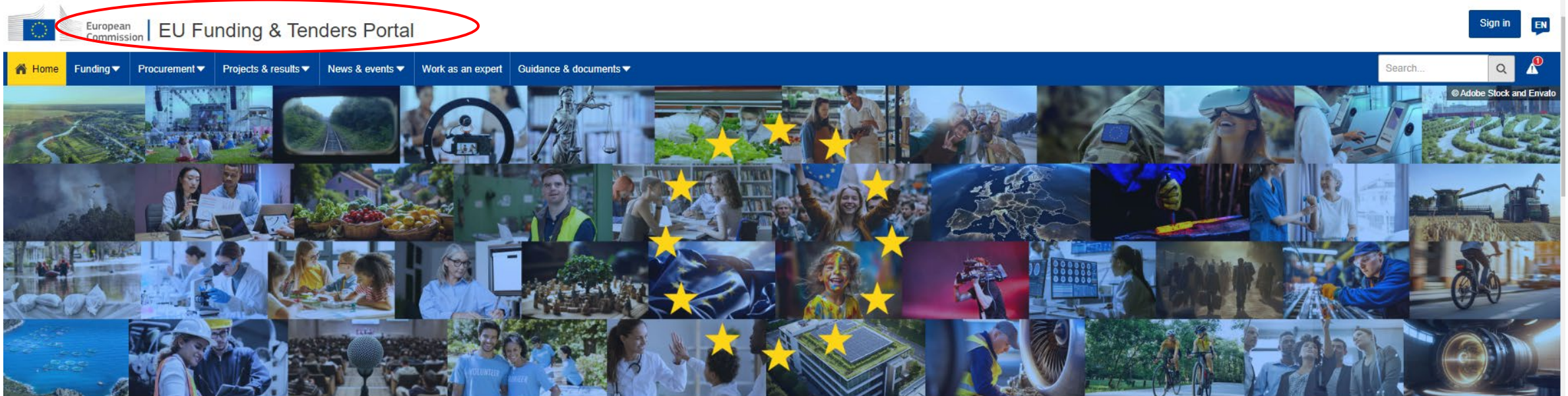


3

How?

The application process (e-Grants)

Funding & Tender Opportunities Portal



Discover the funding & tenders opportunities

Find out how to participate by following these key steps.

Find calls for proposals

Explore the available EU funding opportunities by searching for calls for proposals within your topics of interest, find partners and submit a proposal.

Find calls for tenders

Find business opportunities in the calls for tenders managed by EU institutions, bodies and agencies.

View projects and results

Browse through EU funded projects and learn about the results. Invest in opportunities and get inspired by the highlights and success stories.

Work as an expert

Proposals and projects need evaluations, monitoring and domain-specific knowledge advice from experts.

[Report fraud](#)

Information by topic (AFIF II: 4 topics)



More details

Filters

Quick search

alternative

Programming period

Connecting Europe Facility (CEF)

Call

Open for submission

- Forthcoming
- Open for submission (4)
- Closed

4 item(s) found

Relevance

Programme Connecting Europe Facility (CEF)

Alternative Fuels Infrastructure Facility - Unit Contributions

CEF-T-2024-AFIFCOEN-UNITS | Call for proposal
Opening date: 29 February 2024 | Next deadline: 24 September 2024 | Multiple Cut-off

Open For Submission

Programme: Connecting Europe Facility (CEF) | Type of action: CEF AFIF-EVRI Unit Grants

Alternative Fuels Infrastructure Facility - Unit Contributions

CEF-T-2024-AFIFGEN-UNITS | Call for proposal
Opening date: 29 February 2024 | Next deadline: 24 September 2024 | Multiple Cut-off

Open For Submission

Programme: Connecting Europe Facility (CEF) | Type of action: CEF AFIF-EVRI Unit Grants

Alternative Fuels Infrastructure Facility - Co-funding Rate

CEF-T-2024-AFIFCOEN-COSTS | Call for proposal
Opening date: 29 February 2024 | Next deadline: 24 September 2024 | Multiple Cut-off

Open For Submission

Programme: Connecting Europe Facility (CEF) | Type of action: CEF Infrastructure Projects

Alternative Fuels Infrastructure Facility - Co-funding Rate

CEF-T-2024-AFIFGEN-COSTS | Call for proposal
Opening date: 29 February 2024 | Next deadline: 24 September 2024 | Multiple Cut-off

Open For Submission

Programme: Connecting Europe Facility (CEF) | Type of action: CEF Infrastructure Projects

Topic page



Alternative Fuels Infrastructure Facility - Unit Contributions CEF-T-2024-AFIFCOEN-UNITS

Topic Call for proposal

Internal navigation

- General information
- Topic updates
- Topic description
- Conditions and documents
- Partner search announcements
- Start submission
- Topic Q&As
- Get support
- Call updates

General information

Programme
Connecting Europe Facility (CEF)

[Budget overview](#)

Call
CEF 2 Transport - Alternative Fuels Infrastructure Facility - Cohesion envelope (CEF-T-2024-AFIFCOEN)

Type of action
CEF-AFIF-EVRI-UN CEF AFIF-EVRI Unit Grants

Type of MGA
CEF Unit Grant [CEF-AG-UN]

[Open For Submission](#)

Deadline model
multiple cut-off

Opening date
29 February 2024

Deadline dates
24 September 2024 17:00:00 Brussels time
11 June 2025 17:00:00 Brussels time
17 December 2025 17:00:00 Brussels time

Topic description

Objective:
The objective is to support the deployment of Alternative Fuel supply infrastructure, contributing to decarbonising transport along the TEN-T network.

Scope:...

[Show more](#)

Topic updates

Starting a submission

European Commission | EU Funding & Tenders Portal

Sign in EN

Home Funding Procurement Projects & results News & events Work as an expert Guidance & documents

Search... Q

Start submission

Need help?

To access the Electronic Submission Service, please click on the submission-button next to the **type of action** and the **type of model grant agreement** that corresponds to your proposal. You will then be asked to confirm your choice, as it cannot be changed in the submission system. Upon confirmation, you will be linked to the correct entry point.

To access existing draft proposals for this topic, please login to the Funding & Tenders Portal and select the My Proposals page of the My Area section.

Please select the type of your submission:

EF AFIF-EVRI Unit Grants [CEF-AFIF-EVRI-UN], CEF Unit Grant [CEF-AG-UN]

Start submission

Electronic Submission System



Login



Topic selection



Create proposal



Participants



Proposal forms



Submit

Proposal forms

Deadline
24 September 2024 17:00:00 Brussels Local Time
171 days left until closure

Call data
Call: CEF-T-2024-AFIFCOEN
Topic: CEF-T-2024-AFIFCOEN-UNITS
Type of action: CEF-AFIF-EVRI-UN
Type of MGA: CEF-AG-UN
⚠️ Topic and type of action can only be changed by creating a new proposal.

Proposal data
Acronym: Test proposal Coh U
Draft ID: SEP-211038352

Download Part B templates
Download part B templates

Support & Helpdesk

Online Manual | IT How To

IT Helpdesk | FAQ

Service Desk:
EC-FUNDING-TENDER-SERVICE-DESK@ec.europa.eu
+32 2 29 92222

✖ Your proposal contains changes that have not yet been submitted.

Administrative forms (Part A)

Edit forms | Edit GIS data | View history | Print preview

Part B and Annexes

In this section you may upload the technical annex of the proposal (in PDF format only) and any other requested attachments.

Part B *	<input type="text"/>	Upload
Calculator *	<input type="text"/>	Upload
Annual activity reports	<input type="text"/>	Upload
List of previous projects	<input type="text"/>	Upload
Timetable/Gantt chart *	<input type="text"/>	Upload
Letters of support (MS Agreement) *	<input type="text"/>	Upload
Environmental compliance file *	<input type="text"/>	Upload
Simplified CBA calculator	<input type="text"/>	Upload
AFIF non-IP financial approval letter	<input type="text"/>	Upload
AFIF IP financial approval letter	<input type="text"/>	Upload
Other annexes	<input type="text"/>	Upload

Submitting a complete application

Before submitting the application, make sure to:

- 1 Submit the application under the **correct topic**.
- 2 Encode all sections of application form **part A** directly in the Electronic Submission System - administrative information about the participants and the summarised budget for the project.
- 3 Indicate the location of the action through the **GIS data button**.
- 4 Complete and upload application form **part B** - technical description of the project (limited to max. 120 pages - any additional pages will be made invisible to the evaluators by the system).
- 5 Complete and upload all **mandatory annexes**.
- 6 Use the **forms provided inside the Electronic Submission System**.
- 7 Forms/templates **should not be modified**.

Mandatory annexes and supporting documents

- Detailed budget table per Work Package (co-funding rate) or **Calculator** (unit contributions)
- Financing Approval Letter (from IP or from other FI)
- Member State's letter of support (from each MS where the project is implemented)
- Timetable/Gantt chart
- Environmental Compliance File
- Simplified cost-benefit analysis (CBA) calculator
- Activity reports of last year
- List of previous projects – key projects for the last 4 years (template available in Part B)

Check section 5 of the call text for more information!

Pay attention to!

- Proposals must be **submitted electronically via the Electronic Submission system**. Paper or e-mail submissions are NOT possible.
- Proposals must be complete**, i.e. include all documents and mandatory annexes. After call closure the application can no longer be edited.
- Proof read your proposal:**
 - Evaluators can only assess your proposal on the basis of provided information – no assumptions will be made.
 - Make sure that key information is available in English in the application.
- Complete** your application **sufficiently in advance** to avoid any last minute technical problems. Don't leave the submission for the last day!

Useful information

- All beneficiaries must be registered in the [Participant Register](#) and have a [Participant Identification Code \(PIC\)](#) before submitting an application.
- To access a draft or submitted proposal → log in to the Funding & Tenders Portal and go to “My Proposals”.
- [Who can edit a proposal](#)? The creator of a proposal becomes by default the coordinator who determines the access rights of other participants to the proposal.
 - Contacts of the coordinating organisation with full access rights can edit all parts of the proposal, upload the technical annexes, and submit the proposal.
 - Contacts of the other participating organisations can edit their parts of the administrative form and can read other parts.

Q&A and FAQ

Topic related Q&A:

- Questions related to the AFIF call
- Published on the Q&A section of each topic page
- All questions start with “AFIF”

General CEF Transport FAQ:

- Questions related to all CEF Transport calls
- Published on the FAQ section of the Funding & Tender Portal
- All questions start with “Under CEF Transport calls”

Topic related Q&A

The screenshot shows the EU Funding & Tenders Portal interface. At the top, the European Commission logo and the text 'EU Funding & Tenders Portal' are visible. Below this is a navigation bar with links for Home, Funding, Procurement, Projects & results, News & events, and Work as an expert. The breadcrumb trail reads: Home > Funding > Calls for proposals > Alternative Fuels Infrastructure Facility - Unit Contributions. The main heading is 'Alternative Fuels Infrastructure Facility - Unit Contributions' with the reference number 'CEF-T-2024-AFIFCOEN-UNITS'. A 'Topic Call for proposal' button is present. On the left, an 'Internal navigation' menu lists: General information, Topic updates, Topic description, Conditions and documents, Partner search announcements, Start submission, Topic Q&As (highlighted with a green box), Get support, and Call updates. The main content area is divided into sections: 'General information' (Programme: Connecting Europe Facility (CEF), Call: CEF 2 Transport - Alternative Fuels Infrastructure Facility, Type of action: CEF-AFIF-EVRI-UN CEF AFIF-EVRI Unit Grants, Deadline model: multiple cut-off) and 'Topic description'.

The screenshot shows the 'Topic Q&As' section, which is highlighted with a green box. It contains four questions, each with a speech bubble icon and a partial answer:

- AFIF - What level of detail is expected in the Financial Approval Letter?**
The Financial Approval Letter has to follow the template provided on the Funding and Tender opportunities portal. As regards the content and
- AFIF - What is the validity duration of a Member State's Letter of Support for a project?**
By default, the Member State's Letter of Support for a specific project is valid for the entire duration of the 'rolling' call, unless the Member Sta
- AFIF - On what basis should the budget of the project cost be established and reflected in the Financial Approval L**
The indicative budget has to be based on actual costs resulting from tender, benchmark analysis, business case, or any other element allowi
- AFIF - Do the Financial Approval Letter and the economic and financial assessment by the Implementing Partner h**
Yes, it is the responsibility of the applicant to attach all necessary documents, including the Financial Approval Letter and all relevant econom

General CEF Transport FAQ

European Commission | EU Funding & Tenders Portal

Home > Funding > Procurement > Projects & results > News & events > Work as an expert > **Guidance & documents**

Home > Guidance & documents > **Frequently Asked Questions (FAQ)**

For questions related to specific calls or topics, please refer to the Topic Q&A section on the topic pages (search for ...)

Filters

Quick search

CEF Transport

Type

Programming period

Programme

Active

All filters

FAQ

Under **CEF Transport** and CEF Energy calls, as a ... to subcontracting work/services outside the eligible or target countries th... **Grant**

TheMGA gives the option under Article 6.2.b, that the grant ... The Granting Authority will approve these subcontracting costs incurred under the ...

Under **CEF Transport**, how is the non-profit principle defined and does it apply to the specific project or to the global project? **Grant**

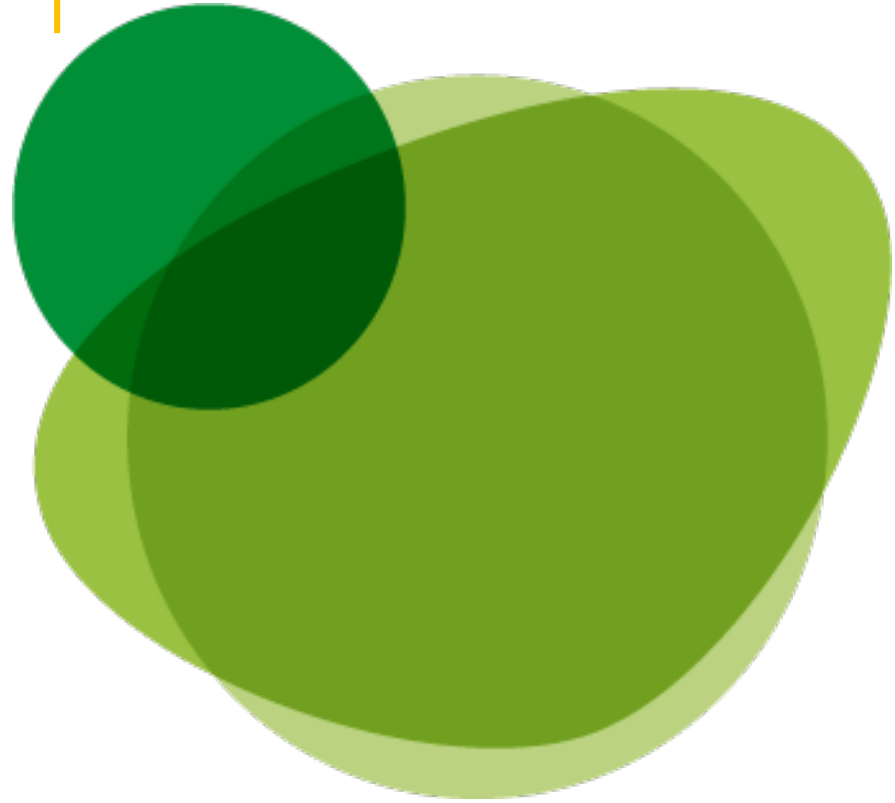
UnderCEFT Transport calls, the grant must not have the purpose or effect of producing profit. Profit is defined as the surplus of revenues that exceed the eligible costs of the projec...

Under **CEF Transport**, if the project is part of a global project, should the socio-economic impact analysis and the financial analysis be presented for the entire gl... **Grant**

Information on the socio-economic impact analysis and the financial analysis can be provided for the specific project or the wider global project. Under the military mobility call, i...

Need help?

- [Online Manual](#): Step-by-step online guidance
- [IT-How-to](#): IT guidance with screenshots
- [FAQ](#) related to the 'submission of proposals' process
- Call related questions: CINEA-CEF-TRANSPORT-CALLS@ec.europa.eu
- [IT helpdesk](#): Contact the IT helpdesk for questions such as forgotten passwords, access rights and roles, technical aspects of submission of proposals, etc.
 - E-mail: EC-FUNDING-TENDER-SERVICE-DESK@ec.europa.eu
 - Phone: +32 2 29 92222



The evaluation process

“Tips & tricks” for a good application

Evaluation process



Award criteria

PRIORITY AND URGENCY

MATURITY

QUALITY

IMPACT

CATALYTIC EFFECT

**Pass Marks
=> 3/5pts**

Award criteria (1/3)

Priority and urgency

- Contribution to:
 - Political objectives and priorities (Green Deal, AFIR)
 - TEN-T network
- Relevant to Work Programme and Call text.
- EU added value.
- Synergies with other EU funds, CEF Energy/Digital (when applicable).

Maturity

- Readiness of the project to start on the starting date and to be completed by end date.
- Status of permitting and procurement procedures (i/environmental, when applicable).
- Financial maturity – sources of funding other than CEF are secured.

Award criteria (2/3)

Quality

- Quality of the application – information provided in all required documents.
- The operational capacity check of the applicants: Competence and experience of the applicants and their project teams mainly for new private entities to CEF – based on the list of previous projects and the activity report of the last year.
- Quality of the Project:
 - Work packages well structured and financial resources well justified.
 - Consortium set-up governance and organisational structures.
 - Quality assurance, monitoring and control procedures.
 - Risk analysis, mitigation measures.
 - Communication plan.
 - Sustainability and maintenance strategy, when applicable.

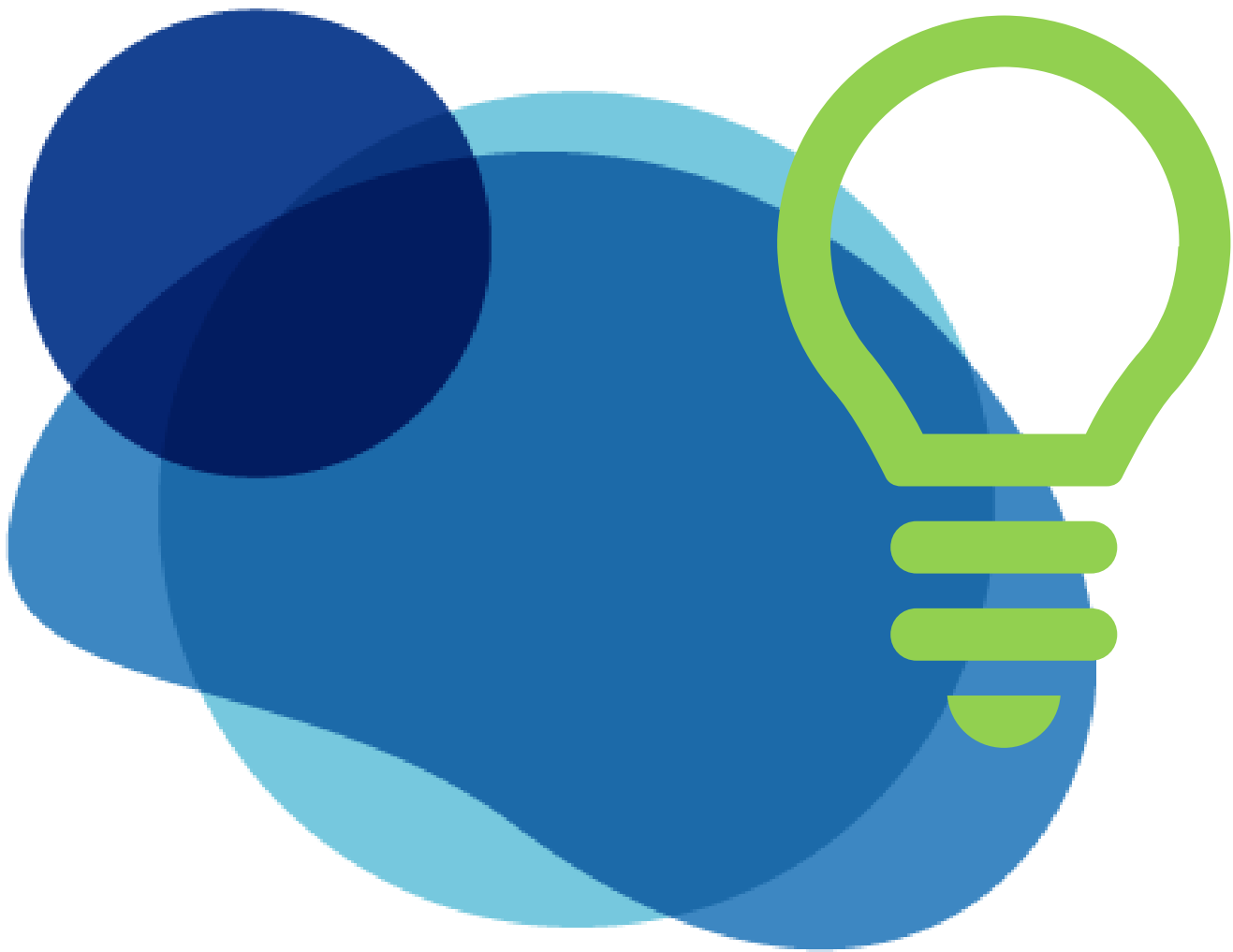
Award criteria (3/3)

Impact

- Demand/traffic forecast study.
- Socio-economic impact analysis, substantiated by simplified CBA Analysis when required by the Call.
- Environmental and Climate impacts and climate resilience.
- Other impacts on congestion, safety and security, service quality, and noise emissions.
- Effects on aspects such as innovation and digitalisation, safety and interoperability and accessibility, including its cross-border dimension.

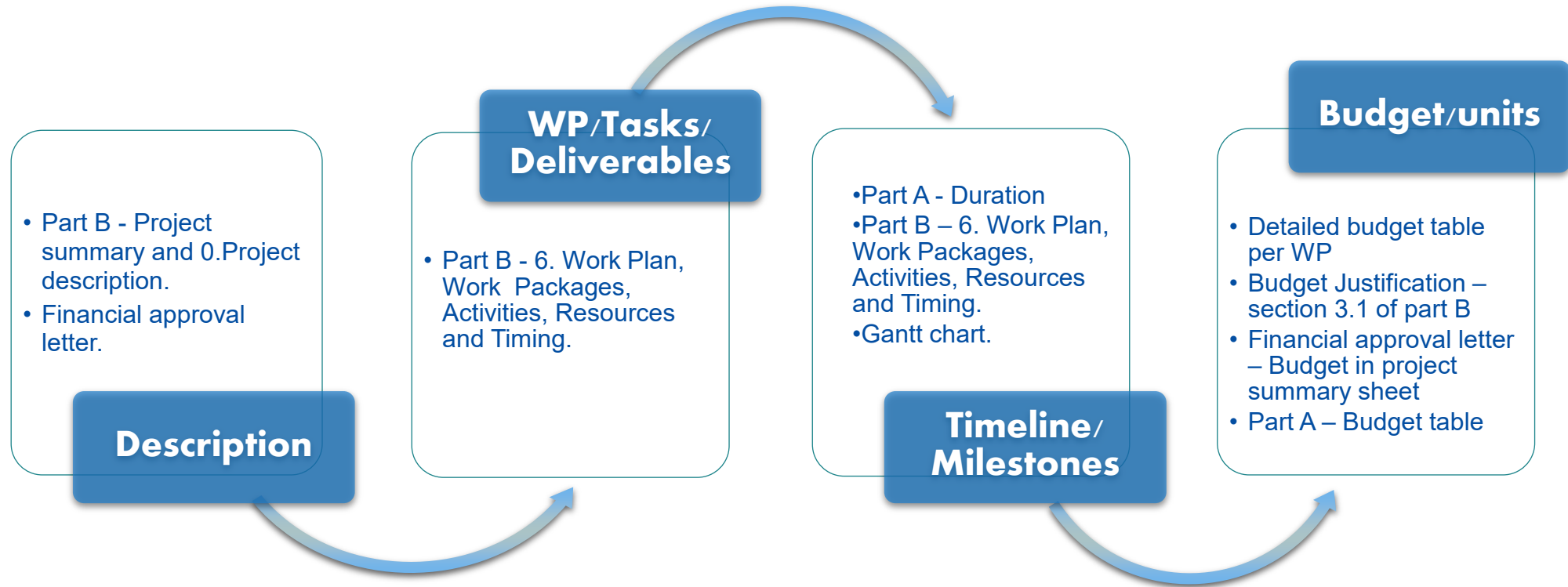
Catalytic effect

- How the CEF funding will facilitate or accelerate the project - in comparison to a situation without the CEF funding.
- Overcoming the funding gap.
- Leverage effect on additional investments.
- Commitment of stakeholders towards the project.



Helpful tips

Coherence and consistency



- Be clear and concise.
- Coherence and consistency across documents (part A, part B, Gantt chart, financial approval letter, budget tables)
- Address scoring criteria accordingly



Main issues - General

Out of scope: non-eligible activities (e.g. infrastructure of e-methane for vessels) or locations outside the TEN-T network/nodes.

Project proposal and the Global Project - **insufficiently clear**.

Inconsistent data across all documents, e.g., different numbers of recharging points in the financial approval letter vs application form - part B.

Insufficient details on technical requirements, e.g., supply capacity of HRS, parking spaces for HDV.

Scoring criteria not properly or insufficiently addressed, e.g., socio-economic analysis or need for CEF funding not sufficiently substantiated.

Main issues - Timeline/Tasks

- **Inconsistencies** Gantt Chart and application forms:

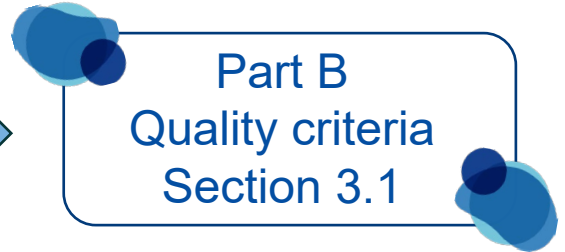
[Project name]		2021		2022												2023					
		Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Dec	May	Jun
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
WP1	TITLE Work Package1																				
T1.1	Title – task 1.1	M1								M2											
T1.2	Title – task 1.2						M3														
WP2	TITLE Work Package2																				
T2.1	Title – task 2.1									M4											
T2.2	Title – task 2.2						M5							M6							
T2.3	Title – task 2.3																	M7			
WP3	TITLE Work Package3																				
T3.1	Title – task 3.1						M9														
T3.2	Title – task 3.2												M10								
T3.3	Title – task 3.3				M11				M12												
T3.4	Title – task 3.4													M14				M15			
T3.4.1	Title sub-task 3.4.1																				
T3.4.2	Title sub-task 3.4.2																				

- Application form – part A
 - Project duration
- Application form – part B
 - Starting date
 - Work Packages:
 - Duration (months)
 - Milestones (due date – month)

- **Technical implementation unrealistic vis à vis financial implementation**, e.g., key milestones at the end of the action but relevant budget allocation at the start.
- Inclusion of **Work Packages and tasks non-eligible**, e.g., project management, staff costs, designs.
- **Work Packages/Tasks** insufficiently explained. Insufficient number of milestones and unclear deliverables
- **Starting date and/or project duration** not in line with the Call text.

Main issues - Budget (co-funding)

- **Budget not sufficiently detailed**, costs cannot be identified.
- **Inconsistencies** between **budget tables**:
 - Budget table – part A
 - Budget table – part B
 - Budget in the “project summary sheet” of the financial approval letter
- **Synergetic element’s costs wrongly calculated** and/or embedded with the infrastructure costs.
- Inclusion of **non-eligible costs**.



Reminder – non-eligible activities/costs

Horizontal

- Project management
- Communication and dissemination

Preparatory activities

- Studies, designs, work supervision
- Land acquisition, renting/leasing facilities
- Procurement and permits

Administrative

- Travel costs
- Indirect costs

Related to activities

- Recharging infrastructure upgrade
- Recharging infrastructure in parking buildings
- H2 production facilities no-RES based
- Shore-based storage tanks for ammonia and methanol
- Vehicles (except for vessels and transshipment equipment)

All

OPEX

/

Staff costs

Example: Budget (co-funding) – works only

Budget table - Part A

**Round budget
@ closest thousand**

3 - Budget

No.	Name of beneficiary	Country	Role	Personnel costs - without volunteers/ EUR	Subcontracting costs/ EUR	Purchase costs - Travel and subsistence/ EUR	Purchase costs - Equipment/ EUR	Purchase costs - Other goods, works and services/ EUR	Financial support to third parties/ EUR	Studies/ EUR	Synergetic elements/ EUR	Works in outermost regions/ EUR	Land purchases/ EUR	Indirect costs/ EUR	Total eligible costs/ EUR	Ineligible costs/ EUR	Total estimated project costs and contributions/ EUR
										Special Funding rate		Special Funding rate					
1	Charalampos Xenogiannis Comm.v.	BE	Coordinator	⊘		⊘	0	0	⊘	0			⊘	0	⊘	0	0.00
Total																	

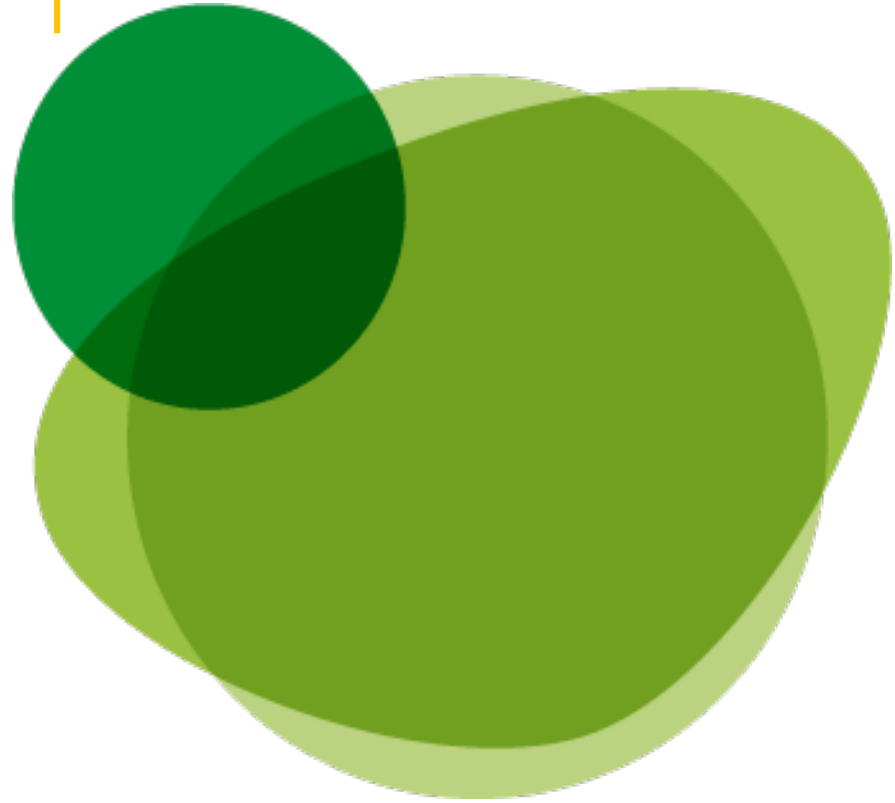
Costs are not expected under these categories

Ineligible costs in line with Call text

Cost category for synergetic elements

Cost category for works in outermost regions

We expect all costs (e.g. works/supplies) under this category except for synergetic elements/outermost regions which have their own category



Simplified Cost-Benefit Analysis

Impact & Catalytic effect

2 input rates

- SDR “Social Discount Rate”
- FDR “Financial Discount Rate”

4 outputs

- ENPV: Economic Net Present value
- ERR “Economic Rate of Return »
- FNPV: Financial Net Present value
- FRR: Financial Rate of Return

2 levels of analysis

- Impact : Is the society better with the project than without (ENPV) ?
- Catalytic Effect : Does the project need a grant / public support to be implemented?

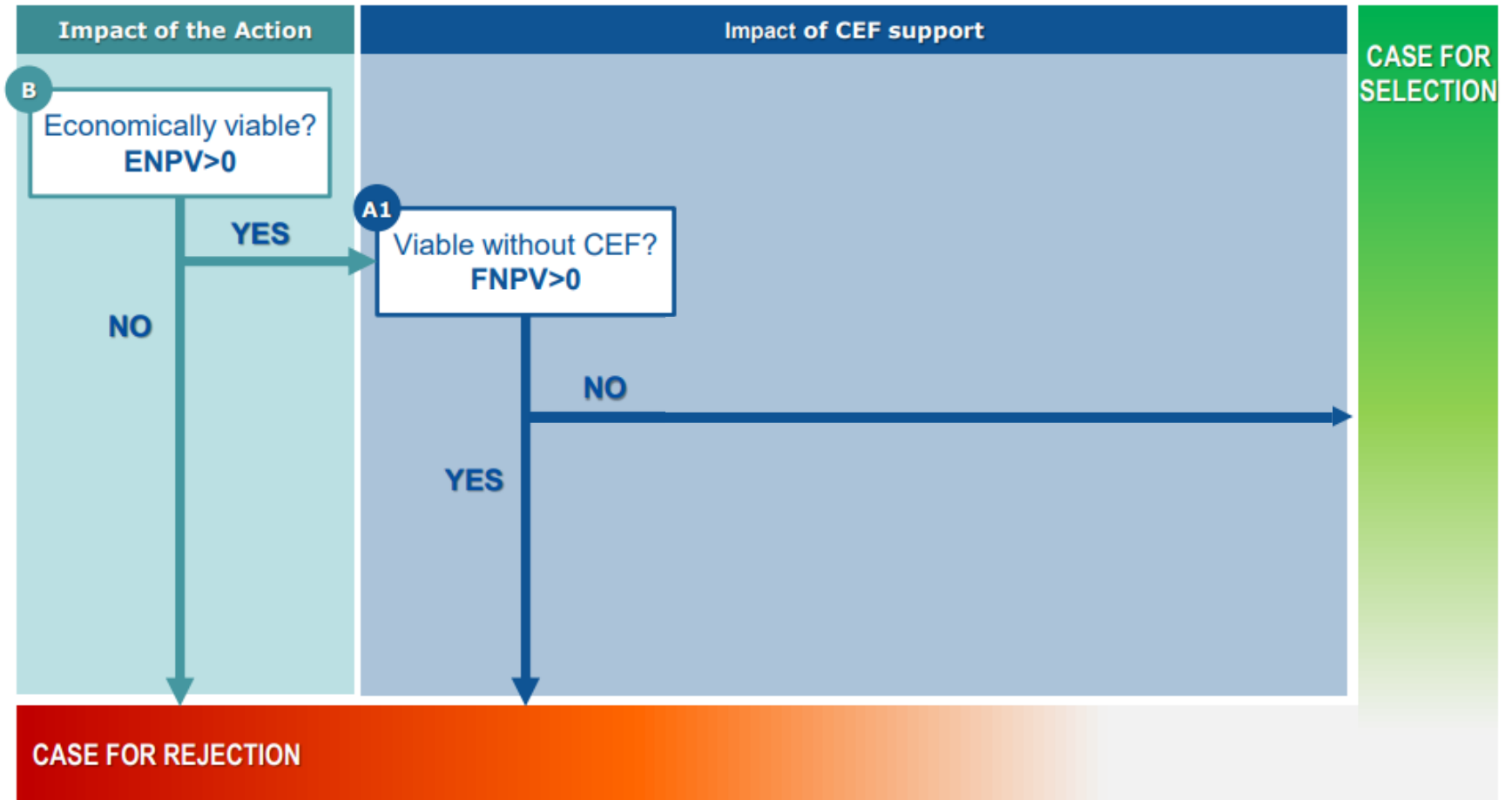
Impact & Catalytic effect

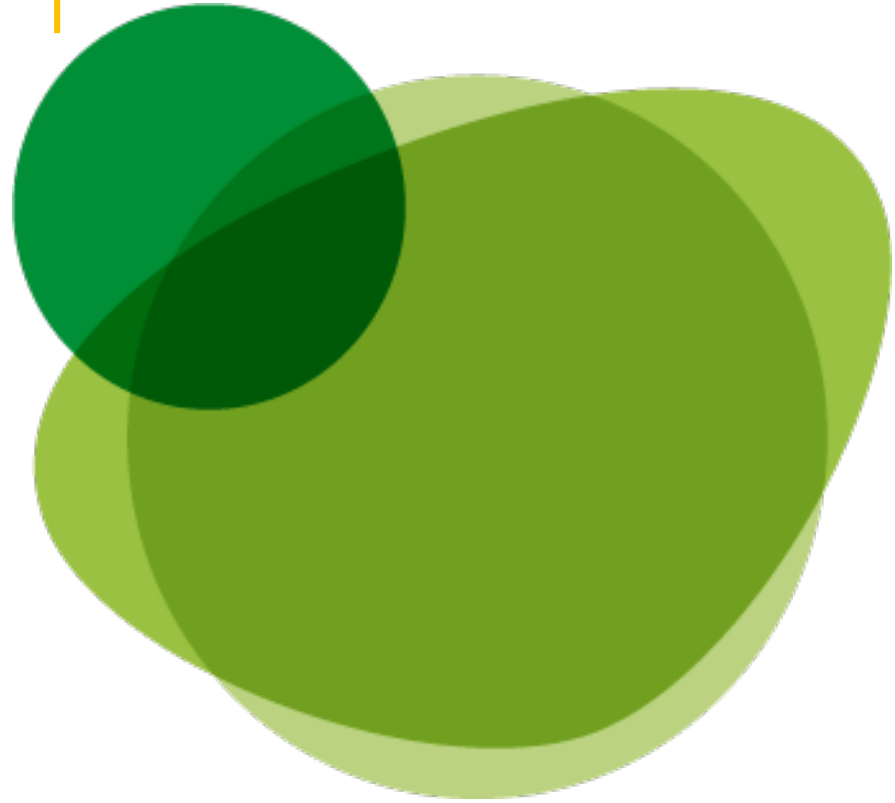
Clear assumptions

Financial maturity

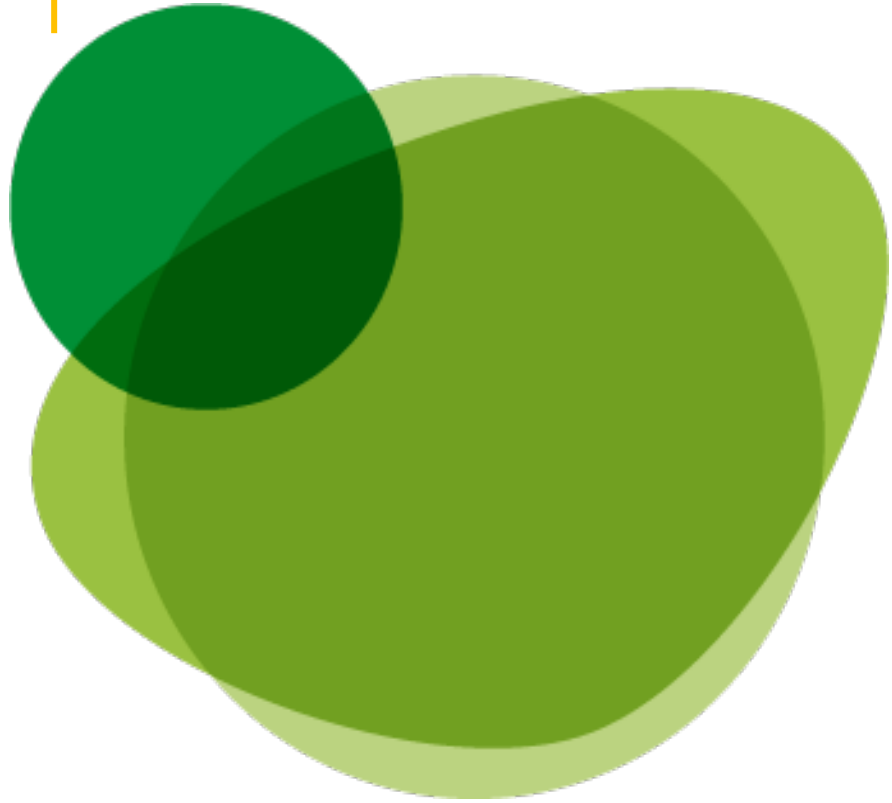
Non-compulsory for proposals with:
Implementing Partners
and/or
Unit Contribution

...but...





Questions & Answers



Please fill in the
survey in [Sli.do](#)

Thank you!



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