

Agenda

- Welcome and calls overview
- Policy context of the 2021 CEF Transport MAP calls
- **Priorities of the call (topics)**
- The evaluation and award process
- Cost-Benefit Analysis
- Budget requirements for proposals
- The application process in eGrants



Railway cluster



*2021 CEF Transport call virtual Information Day
27 September 2021*

Railway cluster

Works / Studies

Railway projects on the Core and Comprehensive Networks

(CEF-T-2021-COREGEN, CEF-T-2021-CORECOEN, CEF-T-2021-COMPGEN, CEF-T-2021-COMPCOEN)

Actions to be supported:

- construction and upgrade of cross-border and missing links
- capacity and performance upgrade of existing lines
- capacity increase in nodes
- interconnections with other transport modes
- connections of freight terminals to the TEN-T
- electrification of railways

Specific case: **major railway cross-border projects between Cohesion MS** can be supported under the general envelope at a maximum funding rate of 85%

Maximum co-funding rates:

General envelope: 30% / 50%

Cohesion envelope: 85%

Railway cluster

European Rail Traffic Management Systems (ERTMS)

(CEF-T-2021-SIMOBGEN, CEF-T-2021-SIMOBCOEN)

Works / Studies

Actions to be supported:

- ERTMS on-board and track-side deployment with a priority to rolling out ERTMS on the entire Core Network. Actions shall be:
 - compliant with Commission Regulation (EU) No 2016/919 as amended by Commission Implementing Regulation 2019/776, or subsequent versions, and with Directive (EC) No 2008/57 and Directive (EC) No 2004/49, or Directive (EU) No 2016/797 and Directive (EU) No 2016/798 or subsequent versions
 - baseline 3 (B3) compliant - the set of specifications #2 or #3 in table A2.2 or A2.3 of the Annex of Commission Regulation (EU) No 2016/919 as amended by Commission Implementing Regulation 2019/776, or subsequent versions
 - supported in the form of unit contributions

Maximum co-funding rates:

General envelope: unit contribution

Cohesion envelope: unit contribution

ERTMS: unit contributions

Activities	Cost category		Scenario	Sub-scenario	Unit cost identified in report	Co-funding rate applied (%) General envelope	Unit contribution General Envelope	Co-funding rate applied (%) Cohesion envelope	Unit contribution Cohesion envelope
On-board ERTMS B3 equipped vehicle	Retrofitting	Prototype	International	/	2 509 000	36%	900 000	60%	1 500 000
			National	/	1 352 000	33%	450 000	55%	750 000
		Serial	International	/	255 000	43%	110 000	75%	190 000
			National	/	273 000	29%	80 000	51%	140 000
	Upgrade	Prototype	International	Software+ Hardware	1 683 000	36%	600 000	59%	1 000 000
			National	Software+ Hardware	907 000	39%	350 000	66%	600 000
		Serial	International	Software	41 000	44%	18 000	73%	30 000
			National	Software	44 000	34%	15 000	57%	25 000
			International	Software+ Hardware	130 000	42%	55 000	73%	95 000
			National	Software+ Hardware	139 000	40%	55 000	68%	95 000
	Fitment				100 000	25%	25 000	45%	45 000
	Track-side 1 double track km equipped	Deployment		Standard ETCS & associated upgrade costs		200 000	45%	90 000	75%
ETCS & associated upgrade costs in urban nodes				585 000	34%	200 000	58%	340 000	
Class A radio communication				50 000	40%	20 000	70%	35 000	
Interlocking				196 000	41%	80 000	71%	140 000	
Interlocking in urban nodes				1 360 000	22%	300 000	38%	510 000	
Upgrade			/		44 000	45%	20 000	80%	35 000

Railway cluster

Reduction of rail freight noise

(CEF-T-2021-SUSTMOBGEN)

Works

Actions to be supported:

- retrofitting of existing freight wagons with low-noise technology compliant with any of the first four bullet points of clause 7.2.2.2 of TSI Noise (Commission Regulation (EU) No 1304/2014 amended by Commission Implementing Regulation (EU) 2019/774 of 16 May 2019), i.e.:
 - Composite brake blocks, or
 - Disc brakes

Eligible wagons:

- S-type wagon (100 km/h), not-automatic load-proportional braking system and brake linkage and slack adjuster in the middle;
- SS-type wagon (120 km/h), automatic load-proportional braking system and brake linkage and slack adjuster in the middle, requiring the mounting with the kink valve.

General envelope: unit contribution

Railway cluster

Actions related to the Technical Specifications for Interoperability (TSI)

(CEF-T-2021-SIMOBGEN)

Actions to be supported:

- The co-funded actions shall be in compliance with Directive 2016/797 on the interoperability of the rail system. The actions will aim at:
 - contributing to the reduction in discrepancies of railway fixed equipment and therefore opening of supply markets, including ensuring TSI compliance of fixed railway installation;
 - supporting Railway Undertakings to implement and ensure compliance of the rail system and its subsystems with Directive 2016/797, including technical specifications for interoperability.
- These actions also include removal of operational barrier to interoperability and soft measures increasing efficiency in the use of fixed installation, linked with implementation of:
 - Operation TSI (Regulation (EU) 2019/773)
 - Telematic Application for Passengers and Freight TSI (Regulations (EU) 454/2011 and 1305/2014)

Maximum co-funding rates:

General envelope: 50%



Maritime and inland waterway cluster



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Maritime and inland waterway cluster

Works / Studies

Maritime Ports projects on the Core and Comprehensive Networks

(CEF-T-2021-COREGEN, CEF-T-2021-CORECOEN, CEF-T-2021-COMPGEN, CEF-T-2021-COMPCOEN)

Actions to be supported:

- facilitation of port access
- basic port infrastructure with a priority on
 - development of zero- or low emission multimodal solutions
 - development of capacity and facility linked to offshore wind farms
 - improving connectivity with remote, insular and outermost regions, or of Member State with no land border with another Member State
- shore-side electricity supply
- port reception facilities for waste from ships
- ensuring year-around navigability
- rail/road connections within port

Maximum co-funding rates:

General envelope: 30% / 50%

Cohesion envelope: 85%

Maritime and inland waterway cluster

Works / Studies

European Maritime Single Window environment (EMSWe)

(CEF-T-2021-SIMOBGEN)

Actions to be supported:

- Adaptation of the Maritime National Single Windows to the new legal requirements
- Integration of the harmonised interfaces into the Maritime National Single Windows

Maximum co-funding rates:

General envelope: 50%



Maritime and inland waterway cluster

Works / Studies

Vessel Traffic Monitoring and Information Systems (VTMIS)

(CEF-T-2021-SIMOBGEN)

Actions to be supported:

- VHF Data Exchange System (VDES)
- Vessel Traffic Services (VTS) - Future monitoring and communication needs for the enhanced surveillance autonomous ships and shipping (MASS)
- Mandatory Reporting Systems (MRS) - additional features related to the “ship to shore” reporting e.g. reusing data, reporting once not only between the authorities but also the shipping industry

Maximum co-funding rates:

General envelope: 50%

Maritime and inland waterway cluster

Works / Studies

Motorways of the Sea

(CEF-T-2021-SUSTMOBGEN)

Actions to be supported:

- upgrade of port infrastructure, hinterland connections and dedicated terminals, where required to establish or expand SSS links. At least one Core network port of a MS and another Core or Comprehensive Network of another MS has to be involved in such actions.
- actions facilitating SSS which are not linked to a specific port, for instance ICT platforms, ice-breaking or actions ensuring year-round navigability.

Maximum co-funding rates:

General envelope: 50%



Maritime and inland waterway cluster

Inland waterways and inland ports projects on the Core and Comprehensive Networks

(* comprehensive network only concerns inland ports)

(CEF-T-2021-COREGEN, CEF-T-2021-CORECOEN, CEF-T-2021-COMPGEN, CEF-T-2021-COMPCOEN)

Actions to be supported:

- upgrade of existing and creation of new waterways
- construction, lifting, upgrading of locks and (movable) bridges
- automation of waterway infrastructure
- interconnections between inland waterways and maritime transport, rail/road connections within the port
- access of inland ports to inland waterways
- basic port infrastructure, shore-side electricity supply
- port reception facilities for waste from ships
- ensuring year-around navigability
- waterside infrastructure including the creation and/or upgrade of infrastructure for mooring and waterborne operations along a waterway

Maximum co-funding rates:

General envelope: 50%

Cohesion envelope: 85%



Maritime and inland waterway cluster

SUSTAINABLE & SMART
STRATEGY

River Information Services (RIS) *(CEF-T-2021-SIMOBGEN)*

Works / Studies

Actions to be supported:

- Deployment of smart on-board and land-based components of RIS, including appliances along the waterways or other related telematics applications that facilitate the digital transition and automation of the sector
- Coherent deployment of Union-wide harmonised RIS components and fine-tuning of RIS key technologies, systems and services, in full compliance with the applicable standards and technical specifications
- Complement and integrate with smart traffic and transport management solutions in inland waterway transport (with dedicated focus on RIS enabled corridor management and related solutions, incl. from relevant CEF actions) to facilitate data-sharing between authorities and inland waterway transport users
- Reduction of administrative burden and elimination of paper flow of documents, establishing solutions that facilitate machine-to-machine communication and the once-only principle, taking into consideration the developments in DTLF (e.g. federation of platforms) and the principles of the eFTI Regulation
- Actions that contribute to the holistic vision of NAIADES III for the inland waterway transport sector's digitalisation and automation

Maximum co-funding rates:

General envelope: 50%



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Mobility and Transport



Roads, RRTs and MLPs cluster



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Roads, RRTs and MLPs cluster

Works / Studies

Roads, rail-road terminals, and multimodal logistics platforms projects on the Core and Comprehensive Networks

(CEF-T-2021-COREGEN, CEF-T-2021-CORECOEN, CEF-T-2021-COMPGEN, CEF-T-2021-COMPCOEN)

Actions to be supported:

- pre-identified road links stipulated in the CEF Regulation, with a priority to cross-border Core network links
- components of the TEN-T located in a Member State with no land border with another Member State
- road connections to maritime and inland ports, and rail-road terminals to address bottlenecks
- construction and upgrade of rail-road terminals, combined transport transshipment points and other publicly accessible multimodal logistics platforms on the TEN-T

Maximum co-funding rates:

General envelope: max. 30% / 50%

Cohesion envelope: 85%

Roads, RRTs and MLPs cluster

Intelligent Transport Services for road (ITS)

(CEF-T-2021-SIMOBGEN)

Actions to be supported:

- deployment or upgrade of ITS infrastructure and services
- deployment of C-ITS stations to provide C-ITS services based on the hybrid communication approach defined in the European C-ITS Strategy
- compatibility with the specifications developed by the C-ROADS platform and interoperability with existing C-ITS stations deployed in accordance to those specifications has to be ensured
- all deployed C-ITS stations have to be enrolled in the European Union C-ITS Security Credential Management System (EU CCMS), complying with the specifications (e.g. C-ITS certificate and security policy) published by the C-ITS Point of Contact (CPOC)

Maximum co-funding rates:

General envelope: 50%

Roads, RRTs and MLPs cluster

Works

Safe and secure parking infrastructure

(CEF-T-2021-SAFEMOBGEN, CEF-T-2021-SAFEMOBCOEN)

Actions to be supported:

- development of new safe and secure parking areas
- upgrade of safety and security of existing parking areas for trucks and commercial vehicles
- optimisation of the use of existing safe and secure parking areas for trucks and commercial vehicles

If the Action is not located directly on the Core road network or if it is located on the Comprehensive road network, the application has to justify its utility for the functioning of the Core Network.

Maximum co-funding rates:

General envelope: 50%

Cohesion envelope: 85%

Roads, RRTs and MLPs cluster

SUSTAINABLE & SMART
MOBILITY STR

Works / Studies

Road safety (*CEF-T-2021-SAFEMOB**COEN*)

Actions to be supported:

- **Works, with the possibility to include studies**, for the upgrade of existing road sections of the Core and Comprehensive network with poor safety rating or high accident occurrence, with a view to increasing their safety:
 - Systemic improvements to the in-built safety of roads
 - Implementation of measures identified during the network-wide road safety assessment
 - Upgrades of 'hot-spots' as identified in the network-wide road safety assessment
 - Deploying digital information systems for the safe road and road tunnel use and / or enforcement purposes
- ✓ Support only to actions providing for safety upgrades of existing road infrastructure, not to the construction of new road infrastructure
- ✓ Support to the deployment of digital infrastructure only if it has the purpose of improving of road safety and tunnel safety or if it helps authorities in enforcing road safety
- ✓ Support to systemic improvements to the in-built safety of roads only if the intervention is based on findings of the targeted road safety inspections or of the network-wide road safety assessments in accordance with Annex IIa or III of Directive (EU) 2019/1936 (revised)

Maximum co-funding rates:

Cohesion envelope: 85%



Single European Sky Air Traffic Management (SESAR)



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Single European Sky Air Traffic Management (SESAR)

(CEF-T-2021-SIMOBGEN)

SUSTAINABLE & SMART
MOBILITY STRATEGY

Works

The Single European Sky project Modernising Air Traffic Management

Economic regulation



Performance & charging schemes
Network Management

Technological innovation

European ATM Master Plan

SESAR Joint Undertaking

Definition

Development

Horizon 2020/Europe

SESAR

ATM innovation cycle

SESAR solutions

Deployment

Digital Sky
Demonstrators

SESAR Deployment Manager
Common projects

CEF

Maximum co-funding rates:

General envelope: 50%



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Mobility and Transport



What is a Digital Sky Demonstrator?

Works

- Demonstrate the SESAR Solutions required to deliver the Digital European Sky:
 - Involving ground and airborne industry;
 - Executed by operational ATM actors (e.g. air navigation service providers, airports, airlines, Network Manager);
 - Executed across European airspace;
 - Closely connected to standardisation and regulatory activities.
- Provide a platform for “early movers”;
- Accelerate market uptake;
- Achieve targeted maturity level: TRL 7 & 8.

Digital Sky Demonstrators

Actions to be supported:

- U-space & urban air mobility
 - Market uptake of U1 and U2 services;
 - U-space/ATC interoperability;
 - Urban air mobility.

- Aviation Green Deal
 - Contribute to achieve the objective of net-zero greenhouse gas emissions by 2050 set by the European Green Deal;
 - Wide scope ranging from “formation flights”, optimum flight trajectory management, to optimised approaches and green taxiing.

Works





Specificities

Works

- EU co-financing capping per proposal
 - U-space & urban air mobility: 7 M€
 - Aviation Green Deal: 15 M€
- Maximum grant duration: 36 months
- Execution framework for technical activities
 - Project schedule
 - Specific technical deliverables
 - Performance management (methodologies)
 - Maturity gate



SJU Website

<https://www.sesarju.eu/>



Data processing and sustainable and safe mobility cluster



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Data processing and sustainable and safe mobility cluster

Works / Studies

Actions to support the creation, collection, management of transport, traffic and travel data for all modes

(CEF-T-2021-SIMOBGEN)

Actions to be supported:

- creation, collection, management, sharing and dissemination of accurate and up-to-date transport, traffic and travel data for all modes, in particular enabling interoperability and digitisation of processes

Maximum co-funding rates:

General envelope: 50%



Data processing and sustainable and safe mobility cluster

Works / Studies

Multimodal passenger hubs (*CEF-T-2021-SUSTMOBGEN, CEF-T-2021-SUSTMOBCOEN*)

Actions to be supported:

- connections between available long-distance modes
- located in an urban node on the Core network
- part of a SUMP or of an equivalent plan
- improve accessibility for all users
- may include safe connections with cycle infrastructure

Maximum co-funding rates:

General envelope: 30% / 50%

Cohesion envelope: 85%



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Mobility and Transport



Data processing and sustainable and safe mobility cluster

Works / Studies

Actions supporting new technologies and innovation

(CEF-T-2021-SIMOBGEN)

Actions to be supported:

- integrated infrastructure capacity and traffic management, enhanced transport services, development of Mobility as a Service

Maximum co-funding rates:

General envelope: 50%



Data processing and sustainable and safe mobility cluster

Support to Member States for the development and implementation of IT platforms in accordance with the Regulation on electronic freight transport information (eFTI) (Reg. EU No 2020/1056)

(CEF-T-2021-SIMOBGEN)

Actions to be supported:

- Preparatory measures by Member States to ensure readiness of their competent authorities for timely implementation of the eFTI Regulation, including to inform the discussions on the common specifications for implementation (to be adopted by the COM by February 2023), e.g:
 - ✓ mapping of competent authorities and respective competencies
 - ✓ identification & assessment of available resources (human and IT) and potential gaps
 - ✓ establishment of an implementation plan
 - ✓ knowledge and good practice sharing with other Member States

NB! Measures should not prejudice the common specifications for implementation to be adopted by the COM by February 2023

Maximum co-funding rates:

General envelope: 50%

Data processing and sustainable and safe mobility cluster

Works / Studies

Actions improving transport infrastructure resilience (*CEF-T-2021-SAFEMOBGEN, CEF-T-2021-SAFEMOBCOEN*)

Actions to be supported:

- improvement of transport infrastructure resilience, in particular to climate change and natural disasters through infrastructure upgrades or smart monitoring systems

Maximum co-funding rates:

General envelope: 30% / 50%

Cohesion envelope: 85%

Data processing and sustainable and safe mobility cluster

Actions adapting the transport infrastructure for Union external border checks purposes

(CEF-T-2021-SAFEMOBGEN)

Actions to be supported:

- facilitation of traffic flows at border control areas at the Union external border of the TEN-T network
- improvement of connections to the border crossing points, and parking lines and spaces at the border control area

Maximum co-funding rates:

General envelope: 50%



Military Mobility



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Military Mobility

Actions relating to the adaptation of the TEN-T to civilian-defence dual-use

(*CEF-T-2021-MILMOB*)

Works / Studies

Eligibility

- Projects for all transport modes eligible
- CBA not mandatory
- Projects must meet all 3 requirements
 - On TEN-T
 - On EU military transport network (as approved by the Council)
 - In line with dual-use infrastructure requirements (COM Implementing Regulation (EU) 2021/1328)
 - Projects exceeding the requirements are eligible to apply but co-funding up to the values defined in (EU) 2021/1328

Award criteria

- The same as for other CEF transport calls with military aspects assessed under the 'priority and urgency' criterion
- Assessment of the military aspects will be performed by the EU Military Staff (European External Action Service)

Maximum co-funding rates:

Military Mobility envelope: 50%

Military Mobility

Actions relating to the adaptation of the TEN-T to civilian-defence dual-use
(CEF-T-2021-MILMOB)

Military assessment 1

➤ **Enhancing strategic deployment of military forces**

- Cross-border synergies
- Strategic deployment of EU Battlegroups
- Strategic deployment of the EU Common Security and Defence Policy scenarios
- Is it in line with the Member State's National Military Mobility plan?

Military Mobility

Actions relating to the adaptation of the TEN-T to civilian-defence dual-use

(CEF-T-2021-MILMOB)

Military assessment 2

- **Eliminating identified gaps on the Member State's infrastructure network, including bottlenecks currently undermining military movements**
 - Facilitate movement of military oversize/overloaded assets
 - Decreasing congestion on the transport and multimodal nodes
 - Connection to the entire military transport network
 - Unrestricted access to the military for routine activities