



# SUSTAINABLE & SMART **MOBILITY STRATEGY**

## Connecting Europe Facility 2023 Military Mobility Call Virtual Info Day



# Agenda of the Info Day

- **Welcome and introduction:** overview of projects awarded for funding
- **Policy context of the call**
- **Priorities of the call :** Actions relating to the adaptation of the TEN-T network to civilian-defence dual use
- **The application process in eGrants**
- **Climate proofing**
- **The evaluation process and award criteria:** lessons learnt for applicants
- **Questions and Answers session**

# Indicative timetable

**Call opening**

**3 May 2023**

**Deadline for submission**

21 September 2023 (17:00 CET)

**Evaluation**

September – December 2023

**Information on evaluation results**

January 2024

**GA signature**

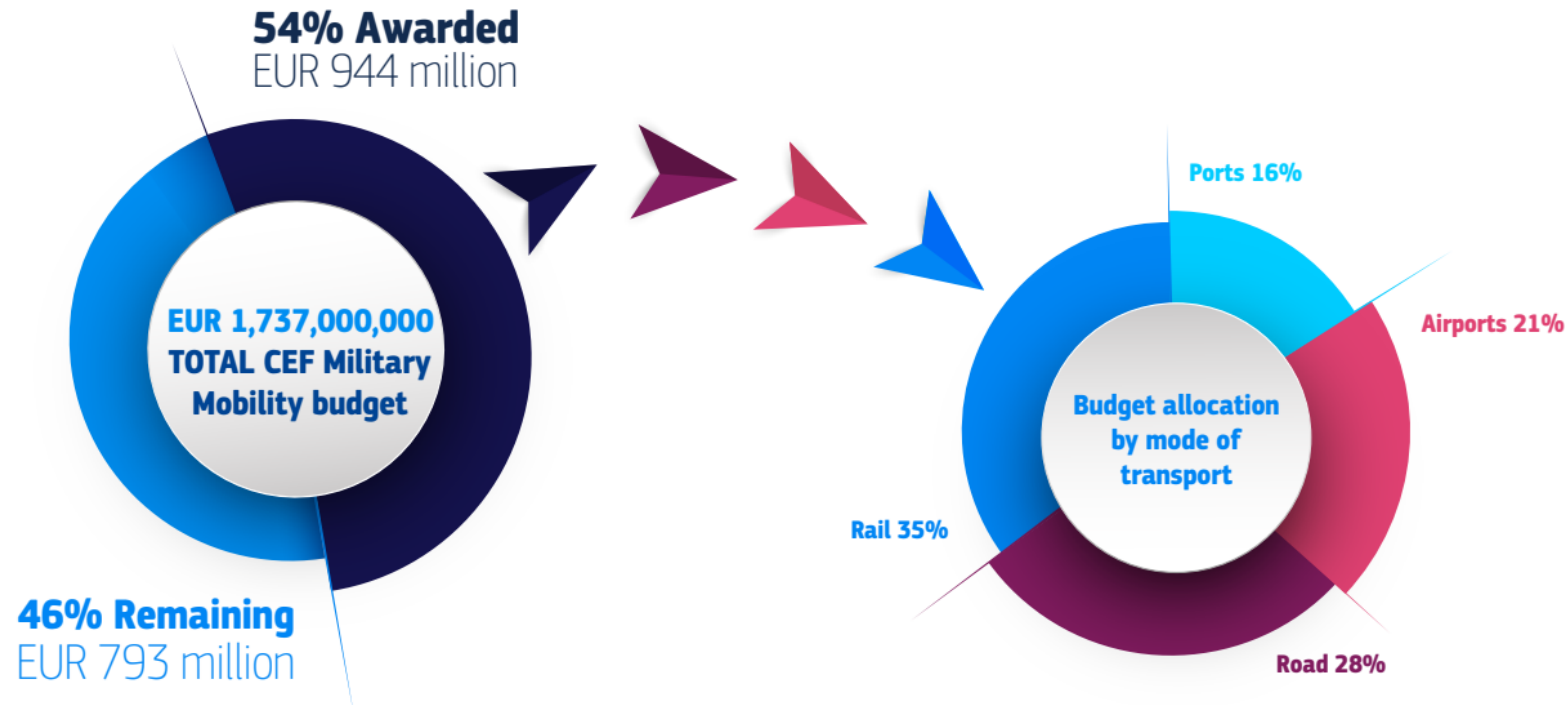
1 June 2024

# Results of the calls in 2021 and 2022

Call	Proposals submitted	Admissible and eligible proposals	Proposed selection	Indicative budget (EUR)	Requested funding (EUR)	Awarded funding (EUR)
CEF-T-2021-MILMOB	26	26	22	330.000.000	417.098.745	327.602.100
CEF-T-2022-MILMOB	63	55	35	330.000.000	1.389.101.454	616.049.556 *

\* Budget flexibility rule foreseen in the Work Programme 2021-2027 applied due to the urgency of the situation in the context of Russia's war of aggression against Ukraine.

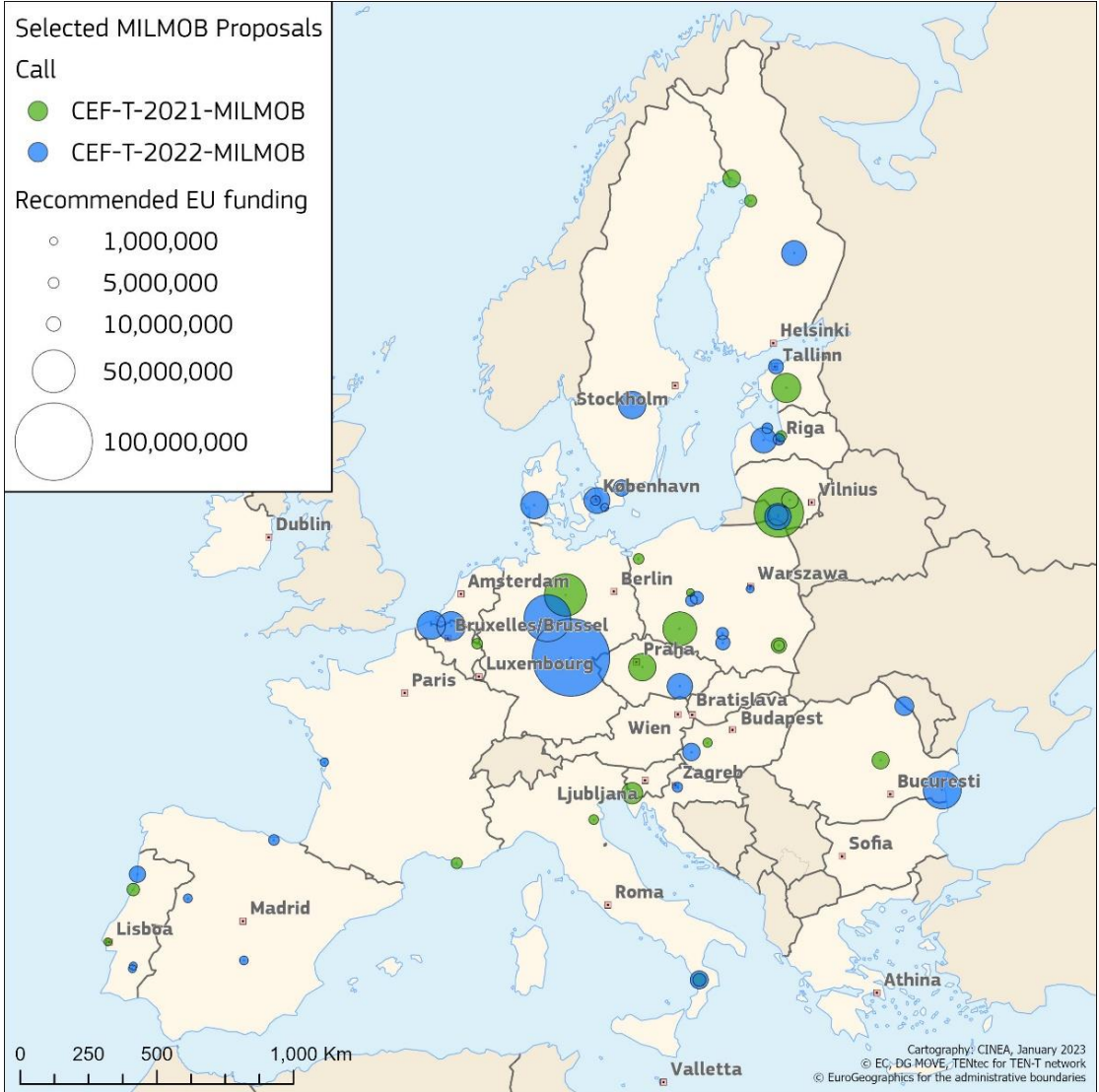
# CEF2 funds awarded for Military Mobility



**CEF Military Mobility budget : EUR 1.737 million\***

*\*A top-up of EUR 46 million has been added to the original envelope of EUR 1.691 million for the period 2021-2027*

# 57 ongoing projects in 18 Member States



# CEF 2 projects underway in the EU (1)

- **Upgrade of railway infrastructure for civil-defence dual use**
  - *Construction and upgrade of railway tracks to accommodate 740 meter long trains*
  - *Upgrade of railway bridges, sidings and rail-road terminals along the Solidarity Lanes*
  - *Construction of a railway line and other railway infrastructure to connect a railway station with an airport*
  
- **Upgrade of air transport infrastructure for civil-defence dual use**
  - *Construction of a taxiway and reconstruction of a runway within airports*
  - *Upgrade of the lighting/visualisation system for ground traffic navigation at airports*
  - *Installation of air surveillance systems at airports*

# CEF 2 projects underway in the EU (2)

- **Upgrade of road infrastructure for civil-defence dual use**

- *Upgrade and reinforcement of viaduct along a road*
- *Upgrade and reinforcement of road bridges*
- *Design and build of a bridge and the access infrastructure along the Solidarity Lanes*
- *Replacement of road bridges along motorways*

- **Upgrade of maritime infrastructure for civil-defence dual use**

- *Construction of an intermodal (maritime-road-rail) terminal in a port*
- *Construction of new berths and improving the motorway connection in a port*
- Design and construction of the railway infrastructure, also related to the railway station, in a port along the Solidarity Lanes
- Upgrade of the freight terminal and railway tracks within a port.



# Policy context of the 2023 CEF Transport Military Mobility call

**Philippe CHANTRAINE**  
**DG MOVE**



## Policy context

- Transport of military assets and troops hampered by physical and administrative obstacles – **Military Mobility Action Plan** adopted in March 2018
  - **Transport infrastructure** – exploring the possibilities of the trans-European transport network policy
- **Changed geopolitical environment** as of 24 February 2022
- **Military Mobility Action Plan 2.0** – work in progress
  - Adopted on the 10 of November 2022
  - It broadens the scope of Military Mobility by addressing the threats and challenges stemming from the new security environment after the Russian aggression against Ukraine
- **Accelerated implementation of CEF military mobility budget**
- **Accelerated evaluation and award procedure for the 1<sup>st</sup> call**
  - 339 million EUR awarded in grants to 22 projects
  - 616 million EUR awarded in grants to 35 projects
- **Advanced launch of the 2<sup>nd</sup> and 3<sup>rd</sup> calls for proposals**
- **Third call** opened on the 3 of May and will close on the 21 of September
- **TEN-T revision** – ongoing. Includes additional dual-use (civilian & military) infrastructure to increase the overlap between TEN-T network and EU military network
- **EU Military network update** – Council decision in May 2023

# Priorities of the call

**DG MOVE**

**Victor CURALEA, EU Military Staff**



### Indicative budget

- 790 million EUR (1.69 bn EUR for the 2021-2027 period)
  - The remainder of the military mobility budget will be used in this third call.

### Eligibility

- Projects for all transport modes eligible
  - In particular, we encourage MS to consider projects related to facilitating cross-border movements, rail capacity for 740 m trains, P400 loading gauge, strengthening road bridges, port capacity and connectivity, multimodal handling capacity
- Projects must meet all 3 requirements
  - On TEN-T
  - On EU military transport network (based on the Military Requirements for Military Mobility)
  - 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
- CBA not mandatory

### Co-funding rate

- Up to 50%

### Award criteria

- The same as for other CEF transport calls with military aspects assessed under the 'priority and urgency' criterion
- The assessment of 'urgency' will reflect the changed geopolitical environment after 24 February 2022
- Assessment of the military aspects will be performed by the EU Military Staff (European External Action Service)

## Defence aspects

- **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?

## Defence aspects

- **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

# The application process in eGrants



# 1. Funding & tender opportunities portal

European Commission | Single Electronic Data Interchange Area (SEDIA)

Funding & tender opportunities

SEARCH FUNDING & TENDERS | HOW TO PARTICIPATE | PROJECTS & RESULTS | WORK AS AN EXPERT | SUPPORT

Find calls for proposals and tenders

Horizon4Ukraine | Brexit info

Search calls for proposals and tenders by keywords, programmes... Search

### EU Programmes

Asylum, Migration and Integration Fund (AMIF)	Border Management and Visa Policy Instrument (BMVI)	Citizens, Equality, Rights and Values Programme (CERV)	<b>Connecting Europe Facility (CEF)</b>	Creative Europe Programme (CREA)	Customs Control Equipment Instrument (CCEI)
Customs Programme (CUST)	Digital Europe Programme (DIGITAL)	Erasmus+ (ERASMUS+)	EU External Action (RELEX)	EU4Health Programme (EU4H)	Euratom Research and Training Programme (EURATOM)
Europe Direct (ED)	European Defence Fund (EDF)	European Maritime, Fisheries and Aquaculture Fund (EMFAF)	European Parliament (EP)	European Social Fund + (ESF)	European Solidarity Corps (ESC)
Fiscalis Programme (FISC)	Horizon Europe (HORIZON)	Information Measures for the EU Cohesion policy (IMREG)	Innovation Fund (INNOVFUND)	Internal Security Fund (ISF)	Interregional Innovation Investments Instrument (I3)

### News

May 16, 2023  
**Sign up as an Expert for CEF Transport!**  
We are looking for new skilled and motivated experts to evaluate proposals: funding under the Transport sector of the Connecting Europe Facility, th...

Apr 3, 2023  
**LIFE 2023 Calls for proposals: €611 million available to bring to life**  
This year, there is €611 million available for nature conservation, environment climate action, and clean energy transition projects. Which Calls o...

Apr 16, 2023  
**How to secure your F&T Portal account with two-factor auth 10 May webinar for all F&T Portal users**  
The threats to cybersecurity are increasing. All users of the Funding & Tenders Portal are strongly encouraged to establish two-factor authentication for their ...

### Events

**Horizon Results Platform: Opportunities for ERC Beneficiari**  
📅 12 Jun 2023 ⌚ 15:30

**Horizon Europe Coordinators' Day: Grant Management**  
📅 8 Jun 2023 ⌚ 09:30

# Connecting Europe Facility



Funding & tender opportunities  
Single Electronic Data Interchange Area (SEDIA)

SEARCH FUNDING & TENDERS ▾ HOW TO PARTICIPATE ▾ PROJECTS & RESULTS WORK AS AN EXPERT SUPPORT ▾

## Connecting Europe Facility (CEF)

### Connecting Europe Facility

Connecting Europe Facility (CEF) is the funding instrument for strategic investments in transport, energy and digital infrastructure to promote growth, jobs and competitiveness in the EU and contribute to deliver the European Green Deal.

- Find calls for proposals
- Projects & Results
- Priorities
- What's new?

### Find calls for proposals in Connecting Europe Facility Programme

Search calls for proposals by keywords, programme parts, ...

View (143)

⚠ Calls for Tenders are not available when you have selected a programme. See all calls for tenders published by EC

### Projects & Results

See the work done in past projects and participants.

Check dashboard

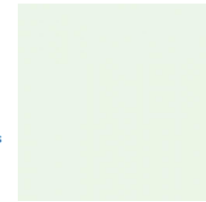
### Priorities

CEF Transport supports the construction and upgrade of sustainable transport infrastructure projects, for the development and modernisation of the Trans-European Transport network.

The CEF Energy supports the construction and upgrade of sustainable energy infrastructure projects, including cross-border projects in the field of renewable energy.

The CEF Digital supports the deployment of digital networks, i.e. sustainable and high capacity projects such as 5G coverage of trans-European corridors and submarine cables.

While the European Climate, Infrastructure and Environment Executive Agency (CINEA) implements the CEF Transport and Energy programmes, the European Health and Digital Executive Agency (HaDEA) implements parts of the CEF Digital programme.



# 2023 Military Mobility call – one topic

## CEF-T-2023-MILMOB-WORKS

The screenshot displays the European Commission's funding portal. The search bar contains the term "MILMOB", which is circled in red. Below the search bar, filters for "GRANTS" and "TENDERS" are visible, with "TENDERS" selected. The search results section, titled "Funding and tenders (1)", shows a single entry: "Adaptation of the TEN-T to civilian-defence dual use - studies, works or mixed" (CEF-T-2023-MILMOB-WORKS). The entry details include: Programme: Connecting Europe Facility (CEF); Type of action: CEF Infrastructure Projects; Opening date: 03 May 2023; Status: Open for submission; Deadline model: single-stage; Deadline date: 21 September 2023 17:00:00 Brussels time. The left sidebar contains filters for "Submission status" (Forthcoming, Open for submission (1), Closed) and "Programming period".

# Topic page

## Adaptation of the TEN-T to civilian-defence dual use - studies, works or mixed

TOPIC ID: CEF-T-2023-MILMOB-WORKS

Grant

### General information

Topic description

Conditions and documents

Partner search announcements

Submission service

Topic related FAQ

Get support

Call information

Call updates

### General information

Programme

**Connecting Europe Facility (CEF)**

Call

**[CEF 2 Transport - Adaptation of the TEN-T to civilian-defence dual use - Military mobility envelope \(CEF-T-2023-MILMOB\)](#)**

 See budget overview

Type of action

**CEF-INFRA CEF Infrastructure Projects**

Type of MGA

**CEF Action Grant Budget-Based [CEF-AG]**

Open for submission

Deadline model


**single-stage**

Opening date

**03 May 2023**

Deadline date

**21 September 2023 17:00:00 Brussels time**

 Go back

### Topic description

Scope:

In accordance with Article 9(2)(c) and Article 12 of the CEF Regulation, studies and/or works, related to the following actions will be supported:

- All actions described in sections 6.1 or 6.2 of the multiannual work programme for CEF-Transport 2021-2027, if relevant for civilian-defence dual-use;

# Starting a submission

## Start submission

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:

CEF Infrastructure Projects [CEF-INFRA], CEF Action Grant Budget-Based [CEF-AG]

Start submission

 Need help?

# Submission IT tool

**Deadline**  
21 September 2023 17:00:00 Brussels Local Time  
113 days left until closure

**Call data**  
Call: CEF-T-2023-MILMOB  
Topic: CEF-T-2023-MILMOB-WORKS  
Type of action: CEF-INFRA  
Type of MGA: CEF-AG  
**⚠** Topic and type of action can only be changed by creating a new proposal.

**Proposal data**  
Acronym: 23-EU-TM-Militarymobility  
Draft ID: SEP-210946217  
Final ID: 210946217

**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

Submit your proposal as early in the process as possible - you can update and resubmit an improved version many times before the call closure.  
Submitting a proposal will overwrite any previous versions of this same proposal - this process is irreversible.  
Any changes made to the proposal will not be available to the European Commission service unless resubmitted before the call closure.

**✖** 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"/>	<a href="#">Upload</a>
Detailed budget table *	<input type="text"/>	<a href="#">Upload</a>
Annual activity reports	<input type="text"/>	<a href="#">Upload</a>
List of previous projects	<input type="text"/>	<a href="#">Upload</a>
Timetable/Gantt chart *	proposal-101112952-PART_B_Section_5.pdf	<a href="#">Delete</a>
Letter of support (MS Agreement) *	proposal-101112952-PART_B_Section_4.pdf	<a href="#">Delete</a>
Full CBA report	<input type="text"/>	<a href="#">Upload</a>
Full CBA cash flow template	<input type="text"/>	<a href="#">Upload</a>
Simplified CBA calculator	<input type="text"/>	<a href="#">Upload</a>
Environmental compliance file *	proposal-101112952-PART_B_Section_10.pdf	<a href="#">Delete</a>
Military network map declaration	proposal-101113527-PART_B_Section_11.pdf	<a href="#">Delete</a>
AFIF non-IP financial approval letter	<input type="text"/>	<a href="#">Upload</a>
AFIF IP financial approval letter	<input type="text"/>	<a href="#">Upload</a>

# Application Form Part A – Tips

- **Proposal title** → in English, NOT ALL CAPS.
- **Proposal abstract/short description**
  - Be factual
  - Avoid technical language – anybody should understand what the project is about
  - Quantify the results of the project whenever possible: reduced travel time, improved safety, etc

# Examples

- ✓ Title : Replacement of strategical bridges over Helge River on E22 in Sweden
- ✓ Acronym: **Bridges on E22-SE**

**Too complex and lengthy: The Rehabilitation of the section XYZ Railway component of the Rhine-Danube Corridor for the circulation with maximum speed of 160 km/h; Section: XYZ - Sub-sections QRS**



## 2. Budget requirements for proposals

1. Budget in Part A of the SEP submission

&

2. Detailed budget table per work package - Excel file uploaded as mandatory annex for all applications

# Example 1: Budget for Studies, Works or Mixed applications

## Application forms

Proposal ID SEP-210784515

Acronym ██████████

### 3 - Budget

?

If your proposal fulfils the criteria specified in the call documents, you can select below a different reimbursement rate (the standard rate is selected by default):

50% Funding Rate

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	Funding rate	Maximum EU contribution on to eligible costs/EUR	Requested EU contribution on to eligible costs/EUR	Max grant amount/ EUR	Income generated by the project/ EUR	In kind contributions/ EUR	Financial contributions/ EUR	Own resources/ EUR	Total estimated project income/ EUR
										Special Funding rate	Special Funding rate															
1	Charalampos Xenogiannis	BE	Coordinator						⊘	50	0	⊘	⊘	⊘	0,00	0,00	0	50	0,00	0,00	0,00	0	0	0	0	0,00
Total				0	0	0	0	0	0	0	0	0	0	0,00	0,00	0	0	50	0,00	0,00	0,00	0	0	0	0	0,00

Cost category D.3 allows to extend the base of eligible cost to elements of other CEF sector, same funding rate as other cost categories

Cost category D.5: Land purchase not eligible under MilMob, only under cohesion calls

Cost category D.2 & D.4: Costs in these categories have a dedicated funding rate



# Budget requirements for proposals

1.

START (BUDGET FORECAST PER WP)	
PROJECT DATA	
Project number:	
Project acronym:	

2.

Work package name	Funding Rate
WP name 1	0%
WP name 2	0%
WP name 3	0%
WP name 4	0%

3.

Participant name
Participant name1
Participant name2

4.

DETAILED BUDGET TABLE PER WP									
PROJECT DATA									
Project number: 0									
Project acronym: 0									
BUDGET BREAKDOWN PER WORK PACKAGE AND PARTICIPANT <i>Reporting period can be added/deleted as needed</i>									
Work Package	Participant	Reporting period 1	Reporting period 2	Reporting period 3	Reporting period 4	Reporting period 5	Total costs	Funding rate (for work package)	EU contribution
WP name 1	Participant name1	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00
WP name 1	Participant name2	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00
WP name 2	Participant name1	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00
WP name 3	Participant name1	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00
WP name 4	Participant name1	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00
<b>Total</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>

5.

#	EU CONTRIBUTION	TOTAL COSTS
ENCODE VALUE FROM EGRANTS	0	0
DIFFERENCE	0	0

# Budget requirements for proposals

## Consequences for budget planning and structure

- Total costs must match between the budget tables per cost category (structured) and per work package (unstructured financial information)
- In case of divergences the information in the structured data (part A) will prevail.
- Plan and prepare your accounting: Any cost foreseen to be claimed for reimbursement in the future must be clearly attributable under both approaches (cost categories and work packages)

# 3. Frequently Asked Questions (FAQ)

- Topic related FAQ can be found in the topic pages

Adaptation of the TEN-T to civilian-defence dual use - studies, works or mixed

TOPIC ID: CEF-T-2023-MILMOB-WORKS

[Grant](#)

<b>General information</b>	<b>General information</b>	
Topic description	Programme <b>Connecting Europe Facility (CEF)</b>	
Conditions and documents	Call <b>CEF 2 Transport - Adaptation of the TEN-T to civilian-defence dual use - Military mobility envelope (CEF-T-2023-MILMOB)</b>	
Partner search announcements	<a href="#">See budget overview</a>	
Submission service	Type of action <b>CEF-INFRA CEF Infrastructure Projects</b>	Type of MGA <b>CEF Action Grant Budget-Based [CEF-AG]</b>
<b>Topic related FAQ</b>	Deadline model <b>single-stage</b>	Opening date <b>03 May 2023</b>
Get support		Deadline date <b>21 September 2023 17:00:00 Brussels time</b>
Call information	<b>Open for submission</b>	
Call updates	<b>Topic description</b>	
<a href="#">Go back</a>	Scope: In accordance with Article 9(2)(c) and Article 12 of the CEF Regulation, studies and/or works, related to the following actions will be supported: <ul style="list-style-type: none"><li>• All actions described in sections 6.1 or 6.2 of the multiannual work programme for CEF-Transport 2021-2027, if relevant for civilian-defence dual-use;</li></ul>	

# General CEF FAQs

- General FAQ can be searched with the term 'CEF Transport' in the FAQs and exported into a dataset

The screenshot displays the European Commission's 'Funding & tender opportunities' website. The header includes the European Commission logo, the text 'Single Electronic Data Interchange Area (SEDIA)', and language options for 'English' with 'Register' and 'Login' buttons. A navigation menu contains 'SEARCH FUNDING & TENDERS', 'HOW TO PARTICIPATE', 'PROJECTS & RESULTS', 'WORK AS AN EXPERT', and 'SUPPORT'. The 'SUPPORT' menu is open, showing options like 'Support overview', 'Guidance & Manuals', 'FAQ' (highlighted with a red circle), 'Helpdesk & Support Services', and 'Support videos'. A warning message states: 'Proposal submission service may not be available between 30/09/2022 07:30:00 and 30/09/2022 10:00:00, while system may cause.' The main content area is titled 'FAQ - Frequently Asked Questions (543)' and includes a search bar with 'CEF Transport' entered. Filter options for 'Match whole words only', 'Grants', and 'Tenders' are checked. A 'Sort by' dropdown menu is also visible, with a red circle around the download icon. The FAQ list includes questions such as: 'Under CEF Transport Military Mobility Call, are ERTMS deployment, recharging infrastructure and retrofitting rail freight (noisy) wagons eligible?', 'Under CEF Transport, are cycle parking facilities near a multimodal hub considered eligible?', 'Under CEF Transport ERTMS topic, will the Unit Contributions apply irrespective of the actual costs incurred by the beneficiary?', and 'Under CEF Transport, can the CBA for Global Project be submitted for an action forming part of the Global Project?'.

# Need help?

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

# Applicant's checklist (1/3)

- Proposals must be submitted before the call deadline **21 September 2023**, 17:00 CET.

Complete your application sufficiently in advance to avoid any last minute technical problems. Don't leave the submission for the last day!

- Proposals must be submitted **electronically via the Funding & Tender Opportunities Portal** - Electronic Submission system.

Paper or e-mail submissions are NOT possible.

- Proposals must be complete, i.e. include **all documents and mandatory annexes**.

Check section 5 of the call document!



# Applicant's checklist (2/3)

- Make sure that you use the **application forms and templates provided on the Submission System**:
  - the use of those forms is **mandatory**
- **Before submitting the application**, make sure to:
  - encode all sections of application form part A directly in the F&T platform
  - indicate the location of the action through the GIS data button
  - read, complete and upload application form part B (limited to maximum 120 pages - any additional pages will be made invisible to the evaluators by the system)
  - attach all mandatory annexes (section 5 of the call document)

# Applicant's checklist (3/3)

- **Scope:** make sure your proposal fits in the scope of the Work Programme and the call for proposals for which you are applying.
- **Proof read your proposal:**
  - Do one last check to ensure that your proposal is clear and easy to follow and explain issues, including local context, that may be evident to you
  - External evaluators can only assess your proposal on the basis of provided information – no assumptions will be made
- **All beneficiaries, affiliated entities and associated partners must be registered in the Participant Register** before submitting the application.

# Pay attention to terminology

- **Project:** the term ‘project’ used in the call text, application form and other documents is synonymous to the term ‘action’ used in the CEF Regulation (see definition article 2).
  - Article 2 (CEF Regulation 2021/1153): “action” means any activity which has been identified as financially and technically independent, has a set time-frame and is necessary for the implementation of a project.
- **Work Package:** a Work Package (WP) is a major subdivision of the project (equivalent to activity under CEF1):
  - Example: Project Management or preparation of Detailed Design
  - WPs can run in parallel and/or be sequential
- **Task:** subdivision of a Work Package
  - Example: Within WP “Project Management”: coordination meetings, accounting, project monitoring.

# Climate proofing of infrastructure under CEF Transport calls

# Climate proofing - Background

**What is it?** A process that integrates into the development of infrastructure projects – with two pillars:

1. **Mitigation measures** – for climate neutrality
2. **Adaptation measures** – for climate resilience

The process is divided in two phases: Screening & detailed analysis on

1. GHG emissions and overall carbon print
2. Climate hazards for the infrastructure

## Where is it explained?

- ✓ Commission Notice — **Technical guidance on the climate proofing of infrastructure** in the period 2021-2027, *OJ C 373, 16/09/2021*;
- ✓ Corrigendum to Commission Notice - **Technical guidance on the climate proofing of infrastructure** in the period 2021-2027, *OJ C 246, 29/06/2022*

# Climate proofing - Requirements

**When does it apply?** From the 2023 MILMOB call and in the future CEF Transport calls

**How is it implemented ?** In accordance with the Work Programme 2021-2027

## 1. For studies applications:

- Not required** to provide information on climate proofing

## 2. For works applications:

### 2.1 Concerning projects not subject to an EIA:

- Not required** to provide information on climate proofing

# Climate proofing - Requirements

## 2.2 Concerning projects subject to an EIA:

- If the key steps\* for the EIA have been completed **before** 18 January 2023, it is **not required** to provide information on the climate proofing process of the infrastructure.
- If the key steps\* for the EIA have been completed **after** 18 January 2023, the applications are **under the obligation** to submit the information on the climate proofing process taking into account the [Commission Technical guidance on the climate proofing of infrastructure](#).

\*Key steps of the EIA procedure: an **environmental impact assessment report prepared** by the project promoter and **consultations carried** out under the EIA Directive. This will be followed by the development consent procedure that may be completed after the submission of the CEF application.

- *Specific note on the climate proofing of infrastructure for the CEF Transport calls* - available on CINEA webpage: [Templates & forms: 2021-2027 CEF Projects \(europa.eu\)](#)
- *An Frequently Ask Questions available on the F&T portal as ref. [FAQ 30160](#)*

# Climate proofing - Requirements

## What is required?

- Information on climate proofing will be evaluated under the *Impact* criterion.
- Information should be summarised in Part B of the application form
- Under section **“4.3 Social, environmental and other impacts”** within two boxes:

### Environmental and climate impact

Describe the expected positive and/or negative impacts of the project on the climate change targets (such as the Paris Agreement and the 2030 Climate and energy framework).

Describe the expected positive and/or negative impacts of the project on the emission of air pollutants such as Particulate Matter - PM2.5, Nitrogen oxides - NOX, Sulphur Dioxides – SO2, etc. If quantified in the CBA, mention the total monetary value of such impacts (€ NPV) and the main assumptions in terms of quantities (change in tonnes or vehicle\*km) and unit values (e.g. €/tonnes or €/vkm).

Specify if the project helps to reduce greenhouse gas emissions (GHG) and limit global warming. Explain how it impacts upstream and downstream emissions (e.g. emissions from purchased electricity as well as full life cycle). For works proposals submitting a CBA, also include the total monetary value of such impacts (€ NPV) and the main assumptions in terms of quantities (avoided tonnes of GHG) and unit values (e.g. €/tCO2equivalent).

Describe how climate change has been taken or will be taken into consideration when designing the project and its components.

Describe how the project is consistent with the climate proofing of infrastructure mitigation pillar (including how the cost of greenhouse gas emissions have been integrated in the economic evaluation, how it is consistent with the energy efficiency first principle and how it is consistent with the emission targets for 2050; for details, see [Commission Technical guidance on the climate proofing of infrastructure](#)).

Describe in detail the measures that are foreseen to monitor, prevent and mitigate a negative impact on the environment, and provide an estimation of the associated costs.

Insert text

### Climate resilience (for Works topics)

Describe the climate proofing exercise and how it was taken into consideration when designing the project and its components in line with the [Commission Technical guidance on the climate proofing of infrastructure](#). Summarise the findings of the vulnerability assessment to identify the climate hazards to which the project is more sensitive (because of its type or location).

If significant risks are identified, explain how the vulnerabilities were embedded in the decision-making process so that they can be addressed and mitigated and what relevant measures were taken to ensure the resilience of the project to climate change.

Insert text



# Climate proofing – Tips to applicants

- Parts of the **Environmental Impact Assessment (EIA)** and the **Cost-Benefit Analysis (CBA)** conducted for the project relating to climate mitigation and adaptation can be used for the purpose of the providing information in the application on the climate proofing analysis.
- **Optional:** Applicants **are encouraged to include information, e.g. a summary of the climate proofing process and conclusions** under “*Other Annexes*” available in the submission system.



# The evaluation process and award criteria: lessons learnt for applicants

# CEF- Transport evaluation process



# 1. Admissibility check

## **Admissible proposal** (section 5 of call document):

- is electronically submitted on time,
- contains the forms provided inside the Submission System, and
- is complete:

**Application Form Part A** — contains administrative information about the participants and the summarised budget for the project (to be filled in directly online)

**Application Form Part B** — contains the technical description of the project (to be downloaded from the Portal Submission System, completed and then assembled and re-uploaded)

**Mandatory Annexes**

*No Cost-Benefit Analysis is required for MilMob applications !*

# Mandatory annexes

- Agreement by the concerned Member States** (benefitting from the project) – for all applications
- Military network map declaration** – for all applications
- Detailed budget table per Work Package and calculator** – for all applications
- Timetable/Gantt chart** – for all applications
- Environmental compliance file** – for all applications i.e. for works and for studies with physical interventions and for studies without physical intervention\*
- Activity reports of last year and List of previous projects** (key projects for the last 4 years) (template available in Part B) - except exempted from operational capacity check: Public bodies, Member State organisations, international organisations, and beneficiaries of grants under CEF 1 and 2.

*\* For studies projects without physical interventions and works projects that do not affect significantly the environment, the ECF must be uploaded by ticking the applicable box of 'project type' and including in the comments boxes for each question 'not applicable'.*

# Lessons learnt from the Admissibility check under previous calls (1)

## Incomplete application forms:

### Missing or incomplete **Environmental Compliance File (ECF):**

e.g. not submitted, not duly signed, dated and stamped declarations by the competent authority for monitoring the NATURA 2000 sites or under the Water Framework Directive.

- The **ECF must be submitted** – if not the proposal is not admissible
- The **ECF must be comprehensively completed** – with
  - (i) the **necessary approvals** by competent authorities
  - (ii) the **information required** in the boxes
    - **within the foreseen boxes** - it is not sufficient that the info is somewhere in the application , and
    - **with the documents** required in the sections of the ECF i.e. copy of screening decision etc.
- If not, it has a negative impact on the evaluation.

# Lessons learnt from the Admissibility check under previous calls (2)

- No grant amount requested in part A of the AF, wrong **budget** uploaded not corresponding to requested amount in SEP
- MS Agreement** not signed; agreements from other concerned MS (benefiting from the project) missing; agreement from a local public entity not being the concerned MS ministry
- Missing **military network map declaration**
- Inconsistencies between section Budget of part A and the detailed budget table in part B
- Missing **activity report of last year** or **list of previous projects** (required for private bodies)
- Incorrect **Gantt chart** referring to a project other than the submitted proposal

## 2. Eligibility check

### Eligible proposal (section 5 of call document):

- Submitted by **applicants** who are legal entities (public or private bodies) established in the EU Member States
- The **activities** proposed are within the technical scope of the topic described in section 2 of call document;
- The **geographic location** of the project is on the **TEN-T network** (core and/or comprehensive) and on the **EU military transport network**
- The **duration of the project** for works or mixed projects should be 4-5 years maximum, and for studies projects it should be 2-3 years maximum.
  - The earliest starting date may be the proposal submission
  - The end date cannot be later than 31/12/2027
- Any **budget** requested is admitted – but recommended to be min. EUR 1 million of EU contribution requested.



# Lessons learnt from the Eligibility check under previous calls

- Proposal submitted by an applicant from a non-eligible country
- Location of the proposal - **not on (or connected to) the TEN-T network or/and the EU military transport network**
- Project's start date** in parts A and B of AF - in different times
- Project duration** wrongly calculated
- Project proposal being '**out of scope**'
- Project proposal** and the Global Project - **insufficiently clear**
- Project compliance with **relevant dual-use requirements and their values** not explained

# 3. Evaluation - Award criteria



## Priority & Urgency

- Correspondence with overall EU objectives** (Green Deal) and sectoral – TEN-T network, including CB link as listed in part III of Annex to CEF Regulation, contribution to the corridor work plans and any network effect
- Relevance:** if the proposal addresses the WP/Call/Topic objectives
- EU added-value:** EU interest demonstrated and benefits vs national/regional/local level
- Synergies with other EU programmes, other CEF sectors (Energy and Digital), and synergetic elements (for Works topics only)
- Dual-use potential** (civilian-defence): the military dimension will be assessed by the EU Military Staff
- Taking into account:
  - the EU new situation created by the Russian war of aggression against Ukraine,
  - the Action plan on Solidarity Lanes of 12 May 2022 (COM/2022/217/Final)

## Maturity

- ❑ **Readiness/ability of the project to start** by the proposed start date and to complete by the proposed end date (technical maturity – under responsibility of the applicants),
- ❑ **Status of the necessary contracting procedures and permits** (procedural maturity – beyond the remit of the applicant),
- ❑ **Financial availability needed to complement the CEF investment** (financial maturity – funds needed for completing the project), and
- ❑ **Correspondence** between the **technical planning and financial profile**.
- ❑ **Works/mixed proposals:** demonstrating **key steps of the environmental impact assessment by the date of application:** an EIA report prepared by the project promoter and consultations carried out under the EIA Directive, to be followed by the development consent procedure that may be completed after the submission of the CEF application.

## Quality

- ❑ **Operational capacity check:** Assessing the competence and experience of the applicants and their project teams
- ❑ The **implementation plan proposed**, from technical (WP well structured) and financial (cost effective) point of view,
- ❑ Design approach, the **organisational structures** (project management) put in place (or foreseen) for the implementation,
- ❑ **Risk analysis/management**, the **control and quality procedures**, and
- ❑ The **communication** strategy to provide visibility to **CEF funding**,
- ❑ **Sustainability** and **maintenance** strategy for the completed project, if applicable for works

## Impact

### **Socio-economic impact of the project**

- Describe the general socio-economic impact of the project – to assess if the project is overall socio-economic viable

### **Environmental and climate impact** of the project –

- its contribution to the climate change targets,
- impact on air pollutants, and (possible) greenhouse gas emission reductions.
- Info on the mitigation measures summarised from the climate proofing analysis for the applicable\* works applications.

### **Climate resilience** (for Works proposals)

- Include the findings of the vulnerability assessment to identify the climate hazards to which the project is more sensitive (because of the its type or location).
- Info on the adaptation measures summarized from the climate proofing\* analysis for the applicable\* works applications

<sup>54</sup> *\*Climate proofing is required for works projects subject to an EIA and for which key steps of the EIA have been completed after 18 January 2023 (ref. [FAQ 30160](#))*

## Impact

- Other impacts on **congestion, modal split, safety and security, service quality, and noise emissions**
- Decision-making tool** (for Studies topics) - for allowing further steps in the project development such as the start of works.
- Effects on the **interoperability** of the transport systems/modes and territorial **accessibility** in the TEN-T network (i.e. the cross-border dimension), **innovation** and **digitalisation, competition, regional and local development** and **land use**, and **outermost regions** when applicable.

## Catalytic Effect

- ❑ Effect of the **CEF funding on the realisation of the project**
- ❑ **Overcoming a financial obstacles** generated by insufficient financial viability, high upfront costs and/or the lack of market finance
- ❑ **Financial leverage**: Increasing the capacity to mobilise differentiated sources i.e. public and private investments & accelerating the overall investment plan
- ❑ Improving the **quality of the project implementation** for instance by enhancing the technical parameters
- ❑ Effects on the **stakeholder commitment/acceptance of the project**



# Lessons learnt from the evaluation of proposals under previous calls

- ❑ Low quality of the description of proposals:
  - ❑ Work packages detailed unclearly – with insufficient number of milestones and unclear deliverables
  - ❑ Work packages covering several distinct tasks – with no costs broken down (per task)
  - ❑ Limited risk analysis with incomplete mitigation measures
  - ❑ Project impact (fields 4.1 Demand/traffic forecast study, 4.2 Economic analysis and 4.3 Social, environmental and other impacts of section 4 of the application form Part B) not filled in/sufficiently explained
  - ❑ Communication tasks described too vaguely

# Questions & Answers session

Topic related FAQ

## Q: Does the project need to be located on the TEN-T network?

A: Yes. To be eligible, projects aiming at enabling civilian-defence dual-use of the infrastructure **must be located on the TEN-T network**. In addition, the projects **must be also located on the EU military transport network** as identified in the Military Requirements for Military Mobility within and beyond the EU approved on 20 November 2018 and **last updated in May 2023**.

**Q: Can a project be financed under Military Mobility Call if it is not located on the current TEN-T network but may be included in the TEN-T network following its revision?**

A: No, to be eligible, projects aiming at enabling civilian-defence dual use of the infrastructure must be located on **the current TEN-T network as defined by Regulation (EU) No 1315/2013**. In addition, the projects must be also located on the **EU military transport network** as identified in the Military Requirements for Military Mobility within and beyond the EU approved on 20 November 2018 and **last updated in May 2023**. Projects located on newly included TEN-T network sections/lines will become eligible under CEF Transport once the revised TEN-T Regulation has **entered into force**.

**Q: Are the proposals located on either the TEN-T core or comprehensive network eligible for funding?**

**A: Yes, proposals contributing to the adaptation of either the **TEN-T core network** or **the comprehensive network** as defined by Regulation (EU) No 1315/2013 are eligible for funding.**

**Q: Should the project address all infrastructure requirements applicable to categories of dual-use infrastructure actions as defined in the Commission Implementing Regulation (EU) 2021/1328?**

A: No, to be eligible under the Military Mobility Call, the project does not need to address all dual-use requirements as defined in the Commission Implementing Regulation (EU) 2021/1328. The proposal should address **selected dual-use requirement(s) corresponding to the specific investments of the project.**

**Q: Are any of the dual-use requirements defined in the Commission Implementing Regulation (EU) 2021/1328 given a higher priority?**

A: No, all dual-use requirements defined in the Commission Implementing Regulation (EU) 2021/1328 are of **equal priority**. The dual-use requirements to be met by a project must correspond to the identified needs and the project's overall and specific objectives.

**Q: What information should be provided in the application form regarding the project's compliance with the dual-use requirements defined in the Commission Implementing Regulation (EU) 2021/1328?**

**A: The applicant should clearly describe in the Application Form - **Technical Description, Part B (point 0, Project description)** which dual-use requirements are addressed by the project.**

The description of the scope of the project should be substantiated with sufficient technical data proving the compliance of technical parameters of the project with the respective technical values and standards defined in the Commission Implementing Regulation (EU) 2021/1328 for the relevant dual-use requirements addressed by the project.



**Q: Are ERTMS deployment, interlocking and/or GSM-R components, recharging infrastructure and retrofitting rail freight (noisy) wagons eligible?**

A: Projects in the areas of **(i)** ERTMS, also with interlocking devices (including technical buildings/premises where any equipment related to interlocking is stored) or GSM-R components, **(ii)** recharging infrastructure and **(iii)** retrofitting rail freight (noisy) wagons are not eligible under the Military Mobility Call as the Union contribution must exclusively take the form of unit contributions under the Connecting Europe Facility (CEF) Transport sector.

**Q: Is the electrification of line tracks and upgrade/construction of electrification systems eligible for funding?**

A: Yes, the electrification of line tracks and upgrade/construction of electrification systems is eligible for funding. As explained in the remark to the dual-use requirement 5 “*Electrification system availability*” (Table 3 “*Railways*” of Annex to the Commission Implementing Regulation 2021/1328), electrification back-up systems are relevant for stations or multimodal handling facilities **but not for railway lines.**

# Questions & Answers session

General FAQ

# Application annexes – Letters of support

**Q: Which ministry should sign the “Letter of Support (Member State agreement)” and the “Military network map declaration” ?**

A: The **competent ministry** must sign the Member State agreement (Letter of Support)- frequently this is the **ministry competent for transport**. It is for each Member State to designate the competent authority signing the military network map declaration; normally it is signed by the **Ministry of Defence**.

# Application annexes - ECF

## Q: What are the requirements for the submission of the Environmental Compliance File?

A: Applicants must submit (upload) the Environmental Compliance File for **all applications**, **under Military Mobility call**. For works applications and study applications with physical intervention, the ECF must be completed with **(i)** the environmental compliance **questionnaire** duly filled in, along with the requested information being applicable i.e. non-technical summary, and **(ii)** the **declarations** signed by the competent authority **(i)** for monitoring Natura 2000 sites and **(ii)** under the water framework directive 2000/60/EC.

However, for study projects without any physical interventions and works projects that do not affect significantly the environment the applicant must submit the ECF by ticking the box **'studies without physical intervention or works'**, and **specifying N/A in the remaining parts of the ECF**. For these applications, no declarations signed by the competent authority are needed.

# Application annexes - ECF

**Q: Under CEF Transport, how should the Environmental Compliance File be completed if there are works taking place in different countries and/or items subject to different environmental requirements?**

A: The ECF must be filled by the applicants from **all the concerned Member States where the works take place** under a given project proposal. The declarations by each concerned country must be provided. The corresponding ECFs (one per country merged into one file) must be submitted if the project envisions geographically separated interventions. When there are items of a project that follow different environmental requirements, the applicant must specify the concerned elements and explain the reasons for being (or not) subject to i.e. the Environmental Impact Assessment and/or the development consent. To do so, the applicable boxes (free text) within the same Environmental Compliance File must be used.

# Application annexes - ECF

**Q: Is it necessary to have an information sheet or a report on the environmental impact of the project at the stage of applying for funding?**

A: In order to be eligible for funding, applications including works for which an environmental impact assessment is mandatory must demonstrate to have completed **key steps of the environmental impact assessment by the date of application**. This refers to an **EIA report** prepared by the project promoter and **consultations carried out under the EIA Directive**, to be followed by **the development consent procedure** that may be completed after the submission of the CEF application. To demonstrate so, the applicant must submit the environmental compliance file duly completed and signed by the competent authority.

# Application annexes - ECF

**Q: Is it possible to re-use the environmental declarations submitted during the preceding year for a project that is being re-submitted?**

A: In the event of a proposal resubmission, the applicant should make certain that **any documents or declarations match the intended project**. There should accordingly not be any references to the previously submitted proposal. Moreover, the applicant must make certain that the **declarations remain valid**, and any declarations must be re-obtained in the event of any changes of project scope or legislative changes in the countries concerned that would impact the previously signed declarations.



# Application – Climate proofing

**Q: Is it required that infrastructure projects for which environmental consent was issued without an EIA (negative screening) to present the climate proofing analysis?**

A: There is no requirement to provide information if the project is not subject to an EIA. But if the information on climate impact assessment is available, it can be added in the application application form part 4.3.

# Application – Climate proofing

**Q: Is there any other climate proofing analysis required in case of works projects for which the EIA was carried out and environmental consent was issued before January 18th 2023 ?**

A: The project is not required to provide information on climate proofing when the key steps of the EIA were completed before January 18<sup>th</sup> 2023.

However, if there is related information on climate impact assessed during the EIA and/or CBA, the related information may be included in the application form part

4.3

# Application – Climate proofing/tracking

**Q: How are the climate proofing and climate tracking of projects assessed?**

A: CEF2 Regulation indicates that climate proofing analysis will be taken into account during the evaluation of the project under Impact criterion.

Climate tracking in CEF is a separate exercise and is not part of the evaluation. It's about tracking the spending of the projects which have signed CEF funded grants.

To do so, a climate tracker has been implemented, following the allocation of a percentage according to the contribution to the climate objectives. Overall, it is estimated that 70% of the resources of CEF transport will go to climate objectives.

# Application - starting date

**Q: The call text states that the starting date will be after grant signature. Retroactive application can be granted exceptionally for duly justified reasons— but never earlier than the submission date. Can you give an example?**

A: The starting date for CEF funded projects will be fixed during the Grant Agreement Preparation. Generally, the starting date will be **after the grant agreement signature**. Nevertheless, upon the request of a beneficiary, the grant agreement may start at an earlier date – but **no earlier than the submission date of the specific proposal**.

# Application - part A

**Q: Which pre-identified links have to be selected in the application Part A?**

A: The pre-identified links qualified as **missing links** and **cross-border links** on the core network corridors as well as the missing links on the comprehensive network **as defined in the CEF2 Regulation** are available for selection.

This means that the pre-identified links within the corridor alignment are not displayed. When a section/link along the corridor alignment is not displayed, the applicant should **tick the name of the corridor alignment and leave empty the next boxes within the same row**. When leaving this blank, the applicant will see a **'Warning'** button, but the submission of the proposal **will not be blocked**.

# Application – part B

**Q: Is it necessary to describe the funding gap of the project even if no CBA is required?**

A: The funding gap is part of the assessment of **the catalytic effect criterion**. This is specified in Article 9 of the Call text which states that, amongst others, the criterion will assess "the EU financial assistance on the realisation of the project, for instance by overcoming a financial gap generated by insufficient commercial viability". Therefore, **it is necessary** to describe the funding gap in part B of the application form, **even if the CBA is not mandatory for this call.**

**Q: There are some general FAQs including tags from the 2021 and 2022 CEF Transport Calls. Are these general FAQs also applicable to the current Call for proposals?**

A: Yes. All of the published FAQs from the preceding CEF2 calls are also applicable to the current Call for proposals.