

CEF transport, the new successor

European cofounding program
of the **TEN-T and the Marco Polo**
has launched the first call for
proposals with **12 EUR billion**



Albea has participated in the Connecting Europe Facility (CEF) Infoday held on October 9th and 10th 2014. The first CEF Transport calls were published on September 11th 2014, based on the Multi-Annual (MAP) and Annual Work Programmes (AP), which appeared on March 26th 2014. From the total budget of EUR 26 billion for CEF Transport for the period 2014-2020, almost half of it (about EUR 12 billion) is already available for the 2014 calls, whose deadline is February 26th 2015.

The CEF transport, which succeeds the TEN-T programme, integrates the new faces and features of both TEN-T and our old friend Marco Polo programmes.

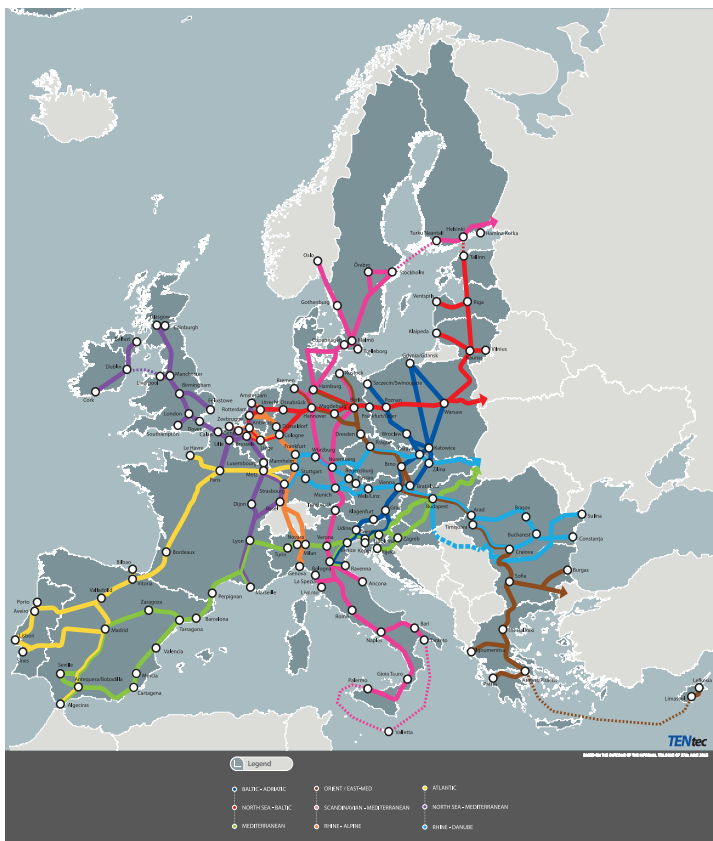
The CEF Transport programme: objectives, calls, and work programmes

The main objective of the CEF Transport is to help complete the trans-European transport network in a high-performing, sustainable and efficiently manner by 2030 funding different types of actions. CEF Transport funding will be available through grants, following calls for proposals, and also financial instruments (such as equity instruments, loans and/or guarantees and any other financial instruments). The keys to develop successful proposals are stimulating transport sustainability and efficiency as much as justifying improvement of the core or the comprehensive TEN-T networks.

The basic priorities of the programme are:

- Major cross-border projects and projects addressing main bottlenecks on the 9 TEN-T multimodal Corridors.
- Pre-identified projects on the core network as well as other projects on the core and comprehensive network.
- Implementation of the horizontal priorities.
- New technologies and innovation.
- Increasing the opportunity for private investment support.
- Connect TEN-T network with neighboring countries.

The 9 corridors of the TEN-T network



Key concepts within the TEN-T

Core Network	a multimodal subset of the comprehensive network overlaying it, to represent the strategically most important nodes and links of the TEN-T
Core Network Corridors	nine multimodal corridors crossing the EU from north/south and east/west established to support the efficient creation of the Core Networks by 2030
Core Network Nodes	hubs or transfer points on the Network meeting certain statistical criteria, e.g. capital cities and other important social economic centres, major ports (volume and territorial criteria), as well as major airports and ports, as well as gateways to third countries
Comprehensive Network	represents the basic layer of the TEN-T and includes components for all transport modes — rail, road, inland waterway, air and maritime as well as their connecting points and corresponding traffic information and management system

The three common funding objectives of the MAP and AP calls are:

- Funding Objective 1: Removing bottlenecks and bridging missing links.
- Funding Objective 2: Ensuring sustainable and efficient transport in the long run.
- Funding Objective 3: Optimizing integration and interconnection of modes and enhancing interoperability.

Main features of the MAP and AP Work Programmes

MAP Work Programme	Max budget available: EUR 11 bn • Objective: stimulate efficiency; strengthen visibility of the 9 corridors • Coverage: pre-identified projects along the 9 core network corridors, other core network projects and horizontal priorities (Annex 1 of the CEF regulation)
AP Work Programme	Max budget available: EUR 1 bn • Objective: implementation of the core network by 2030 and comprehensive network • Coverage: transport infrastructure development / transport services and facilities; projects on the core and comprehensive network

The main difference between the MAP and the AP is the focus of MAP on the Core Network, Horizontal priorities and longer lasting projects (up to 2020), whereas the AP allows also projects within the Comprehensive Network, but lasting for maximally 3 years, extensible to 12 additional months only in exceptional cases.

Features and co-funding rates

Applications must be presented by legal persons of private or public law or bodies of one or more Member States. Moreover, an important new feature of the programme is the need of the agreement of the Member State(s) concerned by the action.

The eligible type of projects are both studies (with or without integrated pilot deployment) and works.

The EC recommends that the grant requested should be no less than EUR 500.000 for studies and no less than EUR 1.000.000 for works.

Costs incurred as from 1 January 2014 being considered eligible. Indirect costs are not eligible.

The co-funding rates for the different actions can be seen in the following table:

CEF TRANSPORT Co-Funding Rates		
Type of action		% of Eligible Costs
Studies		50%
Works	As a general rule	20%
	Actions addressing bottlenecks	Up to 30-40%
	Actions concerning cross-border sections Actions enhancing rail interoperability	Up to 40%
Telematic application systems and services	Land-based components of ERTMS, SESAR, RIS and VTMS On-board components of ERTMS	50%
	Any component of ITS in the road sector On-board components of SESAR, RIS and VTMS Other application systems Freight transport services Secure parkings on the road core network	20%
	Actions to support the development of MoS	30%

It is important to mention that the co-financing rates mentioned above may be increased by up to 10 percentage points for actions having cross-sector synergies, reaching climate mitigation objectives, enhancing climate resilience or reducing the greenhouse gas emissions.

The maritime sector within the CEF Transport

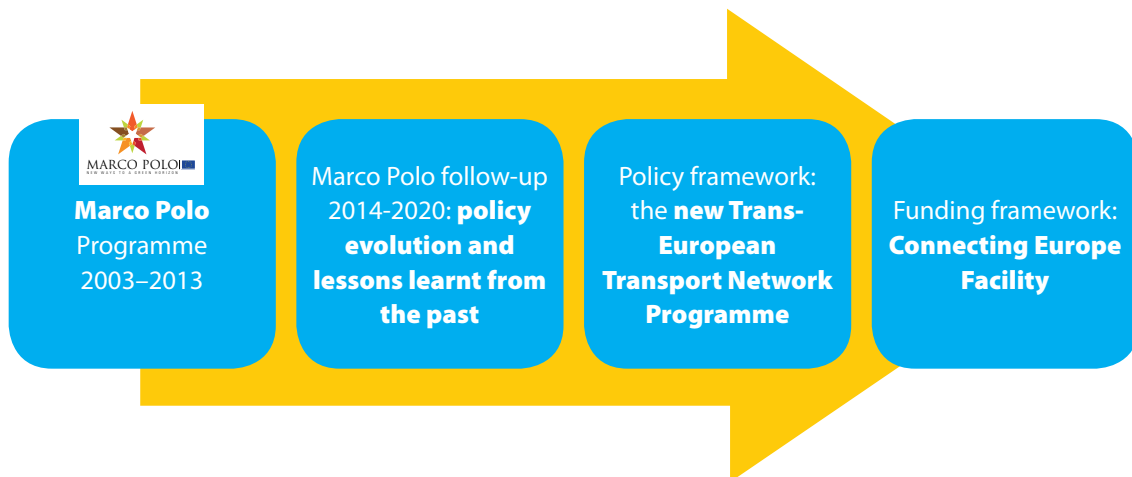
As a continuation of the TEN-T programme, proposals must meet one of the priorities of either the AP or the MAP. For instance, maritime ports need to structure their projects mainly either according to the priority “Projects on the Comprehensive Network” within the AP or sticking to the priorities “Core Network Corridors”, “Other sections of the Core Network” and “Motorways of the Sea” within the MAP. Besides, many sustainable technology and efficiency improving oriented proposal (such as the implementation of LNG) can be inscribed within other priorities across the AP and MAP.

Most of the priorities where to inscribe a proposal for the maritime sector are highlighted in the following table, which includes also all funding objectives, priorities and budget for both the AP and the MAP:

2014 MULTIANNUAL WORK PROGRAMME - EUR 11.000 million		
Funding Objective	Priorities	Budget
1. Removing bottlenecks and bridging missing links	1. Core Network corridors	EUR 6.000 million
	2. Other sections of the Core Network	
	3. Rail interoperability 4. ERTMS	
	5. Maritime Ports	
	6. Inland Waterway Ports 7. Urban Nodes	
2. Ensuring sustainable and efficient transport in the long run	1. Innovation (New Technologies and Innovation in all transport modes)	EUR 250 million
	2. Safe and secure infrastructure 3. e-Freight	
3. Optimizing integration and interconnection of modes and enhancing interoperability	1. SESAR 2. RIS 3. ITS for road	EUR 750 million
	4. MoS	
	5. Core Network nodes	
	6. Multimodal logistics platforms	
4. Cohesion Fund Allocation (not for Spain)	-	EUR 4.000 million

ANNUAL WORK PROGRAMME - EUR 930 million		
Funding Objective	Priorities	Budget
1. Removing bottlenecks and bridging missing links	1. Projects on the Core Network	EUR 475 million
	2. Projects on the Comprehensive Network	EUR 250 million
	3. Projects to connect the TEN-T with neighboring countries	EUR 40 million
2. Ensuring sustainable and efficient transport in the long run	1. Innovation	EUR 20 million
	2. Freight transport Services	EUR 25 million
	3. Rail freight noise	EUR 20 million
3. Optimizing integration and interconnection of modes and enhancing interoperability	1. Telematic applications	EUR 55 million
	2. Accessibility	EUR 10 million
	3. Core Network nodes	EUR 25 million
	4. Multimodal logistic platforms	EUR 10 million

Marco Polo follow-up within the CEF programme



As the follow-up of the Marco Polo programme for the period 2014-2020, the priority “Freight Transport Services” of the Annual Work Programme includes EUR 25 million in 2014 to projects aimed at stimulating and deploying innovative, efficient and sustainable freight transport services which bring freight flows in or out of the core network corridors, using the infrastructure of the core and comprehensive network. The following table shows the priority within the whole AP:

ANNUAL WORK PROGRAMME - EUR 930 million		
Funding Objective	Priorities	Budget
1. Removing bottlenecks and bridging missing links	1. Projects on the Core Network	EUR 475 million
	2. Projects on the Comprehensive Network	EUR 250 million
	3. Projects to connect the TEN-T with neighboring countries	EUR 40 million
2. Ensuring sustainable and efficient transport in the long run	1. Innovation	EUR 20 million
	2. Freight transport Services	EUR 25 million
	3. Rail freight noise	EUR 20 million
3. Optimizing integration and interconnection of modes and enhancing interoperability	1. Telematic applications	EUR 55 million
	2. Accessibility	EUR 10 million
	3. Core Network nodes	EUR 25 million
	4. Multimodal logistic platforms	EUR 10 million

Efficiency is now the key word to take into account. Hence, more types of action than just the usual Modal Shift, a simplification of the co-funding criteria to just 20% of eligible costs and recommended minimum grant sizes of EUR 1 million are all features that offer a wide range of funding for sustainable actions. Important new features with respect to the Marco Polo programme are:

- The need for any proposal to have the agreement of the (at least two) Member States concerned by the action.
- All proposals must present operations on the Core or Comprehensive Networks, but always establishing a link or a relation with the Core Network Corridors.
- Efficient road transport is eligible.

The seven possible actions to be considered as eligible projects within this priority are:

- Modal Shift, where mainly investments will be funded, and operations can be funded to promote that road operators shift their freight to more sustainable transport modes such as rail or water transport.
- Upgrade of multimodal services to increase its efficiency, including investments to upgrade multimodal services.
- Optimization of supply chains' management, including cargo bundling, synergies and clustering of services, including the improvement of the internal organization and integration of the supply, and also automation and optimization of logistics processes, among other possibilities.
- Better efficiency through collaboration, including intelligent management/ organizational solutions and systems as well as the establishment of independent (neutral) trustees, among other options.
- Traffic avoidance actions, including innovative actions for last mile operations and customized logistics services or new solutions for loading and transporting goods.
- Technical improvement to the fleets, including small-scale improvements to the fleets by using technical solutions already available on the market.
- Efficient fleet operations, including support for energy efficient operational practices, such as eco-driving/eco-steaming and other specific processes leading to efficiency gains.

HOW ALBEA CAN HELP YOU

If you are interested in developing a project aiming at environmentally sustainable transport and you would welcome EU funding to help implement it within the quite convoluted structure of calls and work programmes in the CEF Transport programme, Albea offers you the following assistance:

- Addressing your project's idea to the right target within the system of priorities inside the AP or the MAP, as well as suggesting you new types of possible actions encompassed within the CEF programme.
- Writing your technical and financial proposal and managing all the administrative procedures.
- Building your consortium if required.
- Monitoring and technical assistance for your project if awarded.

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