



Connecting Europe Facility 2021-2027

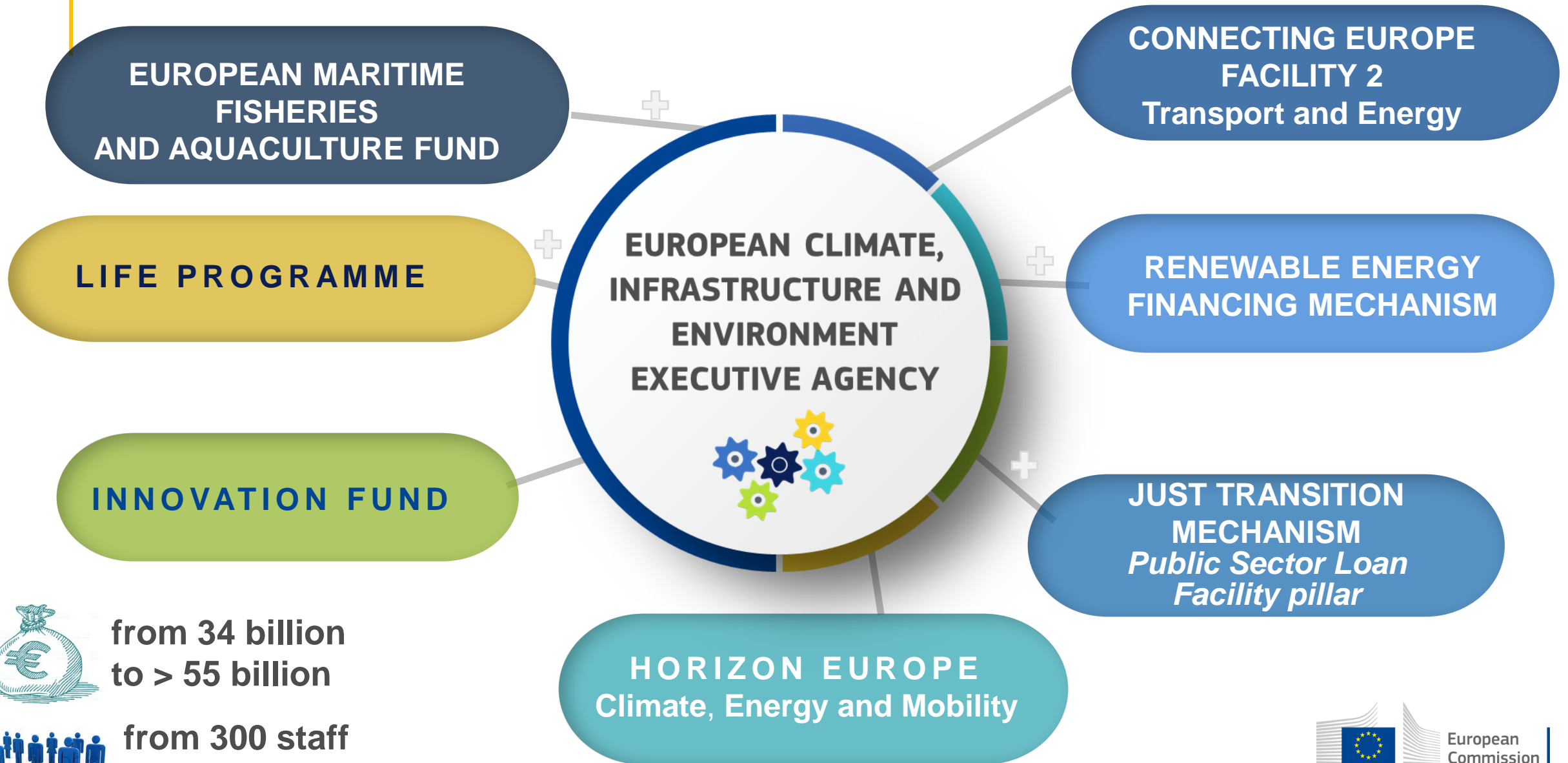
Transport MAP Call 2021

Event: "Baltic Sea ports as drivers of the sustainable blue economy: making the Green Deal a reality", 22 October 2021

Marija Janeva, Project manager

CINEA

CINEA's key contribution to the European Green Deal



from 34 billion
to > 55 billion



from 300 staff
to > 500 in 2027

CEF Transport 2014 - 2020 Overview

- A portfolio of more than 1000 Actions
- Comprising an EU contribution of more than €23 billion
- For a total investment of more than €50 billion
- Maritime ports: 152 actions taking place in 119 ports, 22 MSs, €1.5 billion EU contribution



CEF 2021- 2027 Objectives: €33.71 billion*



Develop and modernise the trans-European networks in the fields of transport, energy and digital



Push the decarbonisation commitments

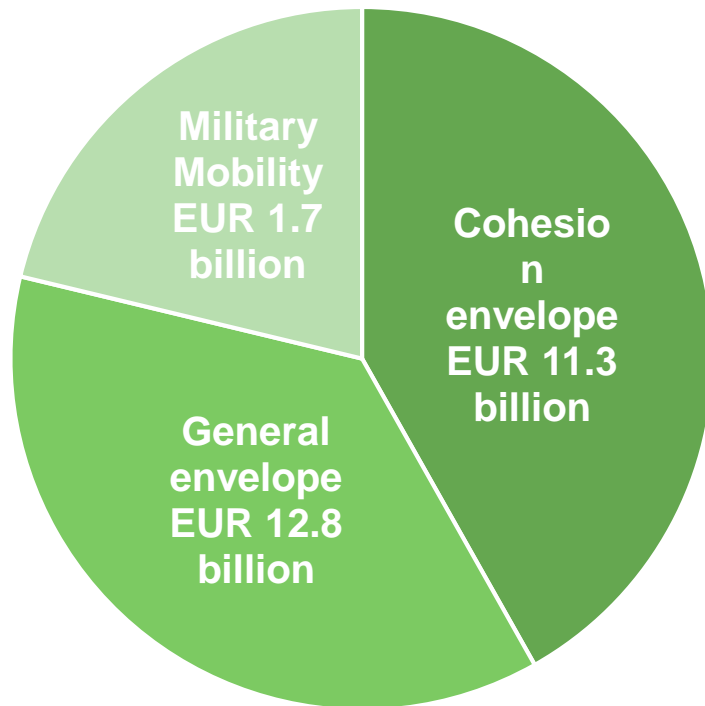


Emphasis on synergies among sectors

* Including CEF Digital managed by HaDEA

Budget and policy objectives

CEF Transport budget 2021-2027: € 25,8 billion



- Contribute to the objectives of the **Green Deal** and the **Sustainable and Smart Mobility Strategy**
- Contribute to the development of the **TEN-T Network**, including adaptation of parts of it for the civilian-defence dual use
- At least **60%** of the financial envelope will be dedicated to the **Union's climate targets**

Call context

- **CEF Regulation** adopted on 7 July and entered into force on 14 July 2021
- **Multi-Annual Work Programme** adopted on 5 August 2021
- **Calls for proposals 2021** launched on 16 September 2021, deadline for submission: 19 January 2022
- **Information to applicants** in June 2022
- **Time to grant** by 20 October 2022
- **Costs under calls 2021** eligible from 1 January 2021
- **Duration of actions:** 2/3 years for studies and 4/5 years for works or mixed, max. until 31 December 2026

Overview Calls

CEF Programme structure		General envelope	Cohesion envelope
Actions related to Article 9(2)(a) of the CEF Regulation / Completion of the TEN-T network	Projects on the Core Network	CEF-T-2021-COREGEN (8 topics)	CEF-T-2021-CORECOEN (8 topics)
	Projects on the Comprehensive Network	CEF-T-2021-COMPGEN (8 topics)	CEF-T-2021-COMPICOEN (8 topics)
Actions related to Article 9(2)(b) of the CEF Regulation / Modernisation of the TEN-T network	Actions related to smart and interoperable mobility	CEF-T-2021-SIMOBGEN (19 topics)	CEF-T-2021-SIMOBICOEN (1 topic)
	Actions related to sustainable and multimodal mobility	CEF-T-2021-SUSTMOBGEN (5 topics)	CEF-T-2021-SUSTMOBICOEN (5 topics)
	Other	CEF-T-2021-SUSTMOBGEN (5 topics)	CEF-T-2021-SUSTMOBICOEN (2 topics)
	Actions related to safe and secure mobility	CEF-T-2021-SAFEMOBGEN (5 topics)	CEF-T-2021-SAFEMOBICOEN (5 topics)
Actions related to Article 9(2)(c) of the CEF Regulation / Civilian-defence dual-use (Military Mobility envelope)		CEF-T-2021-MILMOB (2 topics)	



Maritime cluster (1)

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:

Works / Studies

- 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 cluster (2)

Motorways of the Sea

(CEF-T-2021-SUSTMOBGEN)

Works / Studies

Actions to be supported:

- Upgrade of port infrastructure, hinterland connections and dedicated terminals, where required to establish or expand Short Sea Shipping 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 Short Sea Shipping which are not linked to a specific port, for instance ICT platforms, ice-breaking or actions ensuring year-round navigability.

Maximum co-funding rate:

General envelope: 50%



Maritime cluster (3)

European Maritime Single Window environment (EMSWe)

(CEF-T-2021-SIMOBGEN)

Works / Studies

Actions to be supported:

- Adaptation of the Maritime National Single Windows to the new legal requirements as defined in Regulation (EU) 2019/1239 establishing a European Maritime Single Window environment
- Integration of the harmonised interfaces into the Maritime National Single Windows

Maximum co-funding rate:

General envelope: 50%



Maritime cluster (4)

Vessel Traffic Monitoring and Information Systems (VTMIS)

(CEF-T-2021-SIMOBGEN)

Works / Studies

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 rate:

General envelope: 50%

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*)

Possible actions to be supported relevant for the maritime ports:

- 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 network, including connecting or siding tracks, power connections, safe and secure truck waiting areas, adaptations for 740 m train length, clean transshipment equipment for intermodal loading units (for e.g. reachstackers), including specific equipment for rolling motorways and the transportation of semi-trailers by rail, and ICT equipment and applications.
- Moreover, the acquisition of fixed equipment in the terminal, such as the acquisition of a gantry cranes are also eligible for funding

General envelope: max. 30% / 50%

Cohesion envelope: 85%

Alternative Fuels Infrastructure Facility

(CEF-T-2021-AFIFGEN, CEF-T-2021-AFIFCOEN)

Actions to be supported:

- Deployment of alternative fuels for TEN-T maritime ports, e.g. hydrogen, electrification of ports, supply infrastructure and storage of liquid alternative fuels, in accordance with Directive 2014/94/EU
- LNG bunkering for TEN-T maritime and inland ports as a transitional solution with priority to actions that include the progressive uptake of bio-LNG

Duration: Non limitation as such ***BUT*** the Action shall end at the latest, 3 years after the cut-off date

Combining grants with other funding sources:

- At least 2/3 of the amount with AFIF
- Up to 1/3 of the amount with other sources from public or private financial institutions in the EU

- A 3-year rolling call of € 1.5 billion (5 deadlines, every 6 months)

AFIF Priorities

PART I

AFIF – UNIT COSTS

- Publicly accessible **recharging stations** dedicated
 - To **LDV** with a min power output of **150 kW**.
 - to **HDV** with a min power output of **350 kW**.
- **Grid connection** with a min power capacity of 600kVA.

PART II

AFIF – ZERO EMISSION %

- **Electricity** recharging stations for:
 - public transport;
 - IWW & maritime vessels;
 - port vehicles & equipment;
 - airport ground operations
- **Hydrogen** Refuelling Stations for:
 - LDV and/ or long haul HDV;
 - for public transport;
 - IWW & maritime vessels;
 - port vehicles & equipment;
 - railways

AFIF – LOW EMISSION %

- **LNG** refuelling stations supplying inland waterway and maritime vessels

Timetables and deadlines



Timetable and deadlines (indicative)					
	1st cut-off date	2nd cut-off date	3rd cut-off date	4th cut-off date	5th cut-off date
<u>Deadline for submission</u>	19 January 2022 17:00 CET (Brussels)	7 June 2022 17:00 CET (Brussels)	10 November 2022 17:00 CET (Brussels)	13 April 2023 17:00 CET (Brussels)	19 September 2023 17:00 CET (Brussels)
Evaluation	February-March 2022	July-August 2022	December 2022 – January 2023	May – June 2023	October – November 2023
Information on evaluation results	May 2022	October 2022	March 2023	July 2023	January 2024
GA signature	September – October 2022	February - March 2023	July – August 2023	December 2023 – January 2024	May - June 2024

Priority Part II

AFIF – ZERO EMISSION %

ELEC		H2	
Gen Env	Coh Env	Gen Env	Coh Env
30%	50%	30%	50%

AFIF – LOW EMISSION %

LNG	
Gen Env	Coh Env
10%	20%

ELECTRICITY



AFIF – ZERO EMISSION %

Recharging stations supplying inland waterway and maritime vessels

Infrastructure

- On-shore Power Systems (OPS)
- Related necessary grid connection
- Including **zero-emission electric inland and short sea shipping vessels** if it is demonstrated that an initial number of vessels is needed to kick-start the use of the supported recharging infrastructure

Location

- In TEN-T inland waterway and maritime ports areas

Recharging stations supplying port vehicles and equipment

Infrastructure

- Used for the performance of port services and operations
- Including **port vehicles and equipment**

Location

- In TEN-T inland waterway and maritime ports areas

Conditions:

- Only for fitting or retrofitting the main propulsion system (zero-emission);
- The eligible cost shall be limited to the difference in costs between a fossil-fuel vehicle/equipment and the zero-emission vehicle/equipment as regards the propulsion system, to be duly evidenced by the applicant.

AFIF – ZERO EMISSION %



Conditions for vessels:

- Only for fitting or retrofitting the main propulsion system (zero-emission)
- If for passenger transport, only for inland vessels longer than 20m with more than 12 passenger capacity
- The **eligible cost shall be limited** to the difference in costs between a fossil-fuel vessel and the zero-emission vessel as regards the propulsion system, to be duly evidenced by the applicant
- The deployment of electric powered vessels for waterborne transport can be for use in private fleets of ships and vessels, excluding cruises and Exclusive Day trip tourism vessels, on the condition that the vessels are operating under the law of a Member State of the EU and serving EU passenger and cargo destinations and/or other EU services (e.g. tugboat) predominantly for at least 5 years from the date they are put in operation

HYDROGEN

Refuelling facilities supplying port vehicles and equipment

Infrastructure

- Used for the performance of port services and operations
- Including **port vehicles and equipment**

Location

- In TEN-T inland waterway and maritime ports areas

Conditions:

- Only for fitting or retrofitting the main propulsion system (zero-emission)
- The eligible cost shall be limited to the difference in costs between a fossil-fuel vehicle/equipment and the zero-emission vehicle/equipment as regards the propulsion system, to be duly evidenced by the applicant



AFIF – ZERO EMISSION %

HRS supplying inland waterway and maritime vessels

Infrastructure

- HRS supplying liquid or gaseous hydrogen at pressure of 350 bar and/or 700 bar
- Including **inland and short sea shipping vessels** propelled by hydrogen or hydrogen carrier fuels (e.g. ammonia) if it is demonstrated that an initial number of vessels is needed to kick-start the use of the supported refueling infrastructure

Location

- In TEN-T inland waterway and maritime ports areas



AFIF – ZERO EMISSION %

Conditions for vessels:

- Only for fitting or retrofitting the main propulsion system;
- If for passenger transport, only for inland vessels longer than 20m with more than 12 passenger capacity;
- The eligible cost shall be limited to the difference in costs between a fossil-fuel vessel and the zero-emission vessel as regards the propulsion system, to be duly evidenced by the applicant;
- The deployment of hydrogen/fuel-cell powered vessels for waterborne transport can be for use in private fleets of ships and vessels, excluding cruises and Exclusive Day trip tourism vessels, on the condition that the vessels are operating under the law of a Member State of the EU and serving EU passenger and cargo destinations and/or other EU services (e.g. tugboat) predominantly for at least 5 years from the date they are put in operation;
- Additionally to the pure hydrogen supply formats, for maritime applications, hydrogen carrier fuels (e.g. ammonia) are admitted.



1. Refueling stations supplying inland waterway and maritime vessels

Infrastructure

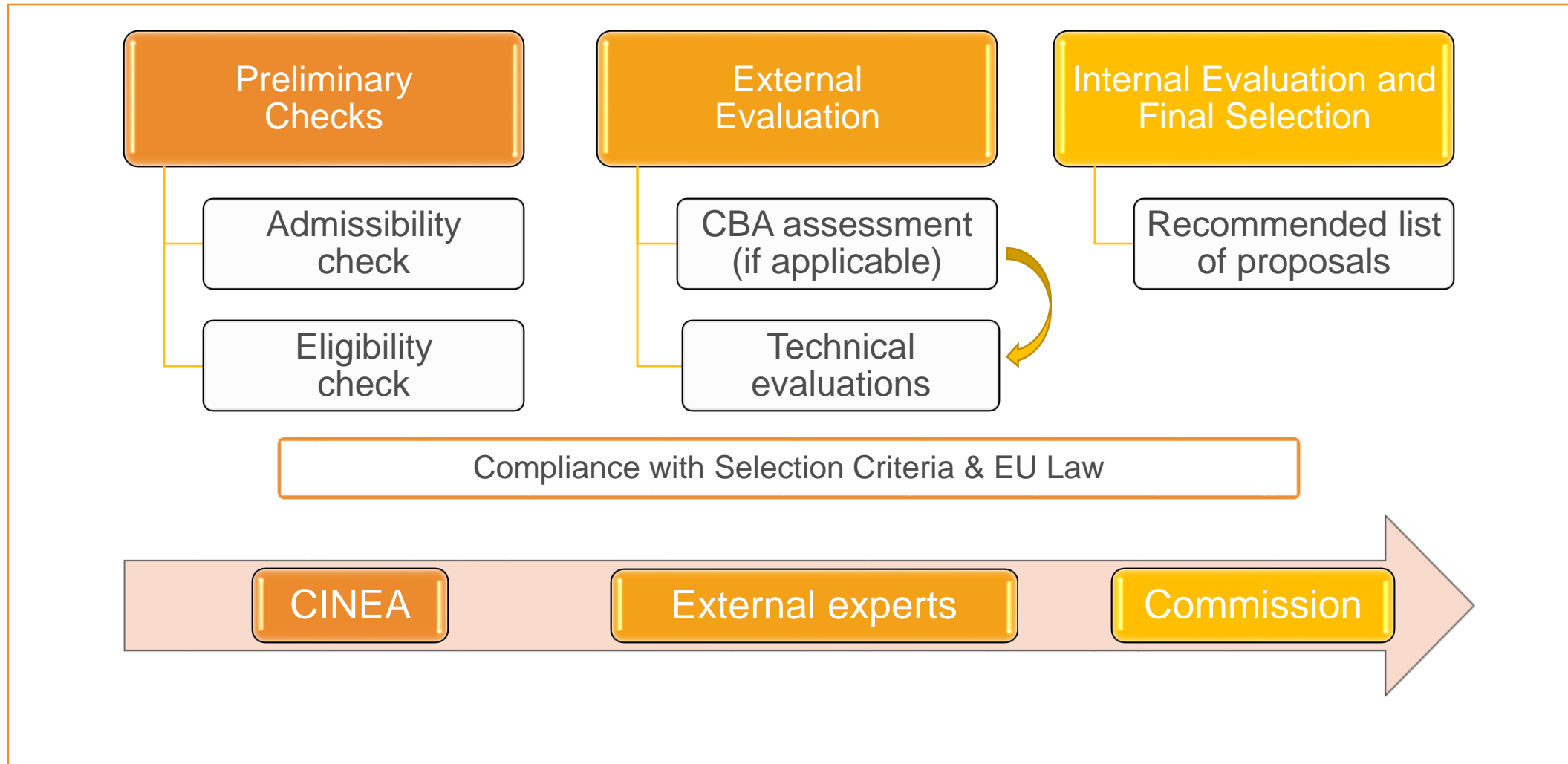
- Supplying infrastructure for TEN-T **maritime and inland vessels** on TEN-T inland waterway and maritime ports.
- Including **storage facilities for transport** sector only.
- Including **bunkering vessels**.

Location

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

LNG refueling infrastructure is supported only as a transitional solution and priority will be given to actions demonstrating a progressive uptake of bio-LNG.

Principles for the evaluation and selection process



Admissibility & Eligibility

- **To be admissible proposals must be:**

- Submitted before the call deadline through the Funding & Tenders Portal Electronic Submission System. Paper submissions are NOT possible;
- Readable, accessible and printable;
- Complete and contain all the requested information and all required annexes and supporting documents. **There will be no follow-up for missing elements.**

- **To be eligible:**

- Participants (beneficiaries and affiliated entities) must be legal entities (public or private bodies) established in one of the eligible countries;
- The proposed project must be located on the respective TEN-T network (location) and relevant to call priorities (activities).

Award criteria

Award criteria	Minimum pass score	Maximum score
Priority and urgency	3	5
Maturity	3	5
Quality	3	5
Impact	3	5
Catalytic effect	3	5
Overall (pass) scores	15	25

Award criteria 1/2

- **Priority and urgency**: evaluating the **correspondence** of the proposal with the sectoral policy objectives and priorities, measuring its **EU added-value** and where applicable assessing the possible synergies with other sectors; (5 points)
- **Maturity**: assessing the **maturity** of the action in the project development. The criterion will measure, among others: i) the **readiness/ability** of the project to start by the proposed start date and to **complete** by the proposed end date, ii) the **status** of the contracting procedures and of the necessary permits, and iii) information on the **financial availability** needed to complement the CEF investment; (5 points)
- **Quality**: evaluating the **soundness** of the implementation plan proposed, both from the technical and financial point of view, the architecture and design approach, the organisational **structures** put in place (or foreseen) for the implementation, the risk analysis, the control procedures and quality management and the **communication** strategy of the applicant. Moreover, when applicable, it will also assess the information related to the maintenance strategy proposed for the completed project; (5 points)

Award criteria 2/2

- **Impact**: assessing, when applicable, the economic, social and environmental impact, including the climate impact, and other relevant externalities. This criterion may be substantiated by a Cost Benefit Analysis (CBA) or, in the absence of such tools, other forecast of end-user take-up, in which case the evaluation will look at the soundness, comprehensiveness, and transparency of the analysis as well as proposed means to monitor its impact. Moreover, when applicable, the criterion will assess, among others, the innovation and digitalisation, safety and interoperability and accessibility aspects of the proposal, as well as its cross-border dimension, effect/contribution to the network territorial accessibility; (5 points)
- **Catalytic effect**: evaluating the financial gap (for instance the need to overcome financial obstacles generated by insufficient commercial viability, high upfront costs or the lack of market finance), the capacity to mobilise different investments sources, the capacity to trigger important overall investments with limited EU support and when appropriate the extent to which externalities justify the CEF financial support. It shall assess the catalytic effect of the EU financial support and determine whenever possible the actual co-funding rate to be granted. (5 points)

Steps towards a good proposal

A call for proposal is a process allowing the EU to select the best solution in view of a certain outcome

To be successful applicants shall:

- 1) Understand what the EU wants to achieve
- 2) Present a technical offer in the clearest possible way
- 3) Pay attention to the structure as much as to the substance of the proposal
- 4) Be an efficient planner

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