



Policy context and Projects on the TEN-T comprehensive network

2019 CEF Transport call

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João Ferreira

**Policy officer in the Unit for 'Transport investment'
Directorate-General Mobility & Transport (DG MOVE)**

General policy context

- **CEF Transport: grant budget of almost EUR 23.6 billion**
- **Calls 2014-2017: 690 projects - EUR 23 billion (total investment EUR 48.3 billion)**
- **CEF 2018 Multi-Annual call: EUR 450 million (General envelope), launched on 17/05/2018, deadline 24/10/2018 – *evaluation ongoing***
- **CEF 2019 Annual call: EUR 100 million (*present call*)**
- **The 2018 and 2019 calls virtually exhaust the grant budget available**
- **Looking ahead: progress review, 'use-it-or-lose-it' principle, re-injection of reflow funds 2019 - 2020**



Annual call 2019

EUR 100 million

Cross-border sections Rail, Road

Connections to and development of maritime ports

EUR 65 million

Reducing **rail freight noise**: retrofitting of existing rolling stock

EUR 35 million

- ✓ *TEN-T Comprehensive network*
- ✓ *Reimbursement of eligible costs actually incurred*

- ✓ *TEN-T network*
- ✓ *Unit costs: unit contributions per type of wagon*

As a reminder: outcome of Annual Call 2016

Commission Decision of 25 July 2017:

- **Cross-border projects** on the TEN-T Comprehensive network: **EUR 140 million** for **13 projects** (rail and road)
- **Reduction of rail freight noise: EUR 27.6 million for 7 projects**

https://ec.europa.eu/transport/themes/infrastructure-ten-t-connecting-europe/reference-documents-work-programmes-selection_en

<https://ec.europa.eu/inea/connecting-europe-facility/cef-transport/cef-transport-projects>

Priority 1: Cross-border sections rail-road / maritime ports

Studies and/or Works TEN-T Comprehensive network Reimbursement of eligible costs actually incurred

RAIL	ROAD	Maritime ports
Actions in line with the requirements of Regulation (EU) No 1315/2013:		
Chapter II, section 1	Chapter II, section 3	Chapter II, section 4
Maximum possible rates of co-funding: Studies 50% / Works:		
40%	10%*	20%

* For road networks in the case of MS with no railway network or in the case of MS with an isolated network without long-distance rail freight transport: 30% of the eligible costs for actions addressing bottlenecks and 40% for actions concerning cross-border sections

General conditions applying to Priority 1 Actions

- **Studies:** technical, legal or financial, preparation of tender documentation and permission procedures including EIA assessment (no studies which do not directly lead to implementation)
- **Works** (or mixed proposals works / studies): accompanied by a Cost-Benefit Analysis
- Railway and road cross-border proposals must include a **written agreement** between the MS concerned

Railways: objectives and scope

- **ONLY proposals concerning cross-border rail sections of the TEN-T Comprehensive network are eligible for funding**
- **Take account of provisions of:**
 - **Directive 2008/57/EC** of the European Parliament and of the Council of 17 June 2008 **on the interoperability of the rail system**
 - **Directive 2016/797** of the European Parliament and of the Council of 11 May 2016 which will replace Directive 2008/57/EC as of 16 June 2020

Railways: Eligible infrastructure components and requirements *(art. 11 / 13 of TEN-T Guidelines)*

- **High-speed** and **conventional** railway lines, including sidings, tunnels and bridges
 - High speed lines: new lines equipped for speeds in order of ≥ 250 km/h and upgraded conventional lines ≈ 200 km/h
- **Associated equipment** (e.g. electrification systems, equipment for the boarding/alighting of passengers, loading/unloading of cargo, automatic gauge-changing facilities ...)
 - Full electrification of line tracks (+ sidings where required)
 - Nominal track gauge for new railway lines = 1435mm

NB:

- **Railway station facilities are of lower priority** unless they concern the railway infrastructure component. If included in the application, they should be clearly described, quantified and priced separately

Railways: "Ideal" proposals



- Studies, including final designs and environmental permissions, for the construction of a new cross-border section
- Electrification of an existing cross-border section
- Migration to 1435 mm nominal gauge
- Works to increase the speed of a conventional line to ≈ 200 km/h

Railways : what will NOT be funded



- Any study not directly leading to implementation
- ERTMS and GSM-R deployment
- Passenger buildings, car parks, commercial parts of an existing station
- Maintenance

Roads – objectives and scope

- **ONLY applications concerning cross-border road sections of the TEN-T Comprehensive network are eligible for funding**
- In Member States with no railway network or with an isolated network (e.g. CY, IE, MT), proposals concerning **removal of bottlenecks** are also eligible for funding
- **Take account of provisions of:**
 - **Directive 2008/96/EC** of the European Parliament and of the Council of 19 November 2008 **on road infrastructure safety** (*currently under revision*)
 - **Directive 2004/54/EC** of the European Parliament and of the Council of 29 April 2004 **on tunnel safety**

Roads: eligible infrastructure components and requirements *(art. 17 / 19 of TEN-T Guidelines)*

- **High-quality roads** (motorways, express roads or conventional strategic roads) including bridges, tunnels, junctions, crossings, interchanges, hard shoulders
- **Associated equipment** (e.g. equipment for traffic management, information and route guidance)
- **Other infrastructure components** listed in Section 3 of the TEN-T Guidelines provided that they are located on a **cross-border road section** of the TEN-T Comprehensive network

Roads: "Ideal" proposals



- Studies, including final designs and environmental permissions, for the upgrade of an existing, or the construction of a new, cross-border section
- Works for the upgrade of an existing, or the construction of a new, cross-border section
- Removal of existing bottlenecks on cross-border sections (or in MS without or with isolated railway network)
- Tunnel safety upgrades to comply with Directive 2004/54/EC

Roads: what will NOT be funded



- Any study not directly leading to implementation
- Maintenance

Maritime ports: objectives and scope

- *ONLY proposals concerning ports of the TEN-T Comprehensive network are eligible for funding*
- *Take account of provisions of:*
 - **Directive 2000/59/EC** of the European Parliament and of the Council of 27 November 2000 on **port reception facilities** for ship-generated waste and cargo residues
 - **Directive (EU) 2016/802** of the European Parliament and of the Council of 11 May 2016 relating to a **reduction in the sulphur content** of certain liquid fuels
 - **Directive 2014/94/EU** of the European Parliament and of the Council of 22 October 2014 on the **deployment of alternative fuels infrastructure**
 - **Regulation (EU) 2017/352** of the European Parliament and of the Council of 15 February 2017 establishing **a framework for the provision of port services and common rules on the financial transparency of ports**

Maritime ports: type of supported Actions *(Art. 20 / 23 of TEN-T Guidelines)*

Hinterland connections to the Comprehensive (and Core) Network

(rail, or road if other hinterland connections are not an option) with adequate capacity and efficiency, including **digital solutions** to improve connectivity and the infrastructure necessary for transport operations within the port area

Port access

aiming at providing safe maritime access in the form of breakwaters, capital dredging activities, access channels, locks and navigational aids

Port infrastructure

(e.g. internal basins, quay walls, jetties, backfills, land reclamation) **including equipment and facilities for safety, security and checks**

Reception facilities

for oil and other waste, including residues from exhaust gas cleaning systems, to meet environmental requirements

Implementation of new facilities & technologies

regarding use of alternative fuels and energy, e.g. LNG bunkering, shore-side electricity, etc., in line with the Directive 2014/94/EU, **excluding pilot actions**

Maritime ports: specific conditions

- **Not eligible:** superstructure, construction and expansion of terminals, storage/warehouses, maintenance, cruise ships infrastructure and facilities, cargo and passenger terminals, infrastructure dedicated to private operators, port community systems incompatible / in contradiction with Single Window (EMSW) proposal
- **Works Actions:** based on proper needs assessment (market analysis and analysis of impact on competition with neighbouring ports), demonstrate long term port development strategy with adequate links to hinterland

Maritime ports: "Ideal" proposals



Improvement of rail access to a comprehensive port

IT system to improve the connectivity with other actors in the supply chain e.g. through port community system development

Land reclamation and **construction of LNG bunkering facility** in a port

Internal basin lengthening for accommodating larger ro-pax vessels

Construction of an access channel or investing in navigational aids improving access to a port

Facility and equipment for container security checks in a port

Capital dredging to increase the depth of fairway

Building **port reception facility** for scrubber sludge from ships



Maritime ports: what will NOT be funded

- Pilot action for testing methanol bunkering facility in a port (pilot actions are not eligible)
- Waste reception facilities in a cruise terminal (dedicated infrastructure and facilities for cruise ships are not eligible)
- Expansion of a passenger terminal, for e.g. departure hall, gangways, etc. (expansion/constructions of passenger terminals are not eligible)
- Annual maintenance dredging operation on a port fairway (maintenance is not eligible)
- Construction of a terminal or purchase of gantry cranes in a container terminal (terminal construction/expansion/capacity increase and superstructure are not eligible)
- Improvement of rail access to a privately owned and exclusively operated terminal (no public access)



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Thank you!