Connecting Europe Facility 2021-2027

Funding opportunities

Event: "Digitalisation and environmental sustainability as drivers in the change of SSS"

European Shortsea Network, 25 July 2022

Marija Janeva, CEF Project Management Coordinator – maritime sector

CINEA

CINEA's key contribution to the European Green Deal

EUROPEAN MARITIME FISHERIES AND AQUACULTURE FUND

LIFE PROGRAMME

INNOVATION FUND

EUROPEAN CLIMATE, INFRASTRUCTURE AND ENVIRONMENT EXECUTIVE AGENCY

CONNECTING EUROPE FACILITY 2
Transport and Energy

RENEWABLE ENERGY FINANCING MECHANISM

JUST TRANSITION MECHANISM
Public Sector Loan Facility pillar

HORIZON EUROPE
Climate, Energy and Mobility

From 34 billion
to > 55 billion

From 300 staff
to > 500 in 2027

European Commission

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

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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*

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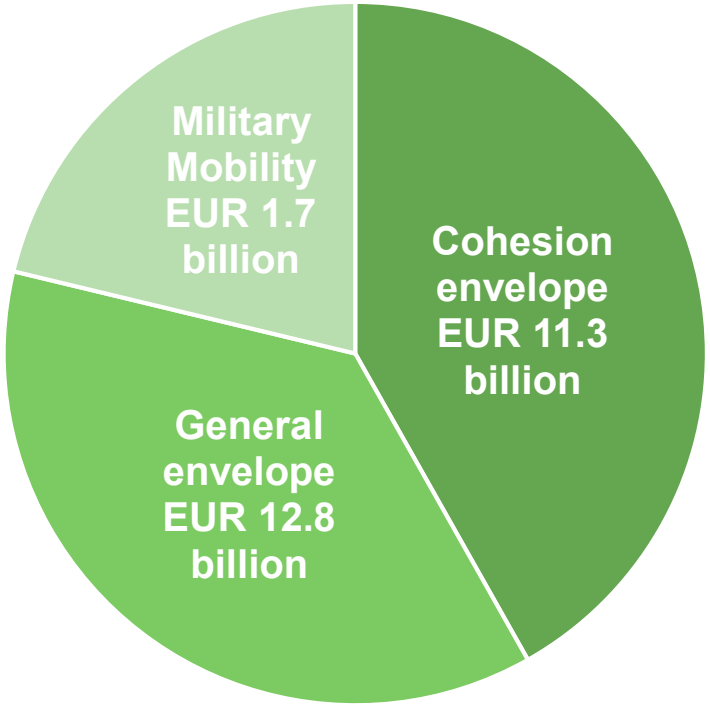
CEF Transport : Budget and policy objectives

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***
  - **Climate tracking** of CEF expenditures done by topic – methodology developed by EC and consistent with other EU programmes
  - **Climate proofing** – information with regard to climate impact **mitigation** and **adaptation** is required for all projects subject to an EIA. Recommended to use the Technical Guidance on the climate proofing of infrastructure in the period 2021-2027 (Official Journal of the European Union, C 373, 16 September 2021)

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Mitigation measures

- Activities relating to the mitigation of **environmental impact** and the **preservation of biodiversity** are eligible
- Examples: reforestation, ecoducts, infrastructure components allowing for the continuity of the natural habitat, noise protection barriers…

Synergetic elements

- **Energy or digital investments** (beyond what is covered in the calls) are eligible within a limit of 20% of the eligible costs and provided they improve the socio-economic, climate or environmental benefits of the project.
- Example: on-site renewable energy generation

Overview Calls and topics - based on 1st Call

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-COMPCOEN (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-SIMOBCOEN (1 topic)
	Actions related to **sustainable and multimodal mobility**	AFIF	CEF-T-2021-AFIFGEN (3 topics)	CEF-T-2021-AFIFCOEN (3 topics)
		Other	CEF-T-2021-SUSTMOBGEN (5 topics)	CEF-T-2021-SUSTMOBCOEN (2 topics)
	Actions related to **safe and secure mobility**		CEF-T-2021-SAFEMOBGEN (5 topics)	CEF-T-2021-SAFEMOBCOEN (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)	

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Maritime cluster – Maritime ports

Projects on the Core and Comprehensive Networks

(CEF-T-202x-COREGEN, CEF-T-202x-CORECOEN, CEF-T-202x-COMPGEN, CEF-T-202x-COMPCOEN)

Works / Studies

- Facilitation of maritime access
- Basic port infrastructure with a priority on
  - Development of zero or low emission multimodal solutions
  - Development of facility linked to offshore wind farms
- Shore-side electricity supply
- Port reception facilities for waste from ships
- Rail connections within (and outside) the port

Maximum co-funding rates:

General envelope: 30% / 50%

Cohesion envelope: 85%

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Maritime cluster – Motorways of the Sea

(CEF-T-202x-SUSTMOBGEN) **Works / Studies**

- New links / upgrade of existing Short Sea Shipping links:
  - Rail connections, shore side electricity supply, ICT platforms
  - Involvement of at least one Core network port of a MS and another Core or Comprehensive Network of another MS, is required.

- Actions facilitating Short Sea Shipping which are not linked to a specific port: ICT platforms.

Maximum co-funding rate:

General envelope: 50%

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Maritime cluster - European Maritime Single Window environment (EMSWe)

(CEF-T-202x-SIMOBGEN) **Works / Studies**

- 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%

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Maritime cluster - Vessel Traffic Monitoring and Information Systems (VTMIS)

(CEF-T-202x-SIMOBGEN) **Works / Studies**

- 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%

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Roads, RRTs and MLPs cluster

Works / Studies

Roads, rail-road terminals, and multimodal logistics platforms projects on the Core and Comprehensive Networks (CEF-T-202x-COREGEN, CEF-T-202x-CORECOEN, CEF-T-202x-COMPGEN, CEF-T-202x-COMPCOEN). Relevant for maritime ports:

- Construction and upgrade of **rail-road terminals**, **combined transport transhipment points** and other publicly accessible **multimodal logistics platforms**
- **Clean transhipment equipment*** for intermodal loading units, including specific equipment for rolling motorways and transportation of semi-trailers by rail, and ICT equipment/ applications

  ***Clean transshipment equipment:**
  - For transshipment of intermodal loading units based on a zero-emission fuel, e.g. electricity, hydrogen.
  - Only equipment allowing transshipment of any types of load units, i.e. swap bodies, containers, semi-trailers, including its supporting infrastructure such as electricity charging points at the terminal (when used exclusively for such clean transhipment equipment).
- Acquisition of **fixed equipment** in the terminal (e.g. a gantry crane) is also eligible **if it based on a zero-emission fuel**.

General envelope: max. 30% / 50%

Cohesion envelope: 85%

Intelligent Transport Services

(CEF-T-202x-SIMOBGEN) **Works / Studies**

- Deployment or upgrade of ITS infrastructure and services: digitalisation of port infrastructure

Example: ITS solutions applied to the gates of the port (e.g.: license plate recognition, weight in motion, container number readers). However, the (re)building of the gates/access points is not eligible for funding.

Maximum co-funding rate:

General envelope: 50%

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Data processing and sustainable and safe mobility cluster

(CEF-T-202x-SIMOBGEN) **Works / Studies**

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

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

Maximum co-funding rate:

General envelope: 50%

European Commission

Data processing and sustainable and safe mobility cluster

(CEF-T-202x-SAFEMOBGEN, CEF-T-202x-SAFEMOBCOEN) **Works / Studies**

Actions improving transport infrastructure resilience

- Improvement of **transport infrastructure resilience**, in particular to climate change and natural disasters through infrastructure upgrades or smart monitoring systems
- The aim is to improve the ability of the **transport infrastructure to mitigate, recover or adapt to disruptions** created by climate change and natural disasters

Maximum co-funding rate:

General envelope: 30%/50%

Cohesion envelope: 85%

European Commission

Alternative Fuels Infrastructure Facility

(CEF-T-202x-AFIFGEN, CEF-T-202x-AFIFCOEN)

- 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)**

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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

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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**
Deadline for submission	**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%**

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ELECTRICITY

AFIF – ZERO EMISSION %

Recharging stations supplying inland waterway and maritime vessels

Location

- In TEN-T inland waterway and maritime ports areas

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

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 vessel and the zero-emission vessel as regards the propulsion system, to be duly evidenced by the applicant.

Recharging stations supplying port vehicles and equipment

Location

- In TEN-T inland waterway and maritime ports areas

Infrastructure

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

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.

HYDROGEN

AFIF – ZERO EMISSION %

Refuelling facilities supplying port vehicles and equipment

Location

- In TEN-T inland waterway and maritime ports areas

Infrastructure

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

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

HRS supplying inland waterway and maritime vessels

Location

- In TEN-T inland waterway and maritime ports areas

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

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 vessel and the zero-emission vessel as regards the propulsion system, to be duly evidenced by the applicant.

LNG

AFIF – LOW EMISSION %

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

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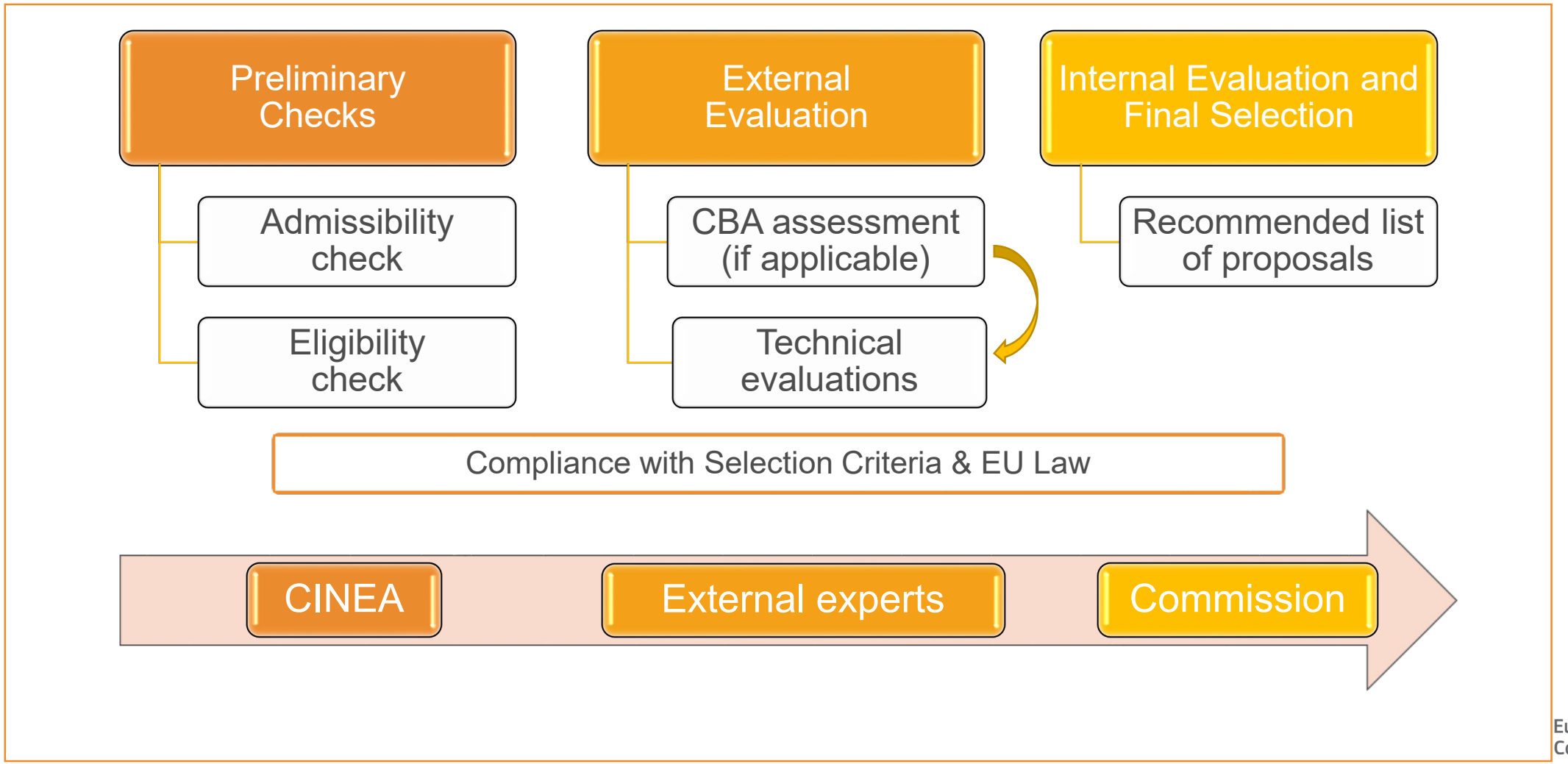
Principles for the evaluation and selection process



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.

- **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.

- **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.

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.

- **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.

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 scope and objectives of the EU transport policy, CEF Work Programme and Call text are

2) Present a technical offer in the clearest possible way, demonstrating the need for the project and addressing the existing bottleneck

3) Pay attention to the structure as much as to the substance of the proposal

4) Be an efficient planner

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Thank you

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