

Connecting Europe Facility Transport Call 2024

Application, evaluation, award process and
the socio-economic assessment

Flanders Info Day, 8th October 2024

CINEA



Agenda

- Introduction
- The application process
- The evaluation process and award criteria
- CBA

Transport portfolio at CINEA

Total number of ongoing projects and under preparation: **1512**

Total EU funding: **EUR 41.3 billion**

CEF Transport

1104 projects

EUR 38.18 billion

Horizon Transport

392 projects

EUR 2.90 billion

**Innovation Fund
Transport**

16 projects

EUR 174 million



Overview of the CEF 2 Transport

Envelope	Proposals submitted	Grants signed	CEF funding (EUR)
General (2021 – 2023 calls)	951	275	9 492 855 014
Cohesion (2021 - 2023 calls)	240	98	9 059 664 725
Military mobility (2021 - 2023 calls)	201	96	1 727 411 386
Alternative Fuel Infrastructure AFIF cut-offs 1-5	189	128	1 297 765 101
Total	1 581	597	21 577 696 227

<h2 style="text-align: center;">2024 CEF Transport Calls</h2>	General envelope (MEUR)	Cohesion envelope (MEUR)
Projects on the Core Network (1) Railways, (2) Inland waterways & Inland ports, (3) Maritime ports, (4) Road links and Multimodal freight terminals	0	<u>CORECOEN</u> (4 topics) 1 080
Projects on the Comprehensive Network (1) Railways, (2) Inland ports, (3) Maritime ports, (4) Road links and Multimodal freight terminals	0	<u>COMPCOEN</u> (4 topics) 150
Smart and Interoperable Mobility (1-2) ERTMS (SIMOBGEN and SIMOBSCOEN), (3) REMIB, (4-5-6) SESAR (Demonstrators, Common Project One, other), (7) ITS, (8) RIS, (9) VTMS, (10) EMSWe, (11) eFTI	<u>SIMOBGEN</u> (10 topics) 640	<u>SIMOBSCOEN</u> (1 topic) 165
Sustainable and Multimodal mobility (1) European Maritime Space and (2) Multimodal passenger hubs	<u>SUSTMOBGEN</u> (2 topics) 160	0
Safe and Secure Mobility (1) External borders (SAFEMOBGEN only), (2-3) Safe and secure parking (SAFEMOBGEN and SAFEMOBSCOEN), (4-5) Resilience (SAFEMOBGEN and SAFEMOBSCOEN), and (5) Road safety (SAFEMOBSCOEN only)	<u>SAFEMOBGEN</u> (3 topics) 160	<u>SAFEMOBSCOEN</u> (3 topics) 160
TOTAL : 2 515	960	1 555


Filters 33 item(s) found

  Opening date / Publication date  

Quick search


Select... 

Programme Connecting Europe Facility (CEF) 





Programming period 

Connecting Europe Facility (... 

Call 

Submission status 

All filters

- Inland ports – studies, works or mixed**
CEF-T-2024-COMPCOEN-IWWP-WORKS | Call for proposal
Opening date: 24 September 2024 | Next deadline: 21 January 2025 | Single-stage
Programme: **Connecting Europe Facility (CEF)** | Type of action: **CEF Infrastructure Projects**

- Roads and multimodal freight terminals – studies, works or mixed**
CEF-T-2024-COMPCOEN-ROADS-WORKS | Call for proposal
Opening date: 24 September 2024 | Next deadline: 21 January 2025 | Single-stage
Programme: **Connecting Europe Facility (CEF)** | Type of action: **CEF Infrastructure Projects**

- Rail – studies, works or mixed**
CEF-T-2024-COMPCOEN-RAIL-WORKS | Call for proposal
Opening date: 24 September 2024 | Next deadline: 21 January 2025 | Single-stage
Programme: **Connecting Europe Facility (CEF)** | Type of action: **CEF Infrastructure Projects**

- Maritime ports – studies, works or mixed**
CEF-T-2024-CORECOEN-MARP-WORKS | Call for proposal
Opening date: 24 September 2024 | Next deadline: 21 January 2025 | Single-stage
Programme: **Connecting Europe Facility (CEF)** | Type of action: **CEF Infrastructure Projects**


Budget requirements for proposals

Budget in Part A:

- You register the data in the submission system

&

Detailed budget table per work package:

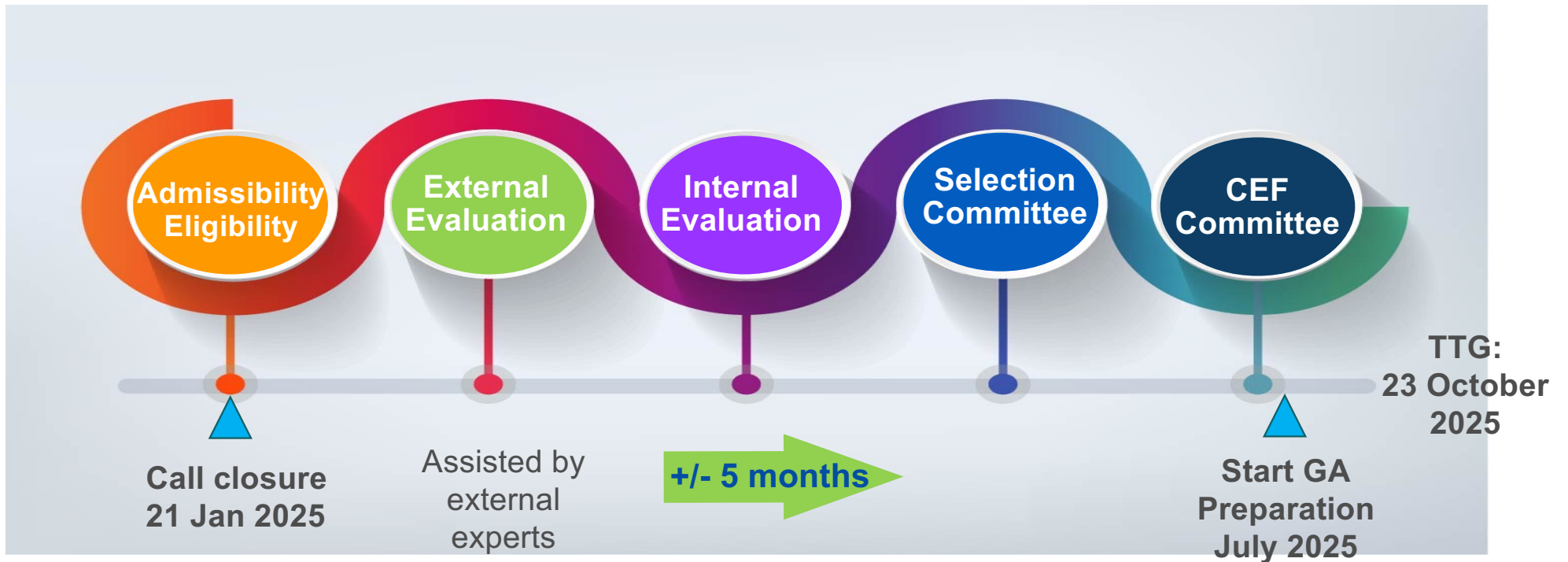
- You register the data in the Excel file and upload it for all applications, **or**

Calculator for unit contributions :

- You register the data in the Excel file and upload it for ERTMS applications

Evaluation process

CEF- Transport evaluation process



1. Admissibility check

Admissible proposal (section 5 of call document):

- is electronically submitted on time (by the Call deadline of 21 January 2025)
- 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

Mandatory annexes

- ❑ **Agreement by the concerned Member States** (benefitting from the project) – 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 except ERTMS i.e. for works and for studies with physical interventions and for studies without physical intervention (see FAQ #18080)
- ❑ **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.
- ❑ **Full cost-benefit analysis (CBA) report** and **CBA cash flow template** - only for works or mixed projects with a budget (eligible costs) above EUR 10 million
- ❑ **Simplified CBA calculator** – only for works or mixed projects with a budget (eligible costs) below EUR 10 million

Lessons learnt from the Admissibility check from previous calls

- ❑ Incomplete application forms:
 - ❑ 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
 - ❑ Missing and/or incomplete **Environmental Compliance File**: e.g. not duly signed, dated and stamped declarations by the competent authority for NATURA 2000 and Water Framework Directive
 - ❑ **CBA report** referring to another proposal, CBA report is an empty document, missing **Cash Flow template** or **Simplified CBA Calculator**,
 - ❑ Missing **activity report of last year** (private bodies),
 - ❑ Incorrect **Gantt chart** referring to a project other than the submitted proposal

2. Eligibility check

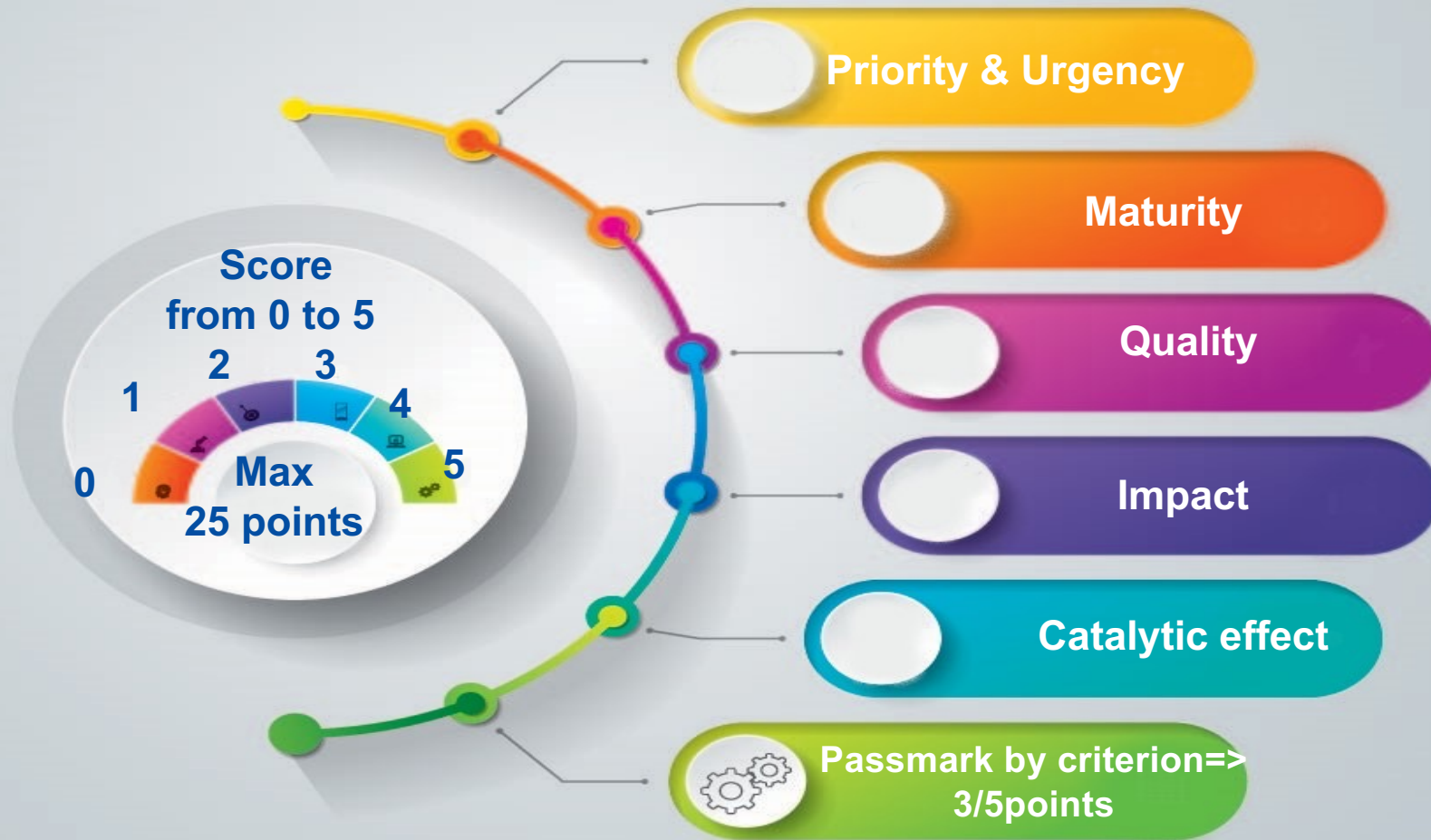
Eligible proposal (section 6 of call document):

- Submitted by **applicants** who are legal entities (public or private bodies) established in the EU Member States or the countries associated to CEF;
- 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, extended and/or comprehensive)
- 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 2029
- Any **budget** requested is admitted – but recommended to be min EUR 1 million of EU contribution requested.

Lessons learnt from the Eligibility check from previous calls

- Proposal submitted by an applicant from a non-eligible country
- Location of the proposal - **not on the TEN-T 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**' under the topic submitted
- Project proposal** and the Global Project - **insufficiently clear**

3. Evaluation - Award criteria



Priority & Urgency

- Contribution to the TEN-T network:** (i) core/extended or comprehensive, (ii) on a CB link, (iii) contribution to the corridor work plans and (iv) any network effect by developing or modernising the network.
- Relevance:** if the proposal addresses the Work Programme/Call/Topic objectives
- EU added-value:** the proposal addresses (i) EU objectives (Green Deal, Sustainable and Smart Mobility Strategy) and (ii) if the project improves significantly the transport connections between the Member States in efficiency, sustainability, competitiveness or cohesion – in addition to the benefits at national/regional/local level.
- Synergies** with other EU programmes, other CEF sectors (Energy and Digital). Synergetic elements (for Works topics only under specific conditions)
- Taking into account the EU policy urgencies created by :
 - the situation created by the Russian war of aggression against Ukraine,
 - the communication on solidarity lanes of 12 May 2022,
 - the EU mission on the “100 Climate Neutral and Smart Cities” launched on 28 April 2022, and
 - the action plan on military mobility 2.0 (JOIN/2022/48/Final) of 10 November 2022.

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: must have completed two key steps of the environmental impact assessment by the date of application:** i) an EIA report prepared by the project promoter and ii) consultations carried out under the EIA Directive. The development consent procedure may be followed and completed after the submission of the CEF application.

Quality

- **The quality of the application:** Part A, Part B and the mandatory annexes submitted, including the environmental documents (ECF).
- **The quality of the proposed project – based on:**
 - The **implementation plan proposed**, from technical (Work Packages 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

- ❑ **Demand/traffic forecast study** – is the works project based on similar study ?
- ❑ **Socio-economic impact of the project**
 - Describe the socio-economic impact of the project – leading (or not) to a project being economically viable
- ❑ Other impacts on **congestion, modal split, safety and security, service quality, and noise emissions**
- ❑ For studies proposals, under the section Decision-making tool: contribution of the study to preparing the overall project implementation, for instance, further steps in the project development
- ❑ 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

- ❑ **Catalytic effect** looks into how the CEF funding will facilitate or accelerate the project - in comparison to a situation without the CEF funding.
- ❑ Three main elements that the CEF funding may influence the realisation of the project:
 - **Overcoming a funding gap** (or negative Financial Net Present Value - FNPV) of the project – due to insufficient financial viability, high upfront costs or lack of market funding
 - **Financial leverage on additional investments:** capacity of the CEF grant to trigger differentiated public or private investments, and accelerating the overall investment plan
 - Enabling effect of the CEF grant on **the commitment/acceptance of stakeholders towards the project** – due to, among other reasons, improved quality of the project implementation by enhancing the technical parameters.

Lessons learnt from the evaluation of proposals under previous calls

□ Low quality of the description of proposals:

- Project Management tasks includes reporting to CINEA, communication & dissemination, consortium meetings < 10% of the total budget.
- 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
- Communication tasks described too vaguely

The socio-economic assessment

The cost-benefit analysis (CBA) requirement

- The requirement for socio economic assessment has been streamlined in this programming period to take account of the added value of the tool for each priority
- There are now three levels of granularity of information
 - Full CBA
 - Simplified CBA
 - For some categories - no CBA is required

Full CBA

- ❑ For works and mixed projects with budget (total eligible costs) above EUR 10 million. In mixed proposals, the threshold of EUR 10 million applies to the work component(s) of the eligible costs.
- ❑ “Full CBA” is composed of:
 - a standalone text document, with a minimum length of 20 pages, and
 - the CBA Cash Flow template filled in to present the results of the CBA in a harmonised format.

Simplified CBA

- ❑ For works and mixed projects with budget (total eligible costs) below EUR 10 million
- ❑ The simplified CBA calculator requires fewer inputs to produce the output indicators by automating the calculation of externalities and the monetisation of time saving.
- ❑ When a simplified CBA is required, applicants may submit a full CBA if they wish so (following full CBA requirements).

* The threshold applies to eligible costs
– for works proposals

CBA requirement by priority

Work programme “Objectives”	Priorities	Requirement
6.1 Projects related to the efficient, interconnected, interoperable and multimodal networks		
	Railways	Full CBA / Simplified < 10 m€ *
	Inland waterways and inland ports	Full CBA / Simplified < 10 m€ *
	Maritime ports	Full CBA / Simplified < 10 m€ *
	Roads, rail-road terminals, connections to airports and multimodal logistics platforms	Full CBA / Simplified < 10 m€ *
6.2 Projects relating to smart, interoperable, sustainable, multimodal, inclusive, accessible, safe and secure mobility		
6.2.1 Projects related to smart and interoperable mobility	ERTMS	No CBA
	ITS	No CBA
	RIS	No CBA
	SESAR common projects	No CBA
	SESAR other projects	No CBA
	Transport interoperability	No CBA
6.2.2 Projects related to sustainable and multimodal mobility	Alternative fuels infrastructure	Implementing Partner: No CBA Others: Simplified CBA
	Motorways of the Seas	Full CBA / Simplified < 10 m€ *
	Multimodal passenger hubs	Full CBA / Simplified < 10 m€ *
	Reduction of rail freight noise	No CBA
6.2.3 Projects related to safe and secure mobility	Safe and secure parking infrastructure	Full CBA / Simplified < 10 m€ *
	Road safety	Full CBA / Simplified < 10 m€ *
	Projects improving transport infrastructure resilience	Full CBA / Simplified < 10 m€ *
	External border checks	Full CBA / Simplified < 10 m€ *
6.3 Military mobility		
	Military mobility	No CBA

Grandfathering

- ❑ Applications relating to a new phase of a project under construction and already supported by CEF may re-submit the CBA originally submitted if:
 - the new project was already included in the scope of the original CBA
 - no significant changes have occurred (nature, scale and scope of the project or its context/background) that may impair the value of the original CBA (e.g. new competition, technological breakthrough, new normative constraint, social conditions, uses and customs).

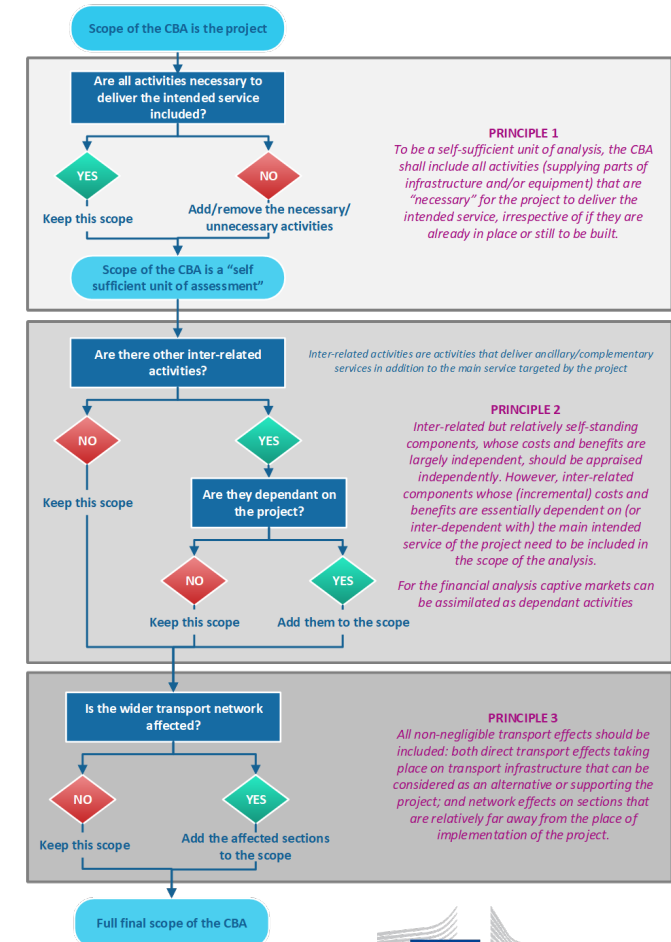
- ❑ If applicants decide to re-submit the original CBA they must confirm that these two conditions are met and explain their arguments in **Application Form part B section 4.2** also indicating to reference/code of the original proposal.

Note on Scope of Socio-Economic Assessment

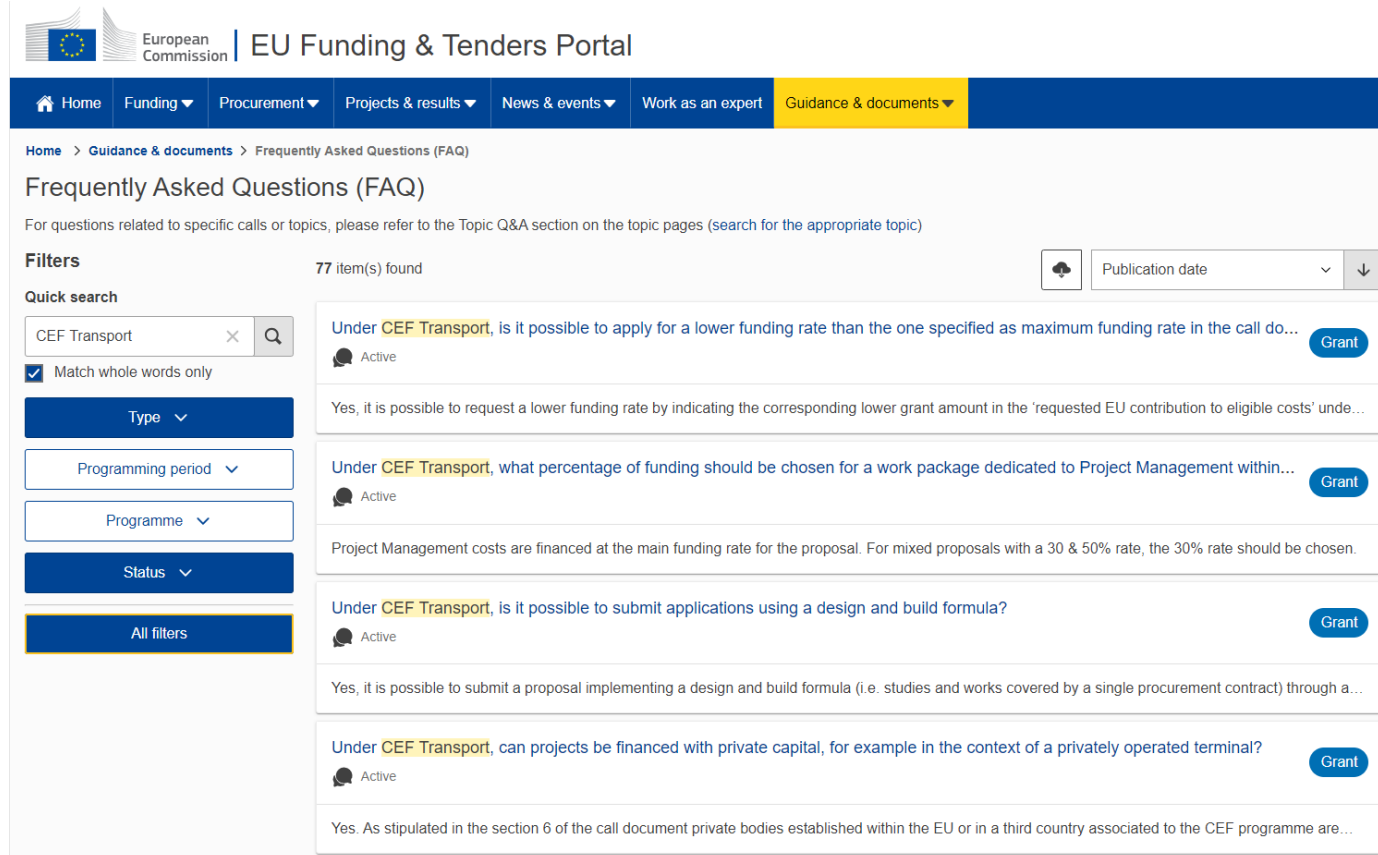
Three principal steps to undertake in order to determine the correct scope of the CBA:

- All "necessary" components are added (unnecessary ones are removed)
- All inter-related dependant activities are added
- Effects on the wider transport network are added

(CINEA Guide, p. 24)



CEF Transport FAQs



The screenshot displays the 'EU Funding & Tenders Portal' with a navigation menu including Home, Funding, Procurement, Projects & results, News & events, Work as an expert, and Guidance & documents. The 'Guidance & documents' section is active, leading to 'Frequently Asked Questions (FAQ)'. The page title is 'Frequently Asked Questions (FAQ)'. A sub-header reads: 'For questions related to specific calls or topics, please refer to the Topic Q&A section on the topic pages (search for the appropriate topic)'. Below this, there are filter options: 'Filters' (77 item(s) found), 'Quick search' (with a search box containing 'CEF Transport' and a 'Match whole words only' checkbox), and a 'Publication date' dropdown menu. The main content area lists four FAQs, each with a 'Grant' button and an 'Active' status icon. The first FAQ asks about applying for a lower funding rate than the maximum specified in the call document. The second asks about the percentage of funding for Project Management within a work package. The third asks about submitting applications using a design and build formula. The fourth asks about financing projects with private capital, such as in a privately operated terminal.

Home > Guidance & documents > Frequently Asked Questions (FAQ)

Frequently Asked Questions (FAQ)

For questions related to specific calls or topics, please refer to the Topic Q&A section on the topic pages (search for the appropriate topic)

Filters 77 item(s) found Publication date

Quick search

CEF Transport

Match whole words only

Type

Programming period

Programme

Status

All filters

Under CEF Transport, is it possible to apply for a lower funding rate than the one specified as maximum funding rate in the call do... Grant

Active

Yes, it is possible to request a lower funding rate by indicating the corresponding lower grant amount in the 'requested EU contribution to eligible costs' unde...

Under CEF Transport, what percentage of funding should be chosen for a work package dedicated to Project Management within... Grant

Active

Project Management costs are financed at the main funding rate for the proposal. For mixed proposals with a 30 & 50% rate, the 30% rate should be chosen.

Under CEF Transport, is it possible to submit applications using a design and build formula? Grant

Active

Yes, it is possible to submit a proposal implementing a design and build formula (i.e. studies and works covered by a single procurement contract) through a...

Under CEF Transport, can projects be financed with private capital, for example in the context of a privately operated terminal? Grant

Active

Yes. As stipulated in the section 6 of the call document private bodies established within the EU or in a third country associated to the CEF programme are...

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



Service desk: **EC-FUNDING-TENDER-SERVICE-DESK@ec.europa.eu**

Keep in touch - CINEA



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Thank you



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