



SUSTAINABLE & SMART **MOBILITY STRATEGY**

Connecting Europe Facility 2024 CEF Info Day- Czechia



Introduction and general policy context of 2024 CEF Transport calls

Transport portfolio at CINEA

Total number of ongoing projects and under preparation: **2619***

Total EU funding: **EUR 49.4 billion**

CEF Transport

1702 projects

EUR 44.45 billion

Horizon Transport

743 projects

EUR 4.76 billion

Innovation Fund
Transport

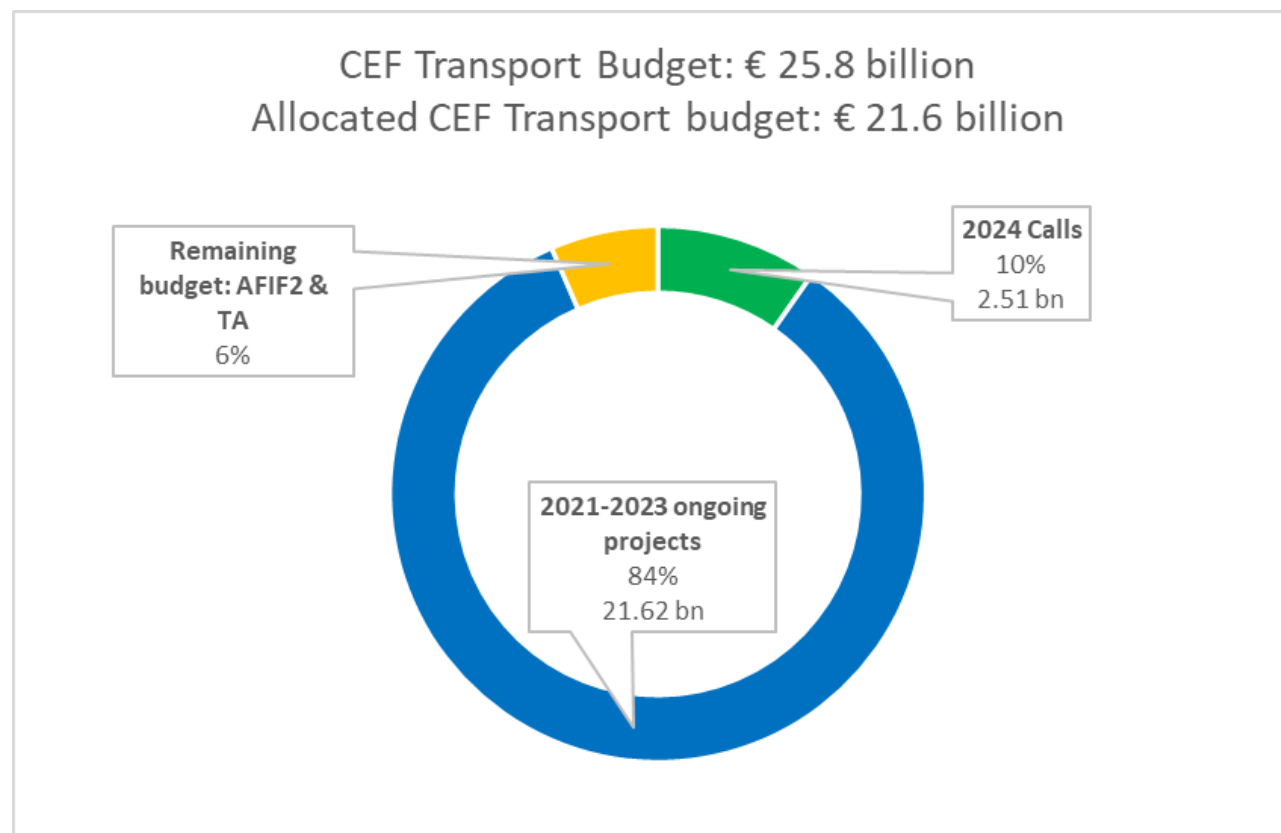
16 projects

EUR 174 million



*This includes all CEF1 & CEF2 projects: ongoing, under GA preparation, closed and terminated

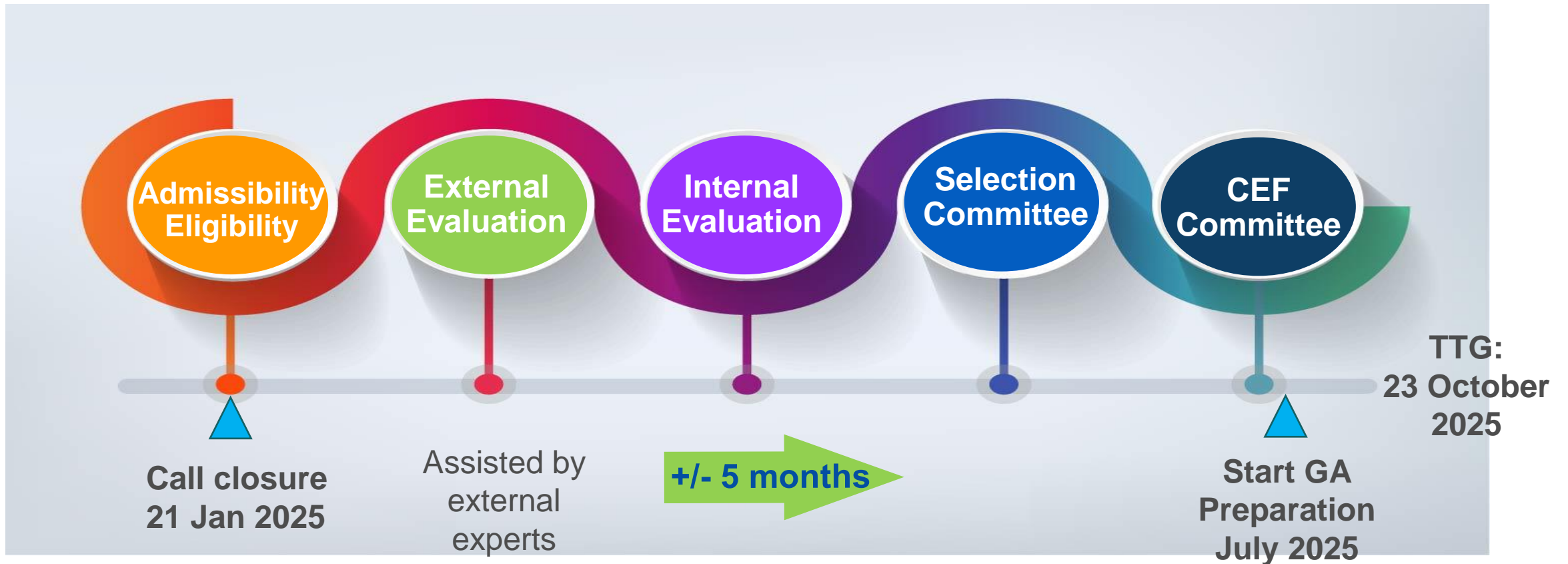
State of play – CEF2 Transport



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

CEF- Transport evaluation process

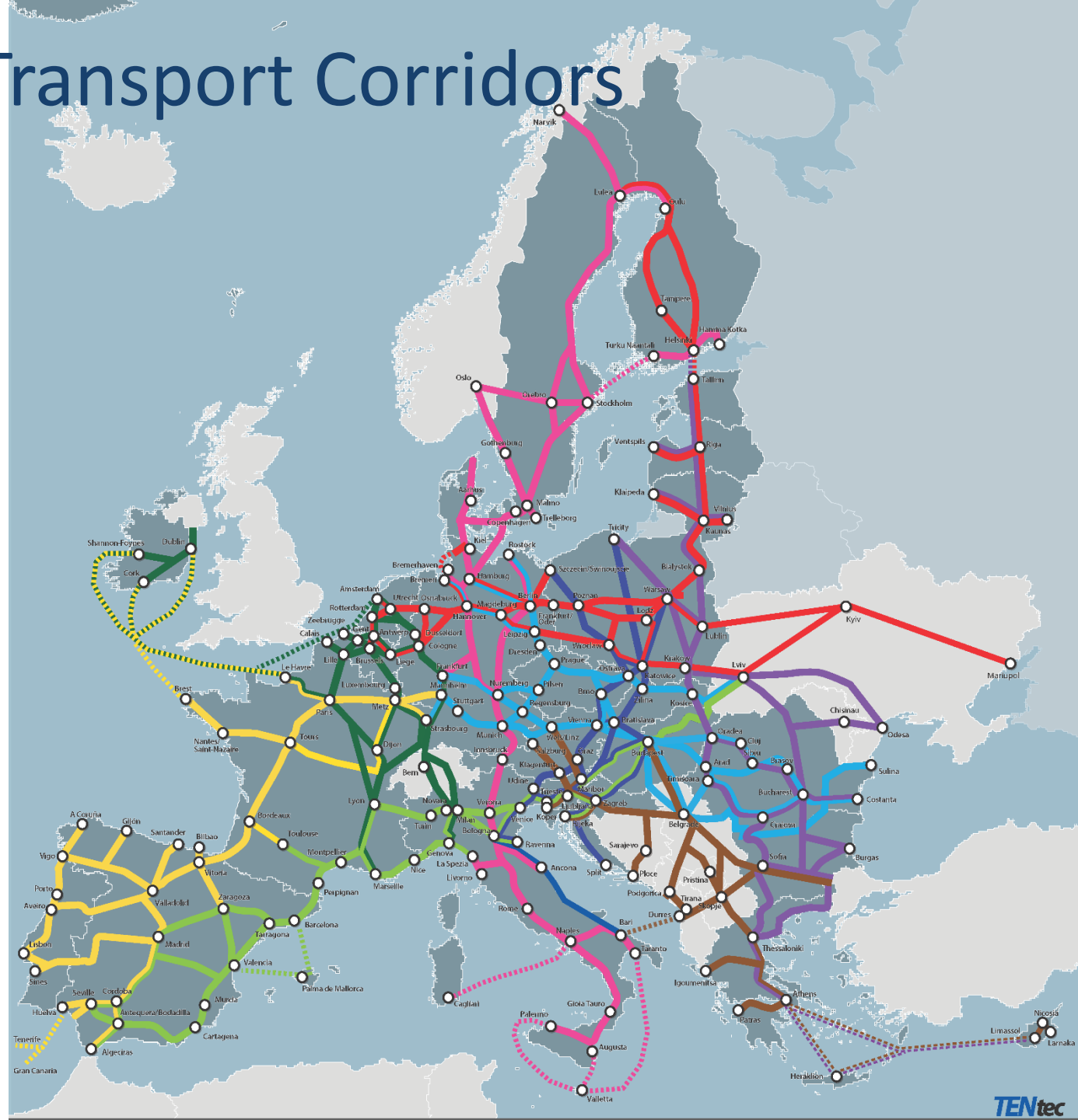


Key features of the new TEN-T

- **New network structure:** core, extended core and comprehensive network forming the trans-European transport network (TEN-T)
- **Gradual completion of the network in three steps:** 2030 – **2040** – 2050
- **European Transport Corridors (ETC)** and two horizontal priorities (ERTMS, European Maritime Space)
- **Reinforced / new infrastructure standards** for all transport modes
- **Strengthened TEN-T governance**
- **New arising political priorities:** resilience / climate proofing, maintenance, connections with neighbouring third countries / third country investments, urban nodes (last mile connectivity), freight terminal capacity, ...

European Transport Corridors

- integration of Core Network Corridors and Rail Freight Corridors
- composed of most strategic parts of the core network and of the extended core network (deadlines 2030 & 2040)
- extension of 4 ETCs to Ukraine & the Republic of Moldova



ATLANTIC

NORTH SEA - RHINE -
MEDITERRANEAN

NORTH SEA - BALTIC

SCANDINAVIAN - MEDITERRANEAN

BALTIC SEA - ADRIATIC SEA

RHINE - DANUBE

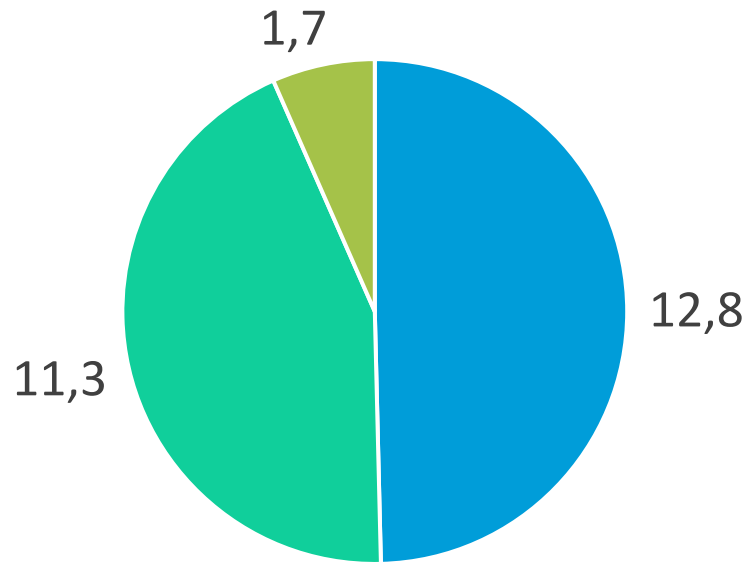
MEDITERRANEAN

WESTERN BALKANS - EASTERN
MEDITERRANEAN

BALTIC SEA - BLACK SEA -
AEGEAN SEA

CEF-T policy objectives

Budget 2021-2027
EUR 25.8 billion



■ General envelope ■ Cohesion envelope
■ MilMob envelope

- Contribute to the objectives of the **Green Deal** and the **Sustainable and Smart Mobility Strategy**
- Contribute to the **completion of the TEN-T**, including adaptation of parts of it for the **civilian-defence dual use (MilMob)**
- Reduce **net greenhouse gas emissions** by at least 55% by 2030, compared to 1990 levels
- At least **60%** of the financial envelope dedicated to the **Union's climate targets**
- **Russia's war of aggression against Ukraine – Solidarity Lanes:** ensure passenger and freight mobility, namely by reinforcing BCPs between UA/MD and neighboring MS

2024 CEF Transport Calls	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 (6) Road safety (SAFEMOBSCOEN only)	<u>SAFEMOBGEN</u> (3 topics) 160	<u>SAFEMOBSCOEN</u> (3 topics) 160
TOTAL : 2 515	960	1 555

New features of 2024 CEF Transport calls

CEF-T calls 2024: new features (1)

- The **new TEN-T Regulation** states that the completion of the TEN-T should be gradually developed in three steps:
 - Core network by 2030
 - Extended core network by 2040
 - Comprehensive network by 2050
- In accordance with its Article 10.2, **references to the core network in the CEF Regulation must be construed as including the extended core network**
- Hence, **proposals** addressing projects related to the **completion of the TEN-T network** and **located on the extended core network** must be submitted to the **CORECOEN call**. Priority will be given to projects with works for the completion of the core network by 2030.
- Projects containing infrastructure components for railway, inland waterways, maritime, aviation and multimodal freight terminals should align with the **transport infrastructure requirements** specified in the new TEN-T Regulation.

CEF-T calls 2024: new features (2)

- **Topic priorities and eligibility** were enhanced taking account of lessons-learned from previous calls, new developments and the revised TEN-T Regulation
- Topics '**Projects on the TEN-T core network**' and '**Projects on the TEN-T comprehensive network**' under **General envelope** are not included in this call (no more budget available)
- New topic **European Maritime Space** replaces Motorways of the Sea. This will focus on interventions with most EU added-value i.e. short-sea shipping between two TEN-T ports located in two different Member States
- Topics **Data** and **New technologies & innovation** are also not included in this call. Certain items previously under NEWTECH are now in topic **Removing (railway) interoperability barriers (REMIB)**: (1) Digital Automatic Coupling (DAC), (2) integrated infrastructure capacity and traffic management, and (3) other telematic applications
- **In ERTMS**, the focus and priorities are different under General and Cohesion envelopes

CEF-T calls 2024: new features (3)

- As of 1/1/2024, the national Cohesion envelope allocations are no longer applicable. The entire **Cohesion envelope budget** of this call is available to all 15 eligible Member States
- The assessment of **award criterion ‘Priority and urgency’** will, where relevant, also consider:
 - the situation created by Russia’s war of aggression against Ukraine
 - the COM communication on Solidarity Lanes (COM/2022/217/Final)
 - the ‘100 Climate Neutral and Smart Cities’ announced by the COM on 28/4/2022
 - the action plan on military mobility 2.0 (JOIN/2022/48/Final) of 10/11/2022
- **Maximum project duration** extended to 31/12/2029:
 - Studies: 2-3 years maximum
 - Works: 4-5 years maximum

Lessons learnt from the evaluation of proposals under previous calls

Lessons learnt from the Admissibility check under previous calls (1)

The Environmental Compliance File (ECF) consists of:

1. The cover page:

Project name and acronym:	[project title] — [acronym]
Location:	[country], [region]
Project type:	Works <input type="checkbox"/> Study with physical intervention <input type="checkbox"/> Study without physical intervention <input type="checkbox"/>

2. The Environmental Compliance Questionnaire:

1. Development Consent,
2. Compliance with the EIA Directive (2011/92/EU),
3. Compliance with the SEA Directive (2001/42/EC),
4. Compliance with the Habitats Directive (92/43/EEC) and
5. Compliance with the Water Framework Directive (2000/60/EC) and the
6. Declaration by the competent authority for the monitoring of the Natura 2000 sites and
7. Declaration by the competent authority under the Water Framework Directive 2000/60/EC.

The declarations accompanying the file must be submitted, when applicable, and do not replace the environmental compliance file.

Lessons learnt from the Admissibility check under previous calls (2)

☐ Incomplete application forms:

☐ Missing or incomplete **Environmental Compliance File (ECF)**:

e.g. not fully submitted (only the declarations), not duly signed, dated and stamped declarations by the competent authority for monitoring the NATURA 2000 sites or under the Water Framework Directive.

- The **ECF must be submitted** – if not (missing or incomplete) the proposal is **NOT** admissible
- The **ECF must be comprehensively completed** – with
 - (i) the **necessary approvals** by competent authorities
 - (ii) the **information required** in the boxes
 - **within the foreseen boxes** - it is not sufficient that the info is somewhere in the application , and
 - **with the documents** required in the sections of the ECF i.e. copy of screening decision etc.
- If not, it has a negative impact on the evaluation.
- If the project is implemented in numerous countries, each MS should fill out one ENV Compliance File. All ECFs should be merged into one file.

Lessons learnt from the Admissibility check under previous calls (3)

- ☐ 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; agreement from a local public entity not being the concerned MS ministry
- ☐ Inconsistencies between section Budget of part A and the detailed budget table in part B
- ☐ **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** or **list of previous projects** (required for private bodies)
- ☐ Incorrect **Gantt chart** referring to a project other than the submitted proposal

Lessons learnt from the Eligibility check under previous calls

- ❑ Proposal submitted by an applicant from a non-eligible country
- ❑ Location of the proposal - **not on (or connected to) 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**'
- ❑ **Project proposal** and the Global Project - **insufficiently clear**

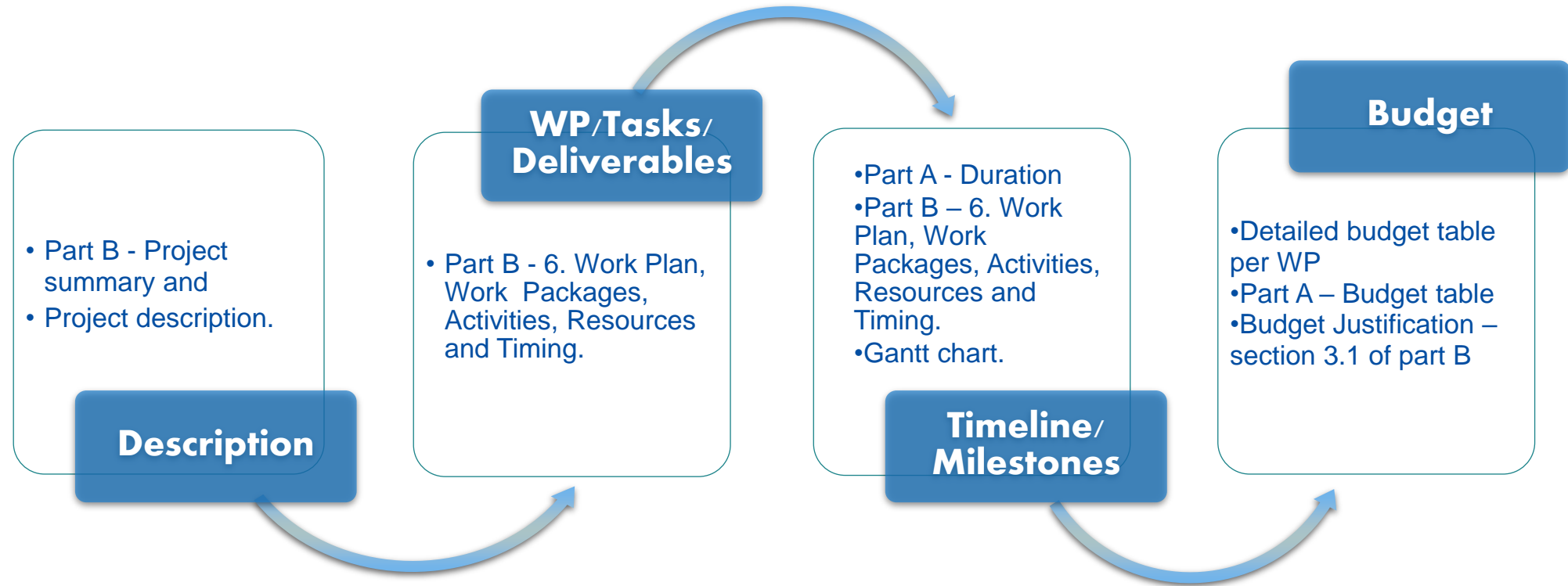
Lessons learnt from the evaluation of proposals under previous calls – award criteria:

- ❑ Low quality of the description of proposals:
 - ❑ Project Management tasks exceed 10% of the total budget
 - ❑ Description of individual tasks not sufficiently detailed with insufficient number of milestones and unclear deliverables
 - ❑ Work packages covering several distinct tasks – with no costs broken down (per task)
 - ❑ Lack of detailed explanation on the proposed budget per work package
 - ❑ Demand analysis based on old data and anticipated results not clearly explained

Lessons learnt from the evaluation of proposals under previous calls – award criteria:

- ❑ Low quality of the description of proposals:
 - ❑ Too general description of the expected social and environmental impact of the project without clear conclusions
 - ❑ Limited risk analysis with incomplete mitigation measures
 - ❑ Communication tasks described too vaguely

Lessons learnt from the evaluation of proposals under previous calls



- Be clear and concise.
- Coherence and consistency across documents (part A, part B, Gantt chart, budget tables)
- Address scoring criteria accordingly



Need help?

- [Online Manual](#): Step-by-step online guidance
- [GIS User Guide](#): Step-by-step GIS guidance
- [IT-How-to](#): IT guidance with screenshots
- [IT helpdesk](#): Contact the IT helpdesk for questions such as forgotten passwords, access rights, technical aspects of submission of proposals, etc.
- [FAQ](#) related to the 'submission of proposals' process
- More CINEA guidance on GA preparation & implementation under [Templates & forms: 2021-2027 CEF Projects - European Commission \(europa.eu\)](#)
- Call related questions: CINEA-CEF-TRANSPORT-CALLS@ec.europa.eu
- IT Service desk: EC-FUNDING-TENDER-SERVICE-DESK@ec.europa.eu

Thank you for your attention