2016 CEF Annual Work Programme
Freight Transport Services

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2016 CEF Annual Work Programme / Priority: Freight Transport Services (3.2.1)

Key features

• **2016 CEF Annual Work Programme**, priority: Freight Transport Services (3.2.1);
• Publication date: **13 October 2016**;
• Deadline for submission: **7 February 2017 at 17.00** (electronically only);
• Recommended minimum grant size of: **€ 500.000 for studies and € 1 M for works**;
• Budget: **€20 million**;
• Priority open to all **Member States** under the general envelope.
General objective

Stimulate the deployment of innovative, efficient and sustainable freight transport services on both Core and Comprehensive Network sections
Specific objectives

Actions shall lead to at least one of the following objectives:

a) Modal shift
b) Multimodal integration
c) Efficient supply chains
Modal shift

**Aim:** shifting cargo to more sustainable, energy-efficient modes to improve the environmental performance of the transport system and to reduce external costs of transport;

**Example:**
- Investments in small scale ancillary infrastructure and superstructures in terminals (missing links, increase transhipment capacity);
- Start-up of a new freight transport service or upgrade of an existing one

**Expected results:** investment leading to modal shift to more sustainable transport modes
Multimodal integration

- **Aim:** improving the integration between the transport modes to increase reliability and efficiency of existing multimodal services in terms of time, quality and external costs;
- Must be a pre-existing multimodal service – involving at least two modes of transport
- **Example:**
  - Investments in small scale ancillary infrastructure, superstructures and on-board equipment enhancing transhipment of cargo;
  - Etc.
- **Expected results:** investments leading to transport time reduction, improved quality of services, reduced external costs, better environmental performance. No reverse modal shift.
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Efficient supply chains

- **Aim:** to reduce empty runs, increase load factors and limit transport time through better management, organisation and integration of logistic activities;

- **Priority actions:**
  - Collaborative approaches to logistics;
  - Interoperable ICT systems;
  - Innovative solutions for last mile operations and customised logistics services;
  - Innovative approaches for loading and transporting goods and optimising product, package volumes.

- **Examples:**
  - Investments in re-engineering, restructuring and consolidating cargo flows;
  - Establishing trusted collaborative networks to bundle cargo by competing shippers;
  - Deployment of a genuine, multimodal corridor information system.
  - Etc.

- **Expected results:** investments leading to traffic avoidance e.g. improved loading factor, reduced empty runs and/or reduced transport time.
Specific objectives - overview

- Modal shift
- Multimodal integration
- Efficient supply chains
General conditions

- **Eligible investments:** purchase/rent/leasing of durable assets concerning small scale ancillary infrastructure, superstructures and equipment (including on-board equipment). Operational costs not supported;

- **Impact on market:**
  - no unfair or selective advantage for the beneficiary vis-à-vis other market players;
  - no adverse effects on production output or workforce.

- **Results of the action:** the benefits of the results of the actions shall be accessible on a non-discriminatory basis;

- **Transport/logistics context:** direct relation to the freight service addressed in the action.
Eligible applicants

- One or more Member States, and / or;
- With the agreement of the Member States concerned, by international organisations, joint undertakings, or public or private undertakings or bodies or entities established in Member States
- Participation of neighbouring countries/entities – agreement of the Member State concerned
- Member State approval needed for the territories where the action is implemented
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Eligible actions

• At least part of the supply chain/transport route should be linked to the Core Network (see Ten Tec interactive map);

• The supply chain/transport route must involve the territory of at least two EU Member States;

• Cost Benefit/Cost Effectiveness Analysis (CBA)– for works, not studies.
Selection criteria

- **Financial capacity**: financial statements certified by an external auditor for the last financial year for which the accounts have been closed. Newly created applicants - letter of support from the parent company or another applicant of the same action;
- **Operational capacity**: the applicants must have the operational and technical capacity to complete the action – annual activity report, CV’s etc.
- Does not apply to Member States/public sector bodies established in the EU/international organisations/EEIG/Joint Undertakings
Award criteria

- **Relevance** – the European added value - removal of bottlenecks, improving cross-border sections, contribution of the action to the TEN-T & CEF priorities and priorities of the call (modal shift/multimodal integration/ efficient supply chain);

- **Maturity** - is the action ready to start (at the latest within **18 months** after the closure of the Call)?

- **Impact** - expected effect on financial viability, expected socio-economic effects, climate and environmental aspects – CBA analysis

- **Quality** – soundness of the proposal - completeness and clarity, description of activities, coherence between objectives, activities and planned resources, soundness of the project management process including risk management & monitoring
General principles

- **Compliance with the Union Law** – e.g. Environmental protection, State Aid, Public procurement
- **No double EU funding**;
- **Type of actions: works or studies**;
- **Studies** - the initial investment decision has already been taken e.g. technical design study
- **Costs eligibility**:
  ✓ costs incurred prior to the date of submission of the grant application shall not be eligible for financing;
  ✓ no grant may be awarded retroactively for actions already completed.
  ✓ indirect costs are not eligible
  ✓ Latest end date of the action: 31/12/2019
- **No-profit principle** for actions generating income
- **Co-funding rate**: works: max 20%, studies max 50 % of eligible costs
Thank you for your attention