2016 CEF Multiannual Work Programme: Support to innovation and new technology actions in all transport modes

Sofia Papantoniadou
INEA
Project Manager – Innovation Coordinator - Unit C3 – CEF Transport

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## Multi-Annual Call (INDICATIVE)

<table>
<thead>
<tr>
<th>Objective</th>
<th>Priority</th>
<th>Indicative amounts under general envelope</th>
<th>Indicative amounts under Cohesion envelope</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridging missing links, removing bottlenecks, enhancing rail interoperability, and, in particular, improving cross-border sections</td>
<td>Projects on the Corridors of the Core Network</td>
<td>Call open to all Member States</td>
<td>€400 million</td>
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<td></td>
<td>Projects on the other sections of the Core Network</td>
<td></td>
<td>€100 million</td>
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<td></td>
<td>Rail interoperability</td>
<td></td>
<td>€20 million</td>
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<tr>
<td></td>
<td>European Rail Traffic Management Systems (ERTMS)</td>
<td>€70 million</td>
<td>€80 million</td>
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<tr>
<td>Sub-total</td>
<td></td>
<td>€70 million</td>
<td>€600 million</td>
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<tr>
<td>Ensuring sustainable and efficient transport systems in the long run, as well as enabling all modes of transport to be decarbonised</td>
<td>New technologies and innovation in all transport modes</td>
<td>€80 million</td>
<td>€59.5 million</td>
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<td></td>
<td>Safe and Secure infrastructure</td>
<td></td>
<td></td>
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<tr>
<td>Sub-total</td>
<td></td>
<td>€80 million</td>
<td>€69.5 million</td>
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<tr>
<td>Optimising the integration and interconnection of transport modes and enhancing the interoperability of transport services, while ensuring the accessibility of transport infrastructures</td>
<td>Single European Sky – SESAR</td>
<td>€80 million</td>
<td>€100 million</td>
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<td></td>
<td>Intelligent Transport Services for road (ITS)</td>
<td>€300 million</td>
<td>€120 million</td>
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<td>Motorways of the Sea (MoS)</td>
<td>€120 million</td>
<td>€20 million</td>
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<td>Actions implementing transport infrastructure in nodes of the Core Network, including urban nodes</td>
<td>€40 million</td>
<td>€20 million</td>
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<td>Connections to and development of multimodal logistics platforms</td>
<td>€40 million</td>
<td>€20 million</td>
</tr>
<tr>
<td>Sub-total</td>
<td></td>
<td>€500 million</td>
<td>€180 million</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>€650 million</td>
<td>€849.5 million</td>
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</tbody>
</table>
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The general objective is to support the deployment of a sustainable and efficient transport system and to promote the decarbonisation of all transport modes along the Core Network Corridors. New technologies and innovative solutions shall be deployed on the Core Network with particular emphasis along the Core Network Corridors.
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**Specific objectives**

a) support and promote the **decarbonisation** of transport through transition to innovative and sustainable transport technologies;

b) make possible the decarbonisation of all transport modes by stimulating **energy efficiency** introduce alternative propulsion systems, including electricity supply systems, and provide corresponding infrastructure.

c) improve the **safety and sustainability** of the movement of persons and of the transport of goods;

d) improve the operation, management, accessibility, **interoperability**, **multimodality** and efficiency of the network, including through multimodal ticketing, coordination of travel timetables;
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Type of Actions

A) Studies with regional or local pilot deployment in at least one Member State

B) Studies with pilot deployment on a scale of a core network trajectory/corridor of at least 500 km serving at least two Member States or achieving coverage of minimal density of at least 2 complete Member States.

C) Works and applicable to roll-outs on the core network in at least 2 Member States.
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Budget

Total project sizes shall normally be at least EUR 1 million to achieve an adequate European dimension.
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Co-funding rates

Studies 50% (including studies with pilot deployment)
Works 20%

Within grants for "studies with integrated (pilot) deployment", as described above, a co-financing of eligible costs of the "mobile equipment (i.e. vehicles, " shall not exceed:
• 30% for ships and rail mobile equipment;
• 10% for road mobile equipment.
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Within grants for "studies with integrated (pilot) deployment" a co-financing of eligible costs of the "mobile equipment" shall not exceed:

- 30% for ships and rail mobile equipment;
- 10% for road mobile equipment.

The following conditions should be met:

- The mobile equipment is secondary to the infrastructure part of the action;
- The application explains how the EU support for the mobile equipment will contribute to accelerating the market roll-out, which is planned after the trial/or pilot test;
- The eligible costs of mobile equipment must only relate to the financial difference between a usual, conventional solution and the use of a new technology (e.g. the additional financial effort of using fuel-cell hydrogen instead of diesel propulsion);
- It is priced separately in the grant application presenting a thorough financial information about costs;
- Mobile equipment remains for at least 5 years registered and is operated in a Member State.
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Type of Actions relevant to ESSF audience:
Actions (studies & works) supporting the decarbonisation of transport by the roll-out of alternative fuels distribution infrastructure. This encompasses the use of electricity, hydrogen, biofuels, synthetic fuels (preferably from biomass), compressed or liquefied natural gas (CNG and LNG), preferably pure bio-methane or blended with bio-methane), or other innovative systems. Infrastructure may also include emission reduction, smart metering and energy storage equipment. Scrubbers are excluded, even if part of mobile infrastructure. Actions may include transportation of alternative fuel units, such as fuel-containers, to hinterland locations, e.g. to supply satellite terminals or to be placed directly at the end-consumer, to enable cost-efficient, multi-modal alternative fuel supply chains. Such units would be regarded as mobile infrastructure.

- Mono-modal gas terminals are eligible for all modes of transport, except if located in maritime ports.
- Multi-modal gas terminals are eligible for all modes of transport, including if located in maritime ports.
- Maritime ports excluded here may refer to the Motorways-of-the-Sea call.
Delimitation to other Priorities of the Work Programme

Innovation on transport infra-structure for the long distance is a primary element. Telematics, logistics, vehicles, etc, covered by other TEN-T/CEF priorities as their main subject, may only be secondary elements of an innovation action.

As an example, in case an alternative fuel is introduced for 2 ports together with taking up a shipping service between the ports, this application shall be submitted to Motorways-of-the-Sea calls, as the primary element is the logistics chain.
More information on the calls...

inea-cef-transport-calls@ec.europa.eu
inea@ec.europa.eu


@inea_eu
@DigitalAgendaEU

Thank you!