



2015 CEF Transport Calls Innovation & New Technologies

CEF Transport Info Day – 30 November 2015

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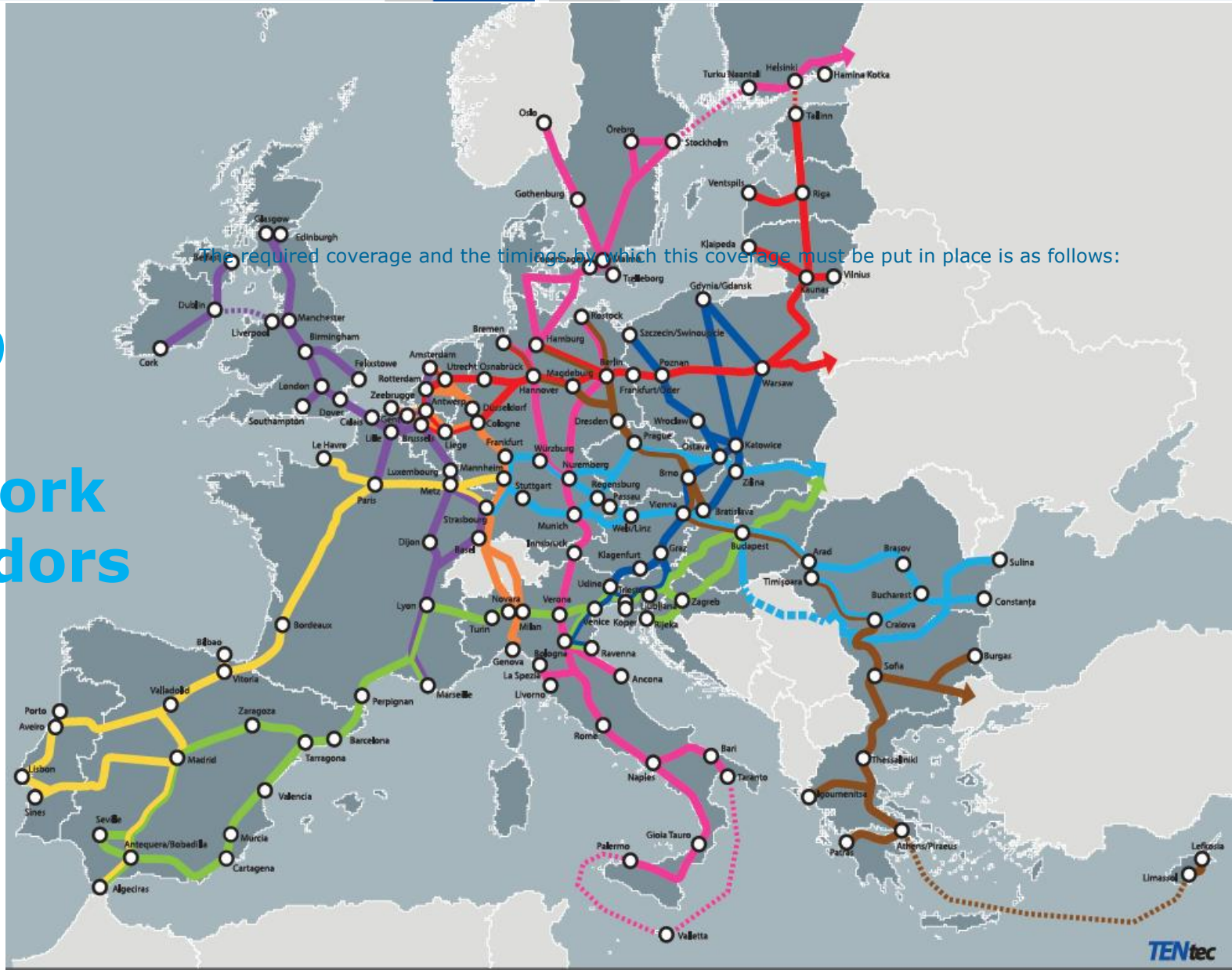
Funding Objective 2: Innovation and New Technologies

- → *Point 3.2.1. in the work programme:
Deployment of innovation and new technology actions in all transport modes, according to the TEN-T Guidelines, Art.33 (a to d).*
- → *Main features of the 2015 calls:*
 - Identical WP & Calls for general (EU28) and cohesion.
 - No annual call (ie only Core Network eligible!)
 - Reduced budget in general call



The 9 Core Network Corridors

The required coverage and the timings by which this coverage must be put in place is as follows:



CEF innovation: legal framework



- *TEN-T Guidelines Regulation 1315/2013*
- *CEF Regulation 1316/2013*
- *Clean Power for Transport Directive 2014/94/EU*
 - **Deployment of Alternative Fuels Infrastructure**

Scope of the proposed actions

- Transport infrastructure, facilities, vehicles (!) and services in line with Article 33 a to d
- In line with EU policy, e.g. Directive 2014/94 on the deployment of alternative fuel infrastructure, in view of national deployment plans by end 2016
- Ready for deployment advanced technology, while a market-oriented solution is obligatory with compulsory deliverables at the end of the study/pilot (business plan for the roll-out!)

No research activities

TEN-T/CEF-T Topics: Innovation & New Technologies

- **Article 33 points a) to d):** *In order for the Comprehensive Network (includes Core Network) to keep up with innovative technological developments and deployments, the aim shall be in particular to:*
 - **(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. Such infrastructure may include grids and other facilities necessary for the energy supply, may take account of the **infrastructure-vehicle interface** and may encompass **telematic** applications;
 - **(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 and coordination of travel timetables;

Market-sided Innovation (1)

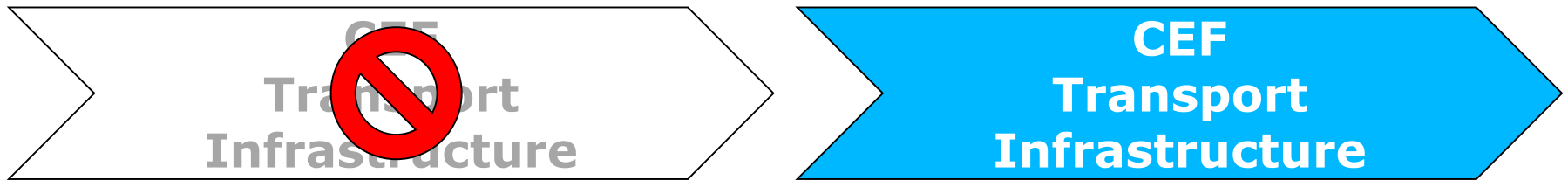
- *Focus: Only new technologies **ready for deployment**,*
 - **No firm completion date published in present calls.**
- *Studies with integrated deployment "Pilot activities": "experimental nature"*
 - **Real-life trials** (not just a demo) – *business-client relation, billing, roaming, etc., selling a package to the end-user (a citizen, a business person; targeting of niches allowed, however interoperability!)*
 - (1) Innovation on new technologies (testing/optimisation on sufficiently large scale!) – *E.g. bring down unit costs!*
 - (2) Innovation of processes: Testing/optimisation of business-client relations, i.e. integration of a clearly elaborated consumer-oriented business model

Market-sided Innovation (2)

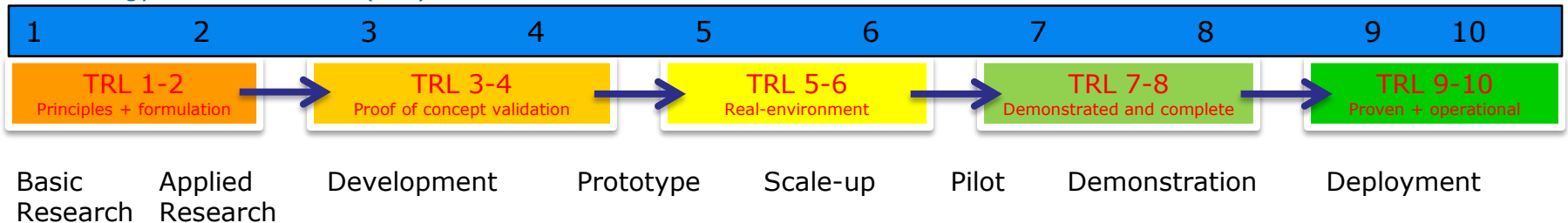
- *Studies with integrated deployment "Pilot activities": "experimental nature" (continued)*
 - Aiming for viability (replace by cost-efficiency if viability makes no sense, e.g. for noise reduction) – *add socio-economic cost-benefit-analysis for works!*
 - Study at the end of trial: lessons learnt & analysis on how to scale-up to mass application – *and integrate dissemination activity!*
 - *Advice: Short duration, aim for 2-3 years max, first results after 1 year*
- *Works: "experiments are over, people know what they are doing"*
 - Roll-out on (significant part of) corridor... *into the market! BUT still no profit!*

What we can fund

- Research is excluded:



Technology Readiness levels (TRL)



- Scrubbers are excluded, even if part of mobile infrastructure

Type of actions

- (A) Studies without pilot deployment (< €2 million*)
- (B) Studies with regional or local pilot deployment in at least one EU Member State (< €20 million*)
- (C) Studies with deployment on a scale of a Core Network trajectory/corridor of at least 500 km serving at least two EU MS or achieving coverage of minimal density of at least 2 complete EU MS (< €50 million*)
- (D) actions are works for roll-outs on the Core Network in at least 2 Member States (cross-border interoperability functionalities!) (> €50 million*, plus these are normally works)

Three points for your attention:

- ***Mobile equipment (i.e. concerning vehicles):***
 - financial difference between a usual, conventional solution and the use of a new technology in a vehicle (ship, car, truck, plane, train...)
 - only eligible for support within studies
 - up to 10% in principle
 - 5 years in the EU
- ***Mobile infrastructure (i.e. concerning moving parts of infrastructure)***
 - E.g. mobile refuelling infrastructure, reach stackers, bunkering vessels...
- ***For works:***
 - recommended to also consider the new financial instruments available under the CEF and EFSI (Juncker Plan) managed by the European Investment Bank (EIB) --> ***New financial product for innov. based on CEF & EFSI***
- ***Grant schemes and joint procurement***
 - Grant schemes: public operators only
 - Joint procurement: economies of scale

Indicative Budget

Envelope	Amount
Cohesion	€180 million
General	€60 million

General Objective & co-funding rates

- New technologies and innovative solutions should be deployed on the core network with particular emphasis along the core network corridors.
- Studies and works are eligible. Priority is given to studies with integrated deployment.

Type of activity	CEF
Studies & Studies with Pilot deployment (= Real-life Trials)	50%
Works	20%
Cohesion Countries (Studies & Works!)	85%

TEN-T financed projects*

Investment

EU support: up to 50%

EVs: 9	€53 million	€26.5 million
H2: 2	€14 million	€7 million
L/CNG road: 6	€34 million	€14.5 million
LNG IWW: 3	€94.5 million	€47 million
LNG maritime: 13	€44.5 million	€22 million
Other Innov: 10	€30 million	€15 million
43 projects	€270 million	€132 million

(*) Financed via calls under previous TEN-T legislation, which had limited scope.

TEN-T/CEF-T financed projects

Investment

EU support: up to 85%

EVs: 5	€40 million	€20 million
H2: 3	€63 million	€31.5 million
L/CNG road: 9	€66.5 million	€36 million
LNG IWW: 1	€42 million	€18.5 million
LNG maritime: 4	€42.5 million	€21 million
LNG Multi: 1	€33 million	€16.5 million
Data/ICT: 2	€5 million	€2.5 million
Other Innov: 3	€28 million	€14 million
28 projects*	€320 million	€160 million

(*) excluding noise reduction, accessibility, urban nodes and innovation on MoS.

Innovation since 2010:

**Public and
private
investment**

**EU
support**

+/- 70 projects

**+/- €600
million**

**+/- €300
million**

Innovation everywhere - Where to apply?

- *In general*
 - (1) innovation on transport infrastructure for the long distance is a necessary element;
 - (2a) innovation as primary feature
 - (2b) innovation as secondary feature consider other calls
- *Examples*
 - In case an action introduces an alternative fuel solely inside an urban node, it should be submitted to the **Urban Nodes Call**.
 - In case an alternative fuel is introduced for 2 ports together with taking up a shipping service between the ports, this application should be submitted to the **Motorways of the Sea Call**, as the primary element is the logistics chain.
 - All telematics actions having the telematics component as their primary element should refer to the appropriate telematics call for mode of transport concerned (**RIS, ITS, ERTMS**)

More information on the calls...



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<https://ec.europa.eu/inea/en/connecting-europe-facility/cef-transport/apply-funding/2015-cef-transport-calls-proposals>



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Thank you!