

2017 CEF TRANSPORT BLENDING CALL

FREQUENTLY ASKED QUESTIONS

Core Network Corridors and Other sections of the Core Network

Last update – 26 September 2017 (new questions in blue)

a) Railways

- 1. Under sub-priority a) Railways under the priorities 3.1.1 and 3.1.2 of the multiannual work programme, it is indicated that "Proposed Actions covering stations, and in particular the station buildings, are of lower priority unless they concern the railway infrastructure component". Could you clarify what "lower priority" means?**

In this context the term "lower priority" indicates that, unless they concern the railway infrastructure component, proposed Actions addressing stations and in particular station buildings, including also parking facilities, are likely to receive lower marks under the "relevance" criterion, in comparison with proposals addressing other aspects of rail infrastructure (e.g. implementation of sections of railway lines), and thus they are less likely to be selected for funding.

This does not concern elements directly related to the rail transport infrastructure and/or rail transport operations, such as construction or upgrade of tracks, ERTMS track-side equipment, etc. within a station's perimeter.

Other elements indirectly relating to rail transport infrastructure and/or rail transport operations (for example platforms that have to be modified because of a new track or special constructions, e.g. an elevator to the platform that allow for interoperability between transport modes) could also be funded. However, this would be determined on a case-by-case basis during the evaluation, depending on the content and scope of submitted proposals.

If such activities are included as a part of a proposal, they should be clearly described, quantified and priced separately.

- 2. Can railway freight terminals be funded?**

The reply to FAQ a)1 above is also applicable to freight terminals.

Please note that proposals having as main focus works concerning connections by road, rail, inland waterways and short sea shipping to railway freight terminals and/or further development of these terminals, may be funded under the priority "Multimodal logistics platforms" (section 3.3.5. of the multi-annual work programme).

- 3. Can activities/tasks for an improved accessibility for persons with disabilities and persons with reduced mobility be funded within a railway works proposal?**

Activities for an improved accessibility to transport infrastructure for persons with disabilities and persons with reduced mobility (such as ramps and elevators at stations) can be funded under the priorities 3.1.1 and 3.1.2 of the multi-annual work programme. However, as stated in section 13.2.2 of the call texts, the costs of these activities/tasks may not exceed in any case 10% of the total eligible costs of works of the proposed Action.

- 4. Can railway Actions which do not fully comply with the TEN-T infrastructure requirements (e.g. new high speed lines equipped with for a speed > 250; full electrification, etc.) be funded?**

According to the call texts, only Actions which can be identified as Projects of Common Interest as defined in Article 7 of the TEN-T Guidelines are eligible under the CEF Transport calls. This includes, amongst others, compliance with the TEN-T infrastructure requirements defined in Chapter II and III of the TEN-T Guidelines.

Deviations from the infrastructure requirements may be possible in exceptional and duly justified cases. Any request for a deviation must be clearly explained and justified in the proposal (e.g. physical features of the terrain or urban area with specific constraints limiting the maximum speed on defined sections of new high speed lines and cases where investment cannot be justified).

The decision on whether such deviations could be accepted will be taken on a case-by-case basis during the evaluation, depending on the content and scope of the submitted proposals.

- 5. Could a proposed Action addressing GSM-R only or, as part of the deployment of ERTMS along an existing railway line, GSM-R (voice) and ETCS Level 1 be funded under the current call?**

The ERTMS priority foresees support to GSM-R only as part of ERTMS Level 2 (i.e. along with ETCS). GSM-R as a stand-alone Project or in combination with ETCS Level 1 will not be funded under the ERTMS priority.

Proposals covering GSM-R component as a part of a broader rail infrastructure Project, without the need to address ETCS, could be submitted under the sub-priority a) Railways (but not as "Combined railway-ERTMS"),

under priorities 3.1.1 and 3.1.2 of the work programme. GSM-R (voice) and ETCS Level 1 cannot be submitted within the same application.

6. *In the context of a proposal aiming at noise reduction by means of constructing two separate railway lines; i.e. for passenger transport leading through the populated areas and another line for transport of goods outside a city, would funding of such a second, separate transport trail for goods be possible under the 2017 CEF Transport Blending call?*

Differently from the 2016 CEF Transport Annual Call for Proposals, the reduction of rail freight noise is not a priority under the 2017 CEF Transport Blending MAP Call. Nevertheless, the construction of two separate railway lines for freight and passenger transport might be eligible for funding provided that it is in line with the Call requirements and it meets the specific priorities for railways (as set out under funding priorities 3.1.1 and 3.1.2 of the multi-annual work programme).

b) Combined Projects Railway sections and track-side ERTMS works (under the priorities 3.1.1 and 3.1.2 of the multi-annual work programme)

1. *What does the term "works" mean under sub-priority b) of the "Corridors of the Core Network" and "Other sections of the Core Network" priorities? Is it a correct understanding that preparatory actions (e.g. elaboration of preliminary design, design for building permit and/or design-build studies) may be funded but the Project must include mostly combined works for railway infrastructure development and ERTMS implementation on the same pre-identified section?*

The term "works" under this sub-priority is used in the same meaning as in Article 2 of the CEF Regulation. The "combined railway/ track-side ERTMS" proposal shall cover works for railway infrastructure development and ERTMS track-side implementation on the same pre-identified section.

Preparatory actions addressing the ERTMS track-side deployment are not eligible under the 2017 CEF Blending Call.

2. *Is it a correct understanding that as a part of a railway Project only one of the ERTMS components may be funded (e.g. ETCS or GSM-R)? Are they subject to ceilings?*

As stated in [FAQ 5](#) (section a) Railways) above, GSM-R as a stand-alone Project or in combination with ETCS L1 will not be funded under the ERTMS priority.

Both components of ERTMS, i.e. ETCS and GSM-R, may be co-funded together only as a comprehensive ERTMS Level 2 project.

Please note that applicable ceilings, as described in the priority 3.1.4.1 of the work programme (ERTMS trackside deployment), include all components related to ERTMS (e.g. ETCS, GSM-R, Hardware, Software).

c) Inland Waterways and inland ports

1. *Can a Core inland port receive support for setting up a Port Community System?*

Yes. In accordance with the work programme (priorities 3.1.1 and 3.1.2), for Inland ports, priority will be given to Actions providing or improving, inter alia, "ICT applications, in particular pilot Single Window applications, as well as applications to streamline administrative formalities through a better use of information, communication and positioning technologies".

2. *Can a Project aiming to upgrade a last mile connection of an inland port to the TEN-T network be supported under a 2016 Call (IWW/inland ports related priorities)?*

Yes. In accordance with the work programme (priorities 3.1.1 and 3.1.2), priority will be given to Actions providing or improving, inter alia, "access to inland ports and connections between inland ports and rail and road sections of the Core Network; access, including safe access through navigational aids, of inland ports to inland waterways".

3. *Are non-core inland ports located on and applying under 3.1.1. Pre-identified projects on the core network corridors as listed in Annex I, Part I point 2 of the CEF Regulation, eligible?*

As foreseen in the Multi-Annual Work Programme and Call for Proposal:

All TEN-T inland ports (both core and comprehensive) which are located on a pre-identified section on the core network corridors listed in Annex I, Part I, point 2 and other sections of the Core Network defined in Annex I, part I point 3 of the CEF Regulation can indeed submit an application.

4. Are (i) storage buildings/facilities and investments into the expansion (crane) or (ii) improvement (new rails, better connection to rail system) of the inland port container terminal considered as eligible costs for projects applying under 3.1.1. Pre-identified projects on the core network corridors as listed in Annex I, Part I point 2 of the CEF Regulation?

As foreseen in the Multi-Annual Work Programme:

(i) Investments by inland ports in water-side terminals/platforms superstructure are eligible. This means that superstructure for storing purposes (e.g. warehouses) or handling and transshipment (e.g. cranes) can in principle be supported as long as they are an integral part of the infrastructure project and benefit to waterborne transport operations and are open to all operators on a non-discriminatory basis.

(ii) Providing or improving the rail access and connections both between inland ports and rail sections of the Core Network and within inland ports are eligible for support.

e) Maritime Ports (only under the priorities 3.1.1 and 3.1.2 of the multi-annual work programmes)

1. Could piers' reconstruction and/or extensions be funded under the "Maritime ports" sub-priority?

According to the work programme "*Basic infrastructure in the form of internal basins, quay walls, jetties...*" could be funded. In this context, "piers" can be assimilated to "... quay walls, jetties ...", as long as the proposed activities are limited to the piers and not extended to the terminal side. This means that only the re-construction of the piers would be eligible with EU grants but not any other works that spread further to the terminal area itself. The latter can be envisaged by means of financial instruments only.

Moreover, for proposed Actions related to basic infrastructure, a market analysis and needs assessment must have been performed and the results clearly presented in the proposal, in line with the requirements of the work programme.

2. Can any maritime port apply for funding?

Only maritime ports in Member States identified as core in Annex II point 2 to the TEN-T Guidelines are eligible for the MAP Blending call, which addresses these priorities of the work programme, as described in section 7.2 of the call text. These ports are covered by Annex I, Part I to the CEF Regulation, as stated in sections 3.1.1 and 3.1.2 of the work programme.

3. Could a pilot LNG Action submitted by a core maritime port in a Cohesion Member State be funded?

Priorities 3.1.1 or 3.1.2 of the multi-annual work programme do not address pilot actions therefore this kind of interventions will not be supported.

4. Could the construction of (a) new berth(s) be funded under the "Maritime ports" subpriority?

The construction of a new berth could be funded under this sub-priority provided that this construction is not directly linked to a capacity increase or expansion of a concrete terminal, but for a wider benefit of the port in question. The benefits should be clearly demonstrated in the proposal as a needs assessment. If the new berth is linked to a capacity increase or expansion of a concrete terminal, financing can be envisaged by means of financial instruments only

5. Is maintenance dredging in ports an eligible cost?

No. As stated in section e) Maritime Ports (under 3.1.1 and 3.1.2) of the work programme, infrastructure maintenance is not an eligible cost, neither with Union fund nor with financial instruments.

6. Further to the report of the European Court of Auditors of 23 September 2016 on Maritime transport, can it be understood that the key issue for a proposal is the quality of market studies and competition analysis aside the CBA? If so, should particular attention be paid to an up to date and credible needs assessment and is there any other particular issue with regard to eligibility of actions?

All submitted proposals will be assessed on an equal basis in accordance with the eligibility criteria as specified in section 7 of the Call text. Notably, a CBA analysis must be part of the application for all proposals including works. In addition, as stipulated in the 2017 CEF Transport Multi-Annual Work Programme (priorities 3.1.1 and 3.1.2), "Projects shall be planned and built based on a proper needs assessment including if relevant an analysis of the market and of the possible impact at regional/basin level on competing ports."

Hence, it is in the interest of the applicants to ensure the quality of the needs assessment and the market analysis, in order to increase their chances of receiving a CEF grant. For further details on requirements related to Cost Benefit Analysis, please refer to section 7 of the Call for proposals and the guide for applicants.

7. *Is capital dredging in maritime ports eligible under the 2017 CEF Transport Blending MAP Call considering that it is not explicitly mentioned in the 2017 CEF Transport Multi-Annual Work Programme but it was included in the presentation during the Info Day on 27 February 2017?*

Capital dredging is eligible under the 2017 CEF Transport Blending MAP Call as long as it aims at providing safe maritime access to ports.

8. *Is construction of hydrogen power stations in maritime ports to serve passenger vessels eligible under the 2017 CEF Transport Blending MAP Call?*

The construction of such stations is eligible provided that they are intended to serve ferries and have public access. Please note that infrastructure for cruise vessels is not eligible for funding under the CEF Programme.

9. *Is a project within a Core Network Maritime Port eligible under Funding Objective 1, even in the case the project is not “pre-identified” in Annex I, part I of the CEF Regulation?*

As stated in Section 7.2 'Eligible Actions' of the Call for proposals, all core maritime ports, as identified in Annex II point 2 of the TEN-T Guidelines, are eligible.