

CEF Transport – 2015 CALLS FOR PROPOSALS

FREQUENTLY ASKED QUESTIONS – General

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1. SCOPE OF THE CALLS AND PRIORITIES

1.1. Why do you refer to Annex of the multi-annual work programme as Annex I when the title of the document is Annex II?

The multi-annual work programme, on the basis of which the 2015 CEF Transport calls for proposals are launched, is established by the Commission Implementing Decision C(2015)7358. This Decision is an amendment to the Commission Implementing Decision C(2014)1921, which established the multi-annual work programme for 2014 for financial assistance in the field of Connecting Europe Facility (CEF) - Transport sector for the period 2014-2020.

Therefore, the Annex to the multi-annual work programme adopted on 30 October 2015 is Annex I to the Decision C(2015)7358 but becomes Annex II to the Decision C(2014)1921.

Since these are legally binding documents, the titles cannot be changed.

1.2. I cannot find the annual call for proposals.

There is no annual work programme for 2015, so there is no annual call for proposals in 2015. The calls for proposals published in 2015 are based on the multi-annual work programme only.

1.3. Under which priorities is the Cohesion Fund allocation made available to Member States?

Cohesion Fund allocation is only available for proposals submitted under the Cohesion call. For the list of targeted priorities, please refer to the Call for proposals and the work programme.

1.4. Under which priorities and under which conditions can the Member States eligible to the Cohesion Fund allocation submit a proposal?

Proposals from Member States eligible to the Cohesion Fund allocation can be submitted either under the Cohesion call or the General call.

If selected, proposals submitted under the Cohesion call would benefit from the funding rates applicable under the Cohesion Fund and funding requested would count towards the national envelope of the Member State in question.

If selected, proposals submitted to the General call would benefit from the general CEF transport funding rates and the funding would not count towards the national envelope of the Member State in question.

1.5. Under which priority can I submit a proposal?

It is the responsibility of the applicant to assess which priority is better addressed by the nature of the proposal.

If a proposal addresses several priorities, it is important that the applicant choose the priority which is better addressed by the nature of the proposal. Such decision could take into account, for example, which priority the majority of the activities in the proposal are related to. How well the proposal addresses the priority to which it is submitted will be assessed under the relevance criterion.

1.6. I would like to have an appointment with someone at INEA to prepare a proposal.

For reasons of equal treatment of all applicants, INEA does not provide tailored advice to potential applicants on the preparation of their proposals.

Any questions related to the on-going calls can be addressed only in writing to the call helpdesk. The replies to questions received are made available to all potential applicants through Frequently Asked Questions, to facilitate the preparation of proposals.

1.7. Is there already an indicative call planning for future calls in specific fields and the respective available funding?

There is currently no formal decision on the work programmes and calls for the coming years and the potential funding envelopes.

1.8. Is it possible to submit a proposal for the development of a regional airport under Funding Objective 3? We foresee the reconstruction of movement areas and building a technological base - technical yard.

There is no specific priority targeting the construction or development of airports. However, your proposal, depending on the exact nature of its activities, may correspond to some priorities, for example regarding connections between airports and the rail network or air traffic management.

1.9. Would a proposal developed in a location belonging to the Comprehensive Network be eligible under the 2015 CEF Transport calls?

According to section 7.2 of the call texts, only proposals which address pre-identified projects or horizontal priorities listed in Part I of Annex I of the CEF Regulation are eligible under the 2015 calls. The comprehensive network is not covered by this annex and therefore proposed Actions located on the comprehensive network are not eligible under these calls.

1.10. During the CEF Transport Info Day on 30 November 2015 it was mentioned that there will be no calls for non-Cohesion Member States before 2018. Which is the reason? Which priorities will be covered in future calls?

As stated in FAQ 1.7, there is currently no formal decision on the work programmes and calls for the coming years and the potential funding envelopes. However, given the frontloading of the available CEF funding for the whole period 2014-2020 in the 2014 and 2015 calls, it is not likely that a new call concerning the general CEF envelope could be launched before 2018. It is likely to launch a call in 2016 for the Cohesion envelope only in case the Cohesion envelope is not fully used after the 2015 calls.

There is also no indication so far on the priorities that would be covered by future calls for proposals.

1.11. What is the difference between priority and sub-priority?

Each priority may or may not have sub-priorities. If it is the case, then you may choose both the priority and the sub-priority under which you want to submit your application.

1.12. Pre-identified projects in the Core Network listed in Annex I Part I of the CEF Regulation concern mainly rail. If my project concerns a Cohesion Member State but a different transport mode (in particular, ports), could it be eligible?

As stated in section 7.2 of the call texts, projects or horizontal priorities listed in Part I of Annex I of the CEF Regulation are eligible under the 2015 CEF Transport calls. While pre-identified projects on some Core Network Corridors (point 2 of the Annex) concern mainly rail, the horizontal priorities (point 1 of the Annex) cover a wide range of horizontal priorities and modes, including core ports.

Core ports from Cohesion Member States may apply for funding, either if they are located on the Core Network Corridors or on other sections of the Core Network. These core ports do not have to be explicitly mentioned in the pre-identified projects in Annex I Part I.

1.13. Which is the difference between CEF and Cohesion Funds? How are they distributed?

They are different funding programmes with different legal basis. Connecting Europe Facility has been set up to support the development of high performing, sustainable and efficiently interconnected trans-European networks in the fields of transport, energy and digital services. Funding under CEF programme is distributed primarily through competitive calls for proposals.

The Cohesion Fund is aimed at Member States whose Gross National Income (GNI) per inhabitant is less than 90% of the EU average. It aims to reduce economic and social disparities and to promote sustainable development. The funding under the Cohesion Fund is primarily managed by national governments in EU countries.

However as Cohesion Fund priorities cover, among others, also transport, €11.3 billion of the Cohesion Fund budget related to transport infrastructure has been transferred to be spent in line with the CEF Regulation exclusively in Member States eligible for funding from the Cohesion Fund. This is why specific calls targeting Cohesion countries are launched under the CEF.

1.14. Which is the difference between the General and Cohesion calls?

The general call is open to actions concerning all Member States and projects will be funded from the general envelope of the CEF. The Cohesion call is open to actions concerning Cohesion Member States only and projects will be funded from the Cohesion Fund allocation to the CEF. The funding conditions differ between the calls, namely on aspects such as funding rates and eligible costs.

1.15. Can we submit an application to several priorities?

If a proposal addresses several priorities, it is important that the applicant chooses the priority which is better addressed by the nature of the proposal (see FAQ 1.5). It is not possible to submit the same proposal simultaneously under different priorities. However, different proposals by the same applicant can be submitted under different priorities.

1.16. Which is the difference between Core Network Corridors and Core Network?

These notions refer to the European transport infrastructure policy (TEN-T).

Core Network represents the most strategic parts of TEN-T network, which must be implemented by 2030. To facilitate the coordinated implementation of the Core Network, it is structured around nine multimodal Core Network Corridors. They bring together public and private resources and concentrate EU support from the CEF, particularly to remove bottlenecks, build missing cross-border connections and promote modal integration and interoperability.

Core Network Corridors are identified in the Annex I to the CEF Regulation, which includes a list of projects on these corridors pre-identified for possible EU funding during the period 2014–2020, based on their added value for TEN-T development and their maturity status.

There are parts of the Core Network that do not belong to any of the Core Network Corridors.

Please refer to DG MOVE website for more information:

http://ec.europa.eu/transport/themes/infrastructure/index_en.htm

1.17. How is CEF funding pre-allocated to each Cohesion Member State?

The national pre-allocations transferred to the CEF for each of the Cohesion Member States are listed in Annex XI of the Commission Implementing Decision 2014/190/EU of 3 April 2014. As stated in Article 11(2) of the CEF Regulation, these national allocations shall be respected until 31 December 2016. As of 1 January 2017, any remaining funding transferred to CEF from the Cohesion Fund can be allocated to any Member State eligible to the Cohesion Fund.

1.18. What happens if a Cohesion Member State has already consumed its national allocation? Can a Cohesion Member State apply under the General call?

Cohesion Member States that have already consumed their national allocation will not be able to receive funding under the Cohesion call, as the selection of projects eligible for financing must respect the national allocations until 31 December 2016. However, as of 1 January 2017, any remaining funding transferred to CEF from the Cohesion Fund can be allocated to any Member State eligible to the Cohesion Fund.

Cohesion Member States can also submit and support proposals submitted to the General call as any other EU Member State. In that case, if selected, those proposals would benefit from the general CEF Transport funding rates and the funding would not count towards the national envelope of the Cohesion Member State in question.

The remaining national allocations for Cohesion Member States for the CEF Transport 2015 Cohesion call are available on the Cohesion call website.

In case the Cohesion envelope is not fully used after the CEF Transport 2015 calls, another call could be launched in 2016 for the Cohesion envelope only.

1.19. Would it possible to use the savings realised during the implementation of a project funded by the Cohesion envelope (e.g. lower costs after the procurement) for other projects under the national envelope after 2016?

No, national allocations for Cohesion Member States can be committed until 31 December 2016. With effect from 1 January 2017, any remaining funding from the national allocations, even that unused in the implementation of the previously selected proposals, can be allocated to any Member State eligible to the Cohesion Fund.

1.20. Is there a priority under the current calls focused on charging infrastructure for electric vehicles in international corridors?

The implementation of charging infrastructure is primarily covered by the innovation priority. Please note that it is the responsibility of the applicant to determine the priority under which a proposal can be submitted.

1.21. Where can I find the list of Member States eligible to the Cohesion fund?

The list is given in section 7.1 of the Cohesion call text (footnote 4):

According to Commission Implementing Decision (2014/99/EU) of 18 February 2014 setting out the list of regions eligible for funding from the European Regional Development Fund and the European Social Fund and of Member States eligible for funding from the Cohesion Fund for the period 2014-2020 (notified under document C(2014) 974, these are Bulgaria, Croatia, Czech Republic, Cyprus, Estonia, Greece, Hungary, Latvia, Lithuania, Malta, Poland, Portugal, Romania, Slovenia and Slovakia.

2. DEFINITIONS

2.1. What are studies with pilot activities and which is the applicable funding rate?

Studies with pilot activities are studies that serve at least one of the following objectives:

- to develop, improve or adapt a new technology or an innovative solution and implement it in order to test its feasibility and suitability as well as its added value before deploying it on a larger scale;

- to deploy an existing technology, infrastructure or service (i.e. already in use elsewhere but new to a particular sector, system or geographical area) in order to gain experience and/or create market conditions for deployment on a larger scale.

The pilot activities of a study may include the deployment of a certain type of infrastructure or technology but on a limited scale and at a reasonable price and with the objective of testing and validating the viability of the innovative actions proposed for future scale up and roll out. Pilot activities of a study should be of an experimental nature and designed to test the feasibility of an innovative action and its usefulness for future large scale implementation. They should not be associated with research activities, which are not covered by this call.

A study with pilot activities is considered as a study, so the applicable funding rate under the General call is up to 50% and under the Cohesion call, up to 85%.

2.2. The concept of cross-border section applies only to a 'physical' connection between two countries or it also refers to interoperability (e.g. of an infrastructure, technology, etc.) between these two countries?

According to the Article 3 of the TEN-T Guidelines and Article 2§2 of the CEF Regulation, cross-border section is defined as the section which ensures the continuity of a project of common interest between the nearest urban nodes on both sides of the border of two Member States or between a Member State and a neighbouring country. As such, this applies to physical connection between the countries.

2.3. If the design and construction is procured in a complex tender and carried out by the same contractor, what is the type of proposal to be indicated in the application form?

When a proposal combines a study and a work dimension, it is considered as a mixed proposal and

should be indicated as such in the application form. As indicated in the call text, the respective activities and related budget of each part (studies and works) should be clearly defined and separated. For definitions of works and studies, please see section 8 of the Guide for Applicants.

2.4. Where can I find a precise definition of the term Joint Undertaking?

In the context of the CEF Transport calls, Joint Undertaking refers to entities set up by the Union necessary for the efficient execution of Union research, technological development and demonstration programmes (Article 187 of the Treaty on the Functioning of the European Union).

2.5. What do you mean by "implementing body" mentioned in the application form part A2.3?

Please see definition of "Implementing body" in section 8 (Glossary) of the Guide for Applicants:

A public or private undertaking or body designated by a beneficiary, where the beneficiary is a Member State or an international organisation, to implement the Action concerned. Such designation shall be decided upon by the beneficiary under its own responsibility and, if it requires, the award of a procurement contract, in compliance with the applicable EU and national public procurement rules.

See also FAQ 3.18 and 12.19.

2.6. What do you mean by "ex-ante" evaluations mentioned in the application form part D, question 5.4?

With the exception of feasibility studies, all proposals must have previously been subject to an ex-ante evaluation. Please see detailed explanations given in section 4.5 (Part D: Technical and financial information) of the Guide for Applicants.

The purpose of the ex-ante evaluation should be to assess the need for the proposed Action and the possible impact of its implementation. It is expected that alternatives have also been considered.

Ex-ante evaluations may also be part of a cost-benefit / cost-effectiveness analysis.

2.7. What can be considered as a global project?

Please see definition of "Global project" in section 8 (Glossary) of the Guide for Applicants:

Where several technically and financially separated parts (including one or more Actions) contribute to the completion of a high, indivisible objective, this common objective is considered as the 'global project'. For example, a railway line connecting two or more metropolitan areas can be composed of several sections which are technically and financially identifiable, but the line (i.e. the global project) cannot start operations until all of the sections are complete.

3. ELIGIBILITY CRITERIA - APPLICANTS

3.1. If I submit a proposal under the current call but do not succeed in being selected for funding, does this jeopardise a second submission under any future call for proposals?

No, it does not. Any proposal can be re-submitted under a subsequent call for proposals, subject to still matching the objectives and priorities of such future call. Objectives and priorities may change from call to call.

3.2. I submitted a proposal under the CEF Transport 2014 calls for proposals but it was not selected for funding. Can I submit the same proposal to the 2015 calls?

Yes. A proposal already submitted under the previous calls can be resubmitted, provided it meets the priorities and criteria of one of the current calls. Any such proposals must be re-submitted using the application forms of the current calls, must be encoded in the TENtec eSubmission module, and must provide the necessary supporting documents, even if were provided under the previous call. Like any other proposal, any re-submitted proposal will be assessed against the criteria set out in the 2015 CEF Transport call under which it will be submitted.

3.3. Can a proposed Action be submitted by a public entity which is not a Member State?

Yes, in line with section 7.1 of the calls, public entities which are not a Member State can submit an application, provided they have secured the agreement of the Member State(s) concerned by the proposed Action (application form A2.3 duly signed and stamped).

3.4. Can a proposed Action be submitted by a private company or a non-profit organisation without involving public entities or as coordinating applicant with other public entities?

Yes. Private entities (regardless if they are profit or non-profit organisations) can submit proposals without involving public entities whether in a multi-applicant proposal with other private and/or public entities or as single applicants, provided that they can demonstrate the agreement of the Member State(s) concerned by the proposed Action (application form A2.3 duly signed and stamped).

All applicants must also comply with other applicable provisions, notably in respect of its operational and financial capacity. This is without prejudice to the minimum number of applicants required under specific calls and/or priorities.

3.5. Under how many priorities can the same organisation apply?

There is no limitation for the number of applications that can be submitted by the same organisation, provided it is eligible to apply under the respective calls and has the financial and operational capacity to carry out all proposed Actions. However, the same application cannot be submitted under several priorities.

3.6. Can you apply as a single applicant or do you need partners to submit a proposal?

Both options are possible: you can apply as a single applicant or as a part of a multi-applicant proposal. The agreement of the Member State(s) concerned by the proposed Action is to be secured in both cases.

3.7. Can an applicant established in a non-Cohesion Member State submit an application under the Cohesion call? If so, which type of approval from Cohesion Member States is required? Which would be the applicable funding rate for this non-Cohesion applicant?

It is possible for an applicant established in a non-Cohesion Member State to apply under the Cohesion call, provided the application relates to a proposed Action which exclusively concerns Cohesion Member State(s).

In such cases, the Cohesion Member State(s) concerned by the proposed Action must give its approval to the applicant by signing the application form part A2.3.

The applicable funding rate will be that applicable for the proposal as a whole.

3.8. Can a proposal imply participation of partners outside the EU?

As stated in section 7.1 of the call texts, applicants from outside the EU can participate in the current calls for proposals, under certain conditions.

More specifically, applications may be presented by neighbouring countries or entities established in neighbouring countries, with the agreement of the Member State(s) concerned. They may not receive financial assistance unless it is indispensable the achievement of the objectives of a given project of common interest.

In addition to the agreement of the Member State(s) concerned, proposals with participation of such entities must also provide a declaration on why the participation of the neighbouring country applicant is necessary and/or indispensable (Annex B-IV of the application form part B) and, for entities established in neighbouring countries, proof of the support of the neighbouring country authorities (Annex III of the application form part B).

Please see section 4.3 of the Guide for Applicants for specific requirements.

3.9. If a European Grouping of Territorial Cooperation (EGTC) that has its seat in a Member State but has members from four Member States plus a third country applies as an applicant to a proposal, do all four Member States need to support the application or only the one where the EGTC has its seat?

The approval of the Member State(s) concerned relates to the Member State(s) where the proposed Action will be or is being implemented. If the EGTC has its own legal personality, only the concerned Member State(s) approval is sufficient to validate the participation of this entity in the proposal.

3.10. Is an EGTC considered as a "public sector undertaking or body established in the EU" or as an "international organization"?

The EGTC (European Grouping of Territorial Cooperation) is a European legal instrument designed to facilitate and promote cross-border, transnational and interregional cooperation. The EGTC is a

legal entity and as such, it enables regional and local authorities and other public bodies from different member states, to set up cooperation groupings with a legal personality. For example, an EGTC or EGTC members can be:

- Member States
- Regional or local authorities
- Associations
- Any other public body

The EGTC is unique in the sense that it enables public authorities of various Member States to team up and deliver joint services, without requiring a prior international agreement to be signed and ratified by national parliaments. Member States must however agree to the participation of potential members in their respective countries. The law applicable for the interpretation and application of the convention is that of the Member State in which the official EGTC headquarters are located.

An EGTC could be considered as a public undertaking if its members are public entities only.

The definition of international organization, given in Article 43(2) of the Rules of Application of the Financial Regulation, does not apply to EGTCs.

More information about EGTCs:

http://ec.europa.eu/regional_policy/en/policy/cooperation/european-territorial/egtc/

3.11. Can an EGTC with members from different countries act as one partner in a consortium with other partners that are not members to the EGTC?

The EGTC has its own legal personality. Therefore, it can submit a proposal as single applicant or together with other partners, regardless if they are or not members of the EGTC.

3.12. Are the members of the EGTC seen as "affiliated entities" to the EGTC, with or without having costs incurred separately?

If the applicant is the EGTC itself, its members are not considered as individual entities for the purposes of the application, according to the definition of the affiliated entities in section 8 of the Guide for Applicants. However, if any of the members of the EGTC will incur costs separately (e.g. staff), this member should be part of the application, as an additional applicant in a multi-applicant proposal or as an affiliated entity to the EGTC.

3.13. There is a non-EU partner in the EGTC. If the EGTC is seen as one applicant, how can the budget/funding rate be differentiated to show that only EU members of the EGTC will receive funding?

If the applicant is the EGTC itself, CEF funding will go the EGTC as the beneficiary and not its members. It is important to demonstrate in the proposal that the proposed Action concerns the EU Member States and is eligible under the current calls according to section 7.2 of the call text.

3.14. Is there a recommended maximum number of applicants in a proposal for study?

No, it is up to the applicants themselves to determine the number of applicants needed to implement the proposed Action.

3.15. Can a Swiss company participate in a project coordinated by a Cohesion Member State?

Switzerland is considered as a neighbouring country under the CEF Transport programme. According to section 7.1 of the Cohesion call text, applications may be presented by entities established in neighbouring countries, with the agreement of a Member State(s) concerned by the proposal and eligible to the Cohesion Fund. Such entities may participate in actions where necessary to achieve the objectives of a given project of common interest and may receive financial assistance only where it is indispensable to the achievement of the objectives of a given project of common interest. Please note that only actions concerning Cohesion Member States are eligible under this call.

3.16. What are the practical or legal arrangements to be completed for an organisation to be part of a project with an observer status, without requesting any funding for its participation? Which type of documents would the organisation be requested to provide related to its legal entity and financial capacity?

There is no observer status in CEF applications, but applicants can participate in proposals without requesting any CEF funding. If such an organisation applies as one of the applicants in a proposal, all the necessary documents requested of applicants must be submitted in the application, even if the entity will not be receiving any CEF funding. Please also see FAQ 16.3 on the provisions of the model grant agreement regarding beneficiaries not receiving EU funding.

3.17. Does having an applicant which is a public entity or having financial support of public entity have a positive impact on the evaluation of the proposal?

No, the fact that a public entity is an applicant in a proposal or financially supports the proposal does not itself influence the evaluation of the proposal.

Whether or not a public entity is an applicant or provides funding to the eligible costs depends on the nature of the proposal itself, its objectives and activities as well the administrative set-up of the Member State in question. Whatever the role of such entity, the proposal must clearly explain the political commitments to the proposed Action and its funding sources, including in questions 4.2 and 4.8 of the application form part D.

3.18. Is it possible for an EGTC to nominate some of its members as implementing bodies?

The possibility for the beneficiary to nominate other entities as implementing bodies is exclusive to Member States and international organisations, so an EGTC cannot nominate its members as implementing bodies.

3.19. Is it possible for an affiliated entity to apply as "linked third party" and take part in some project tasks?

The notion of "linked third party" does not exist in the context of the CEF Transport programme. Concerning affiliated entities, please see the definition in section 8 of the Guide for Applicants, available on the calls website. Concerning participation of applicants not requesting funding, please see FAQ 3.16.

3.20. If the applicant is a European Economic Interest Grouping (EEIG) but its members are both from EU and non-EU Member States, which is its legal status? Who should give the approval for the application?

The composition of the EEIG created under the provisions of Regulation No 2137/1985 does not change its legal status. It is important to demonstrate in the proposal that the proposed Action concerns the EU Member States and is eligible under the current calls according to section 7.2 of the call text. The approval of the Member State(s) concerned relates to the Member State(s) where the proposed Action will be or is being implemented and has no link with the legal status of the applicant. If the proposal submitted by an EEIG is selected for funding, the beneficiary will be the EEIG, not its members.

3.21. Can an applicant include affiliated entities with headquarters outside the EU in the application?

Affiliated entities designated by the applicants must also comply with the eligibility and selection criteria as described in the call text. Please see FAQ 3.8 regarding participation of partners outside the EU.

3.22. One of the potential applicants in a proposal is a company based in the EU but 100% of its shares are owned by a non-EU company. Does this have any influence on the eligibility of this applicant?

This depends on the legal personality of the applicant and where it has been established. Generally, a company established in an EU Member State would be eligible as an applicant, provided it meets all other eligibility criteria, even if its shares are owned by a non-EU company. INEA cannot provide upfront conclusion on individual cases and these remain subject to a case by case analysis based on detailed information provided by applicants.

3.23. Can a private undertaking and its fully-owned subsidiary apply as an applicant with an affiliated entity or should they apply as two separate applicants?

Both options are possible.

3.24. Is a sort of "joint venture", specifically created for the development of the project, an eligible applicant? This figure exists in our national legislation, even if such a "joint venture" would not have legal personality.

As stated in section 7.1 of the call texts, proposals may be submitted by entities which do not have legal personality under the applicable national law provided that their representatives have the capacity to undertake legal obligations on their behalf and offer guarantee for the protection of the Union's financial interests equivalent to that offered by legal persons, and provided they also meet all other eligibility criteria.

See also related questions in section 12 about how entities which do not have legal personality can complete the application forms.

3.25. Does an applicant which is a fully-owned subsidiary of a public sector undertaking established outside the EU qualify as public sector undertaking? Do the applicant's subsidiaries established in the EU also qualify as public sector undertakings?

The qualification of an applicant as a public sector undertaking depends on the legal status of the applicant itself. INEA cannot provide upfront conclusion on individual cases and these remain subject to a case by case analysis based on detailed information provided by applicants.

3.26. Would eligible costs incurred by a neighbouring country applicant be eligible in a proposal submitted by that applicant and an EU applicant, if the EU applicant does not incur any costs?

Please see FAQ 3.8 about participation of partners outside the EU. The costs incurred by the neighbouring country applicant may be eligible if the proposed Action addresses pre-identified projects or horizontal priorities listed in Part I of Annex I of the CEF Regulation and if the participation of this entity is necessary and indispensable for the implementation of the project of common interest in question.

If by this you would mean that the EU applicant will not request any CEF funding and that the Action will be fully implemented by the non-EU partner, please refer to the eligibility criteria concerning the proposed Actions (section 7.2 of the call texts).

4. ELIGIBILITY CRITERIA - ACTIONS

4.1. Can an applicant participate in a proposed Action, even though the proposed Action is not taking place in the country where this applicant is established?

Yes. There is no restriction for entities to participate only in proposed Actions implemented in the country of their establishment. In any case, the agreement of the Member State concerned by the proposed Action is compulsory.

4.2. Our proposal was selected for funding under the CEF Transport 2014 calls. We would like to apply for a new proposal that addresses the connection of the corridor supported by the already selected project to an urban node. Is it too early to apply for such a study under the 2015 calls?

You can submit any proposal that meets the priorities and criteria of the current calls. It is up to the applicant to assess the level of maturity of the proposed Action and the likelihood for it to be evaluated positively under this criterion.

4.3. Our proposal targets Cohesion and non-Cohesion Member States. Can we submit only one proposal, or should we submit two twinned proposals?

As explained in section 7.2 of the call texts, if a multi-applicant proposal concerns an action for which some parts are entitled to funding under the Cohesion Fund envelope and other parts under the general CEF Transport envelope, the application must be split in two proposals, with each part submitted separately under the Cohesion call and the General call. The application numbers/title of the proposed Actions must be cross-referenced in the application form part A1.

However, a proposal concerning both Cohesion and non-Cohesion Member States can also be submitted under the General call as a single proposal. In such case, the entire proposal will be covered by the conditions of the General call and the applicable funding rates would be those of the CEF (Article 10(2) of the CEF Regulation).

4.4. Can Actions concerning railway sections not identified in Annex I, part I point 2 or 3 of the CEF Regulation but defined as Core Network sections in Chapter III of the TEN-T Guidelines and presented as Core Network Corridor sections on maps in Annex I of the TEN-T Guidelines be funded under the CEF Transport 2015 calls?

No. According to section 7.2 of the call texts, only proposals which address pre-identified projects or horizontal priorities listed in Part I of Annex I of the CEF Regulation are eligible under the 2015 calls.

4.5. We intend to submit a proposal concerning infrastructure and vehicles (buses) supporting alternative fuels under the priority "New Technologies and Innovation". The proposed Action is located on the alignment of a Core Network Corridor but the pre-identified section concerns an inland waterway, which has nothing to do with our proposed Action. Would our proposal be eligible?

According to section 7.2 of the call texts, only proposals which address pre-identified projects or horizontal priorities listed in Part I of Annex I of the CEF Regulation are eligible under the 2015 calls.

The priority "New Technologies and Innovation" however clearly targets deployment on the Core Network with an emphasis on the Core Network Corridors, so the proposed Action should be located on the Core Network.

5. MEMBER STATES' SUPPORT

5.1. What is the definition of "Member State concerned" by the proposed Action?

As stated in Article 9 of the CEF Regulation, "Proposals shall be submitted [...] with the agreement of the Member States concerned". 'Member State concerned' should be understood as the Member State in the territory of which the proposed Action is planned to be (or is being) implemented.

5.2. What are the responsibilities of a Member State agreeing to a proposal submitted under the CEF Transport 2015 calls?

The agreement of a Member State on proposals submitted under the CEF Transport 2015 calls provides reassurance to the Commission that the Member State(s) concerned by a given proposal is duly informed of an Action that will be or is being implemented on its territory and/or by a beneficiary established on its territory.

The agreement by a Member State to a proposal does not necessarily involve a financial commitment of the Member State to the proposed Action.

Furthermore, in line with Article 22 of the CEF Regulation (Regulation (EU) No 1316/2013), Member States are entrusted with the technical monitoring, financial control and certification of funded action and/or of beneficiaries' expenditure. These tasks may be undertaken by the Member State in which the beneficiary is established, or by the Member State which has approved the proposal.

Please refer to the model grant agreement for more details about this obligation (Article II.23): https://ec.europa.eu/inea/sites/inea/files/model_grant_agreement_en.pdf.

5.3. Who is responsible to give an approval on behalf of a Member State?

It is the sole responsibility of each Member State to define the Ministry and the person(s) authorised to endorse the proposal by signing the application form part A2.3.

A Member State may have a particular process in place for providing its approval for proposals under CEF Transport calls for proposals. It is strongly recommended that applicants contact the relevant Member State authorities at an early stage of the preparation of proposals to clarify any specific procedures for obtaining such approval.

A list of Member State contact points is available on the call webpages: https://ec.europa.eu/inea/sites/inea/files/cef_transport_contact_persons_151201.pdf.

5.4. We are ready to submit a proposal but the Member State concerned will not sign the application form part A2.3 until it has completed its internal evaluation procedure of potential proposals. Would it be acceptable that a proposal is submitted with a "preliminary signature" of that Member State, which would give its "final signature" at a later stage? If so, could the proposal be considered as submitted with the "preliminary signature" and, therefore, costs be eligible as from that date?

There is no such mechanism as "preliminary signature" and "final signature". Once the Member

State signs application form part A2.3, it endorses the application. If an application is submitted without the approval of the Member State concerned, it will be considered as non-eligible and will not be evaluated.

The procedures that each Member State applies for giving its agreement to the proposals submitted under the CEF Transport calls are exclusively within the remit of each Member State.

5.5. How can I submit application form part A to my national authorities?

If a Member State requires you to submit part A of the application form during the internal procedure to grant the support to CEF proposals, and in the absence of any other indication from the Member State, you can submit the pdf that is generated in the TENtec eSubmission module, on the basis of the data that you have already introduced in the system. The pdf can be generated using the TENtec eSubmission's "Export Form A" section.

5.6. If the proposed Action is to be carried out on the territory of three Member States but there is only one applicant in the proposal, do all three Member States need to sign the proposal? And if so, how this agreement should be provided?

If a proposal is to be carried out on the territory of three Member States, all these Member States must provide their agreement to the proposal, even if there is only one applicant.

The agreement of the Member State concerned should be provided in application form A2.3, which must be completed, signed and stamped by the concerned EU Member State. It must be scanned and uploaded as a supporting document before proposal submission.

The eSubmission module provides a possibility to enter information of only one approving Member State per applicant. There is no possibility to add additional tabs for Member State information for the same applicant. In case your proposal involves only one applicant but requires agreement of three Member States, the information on one of the concerned Member States must be included within the eSubmission module. The Word version of the application form part A available on the call webpages must be used in order to provide the information of the remaining concerned Member States.

5.7. In a proposal which concerns three Member States, what are the responsibilities of the two Member States that are not really involved in the implementation of the Action and do not contribute national resources?

If the proposed Action concerns a Member State and is carried out on its territory, this Member State has the responsibility to provide an agreement to the proposal at the application stage, even if it is not going to be actively involved in the implementation of the proposed Action nor contribute any resources to it. Moreover, it also has other responsibilities including technical monitoring, financial control and certification of funded action and/or of beneficiaries' expenditure. Please see FAQ 5.2 for additional details on Member States responsibilities.

5.8. Is it possible that only one Member State provides its support to a proposal submitted by several applicants established in different Member States?

In multi-applicant proposals, each applicant must receive the approval of at least one Member State concerned and all Member States concerned by the proposed Action must give its approval to at least one of the applicants. It is not possible for a Member State to provide its support to a multi-applicant proposal as a whole.

As stated in section 7.1 of the call texts, the agreement of the Member State(s) concerned is to be provided for all applicants which are not a Member State.

As stated in FAQ 5.1, 'Member State concerned' should be understood as the Member State in the territory of which the proposed Action is planned to be (or is being) implemented.

This means that applicants can receive the endorsement from a Member State that is not the Member State where they are established.

Please see General FAQ 5.2 regarding the responsibilities of a Member State agreeing to a proposal submitted under the CEF Transport 2015 calls.

5.9. Can a public entity submit a proposal with the endorsement of the Ministry of which this public entity is dependant?

As stated in FAQ 3.3, public entities which are not a Member State can submit an application, provided they have secured the agreement of the Member State(s) concerned by the proposed Action (application form A2.3 duly signed and stamped). It is the sole responsibility of each Member State to define the Ministry and the person(s) authorised to endorse the proposal by signing the application form part A2.3.

As stated in section 8 of the Guide for Applicants, in the context of the CEF, the Member State approval of an application may be provided by any Ministry entitled to represent the Member State authority. It is expected that applications under CEF Transport gather the support of the Ministry competent in the area of the given policy and/or the CEF. In this regard, if the Ministry of which this public entity is dependant can be considered as a competent Ministry, then it may provide such an approval by signing the application form part A2.3.

6. COMPLIANCE WITH EU LAW

6.1. Should section I of Application Form C on compliance with EU environmental policy be filled in for any type of action?

No. Section I of Application Form C should be filled in only for actions which relate to works or studies with physical interventions. This section should also be filled in for mixed actions, i.e. including both works and studies.

ERTMS, SESAR, ITS, VTMS, telematics application system, actions exclusively related to implementation of electric vehicles charging stations in already existing build areas, installation to improve accessibility for persons with reduced mobility, and vessels and rail rolling stocks retrofitting proposals only need to fill in Section 1 "Compliance with EU policy on environmental protection" if the proposed action includes physical works (e.g. installation of antennas) affecting a site designated as protection zone under the "Habitats" (92/43/EC) and Birds (2009/147/EC) Directives. Section 1.6 "Actions with a potential impact on water - Water Framework Directive 2000/60/EC" needs to be completed only if these physical works are located in protected waters as defined in Article 1 of this Directive.

6.2. Is the completion of the application form part C, section I on compliance with EU environmental policy needed for a proposal addressing environmental efforts of a ship that will be sailing in the EU waters?

Concerning application form part C, vessels retrofitting proposals need to fill in Section 1 "Compliance with EU policy on environmental protection" ONLY if the proposed action includes physical works affecting a site designated as protection zone under the "Habitats" (92/43/EC) and Birds (2009/147/EC) Directives and Section 1.6 "Actions with a potential impact on water - Water Framework Directive 2000/60/EC" ONLY if these physical works are located in protected waters as defined in Article 1 of this Directive.

If the signature of a competent authority is needed, it should be the one designated by the Member State concerned by the proposed Action.

6.3. Is the approval for the environmental declarations (application form part C) in relation to ship investments needed from the Member State where the shipowner's office is established?

The declarations (if applicable) should be validated by the competent authorities designated by the Member State concerned by the proposed Action. It is not necessarily the Member State in which the shipowner's office is established. Please see related General FAQ 6.2.

6.4. Do proposals for works submitted under the RIS priority need to fill in Section 1 of the application form C?

As RIS proposals relate to telematics application systems, Section I of the application form part C needs to be filled in if the proposed Action includes physical works (e.g. excavations, ground or destructive tests, installation of antennas). Please also see FAQ 6.1.

6.5. Our proposed Action will be implemented as a turn-key project requiring the winning bidder to carry out design efforts, permission procedure and deployment. Specification or definition of technical content in advance may be uncompetitive. With that in mind, the competent authority cannot issue a declaration on the environmental effects of the development since finalisation of designs, sites and permissions will only be possible once the contract is awarded. Is it possible to submit an application which does not contain a declaration regarding effects on NATURA 2000 sites as well as whether the Action falls under the scope of the EIA Directive?

The applicant must clearly indicate and explain in the application form the situation regarding the environmental documentation requested and not provided. Please note that lack of environmental permissions may have an impact on the maturity of the proposed Action during the evaluation phase. It may also lead to specific conditions regarding the fulfilment of environmental legislation

before the individual grant Agreement is signed.

6.6. Is it correct that we need to fill in application form part C for the works component only?

For mixed proposals, application form part C must be completed with information concerning the works component only as long as the studies do not entail physical interventions. If studies entail physical interventions, application form part C must also be completed for the studies component. See also FAQ 6.1.

6.7. In connection with the application form part C, are software/hardware procurement and installation regarded as physical interventions? Are building / construction / supplement constructions or elements of existing buildings (e.g. cables, antennas) regarded as physical interventions?

There is no exhaustive list of types of physical interventions but some examples, also mentioned in the Guide for Applicants, are excavations, destructive tests, installation of antennas. Building / construction / supplement constructions or elements of existing buildings (e.g. cables, antennas) would also be regarded as physical interventions. Hardware installation would typically be regarded as a physical intervention, depending on the type of hardware installed. Please bear in mind that some of the hardware installations may fall under the exceptions mentioned in the Chapter I of application form part C. Finally, procurement activities (e.g. management of a tender process, purchase of goods, etc.) are not regarded as physical intervention.

Please see FAQ 6.1 regarding the proposals that are required to provide information on compliance with the EU environmental law.

6.8. Is Annex C-I required for proposals which do not need to fill in Chapter I of the application form part C?

No. Annex C-I is to be provided only if the reply to Section 5 of Chapter I of the application form part C is "NO". If your proposal is exempt of filling in Chapter I, then you do not need to provide Annex C-I either.

6.9. Our proposal does not affect a particular Natura 2000 sites but may have effects on Natura 2000 sites in general. For this reason, the competent authority is requesting additional documentation before signing the declaration Annex C-I of the application form part C. In that situation, do we still have to provide such declaration?

In case your proposal requires Annex C-I of the application form part C to be completed (see FAQ 6.8), the absence of this Annex may have an impact on the maturity of the proposed Action during the evaluation phase. It is highly recommended to include in the proposal a clear explanation about the reasons why the requested environmental documentation was not included in the proposal and, if possible, an indicative date of when it will be available. If the proposal is selected for funding, the documentation must be provided before the signature of the Grant Agreement. Please see also FAQ 6.5.

6.10. Can the requirements of three partners in different jurisdictions be covered in the application form part C or is it necessary to complete a separate form C for each partner?

The information required in application form part C refers to the proposed Action as a whole, not to the individual contribution of each partner and must reflect the situation in all of the Member States concerned by the proposed Action.

If the signature of different competent authorities is needed for different activities of the proposed Action, for example as far as environmental compliance, the respective sections of the application form part C can be completed as many times as the number of the respective environmental authorities to be consulted.

6.11. Has the procurement plan to be elaborated in accordance with the thresholds stipulated in the national procurement law or in accordance with other specific requirements?

In accordance with the model grant agreement, where the implementation of the action requires the procurement of goods, works or services, the beneficiaries shall award the contract to the tender offering best value for money, or as appropriate, to the tender offering the lowest price. Depending on the legal status of the beneficiaries, the EU procurement rules may apply. The beneficiaries shall retain sole responsibility for compliance with the provisions of the grant agreement.

National legislation on public procurement shall be in line with EU law. More information about EU

public procurement rules, as well as the texts of the relevant Directives can be found at:

http://ec.europa.eu/growth/single-market/public-procurement/rules-implementation/index_en.htm

Information about public procurements planned during the implementation of the proposed Action should be provided in Chapter V ('Compatibility with the EU law on public procurement') of application form part C and question 4.6 of the application form part D.

6.12. Where can we find a list of the 'competent authorities' that should sign the declaration in Annex C-I of the application form part C?

Each Member State defines the competent authorities responsible for the monitoring of Natura 2000 sites.

The Member State contact points referred to in FAQ 5.3 can be contacted by applicants to enquire about the contacts of the relevant competent authorities.

6.13. In chapter IV of the application form part C you make reference to Article 7(f) of the Directive 1999/62/EC but we cannot find point (f) in this Article. Can you please indicate what you are referring to?

As stated in the Guide for Applicants, the question refers to Article 7(f) of the Directive 1999/62/EC of 17 June 1999 on the charging of the heavy goods vehicles for the use of certain infrastructures, as amended. The subsequent amendments to this Directive – including point (f) - can be found at:

http://ec.europa.eu/transport/modes/road/road_charging/

6.14. How can we indicate a mixed proposal in the application form part C?

If you have to provide the application form part C both for the 'study' and 'works' components of your proposal, then you may tick both boxes and complete the respective sections of the application form part C as many times as necessary.

Please see FAQ 6.6 concerning mixed proposals.

6.15. Would a CEF Transport grant constitute a state aid?

CEF funding, whether coming from the general or the Cohesion envelope, is not considered as a state aid.

7. SELECTION CRITERIA: FINANCIAL AND OPERATIONAL CAPACITY

7.1. Shall all applicants demonstrate their financial and operational capacity?

No. Applicants which fall into one of the following categories do not have to demonstrate their financial and operational capacity: Member States, neighbouring/third countries, public undertakings or bodies established in the EU, international organisations, EEIGs which are 100% owned by public bodies.

7.2. If the result of the financial capacity check is 'weak', should we submit a letter of support from a parent company or a third party?

The letter of support is only necessary if the applicant has been operating for less than one year. In such case, the letter of support can be provided by a parent company or another applicant in the proposal.

If the result of the financial capacity check is "weak", an applicant may be asked to provide a financial guarantee. However, this is not necessary at the time of the application. It will be determined at the stage of the grant agreement preparation, if the proposal is selected for funding.

7.3. Where should we take into account the changing accumulated depreciation and non-recurring costs in the Financial Capacity Check form in the Profit & Loss Account sheet? In "Tax Expenses"?

The extraordinary items have been included in the Financial Capacity Check form, which has been updated and published on the call webpages on 15 December 2015.

7.4. Will depreciation costs, such as for ships, be eligible under these calls?

No, depreciation costs are not eligible under the CEF Transport 2015 calls. However, full costs of purchase of equipment and infrastructure which is treated as capital expenditure is an eligible cost based on Article 8.4 of the CEF Regulation, provided such costs meet the general conditions of the eligibility of costs as laid down in Article II.19 of the model grant agreement.

7.5. If an applicant is a subsidiary of a private company, which type of financial data should be provided as part of the proposal: the financial data related to the whole group or the only financial data of the applicant?

The financial data provided in the proposal should relate to the entity that is the applicant in the proposal. If a subsidiary is the applicant, then financial data should relate to the subsidiary. If the holding company is the applicant in a proposal, then financial capacity check should be filled with the financial data of the holding company.

7.6. Our private company was recently founded and cannot comply with the requirement to demonstrate its financial capacity. Would a support letter of its parent company that is established in the US be accepted instead?

For applicants that are newly created and do not have certified financial data available for the last financial year, the business plan must be provided and no financial capacity check form needs to be filled in. As stipulated in section 8.1 of the call text, the applicant must also provide a letter of support from a third party (e.g. applicant's parent company, another applicant). There is no requirement linked to the place of establishment of the third party providing such letter of support.

7.7. What kind of financial and operational documents are needed for a private sector undertaking or body established in the EU, requesting a grant of €25,000? Would a declaration on honour instead of a completed capacity check form and the financial statements for the last financial year for which the accounts were closed be enough?

Applicants requesting a grant of less than €60,000 do not need to complete a financial capacity check form, but only to complete and provide a declaration on honour. The template of such declaration is included in the financial capacity check form.

7.8. The financial capacity check form was updated on 15 December 2015. Does it mean that this version is mandatory or is it still possible to submit the previous version in case it had already been filled by proposal partners?

The update made in the financial capacity check form on 15 December 2015 relates to certain inconsistencies in the explanatory part of the financial capacity check form. The template itself has not changed, so an earlier completed version can be submitted.

7.9. In application form part B it is written: "In the event that the designated affiliated entities will be the only ones implementing the proposed Action, they must demonstrate that they have the financial and operational capacity to carry out the proposed Action." Does it mean that if there is another entity involved in the implementation of the proposed Action, the affiliated entities do not have to demonstrate their financial and operational capacity?

This depends on the role that the affiliated entity will have in the implementation of the action, as foreseen in the proposal. In particular, if the affiliated entity(ies) will be the only ones implementing the action (and not the applicant itself or a sub-contractor) then they will need to undergo the financial and operational capacity check. In case of multi-applicant proposals, this applies to each applicant and its related affiliated entity(ies).

7.10. Is it necessary to fill in the financial capacity check form for an applicant which is a private company but its sole shareholder (100%) is a Member State?

Even though the legal status of a company is that of private undertaking or body established in the EU, when the sole shareholder is the Member-State, the entity will be assimilated to a public entity and thus exempt from having to fill in the financial capacity check. This will be assessed based on the statutes of the said entity.

7.11. Which information is required in the business plan requested for applicants that are newly created and do not have certified financial data available for the last financial year? We are concerned about elements that might be confidential.

There are no specific requirements concerning the content of the business plan, as long as the information provided allows INEA to assess the financial capacity of the newly created applicant. As stipulated in section 8.1 of the call text, in addition to the business plan, the applicant must also provide a letter of support from a third party (e.g. applicant's parent company, another applicant).

7.12. If the result of the financial capacity for one of the applicants (in a multi-applicant proposal) is "weak" and in case the proposed Action is selected for funding, against which value will the financial guarantee be calculated: the pre-financing requested under provisions of Article 11.24 of the model grant agreement or the value of the share of the respective applicant of the entire CEF grant?

As stated in section 12 of the call texts, for mono-beneficiary grants, in the event that the beneficiary's financial capacity is not satisfactory, the pre-financing payment(s) may be subject to the receipt of a financial guarantee for up to the same amount as the pre-financing payment to be made.

In case of multi-applicant proposals, the financial guarantee shall correspond to the share of the pre-financing payment to be received that beneficiary.

7.13. One of our partners is a private EEIG, for which the result of its financial capacity check may be 'weak'. In case the proposal would be selected for funding and if such partner would not be able to obtain a bank guarantee, will it be excluded from the project?

If a proposal is selected for funding, such situations will be considered on a case by case basis during the grant agreement preparation. The risk mitigating measures do not only need to be in the form of the mentioned bank guarantee but can also take the form of a third party guarantee.

7.14. In case of submission of more than one proposal, can a financial capacity check form be submitted, covering all proposals? In that case, could the amount to be indicated as "total amount that will be co-financed by the Commission to the applicant", be the total amount for all proposals?

No. The financial capacity check form is requested for each proposal and the "Total amount that will be co-financed by the Commission to the applicant" should refer to only to the applicant's share in that particular proposal.

7.15. Is the co-financing calculation (in the ratio analysis tab of the financial capacity check form) the same for proposals submitted under the Cohesion and the General call?

Yes. The formula for the co-financing calculation is the same. The CEF contribution is to be calculated on the basis of the applicable funding rate for each proposal.

7.16. Is a business report an appropriate document to demonstrate financial and operational capacity?

The documents requested to demonstrate financial capacity are listed in the application form part B. The financial capacity check form is compulsory for all applicants that need to demonstrate their financial capacity. For the financial documents, only those reference documents containing the data used to complete the financial capacity check form should be submitted.

There are no specific requirements concerning the type of documents that can prove the operational capacity of the applicant. These will be assessed on a case-by-case basis.

8. FUNDING SOURCES / FINANCIAL INSTRUMENTS

8.1. We have applied for EFSI funds for our project but they have not yet been granted. How can we reflect this in the application form for CEF?

Any information about EFSI funds, requested or granted, should be provided in the application form part A if it relates to the proposed Action (part A3.2 or Costs section) or part D (questions 1.2-1.3) if it relates to the global project. Additional information on funding sources, for example, where those have been requested but not yet received can also be provided under questions 4.8-4.10 of the application form part D.

8.2. Which documents should be provided by a public entity as a proof of its commitment to finance some of the activities included in a proposal? Which of them are compulsory and which ones are advisable to be provided?

There is no specific requirement as far as supporting documents demonstrating the availability of various sources of funding are concerned. Nonetheless, in the application form part D, question 4.8, the nature and the legal status of the funding sources for the proposed Action as well as modalities and timing of the fund's availability must be described. It is up to the applicant to provide additional information through supporting documents. Such supporting document could be provided in the form of a letter of support of the public entity in question.

8.3. What are the financial instruments the calls refer to? Where is it possible to find more information about them?

In addition to grants, CEF offers financial support to projects through innovative financial instruments such as guarantees and project bonds. Financial instruments are delivered through designated financial institutions, notably the European Investment Bank (EIB) which has been entrusted by the Commission for the delivery of CEF financial instruments. For more information on CEF financial instruments, please see the following EIB webpage links:

<http://www.eib.org/projects/sectors/tens/index.htm>

<http://www.eib.org/products/blending/index.htm>

http://www.eib.org/products/lending/equity_funds/infrastructure_equity_funds/marguerite_fund.htm

9. ELIGIBLE COSTS / CO-FUNDING RATES

9.1. What is the period of the eligibility of costs?

The conditions on the eligibility of costs are included in section 12.2.2 of the calls. Costs incurred between the date of submission of the application and the completion date of the proposed Action, which should be no later than 31 December 2020, may be considered as eligible.

During the implementation of the Action, an extension of the duration of the Action may be considered in reasonable and duly justified cases, subject to the assessment by the Agency/ the Commission and in line with the provisions of the Grant Agreement.

For proposed Actions that have already started by the time the application is submitted, costs incurred before the date of submission will not be considered as eligible.

9.2. Can our project be supported by CEF Transport funding if it has received funding from other EU sources (e.g. Structural Funds)?

According to the call texts section 12.1.1 and pursuant to Article 129 of the Financial Regulation, the same costs cannot be supported more than once by the EU budget.

It is however possible that a global project receives funding from different EU sources for different activities. These activities can be implemented simultaneously or at different stages of the development of the global project. In such cases, the activities have to be operationally and financially managed and reported as separate Actions, to exclude any ambiguity of double funding.

The same applies if CEF Transport funding is requested for different activities related to the same global project either under several calls or as separate proposals under the same call.

Please note that proposals under CEF Transport calls have to indicate all sources of funding in the application for the global project (application form part D) and the action proposed for funding (application form part A3.2).

9.3. How are project management costs handled under CEF calls? Can these costs be built into the actual costs for activities or could project management be a separate activity?

The type of costs you mention are an example of "transversal activities". The direct costs of transversal activities can be presented as a separate activity or as part of other activities, as long as they are clearly identified. This is a choice to be made by the applicant, depending on which option would better suit the structure of the proposed Action.

Please bear in mind that during the evaluation process the proportionality of proposed activities and estimated costs will be thoroughly analysed and inconsistencies may lead to low scoring against the criterion of quality.

9.4. What is the minimum budget of a proposal submitted under these calls?

There is no minimum budget for any type of proposals. However, as stated in section 12.2.1 of the call texts, applicants are strongly encouraged to submit applications for actions with a total requested EU contribution to the eligible costs of no less than €500,000 for studies and no less than €1,000,000 for works.

9.5. Which date will be considered as the start of the period of eligibility of costs for proposals concerning the retrofitting of suitable scrubbers? In normal suprastructure cases (e.g. gantry cranes or tug-masters), the cost occurs when the

delivery of the equipment is taken in the port. Will the treatment be the same for scrubbers, e.g. when the actual scrubber system has been installed and delivered?

According to Article II.19 of the model grant agreement, costs of contracts for goods, works or services or of subcontracts are considered to be incurred when the contract or subcontract (or a part of it) is executed, i.e. when the goods, works or services (including studies) are supplied, delivered or provided, and not the date of the invoice. Please note that, for proposals submitted under the CEF Transport 2015 calls, costs will be eligible, at the earliest, from the date on which the application is submitted and until the date of completion of the Action, which should be 31 December 2020 at the latest.

Therefore, if the scrubber system has been installed and delivered after the submission of the application, such costs may be considered eligible, provided they meet the general conditions for eligibility of costs described in Article II.19 of the model grant agreement.

9.6. Are losses an eligible cost?

The conditions on the eligibility of costs are described in Article II.19 of the model grant agreement available on the call webpages. Losses are not considered as eligible cost under CEF.

9.7. I understand that costs incurred before the date of submission may be eligible. In which cases?

No. Costs incurred before the date of submission of an application are not eligible under the 2015 CEF Transport calls.

9.8. Can an Action that has finished before the closure of the call be eligible?

Pursuant to Article 130 of the Financial Regulation, no grants may be awarded retrospectively for actions already completed. A grant may be awarded for an action which has already begun provided that applicant(s) can demonstrate the need for starting the action prior to signature of the grant agreement. Therefore, if an action finishes before the grant agreement is signed, such action will not receive EU funding. Please note that costs are eligible, at the earliest, from the date on which the application is submitted.

9.9. The funding rate under the Cohesion call is up to 85%. In which cases could this funding rate be lower than 85%?

The requested funding rate for a proposal could be reduced to below 85% during the evaluation of the proposal, for example, based on assessment of the "funding gap" of the proposed Action, reduction in activities or costs considered not eligible or budgetary constraints.

9.10. Are costs related to the preparation of proposals for CEF Transport calls eligible as direct or indirect costs?

No, costs related to the preparation of proposals for CEF Transport calls are not eligible as direct costs or indirect costs according to the conditions of the call for proposals section 12.2.2 and Article II.19 of the model grant agreement.

Please note however that costs of translation of proposals are reimbursed as described in section 14.2 of the call text and section 7 of the Guide for Applicants and should not be included in the eligible costs of the proposed Action itself.

9.11. Are overhead costs eligible? Should they still be included in the costs of the proposed Action?

No, according to section 12.2.2 of the call texts, indirect costs – costs which are not identifiable as direct costs, but which have nevertheless been incurred in connection with eligible direct costs of the Action – are not eligible. Therefore, they should not be included in the eligible costs of the proposed Action.

9.12. Is the cost of equipment and infrastructure which is treated as capital expenditure by the beneficiary eligible up to its entirety?

Yes, full costs of purchase of equipment and infrastructure which is treated as capital expenditure is an eligible cost based on Article 8.4 of the CEF Regulation and conditions of the call, provided such costs meet the general conditions of the eligibility of costs as laid down in Article II.19 of the model grant agreement. Depreciation costs are not eligible for purchased equipment.

9.13. Article 10 of the CEF Regulation establishes a differentiation of funding rates for "studies" and "telematics applications systems and services". Concerning the General call, which would be the applicable funding rate for studies proposals on telematics applications?

The applicable funding rates for telematics application systems and services for proposals submitted under the General call are those listed in the Article 10.2(c) of the CEF Regulation and are determined on the basis of the type of telematics application systems and services (e.g. RIS, ERTMS) and, in some cases, on the scope of the proposal (e.g. on-board components or land-based components).

Where a proposal addresses several activities for which different funding rates apply, instead of having a single funding rate for the whole proposal, the rates should be differentiated by activity.

9.14. Some of the activities of our proposed Action will be performed by a master thesis student. A contract is going to be signed, by which we cover a series of expenses the student will incur. Would these costs be eligible?

Yes, provided such costs meet the general conditions of the eligibility of costs as laid down in Article II.19 of the model grant agreement. The costs of natural persons working under a contract with the beneficiary other than an employment contract may be assimilated to costs of personnel, under certain conditions. Please refer to Article II.19 of the model grant agreement.

9.15. One of our partners is a private EEIG with no employees, therefore it cannot declare staff costs. The appointed secretary general has a contract with the EEIG but the work done by him is invoiced to the EEIG through a company he owns. Would these costs be eligible as staff costs or this situation would be considered as sub-contracting? In that case, should the EEIG demonstrate that it has awarded the contract to the secretary general on the basis of the best value for money?

Please see also question 9.14. The invoiced costs would be eligible provided they comply with the provisions of article II.19 of the grant agreement. The costs must in any case be reasonable, justified and comply with the principle of sound financial management, in particular regarding economy and efficiency.

9.16. Is VAT an eligible cost for a works proposal submitted under the Cohesion call (ERTMS priority)? If not, shall the applicant mention the VAT sum/rate in the proposal?

As stated in section 12 of the Cohesion call text, VAT paid by beneficiaries of grants awarded following this call for proposals is eligible except recoverable VAT under national VAT legislation.

9.17. Can the leasing of a car, which will be used by the head of the project during the implementation of the Action, be an eligible cost? Such leasing is envisaged within costs for project management of the Action.

In principle, no, unless, as stated in Article II.19.1.c), these costs are incurred in connection with the action as described in Annex I and are necessary for its implementation.

Please see also FAQ 9.3 about project management costs.

9.18. Are the costs incurred for communication activities eligible?

These costs can be eligible as long as they fulfil all the eligibility conditions stated in Article II.19 of the model grant agreement. Costs of communication activities could be considered as costs arising directly from requirements imposed by the Agreement (e.g. dissemination of information) or as a transversal activity. Please see also FAQ 9.3.

9.19. When VAT is an eligible cost, should we include the VAT fee in the application form as an eligible cost for each activity?

Yes, the VAT fee should be indicated as an eligible cost for each activity. In any case, the eligibility of VAT costs shall be assessed by INEA. See also FAQ 9.16.

9.20. Could you please confirm that costs incurred under employment, service and work contracts are eligible?

These costs can be eligible as long as they fulfil all the eligibility conditions stated in Article II.19 of the model grant agreement.

9.21. *We need the collaboration of staff members of one of our affiliated companies to implement some of the activities. Would these be considered as costs of personnel or we need to define a subcontracting scenario?*

If the affiliated entity is part of the proposal, then the affiliated entity shall be identified in the application form part A2.4. The costs of personnel of this affiliated entity can be considered as costs of personnel of the applicant to which it is an affiliate.

In exceptional circumstances, if the affiliated entity is not part of the proposal, then it could be a sub-contractor to the applicant. In such cases, though, general conditions concerning subcontracting, specially the principle of best value for money, as stated in Article II.10 of the model grant agreement, shall apply.

9.22. *Are there any instructions concerning how the eligible costs included in the budget have to be considered (e.g. hourly rate for staff costs)?*

There are no specific requirements concerning how eligible costs are presented in the budget of the proposal, as long as they comply with the all the eligibility conditions stated in Article II.19 of the model grant agreement.

If the proposal is selected for funding, the amounts declared should be identifiable and verifiable, according to Article II.20 of the model grant agreement.

10. SUB-CONTRACTING / IMPLEMENTATION CONTRACTS

10.1. *Can an applicant "A" be a coordinator of a proposal (partly funded) and at the same time subcontractor to another applicant "B" for other activities of the proposal ("B" will be partly funded but pay partner "A" 100% as a subcontractor)?*

The need to subcontract an activity to another beneficiary of the same grant agreement is exceptional. It has to be duly justified and the award must be done while respecting the conditions established by Article II.9 of the model grant agreement.

10.2. *Can an applicant from a non-Cohesion Member State subcontract activities to a company from a Cohesion Member State? Are there any authorisations necessary? What would be the funding rate for the activities performed by the subcontractor from the Cohesion Member State? Can a non-EU partner be funded as a subcontractor?*

Sub-contractors are not applicants in a proposal and their place of establishment has no bearing on the funding rate applied to the proposal. If a proposal is submitted under the Cohesion call by applicants that are eligible to this call, the applicable rates will be those under the Cohesion Fund. If the application is submitted under the General call, the applicable rates will be those of the CEF (Article 10(2) of the CEF Regulation).

All subcontracting to be done in relation to the activities of the proposed Action should be clearly explained in the application form part D (questions 4.6.1 to 4.6.3 in particular).

10.3. *If a public body awards a tender to a private company for the implementation of an Action (or parts of it), does this private company need to be an applicant in the proposal? Which entity is responsible for the implementation of the Action?*

Subcontractors do not need to be an applicant in the proposal. If a proposal is selected for funding, the applicant becomes the beneficiary of CEF funding and remains responsible for the implementation. If the beneficiary is a public body and, for the implementation of the Action (or some of the activities), tenders are awarded to private companies, only the public body remains the beneficiary and, therefore, the responsible entity for the implementation of the Action.

10.4. *Is subcontracting allowed for some part of the activities? If yes, what is the maximum percentage the work which can be subcontracted?*

Yes, it is possible to subcontract the implementation of the activities of the proposed Action. The call and the model grant agreement do not specify the maximum percentage of activities which can be subcontracted.

If it is necessary to subcontract certain elements of the proposed Action or activities, this must be clearly identified in the application form, in particular in the application form part D, question 4.6.1-4.6.3. Proposals involving sub-contracting must explain:

- What tasks will be subcontracted and for what reasons
- How the potential subcontractor will be selected in accordance with the provisions of the

grant agreement (transparency, equal treatment and best value for money)

- The basis on which the estimated cost of subcontracting has been calculated

Article II.1.3 of the model grant agreement does not allow the coordinator to subcontract any part of its project management tasks.

10.5. We assume that the public contracts concerning eligible costs of the proposed Action are tendered based on national law. Is it necessary to observe a particular procedure/methodology when awarding contracts? Which authority will check those contracts (the Member State Ministry, INEA)?

All public procurements necessary for implementation of the Action must be carried out in line with the applicable national legislation, which shall be compliant with EU legislation. Please include all relevant information in chapter V of application form part C.

If the beneficiary is not a Member State, the final report and financial statement must be validated by the Member State concerned which, among others, checks also the compliance of public procurement with applicable law. During the assessment of the final report and financial statement, INEA will perform detailed ex-ante controls of the public procurements carried out within the Action. Any non-compliance with the relevant legislation (national / EU) may have a direct effect on the approval of the reports and related payments.

10.6. The coordinator of our proposal would like to subcontract the tasks of technical secretariat (e.g. partner meetings organization, report writing, etc). Are these tasks considered as 'project management' or can they be subcontracted?

As stated in FAQ 10.4, Article II.1.3 of the model grant agreement does not allow the coordinator to subcontract any part of its project management tasks listed in this article.

INEA cannot provide upfront conclusion on individual cases and these remain subject to a case by case analysis based on detailed information provided by applicants.

10.7. According to Article II.9, where the implementation of the action requires the procurement of goods, works or services, the beneficiaries shall award the contract to the tender offering best value for money or, as appropriate, to the tender offering the lowest price. Could the offer be combined between beneficiaries?

For sub-contracting between beneficiaries of the same grant agreement, see FAQ 10.1. The price of the tender should refer to the total amount necessary for the implementation of the Action and should not be split between beneficiaries.

11. COST-BENEFIT / COST-EFFECTIVENESS ANALYSIS

11.1. Is a CBA required for a proposal for a study with pilot deployment under the General or the Cohesion calls?

No. A CBA must be provided only for proposals for works or for the works parts in mixed proposals (including both studies and works). A study with pilot deployment is considered as a study.

11.2. For a proposal under the category "other projects" under the priority "Single European Sky – SESAR" is it sufficient to provide a CEA or is it mandatory to provide a CBA?

According to section 7.2 of the call texts, for proposals submitted under the priority "Single European Sky – SESAR - Common Projects category", all project proposals for 'works' or proposals including both 'studies' and 'works' (i.e. mixed proposals) must be accompanied by a cost-effectiveness analysis instead of CBA. For proposals for works or mixed proposals under the category "Other projects" submitted under this priority, a CBA must therefore be provided. Where a proposed Action concerns a part of a larger project of common interest, a CBA may cover this larger project of common interest instead of just the proposed Action.

11.3. We are working on a proposal which addresses both works and studies. Does the cost-benefit analysis need to be done for all activities or just the works activities?

In case of mixed proposals, combining studies and works activities, the CBA must cover the activities which are considered as "works". However, if the proposed Action is part of a larger global project, the CBA may cover this larger project.

11.4. Will INEA accept a single document that addresses socio-economic CBA, financial net present value (FNPV), financial rate of return (FRR), economic net present value (ENPV) and economic rate of return (ERR) and needs assessment?

A single document that addresses both socio-economic and financial CBA will be accepted, provided that the different parts can be clearly identified in such document.

11.5. Are there any instructions/template for the cost-effectiveness analysis?

Please refer to section 5 of the Guide for Applicants for further guidance on cost-benefit and cost-effectiveness analysis. Annex IX of the Cohesion Policy CBA methodology mentioned in this section of the Guide for Applicants contains additional information on cost effectiveness analysis. This methodology can be found at:

http://ec.europa.eu/regional_policy/sources/docgener/studies/pdf/cba_guide.pdf

11.6. Our proposal consists of several different parts for which separate CBAs have already been performed. Could the existing CBAs be used, explaining how the different parts contribute to the overall Action?

It is important that the CBA addresses the proposal as a whole, not only parts of it. However, if the proposed Action is part of a larger global project, the CBA may cover this larger project instead.

11.7. Our proposed Action is part of a global project which comprises both Actions on the Core Network and on the Comprehensive Network. Do we need to provide a CBA for the global project or only for the Actions that could be eligible under the current calls?

The CBA should cover the proposed Action. However, if the proposed Action is part of a larger global project, the CBA may also cover this larger project, in addition to or instead the specific CBA for the proposed Action.

11.8. How will the funding gap calculation be taken into account in order to determine the CEF Transport support?

For projects generating net revenue, the CBA must be accompanied by a calculation of the funding gap – the share of the project's costs that is not covered by the revenue. CEF Transport funding will be modulated on the basis of this funding gap, meaning that the proposal cannot receive more funding than is identified by the funding gap.

11.9. Does a CBA need to be done for each activity of the proposed Action, for example if the proposal is submitted under the Motorways of the Sea priority?

Normally, a CBA would not need to be done for each activity of a proposed Action. A CBA is not required for proposals for studies.

A proposed Action which concerns a part or a section of a larger project of common interest may be covered by a single CBA for this larger project of common interest, which includes both a socio-economic and financial analysis.

For proposals involving multiple Member States and co-beneficiaries separate CBA's relating to the activities located in each Member State may be submitted. This may include CBAs for a larger project of common interest within a Member State that encompasses the proposed activities.

11.10. In case of a works proposal that concern different investments at different locations, should they all be covered under one or several Cost Benefit Analyses?

The location is normally not a determining factor in deciding on the need for one or several Cost Benefit Analyses. For proposals involving multiple Member States, each Member State may wish to submit a CBA using its recognised methodology for the works located in its jurisdiction.

11.11. When a project consists of three parts, each of them having a CBA and funding gap, which funding gap should be used for the application? How is the co-funding rate determined?

Ideally, the project should have one CBA to cover all activities related to the provision of the investment. In the case of phased or aggregated projects, each part of which might have a specific CBA and related financial analysis that identifies discounted net revenues, the co-funding rate applicable to each part should be modulated by the relevant funding gap rate.

11.12. The Guide for Applicants specifies that, for proposals submitted under the Cohesion call, it is strongly recommended that the Cohesion Policy CBA methodology be used. However, this methodology concerns major projects and road projects do not fall under this category. Is it possible to use another

methodology, developed by the Member State and recognised in the national context, for road projects proposals?

There is no categorisation of major and non-major projects under the CEF, so the Cohesion Policy CBA methodology should be used, in principle, for all type of proposals including road projects.

If another methodology, which meets the general principles of the Cohesion Policy CBA methodology, has been developed for road projects in the national context, then this methodology can be used.

In any case, by signing application form part A2.3, the Member State representative confirms that a methodology recognised in the respective national context has been used for the CBA.

11.13. For some proposals submitted under the CEF Transport 2015 calls (Cohesion call), CBAs had been carried out based on the previous version of the Cohesion Policy CBA Guide. Are these CBAs acceptable?

Yes, as the Cohesion Policy CBA methodology is strongly recommended, even if based on an earlier version of the Guide. However, the CBA should be as up-to-date as possible and any relevant revisions or updates to key variables that might affect the results should be explained in the proposal.

11.14. Can you confirm that railway infrastructure projects are not considered to be revenue generating?

Railway infrastructure projects may or may not be net revenue generating depending on the nature of the proposal. Proposals for works that are revenue generating should provide the funding gap analysis to determine whether the co-funding rate should be modulated.

Please note that in any case only the revenue generated during the action duration shall be taken into account for the determination of the final amount of the grant.

11.15. The Cohesion Policy CBA methodology recommends different Social Discount Rates for Cohesion and non-Cohesion Member States. In addition, different Member States may also recommend different values. Which rate shall we apply in our CBA in the proposal?

As stated in section 7.2 of the call texts, the CBA needs to comply with a methodology recognised by the concerned Member State(s). Such methodology may include country-specific benchmarks (such as the Social Discount Rate) which are different than those mentioned in the Cohesion Policy CBA methodology.

The Cohesion Policy CBA methodology also allows some flexibility for Member States to establish benchmarks that are different from the recommended values, under certain conditions and subject to proper justification.

11.16. Assuming that an investment of €100,000 has a funding gap rate of 90% (meaning that net revenues exceed the operating costs by a small amount, however 90% of the discounted investment costs are not covered by discounted net revenues). The applicable maximum co-financing rate is 30%. Which of the following calculations applies for the determination of the CEF grant?

- (i) €100,000 x funding gap rate 0.9 x co-financing rate 0.3 = €27,000***
- (ii) €100,000 x co-financing rate 0.3 = €30,000***

In the example you propose, the correct calculation is (i).

11.17. Is it correct to assume that a proposal for works applying to the Cohesion Call under the RIS priority can submit only a cost-effectiveness analysis instead of a CBA?

This would depend on the content of the proposal.

As stated in section 7.2 of the call texts, for proposals submitted under priorities "River Information Services" and "Intelligent Transport Services for Road", all project proposals for 'works' or proposals including both 'studies' and 'works' that address implementation of standards laid down in the existing EU legislation must be accompanied either by a CBA or by a cost-effectiveness analysis. Where such proposals address areas not covered by the existing EU standards, they must be accompanied by a cost-benefit analysis (CBA).

See also FAQ 11.15 for guidance on the cost-effectiveness analysis.

12. APPLICATION FORMS

12.1. Where can I find the application forms to be used for submission under the CEF Transport 2015 calls?

All call-related documents can be accessed on the individual call webpages at the following link: <https://ec.europa.eu/inea/en/connecting-europe-facility/cef-transport/apply-funding/2015-cef-transport-calls-proposals>.

12.2. How can I submit a proposal?

Applications must be submitted **electronically** using the TENtec eSubmission module, accessible at the following link: <https://webgate.ec.europa.eu/tentec/grant/esubmission>. The link is also available on the individual call webpages.

All the required application forms (parts A, B, C and D) must be completed and all required supporting documents uploaded in the module. The Guide for Applicants available on the individual call webpages provides guidance on how to fill the application forms and how to use the eSubmission module.

Any proposals or part(s) of proposals submitted by-email or in hard copy will not be admissible.

12.3. Should proposals for works and studies submitted under the same priority be combined into one single proposal or kept as two separate proposals, even if they are closely related?

Each call text stipulates: "A proposal submitted under this call must address either works or studies within the meaning of Article 2(5) and (6) of the CEF Regulation. Proposals may combine studies and works as long as the respective activities and related budget are clearly defined and separated". However, it is strongly recommended that the works activities do not depend on the execution/completion of study activities within the same Action.

In such cases it is strongly recommended to submit separate applications for studies and works in order to minimise the risk of implementation delays which could arise from the works' dependency on the preliminary studies.

12.4. Is the signature of a partnership/consortium/association agreement a necessary prerequisite before submitting multi-applicant proposals?

No, such agreements are not a formal requirement for submitting a proposal. However, it is strongly recommended to sign an internal cooperation agreement in view of the implementation of the grant agreement, if the proposal is selected for funding. The signature of such an agreement already at the application stage may nevertheless contribute to demonstrating a high level of preparedness and may underline the maturity of a proposal.

12.5. Are annexes included in the 40 pages limit for application form part D? Which are the consequences if the 40 pages limit is not respected?

Annexes are not included in the 40-page limit for application form part D. However, annexes that are not specifically requested will not systematically be read for the purposes of the evaluation. Proposals including more than 40 pages in application form part D will not be automatically excluded but they risk scoring low under the award criteria "quality".

12.6. In application form part A.5., can you reply by "not applicable" if you do not know / do not have the reply?

Yes, but you must provide an answer to all the questions that will appear in the application form. "Not applicable" is always a possible choice.

12.7. For a works proposal, do we need to submit the climate change risk assessment?

No, proposals do not need to submit a climate change risk assessment in the application. However, according to section 7.2 of the calls, applications for works should include an estimate of the costs of such climate change impact assessment as part of the activities of the proposal, as selected proposals subject to CBA may be designated on the basis of a sampling method to perform an ex-post climate change impact assessment of the proposed Action. The costs of such assessment will be considered as studies and will benefit from a co-funding rate of up to 50% under the General call and up to 85% under the Cohesion call. The payment of the balance after the completion of the action will be conditional upon the submission of the completed climate change impact assessment.

12.8. In case of twinned proposals, should there be a coordinator for each proposal? Can they be different? Can an overall coordinator be nominated?

It is up to the applicants of twinned proposals to determine which applicant is best suited for the

role of coordinator in a proposal. In the case of twinned proposals, it could be advantageous to nominate the same coordinator for both proposals but this is not an obligation. In any case, a coordinator has to be explicitly mentioned for each multi-applicant proposal.

12.9. Is it possible to re-use the Financial Identification Form used for the proposal submitted under the CEF Transport 2014 calls?

The validity period for the Financial Identification Form is established at 6 months. If the previously provided Financial Identification Form is older than 6 months, the applicant will have to provide a new Financial Identification Form.

12.10. What is the difference between the revenues of the proposed Action (application form D, section 4.11) and the revenue generating capability of the planned investment (application form D, section 4.12)?

The difference is related to the period during which the revenues are generated, with the revenues of the proposed Action generated during the implementation of the Action to be indicated in question 4.11 and the revenue generating capability of the planned investment related to the revenues generated over an appropriate time horizon after the completion of the project to be indicated in question 4.12.

The Financial Regulation governing EU grants explicitly forbids that the grant is used by the beneficiary to generate profits during the implementation of the grant action. After completion of the investment receiving the CEF grant co-funding, revenues may be generated and, if sufficient, may be used to modulate the CEF co-funding rate (see information on calculation of the 'funding gap').

12.11. The activities of our proposed Action are subject to a tendering process and the specification and definition of detailed design is only possible once the contract is awarded. Is it possible to define general design in the application form and to supplement the information required by the application form after the finalisation of the designs and permits by the competent authorities?

Once a proposal has been submitted, it is not possible to submit additional or updated documents. The evaluation of the proposal will be based solely on the submitted application form. The applicant must clearly explain in the application form the situation regarding the status of such procurement in the application form (in particular in question 4.6.1-4.6.3 in the application form part D) and any potential impacts on the technical specifications of the proposal. In any case the design has to be in line with the proposed Action because, in case it is significantly different, it could call into question the initial decision to award the grant.

Please note that incomplete tendering procedure and lack of technical details due to it may have an impact on the evaluation of the maturity of the proposed Action as well as its quality.

12.12. Is information provided in application form part B made public or just shared amongst the applicant, the coordinator and INEA?

Access to all the application forms is restricted only to those individuals who have a specific role in the evaluation of proposals. The data submitted under the call benefits from specific data protection rules (see section 16 of the call texts).

However, some general information on the proposal is publicised, in line with the obligations imposed by the Financial Regulation and in reporting on the results of the call. This information concerns the title of the proposed Action, priority, sub-priority, Member State(s) involved, applicants, coordinating applicant, start and end date, requested and recommended funding and a summary of the proposed Action.

12.13. How can the applicants which do not have legal personality demonstrate that their representative has the capacity to undertake legal obligations on their behalf? Are trade register excerpts and a Power of Attorney sufficient?

Any relevant document that proves that the representative of an entity which does not have legal personality has the capacity to undertake legal obligations on its behalf must be provided as a supporting document in the application. This can include the statutes of the applicant or excerpts thereof, trade register excerpts, power of attorney documents, which demonstrate this capacity, etc. These documents will be analysed on a case-by-case basis by INEA.

12.14. How can applicants which do not have legal personality provide a Legal Entity Form? None of the existing models (individual, private company, public entity) seems to be applicable.

The conditions for the participation in the CEF Transport 2015 calls of entities which do not have

legal personality are explained in FAQ 3.24.

The financial capacity check form is to be filled in by the representative(s) that has the capacity to undertake legal obligations on behalf of the entity which does not have legal personality, according to the applicable national law, and offers guarantee for the protection of the Union's financial interests.

If one of the members of the "joint venture" fulfils these conditions, then it can fill in the form and attach the requested supporting documents on behalf of the "joint venture".

12.15. How can applicants which do not have legal personality fill in the Financial Capacity Check form. Our entity (a sort of "joint venture") does not have annual accounts nor a business plan. Would it be allowed that one of the members of the "joint venture" fills in the form and attaches its annual accounts?

If the applicant does not have legal personality it must provide a completed Legal Entity Form and must upload the statutes (or the relevant abstract) with the application form to demonstrate that the representative of the applicant has the capacity to undertake legal obligations on its behalf (see the printout of application form part A2.1).

12.16. Who can sign the financial identification form on behalf of an entity which does not have legal personality?

The financial identification form should be signed by the representative of the entity which does not have legal personality which has the capacity to undertake legal obligations on its behalf.

12.17. The introduction of the Financial Capacity Check form requires completion of the form with "Total amount in EUR or local currency that will be co-financed by the Commission for the applicant". Does this refer to the budget of the applicant or the amount of funding requested?

It refers to the amount of CEF funding requested by the applicant.

12.18. Which forms should be provided by affiliated entities?

Affiliated entities must provide the information required in the application form part A2.4, a legal entity form (see application form part B, point 1) and Annex B-II of the application form part B. They do not need to provide the Financial Identification form.

Where designated affiliated entities need to demonstrate compliance with selection criteria, this will be requested during the grant agreement preparation.

12.19. Does an implementing body need to submit application form parts A2.1, A2.2, the legal entity form, the financial entity form and/or Annex B-1 required of applicants?

No. None of the above-mentioned forms are required for the implementing body. However, the Member State or international organisation which is designating the implementing body must include the implementing body's administrative information in the application form part A2.3.

12.20. In a multi-applicant proposal, one applicant is already receiving CEF funding for an on-going Action within the framework of another global project. How is this to be indicated in the section "Related Actions" of the application form part A3.2?

As stated in the Guide for Applicants, this section is to be filled in if the proposed Action is part of a larger project previously supported through EU funding. In case applicants are already receiving EU funding for a global project to which the proposed Action is not related, it is not necessary to fill in this section.

12.21. Can hyperlinks to supporting documents/evidence be inserted into application form part D (e.g. statements of strategy or government policy documents)?

Please note that only the information contained in the application forms (A,B,C and D) will be used for the evaluation of proposals. Therefore, the information provided must be complete, clear and self-explanatory. Hyperlinks may be inserted to illustrate or expand on information already provided. See also FAQ 12.5 about annexes.

12.22. In the application form A3.2 there is only one box for introducing the exchange rate used for preparing the application. If the financial information is based on more than one currency different than euros, which exchange rate must be indicated?

This is a free text box, so it can be used to indicate one or more exchange rate(s) used for preparing the application. As stated in the Guide for Applicants, in converting to euros, the monthly

accounting rate established by the Commission should be used (ideally the rate of the month of submission of the application or, if not published at the time of the submission, the rate from the preceding month), available at the following link:

<http://ec.europa.eu/budget/inforeuro/index.cfm?Language=en>

12.23. In a multi-applicant proposal, should the table in question 1.2 in the application form part D include details for each applicant or the total for all applicants?

The table requested in question 1.2 in the application form part D refers to the global project to which the proposed Action is related, so the information to be provided, if applicable, should be aggregated for the global project. For more details, please see section 4.5 of the Guide for Applicants.

12.24. In the application form part A, does a Network Type (Core/Comprehensive) need to be selected for actions addressing a horizontal priority?

Yes, for all proposals, even those addressing a horizontal priority, a network type must be selected in the application form part A.

12.25. In case a neighbouring country is part of a twinned proposal, in which of the applications is it to be included? If the proposal is selected for funding, which would be the applicable funding rate to this neighbouring country?

Please refer to FAQ 3.8 and 3.15 about participation of partners outside the EU.

In case of twinned proposals, entities established in a neighbouring country should be part of the application that contains activities in which the said entity will participate and that is supported by the Member State which is also supporting the participation of this neighbouring country entity (by signing Annex B-III of the application form part B).

As proposals submitted under the Cohesion call can only concern Cohesion Member States, a neighbouring country participating in itself should be part of the proposal submitted under the General call, and funding rates applicable to this call will apply.

Please note also that, according to section 7.2 of the call texts, only proposals which address pre-identified projects or horizontal priorities listed in Part I of Annex I of the CEF Regulation are eligible under the 2015 calls. The costs for any activity implemented in a location not covered by this Annex will not be considered eligible.

12.26. Please explain in details what we have to describe in section 5.8 part D "Impact of the proposed action on regional and/or local development and land use?"

As explained in section 4.5 (Part D: Technical and financial information) of the Guide for Applicants, the expected positive or negative impacts on the proposed Action on regional and/or local development and land use must be provided in this part of the application form.

It is up to the applicant to determine the level of detail of the information provided, within the 40-page limit of the application form part D. Please remember that the proposal will only be evaluated on the basis of the information provided in the application forms.

12.27. Could you confirm whether a bank statement is needed if the financial identification form has been signed by the bank representative?

In case the financial identification form has been signed and stamped by the bank representative, a bank statement is not needed. Please note that the signature of the account-holder and the date are always mandatory.

12.28. Where and how the qualification of the team members has to be described? Are there any minimum requirements?

Information about the qualification of the team members proposed to implement the Action is not specifically requested in the application forms, so there are no minimum requirements. Nevertheless, such information could be included as part of the documents attesting the operational capacity of the applicant and as part of section 6 of the application form part D.

12.29. In the application form part A5, is the number of kilometres requested in question 5 the same as in question 2b, for an ERTMS proposal?

The number of kilometres referred to in question 2b relates to the length of track which is ERTMS fit only, while question 5 concerns length of track which is ERTMS-fit but also includes other features (electrification, siding, track gauges, etc.). If the proposal addresses ERTMS only, the reply to questions 5 and 2b may be the same. If the proposal addresses ERTMS but also other features, then the reply to questions 5 and 2b may be different.

12.30. Can a proposal indicate costs and request co-financing in a currency other than euro? If not, which exchange rate should be indicated?

As stated in the Guide for Applicants, all amounts encoded in the application forms must be in euros and the exchange rate for conversion must be indicated. Concerning the applicable exchange rate, please see FAQ 12.22.

12.31. If an applicant is using a currency different than the euro, which bank account should be indicated in the Financial Identification Form: the bank account in euros or the one for transaction in the local currency?

The currency of the bank account of the applicant is not relevant for the purposes of the application or the payments made by INEA. Please note that, as stated in Article II.19 of the model grant agreement, exchange losses are not an eligible cost. Please see also FAQ 16.6.

12.32. One of the partners in our proposal does not use a stamp. Would the signature of the legal representative of the applicant in the application form A2.2 be sufficient?

As long as there is no doubt of the authenticity of the document and the application form has been duly filled in, dated, signed, scanned and uploaded as a supporting document into the TENtec eSubmission module before the submission of the proposal, it is not a problem if it has not been stamped.

12.33. Can we use the same Legal Entity Form and Financial Identification Form submitted for the CEF Transport 2014 calls?

The validity period for the Legal Entity Form and the Financial Identification Form is established at 6 months. If the previously provided forms are older than 6 months, the applicant will have to provide new forms (see also FAQ 12.9).

12.34. A Member State (the applicant) has included two implementing bodies in the application. Is the financial identification form to be provided by the Member State or by the implementing bodies?

The financial identification form must be provided only by the applicant(s) (the Member State, in this case).

12.35. Is there any particular guidance to be followed for ex-ante evaluations (question 5.4 of the application form part D) concerning proposals submitted under the Cohesion call? Do ex-ante evaluations need to include conditionalities of the Common Provisions Regulation (1303/2013)? What is to be considered as 'activities and policy options' described in the Guide for Applicants?

There is no particular guidance concerning the ex-ante evaluations for which information is to be provided in question 5.4 in the application form part D. The purpose of the ex-ante evaluation should be to assess the need for the proposed Action and the possible impact of its implementation. The ex-ante conditionalities of the Common Provisions Regulation could serve as a possible example.

'Activities and policy options' refers to the content of the proposed Action in relation to the policy objectives it intends to meet. It is expected that alternatives have also been considered.

Ex-ante evaluations may also be part of a cost-benefit / cost-effectiveness analysis.

12.36. In case 'B' is a 100% subsidiary of 'A' (applicant), and is part of the proposal as an affiliated entity, must 'B' fill, sign and stamp Annex B-II and/or Annex B-I and must 'A' fill, sign and stamp only Annex B-I or also Annex B-II?

In such a situation, the applicant ('A') only needs to fill, sign and stamp Annex B-I. The affiliated entity ('B') only needs to fill, sign and stamp Annex B-II.

12.37. In case affiliated entities are part of the proposal, is it necessary to present the disaggregated budget for each of them, or is this included in the budget of the applicant to which they are affiliated?

The applicant has to present the costs of its affiliated entities as part of its own budget.

12.38. Is there any official template for and internal cooperation agreement between the beneficiaries?

No, there is no such template. However, it is strongly recommended to sign an internal cooperation agreement in view of the implementation of the grant agreement, if the proposal is selected for funding. Please see also FAQ 12.4.

12.39. Our proposal includes several independent activities, which are planned to be completed at different moments during the lifetime of the Action. Some of these activities may generate revenues. Should these activities be referred to in question 4.11 or question 4.12 of the application form part D?

If the activities are part of the proposed Action and the revenues are generated during the implementation of the Action, these are to be indicated in question 4.11, even if the activities that generate revenue are completed before the end date of the Action.

The reply to question 4.12 should refer to the revenues that the Action may generate after all the activities have been completed.

12.40. Question 1.2 of the application form part D is to be completed with information concerning the global project. Can several proposals submitted under the same priority (e.g. SESAR) under the CEF Transport 2015 calls be considered as a global project?

The definition of "Global project" can be found in section 8 (Glossary) of the Guide for Applicants:

Where several technically and financially separated parts (including one or more Actions) contribute to the completion of a high, indivisible objective, this common objective is considered as the 'global project'.

Several proposals submitted under the same priority under the CEF Transport 2015 calls could be part of the same global project but cannot be considered as a global project individually.

12.41. If requested, does Annex B-IV to the application form part B need to be signed and stamped by the applicant, in case the applicant is a public sector undertaking established outside the EU?

There is no requirement to sign Annex B-IV of the application form part B.

12.42. Could we refer to results of global studies related to the specific Rail Freight Corridor to explain the impact on the environment of our proposal?

Information about the impact on the environment is to be provided in the application form part D (question 5.10), in addition to the information already provided in the application form part C on compliance with the EU law on environment

In this section the results and conclusions of any environmental assessment(s) or studies should be explained. These studies should cover the proposed Action. However, if the proposed Action is part of a larger global project, the environmental assessment may also cover this larger project, in addition to or instead the specific environmental assessment for the proposed Action.

Please see more details in Section 4.5 (Part D: Technical and financial information) of the Guide for applicants.

13. GEOGRAPHICAL INFORMATION

13.1. Is the use of the Interactive Map Editor mandatory or can maps created with other tools and be uploaded?

The use of the Interactive Map Editor (IME), embedded in the TENtec eSubmission module, is compulsory for the geographical information required in the proposal. The IME requires the applicant to submit the location of the proposed Action by entering at least one point, one line or one polygon as its geographic representation. The data entered in the IME will be used as the main source of information on the location of the proposed Action during the evaluation of the submitted proposals. It is therefore in the interest of the applicant to provide such information and at a sufficient level of detail using the Interactive Map Editor.

IME also allows import of GIS data from other sources and in various formats. Please refer to the user manual for more details.

Any further graphical information on the location of the proposed Action can be uploaded as part of the application form part D or as supporting documents.

13.2. Our proposed Action concerns the deployment of alternative fuel charging stations but the locations are not completely decided, as this may be part of the optimisation process, if the proposal is selected for funding. Which data can we introduce in the Interactive Map Editor? Currently we have only identified the important nodes for the deployment of the stations: should we select these nodes with a certain parameter around them or should we rather select the alignment of

the network where the stations are going to be built? Can these locations still be adapted at a later stage, if the proposal is selected for funding?

As stated in FAQ 13.1, the Interactive Map Editor is the main source of information on the location of the proposed Action during the evaluation of the submitted proposals. Therefore, it is in the interest of the applicant to provide geographical information that is as detailed as possible, combining the use of points, lines and polygons, as necessary.

In the example above, at the very least, the alignment of the network where the stations are going to be built should be indicated. However, where important nodes have been already identified, these should also be indicated.

If the exact location may change during the implementation of the Action, this will be subject to the conditions of the grant agreement.

Please see also FAQ 13.1 and question 6 of the specific FAQs related to the priority "New Technologies and Innovation".

14. SUPPORTING DOCUMENTS

14.1. Do the supporting documents also need to be submitted in English or together with an English translation, if submitted in another EU official language?

As stated in section 14.2 of the call texts, it is strongly recommended that applications are submitted in English or together with an English translation. This concerns the application form parts A, B, C, D and the Cost Benefit Analysis/ Cost Effectiveness Analysis. Other supporting documents do not need to be translated. Please refer to section 7 of the Guide for Applications for more information.

15. eSUBMISSION MODULE / SUBMISSION PROCEDURE

15.1. How can I submit a twinned application?

There is no particular procedure to submit twinned proposals. The only requirement is, when filling in application form part A in the TENtec eSubmission module, to indicate the application number, proposal code and/or title of the twin proposal in the 'General information' section of the module (application form part A1).

15.2. TENtec eSubmission allows me to enter costs only until 31.12.2018, while costs can be eligible until 31.12.2020. How is this possible?

Costs incurred until 31 December 2020, at the latest, may be eligible. However, the possibility to enter costs also depends on the duration of the proposed Action and of the activities. If you have indicated an activity end date or an Action end date before 31 December 2020, then you will be able to enter costs until that date.

15.3. Do applicants need to submit any original copies of the signed documents by post or should they only be available upon request?

As indicated in section 6.1 of the Guide for Applicants: *"For any parts of the application requiring signatures or stamps (i.e. forms A2.2, A2.3, annexes B-I, B-II, B-III and B-IV), the signed, stamped and dated originals must be scanned and uploaded in the TENtec eSubmission module's "Supporting Documents" section, under "Additional supporting documents for application. Applicants must keep the originals and provide them to INEA/Commission upon request."*

Therefore, original copies of signed documents should not be submitted by post but should be kept by the applicant and be available upon request from INEA. To this end, for multi-applicant proposals, it is up to the applicants to decide whether the coordinating applicant keeps the originals for all the other applicants or if they are kept by each applicant.

15.4. Is it possible for a third-party (e.g. consultant), which is not an applicant, to complete and submit the application forms electronically, using the TENtec eSubmission module on behalf of the coordinating applicant and all the other applicants?

It is within the sole responsibility of applicants to organise the process of the preparation and encoding of their application.

Please note that, in order to be able to use the TENtec eSubmission module, the users must have an ECAS account and these accounts are linked to individual users (natural persons). The

modalities to create an ECAS account are described in section 9 of the Guide for Applicants.

The user that has created the application in the first place (the application owner) is the only one that can submit the application. Please be aware that it is not possible to change the application owner in the TENtec eSubmission module after the proposal created.

In case a third-party is preparing the application on behalf of an applicant, it is recommended that the applicant creates the new application (thus becomes the application owner) and adds the third-party as a contributor. Once all the encoding is done, the application owner will be able to submit the application and will be the only one entitled to do so.

15.5. We are a third-party preparing a proposal on behalf of an applicant. The proposal needs to be translated into English. Can we hire the translator and request for the reimbursement of translation costs on behalf of the applicant?

Yes, the translation can be requested by a third party preparing a proposal on behalf of the applicant. However, as stated in section 7 of the Guide for Applicants, the requests for reimbursement of translation costs can only be submitted by the applicant. In exceptional cases, if the payment of translation costs is to be made to an entity different from the applicant (or coordinator in case of a multi-applicant proposal), the request for reimbursement must be accompanied by the letter of agreement issued by the applicant.

15.6. As part of our application, we will submit an executive summary of the CBA in English. However, the CBA has been drafted in another EU official language. Do we need to submit an English translation for the complete CBA?

The Cost-Benefit Analysis is part of the application and contains essential information for the evaluation of the proposal. Therefore, it is strongly recommended that the full CBA is submitted in English or together with an English translation.

Please see also FAQ 14.1.

15.7. If we intend to request the reimbursement of translation costs for our applications, do we need to submit the proposals both in the original language and in English by 16 February?

As stated in section 14.2 of the call texts all parts of a proposal must be submitted in an EU official language by the call deadline (16 February 2016, 17:00 Brussels time). Applicants who submit proposals in an EU official language other than English can upload the English translations, at the latest on 23 February 2016, 17:00 Brussels time. No other supporting documents will be accepted after the call deadline. Please refer to section 7 of the Guide for Applications for more information about the procedure for the reimbursement of translation costs.

15.8. If the application will be submitted in English, do we still need to select 'Yes' or 'No' to the question 'English translation provided'? Which would be the appropriate selection?

Yes, it is compulsory to select 'Yes' or 'No' to this question in order to be able to submit the application. If the application will be submitted in English, you should select 'Yes' as a reply.

15.9. Is it compulsory to provide information about translation costs, even if we do not intend to request the reimbursement of translation costs?

No. This information is only needed in case the applicant intends to request the reimbursement of translation costs.

15.10. Can the end date of the proposed Action be later than the latest date entered for "Activities of the Action"?

The end date of the proposed Action cannot be earlier than the latest date entered for "Activities of the Action", otherwise the application cannot be submitted. It is technically possible to indicate an end date of the Action which is later than the latest end date for all the activities.

15.11. Can the application forms be updated after the approval of the Member State concerned has been given?

The approval of the Member State concerned to a proposal is given by signing and stamping of the application form part A2.3 by the competent Ministry (see FAQ 5.3).

In technical terms, the proposals can be modified up until they are submitted within the TENtec eSubmission module. INEA will only consider proposals as submitted electronically using the TENtec eSubmission module (see FAQ 12.2) by the call deadline.

16. GRANT AGREEMENT PREPARATION / MANAGEMENT

16.1. In the case that twinned proposals are selected for funding, will there be one common grant agreement or individual grant agreements per proposal?

Twinned proposals will be evaluated jointly, when it comes to their joint EU added value. If both proposals are selected for funding, they will nonetheless have two grant agreements, as it is not possible to combine funding provided from the Cohesion and General envelopes in a single grant agreement.

16.2. Can a partner withdraw from a project, once the proposal has been selected for funding but before the grant agreement is signed? Would it jeopardise the whole project or just reduce its scope (i.e. the withdrawal of that partner would not impact the remaining activities)?

Such a situation would be assessed on a case by case basis, taking into account, among others, the partner's contribution to the project.

16.3. Can an applicant participate in a proposal without declaring costs and without receiving EU funding (e.g. it could be the case for a partner with very limited tasks for which the administrative burden to declare costs and be co-funded would be inefficient)?

Yes, the model grant agreement provides a possibility for participation of beneficiaries without declaring costs and without receiving EU funding. For more information about the implementation of Action tasks by beneficiaries not receiving EU funding, please refer to Article 18 of the model grant agreement, available on the call webpages. Please also see FAQ 3.16.

16.4. Can a payment made by INEA (based on reimbursement of eligible costs for each partner) be then shared differently amongst the consortium?

INEA can only make payments on the basis of eligible costs incurred by each partner and according to the applicable co-funding rates, as stated in the grant agreement. It is the responsibility of the coordinator to distribute the received funding amongst the different partners. Any further redistribution is subject to the agreement between the partners, regardless if it is part of the consortium agreement or of any other internal arrangements.

16.5. Is there any financial risk for a partner "A" in a large project, if another partner "B" fails to deliver its part, while partner "A" is fully successful on its tasks?

The grant agreement provides different options in case a partner or a project is failing, a decision can only be taken on a case by case basis, taking into account if the project can deliver or not. Such situation may lead to suspension or reduction of payment in accordance with articles II.24.3, II.24.4 or II.25.4 according to the grant agreement provisions.

It is therefore strongly advised that for multi-beneficiary Actions, beneficiaries sign an internal cooperation/partnership agreement regarding their operation and coordination. This agreement should include all internal aspects related to the management of the beneficiaries and the financial and technical implementation of the proposed Action. Although not required for a proposal's submission, having this type of agreement in place may also help to demonstrate a proposal's maturity during the evaluation.

16.6. To which bank account will the CEF funding be paid? To the applicant's account or to the account of the Member State Ministry that has approved the application?

CEF funding will be paid to the bank account of the beneficiary of the grant, as specified in the grant agreement. It is up to the beneficiary to identify the bank account to which the funding will be paid. Please refer to the application form part B and the Financial Identification Form.

16.7. Which is the deadline for submitting the final report of an action selected for funding?

The final report must be submitted within one year following the end date of the Action.

16.8. In a proposed Action to be submitted by a European Grouping of Territorial Cooperation (EGTC), staff of the member organisations of the EGTC will be involved in its implementation. Does this imply that audit of the action should be conducted at the level of the EGTC or that an audit is to be conducted at the level of all the Member States authorities involved? Can such costs be included in the eligible costs of the Action?

If members of such an EGTC incur costs, they should participate in a proposal as applicants (see FAQ 3.12). All beneficiaries of an action need to draw up their own financial statements and submit

to the coordinator of the action. If such beneficiaries incur costs over the amounts that require a Certificate on Financial Statement according to Annex VII of the model grant agreement (declared costs of over €750,000, EU contribution requested over €325,000), they will need to provide a CFS to the coordinator of the action. In case a CFS is necessary, the costs of its preparation can be considered as eligible costs of the action.

16.9. In case a proposal is selected for funding, is it possible to make changes/corrections of the indicative breakdown of estimated eligible costs during the preparation of a grant agreement?

Yes, in case a proposal is selected for funding, the breakdown of eligible costs may be fine-tuned during the grant agreement preparation. However, these slight adjustments cannot lead to an increase in the CEF funding allocated to the proposal or call into question the award of the financial aid.

16.10. Could you confirm that a pre-financing of 40% of eligible costs of the proposed Action can be paid by INEA following the signature of the grant agreement?

As specified in the grant agreement, a first pre-financing payment corresponding to 40% of the grant awarded will be transferred to the beneficiaries for simple grants whereas 40% of the first annual instalment of the grant awarded will be transferred for complex grants to the beneficiaries within 30 days after the last party signs the grant agreement. Further pre-financing payments may be made upon request and in accordance with the financial needs of the Action. Please refer to section 12.2.3 of the call texts for further detail on the payment arrangements.

Please see also the general provisions of the model grant agreement concerning payments (Article 4.1.2).

16.11. One of the applicants in a multi-applicant proposal is a public sector body. The grant agreement establishes that the payments will be made into the bank account of the coordinator, which is another applicant. Is the letter of bank guarantee for pre-financing mandatory for all applicants, including the "public sector body"? Up to which amount can this bank guarantee be?

A financial guarantee will only be requested in the event that applicant's financial capacity is not satisfactory, whether it is the coordinator or not. It is not necessary to include the financial guarantee as a part of the proposal. Public sector bodies are exempt from proving their financial or operational capacity; therefore, a financial guarantee will not be requested for a public sector body.

In case of multi-applicant proposals, the financial guarantee shall correspond to the share of the pre-financing payment of that beneficiary.

16.12. Some of our proposed activities will be implemented via a tendering procedure. Does the stage of the tender procedure have any impact on the timing or the amount of the first pre-financing payment?

No. The timing of the pre-financing payment (30 days after the last party signs the grant agreement) is not linked to a tendering procedure.

Please see also FAQ 16.10.

16.13. We plan to make several calls for tender for the first activity to be implemented. Therefore, we will have a high number of invoices from suppliers at the beginning of the Action. Can we make use of the pre-financing payment in such case?

Once the coordinator receives the pre-financing payment, it can be used to cover any eligible costs of the Action. The pre-financing is intended to provide the beneficiaries with cashflow needed at the start of the implementation.

16.14. Is it possible for a coordinating applicant not to declare costs for its specific activity as a coordinator?

The costs related to the preparation of proposals for CEF Transport calls are not an eligible cost. See also FAQ 9.10.

If the proposal is selected for funding and the coordinating applicant becomes the coordinator of the Action, it is possible for this entity not to declare any costs and not to receive any CEF funding for its activities as a coordinator. Please see also FAQ 16.3.

16.15. If a proposal is selected for funding, is it possible to refuse the grant before the signature of the grant agreement?

Once a proposal has been selected for funding, the period of preparation of the grant agreement starts. It is possible to refuse the grant, in which case the grant agreement will not be signed.

Please note that unused allocations of CEF funding will not be attributed to other proposals and that there is no reserve list drawn up during the CEF Transport selection procedure.

17. SELECTION PROCESS

17.1. Could you please give examples of issues for the consideration of the EU added value of a proposed Action?

These are specified in section 9 of the call texts, under the award criteria "relevance" and include considerations of whether the proposal remedies major missing cross-border projects and improves major bottlenecks and other cross-border sections, as well as whether it concerns multimodal integration and interoperability.

17.2. Is it possible that only one of the two applications of a twinned proposal is selected? If one of them is not selected, will the other one be automatically rejected?

While twinned proposals will be evaluated jointly to appreciate their common EU added value, it is possible that one of the twinned proposals is recommended for funding while the other is not recommended for funding. There is no automatic rejection of both proposals.

17.3. How the "ready to start", as described under the award criteria "maturity", can be demonstrated (e.g. contract signature, start of development works, start of retrofitment works)?

"Ready to start" refers to the degree of completion of preparatory steps and conditions required for the start of the proposed Action and the absence/mitigation of risks of delays before the activities of the proposed Action begin. The more advanced the respective procedures are and the more they are demonstrated with supporting documents (be it contractual arrangements or technical development), the better the chances to obtain a higher score under the "maturity" criterion. Please note that the proposed Action should be ready to start within eighteen months after the closure of the call, as mentioned in the award criteria "maturity" in section 9 of the call texts.

17.4. Our proposed Action does not have yet a zoning decision (development consent) or approved preliminary documentation (EIA documentation). How will the maturity of such a project be assessed? Does the remaining national allocation for a Cohesion Member State have an impact on this assessment?

"Maturity" is one of the award criteria against which each proposal will be evaluated and it is described in section 9 of the call texts. Among others, this criterion will take into account the readiness for the proposed Action to start, at the latest within eighteen months after the closure of the call. Lack of environmental permissions may have an impact on the maturity of the proposed Action during the evaluation phase. It may also lead to specific conditions regarding the fulfilment of environmental legislation before the individual grant agreement is signed.

If this is the case, in the application form part C, the applicants must clearly explain the administrative steps already undertaken and when the environmental permits are expected, in the relevant parts of the application form part C and part D. There is no linkage between the assessment of the maturity criterion and the *remaining national allocation for a Cohesion Member State*. About this specific issue, please see FAQ 1.18.

18. MISCELLANEOUS

No questions so far.