

Priority Area on Maritime Safety and Security
EU Strategy for the Baltic Sea Region

To the members of the international Steering Committee
for Priority Area 13 of the EUSBSR

Copenhagen, 27 February 2012

PM on TEN-T funding opportunities for projects

Dear Steering Committee member,

Please find attached a PM as on the funding opportunities for projects offered by the TEN-T programme of the European Union. Please note, that a series of attachments to the PM will be available at the Priority Area's website at
<http://www.dma.dk/Policy/EUStrategyBalticSeaRegion/Sider/MeetingsDocuments.aspx>

On behalf of the Finnish and Danish Priority Area Coordinators,

Sincerely yours,

Bjarke Wiehe Bøtcher
Chief Adviser



Danish Maritime Authority

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NOTE

To: Bjarke Bøtcher
Danish Maritime Authority

CC: International Steering Committee for
Priority Area 13 of the EUSBSR

Project funding opportunities offered by the EU TEN-T programme Resume from TEN-T Annual Call 2011 Info Day

Held in Brussels on 31 January 2012

The info day provided information relevant for the annual call 2011, where the official deadline for proposals is 13.04.2012. TEN-T Executive Agency suggested a possibility for a later call deadline concerning a separate Motorways of the Seas (MoS) call. However, this was not confirmed, and at current date no news about this is published on the TEN-T website.

The annual call 2011 has been divided between five priorities:

1. Promote the development of an integrated and multi-modal transport system;
2. Promote infrastructure development contributing to mitigation and adaptation to climate change and reducing the impact of transport on the environment;
3. Accelerate/facilitate the implementation of TEN-T priorities
4. Support to Public Private Partnerships (PPPs) and innovative financial instruments;
5. Support to the long term implementation of the TEN-T network, in particular development of corridors that shall enable a coordinated implementation of the network.

The funding programme distinguishes between 'studies' and 'works' projects. 'Works' are co-funded with either 10%, 20% or 30%. 'Studies' are co-funded with 50%. Most kinds of project proposals under Priority Area 13 of the EUSBSR would be considered 'study' projects.

The award criteria are, among others, the socio-economic effects of the project, its contribution to the internal market and environmental benefits. One particular award criteria that was highlighted at the info day, was the maturity aspects of projects. Special emphasis was placed on the fact that projects that are 'ready to roll' (i.e. where there are no hindrances to initiate the project immediately after approval) would be prioritised.

For Priority Area 13 of the EUSBSR, the most interesting project opportunities are within the third priority above (and in particular in the sub-

27.02.2012

Our reference:

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MINISTRY OF BUSINESS AND GROWTH

priority entitled ‘Maritime Transport’) where priority will be given to (among other topics) “ICT applications, in particular eMaritime and Single Window applications, as well as applications which will facilitate administrative formalities through a better use of information, communication and positioning technologies.” However, the remaining priorities areas might also be of interest for the Priority Area.

It was noted, that applications received will be evaluated on a scale from 0-5 in the following four award criteria:

- Relevance
- Maturity
- Impact
- Quality

Each criterion is considered to be of equal weighting, and a minimum score of 3 points is required for each category. In other words, even if a project proposal scores 5 in three award criteria and 2 in the last award criteria – the project proposal will be rejected. Furthermore, as in all application procedures for EU programmes, any application that fails to include all relevant information and documents will be rejected immediately.

It was furthermore strongly advised, although not compulsory, to include a cost-benefit analysis to all project proposals. Also, a thorough plan for communication / focus on publicity already at the application stage was highly recommended.

More information can be found on the TEN-T website:
<http://ec.europa.eu/tentea>

Trans-European Transport Network Executive Agency

TEN-T ANNUAL CALL 2011

INFO DAY

31 January 2012 ● 9:00 - 17:30 ● Charlemagne building
Alcide De Gasperi Room

SESSION 4 - Preparing the TEN-T Network: 2014 Onwards

- 14:30 - 15:00 **Priority 2: promote infrastructure development contributing to mitigation and adaptation to climate change** (6) + Jose Anselmo
Helmut Morsi, Deputy Head of Unit - Trans European Network, DG MOVE
- 15:00 - 15:45 **Priority 5: setting up the corridor approach** (7)
Herald Ruijters, Head of Unit - Trans European Network, DG MOVE
- 15:45 - 16:00 **Questions and Answers**

SESSION 5 - Completing Ongoing Projects and Preparing the TEN-T Project Pipeline for 2014 and Onwards

- 16:15 - 17:00 **Priority 3: Works for mature projects and studies for maturing projects beyond 2014**
Ioannis Giogkarakis-Argyropoulos, Head of Unit - Road & Rail Transport, TEN-T EA (8)
- Priority 4: Preparing a PPP project pipeline** (9)
Stéphane Ouaki, Head of Sector - Investment Strategy, DG MOVE
Shelley Forrester, Senior Financial Engineering Manager, TEN-T EA
- 17:00 - 17:15 **Questions & Answers**
- 17:15 - 17:30 **Closing Points** (speech)
Dirk Beckers, Executive Director, TEN-T EA

Trans-European Transport Network Executive Agency
TEN-T ANNUAL CALL 2011
INFO DAY

31 January 2012 9:00 - 17:30 Charlemagne building
Alcide De Gasperi Room

FINAL AGENDA

9:00 - 9:45 **Registration**
9:45 - 10:00 **Welcome & Introduction** (1)
Dirk Beckers, Executive Director, TEN-T EA

SESSION 1 - TEN-T Policy and Programme Priorities

10:00 - 10:15 **TEN-T Policy and Programme Priorities** (speech)
Jean-Eric Paquet, Director - European Mobility Network, DG MOVE
10:15 - 10:30 **2011 Annual Call for Proposals - overview** (2)
Anna Panagopoulou, Head of Unit - Technical and Financial Engineering, GIS,
Evaluation and Monitoring, TEN-T EA
10:30 - 10:45 **Questions and Answers**

Coffee Break

SESSION 2 - Preparing a Successful Project Proposal (Including Questions and Answers)

11:15 - 12:30 **Preparing and submitting a proposal, and proposal evaluation:**
Evaluation process/award criteria (3)
Anna Livieratou, Senior Programme & Policy Coordinator, TEN-T EA
Submitting an application - Hints & tips (4)
Daniel von Hugo, Evaluation Manager, TEN-T EA


SESSION 3 - Priority 1: Promote Multi-Modality in the TEN-T Network

12:30 - 12:45 **Priority 1: Promoting Multimodality** (5)
Christopher North, Head of Unit - Air and Waterborne Transport, Logistics, Innovation and Co-
Modality, TEN-T EA
12:45 - 13:00 **Overall Questions & Answers**

Lunch Break

From 13:00 onwards, participants will have the opportunity to test the e-submission tool with the support of DG MOVE and TEN-T EA staff

TEN-T Info Day for Annual Call 2011




Dirk Beckers
TEN-T Executive Agency
Executive Director

TEN-T Info Day
31 January 2012

Info Day objectives

- Provide guidance to those wishing to apply for financial support from the TEN-T Programme
- Present the background of the calls: policy areas and priorities
- Provide more information and support for preparing & submitting proposals
- Explain the evaluation process
- Answer your questions



Info Day for the Annual Call 2011 – 31 January 2012

2

Today's programme

- TEN-T policy and programme priorities
DG MOVE/TEN-T EA
- Preparing a successful proposal/proposal evaluation
TEN-T EA
- Annual Programme priority objectives
DG MOVE/TEN-T EA
- Conclusions
TEN-T EA



Annual Call 2011

Published on 10 January 2012 with a deadline for submission of 13 April 2012:

Priority 1: Promoting Multi-Modality – max. €25 million

Priority 2: Promoting infrastructure development contributing to mitigation and adaptation to climate change – max. €35 million

Priority 3: Works for mature projects and studies for maturing projects beyond 2014 – max. €100 million

Priority 4: Preparing a PPP project pipeline – max. €15 million

Priority 5: Setting up the corridor approach – max. €25 million



Thank you for your participation




TENT-AGENCY@ec.europa.eu

<http://ec.europa.eu/tentea>



2011 Annual work programme & Call for Proposals overview




Anna Panagopoulou
TEN-T EA
Head of Unit T4

TEN-T Info Day 2012
31 January 2012

Outline

- Legal basis for the calls: TEN-T amended 2011 Annual Work Programme
- Overall objectives of 2011 Annual call
- Timetable (from launching of the calls to adoption of individual decisions)
- Key conditions
 - Who should submit a proposal
 - Eligibility period for costs and cut-off date



TEN-T Info Day – 31 January 2012 2

2011 Annual work programme

- Commission Decision C(2011) 9521 of 22.12.2011 amending 2011 Annual work programme - Commission Decision C(2011) 1772 of 22.03.2011
- Focus on 5 specific priorities to better target funding



2011 Annual Call for Proposals

- Overall budget: €200 million
- Includes indicative allocations per priority and sub-priority
- One call addressing the five priorities



Priority 1 (1/2)

- Promote the development of an integrated and multi-modal transport system
 - Increase the contribution of low carbon transport modes to freight transport
 - Includes studies and works for inter-modal platforms and the interconnection nodes of different modes of transport (ports, inland ports, rail terminals and airports)



Priority 1 (2/2)

- Priority to freight terminals and logistic platforms compliant with defined criteria
- For passenger transport, focus on rail/airport interconnections
- Indicative budget: €25 million



Priority 2 (1/2)

- Promote infrastructure development contributing to mitigation and adaptation to climate change and reducing the impact of transport on the environment
 - 2.a) Support development and introduction of infrastructure and facilities enabling the introduction and use of new technologies and alternative fuels
 - Final objective: to enable decisions on which technologies have highest potential for rapid deployment
 - Studies and preparation of deployment projects contributing to mitigation and adaptation to climate change (GHG emissions)
 - Indicative budget: €15 million



Priority 2 (2/2)

- 2.b) development of TEN-T infrastructure and facilities that will support the use of compliant fuel (*Sulphur Directive*)
- Installation of shore-side electricity facilities in ports
- Studies and works supporting the reduction of maritime transport on the environment (air pollutants)
- Indicative budget: €20 million



Priority 3 (1/2)

- Accelerate/facilitate the implementation of TEN-T projects
 - Create mature project pipeline for 2014 and beyond
 - Alleviate bottlenecks and/or promote cross-border connectivity and network effects at European level



Priority 3 (2/2)

- Preparatory studies that will accelerate the implementation of project for all modes (e.g. environmental studies / design studies)
- Works for mature projects to be completed by 2014 in rail, road, ports, inland waterways and SES sectors
- Indicative budget: €100 million



Priority 4 (1/2)

- Support for PPPs and innovative financial instruments
 - Increase involvement of private sector in development and financing of TEN-T projects
 - Assist more mature projects having already chosen PPP as preferred structure to continue to develop the PPP by supporting:
 - technical and financial studies
 - studies to support preparation of tender documentation and procurement phase



Priority 4 (2/2)

- Assist in feasibility analysis of whether a project can be implemented as a PPP or not
- Create a mature PPP project pipeline for 2014 and beyond including also projects appropriate for the project bond initiative
- Indicative budget: €15 million



Priority 5 (1/2)

- Support long term implementation of TEN-T, in particular of corridors that shall enable a coordinated implementation of the network
 - Develop a foresight approach concerning the future TEN-T network and the modalities of its implementation
 - Mature implementation plans validated by all concerned parties



Priority 5 (2/2)

- Projects should address multimodal aspects, different investment options and efficient managerial structures for implementing the corridors
- Indicative budget: €25 million



Timetable

Deadline for submission of proposals	13 April 2012
Deadline for submission of translations in English (if applicable)	25 April 2012
Evaluation of proposals	May 2012(indicative)
Consultation of Financial Assistance Committee; scrutiny right of the European Parliament	July 2012 (indicative)
Adoption of individual Decisions	As from September 2012 (indicative)



Conditions for applicants

Only written applications submitted by legal persons of private and public law legally constituted and registered in a Member State are eligible for EU financial support

Applications must be presented by:

- one or more Member States, and/or
- with the agreement of the Member States concerned, international organisations, joint undertakings, or public or private undertakings



Eligibility period for costs: 2011 Annual call

- Costs incurred between the date on which an application is logged and the completion date may be considered as eligible
- End date of Actions must be before 31 December 2014
- No extensions will be granted



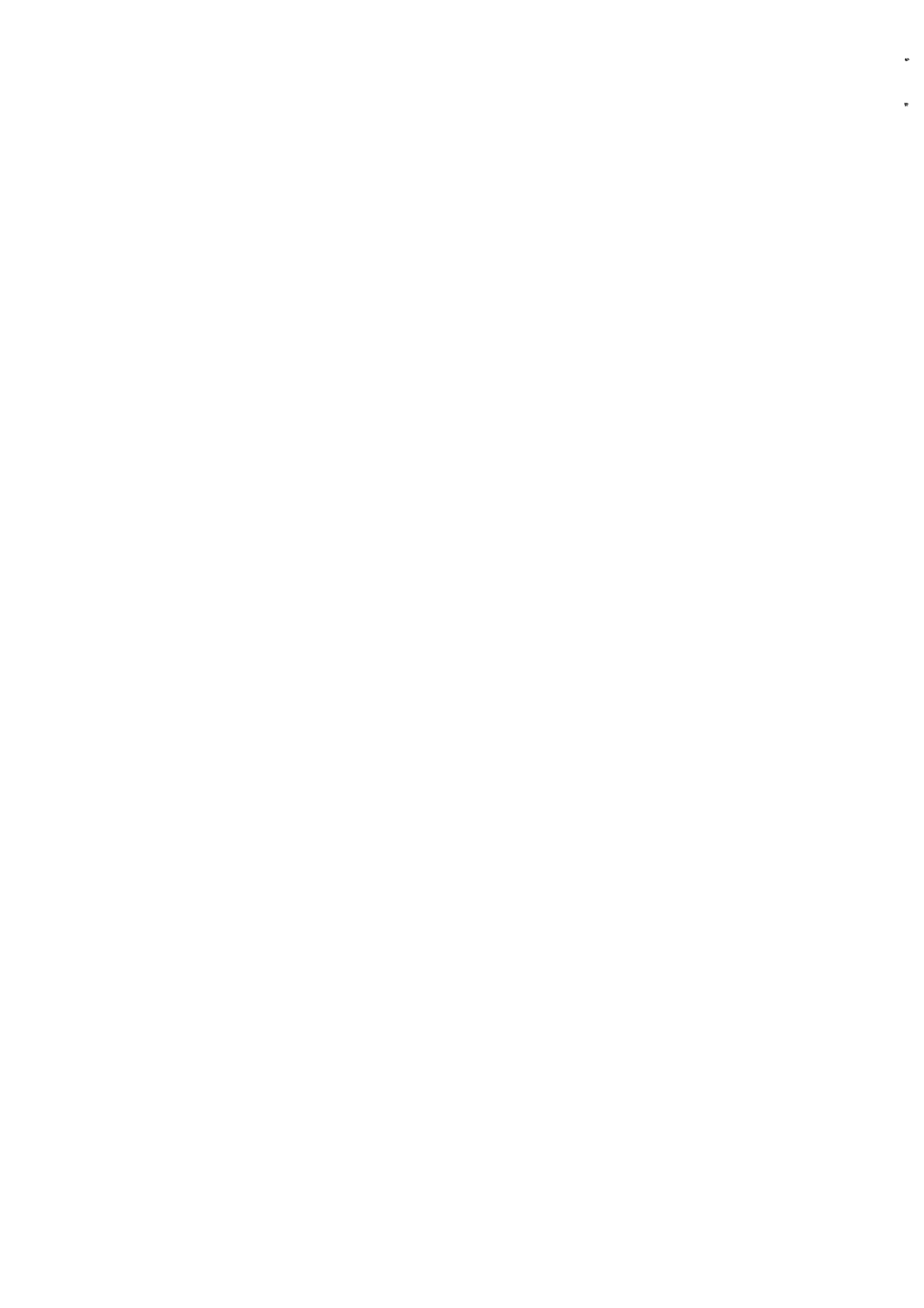
Thank you



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Evaluation process and award criteria



Anna Livieratou-Toll

TEN-T Executive Agency

Senior Policy and Programme Coordinator, Unit T4

**TEN-T Info Day
31 January 2012**

Structure of the session

- Evaluation and selection process step-by step
- Award criteria and how they are applied
- Application forms and guidelines
- Practical recommendations on the submission process
- How you can maximise your chance of getting EU support



Evaluation & selection of proposals: Principles (1)

- **Strict guiding principles** are followed:
 - **Equal treatment:** All proposals evaluated against the same criteria. No preferential treatment to any candidate
 - **Transparency:** Adequate feedback to applicants on the outcomes of the evaluation



Evaluation & selection of proposals: Principles (2)

Objectivity: each proposal is assessed strictly on the basis of the information submitted

Accuracy: each proposal is assessed against the four official award criteria:

- relevance
- maturity
- impact
- quality

Consistency: the same standard of judgment is applied to all proposals



External evaluation & selection of proposals

- Shared responsibility and collaboration between the TEN-T EA and DG MOVE



External evaluation organised by TEN-T EA

The TEN-T EA is responsible for:

- checking the eligibility of the proposals
(April 2012)
- conducting the external evaluation
(May 2012)



... selection by DG MOVE

DG MOVE is responsible for the (June-July 2012):

- final selection of proposals (with the assistance of the TEN-T EA), based on:
 - recommendations of the external evaluation
 - available budget, strategic objectives of the calls and the policy relevance of the proposals
- consultation of other EU services (DG Environment, DG REGIO...)
- consultation of:
 - Financial Assistance Committee (Member States) (July 2012)
 - European Parliament (right of scrutiny) (June-July 2012)
- adoption of Framework Decision followed by Individual Financing Decisions (from September 2012)



External evaluation organised by TEN-T EA – Eligibility checking

- Applicants are not in an exclusion situation
- Applicants have the financial and technical capacity to carry out the project...
- Proposals arrived on time, are complete, signed by the applicant, approved by the Member State...
- Proposals in compliance with EU legislation (environment...)



External evaluation - Objectives

- Provide sound technical advice on the proposals submitted
- Check that proposals address the objectives and priorities defined in the work programmes and calls for proposals



External evaluation The role of external experts

- Conduct an in-depth technical and impartial evaluation of proposals submitted
- Check that proposals address the objectives and priorities defined in the work programmes and calls for proposals
- Award, for each criterion, a score on a six-point scale from 0 to 5



Moderators: their role in external evaluation

- High professional standards
- Fairness and impartiality
- Equal treatment
- Transparency
- Efficiency and speed
- Confidentiality



The Independent Observer

- An Independent Observer gives independent advice and recommendation to the Agency on:
 - the conduct and fairness of all phases of the evaluation
 - ways in which experts assess the evaluation
 - any possible improvements that could be put into practice immediately or in the future
- The Observer may not express views on the proposals under assessment or the experts' opinions on the proposals



External evaluation - the award criteria

4 blocks of award criteria:

1. Relevance: contribution of the Action to the TEN-T policy and the objectives of the calls, and EU dimension
2. Maturity of the Action: is the Action ready to go?
3. Impact of the Action: anticipated socio-economic effects and impact on the environment
4. Quality of the Action: completeness and clarity of the proposal, description of the planned activities, coherence between objectives, activities and planned resources, soundness of the project management process



External evaluation Step 1. Individual assessment

- Each proposal is assessed independently by at least three experts
- The experts first carry out individual readings
- No contact between experts
- Each expert completes the evaluation form in TENtec, commenting and scoring each block of criteria
- Scores must be in line with comments



External evaluation

Step 2. Consensus meetings

- The three experts meet in a consensus meeting moderated by an Agency staff to agree on:
 - comments and a score for each of the block of 4 criteria
 - a general recommendation
- A rapporteur is appointed to draft the Consensus Report



Evaluation of proposals against the award criteria

Only the best proposals are recommended for EU funding...

Experts will not recommend for funding proposals that score <3 points for one or more of the four blocks of award criteria!



Internal evaluation

An Internal Evaluation Panel composed of representatives of DG MOVE, TEN-T EA and DG ENV review each proposal individually to:

- consider each proposal in view of the TEN-T objectives, priorities and restrictions, as defined in the TEN-Guidelines, the work programmes and the call texts
- cut any costs and/or activities that would be not eligible or not recommended for funding
- recommend a selection of proposals for funding



Communication on the results

- After the eligibility check:
Applicants whose proposals have not met the eligibility and selection criteria will be officially informed
- After the external evaluation and the internal selection:
Results will be submitted to and agreed with the Financial Assistance Committee (Member States) and scrutinised by the European Parliament
- Following the institutional agreement:
 - Successful applicants will be invited to enter into discussions with the TEN-T EA to finalise their individual financing Decision
 - The lists of successful proposals will be published on the TEN-T EA and DG MOVE websites



Still have more questions?

- Read carefully the Guide for Applicants
- Consult the FAQ lists on the TEN-T EA website, which are regularly updated
- Send your questions before **3 April 2012** to the Helpdesk:

tenea-helpdesk-call-annual-2011@ec.europa.eu

Please note that:

- To ensure equal treatment between applicants, only general questions will be answered and published in the FAQ list
- The FAQ list will be frozen on **6 April 2012**




Thank you!



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<http://tentea.ec.europa.eu>





Submitting an application: Hints & tips

Daniel von Hugo
TEN-T Executive Agency
Evaluation Manager, Unit T4


TEN-T Info Day
31 January 2012

Objective

- Improve the chances of your proposal being funded!

Structure

- Structure and purpose of Application Form (AF) and Guide for Applicants (GfA)
- Improving your application
- Four Award Criteria
- Final advice



TEN-T Info Day – 31 January 2012

2

Application form part A

- Essential information on the applicant (general) and the proposal (content and finance) (electronic submission)

Application form part B1

- Administrative information and information on compliance with EU law (in particular environment, state aid and transport mode specific) (Word doc)



Application form part B2

- Technical information describing the proposed action and its activities in detail (Word doc)
- Structure reflects the four blocks of award criteria
- Ensures that all information needed by the external evaluators and the Commission for a fair and comprehensive evaluation is provided



Annexes

- Environmental certificates, cost benefit analysis, etc.
- No obligation for translation

Guide for applicants (1/2)

- Provides clear guidance to applicants on how to complete the application forms and submit a proposal
- Provides information on the meaning of each selection criterion
 - Where necessary, specific interpretations of the criteria are provided in the call text



Guide for applicants (2/2)

- Lists a set of prompting questions specific to each criterion that the external evaluators must answer for each proposal
- Contents: who decides on calls for proposals, available funding, who can apply, how to apply, evaluation procedure, checklist
- Annex 1: Guidelines to complete AF Part B1
- Annex 2: Guidelines to complete AF Part B2
- Annex 3: Information on translations
- Annex 4: Glossary and Acronyms



How to improve your proposal

- Start early (especially for MS endorsement)
- Read the work programme, call text and Guide for Applicants very carefully
- Anticipate competition
 - Calls are over-subscribed, so not all proposals can be funded
 - Weaknesses are spotted quickly and lead to low marks
 - Low marks on just one criterion, even if average above threshold = no funding



How to improve your proposal

- **Take guidelines seriously**
 - Formal criteria are important, including requirements for supporting documentation
 - Conditions for applicants
 - Conditions for eligibility of projects
 - Selection criteria (financial and technical capacity)
 - Award criteria:
 - Your job is to explain how your proposal addresses these criteria
 - Check for call-specific interpretations



External evaluation - the award criteria (1)

Relevance

Does proposed project or study meet objectives of call? Does it address European transport policy objectives? Does it make a positive contribution to the TEN-T network? What is the added value of EU funding?

- It is not enough for project to be on TEN-T network or priority corridor
- What does this project bring to Europe? Positive macro-economic effects are needed
- Why the project is worth funding by EU or what difference EU funding makes



External evaluation - the award criteria (2)

Maturity

Status of project activities: technical specification and time plan. Is the project ready to go? Has the project received the necessary and legally obligatory national and sub-national approvals? Are procurement issues, if any, settled? Can you provide supporting documentation for all this?

- EU is interested in projects which are 'ready to roll' (EIA done, building permits issued, procurement advanced, etc.)
- Have all the other co-funding sources been secured?
- Importance of evidence: certificates or supporting documentation



External evaluation - the award criteria (3)

Impact

Explain direct and indirect socio-economic effects expected of project (in terms of traffic flow, modal split, competition, interoperability, safety, land use, etc.) and environmental aspects. For studies, the impact is to be understood as the degree of usefulness of the study for decision-making

- What are the expected improvements it will bring?
- Sustainability is particularly important
- Highlight and explain how your project contributes to sustainable development. Describe mitigation measures, if any
- If you have a CBA, please provide it



External evaluation - the award criteria (4)

Quality

Completeness and clarity of proposal. Coherence between objectives and proposed activities (technical AND financial consistency), sound project management. Planning sufficient to achieve objectives

- Comprehensive description of the objectives and the way to achieve them
- Are the costs reasonable and realistic?
- A sound project management process and plan
- What are the risks? What are the mitigations?
- Do not forget publicity



Language of submission

- The working language of the external evaluators is EN. You are highly recommended to submit proposals in EN
- Translation costs are reimbursed up to €2500 (subject to a proposal's timely submission & a reimbursement request backed up by official invoices)
 - Read carefully the instructions in the GfA (section 4.2) for the reimbursement procedure and fill Part A4 of the AF



Final advice

- Ensure that forms are duly signed by the competent authority(ies) and/or organisation(s)
 - Correctly follow the submission procedure, and within the deadline:
 - eSubmission tool
 - Package (printouts and electronic format)
- N.B. Keep proof of sending**



Final advice

- Re-read your proposal and ask yourself
 - Is it clear?
 - Does it cover all the points?
 - Does it make the case for why it should receive EU funding?
- Provide enough detail
 - Objectives
 - Added-value at European level
 - Realistic planning
 - Reliable financial data
 - Solid project management process
 - Correct certificates (environment, interoperability, etc.)



Final advice

Finally,
use the application checklist
and check the FAQs!

http://tentea.ec.europa.eu/en/apply_for_funding/follow_the_funding_process/calls_for_proposals_2011.htm



How do I submit a proposal?

- Submit Application Form Part A electronically via email (using the TENtec tool)
- All parts (A, B1 and B2) must be submitted for a proposal to be complete!
- Send - via mail, private courier, or hand delivery - the complete proposal (including a non-rewritable CD-ROM or DVD-R disk)

➤ Deadline for submission:

13 April 2012, 16:00 (EC Central Mail)



Thank you




TENT-AGENCY@ec.europa.eu

<http://ec.europa.eu/tentea>



Annual Call for Proposals 2011: Priority 1




Christopher North
TEN-T Executive Agency
Head of Unit T3

TEN-T Info Day
31 January 2012

Priority 1 Objective

Promote the development of an integrated and multi-modal transport system
(Intermodality)

Indicative budget: €25 million



TEN-T Info Day – 31 January 2012

2

Objectives: Freight

- Increase the contribution of low carbon transport modes (rail, inland navigation, shipping)
- Improving the efficiency and capacity of inter-modal freight transfer nodes

...support the development of green corridors!



However

Priority will be given to:

- Logistics platforms or terminals whose transshipment exceeds the quantitative threshold for maritime ports
 - 0.1% of the total annual cargo volume of all maritime ports of the Union (bulk or non-bulk)
 - Currently equivalent to about 3.7 million tonnes

Check with Eurostat:

<http://epp.eurostat.ec.europa.eu/tqm/table.do?tab=table&plugin=1&language=en&pcode=tr00009>

Or

- If nothing compliant with above, the main platform or terminal in a NUTS 2 region designated by the Member State and linked with at least road and rail



Objectives: Passenger

- Airport to rail network connections only
 - Design and environmental studies necessary for construction
 - Construction of links (works)



Types of project that can be funded

- Studies or works
- Studies: To increase maturity of implementation
 - Environmental or design studies to obtain construction permits
- Works: Establish inter-modal transfer nodes between at least one low carbon mode and another
 - Priority to nodes involving more than one low carbon mode



Budget for Priority 1

- Indicative available budget: €25 million
- Range of EU contribution (recommended): €1- 5 million
- Respecting the maximum co-funding rates (studies 50%, works 10%)



Thank you



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<http://ec.europa.eu/tentea>





(priority 2A) ⑥A

TEN-T Annual Call 2012

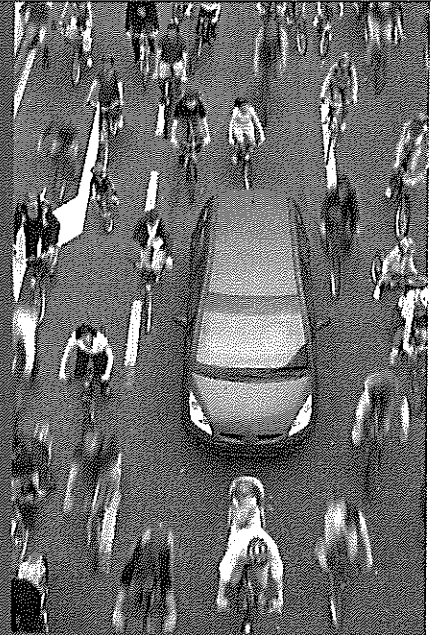
Priority 2:

Promote infrastructure development contributing to mitigation and adaptation to climate change.

TEN-T EA Info Day 2012
31 January 2012

European Commission,
Directorate General for Mobility and Transport (DG MOVE)
Unit B1 – TEN-T

Presented by: Helmut Morsi, Deputy Head of Unit



● General Features of Call (Priority 2)

- Legal Base: Amended Annual TEN-T Workprogramme COM(2011)9531 final
- Budget for Priority 2a € 15 million (indicative)
- Budget for Priority 2b € 20 million (indicative)
- *Indicative*: Transfer of budgets between all priorities of call allowed!
- *Proposal preparation*: Agreement of transport ministries concerned is essential (see forms)
- Individual Commission *decisions* granting financial support: Sept'2011 (indicatively)

In the following only priority 2a will be covered. My colleague José Anselmo will present 2b afterwards.



- Priority 2a: Studies and preparation of deployment projects contributing to mitigation and adaptation to climate change (GHG emissions).
 - Scope and objective: *support sustainable passenger and freight transport in the EU*
 - » Studies with integrated pilot deployment
 - » Transport infrastructure and facilities
 - » On TEN-T network
 - » Introduction and use of new technologies, in particular using alternative fuels
 - » *Market-sided* innovation
 - » All modes of transport
 - Focus: Only *new technologies ready for deployment, with initial results by the end of 2013*. - no research!

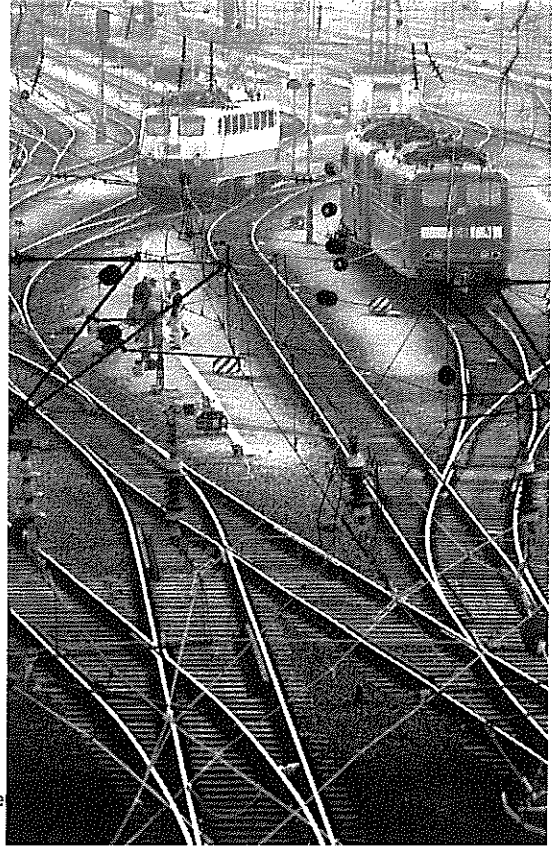


- Political Objective taken from Workprogramme (legal base for call)
 - Only proven new technologies will be considered under this priority, with the objective of testing them and providing initial results by the end of 2013.
 - The final objective is to enable policy-makers, EU citizens and industry to understand and decide ***which technologies have the highest potential for rapid deployment across the EU.***
 - Since such deployment would happen at EU level, particular attention will be given to the European added value, such as the ***swift harmonisation of (minimum) standards*** and the ***swift creation of critical mass in the EU.***



● Applicants

- Legal persons of private or public law *inside* EU27
- 1 or more countries involved



Transe



● Financial Support of EU

- EU contribution 1 to 5 million €, *except in duly justified cases*
- Up to 50% of eligible costs.
- Legal persons of private or public law *inside* EU27





- Lessons Learnt from last call for same priority
 - Annual TEN-T call in 2010
 - 6 innovation projects received, only 1 selected
 - Main reason for rejection:
 - » Lack of maturity
 - » Research (ineligible !)
 - » Not focussed on transport (relevance)



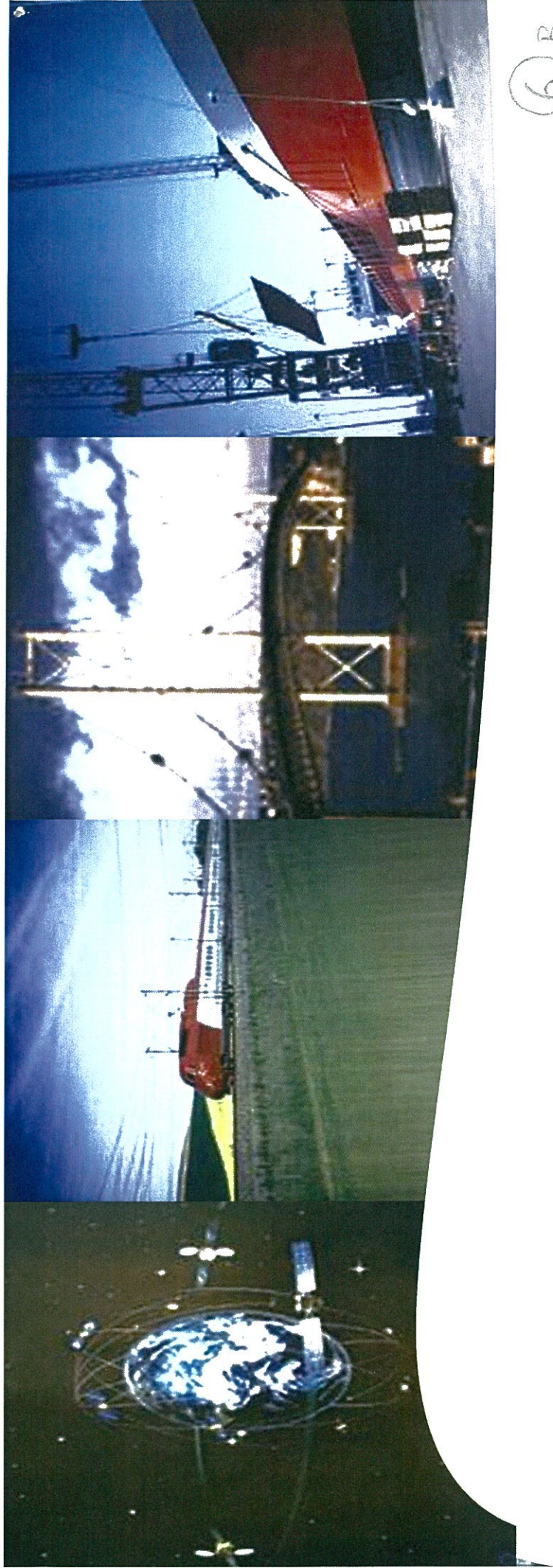
- Some final advice to newcomers for the preparation of a successful proposal
 - Participate in TEN-T EA's Info Day – *done!*
 - Read relevant parts of call and workprogramme carefully!
 - Take advantage of the agency's helpdesk to clarify issues, in particular try to reach the agency's expert(s) on innovative projects
 - Start preparations asap, in particular in case you need building permits
 - Contact the transport ministries of the involved countries asap, in particular try to reach the expert(s) for TEN-T

Proposals on innovation are normally more difficult to write and to get supported than standard ones. – *However, Europe absolutely needs innovation for a sustainable future of transport. Colleagues from TEN-T Executive Agency and DG MOVE will provide you with max. assistance.*



**THANK YOU FOR YOUR
ATTENTION!**

**Helmut Morsi
DG MOVE
Deputy Head of Unit B1 "TEN-T"
& Head of Sector B1.001 "TENtec & Innovation"**



● **TENT – Annual Call 2012**

Priority 2b

European Commission, DG MOVE
Jose Anselmo
TEN-T Policy, Motorways of the Sea
(MoS)

TENT EA INFO DAY
BRUSSELS
31 January 2012

6 B
(priority 2B)

● The 2011 Transport Policy

- Maritime Transport

Commission Staff working paper on Pollutant Emissions Reductions from Maritime transport and the sustainable transport toolbox

- Transport Infrastructure Policy – TEN-T



● Annual Call 2012 – 2b

- ***Priority 2: Promote infrastructure development contributing to mitigation and adaptation to climate change and reducing the impact of transport on the environment***
- ***2.b) Studies and works supporting the reduction of the impact of maritime transport on the environment (air pollutants)***
- The specific priorities of Priority 2.b) are defined in Section 3.2 of Annex bis of the 2011 Annual Work Programme as amended.
- In particular, proposals can address the development of one or several infrastructures and facilities in ports that will contribute to reducing the impact of maritime transport on the environment (air pollutants), e.g. shore-side electricity, LNG, reception facilities for residues from scrubbers, etc.

Annual Call 2012 – 2b (ctd ii)

- To reduce the impact of maritime transport on the environment (air pollutants), proposals can address the development of infrastructures and facilities in ports
- e.g. shore-side electricity,
- LNG, reception facilities for residues from scrubbers, etc. Compliance with existing standards and provision for compliance with future standards, e.g. regarding LNG installations and LNG bunkering operations and procedures, must be addressed comprehensively in the proposal.
- To receive EU support the relevant infrastructure must be accessible to any user on a fair and non-discriminatory basis.

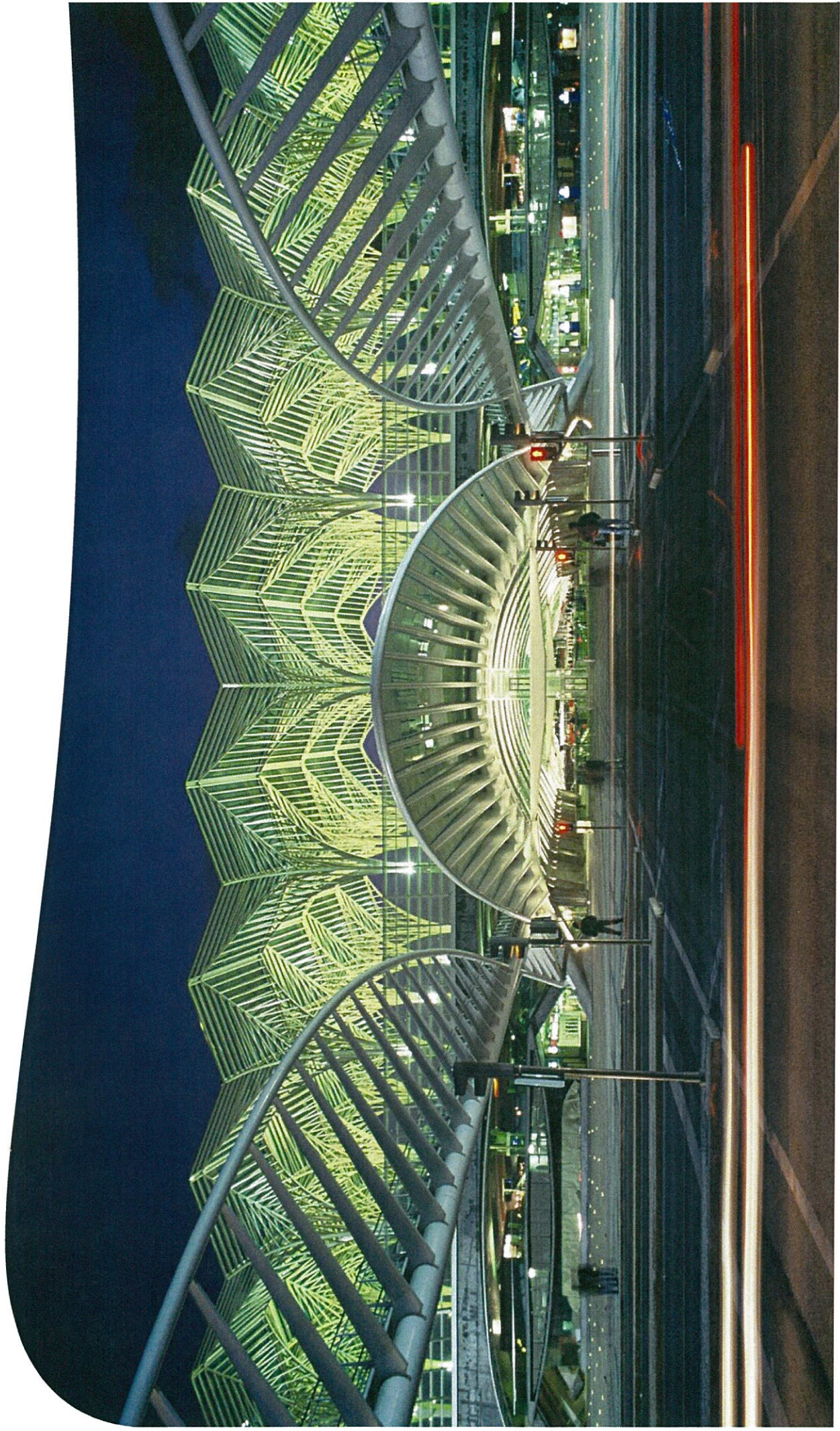
Annual Call 2012 – 2b (ctd iii)

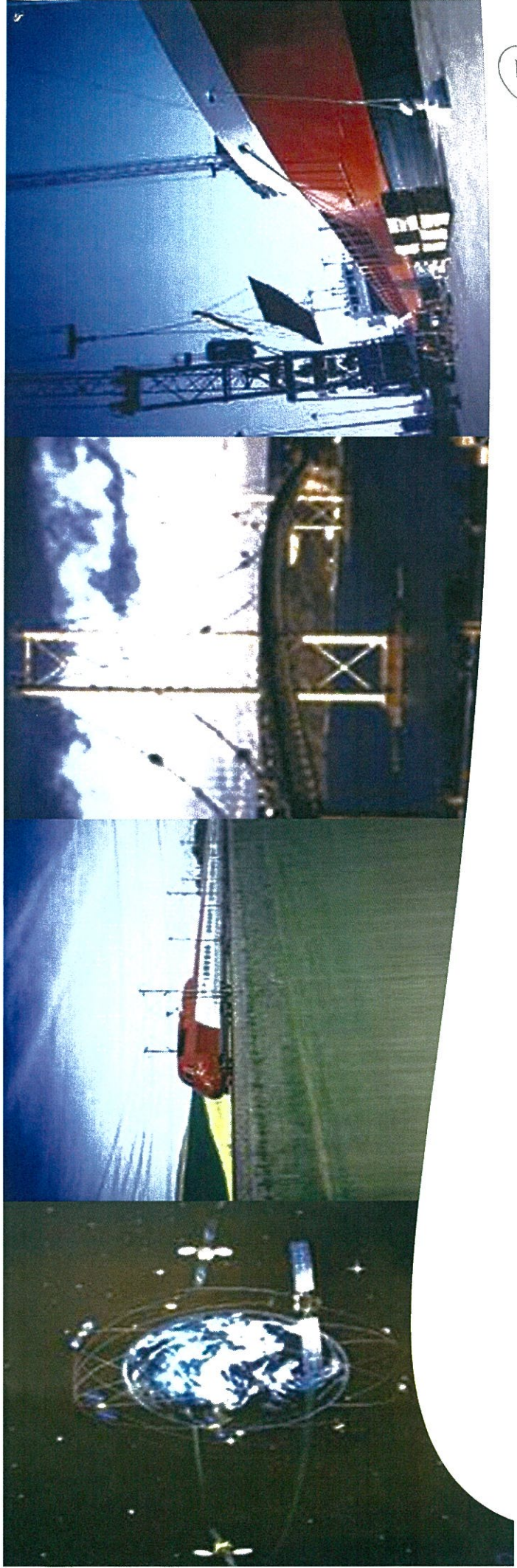
- align EU Directive 1999/32/EC on the reduction in the sulphur content of certain liquid fuels (the Sulphur Directive) with the latest International Maritime Organisation (IMO) MARPOL Annex VI requirements.
- reducing the sulphur content of marine fuels to 0.1% in the European designated Emission Control Areas (ECAs) e.g. *Baltic Sea, North Sea, and the English Channel* – from 2015 (from the current limit of 1%).
- The scope and the objectives of such studies and works shall be the development of the necessary TEN-T infrastructure and facilities that will support the use of compliant fuel oil, as well as the additional technology-based compliance methods provided by the revised Annex VI of MARPOL, and subsequently by the revised Directive, such as scrubbers, alternative fuels (LNG, including LNG bunkering vessels) and shore side electricity.

Annual Call 2012 – 2b (ctd iv)

- Installation of *shore-side electricity* facilities in ports, allowing ships when berthed to be connected to onshore electric supply and thus to switch off the engines, can be supported. This will help to reduce emissions and noise of ships in ports.

● Thank you for your attention!





7

● Setting up the corridor approach

Herald RUYTERS
Head of Unit B1 – Trans European network
DG MOVE



Outline

- Multi modal corridors
- EU added value
- Management of the corridor
- Implementation



Multimodal corridors

- >> Modal integration
- >> Interoperability
- >> Modal shift



EU added value

- » International cooperation
- » Cross-border aspects
- » Environmental aspects and bottlenecks



Management


- >> Managerial structures
- >> Efficient and effective coordination



Implementation

- » Investment plan
- » Long term

Annual Call for Proposals 2012 Priority 3




Ioannis Giogkarakis-Argyropoulos
TEN-T Executive Agency
Head of Unit, T2 – Road & Rail Transport

TEN-T Info Day
31 January 2012

Priority 3 objective

Accelerate/facilitate the implementation of
TEN-T projects



TEN-T Info Day – 31 January 2012

2

Issues to be addressed

- Alleviate bottlenecks
- Promote cross-border connectivity
- Network effect at European level
- Aiming at the creation of a mature project pipeline for 2014+



Types and modes

- Preparatory studies (leading to implementation) for all modes of transport
- Works for mature rail, road, ports, inland waterways:
 - to be completed by end of 2014 (applies also to studies!)
 - filling financial gaps **and** where EU leverage is clearly demonstrated
- (works) projects aiming at European network benefits in support of the Single European Sky (SES) policy **not** addressed by the MAP



Rail specific objectives

- Develop an interoperable railway network and reinforce the role of rail as essential component of integrated transport systems
- Essential categories (at least one):
 - Conventional lines contributing to a freight-oriented network
 - Measures addressing removal of bottlenecks and/or cross-border sections
 - PP sections with increased European added value and leverage
 - Measures addressing the implementation of telematic applications so as to promote interoperable rail systems!

... **ERTMS projects are not covered by this Call and WP!!**



Inland waterways: Specific objectives

- Reinforce the contribution of inland waterways to a sustainable European freight network
- By:
 - Establishing stable fairway conditions for the continuous passage throughout the year in line with the relevant waterway class (**class IV and higher!**)
 - Increasing/upgrading capacity and/or modernisation of locks to facilitate passage of vessels and pushed convoys
 - Increasing under-bridge clearance to allow up to three layers of containers

..... **inland ports under category 1!!**

RIS is not eligible!!



Maritime transport: Specific objectives

- Support ports as efficient entry and exit points fully integrated with land infrastructure
 - Areas to be covered:
 - Port access and hinterland connections
 - Port facilities
 - ICT applications
 - Other basic port infrastructure
- ...but freight terminals & logistic platforms under priority 2!!**



Road: Specific objectives

- Roads forming part of an integrated transport system in line with the White Paper objectives
- Essential categories (at least one):
 - Cross-border sections
 - Safety and security measures (including rest areas)
 - Integration strategies with other lower carbon transport infrastructure



Air Traffic Management: Specific objectives

- Timely and coordinated implementation of ATM network capabilities which are identified for short-term deployment in the European ATM Master Plan thus...
- Paving the way towards the deployment of SESAR
- Aims:
 - High leverage effect to accelerate coordination and facilitate coordination, implementation and monitoring at European level
 - Identification of needs for additional action by stakeholders and policy makers
 - (Therefore) adequate participation of different ATM stakeholders and countries is necessary



Budget for Priority 3

- Indicative available budget: €100 million
- Range of EU contribution (unless *duly justified*): €1- 5 million
- Respecting the maximum co-funding rates



Thank you



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<http://ec.europa.eu/tentea>



TEN-T Info Day – 31 January 2012

Annual Call for Proposals 2011: Priority 4

Stéphane Ouaki

Directorate General for Mobility and Transport
Head of Sector – Investment Strategy

Shelley Forrester

TEN-T Executive Agency

Senior Financial Engineering Manager, Unit T4

TEN-T Info Day

31 January 2012



Directorate General
for Mobility
and Transport



Investment Requirements for EU Transport Infrastructure

- €1.5 trillion in identified investment needs to establish an integrated EU transport system by 2030 :
 - TEN-T requires €500 billion by 2020
 - Core Network requires €250 billion by 2020
 - Estimate based on discussions with MS on their project portfolios
- EU policy response includes increasing the efficiency of infrastructure investment through ‘Smart funding’ initiatives such as those contained in the proposed Connecting Europe Facility
- Focus on those initiatives involving promotion of private sector participation

Policy response to funding gap: Promote private sector participation

- The proposed Connecting Europe Facility (CEF) meets 'smart funding' objectives:
 - Opening up new sources of funds such as the capital markets in addition to bank lending by:
 - increasing the use of innovative financial instruments relative to grant funding
 - Increasing the flexibility of innovative financial instruments to respond to changing market conditions and investment needs
 - Grant funding for projects with significant user-based revenue sources shall be primarily available for purposes of project preparation, in particular PPP assessment.
 - Efficient allocation of scarce grant resources to projects of highest EU value add but low financial viability
- To be effective, this policy response must also:
 - Better coordinate the public and private stakeholders within the TEN-T
 - Optimise the use of available funds in the public and private sectors

Current TEN-T Programme support for PPPs

preparation: pave the way to the future

- The TEN-T Programme contributes to the optimisation of public and private sector funding through coordination of EU resources:
 - Building institutional capacity within Member States
 - Provision of funding to EPEC
 - Design and co-funding of innovative financial instruments with EIB
 - Provision of co-funding for innovative financial instruments such as the proposed pilot phase EU Project Bond Initiative, building on success of LGTT
 - Support for PPP project preparation
 - Provision of grant funding for project preparation targeting PPP screening and PPP tender preparation

Directorate General
for Mobility
and Transport



Outcome: development of an EU level PPP project pipeline



2011 Annual Call Support for PPPs

Objective for Priority 4

- Creation of an EU level PPP project pipeline within the TEN-T will:
 - Provide a clear signal to private sector of long term public sector commitment to PPPs
 - Give EU level visibility to selected projects, facilitating access to innovative financial instruments such as EU project bonds
 - Preserve grant budget for unviable PPPs through careful screening for PPP suitability
 - Ensure projects using a PPP procurement are thoroughly assessed for value for money and are well-structured

Priority 4 – Support for PPPs

Key Requirements

- Project proposals submitted under Priority 4:
 - Should focus on one of two main phases of project preparation:
 - Project selection and assessment of PPP option
 - » Development of the business case through value for money assessment
 - Pre-tender stage: Detailed studies to prepare for procurement
 - » Refining the value for money through detailed technical studies, precise risk analysis, funding and financing options, and draft PPP contract, prepare tender documents

Priority 4 – Support for PPPs

Project selection and assessment

- Feasibility studies necessary for value for money assessment and preparation of business case:
 - Market scan: marketability, constraints, synergies
 - Risk analysis – identification, pricing, allocation
 - Affordability – funding and financing models, including revenue generation studies, payment model options
 - Identification of output requirements, standards
 - Development of public sector comparator and ‘shadow bid’
 - Finalise initial business plan and next steps project management and planning

Priority 4 – Support for PPPs

‘Mature’ PPP proposals

- Detailed project preparation phase, studies necessary to bring project to tender:
 - Further technical studies to define preferred solution: output requirements and service quality standards
 - Financial studies to explore sources of financing, including capital markets solutions
 - Further studies necessary to refine financial model, (‘shadow bid’)
 - Preparation of draft PPP contract
 - Define bid evaluation criteria



NOTE: Proposals concerning a ‘mature’ PPP should include their value for money assessment in annex



Special Considerations for Priority 4 proposals

- Special considerations for applicants:
 - Additional specific award criteria in call text for each of the evaluation criteria: relevance, impact, maturity and quality
 - Revised guidance questions for Form B2, point 4.10
 - Co-funding of 50% reflecting studies only
 - Minimum EU contribution €500.000
 - Maximum EU contribution €2.500.000
 - Results expected include:
 - Development of a systematic approach to PPP screening of projects
 - Development of EU level PPP project pipeline

Thank you

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