

## CEF-T CALL 2022 – odpowiedzi CINEA

Lp.	What issue/priority	Question	Answer
1.	CBA	CBA: Are traffic management projects like ERTMS, ITS, SESAR exempted from CBA? In call 2021, such projects were exempt from this obligation.	<p>Yes. The the CBA requirements per topic are detailed in our CBA guidance, which is also available on each topic in the Funding and Tenders Portal: <a href="https://ec.europa.eu/info/funding-tenders/opportunities/docs/2021-2027/cef/guidance/cinea-guidance-on-economic-appraisal_cef-t_en.pdf">https://ec.europa.eu/info/funding-tenders/opportunities/docs/2021-2027/cef/guidance/cinea-guidance-on-economic-appraisal_cef-t_en.pdf</a></p> <p>As you can see from the CBA guidance, on page 6, a CBA is indeed not required for these topics under this call.</p>
2.	Multimodal Logistic Platforms	Can intermodal and other cargo terminals located in maritime ports apply under priority for Roads, RRT and multimodal logistics platforms?	<p>Under CEF Transport, call topic “Roads, rail-road terminals and multimodal logistic platforms - studies, works or mixed“, multimodal logistics platforms located in maritime ports on the Core or Comprehensive network, could be eligible for funding under the specific conditions of the topic and provided that they ensure the transshipment of freight between two or more modes of transport.</p> <p>The elements that might be considered eligible are the construction or upgrade of the multimodal platforms covering different infrastructure components such as loading and unloading areas, handling areas, connecting or siding tracks, adaptations for 740 m train length, truck-waiting areas and access gates. In addition, clean transshipment equipment for intermodal loading units and ICT solutions may be also funded.</p> <p>Furthermore, the road connections within and outside the terminal may be funded under the specific conditions of the topic.</p>
3.	Roads / Rail-road terminals / Multimodal Logistic Platforms	Is improving road connection to a port/cargo terminal in port eligible, under priority Roads and RRT terminals, if there exists rail connection to such port? According to call text, improving road connections to maritime and inland ports and rail-road terminals as listed in Annex II of Regulation (EU) No 1315/2013 is eligible as long as the projects address a significant bottleneck.	<p>As per the call text "improving road connections to maritime and inland ports and rail-road terminals as listed in Annex II of Regulation (EU) No 1315/2013 as long as the projects address a significant bottleneck".</p> <p>The existing of a rail connection is not a relevant factor under this topic. The applicant should instead demonstrate that a bottleneck currently exists and that this intervention will succesfully address it.</p>

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4.	Rail-Road Terminals / Multimodal Logistic Platforms	<p>Are all transshipment/handling terminals on TEN-T eligible, including bulk cargo ones? If so, is clean transshipment equipment for bulk cargo eligible?</p> <p>The eligibility for not only intermodal (in a sense of containers or semi-trailers), but also bulk is important for transport of goods from Ukraine (Solidarity Lanes)</p>	<p>Yes, all the intermodal terminals and other publicly accessible multimodal logistics platforms on the TEN-T Network are eligible, including for bulk cargo. However only zero-emission transshipment equipment for intermodal loading units is eligible. Hybrid equipment is not eligible.</p> <p><a href="https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/support/faq/20816">https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/support/faq/20816</a></p>
5.	Rail-Road Terminals / Multimodal Logistic Platforms	<p>Is railway traffic control system/equipment in the terminal eligible if it is not ERTMS?</p> <p>We understand that ERTMS is obligatory as signalling system for railway lines, but we assume that not for traffic on the terminal</p>	<p>An FAQ is presently being drafted on this question, which will shortly be published on the topic page.</p>
6.	Adapting the transport infrastructure for Union external border checks purposes	<p>Is construction or upgrade of terminals on border with UA and in ports with customs office eligible under priority Adapting the transport infrastructure for Union external border checks purposes?</p>	<p>Under this topic, the upgrade may be financed if the applicant demonstrates that the project would facilitate traffic flows at the EU external border control area. The construction of new terminals is not eligible.</p>
7.	Rail - works - Cohesion	<p>Is it possible to apply under the Cohesion envelope for funding lower than maximum level of co-financing from CEF? For example, 60% instead of 85% of the cost.</p>	<p>Under the cohesion call you are only able to request co-financing of 85% of the eligible costs. It is technically not possible to request a lower co-financing rate, yet it is possible to request a lower EU contribution when filling out the cost budget table in Part A. This is at the discretion of the applicant.</p>

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8.	TEN-T network	<p>Works on revision of TEN-T network are ongoing. Are lines/nodes that are planned to be included/excluded from TEN-T network eligible under calls announced in September?</p>	<p>No. The relevance of Actions is assessed against the guidelines for the development of the trans-European transport network (2013/EU/1315) as amended and currently in force.</p> <p>The potential changes which are planned to be included / excluded have not yet been adopted. As such, projects taking place on these locations are not eligible.</p>
9.	Environmental issues	<p>In order to be eligible for funding, applications including works for which an environmental impact assessment is mandatory must demonstrate to have completed key steps of the EIA (extract from MAP). Does it apply only to works project or also to mixed project that includes studies and works?</p>	<p>This requirement is indicated under point 10.3 of the work programme, which notes that "in order to be eligible for funding, <u>applications including works</u> for which an environmental impact assessment is mandatory must demonstrate to have completed key steps of the environmental impact assessment by the date of application."</p> <p>This requirement accordingly also applies to the work components of mixed Actions.</p>

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10.	eligibility period	<p>Project start date commences after signing GA or if justified with proposal submission dates. Beneficiary selected contractor and the works have been started, however, first protocols and others approval documents are going to be accepted only after project submission date. Is such a project eligible?</p>	<p>It is not possible to pre-assess the evaluation of a such a proposal under the various award criterions (e.g. maturity &amp; catalytic effect).</p> <p>It is permissible that some steps have already been completed prior to the project submission date. Regarding the cost eligibility, under the CEF Transport programme, the cost eligibility requirements are detailed in Article 6 of the Model Grant Agreement. As per Articles 6.1.a.i and 6.1.a.ii, the costs must be <u>incurred</u> within the <u>eligibility period</u>.</p> <p>The eligibility period will be defined during the Grant Agreement Preparation. For the costs to be incurred, it does not necessarily mean that they have to be paid by the beneficiary or recorded in its accounting books during that lifetime. Instead, the 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.</p> <p>In addition, as per Article 6.2, contracting authorities need to comply with the applicable national law on public procurement. Procurement checks of the procedure that lead to the contract from which incurred costs are declared to CINEA will be checked for compliance with procurement rules, even if the procurement procedure was carried out before the action date.</p>
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11.	eligibility period	<p>Retroactive application can be granted exceptionally for duly justified reasons, but never earlier than the proposal submission date. What are those reasons e.g?</p>	<p>The starting date for CEF funded projects will be fixed during the Grant Agreement Preparation. Generally, the starting date will be after the grant agreement signature. Nevertheless, upon the request of a beneficiary, the grant agreement may start at an earlier date – but no earlier than the submission date of the specific proposal.</p> <p>One example for this would be when the project is being implemented in the context of a larger global project. Some preliminary studies necessary to implement the project may be implemented after the submission of the project in view of accelerating the implementation of the subsequent works. An earlier starting date is then justified in order to consider these costs eligible.</p>
12.	Maritime ports	<p>Cargo terminal are not supported under maritime ports priority. Can at least the following parts of the future cargo terminal be supported under maritime ports priority: 1) construction of pier and quays 2) construction of a breakwater 3) construction of fairway 4) construction of port basin 5) construction of access infrastructure from the land (rail).</p>	<p>Under the maritime ports topics, the waterfront basic port infrastructure for a cargo terminal can be supported.</p> <p>The facilities and infrastructure supported under CEF Transport must be accessible for use by all operators on a non-discriminatory basis.</p>
13.	Maritime ports	<p>Question regarding capital dredging under priority maritime ports:</p> <p>1) Please confirm that capital dredging includes both deepening and widening.</p> <p>2) The planned to dredge fairway is intended for both EU Short sea shipping and shipping cargos from other continents. Is such a capital dredging eligible?</p> <p>3) Under dredging for EU Short sea shipping to remove bottlenecks are there any requirements regarding channel depth or ships tonnage?</p>	<p>Under the maritime ports topics the capital dredging for deepening and/or widening of a fairway, could be supported only as an intervention to remove bottlenecks or improving safety of navigation for the EU Short Sea Shipping (EU SSS).</p> <p>The same fairway could also be used for intercontinental routes, but the primary objective and the need of the capital dredging must be justified by the EU SSS needs. This should be clearly demonstrated in the proposal.</p>

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14.	AFIF	Hydrogen Refuelling Station for railways: Member State does not have sections of the TEN-T rail network for which a derogation from the electrification requirement has been granted in line with Article 12(3) or 39(3) of the TEN-T Regulation and is not on isolated networks as defined in Article 3 (u) of the TEN-T Regulation. Is it possible to build a HRS supplying railways in the close vicinity of the port terminal, not at the terminal itself?	This question does not relate to the general CEF Transport MAP calls. Please submit a question to the functional mailbox for a reply, if needed:
14.	general - documents	As we could see during the preparation of GA, some of the settings in SYGMA were pre-defined and could not be changed at the GA preparation stage (for example, in each contract the consortium requirement is marked: yes). Does CINEA plan to clarify this in reference documents? Will it be updated for CEF-T-2022 Call?	This is correct. The parameter consortium requirements is fixed at a call level. I confirm that for the 2022 MAP CEF Transport Calls, this is now fixed as not required.
15.	general - documents	According to CINEA's announcements, additional information on the independent public officer's audit role for beneficiaries not recognized as public body in system was intended to be published, when they will be posted and whether they will be as part of the CEF Annotated Model Grant Agreement update or certificate on the financial statements (CFS)?	At this moment, CINEA does not have this available.
16.	general - documents	Please note that some documents have still not been made available (they are marked as "Coming soon.") when we can expect the publication of document templates, e.g. Biennial Factual Report (CEF-T TA MS Support); Detailed cost reporting table (CEF); Certificate on the methodology (CoMUC).	Not all of them are available yet. Please refer to the website: <a href="https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/how-to-participate/reference-documents;programCode=CEF">https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/how-to-participate/reference-documents;programCode=CEF</a>

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17.	(CEF-T-2022-SIMOBGEN)	<p>In previous Call (CEF-T-2021-SIMOBGEN) was information about maximum EU requested contribution.</p> <p><i>For the Digital Sky Demonstrators on U-space and urban air mobility the maximum EU requested contribution per proposal is limited at 7 M€. For the Digital Sky Demonstrators on Aviation Green Deal the maximum EU requested contribution per proposal is limited at 15 M€.</i> Current call (CEF-T-2022-SIMOBGEN) does not specify the maximum EU requested contribution level, please confirm that there are no restrictions in this respect.</p>	<p>I confirm that in the 2022 CEF Transport calls there are no restrictions with regard to a maximum EU requested contribution.</p>
18.	(CEF-T-2022-SIMOBGEN)	<p>In call (CEF-T-2022-SIMOBGEN) added priority - CEF-T-2022-SIMOBGEN-SESAR-DSD-CP-WORKS: SESAR-DEMONSTRATORS Common Project One implementation projects – works. Will a minimum level of maximum EU requested contribution be reserved from call envelope for Common Project One implementation projects?</p>	<p>No. The legal basis does not allow us to create ranking lists at topic level. Instead all projects submitted under a specific Call compete for the same total funding available under that call.</p> <p>We can accordingly not reserve a certain EU contribution for a specific topic.</p>

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19.	general - documents	<p>If project will be realized in cities listed in EU Mission - 100 climate-neutral and smart cities by 2030 (<a href="https://research-and-innovation.ec.europa.eu/funding/funding-opportunities/funding-programmes-and-open-calls/horizon-europe/eu-missions-horizon-europe/climate-neutral-and-smart-cities_en">https://research-and-innovation.ec.europa.eu/funding/funding-opportunities/funding-programmes-and-open-calls/horizon-europe/eu-missions-horizon-europe/climate-neutral-and-smart-cities_en</a>), should additional information or approval from city authorities be provided (e.g. support for project proposal).</p>	<p>There are no specific requirements / approvals / authorisations necessary for projects taking place in cities listed in EU missions "100 climate neutral and smart cities by 2030."</p> <p>Nevertheless, as indicated in section 1 of the Call text, the assessment of the award criterion "priority and urgency" will take into account - where relevant - the contribution of the project to this initiative as announced on the 28th April 2022.</p> <p>Projects envisioning a contribution to this EU mission are accordingly strong recommended to detail the relevance of the project to the mission within the application documents.</p>
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20.	<p>General - documents. Concerns eligibility of projects carried out in Ukraine and also by entities from Ukraine</p>	<p>1) Ukraine: are only projects located on the border or leading to the border or also other projects located in UA eligible?                  2) Can UA entities be beneficiaries and if so, can they be alone or in cooperation with EU entities?                  3) What would be the status of UA Applicant? Is UA government approval necessary?                  4) Do you plan to prepare specific guidelines for Ukrainian promoters?                  5) Can projects related to Ukraine and Moldova freight transport be based on revised TEN-T for UA and MD (e.g. CBA)?</p>	<p>Eligible beneficiaries in the CEF Transport programme are legal entities established either in an EU Member State or legal entities established in a third country associated to the CEF programme as defined in: <a href="https://ec.europa.eu/info/funding-tenders/opportunities/docs/2021-2027/cef/guidance/list-3rd-country-participation_cef_en.pdf">https://ec.europa.eu/info/funding-tenders/opportunities/docs/2021-2027/cef/guidance/list-3rd-country-participation_cef_en.pdf</a></p> <p>Given that at present no neighbouring / third countries are associated to the CEF Transport programme, entities from neighbouring / third countries are in principle not eligible to receive CEF funding.</p> <p>Nevertheless, legal entities established in a third country are exceptionally eligible to receive CEF funding where this is indispensable for the achievement of the objectives of a project of common interest. Applicants wishing to be exceptionally considered should submit:</p> <ol style="list-style-type: none"> <li>1. The Letter of Support of the concerned EU Member State</li> <li>2. In Part B, in the Project Description, an explanation why the participation of the third country / neighbouring entity is indispensable for the project, when applicable/necessary under the points 1.4 Cross-border link (under Priority &amp; Urgency, screenshot below), 3.2 Consortium set-up, governance and organisational structure (under Quality), 4.3 Other considerations (under Impact), and 5.3 Stakeholder commitment (under catalytic effect), and</li> <li>3. In the event of works taking place outside the EU, the agreement of the concerned neighbouring / third country involved.</li> </ol> <p>An FAQ will indeed be published accordingly.</p>
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21.	Rail-road terminals	Whether the OCR gates for monitoring vehicles and loads in rail-roads terminasls or multimodal platforms are eligible for the current CEF Call?	<p>Optical Character Recognition (OCR) gates for monitoring vehicles in rail-roads terminals or multimodal platforms are eligible in the Rail-road terminals topic.</p> <p><a href="https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/support/faq/20815">https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/support/faq/20815</a></p>
22.	Multimodal passenger hubs	<p>Are studies related to the acquisition of a construction project and administrative permits considered eligible under the Multimodal passenger hubs priority?</p> <p>Is it possible to apply under this priority for CEF support for studies related to the construction of a metro station or a Park &amp; Ride car park?</p>	<p>Regarding a metro project with the aim to increase the capacity in the urban node or improve the connection with long distance transport modes, please note that capacity increase in nodes only relate to railways. The focus is to ensure direct connection between the TEN-T network and the node as such. CEF does not support indirect connections (like metros) in this regard. When it comes to airport connection, the priority is on heavy rail connections to the airport, as foreseen in the TEN-T Regulation.</p>
23.	environmental issues	Under CEF 2022 Transport call is it mandatory to include information on the climate proofing? In what way such information should be presented? Similarly to the previous CEF2 call?	<p>It is not mandatory to submit information regarding the climate proofing for works topics submitted under this Call.</p> <p>However, under the impact criterion, the climate proofing of the infrastructure and in particular any specific measures to increase the resilience of the infrastructure, can be taken into account. It is accordingly recommended to include this information under Part B, Section 4.3 (climate resilience) within the application.</p>
24.	applicant status	Is it possible to change the beneficiary / applicant- a different entity at the application stage, another after the competition has been adjudicated? The both entities come from the same capital group?	<p>This is a change that may be requested during the Grant Agreement Preparation process. The beneficiary does not have a right to implement this: this is subject to the assessment and acceptance by CINEA on a case-by-case basis.</p>

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25.	Adapting transport infrastructure for external border checks:	Are the following elements for PL/UA border crossing eligible under Adapting infr. for external border checks: expansion of the truck detailed control building to two control stations; parking for border officers; warehouse building; X-ray scanner stations; phytosanitary stations; connection of utilities to planned facilities (water and sewage, central heating, energy, low-voltage networks) ?	<p>This topic focuses on the adaptation of transport infrastructure with a view to streamline border checks in view of facilitating traffic flows at the Union external border of the TEN-T network. This concerns inter alia actions to improve the connections to the border crossing points, and parking lines and spaces related to the border control.</p> <p>The upgrade of parking spaces for trucks, of safe and secure waiting areas, of road lane capacity from the parking spaces to the border control points and between them are eligible. This topic may also concern the enhancement of an existing terminal if the applicants demonstrate that the project would facilitate traffic flows at the EU external border control area.</p> <p>In principle, as a stand-alone action, border check equipment and facilities are not eligible for funding. However, certain border check equipment, such as smart IT solutions which facilitate / accelerate border checks and alleviate congestion at border crossing points, or fixed devices integrated into the transport infrastructure, may be supported in case it forms part of a wider project concerning the adaptation of transport infrastructure as mentioned above.</p> <p>Buildings, storage and warehouse facilities, phytosanitary stations, parking facilities for border officers, are not eligible.</p> <p>Applicants of projects that concern mainly equipment and facilities for border checks may seek EU support under the Integrated Border Management Fund:</p> <p>Integrated Border Management Fund   European Commission (europa.eu)</p>
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26	Smart and interoperable mobility	<p>Is it possible to support projects under the Smart and interoperable mobility target for an activity aimed at modernizing the ticket sales system, covering the following elements:</p> <ul style="list-style-type: none"> <li>a) conductor terminals for selling tickets to travelers directly on the train,</li> <li>b) ticket machines with the possibility of tokenization of tickets and supplementary services,</li> <li>c) mobile and web applications,</li> <li>d) e-ticket system with modern validators (contactless card),</li> <li>e) cash register terminals with printers with new software,</li> <li>f) electronic notification system for people with disabilities?</li> </ul>	<p>It is up to the applicant to decide under which topic it should submit projects to, and whether it fulfills the topics / conditions of the topic concerned. In view of equal treatment of applicants, CINEA cannot provide individual and tailored advice on the preparation of their proposals.</p>
27	Smart and interoperable mobility	<p>Is activities aimed at creating an integrated, interactive information system for rail transport traffic management based on GIS (Geographic Information System) technology eligible under the Smart and interoperable mobility objective? The system would be used to present multi-layer operational information (e.g. trains launched, train service, traffic disruptions) and commercial information (timetable, offer for travelers)</p>	<p>It is up to the applicant to decide under which topic it should submit projects to, and whether it fulfills the topics / conditions of the topic concerned. In view of equal treatment of applicants, CINEA cannot provide individual and tailored advice on the preparation of their proposals.</p>
28	Smart and interoperable mobility	<p>Can studies on the development of modern traffic management support systems, such as the development of system sepecification, programming (IT), and then the trial implementation phase (prototype) with the selected partner, be considered eligible?</p>	<p>It is up to the applicant to decide under which topic it should submit projects to, and whether it fulfills the topics / conditions of the topic concerned. In view of equal treatment of applicants, CINEA cannot provide individual and tailored advice on the preparation of their proposals.</p>

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29	Multimodal passenger hubs	<p>Is the project that is a continuation of activities after the CEF-supported feasibility study phase and regarding the design and obtaining the necessary administrative decisions for the construction of high-speed urban transport line with stops eligible under the priority Multimodal passenger hubs?</p>	<p>In the CEF Transport programme, the same intervention is not financed twice with CEF Funding. Nevertheless, it is permissible that in the context of a larger global project, an applicant splits up their applications and request financing for the smaller sequential projects. Each individual project is evaluated on its own merits – and can receive co-financing individually if successful following the evaluation process.</p> <p>See also: <a href="https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/support/faq/17495">https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/support/faq/17495</a></p> <p>It is up to the applicant to decide under which topic it should submit projects to, and whether it fulfills the topics / conditions of the topic concerned. In view of equal treatment of applicants, CINEA cannot provide individual and tailored advice on the preparation of their proposals.</p> <p>Furthermore the fact that the proposal is a continuation of a previous step receiving CEF funds is not a basis for further funding</p>
30	AFIF railways	<p>Member State has no sections of the TEN-T rail network for which a derogation from the electrification requirement has been granted in line with Article 12(3) or 39(3) of the TEN-T Regulation nor isolated networks as defined in Article 3 (u) of the TEN-T Regulation. Question 1: Is planned HRS possible only in the terminal or also in the close area of the terminal / maritime port? Question 2: Can HRS be dedicated mostly for refuelling shunting locomotives and also refuel the passenger trains?</p>	<p>As this does not relate to the general Transport calls, can you forward this question to CINEA-CEF-TRANSPORT-CALLS@ec.europa.eu, if still applicable</p>
31	NEWTECH	<p>For study projects - what minimum territorial scope will be eligible for funding to have positive EU Added Value criterion evaluation? Are regional or single country projects eligible? Should projects cover also city from 100 Climate Neutral and Smart Cities list?</p>	<p>- It is not possible to pre-assess the evaluation of the priority and urgency / EU Added value criterion. Nevertheless, in order to score highly under this criterion, as for any proposal submitted under the CEF Transport programme, it is recommended to ensure applications which involve a larger territorial scope.</p> <p>- It is not a requirement that projects under this call topic should cover a</p>

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			cities from the 100 Climate Neutral and Smart Cities list. Please see also the question number number 19.
32	NEWTECH	What maximum level of Technical Readiness will be eligible for studies? Will tests in limited environment, e.g. test at selected transport service providers, be considered as pilot activities?	An FAQ is presently being drafted on this question, which will shortly be published on the topic page.