

Application and evaluation process

CINEA, 12 December 2023

Call Matrix

- 9 Calls – 37 topics
- Studies & works applications submitted to the same topic
- Matrix with links to the calls published on the CINEA Call webpage:
- https://cinea.ec.europa.eu/funding-opportunities/calls-proposals/2023-cef-transport-calls-proposals_en
- This redirects to the Funding and Tenders portal – where you must submit your application

Projects on the Core Network

[General](#) (€2.69 billion)

COREGEN - 4 topics

[Cohesion](#) (€2.8 billion)

CORECOEN - 4 topics

Projects on the Comprehensive Network

[General](#) (€250 million)

COMPGEN - 4 topics

[Cohesion](#) (€350 million)

COMPCOEN - 4 topics

Smart and interoperable mobility

[General](#) (€400 million)

SIMOBGEN - 12 topics

[Cohesion](#) (€150 million)

SIMOBCOEN - 1 topic

Sustainable and multimodal mobility

[General](#) (€100 million)

SUSTMOBGEN - 2 topics

Safe and secure mobility

[General](#) (€100 million)

SAFEMOBGEN - 3 topics

[Cohesion](#) (€150 million)

SAFEMOBCOEN - 3 topics

Frequently Asked Questions (FAQ)

Rail: studies, works or mixed

CEF-T-2023-COMPCOEN-RAIL-WORKS

Topic Call for proposal

Internal navigation

General informations

Topic description

Conditions and documents

Partner search announcements

Start submission

Topic related FAQ

Get support

Call updates

← Go back to search results

General information

Programme

Connecting Europe Facility (CEF)

€ Budget overview

Call

CEF 2 Transport - Projects on the Comprehensive Network – Cohesion envelope (CEF-T-2023-COMPCOEN)

Type of action

CEF-INFRA CEF Infrastructure Projects

Type of MGA

CEF Action Grant Budget-Based [CEF-AG]

Deadline model

single-stage

Opening date

26 September 2023

Topic description

Objective:

The objective is to develop rail transport infrastructure projects on the comprehensive Network of the TEN-T.

Scope:...

∨ Show more

Topic conditions and documents

Conditions

General CEF FAQs

- General FAQ can be searched with the term 'CEF Transport' in the FAQs and exported into a dataset

The screenshot shows the European Commission website interface for 'Funding & tender opportunities'. The top navigation bar includes 'SEARCH FUNDING & TENDERS', 'HOW TO PARTICIPATE', 'PROJECTS & RESULTS', 'WORK AS AN EXPERT', and 'SUPPORT'. The 'SUPPORT' menu is open, showing options like 'Support overview', 'Guidance & Manuals', 'FAQ', 'Helpdesk & Support Services', and 'Support videos'. The 'FAQ' option is highlighted with a red circle. Below the navigation, there is a search bar with 'CEF Transport' entered. The search results are displayed in a list format. The first result is 'Under CEF Transport Military Mobility Call, are ERTMS deployment, recharging infrastructure and retrofitting rail freight (noisy) wagons eligible?'. The second result is 'Under CEF Transport, are cycle parking facilities near a multimodal hub considered eligible?'. The third result is 'Under CEF Transport ERTMS topic, will the Unit Contributions apply irrespective of the actual costs incurred by the beneficiary?'. The fourth result is 'Under CEF Transport, can the CBA for Global Project be submitted for an action forming part of the Global Project?'. A red circle highlights the 'Sort by' dropdown menu in the top right corner of the search results area.

Application Form Part A – Tips

- **Acronym:** 1-2 key words (20 characters)
- **Title:** draft a concise title in English (200 characters)
- **Abstract/short description:**
 - Start the abstract with a 3-5 sentence summary of the project highlighting what is being implemented and the expected benefit
 - Be factual and avoid technical language
 - Quantify the results of the project whenever possible: reduced travel time, improved safety, etc

Budget requirements for proposals

Budget in Part A:

You register the data in the submission system

&

Detailed budget table per work package:

You register the data in the Excel file and upload it for all applications, **or**

Calculator for unit contributions :

You register the data in the Excel file and upload it for ERTMS applications

Detailed budget table per Work Package – Reminder for all actual costs proposals

1.

START (BUDGET FORECAST PER WP)	
PROJECT DATA	
Project number:	
Project acronym:	

2.

Work package name	Funding Rate
WP name 1	0%
WP name 2	0%
WP name 3	0%
WP name 4	0%

3.

Participant name
Participant name1
Participant name2

4.

DETAILED BUDGET TABLE PER WP									
PROJECT DATA									
Project number: 0									
Project acronym: 0									
BUDGET BREAKDOWN PER WORK PACKAGE AND PARTICIPANT									
<i>Reporting period can be added/deleted as needed</i>									
Work Package	Participant	Reporting period 1	Reporting period 2	Reporting period 3	Reporting period 4	Reporting period 5	Total costs	Funding rate (for work package)	EU contribution
WP name 1	Participant name1	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00
WP name 1	Participant name2	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00
WP name 2	Participant name1	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00
WP name 3	Participant name1	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00
WP name 4	Participant name1	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00
Total		0.00	0.00	0.00	0.00	0.00	0.00		0.00

5.

#	EU CONTRIBUTION	TOTAL COSTS
ENCODE VALUE FROM EGRANTS	0	0
DIFFERENCE	0	0.

CBA (works proposals)

https://ec.europa.eu/info/funding-tenders/opportunities/docs/2021-2027/cef/guidance/cinea-guidance-on-economic-appraisal_cef-t_en.pdf

Work programme “Objectives”	Priorities	Requirement
6.1 Projects related to the efficient, interconnected, interoperable and multimodal networks		
	Railways	Full CBA / Simplified < 10 m€ *
	Inland waterways and inland ports	Full CBA / Simplified < 10 m€ *
	Maritime ports	Full CBA / Simplified < 10 m€ *
	Roads, rail-road terminals, connections to airports and multimodal logistics platforms	Full CBA / Simplified < 10 m€ *
6.2 Projects relating to smart, interoperable, sustainable, multimodal, inclusive, accessible, safe and secure mobility		
6.2.1 Projects related to smart and interoperable mobility	ERTMS	No CBA
	ITS	No CBA
	RIS	No CBA
	SESAR common projects	No CBA
	SESAR other projects	No CBA
	Transport interoperability	No CBA
6.2.2 Projects related to sustainable and multimodal mobility	Alternative fuels infrastructure	Implementing Partner: No CBA Others: Simplified CBA
	Motorways of the Seas	Full CBA / Simplified < 10 m€ *
	Multimodal passenger hubs	Full CBA / Simplified < 10 m€ *
	Reduction of rail freight noise	No CBA
6.2.3 Projects related to safe and secure mobility	Safe and secure parking infrastructure	Full CBA / Simplified < 10 m€ *
	Road safety	Full CBA / Simplified < 10 m€ *
	Projects improving transport infrastructure resilience	Full CBA / Simplified < 10 m€ *
	External border checks	Full CBA / Simplified < 10 m€ *
6.3 Military mobility		
	Military mobility	No CBA

Climate proofing (1/2)

Concerning projects subject to an Environmental Impact Assessment (EIA):

- ❑ If the key steps* for the EIA have been completed **before** 18 January 2023, it is **not required** to provide information on the climate proofing process of the infrastructure.
- ❑ If the key steps* for the EIA have been completed **after** 18 January 2023, the applications are **under the obligation** to submit the information on the climate proofing process taking into account the [Commission Technical guidance on the climate proofing of infrastructure](#).

*Key steps of the EIA procedure: an **environmental impact assessment report prepared** by the project promoter and **consultations carried** out under the EIA Directive. This will be followed by the development consent procedure that may be completed after the submission of the CEF application.

- *Specific note on the climate proofing of infrastructure for the CEF Transport calls* - available on CINEA webpage: [Templates & forms: 2021-2027 CEF Projects \(europa.eu\)](#)
- *An Frequently Ask Questions available on the F&T portal as ref. [FAQ 30160](#)*

Climate proofing (1/2)

What is required?

- Information on climate proofing will be evaluated under the *Impact* criterion.
- Information should be summarised in Part B of the application form
- Under section **“4.3 Social, environmental and other impacts”** within two boxes:

Environmental and climate impact

Describe the expected positive and/or negative impacts of the project on the climate change targets (such as the Paris Agreement and the 2030 Climate and energy framework).

Describe the expected positive and/or negative impacts of the project on the emission of air pollutants such as Particulate Matter - PM2.5, Nitrogen oxides - NOX, Sulphur Dioxides – SO2, etc. If quantified in the CBA, mention the total monetary value of such impacts (€ NPV) and the main assumptions in terms of quantities (change in tonnes or vehicle*km) and unit values (e.g. €/tonnes or €/vkm).

Specify if the project helps to reduce greenhouse gas emissions (GHG) and limit global warming. Explain how it impacts upstream and downstream emissions (e.g. emissions from purchased electricity as well as full life cycle). For works proposals submitting a CBA, also include the total monetary value of such impacts (€ NPV) and the main assumptions in terms of quantities (avoided tonnes of GHG) and unit values (e.g. €/tCO2equivalent).

Describe how climate change has been taken or will be taken into consideration when designing the project and its components.

Describe how the project is consistent with the climate proofing of infrastructure mitigation pillar (including how the cost of greenhouse gas emissions have been integrated in the economic evaluation, how it is consistent with the energy efficiency first principle and how it is consistent with the emission targets for 2050; for details, see [Commission Technical guidance on the climate proofing of infrastructure](#)).

Describe in detail the measures that are foreseen to monitor, prevent and mitigate a negative impact on the environment, and provide an estimation of the associated costs.

Insert text

Climate resilience (for Works topics)

Describe the climate proofing exercise and how it was taken into consideration when designing the project and its components in line with the [Commission Technical guidance on the climate proofing of infrastructure](#). Summarise the findings of the vulnerability assessment to identify the climate hazards to which the project is more sensitive (because of its type or location).

If significant risks are identified, explain how the vulnerabilities were embedded in the decision-making process so that they can be addressed and mitigated and what relevant measures were taken to ensure the resilience of the project to climate change.

Insert text

Applicant's checklist (1/3)

- Proposals must be submitted before the call deadline: **30 January 2024**, 17:00 CET.
- Complete your application in the electronic submission system in advance to avoid any last-minute IT issues. Please do not leave the submission for the last day.
- Proposals must be submitted **electronically via the Funding & Tender Opportunities Portal** only. Paper or e-mail submissions are NOT accepted. Please do not send any documents via e-mail – as these documents cannot be accepted for evaluation.
- Proposals must be complete and include **all documents and mandatory annexes**. Please check section 5 of the call document.

Applicant's checklist (2/3)

- Make sure that you use the **application forms and templates provided on the Submission System**:
 - the use of those forms is **mandatory**
- **Before submitting the application**, make sure to:
 - encode all sections of application form part A directly in the electronic submission system
 - indicate the location of the action through the GIS data button as exact as possible
 - read, complete and upload application form part B (limited to maximum 120 pages - any additional pages will be made invisible to the evaluators by the system)
 - attach all mandatory annexes

Applicant's checklist (3/3)

- Please make sure your proposal fits in the scope of the topic specified in the call for proposals for which you are applying. You can also consult the FAQs – where more details may be given in relation to your topic.
- **Please proof read the application form and all annexes:**
 - Ask somebody else to read your application to ensure it is written in a clear and comprehensive manner.
 - Evaluators can only assess your proposal based on the information you provide in the application
- **Beneficiaries, affiliated entities and associated partners must receive a PIC number by registering in the Participant Register to submit the application.** The validation of that PIC will only happen in the event the proposal is successful.

Need help?

- [Online Manual](#): Step-by-step online guidance
- [GIS User Guide](#): Step-by-step GIS guidance
- [IT-How-to](#): IT guidance with screenshots
- [IT helpdesk](#): Contact the IT helpdesk for questions such as forgotten passwords, access rights, technical aspects of submission of proposals, etc.
- [FAQ](#) related to the 'submission of proposals' process
- Call related questions: CINEA-CEF-TRANSPORT-CALLS@ec.europa.eu
- IT Service desk: EC-FUNDING-TENDER-SERVICE-DESK@ec.europa.eu

CEF- Transport evaluation process



1. Admissibility check

Admissible proposal (section 5 of call document):

- is electronically submitted on time,
- contains the forms provided inside the Submission System, and
- is complete:

Application Form Part A — contains administrative information about the participants and the summarised budget for the project (to be filled in directly online)

Application Form Part B — contains the technical description of the project (to be downloaded from the Portal Submission System, completed and then assembled and re-uploaded)

Mandatory Annexes

Mandatory annexes

- ❑ **Agreement by the concerned Member States** (benefitting from the project) – for all applications
- ❑ **Detailed budget table per Work Package and calculator** – for all applications
- ❑ **Timetable/Gantt chart** – for all applications
- ❑ **Environmental compliance file** – for all applications except ERTMS i.e. for works and for studies with physical interventions and for studies without physical intervention ([see FAQ #18080](#))
- ❑ **Activity reports of last year and List of previous projects** (key projects for the last 4 years) (template available in Part B) - except exempted from operational capacity check: Public bodies, Member State organisations, international organisations, and beneficiaries of grants under CEF 1 and 2.
- ❑ **Full cost-benefit analysis (CBA) report and CBA cash flow template** - only for works or mixed projects with a budget (eligible costs) above EUR 10 million
- ❑ **Simplified CBA calculator** – only for works or mixed projects with a budget (eligible costs) below EUR 10 million

Lessons learnt from the Admissibility check under previous calls

- ❑ Missing or incomplete **Environmental Compliance File (ECF)**:

e.g. not fully submitted (only the declarations), not duly signed, dated and stamped declarations by the competent authority for monitoring the NATURA 2000 sites or under the Water Framework Directive.

- ❑ No grant amount requested in part A of the AF, wrong **budget** uploaded not corresponding to requested amount in SEP

- ❑ **MS Agreement** not signed; agreements from other concerned MS (benefiting from the project) missing; agreement from a local public entity not being the concerned MS ministry

- ❑ Inconsistencies between section Budget of part A and the detailed budget table in part B

- ❑ **CBA report** referring to another proposal, CBA report is an empty document, missing **Cash Flow template** or **Simplified CBA Calculator**,

- ❑ Missing **activity report of last year** or **list of previous projects** (required for private bodies)

- ❑ Incorrect **Gantt chart** referring to a project other than the submitted proposal

2. Eligibility check

Eligible proposal (section 6 of call document):

- Submitted by **applicants** who are legal entities (public or private bodies) established in the EU Member States or countries associated to the CEF Programme
- The **activities** proposed are within the technical scope of the topic described in section 2 of call document;
- The **geographic location** of the project is on the **TEN-T network** (core and/or comprehensive)
- The **duration of the project** for works or mixed projects should be 4-5 years maximum, and for studies projects it should be 2-3 years maximum.
 - The earliest starting date may be the proposal submission
 - The end date cannot be later than 31/12/2028
- Any **budget** requested is admitted – but recommended to be min. EUR 1 million of EU contribution requested.

Lessons learnt from the Eligibility check under previous calls

- Proposal submitted by an applicant from a non-eligible country
- Location of the proposal - **not on (or connected to) the TEN-T network**
- Project's start date** in parts A and B of AF - in different times
- Project duration** wrongly calculated
- Project proposal being '**out of scope**'
- Project proposal** and the Global Project - **insufficiently clear**

3. Award criteria



Priority & Urgency

- Contribution to the TEN-T network:** (i) core or comprehensive, (ii) on a CB link as listed in part III of Annex to CEF Regulation, (iii) contribution to the corridor work plans and (iv) any network effect by developing or modernising the network.
- Relevance:** if the proposal addresses the Work Programme 2021-2027, Call, and/or Topic objectives
- EU added-value:** the proposal addresses (i) EU objectives (Green Deal, Sustainable and Smart Mobility Strategy) and (ii) if the project improves significantly the transport connections between the Member States in efficiency, sustainability, competitiveness or cohesion – in addition to the benefits at national/regional/local level.
- Synergies** with other CEF sectors (Energy, Digital), EU programmes (e.g. RRF, Horizon Europe)
Synergetic elements may apply for work proposals only if they:
 - relate to another CEF sector,
 - do not exceed 20% of the total eligible costs, and
 - significantly improve the socioeconomic, climate and environmental benefits of the project
- Taking into account the EU policy urgencies created by:
 - the EU new situation created by **the Russian war of aggression against Ukraine**,
 - the Action plan on **Solidarity Lanes** of 12 May 2022 (COM/2022/217/Final)
 - the EU mission on the “**100 Climate Neutral and Smart Cities**”.

Maturity

- Readiness/ability of the project to start** by the proposed start date **and to complete** by the proposed end date (technical maturity – under responsibility of the applicants),
- Status of the necessary contracting procedures and permits** (procedural maturity – beyond the remit of the applicant),
- Financial availability needed to complement the CEF investment** (financial maturity – funds needed for completing the project), and
- Correspondence** between the **technical planning and financial profile**.
- Works/mixed proposals** must have completed two **key steps of the environmental impact assessment by the date of application**:
 - (i) an EIA report prepared by the project promoter and
 - (ii) consultations carried out under the EIA Directive,

The development consent procedure may be followed and completed after the submission of the CEF application.

Maturity

Project duration:

- For works and mixed proposals: 4-5 years
- For studies proposals: 2-3 years, as from the start of the project

Starting date: Not earlier than the proposal submission date

End date: 31 December 2028

Tasks not respecting these conditions i.e. that go beyond the recommended duration or that start before submission date are not considered.

Quality

- The **quality of the application** : Part A, Part B and the mandatory annexes submitted, including the environmental documents (ECF).
- The **operational capacity check of the applicants**: Competence and experience of the applicants and their project teams mainly for new private entities to CEF – based on the list of previous projects and the activity report of the last year
- The **quality of the proposed project – based on:**
 - The **implementation plan proposed**, from technical (Work Packages well structured) and financial (cost effective) point of view,
 - Design approach, the **organisational structures** (project management) put in place (or foreseen) for the implementation,
 - Risk analysis/management**, the **control and quality procedures**,
 - Communication** strategy to provide visibility to **CEF funding**,
 - Sustainability and maintenance** strategy for the completed project (for works)

Impact

- Demand/traffic forecast study** – is the works project based on similar study ?
- Socio-economic impact of the project**
 - Describe the socio-economic impact of the project – leading (or not) to a project being economically viable
- Other impacts on **congestion, modal split, safety and security, service quality, and noise emissions**
- For studies proposals, under the section Decision-making tool: contribution of the study to preparing the overall project implementation, for instance, further steps in the project development
- Effects on the **interoperability** of the transport systems/modes and territorial **accessibility** in the TEN-T network (i.e. the cross-border dimension), **innovation** and **digitalisation, competition, regional and local development** and **land use**, and **outermost regions** when applicable.

Impact

□ Environmental and climate impact of the project:

- its contribution to the climate change targets,
- how climate change has been taken or will be taken into consideration when designing the project and its components.
- impact on air pollutants, and (possible) greenhouse gas emission reductions,
- **mitigation measures** summarised from the climate proofing analysis for the applicable* works applications – including:
 - how the cost of greenhouse gas emissions have been integrated in the **economic evaluation of the project**
 - how the **energy efficiency first principle** is applied
 - how the project will contribute to the **emission targets for 2050** e.g. 90% reduction of transport emissions

□ Climate resilience

- findings of the vulnerability assessment to identify the climate hazards to which the project is more sensitive (because of the its type or location).
- **adaptation measures** summarised from the climate proofing analysis for the applicable* works applications

**Climate proofing of infrastructure is required for works projects subject to an EIA and for which key steps of the EIA have been completed after 18 January 2023 (ref. [FAQ 30160](#))*

Catalytic effect

□ **Catalytic effect** looks into how the CEF funding will facilitate or accelerate the project - in comparison to a situation without the CEF funding.

Three main elements that the CEF funding may influence the realisation of the project:

- 1. Overcoming a funding gap** (or negative Financial Net Present Value - FNPV) of the project – due to insufficient financial viability, high upfront costs or lack of market funding
- 2. Financial leverage on additional investments:** capacity of the CEF grant to trigger differentiated public or private investments, and accelerating the overall investment plan
- 3. Enabling effect of the CEF grant on the commitment/acceptance of stakeholders towards the project** – due to, among other reasons, improved quality of the project implementation by enhancing the technical parameters.

Lessons learnt from the evaluation of proposals under previous calls

- ❑ Low quality of the description of proposals:
 - ❑ Work packages detailed unclearly – with insufficient number of milestones and unclear deliverables
 - ❑ Work packages covering several distinct tasks – with no costs broken down (per task)
 - ❑ Limited risk analysis with incomplete mitigation measures
 - ❑ Project impact (fields 4.1 Demand/traffic forecast study, 4.2 Economic analysis and 4.3 Social, environmental and other impacts of section 4 of the application form Part B) not filled in/sufficiently explained
 - ❑ Communication tasks described too vaguely