



CEF Transport Maritime Ports

ITALY

EUROPEAN CLIMATE,
INFRASTRUCTURE AND
ENVIRONMENT
EXECUTIVE AGENCY



European Climate,
Infrastructure and
Environment
Executive Agency

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Virtual event Civitavecchia
06/05/2022

Content

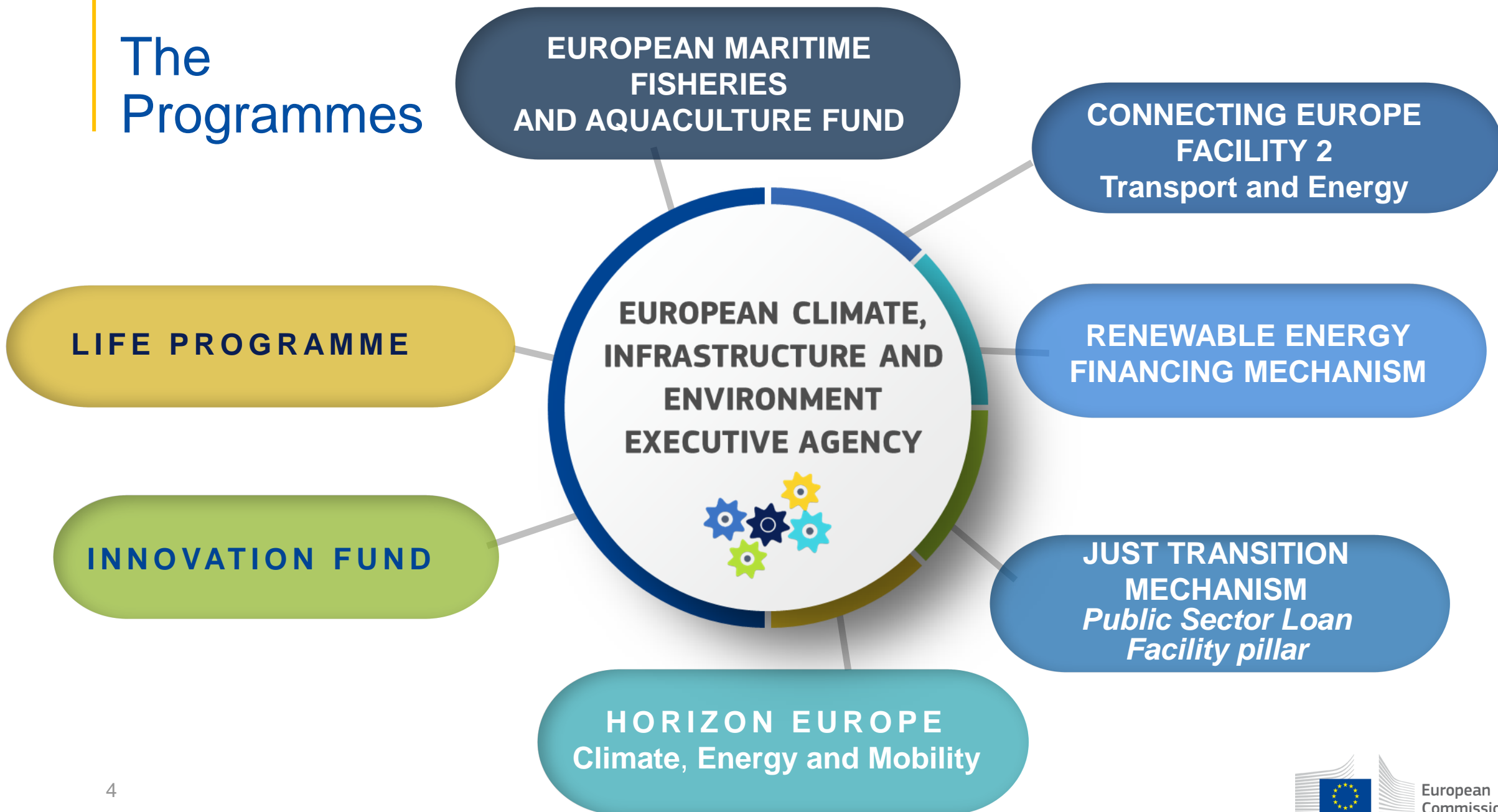
1. Welcome to CINEA
2. CEF Transport 2014-2020: EU and Italy
3. CEF2 Transport 2021-2027: Maritime Ports

1. Welcome to CINEA

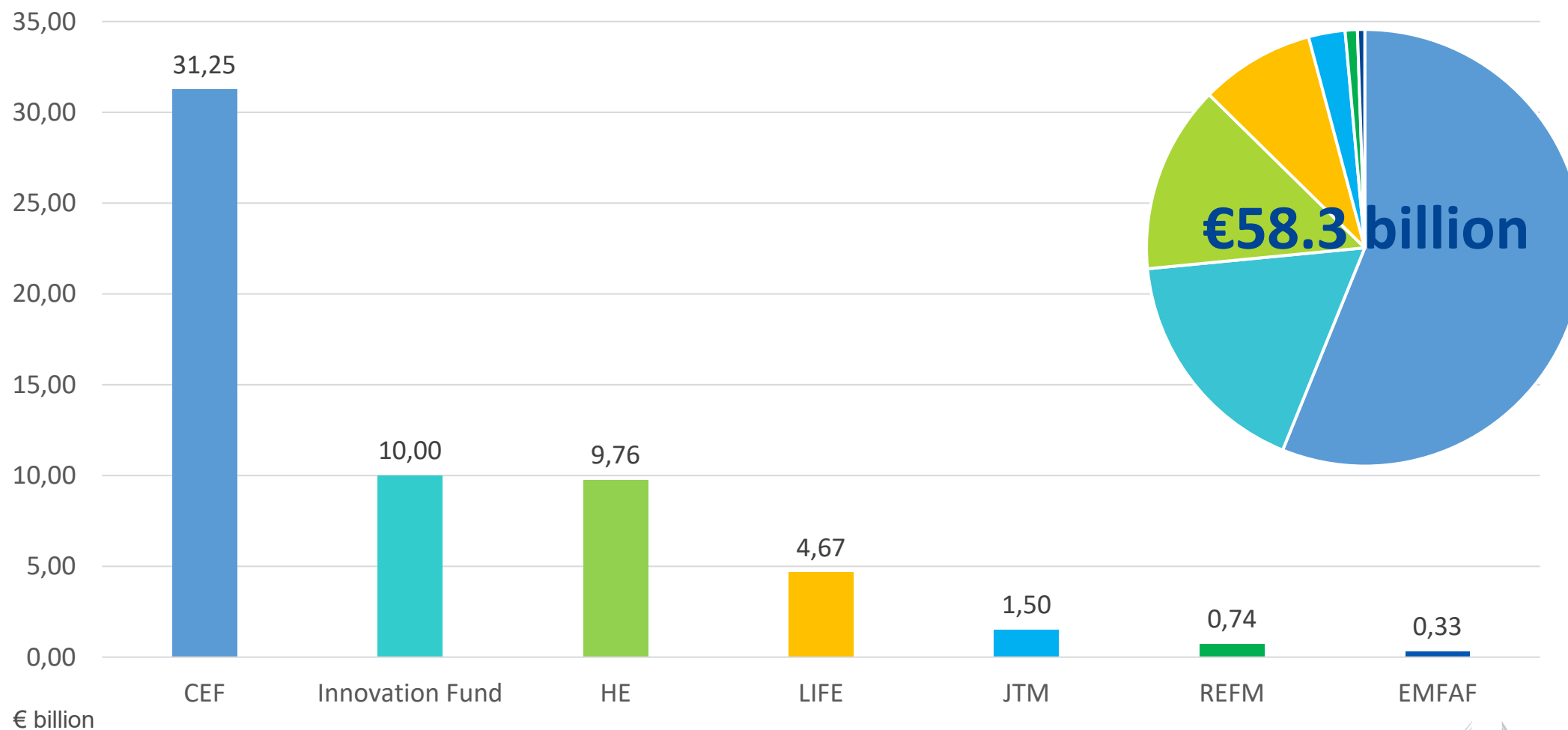


- **CINEA - the Climate, Infrastructure and Environment Executive Agency** started its operations on 1 April 2021
- Combining programmes, legacies, projects and staff from two previous executive agencies - INEA and EASME
- Adding new 2021-2027 programmes

The Programmes



Indicative budget per programme CINEA (21-27)



2. CEF Transport 2014 - 2020 Overview

- A portfolio of more than 1000 Actions
- Comprising an EU contribution of more than €23 billion
- For a total investment of more than €50 billion
- Maritime ports: 186 actions taking place in 119 ports, 22 MSs, €1.6 billion EU contribution

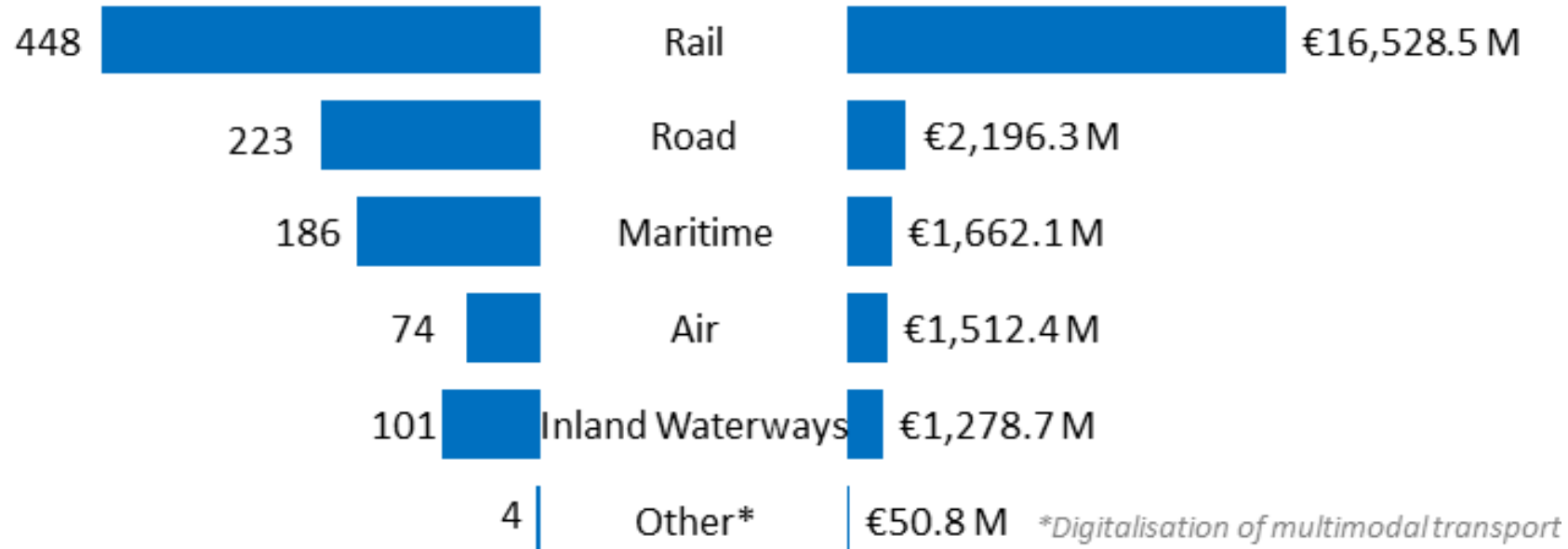


2. CEF Transport: EU

2014-2020

1036 projects

€23.23 billion



2. CEF Transport: Italy

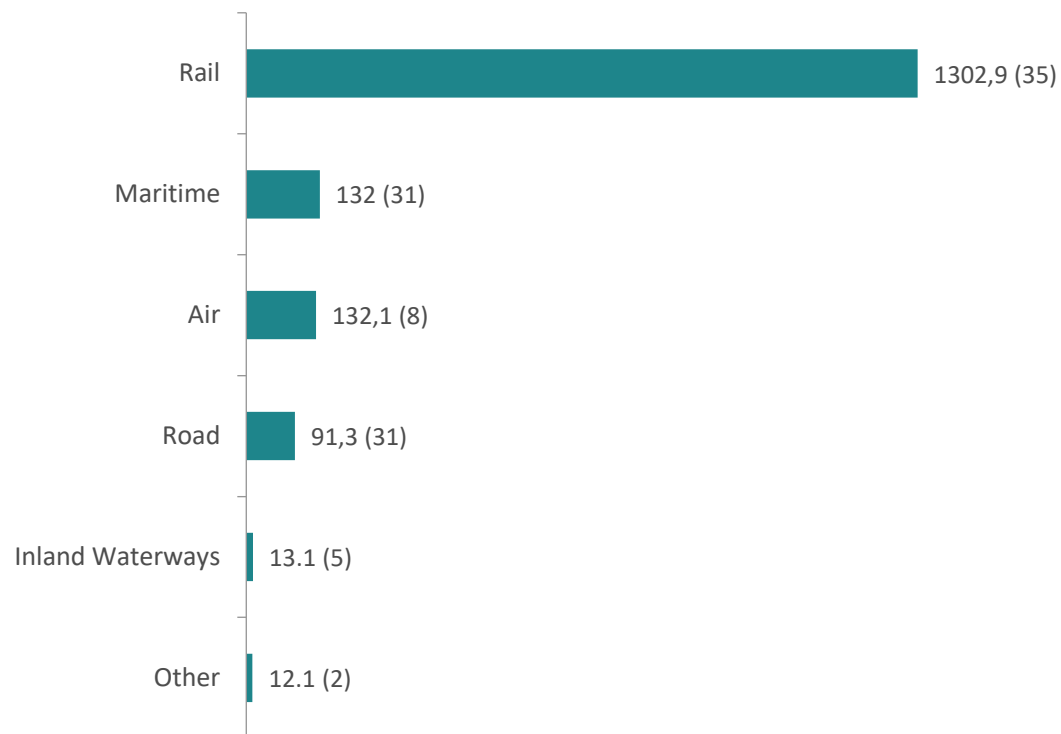
2014-2020

112 projects

€1.7 billion

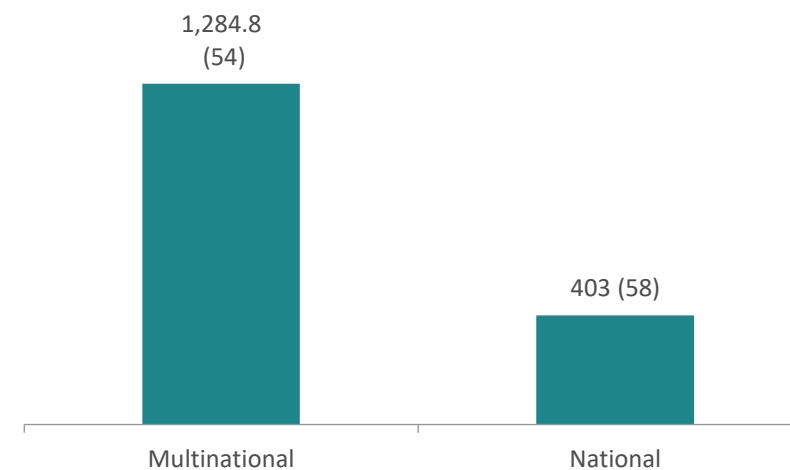
CEF Transport funding per transport mode

€ million (number of projects)



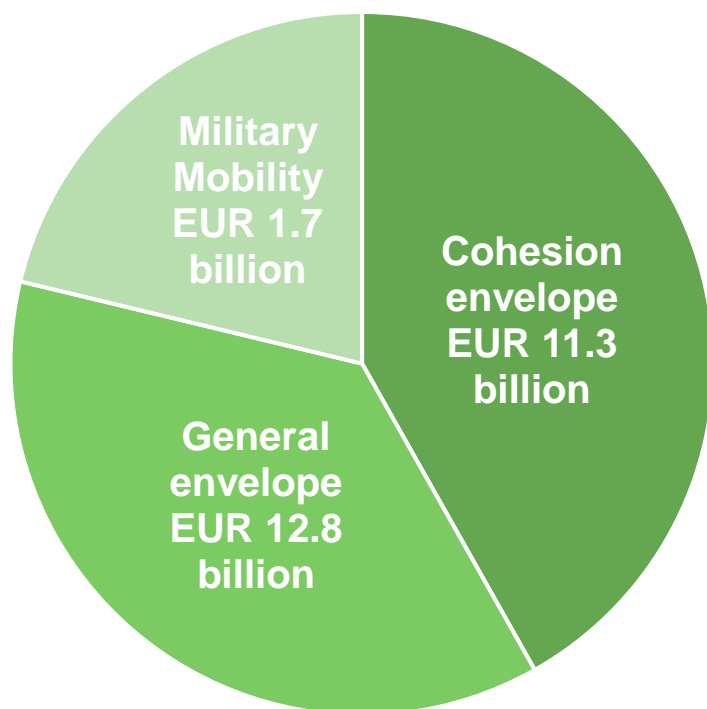
CEF Transport funding per type (Multinational/National)

€ million (number of projects)



3. CEF2 Transport 2021-2027

CEF Transport budget 2021-2027: € 25,8 billion



- Contribute to the objectives of the **Green Deal** and the **Sustainable and Smart Mobility Strategy**
- Contribute to the development of the **TEN-T Network**, including adaptation of parts of it for the civilian-defence dual use
- At least **60%** of the financial envelope will be dedicated to the **Union's climate targets**

CEF-T Calls 2021-2022-2023

Maritime ports and
Motorways of the Sea (MoS)

CEF Programme structure			General envelope	Indicative allocation
Completion of the TEN-T network	Projects on the Core Network		CEF-T-2021-COREGEN (8 topics)	Indicative budget €1,62 billion
	Projects on the Comprehensive Network		CEF-T-2021-COMPGEN (8 topics)	Indicative budget €250 million
Modernisation of the TEN-T network	Actions related to smart and interoperable mobility		CEF-T-2021-SIMOBGEN (19 topics)	Indicative budget €400 million
	Actions related to sustainable and multimodal mobility	AFIF	CEF-T-2021-AFIFGEN (3 topics)	Indicative budget €1,2 billion
		Other	CEF-T-2021-SUSTMOBGEN (5 topics)	Indicative budget €100 million
	Actions related to safe and secure mobility		CEF-T-2021-SAFEMOBGEN (5 topics)	Indicative budget €100 million
Civilian-defence dual-use (Military Mobility envelope)			CEF-T-2021-MILMOB (2 topics)	Indicative budget €330 million



Maritime cluster (1)

Maritime Ports projects on the Core and Comprehensive Networks

(CEF-T-2021-COREGEN, CEF-T-2021-COMPGEN,)

Actions to be supported:

Works / Studies

- Facilitation of port access
- Basic port infrastructure with a priority on
 - Development of zero or low emission multimodal solutions
 - Development of capacity and facility linked to offshore wind farms
 - Improving connectivity with remote, insular and outermost regions, or of Member State with no land border with another Member State
- Shore-side electricity supply
- Port reception facilities for waste from ships
- Ensuring year-around navigability
- Rail/road connections within port

Maximum co-funding rates:

General envelope: 30% / 50%



Maritime cluster (2)

Motorways of the Sea

(CEF-T-2021-SUSTMOBGEN)

Works / Studies

Actions to be supported:

- Upgrade of port infrastructure, hinterland connections and dedicated terminals, where required to establish or expand Short Sea Shipping links. At least one Core network port of a MS and another Core or Comprehensive Network of another MS has to be involved in such actions.
- Actions facilitating Short Sea Shipping which are not linked to a specific port, for instance ICT platforms, ice-breaking or actions ensuring year-round navigability.

Maximum co-funding rate:

General envelope: 50%



Maritime cluster (3)

European Maritime Single Window environment (EMSWe)

(CEF-T-2021-SIMOBGEN)

Works / Studies

Actions to be supported:

- Adaptation of the Maritime National Single Windows to the new legal requirements as defined in Regulation (EU) 2019/1239 establishing a European Maritime Single Window environment
- Integration of the harmonised interfaces into the Maritime National Single Windows

Maximum co-funding rate:

General envelope: 50%



Maritime cluster (4)

Vessel Traffic Monitoring and Information Systems (VTMIS)

(CEF-T-2021-SIMOBGEN)

Works / Studies

Actions to be supported:

- VHF Data Exchange System (VDES)
- Vessel Traffic Services (VTS) - Future monitoring and communication needs for the enhanced surveillance autonomous ships and shipping (MASS)
- Mandatory Reporting Systems (MRS) - additional features related to the “ship to shore” reporting e.g. reusing data, reporting once not only between the authorities but also the shipping industry

Maximum co-funding rate:

General envelope: 50%

Roads, RRTs and MLPs cluster

Works / Studies

Roads, rail-road terminals, and multimodal logistics platforms projects on the Core and Comprehensive Networks (*CEF-T-2021-COREGEN, CEF-T-2021-COMPGEN*)

Possible actions to be supported relevant for the maritime ports:

- Road connections to maritime and inland ports, and rail-road terminals to address bottlenecks
- Construction and upgrade of rail-road terminals, combined transport transshipment points and other publicly accessible multimodal logistics platforms on the TEN-T network, including connecting or siding tracks, power connections, safe and secure truck waiting areas, adaptations for 740 m train length, clean transshipment equipment for intermodal loading units (for e.g. reachstackers), including specific equipment for rolling motorways and the transportation of semi-trailers by rail, and ICT equipment and applications.
- Moreover, the acquisition of fixed equipment in the terminal, such as the acquisition of a gantry cranes are also eligible for funding

General envelope: max. 30% / 50%

Alternative Fuels Infrastructure Facility

(CEF-T-2021-AFIFGEN, CEF-T-2021-AFIFCOEN)

Actions to be supported:

- Deployment of alternative fuels for TEN-T maritime ports, e.g. hydrogen, electrification of ports, supply infrastructure and storage of liquid alternative fuels, in accordance with Directive 2014/94/EU
- LNG bunkering for TEN-T maritime and inland ports as a transitional solution with priority to actions that include the progressive uptake of bio-LNG

Duration: Non limitation as such BUT the Action shall end at the latest, 3 years after the cut-off date

Combining grants with other funding sources:

- At least 2/3 of the amount with AFIF
- Up to 1/3 of the amount with other sources from public or private financial institutions in the EU

- A 3-year rolling call of € 1.5 billion (5 deadlines, every 6 months)

AFIF Priorities

PART I

AFIF – UNIT COSTS

- Publicly accessible **recharging stations** dedicated
 - To **LDV** with a min power output of **150 kW**.
 - to **HDV** with a min power output of **350 kW**.
- **Grid connection** with a min power capacity of 600kVA.

PART II

AFIF – ZERO EMISSION %

- **Electricity** recharging stations for:
 - public transport;
 - IWW & maritime vessels;
 - port vehicles & equipment;
 - airport ground operations
- **Hydrogen** Refuelling Stations for:
 - LDV and/ or long haul HDV;
 - for public transport;
 - IWW & maritime vessels;
 - port vehicles & equipment;
 - railways

AFIF – LOW EMISSION %

- **LNG** refuelling stations supplying inland waterway and maritime vessels

Priority Part II

AFIF – ZERO EMISSION %

Electricity	Hydrogen
General Envelope	General Envelope
30%	30%

AFIF – LOW EMISSION %

LNG

General Envelope

10%

ELECTRICITY



Recharging stations supplying inland waterway and maritime vessels

Infrastructure

- On-shore Power Systems (OPS)
- Related necessary grid connection
- Including **zero-emission electric inland and short sea shipping vessels** if it is demonstrated that an initial number of vessels is needed to kick-start the use of the supported recharging infrastructure

Location

- In TEN-T inland waterway and maritime ports areas

AFIF – ZERO EMISSION %

Recharging stations supplying port vehicles and equipment

Infrastructure

- Used for the performance of port services and operations
- Including **port vehicles and equipment**

Location

- In TEN-T inland waterway and maritime ports areas

Conditions:

- Only for fitting or retrofitting the main propulsion system (zero-emission);
- The eligible cost shall be limited to the difference in costs between a fossil-fuel vehicle/equipment and the zero-emission vehicle/equipment as regards the propulsion system, to be duly evidenced by the applicant.



AFIF – ZERO EMISSION %

Conditions for vessels:

- Only for fitting or retrofitting the main propulsion system (zero-emission)
- If for passenger transport, only for inland vessels longer than 20m with more than 12 passenger capacity
- The eligible cost shall be limited to the difference in costs between a fossil-fuel vessel and the zero-emission vessel as regards the propulsion system, to be duly evidenced by the applicant
- The deployment of electric powered vessels for waterborne transport can be for use in private fleets of ships and vessels, excluding cruises and Exclusive Day trip tourism vessels, on the condition that the vessels are operating under the law of a Member State of the EU and serving EU passenger and cargo destinations and/or other EU services (e.g. tugboat) predominantly for at least 5 years from the date they are put in operation

HYDROGEN



Refuelling facilities supplying port vehicles and equipment

Infrastructure

- Used for the performance of port services and operations
- Including **port vehicles and equipment**

Location

- In TEN-T inland waterway and maritime ports areas

Conditions:

- Only for fitting or retrofitting the main propulsion system (zero-emission)
- The eligible cost shall be limited to the difference in costs between a fossil-fuel vehicle/equipment and the zero-emission vehicle/equipment as regards the propulsion system, to be duly evidenced by the applicant

AFIF – ZERO EMISSION %

HRS supplying inland waterway and maritime vessels

Infrastructure

- HRS supplying liquid or gaseous hydrogen at pressure of 350 bar and/or 700 bar
- Including **inland and short sea shipping vessels** propelled by hydrogen or hydrogen carrier fuels (e.g. ammonia) if it is demonstrated that an initial number of vessels is needed to kick-start the use of the supported refueling infrastructure

Location

- In TEN-T inland waterway and maritime ports areas



AFIF – ZERO EMISSION %

Conditions for vessels:

- **Only for fitting or retrofitting the main propulsion system;**
- If for passenger transport, only for inland vessels longer than 20m with more than 12 passenger capacity;
- The eligible cost shall be limited to the difference in costs between a fossil-fuel vessel and the zero-emission vessel as regards the propulsion system, to be duly evidenced by the applicant;
- The deployment of hydrogen/fuel-cell powered vessels for waterborne transport can be for use in private fleets of ships and vessels, excluding cruises and Exclusive Day trip tourism vessels, on the condition that the vessels are operating under the law of a Member State of the EU and serving EU passenger and cargo destinations and/or other EU services (e.g. tugboat) predominantly for at least 5 years from the date they are put in operation;
- Additionally to the pure hydrogen supply formats, for maritime applications, hydrogen carrier fuels (e.g. ammonia) are admitted.

1. Refueling stations supplying inland waterway and maritime vessels

Infrastructure

- Supplying infrastructure for TEN-T **maritime and inland vessels** on TEN-T inland waterway and maritime ports.
- Including **storage facilities for transport** sector only.
- Including **bunkering vessels**.

Location

- In TEN-T inland waterway and maritime ports areas.

LNG refueling infrastructure is supported only as a transitional solution and priority will be given to actions demonstrating a progressive uptake of bio-LNG.

Timetable and deadlines



Timetable and deadlines (indicative)					
	1st cut-off date	2nd cut-off date	3rd cut-off date	4th cut-off date	5th cut-off date
<u>Deadline for submission</u>	19 January 2022 17:00 CET (Brussels)	7 June 2022 17:00 CET (Brussels)	10 November 2022 17:00 CET (Brussels)	13 April 2023 17:00 CET (Brussels)	19 September 2023 17:00 CET (Brussels)
Evaluation	February-March 2022	July-August 2022	December 2022 – January 2023	May – June 2023	October – November 2023
Information on evaluation results	May 2022	October 2022	March 2023	July 2023	January 2024
GA signature	September – October 2022	February - March 2023	July – August 2023	December 2023 – January 2024	May - June 2024

CEF 2-T Call 2021: indicative timeline

Call publication	16 September 2021
Deadline for submission	19 January 2022 (17:00:00 Brussels time)
Evaluation of proposals	February – April 2022
Consultation of CEF Coordination Committee Information of European Parliament	May 2022
Adoption of Selection Decision	June 2022
Information to applicants	June 2022
Time To Grant	By 20 October 2022

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Thank you



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