

SUMMARY ASSESSMENT OF INVESTMENT NEEDS

D.T2.5.1

Final version
06 2021





Table of content

1. INTRODUCTION	2
2. METHODOLOGY	4
3. PRESENTATION OF CEF	5
3.1. CEF2 objectives and priorities	5
3.2. Synergies	6
3.3. Expected results	6
3.4. Indicative timetable, topics and amounts for calls for proposals 2021-2023.....	6
3.5. Prospective framework until 2027	7
3.6. Actions supported under CEF2	8
3.7. Climate proofing and the Cost Benefit Analysis	16
3.8. Selection criteria.....	17
3.9. Award criteria and scoring	17
3.10. Threshold and ranking	18
3.11. Financial provisions.....	18
4. ASSESSMENT OF THE PILOT ACTIONS	20
4.1. Assessment of investment proposal no. 01	25
4.2. Assessment of investment proposal no. 02	28
4.3. Assessment of investment proposal no. 03	31
4.4. Assessment of investment proposal no. 04	34
4.5. Assessment of investment proposal no. 05	37
4.6. Assessment of investment proposal no. 06	40
4.7. Assessment of investment proposal no. 07	43
4.8. Assessment of investment proposal no. 08	45
5. RESULTS AND FINDINGS OF THE SUMMARY ASSESSMENT	48
6. ANNEXES	50
6.1. Excel input sheet.....	50



1. Introduction

The CORCAP project aims to steer freight transport along the Orient/ East-Med (OEM) TEN-T corridor towards an efficient and environmentally friendly direction. Through a wide range of infrastructure investments, the project attempts to exploit the untapped potential of the OEM transport corridor. The OEM Corridor connecting Central and South-East Europe includes the Dresden-Prague section, which is a crucial bottleneck regarding freight transport in Central Europe. In order to eliminate the obstacles and improve connectivity between German seaports and destinations - in particular the Czech Republic, Slovakia, Austria and Hungary - the section needs to be upgraded and extended by a new railway line.

The new Dresden-Prague line will not only create new opportunities for efficient and sustainable freight transport but improve the multimodal accessibility of central European regions. The planning process of the new railway line is expected to be finalised until 2023. The construction of the new line contributes to the CORCAP project's objective to shift freight traffic from the roads to water and railway, resulting in less adverse environmental impacts.

In addition to major infrastructural investments, the project also places great emphasis on better utilisation of existing transport infrastructures and multimodal interfaces. Realising activities aimed at better coordination among stakeholders in the field of transport and spatial planning, the partners will ultimately contribute to the creation of an environment for more efficient rail freight in Central Europe.

To achieve the objective the partners will develop "Corridor Capitalisation Plans" to facilitate the interaction of regional development and transport infrastructure development in the participating regions. The Corridor Capitalisation Plans will demonstrate how an intensively used corridor affects regional development and logistics, and which contributions made on regional level will strengthen the corridor and its functionality. Considering operational requirements of multimodal logistics locations and transport services, these plans are of added value for all TEN-T corridors. Additionally, practical steps towards more sustainable freight transport will be taken through quality improvements and better use of existing infrastructure. Through the improvement of the connectivity of intermodal hubs and inland ports and the investigation of new intermodal services tangible benefits for more efficient freight transport will be delivered.

The first thematic work package (T1) of the CORCAP project contains the territorial analysis of challenges and needs for efficient and environmentally friendly freight transport and for development along the Rostock-Budapest section of the Orient/East-Med TEN-T Corridor, at a regional level and a decision-support tool specifying and prioritising pilot actions for multimodal freight transport, complementing OEM corridor development. The tools serve and support the elaboration of pilot actions and the development of strategies in the work package, contributing to the achievement of the project specific objectives.

The outputs of the second work package (T2) are pilot actions complementing the development of the OEM corridor, with the aim to create better accessibility and connectivity of inland ports. The second work package also includes the investigation of the feasibility of new and innovative intermodal services and the identification of attractive multimodal logistics locations. These outputs are contributing to the strengthening of logistics locations and to the development of new intermodal services. The deliverables will be elaborated through the pilot activities and as a result of the activities and action plans, the investment needs will be assessed and a concept for coordinated



application for CEF funding will be drafted (A.T2.5). Each investment will be assessed regarding maturity and expected effects for efficient and environmentally friendly freight transport. The intermediate and final results of pilot activities will be assessed and discussed during the upcoming partner meetings. The work package and the elaboration of the concept for coordinated application for CEF funding will be coordinated by the Freeport of Budapest Logistics. Further project partners (PP2, PP3, PP5, PP6, PP8 and PP9) will contribute to the work package with pilot activities.

The third thematic work package (T3) contains the development of strategies and action plans exploiting potentials of the OEM corridor for regional development. The outputs of the work package will be a tool for strategy building in OEM corridor regions, specifying the joint methodology of strategy development, the Corridor Capitalisation Plans addressing local, regional and transnational challenges for efficient and environmentally friendly freight transport and a transnational strategy summarising the conclusions and recommendations from the OEM Corridor. The outputs contribute to the enhancing of corridor functionality through improved coordination between transport and spatial planning and to the strengthening of logistics locations. Corridor Capitalisation Plans will be developed for the Free State of Saxony, Usti Region, South Moravian Region, Bratislava Region, Győr-Sopron-Burgenland Region and Budapest Region.



2. Methodology

The outputs of the project's second work package (WPT2) are pilot actions contributing to better accessibility and connectivity of inland ports, an investigation of the feasibility of new and innovative intermodal services and identification of attractive multimodal logistics locations. The outputs contribute to the strengthening of logistics locations and to the development of new intermodal services.

The Freeport of Budapest Logistics is responsible for the coordination of WPT2 and for the elaboration of the concept for coordinated application for CEF funding. Jointly with the responsible partners, the Freeport of Budapest Logistics has to compile and assess the investment needs identified resulted from action plans and pilot activities. Each investment will be assessed regarding maturity and expected effects for efficient and environmentally friendly freight transport.

To reach the outputs, an assessment methodology was elaborated. The deliverables for outputs were developed through pilot activities including the followings:

- a smart traffic management system for the Budapest Freeport;
- the development and testing of solutions for accessibility harmonisation of inland ports along the German-Czech part of the OEM Corridor;
- a system approach for low-cost improvements for rail freight transport along the Brno-Budapest section of the OEM corridor and related railway networks;
- the development of logistics concepts for new intermodal services along the OEM Corridor,
- a logistics concept for an OEM freight liner train Rostock-Saxony/Czech Republic, and
- the identification and elaboration of profiles for the marketing of attractive multimodal logistics locations.

The intermediate and final results of pilot activities were assessed and discussed during the partner meetings (a revised final assessment will be elaborated around November 2021 when all pilot actions will be completed). The processes (Activity A.T2.5) will be followed by the assessment of the investment needs identified as a result of pilot actions. The evaluation will be carried out using a criteria system that will examine the maturity and the extent of the proposal for a CEF application and (if relevant) its adaptability to it (D.T2.5.1). In connection with the selected project ideas, a draft concept for coordinated application for CEF funding will be developed as the next deliverable (Deliverable D.T2.5.2).



3. Presentation of CEF

CEF (Connecting Europe Facility) is a key funding instrument of the European Union that aims to support actions contributing to facilitate accessibility in all European regions, through filling the missing links in the areas of energy, transport and digital connections.

In the energy sector, CEF supports the modernisation of the European energy infrastructure which will result in an integrated, sustainable, decarbonised European energy market. Regarding digital connectivity, the investments will support the establishment of the digital single market through strengthening the digital cross-border interactions between public administrations, businesses and citizens of the Member States. Furthermore, digitalisation intends to contribute to the closure of economic, social and territorial divides. In the field of transport, the ultimate aim is to develop an interconnected Europe through the construction of the trans-European transport network (TEN-T) and further developments related to the European transport infrastructure.

The first CEF programme for 2014-2020 set up a highly successful, directly applied, individually assessed support instrument for developments defined in the CEF Regulation. During the first period, the total CEF budget was €30.4 billion of which €5.35 billion for Energy, €24.05 billion for Transport and €1.05 billion for Telecom developments were invested.

The new multiannual work programme for 2021-2027 (CEF2) continues to invest significant amounts in the development of the Core Network Corridors across Europe. For this programming period, CEF2 will run with an overall budget of €33.71 billion. The sectoral budgets will be distributed as follows; €25.81 billion goes for Transport investments (including €11.29 billion for cohesion countries), €5.84 billion for the Energy and €2.06 billion for the Digital sector.

As far as transport is concerned, CEF2 will continue to promote interconnected and multimodal networks by infrastructural developments. During this period, €1.56 billion of the transport budget will finance major railway projects between cohesion countries. Military mobility will have a separate budget of €1.69 billion within the transport envelope as well.

The call for CEF2 is expected to be published in July 2021.

3.1. CEF2 objectives and priorities

The general objectives of CEF 2021-2027 include the construction, development, modernisation and completion of TEN-T, while transforming the core network corridors uniform by 2030. Furthermore, CEF2 targets to improve interconnection of networks and infrastructure and multimodal accessibility for smart, interoperable, sustainable, inclusive, accessible, safe and secure mobility.

To ensure continuity, CEF 2021-2027 reflects the priorities set in the previous CEF, in compliance with the Sustainable and Smart Mobility Strategy and the European Green Deal regulations. CEF2 is characterised by slightly modified support-technical conditions; however, similar to the previous cycle, the main objectives remained the transition to low greenhouse gas and decarbonisation of transport, through the development of long-distance transport networks and the explicit strengthening of the role of railways. In accordance with the European Green Deal, CEF2 targets to contribute 60% of its overall financial envelope to co-finance actions supporting climate objectives.



3.2. Synergies

Unlike CEF1, during the 2021-2027 period, instead of multi-sectoral calls for proposal, cross-sectoral calls will be common. Concerning CEF2, synergies will be taken into account in the proposals and in the evaluation criteria system as well and co-funding may be provided as long as the cost of the synergetic elements does not exceed 20% of the total eligible costs of the Action.

3.3. Expected results

The expected results of the implementation of CEF2 are the completion of the Trans-European Transport Network (TEN-T) and the enhancement of sustainable mobility, while promoting growth and job creation. The actions supported will directly contribute to the achievement of the establishment of major interoperable transport axes interconnecting national networks and facilitating the functioning of the internal market, the optimal use of existing infrastructure capacities, improving the safety and reliability of the network, enhancing accessibility of peripheral areas of the Union, enhancing capacity and performance of rail and inland waterways infrastructure, contributing to a more balanced modal distribution, and reducing the negative environmental impacts of transport, in particular as regards GHG emissions.

3.4. Indicative timetable, topics and amounts for calls for proposals 2021-2023

The multiannual work programme establishes the basis for the allocation of the Union financial support to projects of common interest in the CEF Transport sector. It contains the Actions to be financed through calls for proposals, technical and administrative assistance and the budget breakdown. Under CEF2 technical and administrative assistance shall be provided during a period starting on 1 January 2021 and ending on 31 December 2024.

The CEF2 transport budget line consists of the General, the Cohesion and the Military Mobility envelopes. In the first semester of 2021, 2022 and 2023, a call covering the General, Cohesion and Military Mobility envelopes will be published. For the General envelope, the amounts will include the funds earmarked in the Programme for the completion of missing major cross-border railway links between the Member States eligible to the Cohesion Fund as stipulated in Article 4 of the CEF Regulation. The amounts indicated for the Alternative Fuel Infrastructure Facility will be provided through a dedicated rolling call for proposals to be launched in 2021.

The transport budget for the period of 2021-27 consists of €24.05 billion of which €1.56 billion will finance major railway projects between cohesion countries. Military mobility will have a separate budget of €1.69 billion within the transport envelope as well.

The following maximum co-financing rates shall apply to the eligible costs in accordance with the Article 14 of the CEF Regulation.



General envelope	Cohesion envelope	Military Mobility envelope
<ul style="list-style-type: none"> ▪ 50% for studies ▪ 70% for studies relating to Actions located in outermost regions 	<ul style="list-style-type: none"> ▪ 85% for studies and works 	<ul style="list-style-type: none"> ▪ 50% for studies and works
<ul style="list-style-type: none"> ▪ 30% for works ▪ 50% for Actions relating to cross-border links under the conditions specified in Article 14(2)(c) of the CEF Regulation ▪ 50% for Actions supporting telematic application systems ▪ 50% for Actions supporting inland waterways, railway interoperability ▪ 50% for Actions supporting new technologies and innovation ▪ 50% for Actions supporting improvements of infrastructure for safety ▪ 50% for Actions adapting the transport infrastructure for Union external border checks purposes ▪ 70% for Actions located in outermost regions 	<ul style="list-style-type: none"> ▪ +5% may be provided for works related to Actions relating to cross-border links carried out by integrated management structures, including joint ventures 	
<ul style="list-style-type: none"> ▪ +5% may be provided for works related to Actions relating to cross-border links carried out by integrated management structures, including joint ventures 		

3.5. Prospective framework until 2027

The post-2023 program will be based on the results of the first calls under CEF2 and the state of implementation of the projects. In addition, the legislation of the TEN-T Guidelines Regulation, the Alternative Fuels Directive, the Intelligent Transport Systems Directive, the Urban Mobility Package and further relevant legal acts are currently under review. Calls beyond 2023 will consider new policy developments resulting from the comprehensive review process.



3.6. Actions supported under CEF2

1. Actions related to the efficient, interconnected, interoperable and multimodal networks

(Under General envelope and Cohesion envelope)

1.1. Railways

- construction/upgrading of cross-border and missing links;
- capacity and performance upgrade of existing lines, including removal of level-crossings;
- capacity increase in nodes, including as regards a better articulation of long-distance and local traffic;
- interconnections between rail and other modes of transport, in particular inland waterway and maritime transport and actions aimed at the integration of the rail and air network to make the feeder network for long-haul flights more sustainable. Actions located exclusively within the perimeter of inland ports and maritime ports shall be submitted under those priorities respectively;
- connections of freight terminals to the Core Network;
- electrification of line tracks and upgrade of electrification systems.

Actions addressing the Core Network may include related elements on the Comprehensive Network, when necessary to optimise the investment. These elements may form up to 10% of the total eligible costs of the Action and shall be presented as a separate activity.

Support will not be given to railway stations, except for railway infrastructure components. If the Action includes such components, they shall be presented as a separate activity.

1.2. Inland waterways and inland ports

1.2.1. For inland waterways:

- upgrade of waterways in order to achieve stable or improved navigation conditions, performance and/or more capacity for the passage of vessels;
- creation of new waterways;
- construction/upgrading of locks (including the deployment of remote control systems), to improve the passage of vessels and convoys;
- increasing of under-bridge clearance;
- ensuring year-round navigability e.g. by means of hydrological services and capital dredging;
- creation and/or upgrade of infrastructure for mooring and waterborne operations along a waterway;



- interconnection between inland waterways and maritime transport.

1.2.2. *For inland ports:*

- access, including safe access through navigational aids, of inland ports to inland waterways;
- basic infrastructure in inland ports;
- port reception facilities for oil and other waste (including residues from exhaust gas cleaning systems) and infrastructure for degassing vessels to meet environmental requirements;
- providing or improving road/rail access and connections within inland ports;
- ensuring year-round navigability by means of e.g. hydrological services, ice-breaking facilities and dredging of the port and port approaches.

Inland waterways and inland ports facilities and water-side infrastructure supported under CEF must be accessible for use by all operators on a non-discriminatory basis.

Water-side infrastructure development projects shall mean infrastructure that enhances the navigability capacity in the meaning of Articles 15 and 16 of the Regulation (EU) No 1315/2013 or improves the multimodal connection of waterborne transport operations. This excludes infrastructure that does not directly benefit waterborne transport operations.

Support will not be given to dedicated infrastructure for cruise ships, except as regards alternative fuels infrastructure under section 2.2.

Hinterland connections to the inland ports are covered by the respective transport mode priorities.

1.3. *Maritime ports*

- port access aiming at providing safe maritime access in the form of breakwaters, access channels, fairways, locks and navigational aids;
- port reception facilities for oil and other waste (including residues from exhaust gas cleaning systems) to meet environmental requirements;
- ensuring year-round navigability by means of capital dredging;
- providing or improving road/rail access and connections within maritime ports.

Support will not be given to construction, expansion and development of cargo and passenger terminals, and to superstructures.

Support will not be given to dedicated infrastructure for cruise ships, except as regards alternative fuels infrastructure under section 2.2.

Hinterland connections to the maritime ports are covered by the respective transport mode priorities.



1.4. *Roads, rail-road terminals, connections to airports and multimodal logistics platforms*

- pre-identified road links as stipulated in Section 1 and 2 of Part III of the Annex of the CEF Regulation, in particular cross-border links and missing links on the Core Network;
- components of the Core and Comprehensive road Networks located in Member States which do not have a land border with another Member State as stipulated in Section 3 of Part III of the Annex of the CEF Regulation;
- improving road connections to ports and rail-road terminals if this contributes to less congestion in urban areas or is necessary for the expansion of the capacity of the inland ports and rail-road terminals;
- construction or upgrade of rail-road terminals as defined in Annex II of Regulation (EU) No 1315/2013 combined transport transshipment points and other publicly accessible multimodal logistics platforms located in nodes of 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, including specific equipment for rolling motorways and the transportation of semi-trailers (MCC Container terminal) by rail, and ICT equipment and applications.

Support will not be given to buildings, storage and warehouse facilities.

2. **Actions relating to smart, interoperable, sustainable, multimodal, inclusive, accessible, safe and secure mobility**

2.1. *Actions related to smart and interoperable mobility (under General and Cohesion envelope)*

2.1.1. Smart applications for transport

- European Rail Traffic Management Systems (ERTMS) on-board (including support for retrofitting and renewal) and track-side deployment with a view to rolling out ERTMS on the entire Core Network. Actions shall be:
 - compliant with Commission Regulation (EU) No 2016/919¹ as amended by Commission Implementing Regulation 2019/776², or

¹ Commission Regulation (EU) 2016/919 of 27 May 2016 on the technical specification for interoperability relating to the 'control-command and signalling' subsystems of the rail system in the European Union (OJ L 158, 15.6.2016, p. 1).

² Commission Implementing Regulation (EU) 2019/776 of 16 May 2019 amending Commission Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No 1303/2014 and (EU) 2016/919 and Commission Implementing Decision 2011/665/EU as regards the alignment with Directive (EU) 2016/797 of the European Parliament and of the Council and the implementation of specific objectives set out in Commission Delegated Decision (EU) 2017/1474 (OJ L 139 I, 27.5.2019, p. 108).



subsequent versions, and with Directive (EC) No 2008/57³ and Directive (EC) No 2004/49⁴, or Directive (EU) No 2016/797⁵ and Directive (EU) No 2016/798⁶ or subsequent versions;

- baseline 3 (B3) compliant - the set of specifications #2 or #3 in table A2.2 or A2.3 of the Annex of the Commission Regulation (EU) No 2016/919;
- supported in the form of unit contributions.
- Intelligent Transport Services for road (ITS):
 - Actions related to the deployment or upgrade of ITS infrastructure and services (including eCall) related to the priority areas of Directive 2010/40/EU;
 - Actions related to deployment of cooperative ITS (C-ITS) services may be funded. Actions shall deploy C-ITS services based on the hybrid communication approach defined in the European C-ITS Strategy⁷.
- Actions supporting the implementation of the Single European Sky and of air traffic management systems, in particular those resulting from the Single European Sky Air Traffic Management Research project (SESAR) system.
- Actions supporting the implementation of River Information Services (RIS) for inland waterways.
- Actions supporting the implementation of European Maritime Single Window environment (EMSWe)⁸.
- Actions supporting the implementation of Vessel Traffic Monitoring and Information Systems (VTMIS), inland single window, inland and maritime port community systems, and relevant customs information systems.

³ Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the Community (Recast) (OJ L 191, 18.7.2008, p. 1).

⁴ Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on safety on the Community's railways and amending Council Directive 95/18/EC on the licensing of railway undertakings and Directive 2001/14/EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification (Railway Safety Directive) (OJ L 164, 30.4.2004, p. 44).

⁵ Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union (OJ L 138, 26.5.2016, p. 44).

⁶ Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety (OJ L 138, 26.5.2016, p. 102).

⁷ COM (2016) 766 "A European strategy on Cooperative Intelligent Transport Systems, a milestone towards cooperative, connected and automated mobility".

⁸ Regulation (EU) 2019/1239 establishing a European Maritime Single Window environment (OJ OJ L 198, 25.7.2019, p. 64).



- Where complementary and consistent with the activities supported by the Digital Europe Programme regarding Common Data Spaces, actions to support the creation, collection, management, sharing and dissemination of accurate and up-to-date transport, traffic and travel data for all modes, in particular through digitisation of processes, such as Actions related to increasing availability of data for road safety, aviation safety, urban vehicle access regulations and multimodal travel with the aim to make them available to relevant public and/or private stakeholders, in particular for mobility and traffic management purposes and the implementation of sustainable urban mobility indicators (SUMI).

2.1.2. Transport interoperability

- Actions supporting new technologies and innovation, including automation, enhanced transport services, modal integration in accordance with Article 9(2)(b)(iv) of the CEF Regulation, including aspects of the Mobility as a Service (MaaS) development, such as combined and e-ticketing for passengers or track and tracing features for goods.
- Actions removing interoperability barriers in compliance with the Technical Specifications for Interoperability (TSI) adopted by the Directive 2016/797 on the interoperability of the rail system⁹, including automatic gauge-change facilities in rail freight traffic in accordance with the Article 9(2)(b)(v) of the CEF Regulation.

Investments concerning rolling stock, notably the installation of sensors or other devices on wagons, will not be supported.

2.2. *Actions related to sustainable and multimodal mobility*

2.2.1. Alternative fuels infrastructure (under General envelope)

- Actions supporting the roll-out of electricity fast-charging¹⁰ infrastructure on the TEN-T road network, in particular relating to long-distance travel, less densely populated areas, and heavy-duty transport such as buses, coaches and freight;
- Actions supporting the roll-out of hydrogen refuelling infrastructure on the TEN-T road network;
- Actions supporting the roll-out of LNG for heavy-duty vehicles on the TEN-T road network;
- Actions supporting the roll-out of alternative fuels distribution and charging infrastructure dedicated to public transport, notably electricity

⁹ Directive 2016/797 of the European Parliament and of the Council of 11 May 2016 (OJ L 138, 26.5.2016, p. 44) on the interoperability of the rail system within the European Union which replaces Directive 2008/57/EC as of 16 June 2020.

¹⁰ At least 150kW for light duty vehicles and at least 350kW for heavy duty vehicles.



and hydrogen e.g., recharging infrastructure in depots, opportunity-based charging devices and related energy storage facility systems;

- Actions supporting the deployment of alternative fuels for TEN-T maritime ports, inland waterways and inland ports, and airports, e.g. shoreside electricity, hydrogen, LNG bunkering, electrification of airport ground operations, supply infrastructure and storage of liquid alternative fuels etc., in accordance with Directive 2014/94/EU.

Costs related to vehicles or vessels will not be eligible, except in the case of IWW, if an initial number of vessels is needed to kick-start the use of the supported infrastructure. In such case, the eligible cost shall be limited to the difference of cost between a diesel vessel and the zero-emission vessels proposed.

These actions shall be supported through the combination of grants with other sources of funding (“Alternative Fuel Infrastructure Facility”) pursuant to Article 16 of the CEF Regulation and may be implemented through a specific rolling call for proposals to be launched in 2021 with cut-off dates for the submission of proposals approximately every 4-6 months until end 2023.

The grants component of the combined operation may be based on simplified forms of funding as specified in the call for proposals.

The call text will later specify:

- The use of simplified forms of grants where applicable;
- The calendar of cut-off dates for the submission of applications.

2.2.2. Motorways of the Seas (under General envelope)

- shall only relate to the upgrade of port infrastructure, hinterland connections and dedicated terminals, where required to establish or expand such short sea shipping links or to dedicated ICT platforms facilitating the provision and use of short sea shipping services. Maritime vessels will be not supported, except for the ice-breaking activities;
- shall involve at least one Core Network port in a Member State and another Core or Comprehensive Network port in another Member State with the main purpose to establish or expand cross-border links;

The supported Actions shall be entitled to the level of support foreseen for cross-border links under the conditions specified in Article 14 paragraph 2 point (c) of the CEF Regulation.

2.2.3. Multimodal passenger hubs (under General and Cohesion envelope)

- shall be located in an urban node of the Core Network;



- shall be part of a Sustainable Urban Mobility Plan established in accordance with the 2019 Guidelines for Developing and Implementing a Sustainable Urban Mobility Plan¹¹;
- shall improve accessibility for all users, especially for passengers with reduced mobility;
- shall allow for the connection with available long-distance transport modes;
- may include safe connection with cycle infrastructure, allow safe connections with shared mobility solutions.

2.2.4. Reduction of rail freight noise (under General envelope)

- Actions to reduce rail freight noise in accordance with the Article 9(2)(b)(iii) of the CEF Regulation. The supported Actions shall address works to retrofit existing freight wagons. Union financial assistance shall take the form of unit contributions as defined in the Commission Decision authorising the use of unit costs for the retrofitting of noisy wagons under the Connecting Europe Facility (CEF) - Transport¹².

These Actions will only be supported through the 2022 call for proposals.

2.3. *Actions related to safe and secure mobility*

2.3.1. Safe and secure parking infrastructure (under General and Cohesion envelope)

- works aiming at the development of new safe and secure parking areas on motorways for trucks and commercial vehicles according to the EU Parking Standard¹³ (including Information and Communication Technologies);
- works aiming at upgrading the safety and security of existing parking areas according to the EU Parking Standard (including parking for trucks and commercial vehicles and safety and security Information and Communication Technologies);
- works optimising the use of existing safe and secure parking areas for trucks and commercial vehicles through static and dynamic information including the collection, processing and dissemination of parking information. These interventions shall comply with Commission Delegated Regulation No (EU) 885/2013¹⁴ and apply Union standards (e.g. DATEX2) and Guidelines (Easyway Deployment Guidelines), set up methods for

¹¹ https://www.eltis.org/sites/default/files/sump-guidelines-2019_mediumres.pdf

¹² <https://ec.europa.eu/transport/sites/transport/files/legislation/2018-decision-cef-use-of-unit-costs.pdf>

¹³ <https://ec.europa.eu/transport/sites/transport/files/2019-study-on-safe-and-secure-parking-places-for-trucks.pdf>

¹⁴ Commission Delegated Regulation No (EU) 885/2013 of 15 May 2013 supplementing ITS Directive 2010/40/EU of the European Parliament and the Council with regard to the provision of information services for safe and secure parking places for trucks and commercial vehicles (OJ L 247, 18.9.2013, p. 1).



measuring accurate and reliable data from sensors, cameras or other monitoring devices and analyse priority zones needed, as defined in Delegated Regulation No (EU) 885/2013, taking into account traffic conditions, infrastructure shortages or weaknesses and driving regulations.

2.3.2. Road safety (under Cohesion envelope)

- Studies for assessing the infrastructure safety of roads of the core and comprehensive network corridors and developing comprehensive action plans for a coordinated improvement of safety levels, including the network-wide road safety assessment in accordance with Directive (EU) 2019/1936;
- Works for the upgrading of existing roads of the core and comprehensive network road infrastructure road sections with poor safety rating or high accident occurrence, with a view to increasing their safety. Such actions may include:
 - systemic improvements to the in-built safety of roads;
 - implementation of measures identified during the network-wide road safety assessment in accordance with Directive (EU) 2019/1936
 - upgrades of most critical and accident-prone sections (“hot spots”) as identified in the network-wide road safety assessment in accordance with the Directive (EU) 2019/1936;
 - deploying digital information systems for the safe road and road tunnel use and/or enforcement purposes.

2.3.3. Actions improving transport infrastructure resilience (under General and Cohesion envelope)

- improvement of transport infrastructure resilience against climate change through infrastructure upgrades are eligible if the applicant can demonstrate high risks associated with no action and that the Action is in accordance with the National Adaption Plan of the Member State concerned.

It is noted that improvement of cyber security against threats may be eligible as part of other Actions (for instance implementing telematic applications) and that resilience measures may be included in an Action supported under Section 1.

2.3.4. Actions adapting the transport infrastructure for Union external border checks purposes (under General envelope)

- Actions aiming at facilitating traffic flows at border controls areas at the Union external border of the TEN-T network in accordance with Article 9(2)(b)(ix) of the CEF Regulation will be supported. The supported Actions



will improve the connections to the border crossing points, and parking lines and spaces at the border control area.

3. Military mobility (under Military mobility envelope)

- All actions described in sections 1 or 2 of this multiannual work programme if they demonstrate a high potential of dual use in the context of military mobility;
- Actions regarding the upgrade of sections and components of the Core and Comprehensive Network not covered in sections 1 or 2 of this multiannual work programme if they demonstrate a high potential of dual use in the context of military mobility;
- Actions concerning air transport infrastructure components, as defined in Regulation (EU) No 1315/2013, if they demonstrate a high potential of dual use in the context of military mobility.

Such actions shall take into account the infrastructure requirements set out in the Commission Implementing Decision to be adopted pursuant to Article [12] of the CEF Regulation.

3.7. Climate proofing and the Cost Benefit Analysis

To be eligible for funding, applications including works for which an environmental impact assessment (EA) is required must certify that the EA process has been completed and the necessary environmental permits have been obtained by the date of application.

Applications including works must include a Cost Benefit Analysis (CBA) as well, except if the text of the call provides for the use of a simplified form of funding, the eligible costs of the proposed measures are below EUR 5 million, if the proposed action concerns smart and interoperable mobility, as specified in Section 2.1 or the proposed measure relates to military mobility, specified in Section 3. If the eligible costs of a proposed action do not exceed EUR 40 million, the CBA may be provided in a simplified form, as specified in the call for proposals. Applications related to a new phase of a project under construction and for which other construction phases were/are supported by the Programme or by the previous Programme, the CBA originally submitted will be accepted.

Applications relating to a project for which an EA must be carried out shall include information on the climate proofing of such project, considering the Guidance on the Climate Proofing of Infrastructure. Such information may be provided in the form of a summary of the main findings and conclusions, notably as regards mitigation and adaptation measures. Applications relating to a project for which an EA was completed before the 1st of January 2021 are not subject to this requirement.

In compliance with the European Green Deal, reforestation activities included as an ancillary part of Actions related to the efficient, interconnected, interoperable and multimodal networks are eligible. Maintenance activities are not eligible.



3.8. Selection criteria

Applicants must have stable financial and professional operational/technical capacity to complete the project for which the grant is requested. With the application, the applicant must submit a financial statement certified by an external auditor for the last two financial years for which the accounts have been closed. In the case of a newly created company (no available certified data for the last two financial years) a letter of support from another company/applicant must be provided. In addition, the applicant must provide the documents proving the appropriate operational capacity as set in the call for proposals.

3.9. Award criteria and scoring

External evaluation (15 points, 5 points for each criterion)

- 1. Maturity:** assessing the maturity of the action in the project development. The criterion will measure among others, the readiness/ability of the project to start by the proposed start date and to complete by the proposed end date, the status of the contracting procedures, the necessary permits and information on the financial availability needed to complement the CEF investment;
- 2. Quality:** evaluating the soundness of the implementation plan proposed, the architecture and design approach, the organisational structures put in place for the implementation, the risk analysis, the control procedures and quality management and the communication strategy of the applicant. Moreover, when applicable, it will also assess the information related to the maintenance strategy proposed for the completed project;
- 3. Impact:** assessing, when applicable, the economic, social and environmental impact, including the climate impact and other relevant externalities. In addition, assessing the need to overcome financial obstacles such as those generated by insufficient commercial viability, high upfront costs or the lack of market finance. This criterion may be substantiated by a Cost Benefit Analysis (CBA), in which case the evaluation will look at the soundness, comprehensiveness, and transparency of the analysis. Moreover, when applicable, the criterion will assess, among others, the innovation and digitalisation, safety and interoperability and accessibility aspects of the proposal, as well as its cross-border dimension, effect/contribution to territorial accessibility, including for outermost regions and islands.

Internal evaluation (15 points, 10 points for criterion 4 and 5 points for criterion 5)

- 4. Priority and urgency of the Action:** evaluating correspondence of the proposal with the sectoral policy objectives and priorities, including where applicable consistency with the corridor work plans and implementing acts pursuant to Article 47 of Regulation (EU) No 1315/2013, taking into account where necessary, the consultative opinion of the responsible European Coordinator pursuant to Article 45 (8) thereof, measuring its EU added-value and where applicable assessing the possible synergies with other sectors. For military mobility



under CEF Transport, the criterion will also serve to assess the potential of dual-use (civil-military);

5. **Catalytic effect of Union assistance:** evaluating the financial gap, the capacity to mobilise differentiated investments sources, the capacity to trigger important overall investments with limited EU support and when appropriate the extent to which externalities justify the CEF financial assistance. It shall assess the catalytic effect of the EU financial assistance and determine whenever possible the actual co-funding rate to be granted.

3.10. Threshold and ranking

As result of the external evaluation phase, proposals would be recommended for the internal evaluation if they obtain:

- at least 3 points for each award criterion;
- or at least 10 points in total provided no criterion is scored below 2.

The internal evaluation panel will only evaluate the proposals passing the above-mentioned thresholds. For the internal evaluation, proposals obtaining less than 6 points for the award criteria “Priority and urgency of the Action” and less than 3 points for the award criteria “Catalytic effect of the Union assistance” will not be included in the projects recommended for funding. The result of the internal evaluation will enable the creation of a ranking system per topic (within each call for proposals) or per call for proposal. Only proposals recommended for funding and those on the reserve list will be ranked. The ranking will be determined by adding the external and internal evaluation scores. In case of ex-aequo proposals, the score obtained by each proposal during the evaluation phase will be taken into consideration according to the following prioritisation:

- 1- Score obtained under the “Priority and urgency of the Action” criterion;
- 2- Score obtained under the “Maturity” criterion;
- 3- Score obtained under the “Catalytic effect of the Union assistance” criterion;
- 4- Score obtained under the “Impact” criterion.
- 5- Score obtained under the “Quality” criterion

3.11. Financial provisions

When adopting the CEF grants awarded, the following principles defined in the CEF Regulation must be observed:

- **No profit principle** - for projects generating income, the no-profit principle applies, as defined in Article 192 of the Financial Regulation.



- **Compliance with the Union Law** - the granting of Union financial assistance to projects of common interest is conditional upon compliance of the project with relevant Union law inter alia concerning interoperability, environmental protection, competition and public procurement.
- **Other sources and financing**- no Union financial assistance shall be awarded for Actions receiving funds from other sources of Union financing, without prejudice to Article 16 of Regulation (EU) No XXXX/2020 (still under clarification).

Eligibility of costs and non-retroactivity principle - a grant may be awarded for an action that has already begun provided that the applicant can demonstrate the need for starting the action prior to the signature of the grant agreement. In accordance with Article 193 of the Financial Regulation, costs eligible for financing shall not have been incurred prior to the date of submission of the grant application. Costs incurred as of the date of submission of the grant application are considered eligible for financing. In accordance with Article 4(6) of the CEF Regulation, costs incurred as from 1 January 2021 are considered eligible for financing for actions selected on the basis of the first call for proposal under this multiannual work programme. No grant may be awarded retroactively for Actions already completed.



4. Assessment of the pilot actions

Jointly with the responsible partners, PP8 compiles the investment needs identified as a result of pilot activities. The basic input for the assessment of the pilot actions was the so-called Excel input sheet (Annex 6.1) filled in by the relevant project partners (PP2, PP3, PP5, PP6, PP8 and PP9) with all the available information on their proposed actions at this stage (prior to the publication of the CEF2 call in 2021). Besides the basic data related to the beneficiary and other involved organisations and the basic data needed for identifying the appropriate CEF2 priority and intervention field, there were fields to present the proposal in detail. The following two project partners submitted altogether 8 investments proposals as listed below. Originally, the Institute for Spatial Planning had submitted 36 investment proposals which were merged and re-grouped into 4 proposals based on the content of the proposals, in order to limit the number of assessed proposals.

Freeport of Budapest Logistics (FBL):

- Preparation of the building and selection of the exact location of new Lohr System terminal in or nearby Budapest;
- Upgrading the road link between the OEM/MED Corridor Motorway (M0) and the RHD Corridor Core inland port at Freeport of Budapest, with a bridge construction;
- Preparations for upgrading the road link between the OEM/MED Corridor Motorway (M0) and the RHD Corridor Core inland port at Freeport of Budapest, with a new arterial road;
- Upgrading the road link between the OEM/MED Corridor Motorway (M0) and the RHD Corridor Core inland port at Freeport of Budapest with a new bridge on the Danube river;

Institute of Spatial Planning (IPP):

- Modernisation of 17 Slovakian railway sections;
- Modernisation of 5 ports/intermodal hubs in Slovakia;
- Elaboration of spatial-planning background documents for Southwestern Slovakia;
- Elaboration of 13 feasibility studies for intermodal hubs in Slovakia;

Each investment is being assessed with regard to maturity and expected effects for efficient and environmentally friendly freight transport. As presented in chapter 3.9 the CEF2 call defines three external (maturity, quality, impact) and two internal (priority and urgency of the Action, catalytic effect of Union assistance) criteria for evaluation from which only the three external criteria will be part of the assessment of the received investment proposal needs, due to the fact the internal evaluation criteria relate to the compliance of the proposals with the EU level transport and climate policies and the proposals at this stage are not elaborated with enough details to be able to assess their contribution to those objectives. Also, for the same reason, some aspects of the three external award criteria will not be assessed.

The information provided in fields of the Excel input sheet directly or indirectly linked to one or more assessment criteria and serves as an input for the respective criterion as presented below.



MATURITY

The first external award criteria in CEF2 transport calls is the “maturity” and the following five fields from the Excel input sheet provide relevant information concerning the maturity of the investment proposal as presented in chapter 3.9. For each aspect 1 point can be obtained as explained beside the respective field, thus 5 points can be obtained in total for this criterion.

Part of the TEN-T network?	When the location of the proposed investment is in the Core or Comprehensive Network 1 point is given to the proposal.	0-1 point
The status of the project in terms of achieving the necessary legal requirements (e.g. environmental permits, agreement of the Member State)	If the proposed action is a study, then a concluded public procurement procedure will be scored with 1 point. In case the proposed action has a work component then the availability of at least one permit, which is obligatory for the initiation of the works, will be scored with 1 point. In the lack of such permit, the availability of the planning documentation might be also scored with 1 point.	0-1 point
Stage of the progress? (e.g. environmental impact assessment, implementation plan, detailed cost estimate, public procurement plan)	If any of the listed documents is available, then the action will be given 1 point.	0-1 point
Has it been supported by another project before?	If the answer is positive and the connected project was financed from CEF, Cohesion Funds or EBRD funds then it will be scored with 1 point.	0-1 point
Estimated total budget of the project	If the estimated project budget is available, then the proposal will be scored with 1 point.	0-1 point

IMPACT

The second external award criteria in CEF2 transport calls is the “impact” and the following six fields from the Excel input sheet provide relevant information concerning the impact of the investment proposal as presented in chapter 3.9. For each aspect 1 point can be obtained as explained beside the respective field, thus 6 points can be obtained in total for this criterion.



Area covered by the investment proposal	If the proposal presents in detail the positive impacts caused by the proposed action on the covered area, it will be scored with 1 point.	0-1 point
General purpose, justification and location	Based on the project's contribution to the CEF2 objectives can be analysed in detail indicating whether the proposed actions will directly contribute to the delivery of the expected results of CEF2 as set out in paragraph 3.3 Expected results. If direct contribution is probable 1 point is given to the proposal.	0-1 point
Contribution to climate objectives in accordance with the European Green Deal	If a clear contribution to the climate objectives in accordance with the European Green Deal is proved or is very probable based on the description, then it will be scored with 1 point.	0-1 point
Contribution to the efficient development of the TEN-T Network	If a clear contribution to the efficient development of the TEN-T Network is proved or is very probable based on the description, then it will be scored with 1 point.	0-1 point
Contribution to sustainable mobility, growth and job creation	1 point is given if the proposal clearly contributes either to the sustainable mobility and/or growth and job creation objectives.	0-1 point
Synergetic elements relating to another sector of the CEF programme	If any synergy with another sector of the CEF programme is proved by the proposal it will be scored with 1 point.	0-1 point

QUALITY

The third external award criteria in CEF2 transport calls is the “quality” and the following four fields from the Excel input sheet provide relevant information concerning the impact of the investment proposal as presented in chapter 3.9. For each aspect 1 point can be obtained as explained beside the respective field, thus 4 points can be obtained in total for this criterion.



<p>General purpose, justification and location</p>	<p>Proposals submitted by organisations that prove that their organisational structure ensures the smooth implementation of the project (i.e. have a dedicated project management unit dealing with such projects) will be given 1 point.</p>	<p>0-1 point</p>
<p>The status of the project in terms of achieving the necessary legal requirements (e.g. environmental permits, agreement of the Member State)</p>	<p>Proposals that can prove the financial availability needed to complement CEF investment are given 1 point (i.e. own funds, governmental decision etc.).</p>	<p>0-1 point</p>
<p>Technical description (technology, site development, buildings, etc.)</p>	<p>In order to assess the further utilisation and/or maintenance of the project, the proposals should provide information related to the maintenance strategy proposed for the completed project (in case of works projects) or an action plan with a timeline for the further use of the project's results, 1 point will be given for projects describing in detail this information.</p>	<p>0-1 point</p>
<p>Stage of the progress? (e.g. environmental impact assessment, implementation plan, detailed cost estimate, public procurement plan)</p>	<p>Proposals with an implementation plan (or describing a concept for such) that proves that the necessity, sequence and succession of activities and their timing is sound and feasible will be given 1 point.</p> <p>Alternatively, in case the EIA is available for the proposal, it will be scored with 1 point.</p>	<p>0-1 point</p>

Although there are 15 points in total that can be obtained if all the aspects of all the three awards criteria are fulfilled (see table below), which equals to the total number of points that can be obtained during the CEF2 external evaluation, this assessment is not fully corresponding to the external evaluation because the input data is much less detailed as in the case of a submitted application to the CEF2 call. However, the scores awarded in this assessment can give guidance during the further development of the proposals on which aspects should be given more attention when elaborating it.



	Award criteria	Score awarded
External evaluation	1. MATURITY	0-5 points
	2. QUALITY	0-6 points
	3. IMPACT	0-4 points
Total score		0-15 points



4.1. Assessment of investment proposal no. 01

Upgrading the road link between the OEM/MED Corridor Motorway (M0) and the RHD Corridor Core inland port at Freeport of Budapest, with a bridge construction

MATURITY

Part of the TEN-T network?	The proposed investment is in the Core Network ensuring the last mile connection to it.	1 point
The status of the project in terms of achieving the necessary legal requirements (e.g. environmental permits, agreement of the Member State)	The proposed action consists mainly of work components, but none of the listed preparatory documents are available.	0 point
Stage of the progress? (e.g. environmental impact assessment, implementation plan, detailed cost estimate, public procurement plan)	None of the listed documents are available.	0 point
Has it been supported by another project before?	The preparation phase was financed by CEF as a "study" project.	1 point
Estimated total budget of the project	There is no estimated project budget available in the proposal.	0 point

IMPACT

Area covered by the investment proposal	The covered area and the expected positive impacts on them are well described in the proposal.	1 point
General purpose, justification and location	Based on the general description of the proposal, it will clearly contribute to the direct delivery of the CEF2 expected results by enhancing the sustainable mobility, interoperability of transport axes and optimal use of existing infrastructure capacities, improving the safety and reliability of the network by upgrading the only railway connection to a major inland port of an MS in the crossroads of	1 point



	OEM/MED/RHD corridors.	
Contribution to climate objectives in accordance with the European Green Deal	Although the proposal's contribution to the climate objectives is not clearly presented in the description, given the nature of the action it is very probable that the climate objectives will be met (because it aims to improve an existing railway link to an inland port.)	1 point
Contribution to the efficient development of the TEN-T Network	The clear contribution to the efficient development of the TEN-T Network is proved by description as it ensures the connection of the OEM railway Corridor to the Rhine-Danube TEN-T Core Network corridor. The action is located on the "Danube (Kehlheim - Constanța/Midia/Sulina)" pre-identified project area.	1 point
Contribution to sustainable mobility, growth and job creation	The proposal will contribute to improve the safety and reliability of sustainable mobility because it aims to improve an existing railway link to an inland port.	1 point
Synergetic elements relating to another sector of the CEF programme	No synergy with another sector of the CEF programme is presented by the proposal.	0 point

QUALITY

General purpose, justification and location	The proposal very shortly describes the planned organisational/project management structure.	1 point
The status of the project in terms of achieving the necessary legal requirements (e.g. environmental permits, agreement of the Member State)	There was a governmental decision on including this proposal on the indicative list of national importance public road, railway, waterway, urban and transport projects in the 2014-2020 programming period as a project to be implemented	1 point



	using CEF funds. Although this legal act is formally not valid for the period of 2021-2027 CEF submissions, it is to be assumed that the project will be given support by the government in the new CEF programming period.	
Technical description (technology, site development, buildings, etc.)	The proposal very shortly describes the planned implementation and maintenance activities.	1 point
Stage of the progress? (e.g. environmental impact assessment, implementation plan, detailed cost estimate, public procurement plan)	The proposed four activities for project implementation, although without detailed description, are designed in a sound way with a logical sequence.	1 point

	Award criteria	Score awarded
External evaluation	1. MATURITY	2 points
	2. IMPACT	5 points
	3. QUALITY	4 points
Total score		11 points



4.2. Assessment of investment proposal no. 02

Preparations for upgrading the road link between the OEM/MED Corridor Motorway (M0) and the RHD Corridor Core inland port at Freeport of Budapest, with a new arterial road

MATURITY

Part of the TEN-T network?	The proposed investment is in the Core Network ensuring the last mile connection to it.	1 point
The status of the project in terms of achieving the necessary legal requirements (e.g. environmental permits, agreement of the Member State)	The proposed action is a study-type action and none of the listed preparatory documents are available.	0 point
Stage of the progress? (e.g. environmental impact assessment, implementation plan, detailed cost estimate, public procurement plan)	A public procurement procedure has been closed to conclude the design of the master plans of the planned arterial road.	1 point
Has it been supported by another project before?	No related project.	0 point
Estimated total budget of the project	The estimated project budget is available in the proposal.	1 point

IMPACT

Area covered by the investment proposal	The covered area and the expected positive impacts on them are well described in the proposal.	1 point
General purpose, justification and location	Based on the general description of the proposal, it will contribute to the direct delivery of the CEF2 expected results by enhancing the interoperability of transport axes and optimal use of existing infrastructure capacities.	1 point
Contribution to climate objectives in accordance with the European Green Deal	Although the proposal's contribution to the climate objectives is not clearly presented in the description, given the nature of the action it is very probable	1 point



	that the climate objectives will be met (because it aims to improve the transport connection to an inland port.)	
Contribution to the efficient development of the TEN-T Network	The contribution to the efficient development of the TEN-T Network is proved by description as it improves the connection between the OEM road Corridor and the Rhine-Danube TEN-T Core Network corridor. The action is located on the “Danube (Kehlheim - Constanța/Midia/Sulina)” pre-identified project area.	1 point
Contribution to sustainable mobility, growth and job creation	The proposal will contribute to growth and job creation.	1 point
Synergetic elements relating to another sector of the CEF programme	No synergy with another sector of the CEF programme is presented by the proposal.	0 point

QUALITY

General purpose, justification and location	The proposal does not describe the planned organisational/project management structure.	0 point
The status of the project in terms of achieving the necessary legal requirements (e.g. environmental permits, agreement of the Member State)	There was a governmental decision on including this proposal on the indicative list of national importance public road, railway, waterway, urban and transport projects in the 2014-2020 programming period as a project to be implemented using CEF funds. Although this legal act is formally not valid for the period of 2021-2027 CEF submissions, it is to be assumed that the project will be given support by the government in the new CEF programming period.	1 point
Technical description (technology, site development, buildings, etc.)	The proposal does not describe the planned implementation and maintenance activities.	0 point



<p>Stage of the progress? (e.g. environmental impact assessment, implementation plan, detailed cost estimate, public procurement plan)</p>	<p>The proposed four activities for project implementation, although without detailed description, are designed in a sound way with a logical sequence.</p>	<p>1 point</p>
---------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------

	Award criteria	Score awarded
External evaluation	1. MATURITY	3 points
	2. IMPACT	5 points
	3. QUALITY	2 points
Total score		10 points



4.3. Assessment of investment proposal no. 03

Upgrading the road link between the OEM/MED Corridor Motorway (M0) and the RHD Corridor Core inland port at Freeport of Budapest with a new bridge on the Danube River

MATURITY

Part of the TEN-T network?	The proposed investment is in the Core Network improving the last mile connection to it.	1 point
The status of the project in terms of achieving the necessary legal requirements (e.g. environmental permits, agreement of the Member State)	The proposed action consists of a work-type project and none of the listed preparatory documents are available.	0 point
Stage of the progress? (e.g. environmental impact assessment, implementation plan, detailed cost estimate, public procurement plan)	A CBA with a detailed cost estimate was made for this action.	1 point
Has it been supported by another project before?	No related project.	0 point
Estimated total budget of the project	The estimated project budget is available in the proposal.	1 point

IMPACT

Area covered by the investment proposal	The covered area and the expected positive impacts on them are well described in the proposal.	1 point
General purpose, justification and location	Based on the general description of the proposal, it will contribute to the direct delivery of the CEF2 expected results by enhancing the interoperability of transport axes and optimal use of existing infrastructure capacities in the OEM/RHD corridors.	1 point
Contribution to climate objectives in accordance with the European Green Deal	Although the proposal's contribution to the climate objectives is not clearly presented in the description but given	1 point



	the nature of the action it is very probable that the climate objectives will be met (because it aims to improve the last mile connection of an inland port.)	
Contribution to the efficient development of the TEN-T Network	The contribution to the efficient development of the TEN-T Network is proved by description as it improves the connection between the OEM road Corridor and the Rhine-Danube TEN-T Core Network corridor. The action is located on the “Danube (Kehlheim - Constanța/Midia/Sulina)” pre-identified project area.	1 point
Contribution to sustainable mobility, growth and job creation	The proposal will contribute to growth and job creation.	1 point
Synergetic elements relating to another sector of the CEF programme	No synergy with another sector of the CEF programme is presented by the proposal.	0 point

QUALITY

General purpose, justification and location	The proposal does not describe the planned organisational/project management structure.	0 point
The status of the project in terms of achieving the necessary legal requirements (e.g. environmental permits, agreement of the Member State)	There is no proof or indication in the proposal that the funds to complement the CEF investment is ensured.	0 point
Technical description (technology, site development, buildings, etc.)	The proposal does not describe the planned implementation and maintenance activities.	0 point



<p>Stage of the progress? (e.g. environmental impact assessment, implementation plan, detailed cost estimate, public procurement plan)</p>	<p>The proposed four activities for project implementation, although without detailed description, are designed in a sound way with a logical sequence.</p>	<p>1 point</p>
---------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------

	Award criteria	Score awarded
External evaluation	1. MATURITY	3 points
	2. IMPACT	5 points
	3. QUALITY	1 point
Total score		9 points



4.4. Assessment of investment proposal no. 04

Preparation of the building and selection of the exact location of new Lohr System terminal in Budapest area

MATURITY

Part of the TEN-T network?	The study will assess the location of the new terminal that will be most probably on the Core Network.	1 point
The status of the project in terms of achieving the necessary legal requirements (e.g. environmental permits, agreement of the Member State)	The proposed action consists of a study-type project and none of the listed preparatory documents are available.	0 point
Stage of the progress? (e.g. environmental impact assessment, implementation plan, detailed cost estimate, public procurement plan)	None of the listed preparatory documents are available.	0 point
Has it been supported by another project before?	No related project.	0 point
Estimated total budget of the project	The estimated project budget is available in the proposal.	1 point

IMPACT

Area covered by the investment proposal	The covered area and the expected positive impacts on them are well described in the proposal.	1 point
General purpose, justification and location	Based on the general description of the proposal, it will clearly contribute to the direct delivery of the CEF2 expected results by enhancing the interoperability of transport axes, modes and optimal use of existing infrastructure capacities in the OEM/RHD corridors.	1 point
Contribution to climate objectives in accordance with the European Green Deal	The proposal's contribution to the climate objectives is clearly described in the proposal.	1 point



<p>Contribution to the efficient development of the TEN-T Network</p>	<p>The contribution to the efficient development of the TEN-T Network is proved by description as it improves the connection between the OEM road Corridor and the Rhine-Danube TEN-T Core Network corridor. The action is located on the “Danube (Kehlheim - Constanța/Midia/Sulina)” pre-identified project area.</p>	<p>1 point</p>
<p>Contribution to sustainable mobility, growth and job creation</p>	<p>The proposal will contribute to the improvement of sustainable mobility and also to growth and job creation.</p>	<p>1 point</p>
<p>Synergetic elements relating to another sector of the CEF programme</p>	<p>No synergy with another sector of the CEF programme is presented by the proposal.</p>	<p>0 point</p>

QUALITY

<p>General purpose, justification and location</p>	<p>The proposal does not describe the planned organisational/project management structure and at this stage even the possible beneficiary is unknown.</p>	<p>0 point</p>
<p>The status of the project in terms of achieving the necessary legal requirements (e.g. environmental permits, agreement of the Member State)</p>	<p>There is no proof or indication in the proposal that the funds to complement the CEF investment is ensured.</p>	<p>0 point</p>
<p>Technical description (technology, site development, buildings, etc.)</p>	<p>The proposal does not describe the planned implementation and maintenance activities.</p>	<p>0 point</p>
<p>Stage of the progress? (e.g. environmental impact assessment, implementation plan, detailed cost estimate, public procurement plan)</p>	<p>The proposed four activities for project implementation, although without detailed description, are designed in a sound way with a logical sequence.</p>	<p>1 point</p>



	Award criteria	Score awarded
External evaluation	1. MATURITY	2 points
	2. IMPACT	5 points
	3. QUALITY	1 point
Total score		8 points



4.5. Assessment of investment proposal no. 05

Modernisation of 17 Slovakian railway sections;

MATURITY

Part of the TEN-T network?	9 projects from 17 are either on the Core or Comprehensive Network.	1 point
The status of the project in terms of achieving the necessary legal requirements (e.g. environmental permits, agreement of the Member State)	None of the listed preparatory documents are available for the proposed actions (both studies and works)	0 point
Stage of the progress? (e.g. environmental impact assessment, implementation plan, detailed cost estimate, public procurement plan)	None of the listed preparatory documents are available for 14 projects out of 17, for 2 project feasibility study is done, for 1 project other preparatory studies are done and in the case of 1 project, the works have already started.	0 point
Has it been supported by another project before?	No related project.	0 point
Estimated total budget of the project	The estimated project budget is available for the proposals.	1 point

IMPACT

Area covered by the investment proposal	The covered area is only listed without any further description of the impacts on them in all projects.	0 point
General purpose, justification and location	Based on the general description of the proposal, the proposed investments will clearly contribute to the direct delivery of the CEF2 expected results by improving electrified railway lines and enhancing optimal use of existing infrastructure capacities in the OEM/RHD corridors (in most of the cases).	1 point



Contribution to climate objectives in accordance with the European Green Deal	The proposal's contribution to the climate objectives is clearly demonstrated by the proposals.	1 point
Contribution to the efficient development of the TEN-T Network	The contribution to the efficient development of the TEN-T Network is proved by description is ensured in case of those 9 projects that are on the Core or Comprehensive Network.	1 point
Contribution to sustainable mobility, growth and job creation	The actions will clearly contribute to the improvement of sustainable mobility.	1 point
Synergetic elements relating to another sector of the CEF programme	No synergy with another sector of the CEF programme is presented by the proposal.	0 point

QUALITY

General purpose, justification and location	None of the proposals describe the planned organisational/project management structure.	0 point
The status of the project in terms of achieving the necessary legal requirements (e.g. environmental permits, agreement of the Member State)	There is no proof or indication in the proposal that the funds to complement the CEF investment is ensured.	0 point
Technical description (technology, site development, buildings, etc.)	The proposal does not describe the planned implementation and maintenance activities.	0 point
Stage of the progress? (e.g. environmental impact assessment, implementation plan, detailed cost estimate, public procurement plan)	The described activities are not detailed enough in terms of describing the implementation.	0 point



	Award criteria	Score awarded
External evaluation	1. MATURITY	2 points
	2. IMPACT	4 points
	3. QUALITY	0 point
Total score		6 points



4.6. Assessment of investment proposal no. 06

Modernisation of five ports/intermodal hubs in Slovakia;

MATURITY

Part of the TEN-T network?	4 projects from 5 are either on the Core or Comprehensive Network.	1 point
The status of the project in terms of achieving the necessary legal requirements (e.g. environmental permits, agreement of the Member State)	None of the listed preparatory documents are available for the proposed actions (both studies and works)	0 point
Stage of the progress? (e.g. environmental impact assessment, implementation plan, detailed cost estimate, public procurement plan)	None of the listed preparatory documents are available for any of the proposed actions.	0 point
Has it been supported by another project before?	No related project.	0 point
Estimated total budget of the project	The estimated project budget is available for all the five proposals.	1 point

IMPACT

Area covered by the investment proposal	The covered area is only listed without any further description of the impacts on them in all projects.	0 point
General purpose, justification and location	Based on the general description of the proposal, the proposed investments will most probably contribute to the direct delivery of the CEF2 expected results by enhancing the optimal use of existing infrastructure capacities in the OEM/RHD corridors.	1 point
Contribution to climate objectives in accordance with the European Green Deal	The proposal's contribution to the climate objectives is not explained in the proposals.	0 point



Contribution to the efficient development of the TEN-T Network	The contribution to the efficient development of the TEN-T Network is ensured in case of those 4 projects that are on the Core or Comprehensive Network.	1 point
Contribution to sustainable mobility, growth and job creation	The actions will most probably contribute to the improvement of sustainable mobility.	1 point
Synergetic elements relating to another sector of the CEF programme	No synergy with another sector of the CEF programme is presented by the proposal.	0 point

QUALITY

General purpose, justification and location	None of the proposals describe the planned organisational/project management structure.	0 point
The status of the project in terms of achieving the necessary legal requirements (e.g. environmental permits, agreement of the Member State)	There is no proof or indication in the proposal that the funds to complement the CEF investment is ensured.	0 point
Technical description (technology, site development, buildings, etc.)	The proposal does not describe the planned implementation and maintenance activities.	0 point
Stage of the progress? (e.g. environmental impact assessment, implementation plan, detailed cost estimate, public procurement plan)	The described activities are not detailed enough in terms of describing the implementation.	0 point



	Award criteria	Score awarded
External evaluation	1. MATURITY	2 points
	2. IMPACT	3 points
	3. QUALITY	0 points
Total score		5 points



4.7. Assessment of investment proposal no. 07

Elaboration of spatial-planning background documents for SW Slovakia

MATURITY

Part of the TEN-T network?	Elements of Core or Comprehensive Networks are crossing the territory covered by the proposed studies.	1 point
The status of the project in terms of achieving the necessary legal requirements (e.g. environmental permits, agreement of the Member State)	None of the listed preparatory documents are available for the proposed actions (both studies and works)	0 point
Stage of the progress? (e.g. environmental impact assessment, implementation plan, detailed cost estimate, public procurement plan)	None of the listed preparatory documents are available for the proposal.	0 point
Has it been supported by another project before?	No related project.	0 point
Estimated total budget of the project	The estimated project budget is not available for the proposals.	0 point

IMPACT

Area covered by the investment proposal	The covered area is only listed without any further description of the impacts on them in all projects.	0 point
General purpose, justification and location	Based on the general description of the proposal, the proposed investments will most probably contribute to the indirect delivery of the CEF2 expected results on the OEM/RHD corridors.	1 point
Contribution to climate objectives in accordance with the European Green Deal	The proposal's contribution to the climate objectives is probable.	1 point
Contribution to the efficient development of the TEN-T Network	The contribution to the efficient development of the TEN-T Network is	1 point



	probable based on the information provided by the proposal.	
Contribution to sustainable mobility, growth and job creation	The action will most probably contribute to the improvement of sustainable mobility.	1 point
Synergetic elements relating to another sector of the CEF programme	Synergy with the energy sector of the CEF programme is indicated by the proposal.	1 point

QUALITY

General purpose, justification and location	None of the proposals describe the planned organisational/project management structure.	0 point
The status of the project in terms of achieving the necessary legal requirements (e.g. environmental permits, agreement of the Member State)	There is no proof or indication in the proposal that the funds to complement the CEF investment is ensured.	0 point
Technical description (technology, site development, buildings, etc.)	The proposal does not describe the planned implementation and maintenance activities.	0 point
Stage of the progress? (e.g. environmental impact assessment, implementation plan, detailed cost estimate, public procurement plan)	The described activities are not detailed enough in terms of describing the implementation.	0 point

	Award criteria	Score awarded
External evaluation	1. MATURITY	1 point
	2. IMPACT	5 points
	3. QUALITY	0 points
Total score		6 points



4.8. Assessment of investment proposal no. 08

Elaboration of 13 feasibility studies for intermodal hubs in Slovakia

MATURITY

Part of the TEN-T network?	11 projects from 13 are either on the Core or Comprehensive Network.	1 point
The status of the project in terms of achieving the necessary legal requirements (e.g. environmental permits, agreement of the Member State)	None of the listed preparatory documents are available for the proposed actions (both studies and works)	0 point
Stage of the progress? (e.g. environmental impact assessment, implementation plan, detailed cost estimate, public procurement plan)	None of the listed preparatory documents are available for any of the projects.	0 point
Has it been supported by another project before?	No related project.	0 point
Estimated total budget of the project	The estimated project budget is available for the proposals.	1 point

IMPACT

Area covered by the investment proposal	The covered area is only listed without any further description of the impacts on them in all projects.	0 point
General purpose, justification and location	Based on the general description of the proposal, the proposed investments will most probably contribute to the direct delivery of the CEF2 expected results by enhancing the optimal use of existing infrastructure capacities in the OEM/RHD corridors.	1 point
Contribution to climate objectives in accordance with the European Green Deal	The proposal's contribution to the climate objectives is indicated in the project description.	1 point



Contribution to the efficient development of the TEN-T Network	The contribution to the efficient development of the TEN-T Network is ensured in case of those projects that are on the Core or Comprehensive Network.	1 point
Contribution to sustainable mobility, growth and job creation	The 13 projects will most probably contribute to the improvement of sustainable mobility as indicated in the descriptions.	1 point
Synergetic elements relating to another sector of the CEF programme	Synergy with the energy sector of the CEF programme is indicated by the proposal.	1 point

QUALITY

General purpose, justification and location	None of the proposals describe the planned organisational/project management structure.	0 point
The status of the project in terms of achieving the necessary legal requirements (e.g. environmental permits, agreement of the Member State)	There is no proof or indication in the proposal that the funds to complement the CEF investment are ensured.	0 point
Technical description (technology, site development, buildings, etc.)	The proposal does not describe the planned implementation and maintenance activities.	0 point
Stage of the progress? (e.g. environmental impact assessment, implementation plan, detailed cost estimate, public procurement plan)	The described activities are not detailed enough in terms of describing the implementation.	0 point



	Award criteria	Score awarded
External evaluation	1. MATURITY	2 points
	2. IMPACT	5 points
	3. QUALITY	0 points
Total score		7 points



5. Results and findings of the summary assessment

Altogether eight project proposals were submitted by two project partners, and each were assessed according to the same award criteria as presented in chapter 4. The total score that could be obtained for the three external criteria were 15 points (5, 6 and 4 points for the three specific criteria). In case of the three grouped proposals that were assessed together, due to the differences of the single projects' development level, there would be slight alternations in scores of the single projects if they would have been assessed individually. Based on the scores that the proposals obtained, the following general conclusions could be concluded:

- The pilot actions performed best in the award criteria of impact: 6 of them got maximum scores, while the remaining 2 actions got 4 and 3 points, thus the impact of the proposed pilot actions seems to be well aligned with the CEF2 objectives, the proposals presented the most information related to impact which suggests that the proposed actions are well justified in terms of their contribution to the CEF2 and overall European climate and transport objectives.
- The scores for maturity vary from 1 to 3 points (from the possible 6 points) which means that most of the pilot actions need to be improved and supported by the required preparatory documents where applicable. The selected proposals' maturity aspect will most probably improve automatically when the submitting partners decide to develop them and start to elaborate the required documents and take the necessary decisions.
- All the proposals weakest aspects were the quality criteria which is justified by the fact the scores for quality typically required information and/or documents that are elaborated for the purpose of the submission of the projects either to CEF or other EU fund. The best performing proposal that got 4 points from 5 was previously submitted to CEF that explains its high score, all the other proposal get 0, 1 or 2 points. The fulfilment of aspects of quality criterion will also automatically improve as the project owners further develop their proposals while preparing to submit them, but the partners should allow enough time and pay enough attention for the fulfilment of this criterion in their applications.

Given that the total obtainable score in this assessment were 15 points, the pilot actions could be grouped into 3 categories (15-11 points, 10-6 points, 0-5 points) based on their scores and their overall compliance with CEF2 objectives and requirements:

- a) the best performer (15-11 points): only one pilot action (no. 01) obtained more than 10 points and it is because it has been previously submitted to CEF, this proposal needs to be aligned with the CEF2 objectives and actions while improving its scores based on the previous, official CEF assessment.
- b) proposals with potential for CEF2 submission (10-6 points): four pilot proposals reached scores between 10 and 6 points, and they are recommended for further development, especially by improving their aspects related to maturity and quality.
- c) only one proposal (no 06.) got less than 6 points, and at this point this proposal is not recommended for submission to CEF2 due to its nature (spatial planning background documents).



Award criteria \ Number of the proposal	01	02	03	04	05	06	07	08
	Maturity	2	3	3	2	2	2	1
Impact	5	5	5	5	4	3	5	5
Quality	4	2	1	1	0	0	0	0
Total scores (points)	11	10	9	8	6	5	6	7



6. Annexes

6.1. Excel input sheet

Description of the investment proposal	
Name of the investment proposal	
Project partner's name	
Additional involved project partners	
Involved external organisations	
Beneficiary of the project proposal	
Intervention field	
Study and/or works?	
Area covered by the investment proposal	
Part of the TEN-T network?	
General purpose, justification and location	
The status of the project in terms of achieving the necessary legal requirements (e.g. environmental permits, agreement of the Member State)	
Technical description (technology, site development, buildings, etc.)	



<p>Stage of the progress? (e.g. environmental impact assessment, implementation plan, detailed cost estimate, public procurement plan)</p>	
<p>Contribution to climate objectives in accordance with the European Green Deal</p>	
<p>Contribution to the efficient development of the TEN-T Network</p>	
<p>Contribution to sustainable mobility, growth and job creation</p>	
<p>Synergetic elements relating to another sector of the CEF programme</p>	
<p>Has it been supported by another project before?</p>	
<p>Estimated total budget of the project</p>	
<p>Required minimum co-funding rate to be granted in order for the investment to be feasible</p>	
<p>Further comments</p>	