

TEN-T Annual Call 2011 (ref. Info Day 31/01/2012)

Annual Call 2011

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

Priority 2

• **Promote infrastructure development contributing to mitigation and adaptation to climate change and reducing the impact of transport on the environment**

2.a) Support development and introduction of infrastructure and facilities enabling **the introduction and use of new technologies and alternative fuels**

- Final objective: to enable decisions on which technologies have highest potential for rapid deployment
- Studies and preparation of deployment projects contributing to mitigation and adaptation to climate change (GHG emissions)

Indicative budget: **€15 million**

2.b) Development of TEN-T infrastructure and facilities that will **support the use of compliant fuel (Sulphur Directive)**

- Installation of shore-side electricity facilities in ports
- Studies and works supporting the reduction of maritime transport on the environment (air pollutants)

Indicative budget: **€20 million**

Priority 2:

Promote infrastructure development contributing to mitigation and adaptation to climate change and reducing the impact of transport on the environment

General Features of Call (Priority 2).

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

Priority 2a:

Studies and preparation of deployment projects contributing to mitigation and adaptation to climate change (GHG emissions).

- Scope and objective: *support sustainable passenger and freight transport in the EU*
 - » Studies with integrated pilot deployment
 - » Transport infrastructure and facilities
 - » On TEN-T network
 - » **Introduction and use of new technologies, in particular using alternative fuels**
 - » *Market-sided* innovation
 - » All modes of transport
- Focus: Only *new technologies ready for deployment, with initial results by the end of 2013.*
- *no research!*

Priority 2b:

Studies and works supporting the reduction of the impact of maritime transport on the environment (air pollutants)

- The specific priorities of Priority 2.b) are defined in Section 3.2 of Annex bis of the 2011 Annual Work Programme as amended.
- In particular, proposals can address the **development of one or several infrastructures and facilities in ports** that will contribute to **reducing the impact of maritime transport on the environment** (air pollutants), e.g. shore-side electricity, LNG, reception facilities for residues from scrubbers, etc. Provision for compliance with future standards, e.g. regarding LNG installations,
- To reduce the impact of maritime transport on the environment (air pollutants), proposals can address the development of infrastructures and facilities in ports

- e.g. **shore-side electricity**,
- LNG, **reception facilities for residues from scrubbers**, etc. Compliance with existing standards and provision for compliance with future standards, e.g. regarding **LNG installations** and **LNG bunkering operations and procedures**, must be addressed comprehensively in the proposal.
- To receive EU support the relevant infrastructure must be accessible to any user on a fair and non-discriminatory basis.
- Align EU Directive 1999/32/EC on the reduction in the sulphur content of certain liquid fuels (the **Sulphur Directive**) with the latest International Maritime Organisation (IMO) **MARPOL Annex VI requirements**.
- Reducing the sulphur content of marine fuels to 0.1% in the European designated Emission Control Areas (ECAs) e.g. *Baltic Sea, North Sea, and the English Channel* – from 2015 (from the current limit of 1%).
- The scope and the objectives of such **studies and works** shall be the development of the **necessary TEN-T infrastructure and facilities** that will support the **use of compliant fuel oil**, as well as the additional technology-based compliance methods provided by the revised Annex VI of MARPOL, and subsequently by the revised Directive, such as scrubbers, alternative fuels (**LNG, including LNG bunkering vessels**) and shore side electricity.
- Installation of *shore-side electricity* facilities in ports, allowing ships when berthed to be connected to onshore electric supply and thus to switch off the engines, can be supported. This will help to reduce emissions and noise of ships in ports.

Political Objective taken from Workprogramme (legal base for call)

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

Applicants

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

Financial Support of EU

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

Lessons Learnt from last call for same priority

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

Some final advice to newcomers for the preparation of a .successful proposal

- Participate in TEN-T EA's Info Day
- Read relevant parts of call and work programme carefully!
- Take advantage of the agency's helpdesk to clarify issues, in particular try to reach the agency's expert(s) on innovative projects
- Start preparations a.s.a.p, in particular in case you need building permits
- Contact the transport ministries of the involved countries a.s.a.p, in particular try to reach the expert(s) for TEN-T

Proposals on innovation are normally more difficult to write and to get supported than standard ones.

However, Europe absolutely needs innovation for a sustainable future of transport.

TEN-T Executive Agency and DG MOVE will provide you with maximum assistance.