



Launching event

Plataforma Intermodal Puerto de Huelva

Start: 17/02/2016

End: 31/12/2020

Total costs: 12,301,539 € EC contribution: 2,460,308 €

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Huelva 12/12/2017

Content

- *Why is the Action funded by the European Budget?*
- *What are the expectations?*
- *Financing possibilities-Blending Call*

Why is the Action funded by the European Budget? (1)

- **High EU added value**
- *Huelva Port - a Core maritime Port*
- *Huelva Port linked with two European Core Corridors.*
- *Mediterranean and Atlantic Corridors busy freight corridors in Europe, connect major economic centres.*
- *Corridors Work Plan recommend the development of multimodal logistic platforms.*

Why is the Action funded by the European Budget? (2)

- **Multimodal Platform**
- *Modal integration, connection of Port to the rail & road network*
- *Interoperability*
- *Coordinated development of the infrastructure*
- *Allow for 740m train length, recommended in Corridors' Work Plan.*

Why is the Action funded by the European Budget? (3)

- **Promotes the internal market for ports**
- *Port of Huelva - a major hub in logistic terms for the transport network.*
- *Port of Huelva has a key role in multimodal connections - necessary to increase competitiveness of South West Europe.*
- *CEF Programme improved connection of 5 Maritime Ports, among them Huelva*

Why is the Action funded by the European Budget? (4)

- **Mature project**
- *Strong political support at regional-national level.*
- *Part of Global Project that started in 2008.*
- *Part of long-term investment plan (Ministry).*
- *High potential in terms of socio-economic benefits (creation of jobs), decision making and investments.*

What are the expectations? (1)

- *Strengthen European co-operation among all South Atlantic Europe ports.*
- *Development of partnerships with major logistic stakeholders.*
- *Safety systems and flows of information of the terminal and throughout the logistics chain*
- *Use of transport modes that have lesser environmental footprint.*

What are the expectations? (2)

- *Co-ordination with other projects on IT solutions for Ports.*
- *Improve overall logistic processes along the West Atlantic Ports.*
- *Improve environmental conditions, by a reduction of waiting times for ships and better capacity utilisation.*
- *Improve competitiveness of rail & sea traffic transport against road transport in particular.*

What's coming Up??

Financing Possibilities

Blending Call

Deadline:12 April 2018

Multimodal Platforms - KEY FEATURES

- ***2017 CEF Multi-Annual Work Programme, priority: Multimodal Logistic Platforms (3.3.5);***
- ***Budget: € 20 million;***
- ***Total eligible costs in excess of € 10 million****

Eligible actions

- ***Proposals must be located in one (or several) core airport, core maritime port, core inland port or core rail-road terminal, as identified in Annex II part 2 of the TEN-T Guidelines.***

General principles

- ***Type of actions: works only***
- ***Maximum co-funding rate: 20%***
- ***General Envelope (Open to all MS)***

General objective

Contribute to

- optimising the performance of multimodal logistic chains***
- shifting freight transport from road to other more sustainable modes***

Specific objectives

Actions supported:

- a) Connection to existing freight terminals (e.g. access infrastructure)***
- b) Interconnection between existing freight terminals and particularly more sustainable modes of transport***
- c) Development of existing freight terminals (e.g. adaptations for 740 m train length)***

General conditions

- **Eligible investments:** *small scale ancillary infrastructure, ICT equipment and applications etc.*
- **Results of the action:** *no selective advantage to specific operators and accessibility on a non-discriminatory basis (i.e. open access).*

Examples of financed actions

- ***Works for the adaptation of railway tracks to 740 m train length and electrification of railway tracks.***
- ***Mixed project combining works for the installation and purchase of ICT equipment for gate automation and study on optimisation of flows within the terminal.***
- ***Study on the completion of the Environmental Impact Assessment and the finalisation of the detailed technical planning leading to works.***

What we do NOT finance 1

- ***Connections to and development of new freight terminals***
- ***Actions aiming at directly increasing the capacity of freight terminals***
- ***Terminals on a single mode, not already equipped for the transshipment between two modes***

What we do NOT finance 2

- ***Buildings and office space***
- ***Superstructures***
- ***Storage and warehouse facilities, parking spaces***
- ***Cranes, conveyors and other devices for moving freight***
- ***Mobile assets such as locomotives***

Innovation and new Technologies what has changed in the upcoming Call??

- *Budget available **480€ mil***
- *Total eligible costs **in excess of only € 5 million*** (More flexibility on eligible costs)*
- ***EFSI not necessary** for the proposal
Combination of grant and loan*

Policy context

Clean Power for Transport 2013

- A **strategy** for the long term substitution of oil in all transport modes
- a coherent policy framework that triggers investments: only Core Network eligible
- + sustainability and competitiveness
- Directive 2014/94 on AF infrastructure
- National Deployment Strategies for AF

Funding Objective 2: Innovation and New Technologies

- Only works, i.e. roll-out deployment projects!
- ***Legal basis & Market-sided innovation***
- **EC Low emission mobility strategy 2016**
- Emphasize the role of the AF infrastructure
- **Recent initiative on alternative fuelled buses in EU Cities**

Upcoming political declaration to stimulate the market

Directive 2014/94 on infrastructure deployment for alternatively fuelled vehicles/ships, with common standards and consumer information:



15 MS submitted **National Policy Frameworks**

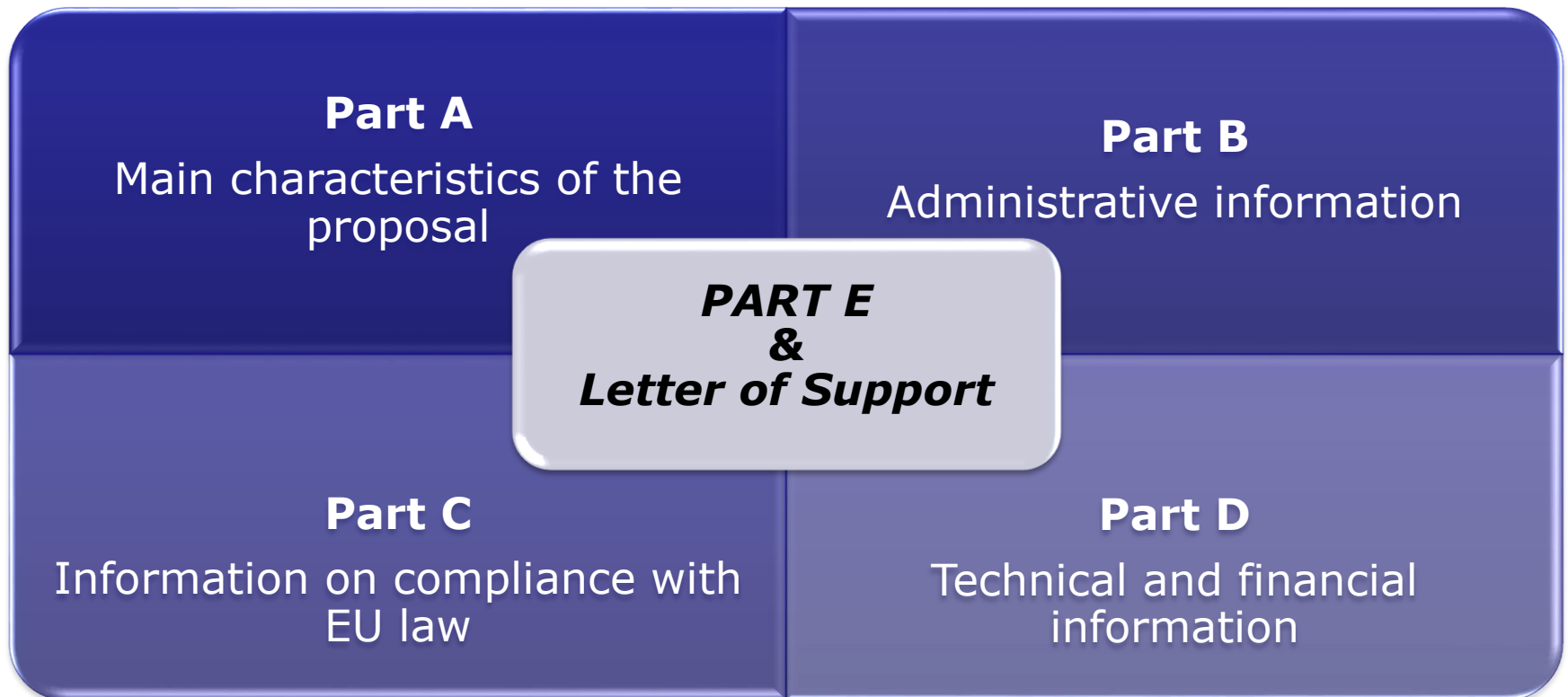
Minimum infrastructure coverage with common standards required
 e-mobility interoperability agreement of principle in Sustainable Transport Forum sub-group

DEPLOYMENT OF ALTERNATIVE FUELS INFRASTRUCTURE	DATE
Electric vehicle recharging points – Urban agglomerations	2020
CNG - Urban agglomerations	2020
CNG - TEN-T Core Network	2025
Hydrogen	2025
LNG - Heavy duty vehicles	2025
LNG - Maritime ports	2025
LNG - Inland Waterways	2030
Shore-side electricity	2025

Objectives of FR assessment

- *Provide added-value input to technical evaluators on the capacity of the proposal:*
 - 1/ to **meet the deadline for financial close** (12 month after the date of signature of Grant Agreement): assessment of **Robustness** and Business Plan, and **Letter of support**
 - 2/ to **match the objectives** of the Blending Call, in terms of maximizing the leverage of external financing
- **Input on 1/** ("financial readiness") constitutes **the core** of the FR contribution, facilitating the evaluators judgment on "maturity"
- **Input on 2/** is a **top-up** contribution, facilitating the evaluators judgment on "impact":
 - calculation of Indicators, such as the "Multiplier" and "Leverage"
 - identification of "abnormal situations" or "Flags" that deviates from the Call objectives

Material at your disposal: the proposal





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Look for INEA!

Thank you!

Thank you for your attention

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