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CEF Call 2016

Opportunities for cycling projects

ECF Overview
Brussels, November 2016

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Introduction

- For the first time, the current [CEF Call](#) provides opportunities for the financing of standalone cycling infrastructure projects.
- In addition, it highlights the possibility to incorporate cycling measures into other transport projects.
- This document provides an overview of the opportunities that exist.

Key points

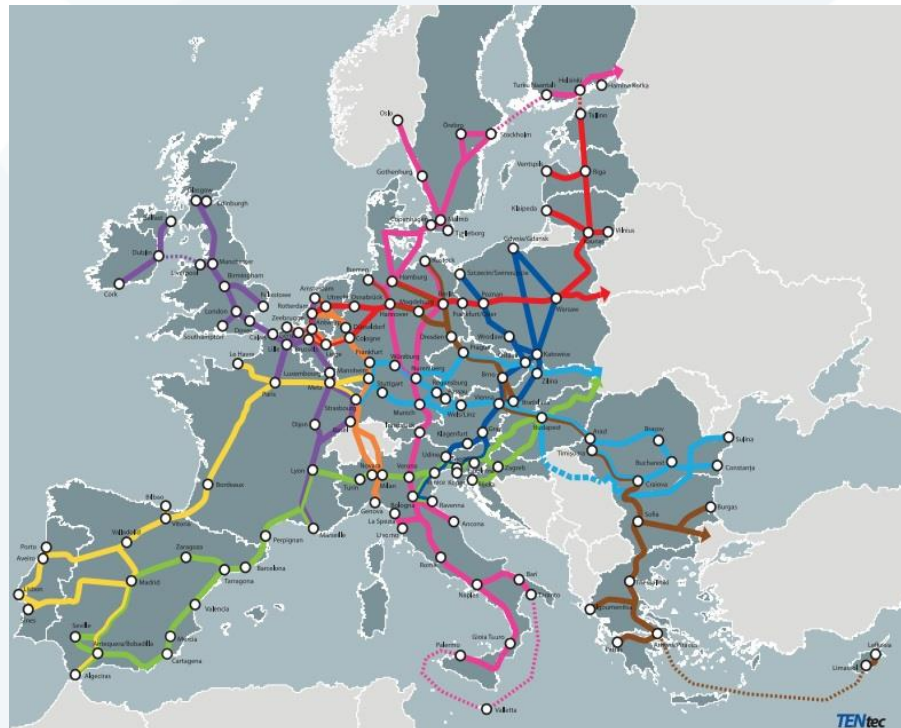
- The 2016 CEF Transport Calls for Proposals, opened on 13 October 2016, make 1.9 billion Euros of funding available.
- Co-funding rate in Cohesion countries is 85% while in other countries it is generally 50% for studies and 20% for works.
- Standalone cycling projects should be at least 500,000 Euros for studies and 1 million Euros for works. However...
- DG MOVE have advised that they would prefer bigger projects - approximately 2-3 million Euros (or 4-5 million Euros with national co-financing).

Key points

- For the last Call, DG MOVE received 30-40 applications of which 10 were approved (25% success rate).
- Deadline for submissions: 7th February 2017.
- Bearing in mind this timetable, the ECF considers that this is an opportunity for 'ready to go' projects rather than developing new proposals at this stage.

The TEN-T Network

Overview map of the Core TEN-T network (corridors and nodes):



For detailed maps per country, per mode click [here](#).

Relevant priorities

1. Nodes of the Core Network
2. Innovation and new technologies
3. All other priorities

1. Nodes of the Core Network

- Actions implementing transport infrastructure in nodes of the core network, including urban nodes.
- Focus on increasing multi-modality, including:
 - urban-regional linkages,
 - sustainably shifting from cars to softer modes (public transport, cycling, walking) for freight and/or passengers,
 - shifting from fossil to alternative fuels; and
 - improving road safety.

1. Nodes of the Core Network

- Measures supported (not exhaustive):
 - development of bikes and cargo-bikes transport patterns,
 - alternative fuels infrastructure and/or solutions & services,
 - low-noise and low-carbon urban freight delivery,
 - better use of public space, etc.

2. Innovation and new technologies

- The general objective of this priority is to support innovation and new technologies to develop a sustainable and efficient transport system and to promote the decarbonisation of all transport modes.
- DG MOVE have indicated that ebikes/pedelecs and their supporting infrastructure would be eligible under this priority.

2. Innovation and new technologies

- DG Move have further advised that:
 - There is some geographical flexibility under this Priority – innovation projects are not required to stick exactly to the specified urban nodes of TEN-T or exactly to the corridor.
 - However, they should be alongside or linking places that are definitely on the TEN-T networks and the benefits must be to the TEN-T network. For example removing traffic from the network or improving connections on and off the network.

Ideas for projects under the urban nodes and innovation priorities

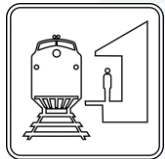
Types of functional connections supported: between multimodal hubs and possibly connecting major trip generators.



Railway
Station



Airport



Railway
Station



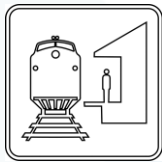
Suburbs



Airport

Ideas for projects under the urban nodes and innovation priorities

Geographic scope supported: primarily local level



Railway station



Airport



Railway station



Suburbs

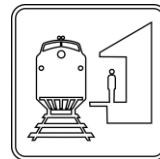
Possible examples

Example: Filling the gaps in the connection of Seville's Port and Airport to the main city network (including the railway station).

Plus **parking facilities** at the main transport nodes



Seville
Port
(core)



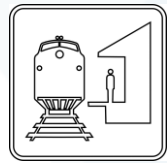
Seville
Railway
station
(core)



Seville
Airport
(core)

Possible examples

Example: Connection of Budapest centre with its suburbs (Phase I) and the Airport (Phase II)



Budapest
Railway
station
(core)



Suburbs

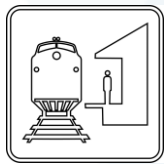


Budapest
Airport
(core)

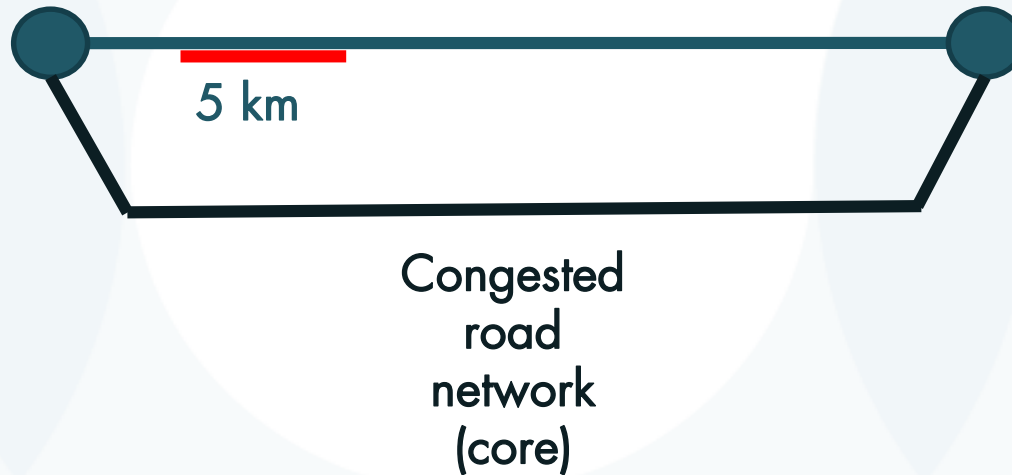
Possible examples

Example: Connection of Brussels with Brussels Airport by cycle highway.

Plus **parking facilities** at the main transport nodes, including ebike charging stations.



Brussels
Railway
station
(core)



Brussels
Airport
(core)

Important argument

If it is possible to include it, an excellent 'selling point' of a cycle infrastructure project under these priorities is reducing the congestion on other modes (e.g. road, rail etc.) along the TEN-T Corridors.

3. All other priorities

Included in the General Call text covering all priorities is wording that highlights that cycling measures (e.g. tunnels, bypasses, bridges, aerial cycling and walkways and protected cycling paths etc.) can be incorporated in 'non-cycling' TEN-T projects too.

This may cover activities extending along TEN-T routes or at crossings between TEN-T routes and long-distance cycling paths.

Further points

DG MOVE have advised us that:

- They prefer something practical (e.g. if the proposal is for a study it should incorporate some pilots).
- Soft measures (e.g. campaigns, promotion etc.) should be secondary.
- Although standalone cycling projects are eligible under the Urban Nodes and Innovation Priorities they would have a better chance if they incorporate other transport modes.
- It is very important to demonstrate the EU-added value in the application – link to argument about reducing congestion on the core network.



For more information from the ECF:

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Call Website:

<https://ec.europa.eu/inea/connecting-europe-facility/cef-transport/apply-funding/2016-cef-transport-calls-proposals>

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