



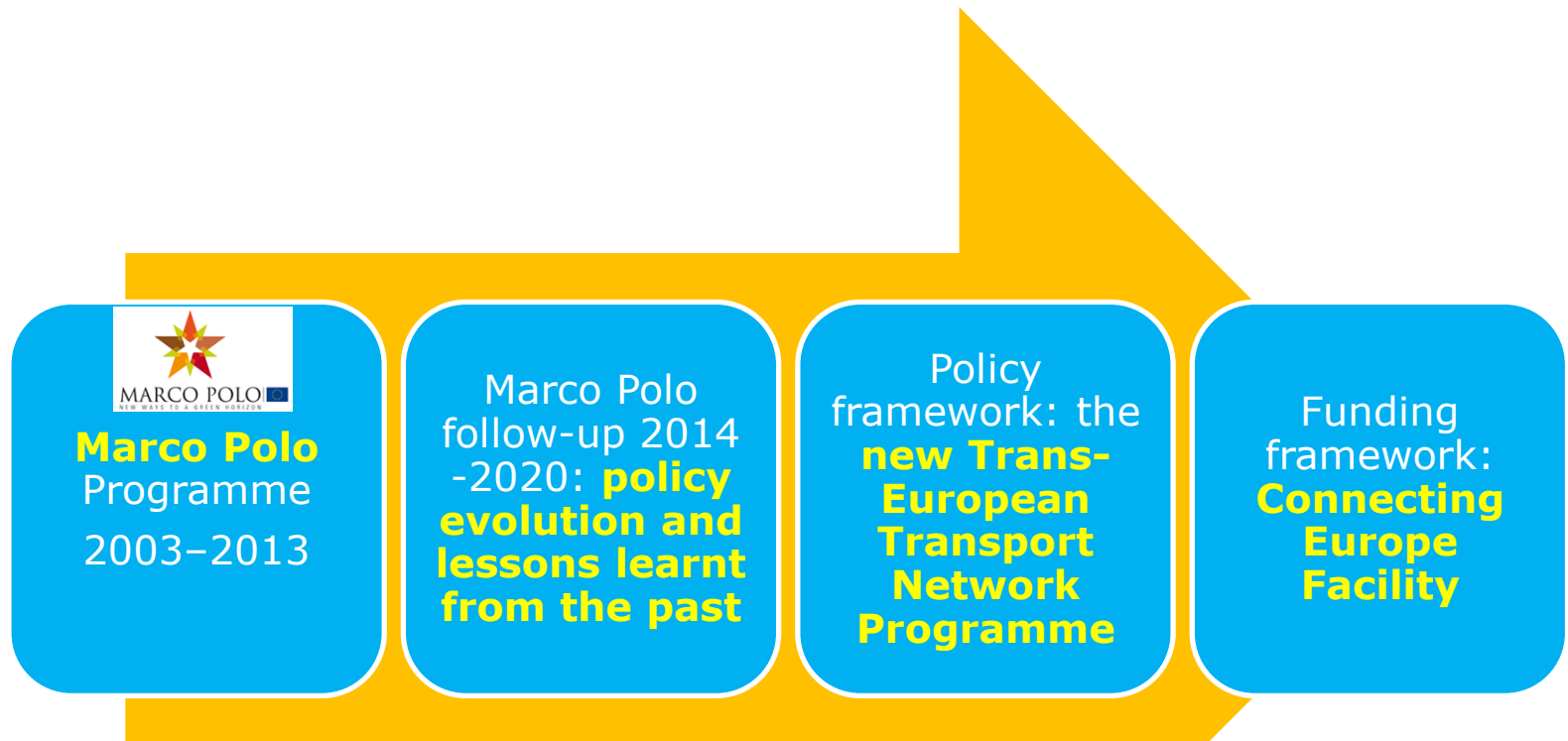
FREIGHT TRANSPORT SERVICES

2014 CEF Transport Calls for Proposals

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Background: policy development



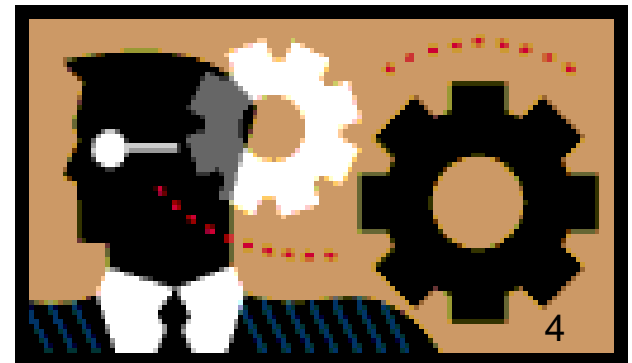
Key features

- 2014 CEF **Annual Work Programme**, priority: **Freight Transport Services** (Annex 5);
- New objective: **stimulate and deploy innovative, efficient and sustainable freight transport services**; modal shift only one of the goals;
- Budget 2014: **€25 million**;
- Opening for **efficient road transport** solutions.

Basic requirements

The projects should:

- Represent regular **transport services/logistics concepts** in market place;
- Operate on the core and comprehensive networks and **is linked to the core network corridors**;
- Involve the territory of at least **two EU Member States**;
- Aim at **two** or more of the following **goals**:
 - Better integration between modes;
 - Better balance between modes: efficient modal split;
 - Improved efficiency of supply chains;
 - Improved efficiency of fleets.



Action types (1)

Modal shift

- **AIM:** Enhancing the efficiency of freight transport operations/services and optimising the use of the transport infrastructure by shifting cargo to more sustainable modes.
- **Characteristics:** New approach for **modal shift**:
 - A. Investments** in small scale ancillary infrastructure, superstructures and equipment (no operations funded);
 - B. Operations** by general, sustainable schemes aiming at partly reimbursing the cost of modal shift incurred by trucks ("ecobonus-type").
- **Expected results:** modal shift to more sustainable modes.

Action types (2)

Upgrade of multimodal services

- **AIM:** Increasing efficiency of **existing** multimodal services.
- **Characteristics:** **Investments** to upgrade multimodal services.
- **Expected results:** transport time reduction, improved quality of services, better environmental performance of the services.

Action types (3)

Optimisation of supply chains' management

- **AIM:** Improving efficiency of logistical chains.
- **Characteristics:** Optimisation of **logistical management systems and tools**
 - improvement of the internal organisation and integration of the supply chains,
 - automation and optimisation of logistics processes,
 - investments in know-how,
 - re-engineering, restructuring and consolidating of cargo flows,
 - other relevant ideas are welcome!
- **Expected results:** improved loading factor, reduced empty runs.

Action types (4)

Better efficiency through collaboration

- **AIM:** Better efficiency of freight transport logistics.
- **Characteristics:** Collaborative approaches to logistics - **cargo bundling, creating synergies and clustering of the services:**
 - intelligent management/organisational solutions and systems,
 - establishment of independent (neutral) trustees,
 - other processes facilitating collaboration on the market.
- **Expected results:** improved loading factor, reduced empty runs, shift to more sustainable modes, traffic avoided.

Action types (5)

Traffic avoidance

- **AIM:** Improving the efficiency of supply chains and the use of infrastructure capacity
- **Characteristics:** New approach for **traffic avoidance** – all modes:
 - innovative actions for last mile operations and customised logistics services;
 - new solutions for loading and transporting goods;
 - optimising product/package volumes,
 - transport time reduction,
 - other relevant processes improving efficiency of logistical operations.
- **Expected results:** traffic avoided, improved loading factor, reduced empty runs.

Action types (6)

Technical improvements to the fleets

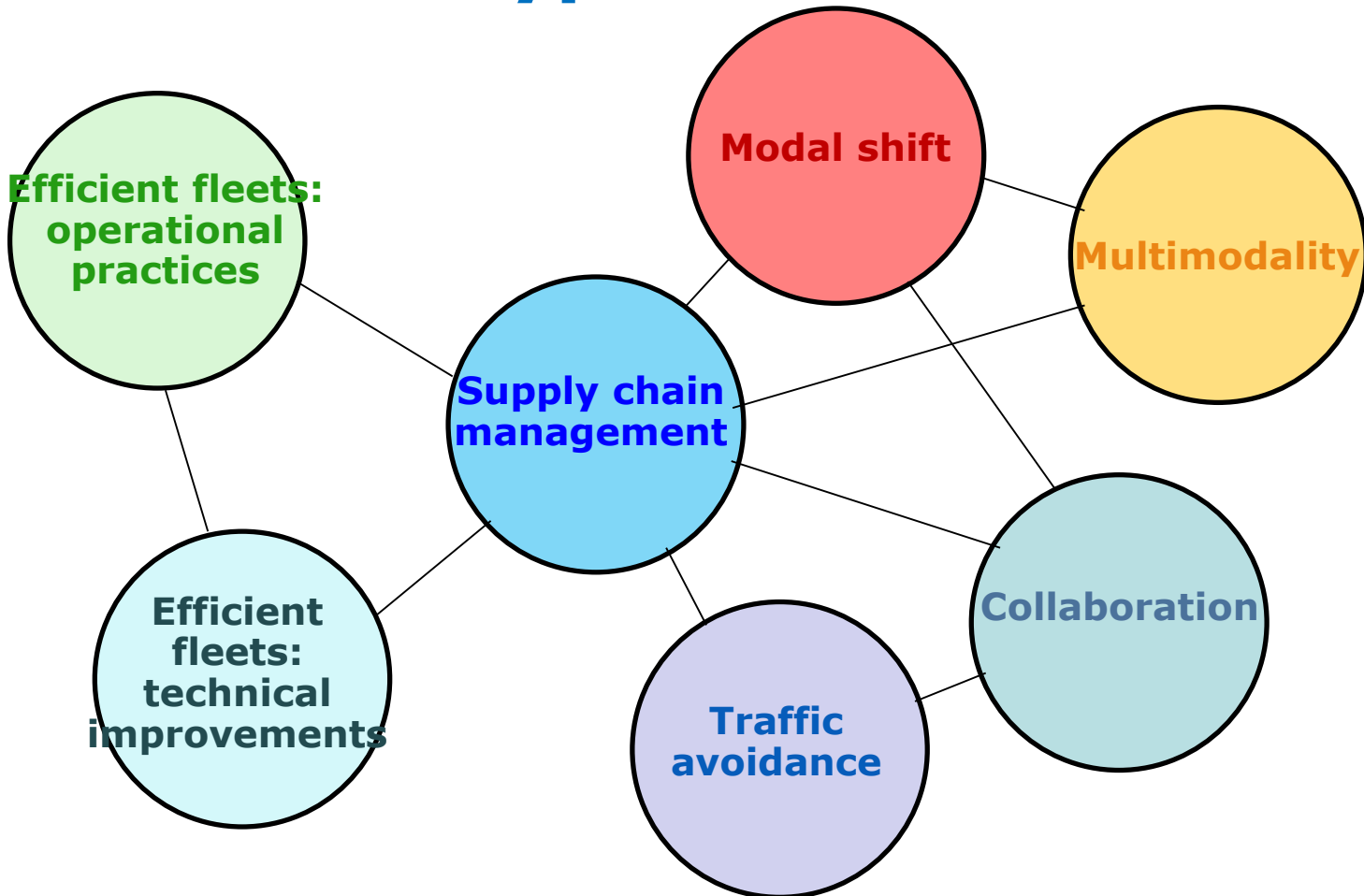
- **AIM:** increasing the efficiency of the transport operations (e.g. reducing emissions, energy use and fuel consumption) and use of infrastructure capacity
- **Characteristics:** **Small-scale improvements** to the fleets by using technical solutions **already available on the market**. The projects may include the following elements: vehicle traction control systems (such as equipment for remote control of locomotives in freight trains with distributed power), IT support tools, calibration of vehicle routing and scheduling, aerodynamic tools, speed management systems, automatic couplings in wagons etc.
- **Expected results:** reducing emissions, energy use and fuel consumption of vehicles/vessels

Action types (7)

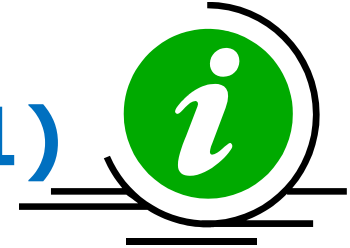
Efficient fleet operations

- **AIM:** Improving efficiency (e.g. reducing emissions, energy use and fuel consumption) and quality of transportation
- **Characteristics:** Support for energy efficient **operational practices**, such as eco-driving/eco-steaming and other specific processes leading to efficiency gains.
- **Expected results:** reduced emissions, energy use, fuel consumption of vehicles/vessels.

Action types - overview

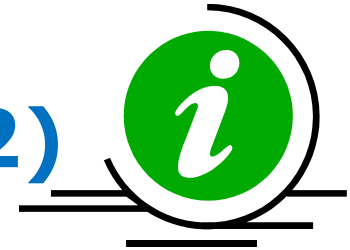


Important to know (1)



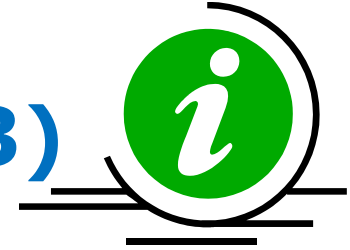
**All the detailed application rules,
eligibility, exclusion, selection
and award criteria can be found
in the Call text**

Important to know (2)



- The **infrastructure, superstructures and equipment** co-funded from the EU grant **should be directly linked to the operations** proposed in the action ("ancillary").
- Large-scale infrastructure, research or study projects are not eligible;
- Applicants need to **demonstrate** that the European Union financial assistance :
 - will not lead to an unacceptable distortion of competition in the freight service market;
 - should not adversely affect production output or workforce.

Important to know (3)



- Co-funding rate: **maximum 20%** of the total eligible costs;
- Proposals shall be submitted with the **agreement of Member States** concerned;
- Deadline for submission: **26/02/2015**;
- Recommended minimum grant size **of no less than € 1 million**;
- Costs eligibility: starting as from **1 January 2014**.

Thank you for your attention!