

Capacity-building programme


Supporting the EU Ports Strategy for small & medium-sized TEN-T ports

Kick-off webinar

24 June 2026

Strategic vision • funding opportunities • CEF readiness • EIB
advisory services and due diligence





Webex Meeting Info Show Menu Bar 01:38

- All attendees have been muted upon joining the webinar for a better sound quality of the event.
- Would you like to ask a question during the webinar?
 1. Write your question in the Q&A box. **Address your question to 'All panelists'**.
 2. Ask an oral question by clicking on 'raise my hand'. **We will open the floor for oral questions regularly during the session.** The organiser will un-mute the selected attendee.
- The webinar is being recorded.

Chat

To: Everyone

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Raise Hand

Chat

Agenda

Webinar roadmap

- 09:00–09:15** ○ **Welcome and opening remarks**
Max Jensen, Massimo Marra, Inge Vermeersch, EIB
- 09:15–09:45** ● **EU Strategic Vision for Ports**
Thorsten Klimke, DG MOVE
- 09:45–10:15** ● **CEF for Ports and future opportunities**
Philippe Chantraine, DG MOVE; Marija Janeva, CINEA
- 10:15–11:00** ● **Preparing a successful CEF application**
Lothar Zeller, EIB
- 11:00–11:15** ● **Coffee break**
- 11:15–12:00** ● **EIB Advisory Services for port investments**
Fernando Crespo, Aris Pantelias, Lorenzo Martelli, EIB
- 12:00–12:45** ● **EIB due diligence and project-appraisal requirements**
José Rino, Raquel Fernandez Perez, EIB
- 12:45–13:00** ○ **Q&A and closing**
Inge Vermeersch, EIB

24 June 2026



09:00–09:15



Welcome and opening remarks

Opening the webinar and setting the programme context

Max Jensen, Head of Mobility Department, EIB

Massimo Marra, Lead Economist, EIB

Inge Vermeersch, Head of Air and Waterborne Infrastructure Division, EIB

We are here



Welcome



**Strategic
vision**



CEF
opportunities



CEF
application



Advisory
services



EIB due
diligence

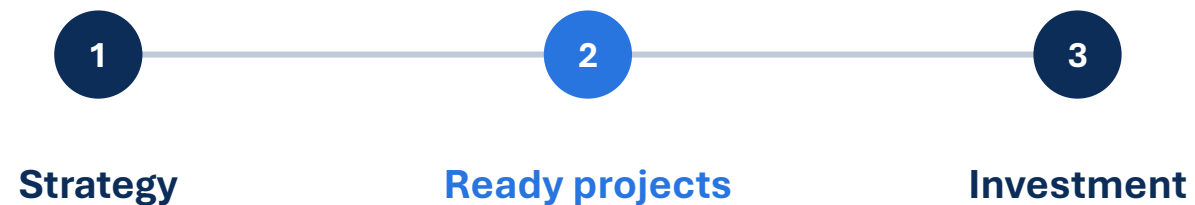


Closing



From ambition to bankable projects

Investment readiness is the bridge to delivery



JASPERS

‘Joint Assistance to Support Projects in European Regions’

- Advisory partnership between EC and EIB, **active since 2005**
- EU Mandate focused on ESIF, JTF (REGIO) and CEF (MOVE)
- JASPERS model adopted for Advisory support to IPAIII and Ukraine (ENEST)
- JASPERS Advisory cover the **full project preparation cycle** - strategy development, project preparation and support to implementation - and **capacity building/knowledge sharing/horizontal support**.
- JASPERS Knowledge and Networking platform
- Delivery mode: **mainly EIB internal expertise**
- [JASPERS - Joint Assistance to Support Projects in European Regions](#)



JASPERS

Areas covered



Energy



Circular economy and
solid waste



Innovative industries
& transformation



Health and education



Ports / Airports



Rail



Sustainable roads



Urban mobility



RDI and ICT & Broadband



Urban development



Water and waste
water



Horizontal: Climate, environment,
economics/CBA, state aid,
innovation, risk management...

MTR priorities are fully covered under the JASPERS EU Mandate

JASPERS

Support across the project cycle



Assistance in the preparation of **sector strategies, programmes, plans**



Support for the **development** of projects



Advice on **Cross-cutting horizontal** issues



Support in the **selection / assessment / appraisal** for projects



Selective support to **project implementation**



Capacity building networking, training, knowledge transfer, institutional strengthening



Cross-sectoral and Capacity Building support

- Knowledge transfer & support to strengthen **technical institutional capacities** (incl. through train-the-trainers approach)
 - **Multi-Country Work Programme assignments** (jointly with DG REGIO & other EC Services)
 - In-country **Horizontal and Capacity Building assignments** – as included in CWPs
 - Assistance on key cross-sectoral subjects: **climate proofing, climate adaptation, state aid, project appraisal**
 - **Assignments requested by the EC** (e.g. RRF and SCP costing assessment)
 - Support to the preparation of **EC technical guidelines**
 - **Preparation and dissemination of technical guidelines**, results of JASPERS activities, knowledge tools, case studies
- ✓ [JASPERS KNOWLEDGE PLATFORM](#)



JASPERS Knowledge Sharing activities 2025-27



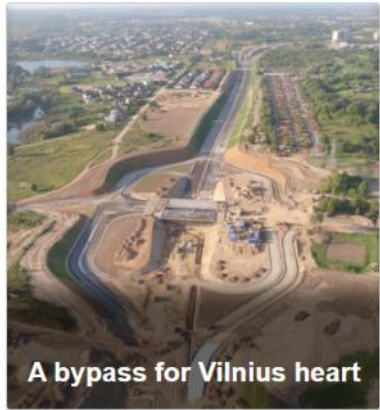
- ✓ **Capacity building programme supporting the EU Ports Strategy for small & medium-sized TEN-T ports**
- ✓ Capacity building on **Circular Economy strategies and project pipelines**
- ✓ Practical approaches for the development and implementation of **Energy Communities**
- ✓ Workshops on **State aid requirements to project preparation**
- ✓ Good practices and lessons learned for **climate proofing of investments - focus on Adaptation**
- ✓ Webinars on good practices and experiences in **JTF projects (tbc)**
- ✓ Webinar on **gender considerations in Cohesion Policy projects**
- ✓ Guidance and capacity building on the identification, prioritization and appraisal of **investments in electricity distribution grids**
- ✓ Good practices and lessons learned for **project assessment and selection in 2021-27**
- ✓ Workshops/webinars on **environmental and climate considerations in project preparation**
- ✓ Trainings and webinars on **Sustainable Urban Mobility Planning (SUMP)**
- ✓ **Decarbonisation of District heating systems**
- ✓ Investing in **social and affordable Housing**
- ✓ Guidance and capacity building for the preparation and appraisal of **investments in water resilience**

All information and materials are available here: [Knowledge - Events](#)

Examples of JASPERS Support



Advisory



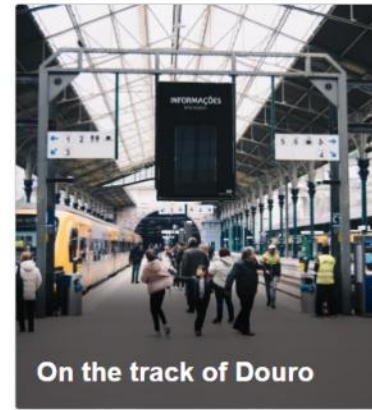
A bypass for Vilnius heart



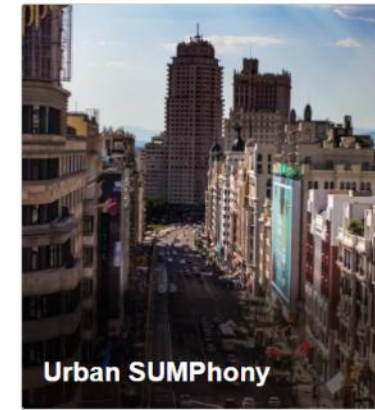
Paving the way to Limassol



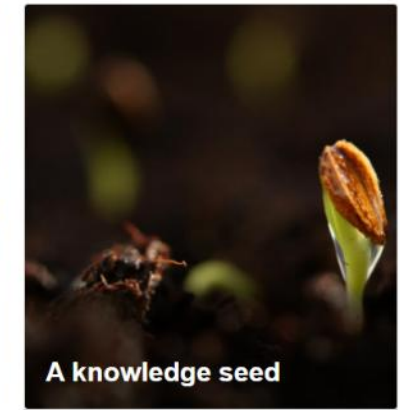
Roundabouting Malta



On the track of Douro



Urban SUMPhony



A knowledge seed



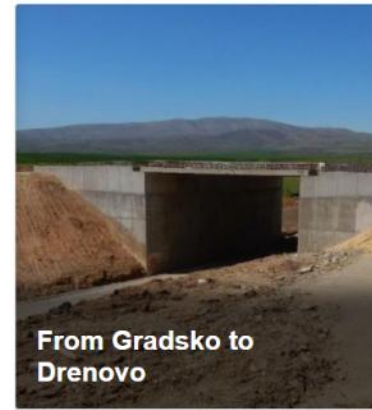
The EC1, jewel of Lodz, Poland



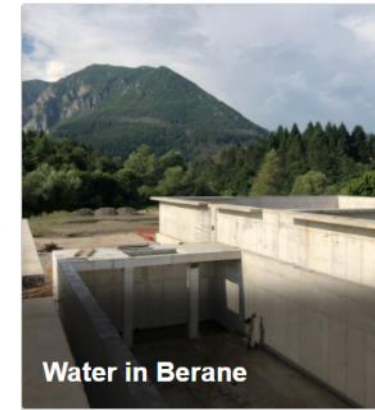
Anonymous heroes



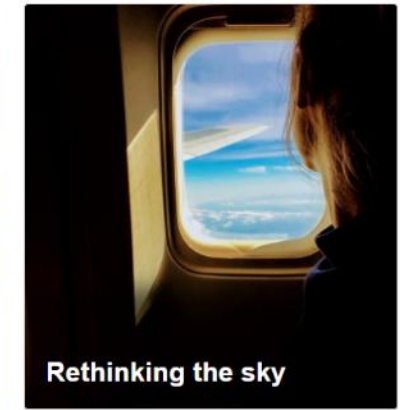
E-schools in Croatia



From Gradsko to Drenovo



Water in Berane



Rethinking the sky

See all stories: <https://jaspers.eib.org/stories/index.htm>



EIB AT A GLANCE

ONE OF THE WORLD'S MAJOR MULTILATERAL LENDERS AND BORROWERS

- We raise our funds on the international capital markets
- We pass on favourable borrowing conditions to clients

OVER €2 TRILLION INVESTED SINCE 1958

- More than **16 000 projects** in **over 160 countries**
- **€6 trillion** mobilised from only €22 billion of paid-in capital

HEADQUARTERED IN LUXEMBOURG

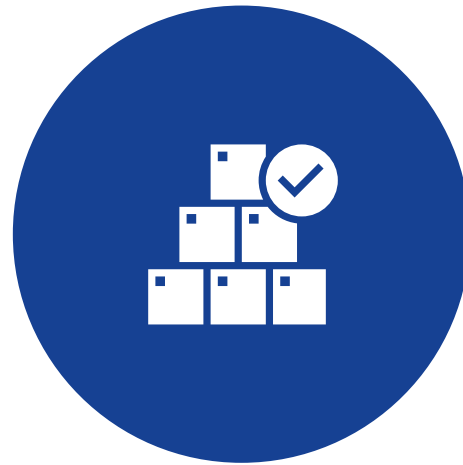
- **4 378 staff**: finance professionals, engineers, economists and socio-environmental experts
- **60 offices** around the world

EIB products catalyse investment

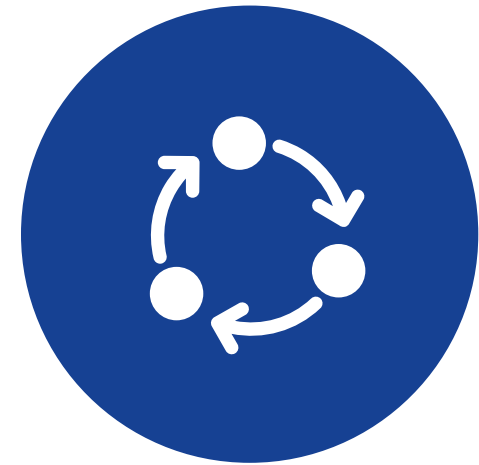
Each transaction is tailored to the needs of the project



We offer loans, guarantees, equity investments and advisory services



The products can be combined or blended with other sources of public financing



EIB Group financing in the waterborne transport sector

**Total EIB
lending to
waterborne
transport
sector
(past 10 yrs)**

around
€5.7
billion

**Total EIB
lending to
EU sea &
inland ports
(past 10 yrs)**

around
€2.8
billion



EIB ADVISORY

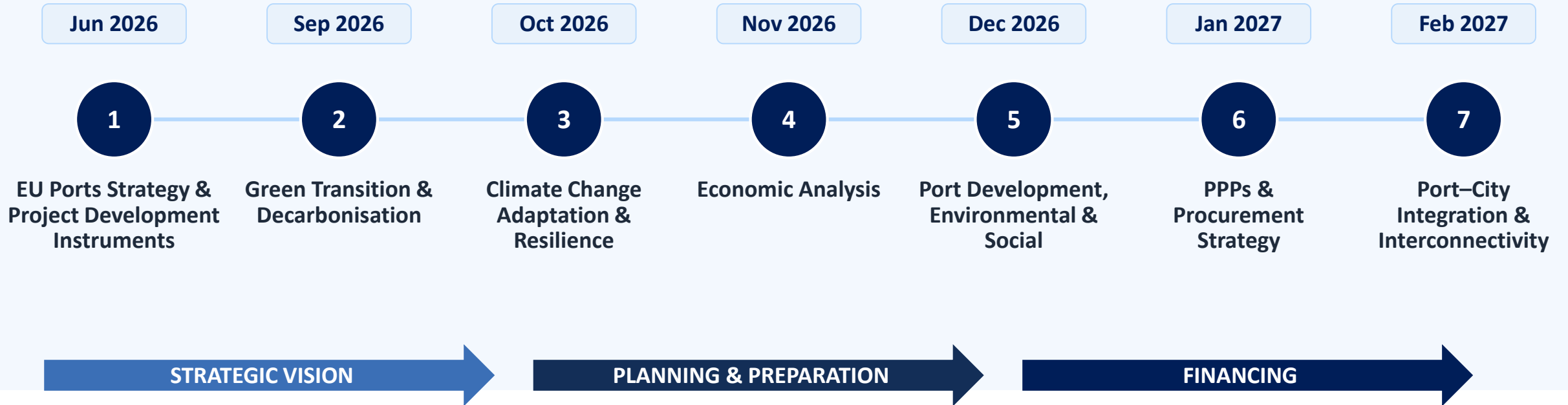
- Helps businesses and the public sector strengthen their investment strategies, enhance project viability, and secure access to finance
- Provides targeted support in
 - Project preparation
 - Market development
 - Capacity development

Capacity Building Programme

From policy vision to investment readiness

Jun 2026 – Feb 2027

7 webinars



09:15–09:45



EU Ports Strategy

Competitiveness, resilience and sustainability

Thorsten Klimke, Head of Unit, Ports, Security and Inland Navigation, DG MOVE D.3, European Commission

01



EU Ports Strategy: Competitiveness, resilience, sustainability

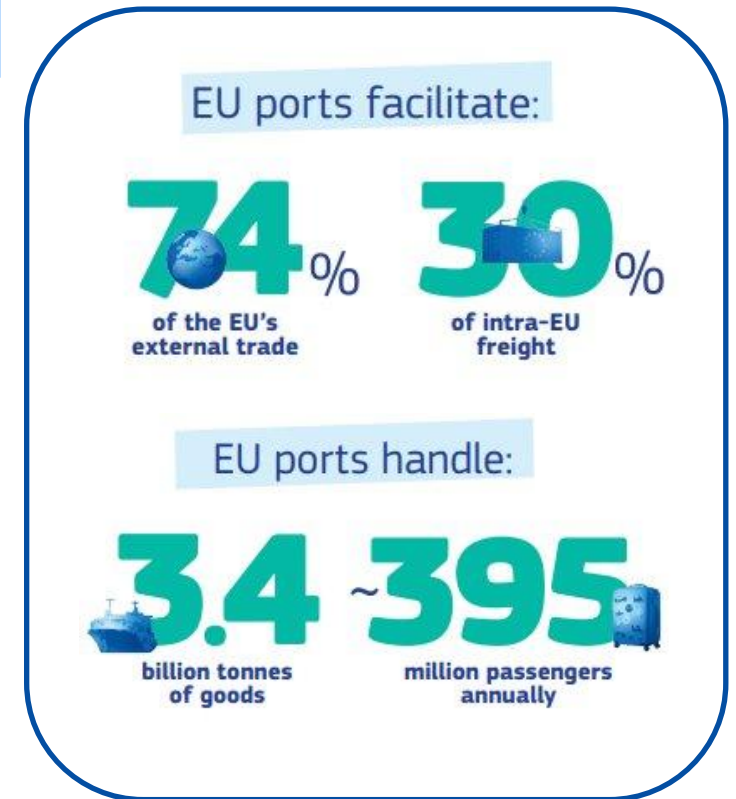
Capacity-Building programme supporting the EU Ports Strategy for small and medium-sized TEN-T ports, 24 June 2026

Torsten Klimke, Head of Unit, Ports, Security and Inland Navigation (MOVE.D.3), European Commission

The strategic importance of EU ports

Ports are **critical infrastructure** at the heart of Europe's economy, security and sustainability.

- **Gateways to global trade:** EU ports handle over **3.4 billion tonnes of goods (74% of EU external trade)** and nearly **400m passengers annually**.
- **Drivers of competitiveness and industrial strength:** Ports underpin the EU's export capacity, supply chains and logistics networks, supporting around **423.000 direct jobs** and generating approximately **€90 billion turnover**.
- **Energy and climate transition hubs:** Around **40% of cargo handled is energy-related**, positioning ports as key platforms for electrification, offshore wind deployment, hydrogen imports and alternative fuels infrastructure.
- **Anchors of the blue economy and coastal cohesion:** Ports sustain **coastal, island & OR communities**, fisheries, maritime clusters and regional economies, contributing to territorial cohesion and sustainable blue growth.
- **Pillars of resilience, economic security and defence:** Ports are strategic **dual-use infrastructure**, critical for supply chain resilience, **military mobility** and protection against cyber, hybrid and organised crime threats.



550 ports

connecting Europe and beyond*

*Ports on the TEN-T Network



327 Maritime ports



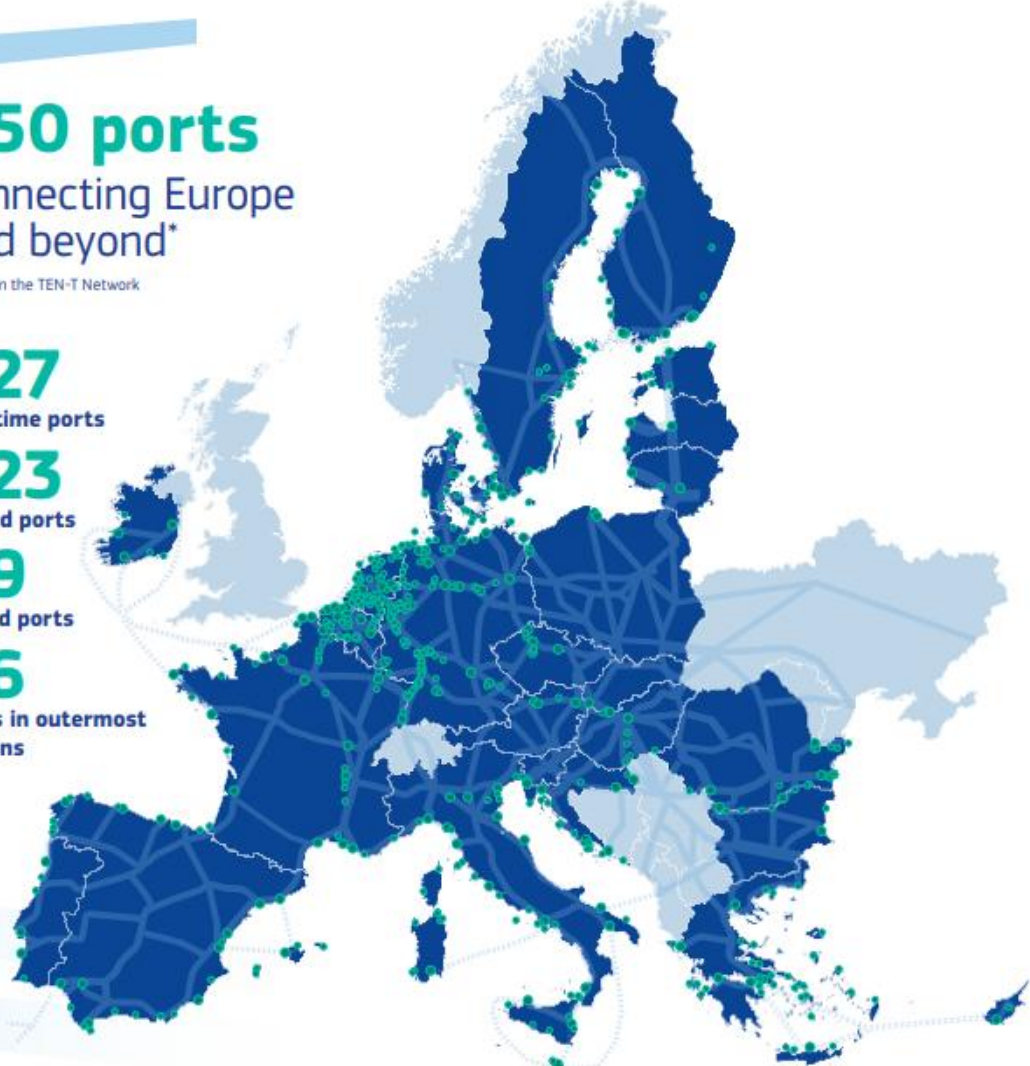
223 Inland ports



99 Island ports



26 Ports in outermost regions



St. Martin (FR)



Mayotte (FR)



Guadeloupe Martinique (FR)



Réunion (FR)



Canary Islands (ES)



Azores (PT)



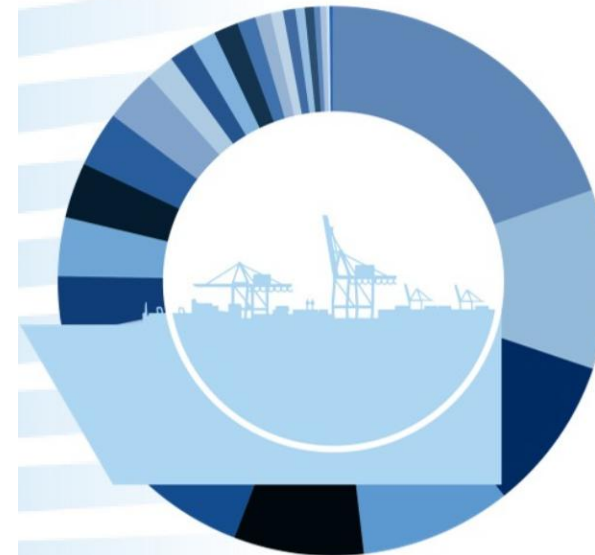
Madeira (PT)



Guiana (FR)

EU ports in numbers

Europe's economic security, clean industrial transition and global connectivity depend on **strong, competitive, sustainable and secure ports.**



- | | |
|------------------|----------------|
| 108 ● Germany | 8 ● Bulgaria |
| 58 ● Netherlands | 8 ● Estonia |
| 50 ● Italy | 8 ● Hungary |
| 49 ● France | 6 ● Ireland |
| 42 ● Spain | 5 ● Poland |
| 41 ● Greece | 4 ● Austria |
| 27 ● Sweden | 4 ● Malta |
| 20 ● Belgium | 3 ● Latvia |
| 19 ● Croatia | 3 ● Lithuania |
| 19 ● Finland | 2 ● Cyprus |
| 18 ● Portugal | 2 ● Slovakia |
| 18 ● Romania | 1 ● Luxembourg |
| 17 ● Denmark | 1 ● Slovenia |
| 9 ● Czechia | |



EU Ports Strategy: 5 pillars

Boosting the competitiveness, security and sustainability of EU ports

The Strategy supports EU ports by

Strengthening competitiveness, innovation and digitalisation.

Establishing **guiding principles for EU funding & investments in third-country ports**, developing **guidance on foreign ownership of EU ports**, and promoting **innovation**.

Advancing the energy transition, sustainability and clean industries.

Taking measures to promote **electrification & improved grid connection**. Setting out a **new roadmap for competitive small and medium-sized ports**.

Protecting and securing ports.

Combatting **drug trafficking & emerging threats**, port worker **background checks** & third-country **port assessments**, sharing **cybersecurity best practices**, & conducting an EU-wide security risk assessment.

Promoting social cohesion, skills and quality jobs.

Supporting **small & medium-sized ports** by promoting innovation, clean energy, security & connectivity, developing a **skilled workforce** & providing guidance on **maritime safety** & alternative fuels.

Facilitating access to finance and investment.

Clearer & more **coordinated funding principles** while facilitating access to advisory services & de-risking tools, with particular attention to the needs of small & medium-sized ports.



Pillar I – Competitiveness, Innovation & Digitalisation

Key challenges

- Competitiveness:
 - EU ports compete for global trade, investment and logistics flows.
 - Level-playing field with 3rd country ports.
 - Efficient hinterland connections and logistics chains are essential advantages.
- Economic security
 - Risks and opportunities of foreign ownership and influence in strategic port infrastructure.
 - Digital systems and logistics platforms are part of strategic infrastructure.
- Innovation & digitalisation
 - New technologies (AI, automation, clean technologies) boost efficiency and sustainability.
 - Digital solutions optimise port calls, logistics chains and data sharing.

Flagship Actions

Support the digital and green transformation of European ports through **innovation, promoting scale-up, replication and uptake** of innovative port equipment and technologies.

Develop **guidance to Member States with criteria for assessing foreign investments in ports & a framework for mapping and monitoring foreign investments in ports.**

Use **guiding principles for EU funding and investments in third country ports** (Annex 1).

Recommendations to Member States

- Play a leading role in setting global technical standards.
- Prevent, mitigate and tackle the risks associated with foreign ownership and control of strategic dual-use port infrastructures.
- Streamline land use planning and permitting procedures for additional areas for port use and take-up of innovation in ports.
- Aim for a balance between return on investments for private operators and suitable contractual obligations.

Pillar II – Energy Transition, Sustainability & Clean Industries

EU ports are central to the **decarbonisation** of maritime transport and industry. They are key **gateways for renewable energy, hydrogen imports and clean fuels**, and essential to achieving EU climate and energy objectives.

Key challenges



- High investment needs for OPS and alternative fuels infrastructure
- Grid capacity constraints in major port areas
- Slow and complex permitting procedures
- Risk of fragmentation and uneven deployment across Member States

Flagship Actions

Accelerate permit-granting and provide faster assessment procedures for strategic energy, recycling and decarbonisation port-related projects, through the Grids Package and the Environmental Omnibus.

Accelerate **port electrification**, provide timely and non-discriminatory access to the grids.

Promote **partnerships for energy cooperation in and around port areas** for sustainable use of energy, including hydrogen.

Recommendations to Member States

- Prioritise port electrification and grid reinforcement in national energy plans.
- Allocate a part of ETS revenues to maritime decarbonisation investments across the maritime cluster, incl. sustainable infrastructure and OPS.
- Streamline permitting procedures for strategic port energy projects.
- Facilitate coordination between transport, energy and industry authorities.

Pillar III – Protect & Secure Ports

EU ports are **critical infrastructure** for trade, energy supply and military mobility. Growing threats from organised crime, cyberattacks and hybrid risks require stronger protection of port operations and logistics chains.

Key challenges

- Organised crime infiltration in container logistics and port operations.
- Increasing cybersecurity vulnerabilities in digital port systems.
- Emerging hybrid threats (GNSS interference, drones, sabotage).
- Risks linked to foreign control of strategic port infrastructure.



Flagship Actions

Update and revise existing **guidance**, including on emerging threats, and promote a global level playing field for EU ports security.

building on the work of the European Ports Alliance, establish **frameworks for third-country port assessments** & improve alignment of customs controls across EU ports together

Establish **framework for background checks** for port workers.

Establish a **forum** for Member States' cybersecurity and port authorities to **exchange best practices** & carry out an EU-wide security risk assessment to identify the most pressing cybersecurity risks and appropriate measures to mitigate them.

Recommendations to Member States

- Strengthen port security controls and inspections
- Improve cooperation between ports, customs and law enforcement
- Ensure full implementation of cybersecurity requirements
- Assess security risks related to foreign investments in ports

Pillar IV – Access to Finance & Investment

EU ports face **significant investment needs** (~€80bn) driven by:

- Decarbonisation and energy infrastructure (OPS, clean fuels).
- Growing trade flows and larger vessels.
- Security, resilience & digitalisation
- Climate adaptation & sustainability

A mix of EU, national and private funding, supported by predictable regulatory frameworks and de-risking tools, will be essential.

EU support for port investments

- ❑ Since 2014, the EU has supported port projects with ~€10 billion in deployment funding and €200+ million in R&I.
- ❑ EIB Group has supported port projects with €2.8bn (2014–2025)

Next step: CEF will prioritise Onshore Power Supply (OPS) in a 2026 call.



Flagship Actions:

- Set overall **priorities and conditions** for all funding instruments (Annex 1).
- Engagement with **national promotional banks and private investors**.
- Improve **access to financing and project preparation** via EIB.
- Encourage the sector to “**think out of the box**” (by supporting ports to diversify into clean energy, digital and blue tech services – using targeted EU funding, advisory support and PPPs to de-risk innovative projects).

Pillar V – Social cohesion, Skills & Jobs

The green and digital transition will transform port operations. Ensuring **skilled workers, quality jobs and safe working conditions** is essential for the long-term competitiveness and **social sustainability** of EU ports.



Key challenges

- Ports vital for connectivity (arctic, coastal, islands, outermost regions).
- Workforce up-/reskilling for digitalisation, clean energy and alternative fuels.
- Ensuring safe working conditions and quality jobs in port operations.

Flagship Actions

A new **roadmap for competitive small and medium ports** (Annex 2).

Strengthen dialogues and support the development of best practices and guidance on **enhancing port-city relations**.

Support **upskilling and reskilling initiatives**, incl. the development of a skilled next-generation workforce across all blue economy sectors, including ports, through actions under the Blue Generational Renewal Strategy.

Support social partners and relevant stakeholders to establish a **Pact for Skills for the ports sector** on upskilling, reskilling and inclusion of workers.

Prepare **guidance on (i) onboard safety for workers and (ii) safe handling of new fuels**.

Recommendations to Member States

- support infrastructure, clean energy and fuel, safety, and sustainability improvements for small and medium sized-ports.
- Ensure implementation and respect of Union and national labour legislation and collective bargaining agreements.



Thank you for your attention

09:45–10:15



CEF for Ports and future opportunities

Reflow Call opportunities and CEF beyond the current programming period

Philippe Chantraine, Head of Unit, Transport Investments, DG MOVE B.2, European Commission
Marija Janeva, CEF project Management Coordinator – Maritime sector, CINEA

02





Multiannual Financial Framework 2028-2034

What does it mean for transport?

MFF structure: transport relevant proposals

National and Regional Partnerships
EUR 865 billion

CEF
EUR 81.4 billion

Global Europe
EUR 200.3 billion

European Competitiveness Fund
EUR 234.3 billion

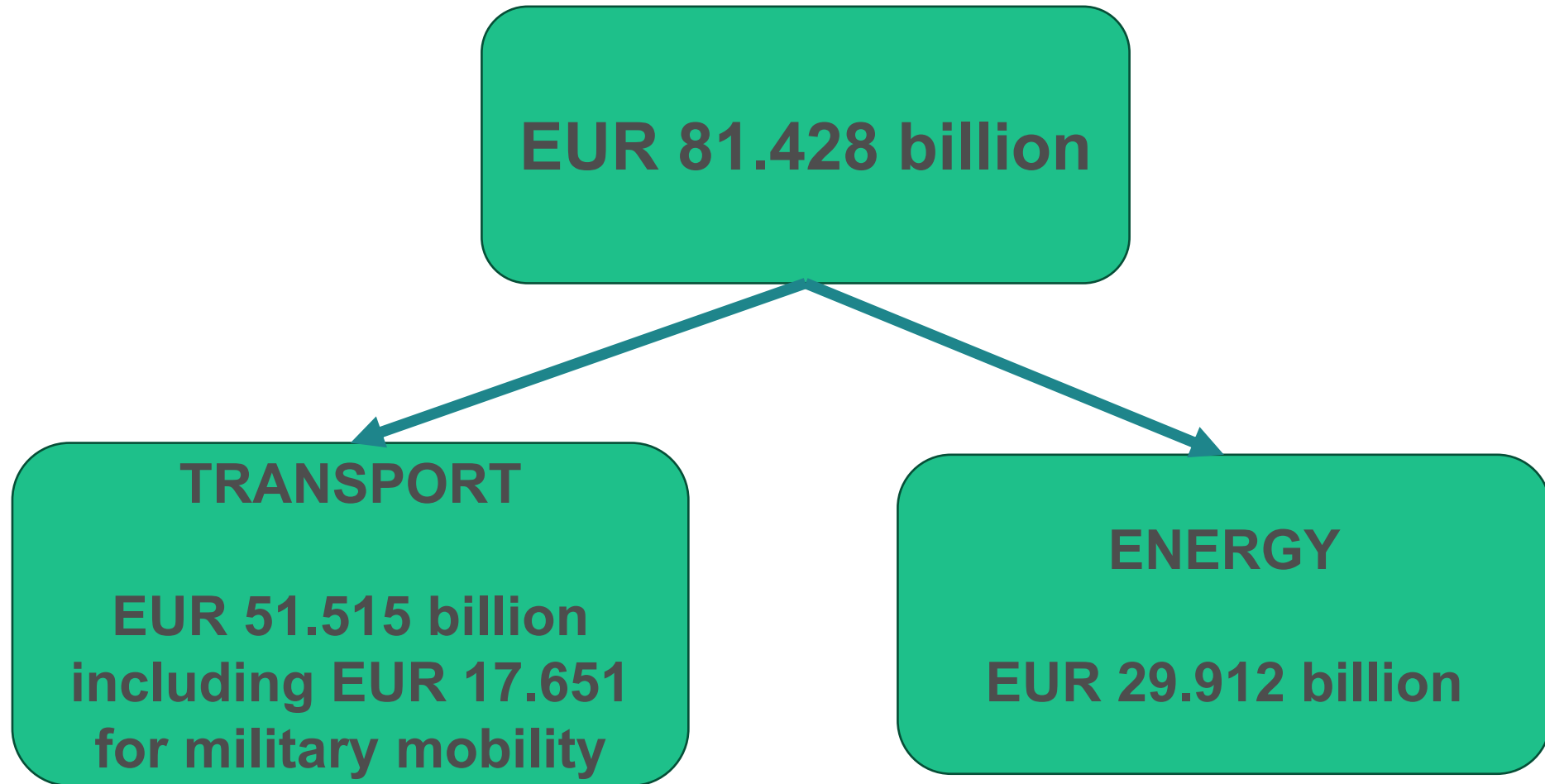
Clean transition window:
EUR 26.2 billion
Defence window:
EUR 125.2 billion
Digital window:
EUR 51 billion

Horizon Europe
EUR 175 billion
Clean transition window:
EUR 25.3 billion

Performance Regulation

Horizontal provisions for all programmes: DNSH, climate spending target, monitoring, evaluation...

Connecting Europe Facility 2028-2034



Connecting Europe Facility 2028-2034

- Contributing to the development of projects of common interests relating to interconnected, interoperable, decarbonised, smart, safe, sustainable, resilient, secure and multimodal transport networks in accordance with the TEN-T Regulation (2024/1679):
 - Actions relating to the projects of common interest with **cross-border dimension** implementing the TEN-T, including actions on the indicative sections listed in the Annex to the Regulation (e.g. rail, inland waterways, European Maritime Space, TEN-T ports);
 - Actions relating to the projects of common interest relating to the developing **smart** (e.g. traffic management systems), **resilient** (e.g. climate resilience), **decarbonised and sustainable** (e.g. alternative fuels infrastructure) on the whole **TEN-T**;
 - Actions relating to the projects of common interest **with third countries implementing the TEN-T** (e.g. cross-border projects with UA/MD);
- Adapting **TEN-T for the dual use of the transport infrastructure** (military mobility).

Connecting Europe Facility support to ports

- Since 2014, CEF has allocated over **EUR 4.5 billion** into **over 197 projects**, **improving 150 ports**.
- Examples:
 - Upgraded infrastructure in the Port of Pori in southwestern Finland, improving both civilian and military mobility along the TEN-T;
 - Studies for the deployment of shore-side electricity supply, the production of electricity by wave energy and the safety upgrade of the windward breakwater at the maritime port of Volos in central Greece.

National and Regional Partnership Plans

(Commission proposal)

- Specific objectives for transport:
 - enhancing Union transport infrastructure and contributing to the completion of the trans-European network for transport, in particular on the core and extended core network, while decarbonizing and improving connectivity, security and accessibility for remote, peripheral and less connected areas; support the green and digital transition of transport;
 - reinforcing the Union's defense industrial base and military mobility, in particular by developing dual-use TEN-T infrastructure;
- Member States will draw up national and regional partnership plans which will include investments and reforms

European Competitiveness Fund

(Commission proposal)

Window “**Support for Clean Transition and Industrial Decarbonisation**”

- Sourcing, production, storage, distribution and uptake of **sustainable fuels**, facilitating decarbonization of mobility.
- **Clean, multimodal and digitalised, safe transport and mobility solutions**, including mobile assets (e.g. vehicles, vessels including fishing vessels, aircrafts, rolling stocks) and infrastructures (among others charging infrastructure, ports or high-speed rail), systems and operations.
- Supporting the development and deployment of **smart mobility**, including vehicles, infrastructure, connected and automated mobility, smart traffic management systems and related services.
- Sustainability and clean transition of **SMEs, including in tourism**.
- Transition towards **sustainable and safe mobility and sustainable tourism in cities, rural areas, communities, and buildings**.

Window “**Support for resilience, and Security, Defence Industry and Space**”

- Activities related to the enhancement of **military mobility** in the Union by supporting dual use of civilian-military assets, including equipment, infrastructure and superstructures.

ECF incorporates **InvestEU** as the main instrument for providing EU guarantees and mobilising public and private investment.

Thank you



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EIB/JASPERS Kick-off webinar

CEF Transport Reflow Call 2026

Marija Janeva, CEF Transport Programme Coordination Manager – maritime sector, CINEA
Virtual meeting, 24 June 2026

2026 CEF Transport Calls	General envelope (MEUR)	Cohesion envelope (MEUR)	Milmmob envelope (MEUR)
Projects on the Core Network (1) Railways & (2) Inland waterways	<u>COREGEN</u> (2 topics) 350	<u>CORECOEN</u> (1 topic) 260	
Safe and Secure Mobility External borders	<u>SAFEMOBGEN</u> (1 topic) 20		
Smart and Interoperable Mobility Digitalisation of road transport	<u>SIMOBGEN</u> (1 topic) 20		
Sustainable and Multimodal mobility European Maritime Space and Inland Ports (AFIF)	<u>SUSTMOBGEN</u> (1 topics) 200		
Alternative Fuels Infrastructure Facility Road & Airport sectors	<u>AFIFGEN</u> (1 topics) 130		
Military Mobility Military Mobility			<u>MILMMOB</u> (1 topics) 130
TOTAL : 1 110	720	260	130



Projects related to sustainable and multimodal mobility (CEF-T-2026-SUSTMOBGEN)

Projects to be supported:

- Deployment of Onshore-power supply (OPS) and charging infrastructure in TEN-T maritime and inland ports (Regulation 2023/1804 on deployment of alternative fuels infrastructure)
- Fitting or retrofitting of the energy systems of inland waterway vessels and short sea shipping vessels (including ferries) with electric, hybrid, H2, ammonia, methanol and biomethane technologies, substitute sources of energy* and the installation of wind assisted propulsion systems (WAPS)

*renewable energy generated on board or electricity supplied from OPS (article 3(8)Regulation (EU) 2023/1805 on the use of renewable and low-carbon fuels in maritime transport

- **Works only:** 30%; 70% for works in outermost regions
 - A project may combine both, onshore-power supply and fitting/retrofitting
 - Max EU contribution per project/grant agreement capped at EUR 10 million
 - Max EU contribution for fitting / retrofitting capped at EUR 5 million / vessel
 - Recommendation: projects with EU contribution of > EUR 1 million
 - Project duration: 31/12/2030



Projects related to sustainable and multimodal mobility *(CEF-T-2026-SUSTMOBGEN)*

Works

Relevant investments – OPS and SBC:

- **Onshore-power supply systems & Shore-side Battery Charging (SBC) systems at port-side for:**
 - seagoing freight/passenger vessels (including tugboats and cruise vessels)
 - inland waterway vessels
- Upgrade of electrical grid within the maritime and inland ports if needed for the onshore-power supply / SBC systems

- Location: geographic area of TEN-T maritime and inland port listed in Annex II to TEN-T Regulation
- Facilities and infrastructure must be accessible for use by all operators on a non-discriminatory basis



Projects related to sustainable and multimodal mobility *(CEF-T-2026-SUSTMOBGEN)*

Works

Synergetic elements:

- On-site renewable energy generation:
 - Wind turbines
 - Photovoltaic power plants
- Electricity grid connection (*from the port to the grid outside of the port*)
- Shore-side power banks (SPB) i.e. Energy Storage Systems – batteries

- Usage: primarily for the onshore-power supply / SBC systems
- Up to 20% of the total eligible project costs
- Separate work package / cost category D.3 Synergetic element
- Must improve socio-economic, climate or environmental benefits of the project



Projects related to sustainable and multimodal mobility *(CEF-T-2026-SUSTMOBGEN)*

Relevant investments - vessels:

- ***Fitting or retrofitting of the energy systems with electric, hybrid, H2, ammonia, methanol and biomethane technologies, substitute sources of energy and the installation of wind assisted propulsion systems (WAPS) on:***
 - **Maritime ferries of at least 2000 GT engaged in regular service for the transport of passengers, vehicles and / or cargo on fixed route(s) between two or more maritime ports of which at least one is a TEN-T core or comprehensive maritime port**
 - **Short sea shipping vessels of at least 2000 GT operating passengers and/or freight transport services in **coastal sea areas** and calling at least at one TEN-T core or comprehensive maritime port**
 - **Inland waterway vessels operating in the TEN-T inland waterways transport network, longer than 20 meters with more than 12 passengers' capacity**



European
Commission



European
Commission

Mobility and Transport



Projects related to sustainable and multimodal mobility *(CEF-T-2026-SUSTMOBGEN)*

Limitations:

- Support shall be limited to the costs of fitting or retrofitting of the vessels' energy systems:
 - Fully electric or hybrid power propulsion system, wind-assisted propulsion system, substitute sources of energy and energy storage system both used predominantly for a propulsion system

- Support to power propulsion systems limited to:
 - The **fitting** of **newbuilds** with electric, hybrid, H2, ammonia or methanol technologies
 - **Retrofitting** of **existing vessels** with electric, hybrid, H2, ammonia, methanol or biomethane technologies

- **Exclusion of:** Exclusive Day trip tourism vessels, recreational craft, tugboats, icebreakers or cruise vessels



Projects related to sustainable and multimodal mobility *(CEF-T-2026-SUSTMOBGEN)*

Requirements:

- **Fitting or retrofitting contract:** signed after the call publication date and **no later than 31 December 2027**
- **Hybrid electric vessels:** must have, as a result of fitting or retrofitting, Shore-side Battery charging (SBC) and their battery capacity shall be sufficient to cover at least 10 Nautical miles
- **Applicants must:**
 - Indicate the **fuelling and recharging capacities** currently available or that will be available by the end of the project at the ports served by the supported vessels
 - Explain the **contribution** of their project **to the development of EU manufacturing capacity** and **made in EU technologies** (EU Industrial Maritime Strategy)
- **Vessels must fly an EU flag** and shall **serve at least one TEN-T maritime or inland port** for a **minimum of 5 years after the end of the project**



Projects related to sustainable and multimodal mobility *(CEF-T-2026-SUSTMOBGEN)*

Non-eligible costs

(Preparatory) activities costs:

- Upgrade of existing electric recharging infrastructure
- Costs related to grid connection equipment owned by the Distribution System Operator (DSO) or the Transmission System Operator (TSO)
- Any type of studies, designs, work supervision
- Land acquisition, renting/leasing facilities
- Procurement and permits

Horizontal / administrative costs

- Project management, (internal) staff costs
- Communication and dissemination
- Travel / subsistence costs
- Indirect costs
- Other administrative costs

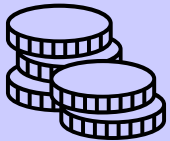
Operating expenditures (OPEX) including consumables and energy consumption

European
CommissionEuropean
Commission | Mobility and Transport



Projects related to sustainable and multimodal mobility - blending *(CEF-T-2026-SUSTMOBGEN)*

Actions receiving grant support under this call shall provide a mandatory financing component



FINANCING
from public or private financial institution

Min. 10% of the proposed Project cost



TYPE

Loan, bonds, equity



Documents

Financing Approval Letter (FAL)

Adaptation of the TEN-T to civilian-defence dual use *(CEF-T-2026-MILMOB)*

Works / Studies / Mixed

- Indicative budget: **EUR 130 million**
- **Eligibility:**
 - Projects for all transport modes eligible provided they address both civilian and defence needs (dual-use projects)
 - Member States are encouraged to consider projects related to facilitating cross-border movements, rail capacity for 740 m trains, P400 loading gauge, strengthening road bridges, port capacity and connectivity, multimodal handling capacity

Adaptation of the TEN-T to civilian-defence dual use *(CEF-T-2026-MILMOB)*

SUSTAINABLE & SMART
MOBILITY STRATEGY

Works / Studies / Mixed

- Projects must meet all 3 requirements
 - On **TEN-T network**
 - On **EU military transport network** (based on the Military Requirements for Military Mobility last updated in March 2025)
 - **In line with applicable dual-use infrastructure requirements** (COM Implementing Regulation (EU) 2021/1328)

- **Priority:** projects located on the four EU military mobility priority corridors and projects located in two or more Member States

- CBA **not** mandatory

- In case a proposal combines studies and works components, these must address different sections / activities

- Facilities and infrastructure supported under CEF must be **accessible for use by all operators** on a non-discriminatory basis

Adaptation of the TEN-T to civilian-defence dual use *(CEF-T-2026-MILMOB)*

SUSTAINABLE & SMART
MOBILITY STRATEGY

Works / Studies / Mixed

- Co-funding rate up to 50%

- Maximum EU contribution per grant agreement capped at:
 - EUR 20 000 000 for projects located in one Member State
 - EUR 40 000 000 for projects located in more than one Member State
 - The maximum EU contribution for projects involving more than two Member States may exceptionally be increased for projects where this is justified by the scale, coordination needs or strategic relevance of the project

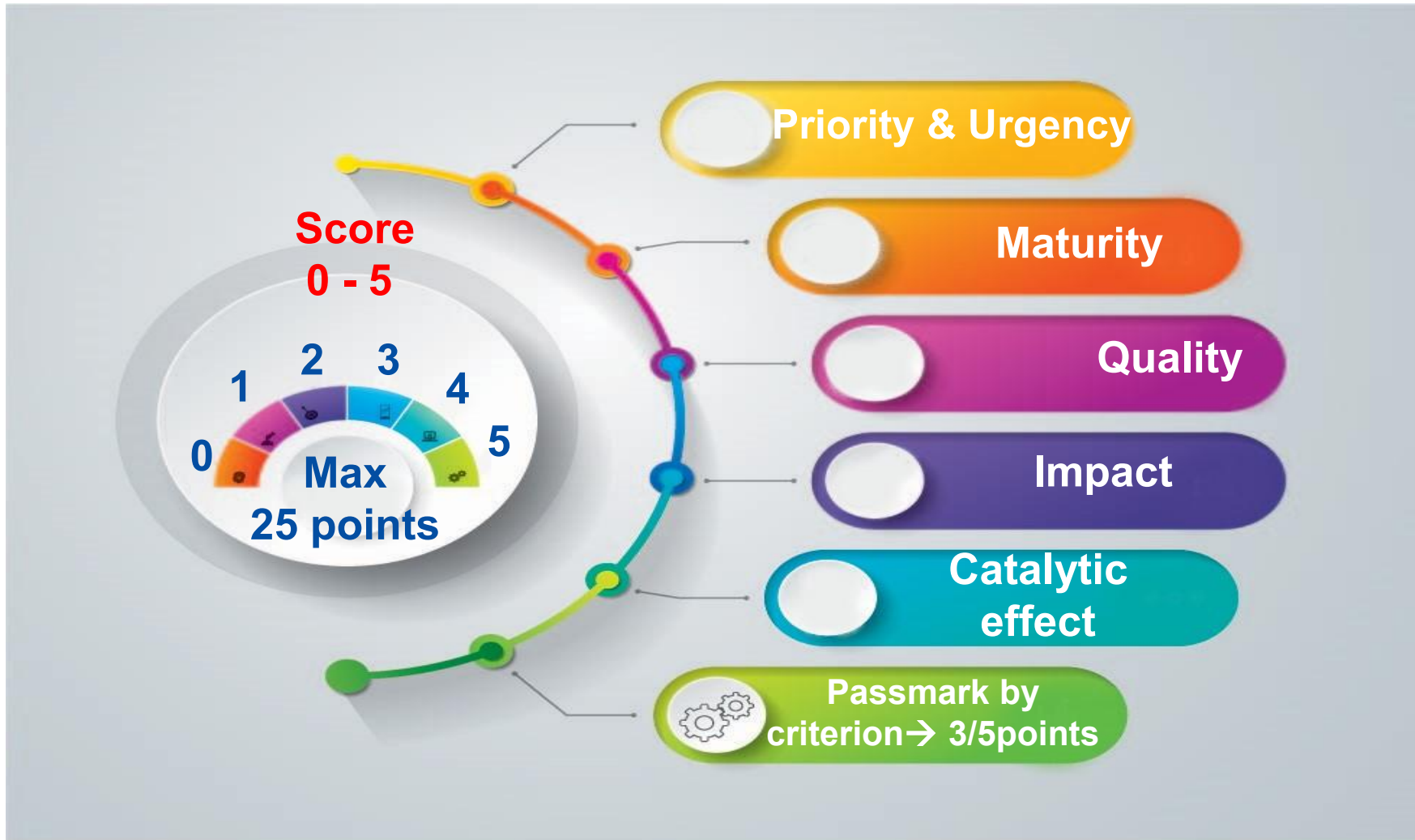
- The grant awarded may be lower than the amount requested

Evaluation process and lessons learned

CEF- Transport evaluation process



Evaluation - Award criteria



Admissibility and eligibility Shortcomings *(based on previous calls)*

- Missing or incomplete mandatory documents, e.g. Environmental Compliance File, Member State's approval, activity reports, list of projects,...
- Project proposal fully 'out of scope'
- Inconsistent budget information across the proposal
- Applicant(s) from a non-eligible country
- Location of the proposal not on the TEN-T network
- Different project's start dates in different proposal's parts
- Project duration wrongly calculated

Award criteria - shortcomings

(based on previous calls)

➤ **Priority and urgency**

- Scope partially addressing the objectives of the topic, ineligible elements
- Not demonstrated bottleneck/need
- Low/not demonstrated EU added value

➤ **Maturity**

- Missing/limited information on the status of permits /authorisations/completion of plans / procurements
- Doubtful financial readiness: unclear financial sources, status of loans

➤ **Impact**

- CBA: unclear scope, insufficient explanations about the assumptions/parameters
- Other impacts vaguely demonstrated

➤ **Quality**

- Unclear description of work packages
- Insufficient milestones/deliverables
- Inconsistent budget tables, not detailed/ not justified budget breakdown
- Limited information on risks; incomplete/inadequate mitigations measures
- Communication tasks described vaguely

➤ **Catalytic effect**

- Unclear financial leverage of EU funding

Lessons learned & key success factors

- **Relevant and mature** proposals
- Submission under the **right topic**: excellent understanding of priorities and objectives of the call / topic
- **No** (or limited) **dependance** between the studies and works components in the same project
- **Solution**: clear presentation of the technical proposal in the required templates
- **Clarity and quality**: clear objectives, consistent information in various parts of the application
- **Budget**: eligible costs only
- **Final check**: each proposal is evaluated on its own merits and based only on the information provided by the applicant(s). All important information must be included! No assumptions are made!

2026 Reflow Call Info Day – Info Day

Information regarding the 2026 reflow calls including

- policy context
- topic covered
- submission & evaluation process



https://cinea.ec.europa.eu/news-events/events/info-day-2026-cef-transport-calls-2026-06-24_en

on **Wednesday 24th June at 14:00**

Thank you



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Slide xx: [element concerned](#), source: [e.g. Fotolia.com](#); Slide xx: [element concerned](#), source: [e.g. iStock.com](#)

10:15–11:00



Preparing a successful CEF application

Practical readiness guidance for strong applications

Lothar Zeller, Lead Transport Specialist, EIB

03





Connecting Europe Facility (CEF)

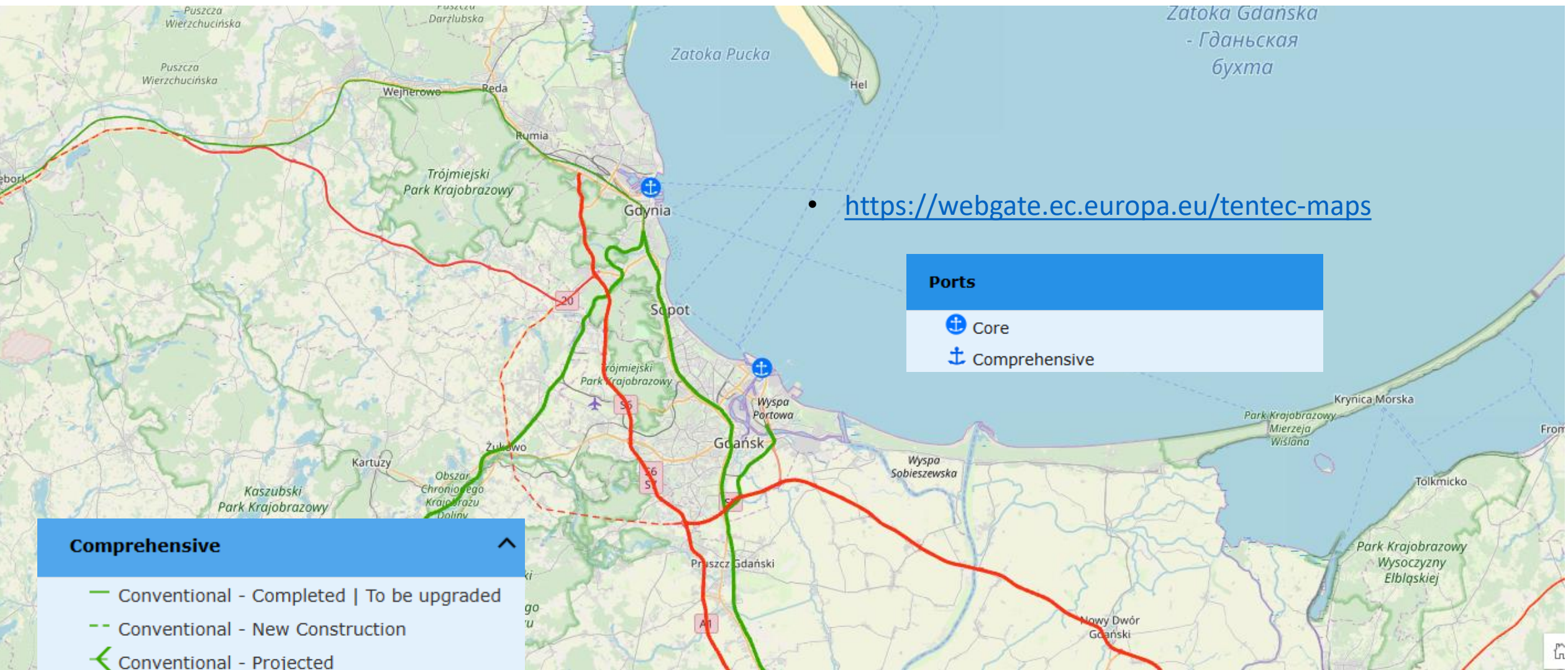
Application Form

Administrative Forms (Part A)
Technical Description (Part B)

(CEF Energy Standard)

Version 3.0
01 April 2024

The call



Port Elements

Maritime access – channels, anchorage, turning basins, breakwater, etc.

Port infrastructure – berth, docks, roads and rails inside the terminal area, enclosed basins and locks, etc.

Superstructure and equipment – gantry cranes, loaders, stacking and storage areas, warehouses, silos, Ro-Ro facilities, passenger terminals, etc.

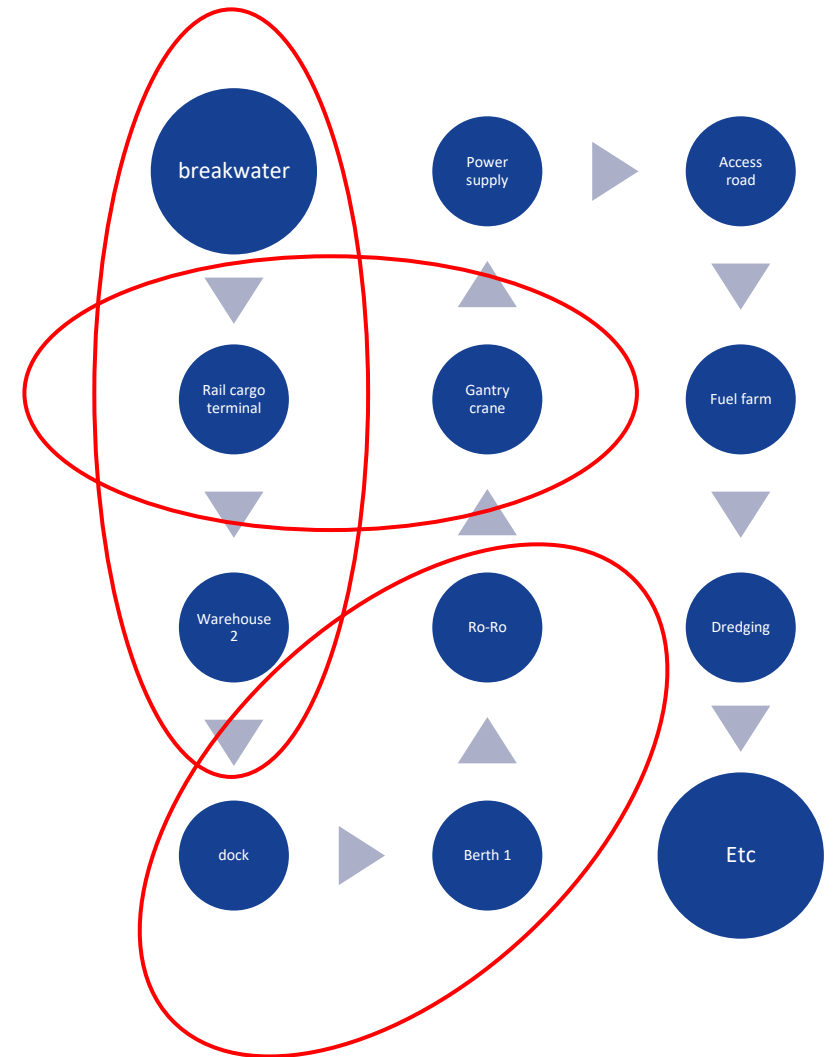
Land access – road and rail outside the terminal area, etc.

Port Masterplan

Business concept, defining the measures to be developed based on the business concept

Implementation Plan

Combining measures into projects, timing of projects, funding approach

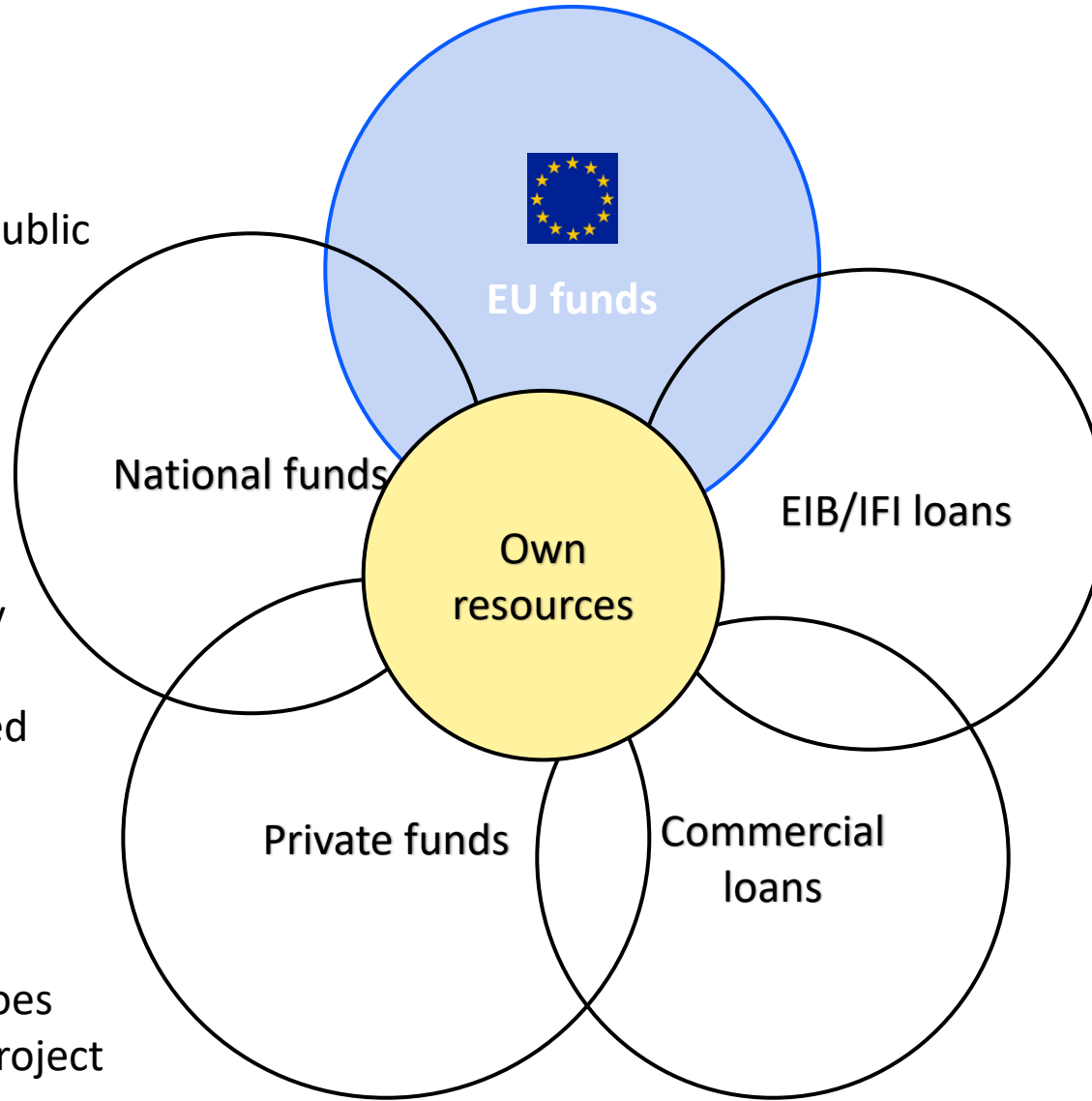


Additionality – complementing not replacing national public spending

Transparency and equal treatment

Non-Retroactivity – only cost that occurred after grant agreement is signed

Co-financing – EU does not fully cover the project



Non-profit – EU funding cannot lead to profit

Non-Cumulative – projects can only receive a single grant. Multiple grants cannot be combined to cover the same eligible cost



Single Market, Innovation and Digital – InvestEU, Connecting Europe Facility (CEF), etc.

Cohesion and Values – European Regional Development Fund (ERDF), Cohesion Fund (CF), Recovery and Resilience Facility (RRF), etc.

Investing in People, Social Cohesion and Values – European Social Fund (ESF), etc.

Natural Resources & Environment – European Maritime, Fisheries and Aquaculture Fund, Just Transition Fund, Innovation Fund, Modernisation Fund, etc.

Migration and Border Management

Security and Defence – European Defence Fund, etc.

Neighbourhood & the World – Pre-Accession Instruments, etc.

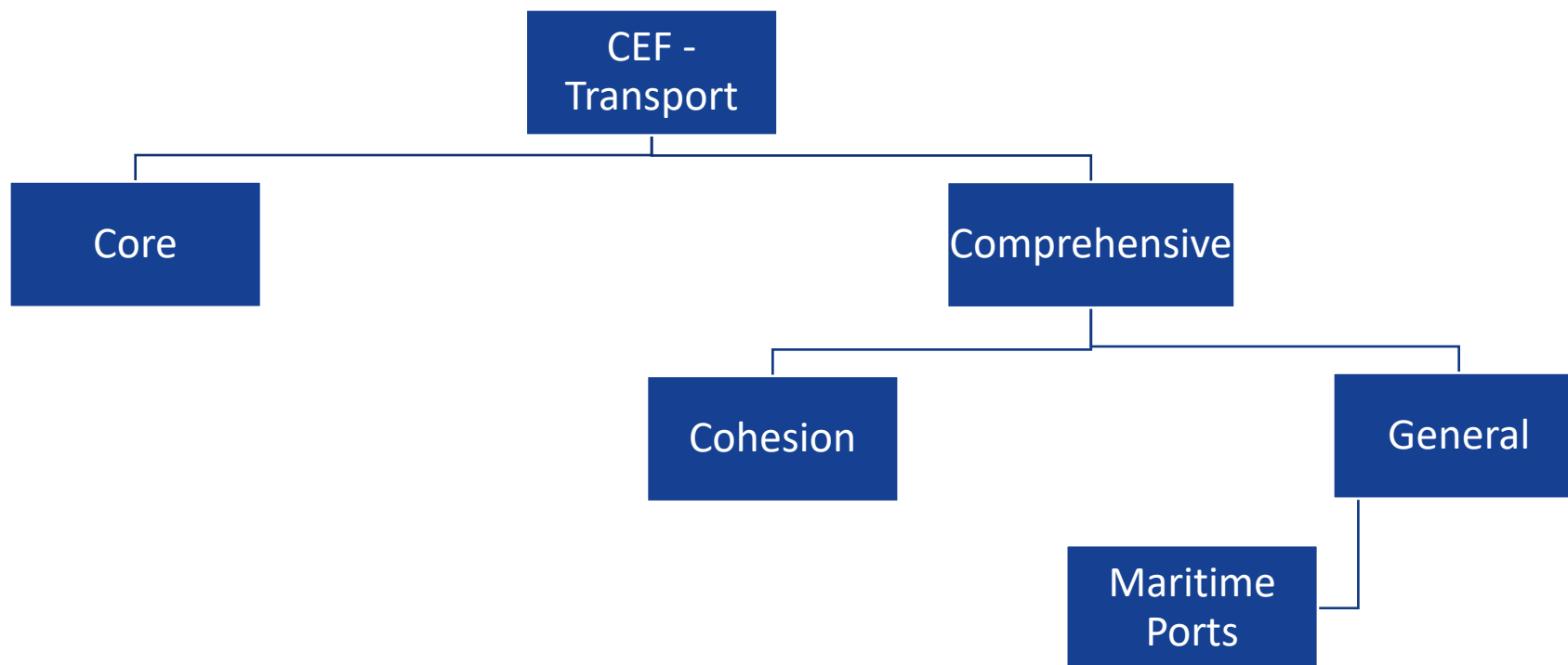
- Project Selection
- Funding Agreement
- Transferring the Funds
- Monitoring and Control



Shared Management – Managed by EC and National, Regional or Local Authorities and related Agencies – MS is selecting the project

Direct Management – Managed by EC and related Agencies – Selecting the project (**Calls**), Grant Agreement

Indirect Management – Managed by entrusted partner organisations or third parties



Connecting Facility	Transport	Comprehensive	General	Maritime	Ports	Works
CEF	T	COMP	GEN	MAR	P	WORKS

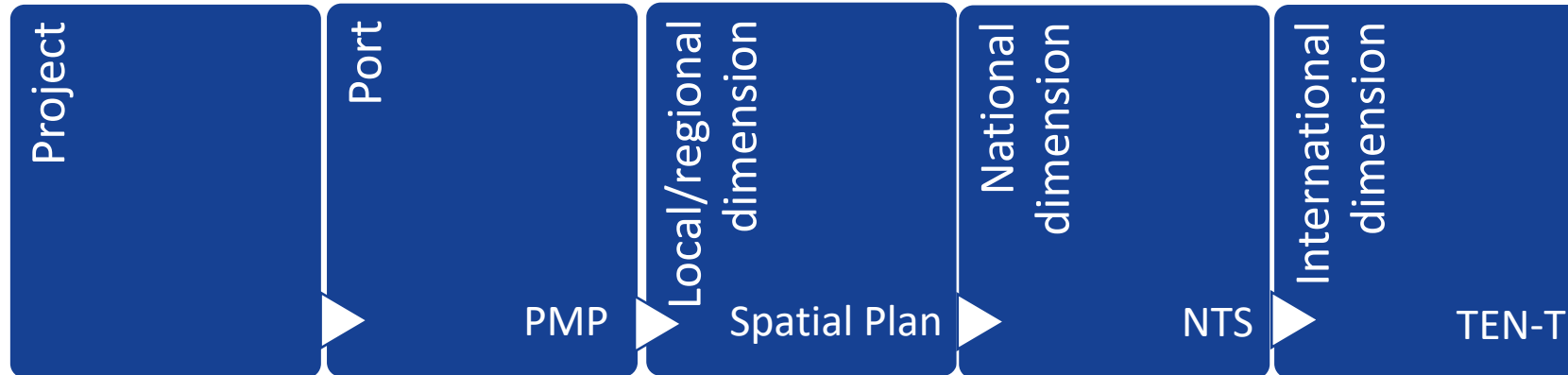
The call document outlines the

- Background, **objectives, scope, technical eligibility** (activities that can be funded and the expected results - sections 1 and 2)
- Available budget (section 3)
- **Timetable/deadlines** and (section 4)
- **Admissibility** (including mandatory documents; section 5)
- **Eligibility** – participants, specific cases, consortium, geographic location, project budget, etc. (section 6)
- **Criteria for financial and operational capacity and exclusion** (section 7) – clarification might be requested
- Evaluation and award procedure (section 8)
- Award criteria (section 9)
- **Legal and financial set-up of the Grant Agreements** (section 10) – Starting date, milestones and deliverables, form of grant, funding rate, maximum grant amount, reporting and payment, guarantees, certificates, liability, provisions related to project implementation
- How to submit an application (section 11)
- Help (section 12)



The story behind

- **'Zooming out'** of the project



- **'The story'** – What makes your port special

Analysis – Objectives – How to reach the objectives

- **Cooperation/Coordination** with other countries, common initiatives

The global project

All related projects which provide together the added economic value

CBA

- The economic analysis can also be done for the global project
- Justification of EU support in financial analysis demonstrating a negative FNPV (funding gap)



The Port Master Plan

Port category

Gateway port/transshipment port/feeder port/dry port

Port functionality

Container, bulk, break bulk, Roll-on/Roll-off (road and rail), Motorways of the Sea, liquified gas, grain, mineral oil, vegetable oil, MilMob, passenger, cruising ships, storage (warehouses), ETC.

How to make best economic use of available space – business plan

Stakeholder engagement

Capacity and bottleneck/risk analysis – conflicting functionalities
Integration into the local/regional and national transport system

Covering

- Ownership/decision power of the Port Masterplan
- Operation (terminal, warehouses, customs, hinterland port, etc.)
- Organisation (Concessions, ownership, etc.)
- Infrastructure
- Environment
- Safety/Security
- Resilience
- Energy Transition

The application

Registration of Beneficiaries and Affiliated Entities

- Registration of beneficiaries and affiliated entities (Participation Register) - online
- Validations of the organisation by the Center Validation Service
- Receiving a PIC 9-digit code for the organisation and request for uploading specific supporting documents
- Submission of legal documents (Extracts of registration, legal entity forms, bank account forms, VAT extracts, Acts of creation, financial capacity assessment, etc.)
- Validation – checking of legal and financial status

Part A – Administrative and Financial Info (System Generated directly in the portal)

- Project details – Title, acronym, duration, key words
- Participants – organisation data – Legal entity information, operational capacity, financial standing
- Main contact person
- Budget summary – High level project cost and requested EU funding amount
- Declarations – Commitments confirming compliance with EU law, exclusion grounds, project maturity, etc.

Part B: Technical Description (uploaded as PDF)

- Project Summary and Project description
- 1. Priority and urgency**
 - EU added value
 - Climate and energy targets
 - Market integration
 - Synergies with other sectors or programmes
 - 2. Maturity**
 - Readiness and maturity
 - Status of contracting procedures and authorisations, approvals, permits
 - Financial maturity (CBA)

3. Quality

- Cost effectiveness and financial management
- Consortium setup
- Project Management, quality assurance and control procedures
- Risk Management

4. Impact

- Social, environmental and other impacts
- Revenues and revenue potential
- Need to overcome financial obstacles

5. Catalytic effect

- Financial gap
- Public and private investment and financial leverage

6. Work Plan, Work Packages, Activities, Resources and Timing

- Work Plan
- Work Packages, activities, resources and timing

7. Other

- Ethics
- Security

8. Declarations

- Higher funding rate
- Twinned projects
- Double funding

Annexes – dependent on the call

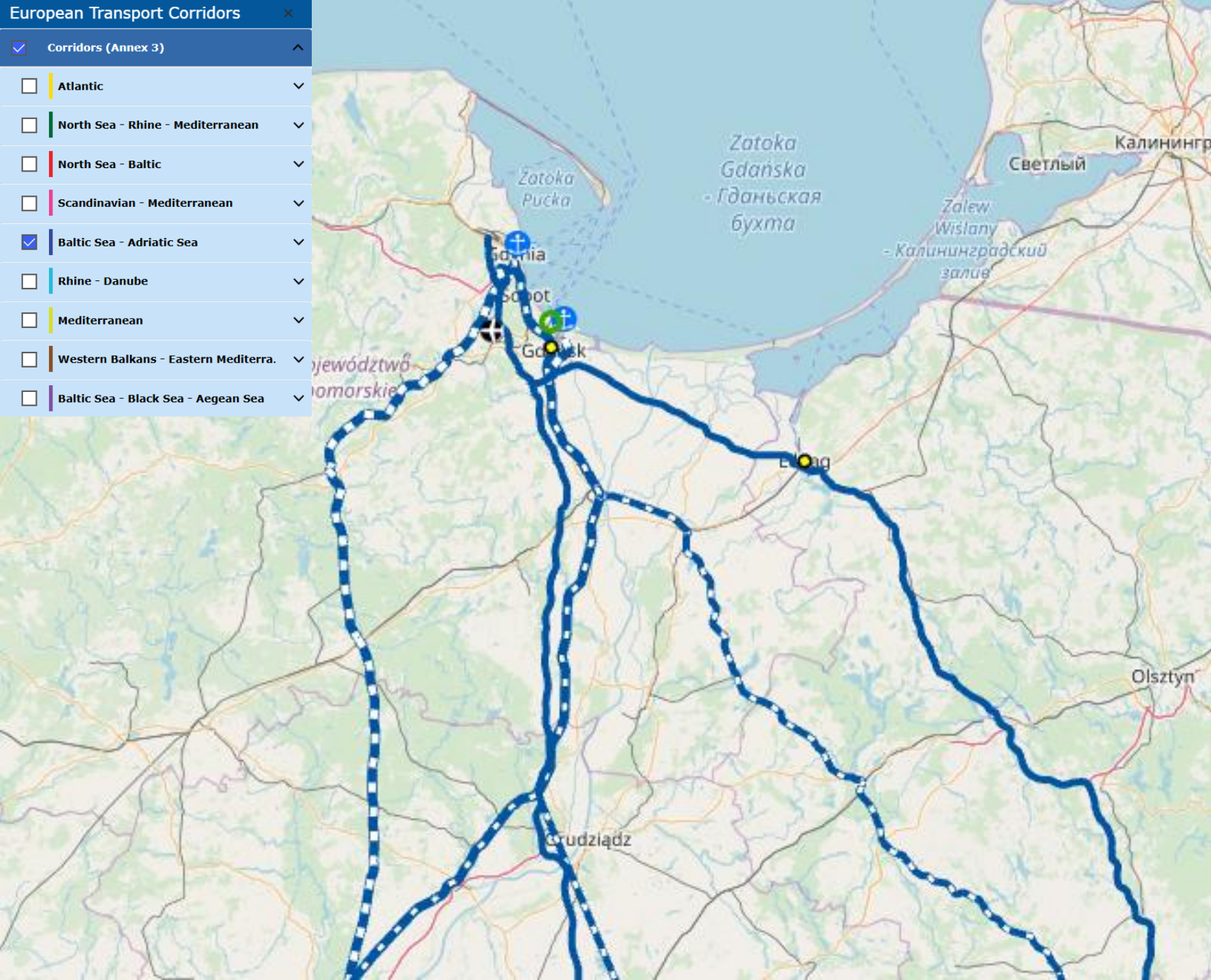
- Detailed budget table per WP
- CVs
- Annual activity reports
- List of previous projects
- Timetable

Risk Management

- Coordinate with the relevant Ministry in time
- Carefully select and empower the person in charge
- ‘The story’ is good, but do you have evidence?
- Do the registration - well in time
- Prepare the Annexes (Support letters) - well in time
- Establish the out financing the project
- Secure the cash flow management
- Last minute uploading and IT system capacity
- Ask your country coordinator for open issues (Natura 2000, Conservation objectives)

European Transport Corridors

- Corridors (Annex 3)
- Atlantic
- North Sea - Rhine - Mediterranean
- North Sea - Baltic
- Scandinavian - Mediterranean
- Baltic Sea - Adriatic Sea
- Rhine - Danube
- Mediterranean
- Western Balkans - Eastern Mediterra.
- Baltic Sea - Black Sea - Aegean Sea



The evaluation

- **Admissibility** – deadline, electronic, complete (mandatory annexes: detailed budget table, activity report of last year, list of previous projects, timetable/Gantt chart, agreement of concerned state, CBA, environmental compliance file)
- **Eligibility** – legal entity (public or private bodies), established in an eligible country
- **Exclusion Criteria** – bankruptcy, conflict of interest, etc.
- **Selection Criteria** – Budget to finance the proposal, operational resources to implement the proposal
- **Award Criteria** – Evaluation

1. **Priority and urgency** - sectoral policy objectives and priorities, measuring its EU added-value and where applicable assessing the possible synergies with other sectors (5 points)
2. **Maturity** - maturity of the project in the project development. 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 and of the necessary permits, and information on the financial availability needed to complement the CEF investment (5 points)
3. **Catalytic effect** - effect of the EU financial assistance on the realisation of the project, for instance by overcoming a financial gap generated by insufficient commercial viability, high upfront costs or the lack of market finance, increasing the capacity to mobilise differentiated investments sources, improving the quality of the project or accelerating the overall investment plan (5 points)
4. **Impact** - the economic, social and environmental impact, including the climate impact, and other relevant externalities. This criterion may be substantiated by a Cost Benefit Analysis (CBA) or, in the absence of such tool, other forecast of end-user take-up, in which case the evaluation will look at the soundness, comprehensiveness, and transparency of the analysis as well as proposed means to monitor its impact. Innovation and digitalisation, safety and interoperability and accessibility aspects of the proposal, as well as its cross-border dimension effect/contribution to the network territorial accessibility (5 points)
5. **Quality** - soundness of the implementation plan proposed, both from the technical and financial point of view, 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. Maintenance strategy proposed for the completed project (5 points)

1. **Priority and urgency** – ‘The story’ - TEN-T, European Transport Corridors, priority sections, solidarity Lanes, hot spot list, ‘TEN-objectives’, etc. (5 points)
2. **Maturity** – technically, procedurally, financially (5 points) – Realistic Starting
3. **Catalytic effect** – Need for EU funding, mobilization of additional funding, acceleration of implementation (funding gap analysis) - (5 points).
4. **Impact** – ‘The Story’ including greenhouse gas, climate resilience, competition, etc. - (5 points)
5. **Quality** – ‘The story’, organisation setup, applicant, Work Packages, etc. - (5 points)

Specific attention

- Digital security
- Dual Use (MilMob)
- Competition – State Aid
- Environment and NATURA 2000
- Climate change and climate resilience
- Operation and maintenance
- Publicity

Grant agreement

- Based on the application
- Intensive discussions with CINEA
- Signature of the Grant Agreement – Congratulations!
- Monitoring of project progress
- Audits (Court of Auditors, EC auditors, National Auditors, etc.)

11:00–11:15

Coffee break

Back at 11:15

Next up: EIB Advisory Services for port investments



We are here



11:15–12:00



EIB Advisory Services for port investments

How advisory support can help shape and advance port investments

Fernando Crespo, Finance Advisor, EIB
Aris Pantelias, Finance Advisor, EIB
Lorenzo Martelli, Senior Transport Engineer, EIB

04





EIB advisory and financing to ports

**Capacity-Building programme supporting the EU Ports Strategy for
small and medium-sized TEN-T ports**

Online, 24 June 2026



Contents

1. EIB Advisory Services
2. EIB lending overview
3. Examples of advisory and financing



Contents

1. EIB Advisory Services
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3. Examples of advisory and financing

EIB Advisory Services



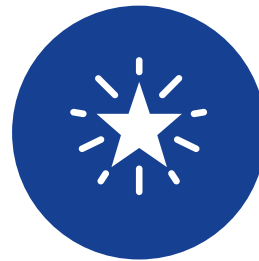
*We convert complex **EU policy objectives and clients' needs** into a **market reality**, into projects eligible for EIB Group support*

EIB Advisory: the essence of what it means to be a promotional institution



What is advisory?

Advisory staff offer **expert guidance that helps businesses, financial intermediaries and public administrations make better investment decisions** and get access to better financing.



Why does it matter?

Through EIB Advisory, we provide over a **half century of knowledge**, and we tailor solutions to each client's needs. This increases the **impact of our Group financing** and ensures a project's success.



How does it work?

We help investment happen in three ways: **project support, market development and capacity building.**

EIB Advisory Services – clients

Public sector

Member States
Local governments
Cities, Managing authorities



Corporates

Large corporates
SME & Mid-caps
R&D-focused businesses



Fin. intermediaries

Private Banks
VC, PE & Infra Funds
National Promotional Institutions



EIB Advisory Services – advantages

- i. Broad view of public investment projects, **full lifecycle perspective**
- ii. Direct **access to EIB experience in financing** investment projects in the EU
- iii. Access to **EIB's internal technical resources** in different sectors
- iv. Hiring of **external consultants** when necessary
- v. JASPERS and InvestEU assistance is **free for public authorities and public sector entities**
- vi. Assistance is **fully managed by EIB Advisory Services** (scoping, approvals, hiring and management of consultants, output analysis, etc)
- vii. Linked to EIB eligibilities and priorities, aims at **facilitating access to financing**

EIB Advisory Services – how to?

Initial contact to discuss needs through JASPERS, InvestEU or other mandates, EIB national offices representatives, EIB Advisory staff or other EIB staff

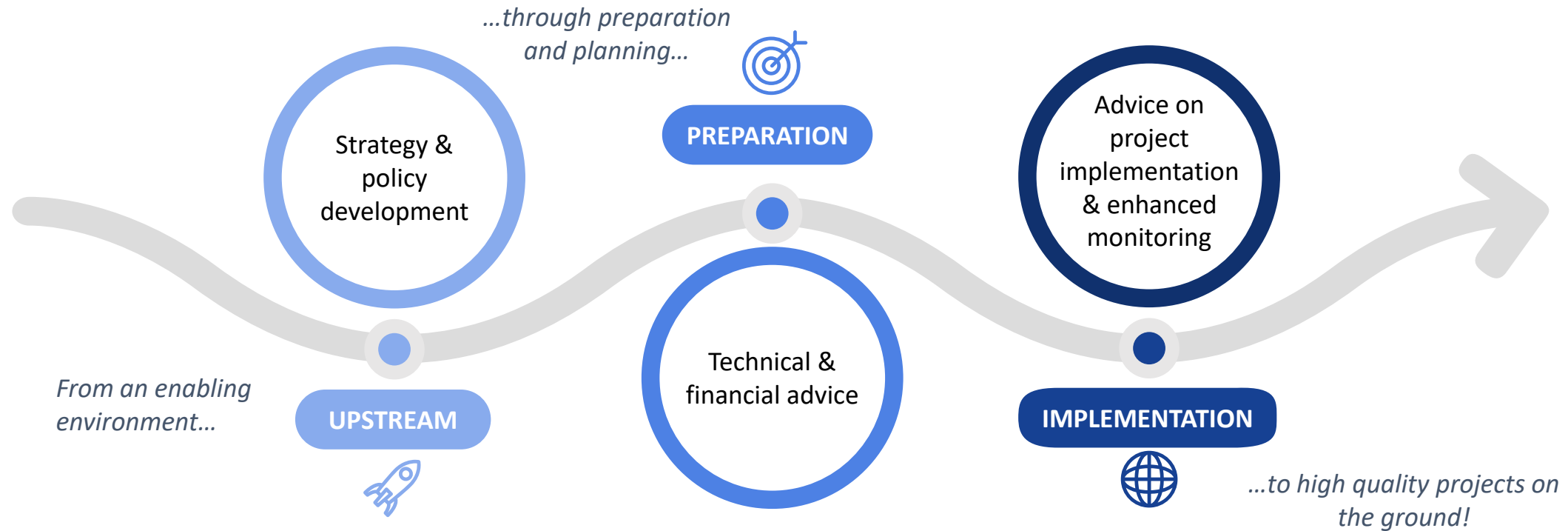
Scoping and structuring the advisory support: objectives, scope, tasks, calendar, assessment of technical and financial skills needed, EIB resources pooled, need for external consultants, budgeting

EIB Advisory Services seek approval of the advisory support by EIB and the EC

Signature of an Advisory Services Agreement between EIB and the beneficiary, setting objectives, scope, outputs, calendar of the advisory support

Delivery of the advisory support, managed by EIB Advisory Services staff

Support throughout the project lifecycle



Knowledge-sharing on technical/financial issues - Practitioner communities and resources Dissemination of best practices



Contents

1. EIB Advisory Services
2. EIB lending overview
3. Examples of advisory and financing

EIB financing for port operations (1)

- **Investment loan:** The EIB's traditional lending product for single, large-scale investments.
- **Framework loan:** Flexible loan that groups multiple, smaller public-sector sub-projects under one umbrella investment programme.
- **Programme loan:** Loan that supports a specific policy goal across an entire sector, rather than funding predetermined individual projects

EIBG value added:

- ✓ Long maturities
- ✓ Competitive fixed rates
- ✓ Access and diversified finance
- ✓ Volume and risk appetite
- ✓ Unsecured leverage

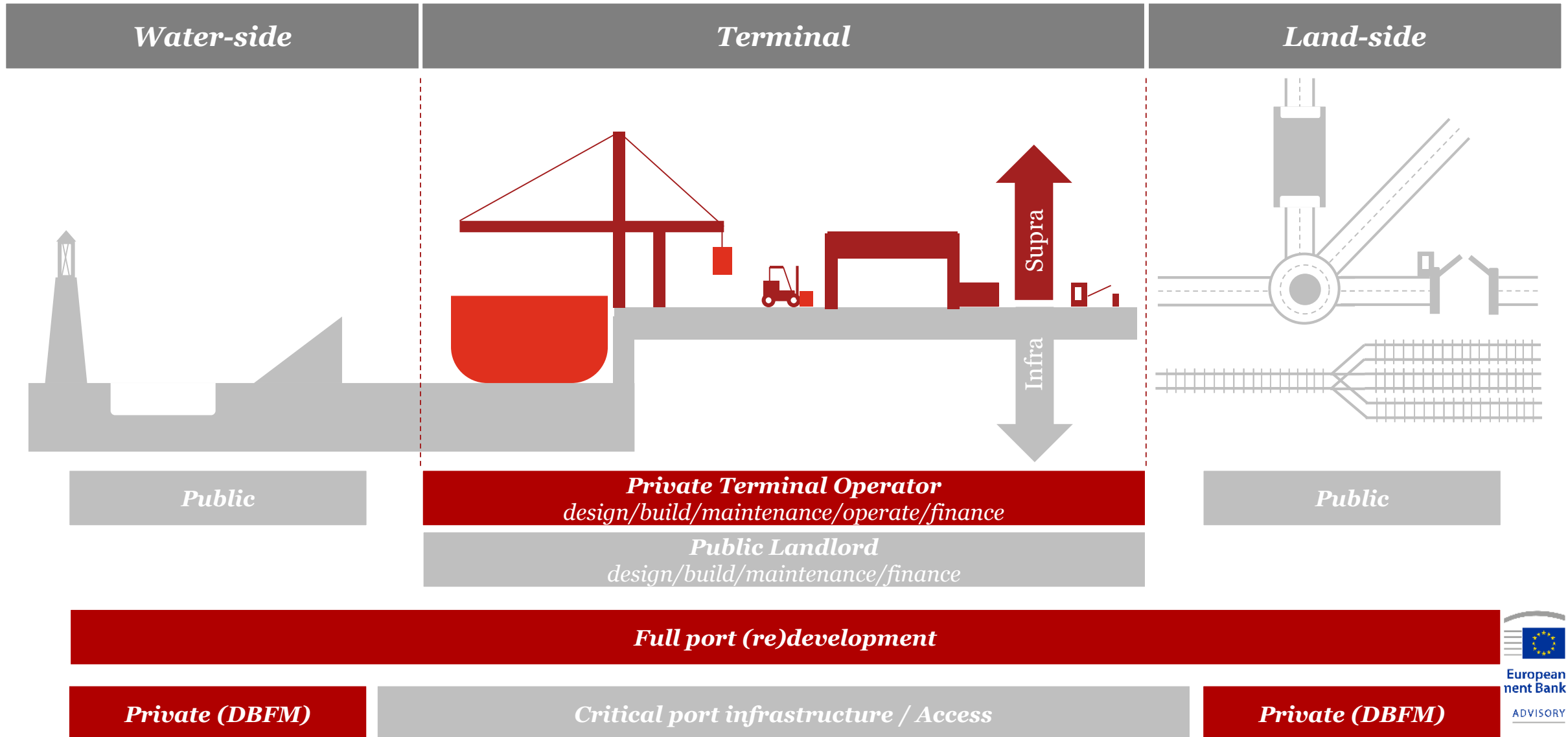
EIB financing for port operations (2)

- **Public Sector Loan:** direct beneficiaries are publicly funded port authorities or national / regional / local administrations that own ports
- **Corporate Loan:** for privately incorporated port authorities, port operators (concessionaires) and holding companies backed by balance sheet/income generation
- **Direct vs Indirect lending:** depending on whether the port authority is the actual EIB counterparty or whether another entity borrows the funds and allocates them to one or more ports

Bankability factors

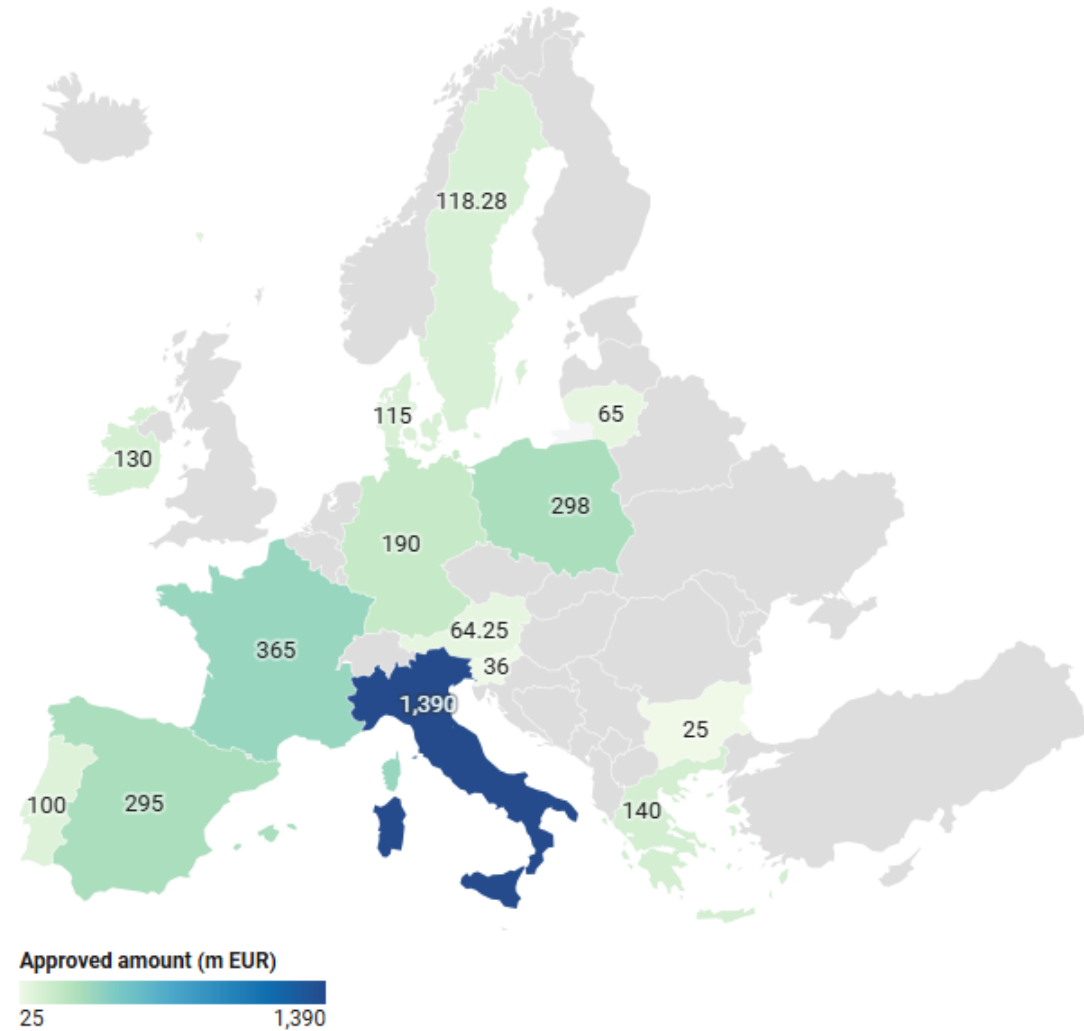
- Supportive regulatory framework and financial monitoring
- Adequate *standalone* financial performance (profitability, capitalization, leverage, liquidity) *and/or* *exogenous* credit-enhancement (guarantees, public service contracts, etc ...)

EIB finance for different models and partners



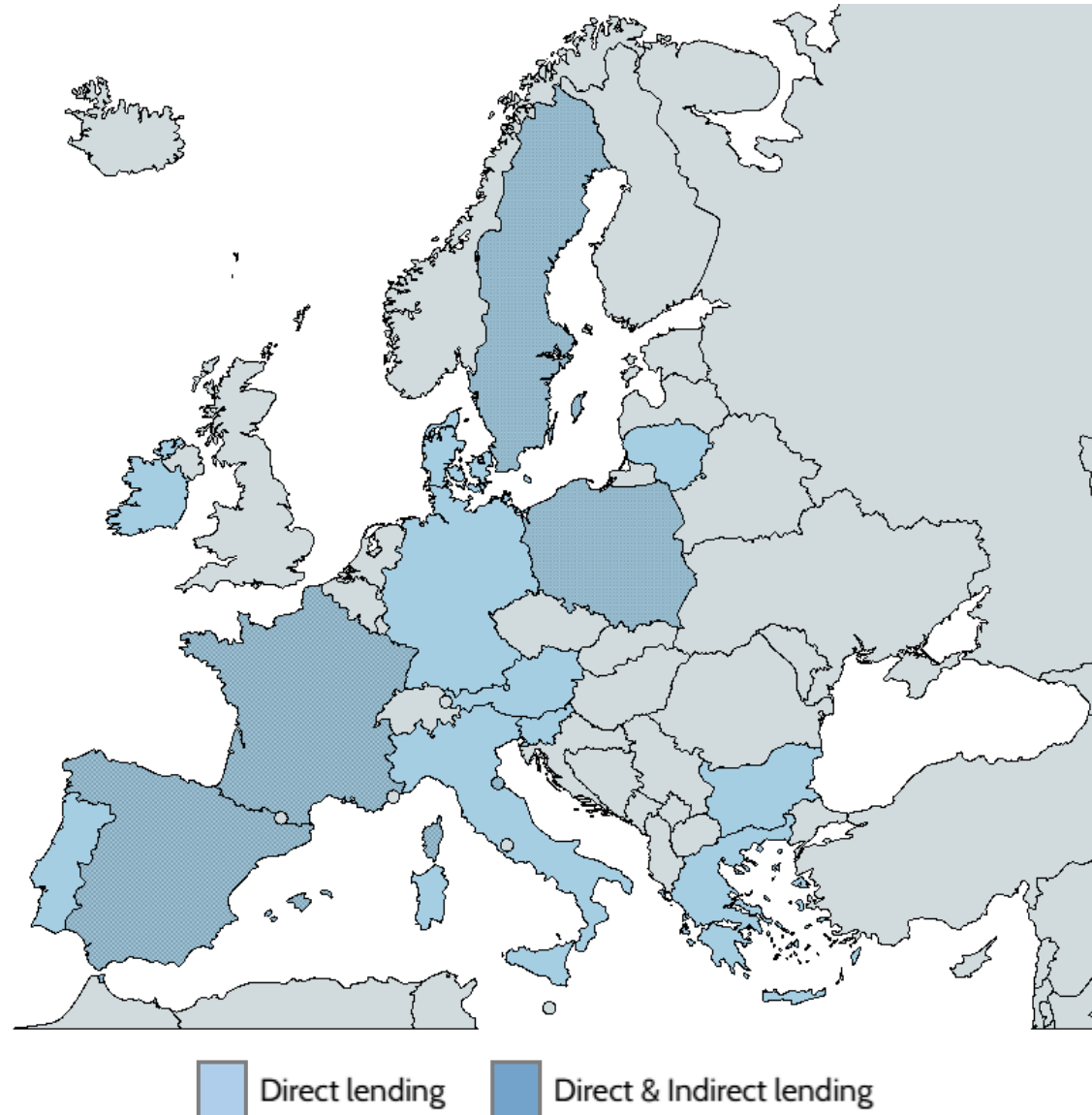
EIB lending to ports in Europe 2014-2025 (2)

Cumulative approved EIB lending to ports 2014-2025



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EIB lending to ports in Europe 2014-2025 (2)



EIB lending to ports by product 2014-2025

EIB Investment loans by country



No of contracts
1 12

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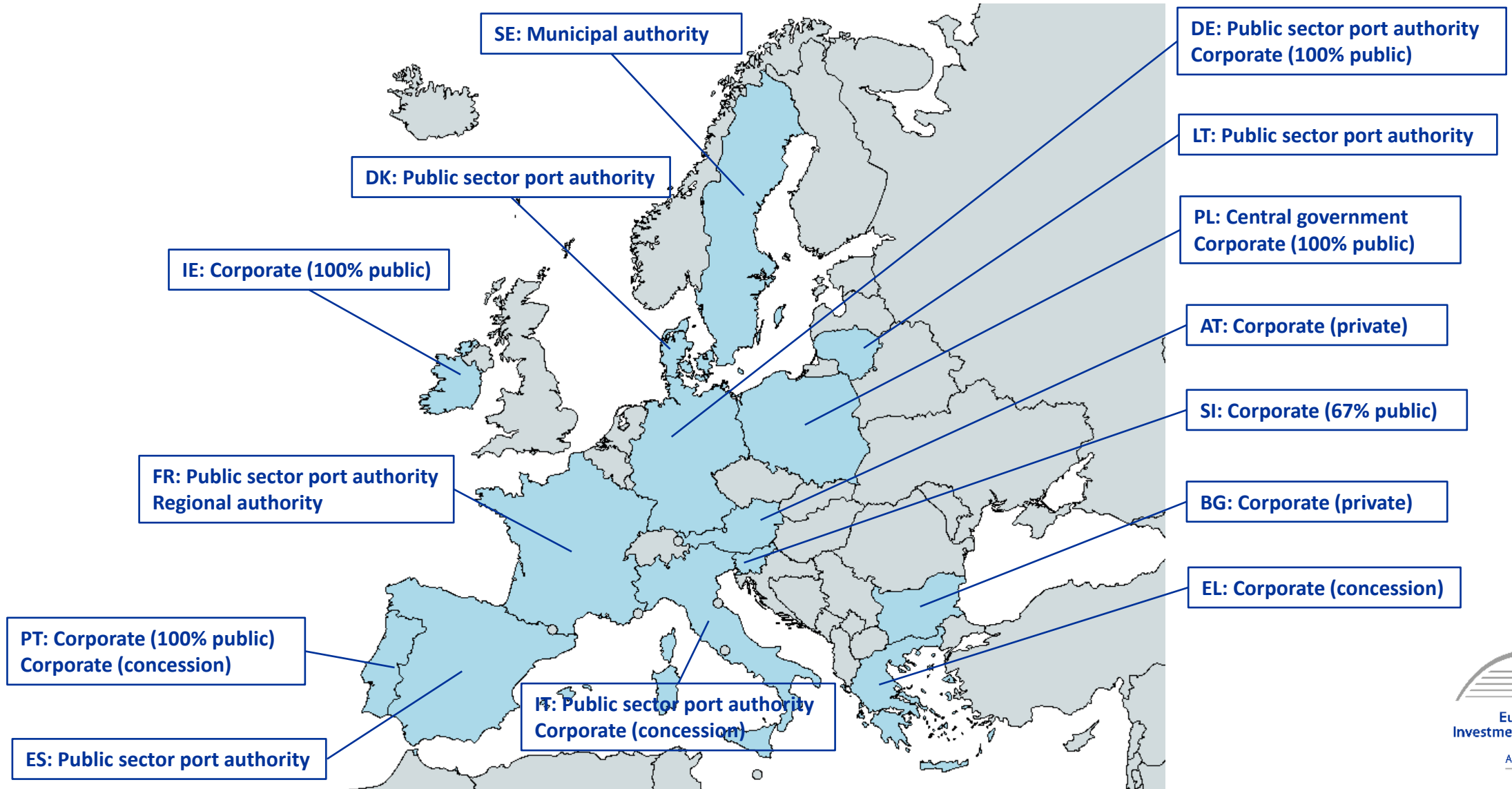
EIB Framework loans by country



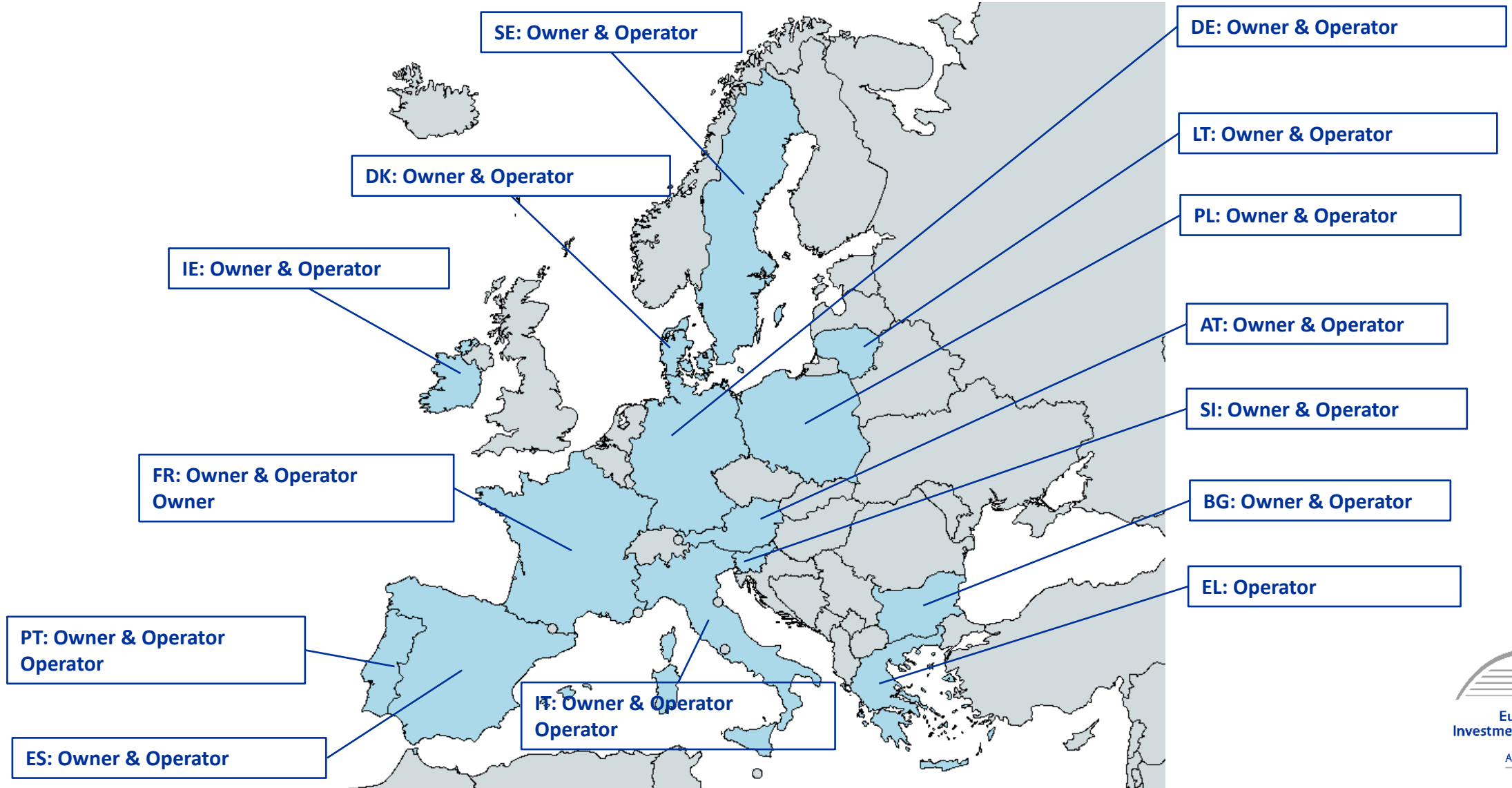
No of contracts
1 2

Created with [Datawrapper](#)

Type of EIB borrower for port lending (1)



Type of EIB borrower for port lending (2)





Contents

1. EIB Advisory Services
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Operationalising the EU Ports Strategy

EIB JASPERS Advisory Package

Translating EU Ports Strategy priorities into targeted advisory initiatives

FROM STRATEGY TO ACTION

EIB Advisory translates the EU Ports Strategy into five targeted initiatives

The JASPERS advisory package converts the Strategy's five priorities into bankable, project-level workstreams.

EU Ports Strategy



Competitiveness & digitalisation



Energy transition & clean energy



Port security & resilience

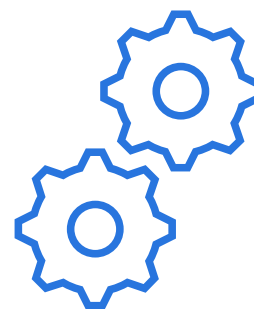


Finance & investment coordination



Skills & quality jobs

EIB Advisory



Translates the Strategy into bankable advisory support.

Targeted initiatives

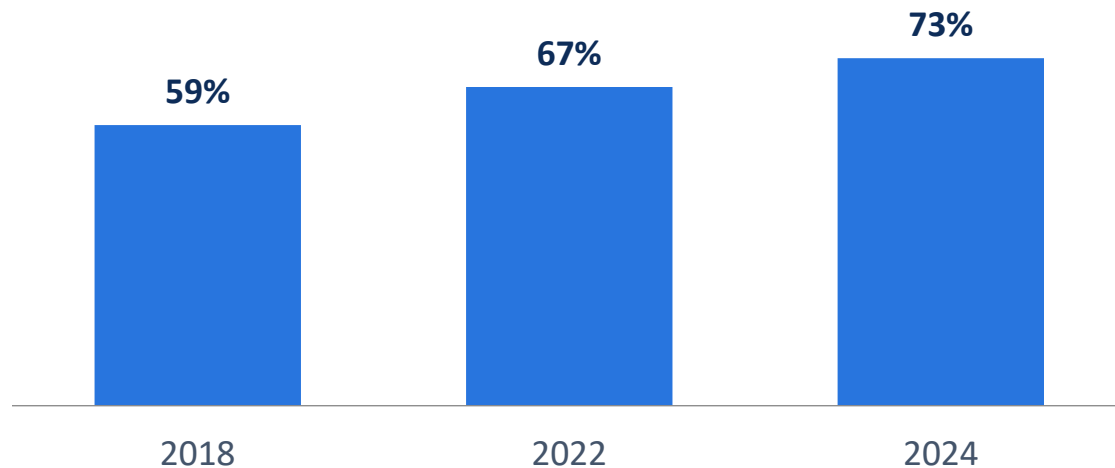
1. Port development planning
2. Climate resilience
3. Urban nodes & connectivity
4. Transport decarbonisation
5. PPPs concessions and Strategic Procurement

PORTS & CLIMATE ADAPTATION

Ports now treat climate adaptation as core to operations and investment

Findings from the ESPO Environmental Report 2024 survey of European ports.

Ports enhancing resilience of existing infrastructure (%)



64%

of ports already face climate-driven operational challenges - up from 49% in 2022

86%

now factor climate adaptation into the planning of new infrastructure

Adaptation has moved from optional to expected.

PORTS & CLIMATE ADAPTATION

European ports are scaling up their climate adaptation response

ESPO Environmental Report 2024 - survey of European port managing bodies.

Where European ports stand on climate adaptation 2024 (%)



Rising exposure

Operational challenges up from 49% (2022) to 64% (2024)



Resilience investment

Existing-infrastructure upgrades: 59% (2018) → 67% (2022)
→ 73% (2024)



Future-proofing

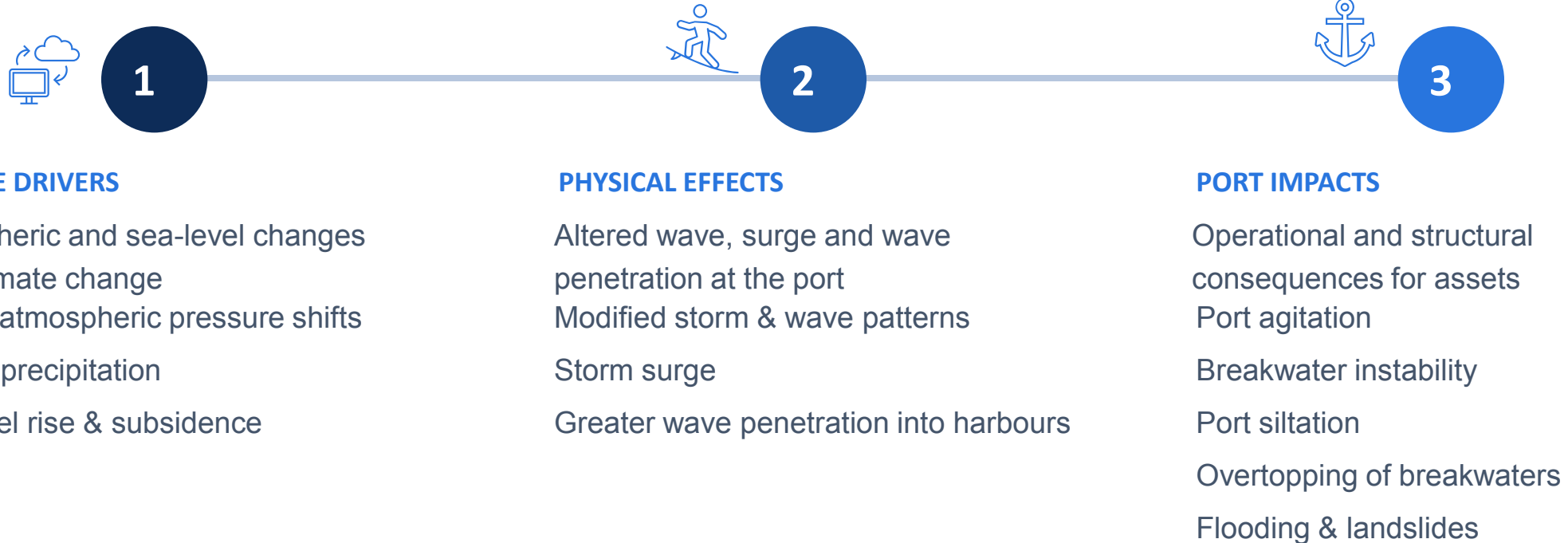
86% of ports now embed adaptation in new infrastructure

Climate adaptation has shifted from an emerging concern to a core planning priority for European ports.

CLIMATE IMPACTS & RISKS

Example of Advisory on Climate drivers cascade into physical effects and operational risk

Exemplary chain of effects - from climate change to port operability.



! Adverse effects on port operability and disruptions, cumulative impacts must be assessed.

DELIVERABLES

Four deliverables build the assessment from baseline to a board-ready decision

Each output is gated by the one before it, carrying the CRVA from inception through to the final presentation.

1

Inception report

Baseline of port characteristics and historical climate trends, the conceptual CRVA approach for Task 2, and the updated workplan.

2

Draft CRVA report

First full vulnerability assessment with preliminary adaptation options - issued to EIB for review and feedback.

3

Final CRVA report

Consolidated assessment incorporating all feedback, with the adaptation roadmap and the monitoring plan.

4

Final presentation

Results and recommendations presented to EIB and port stakeholders to support the investment decision.

SCOPE OF WORK

The mandate is delivered across two structured workstreams

From baseline assessment through climate risk, vulnerability and monitoring.

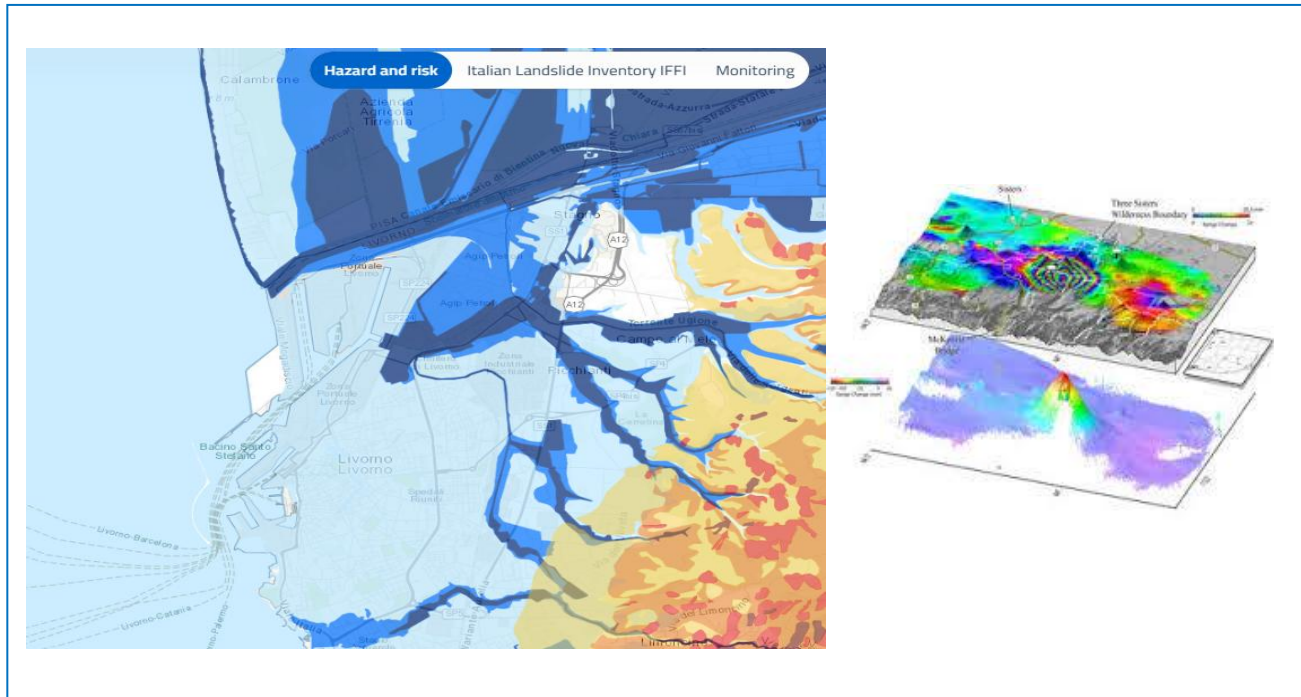


A phased approach: the baseline assessment establishes the foundation for the climate risk, vulnerability and adaptation analysis.

REMOTE-SENSING & INSAR DATA

On-going JASPERS Remote-sensing and InSAR data feed the CRVA and resilience monitoring

Satellite flood mapping and ground-motion monitoring (), integrated into the assessment.



FLOOD-HAZARD MAPPING

**GROUND MOTION /
INSAR- EGMS**

WHY RS/IA MONITORING MATTERS



Strategic insights

Real-time structural monitoring for data-driven asset decisions



Risk mitigation

Identify and address vulnerabilities before they escalate



Operation & maintenance

Predictive models cut costs and sustain resilience



Compliance & sustainability

Align with regulatory and ESG requirements

Investment plans to be financed by EU financial instruments

EIB Direct financing examples – Port Authority (public sector entity)

Direct lending – Denmark - Den Kommunale Selvstyrehavn Esbjerg Havn

- Investment loan

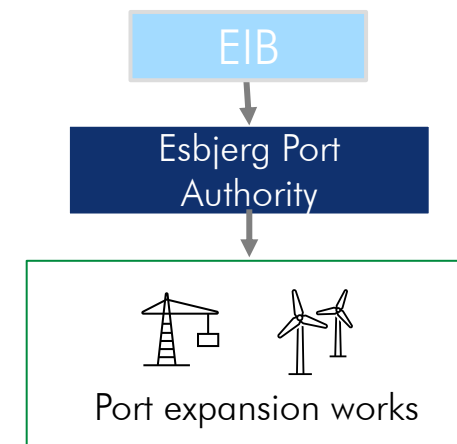
Nature of borrower: **Port Authority (public sector entity)**

Project investment cost: EUR 235.73m. EIB financing: EUR 115m

Purpose: Expanding the capacity of the Port of Esbjerg (deepening navigation channel, enhancing port capacity and interconnectivity, developing new terminal for North Sea offshore RE industry).

Key bankability factors:

- ✓ Implicit state guarantee



Direct lending – Lithuania - Klaipėda State Seaport Authority

- Investment Loan

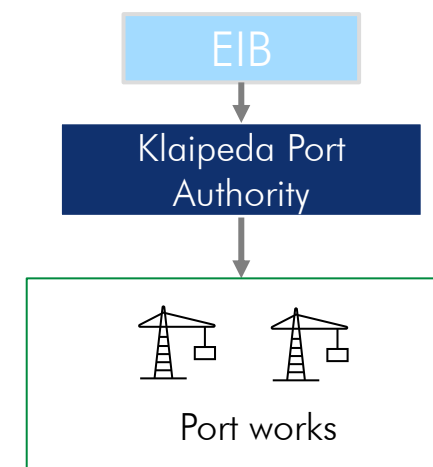
Nature of borrower: **Port Authority (public sector entity)**

Project investment cost: EUR 137.12m EIB financing: EUR 65m

Purpose: Rehabilitation, extension and/or deepening of nearly 3.7 km of quay walls of the port in order to facilitate access for larger vessels

Key bankability factors:

- ✓ Port standalone financial performance



EIB Direct financing examples – Port Authority (corporate – 100% publicly owned)

Direct lending – Germany – Duisburger Hafen AG

- Framework loan

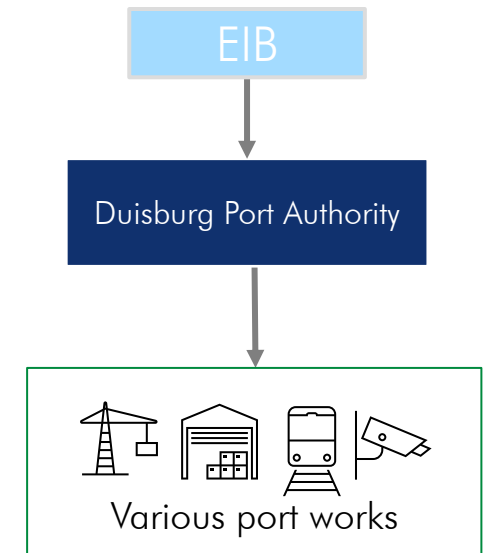
Nature of borrower: **Port Authority (corporate – 100% publicly owned)**

Project investment cost: EUR 82.03m. EIB financing: EUR 40m

Purpose: Several schemes for the conversion, rehabilitation and upgrade of the inland port of Duisburg (trimodal terminals and their associated facilities as well as warehouses, noise abatement measures, port security and signalling systems and the road and railway networks)

Key bankability factors:

- ✓ Port standalone financial performance



Direct lending – Ireland – Dublin Port Company

- Investment loan

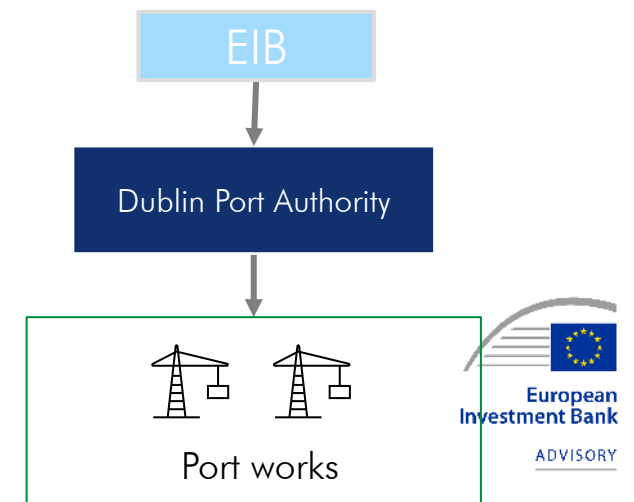
Nature of borrower: **Port Authority (corporate – 100% publicly owned)**

Project investment cost: EUR 301.94m EIB financing: EUR 100m

Purpose: Infrastructure works in the port of Dublin including construction of new quays and jetties, reclamation works and deepening of the access channel.

Key bankability factors:

- ✓ Port standalone financial performance



EIB Direct financing examples – Concessionaires (private corporates)

Direct lending - Italy – La Spezia Container Terminal SPA

- Investment loan

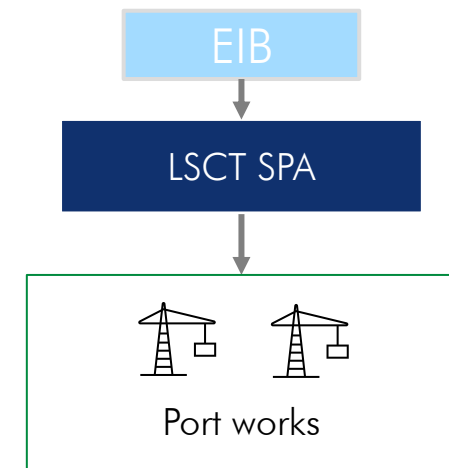
Nature of borrower: **Port concessionaire**

Project investment cost: EUR 260.28m EIB financing: EUR 100m

Purpose: Redevelopment of two terminals in Port of La Spezia, including increase of berth length, equipment, increase yard area and internal rationalisation.

Key bankability factors:

- ✓ Port standalone financial performance
- ✓ Implicit parent company guarantee



Direct lending - Portugal – Liscont Operadores de Contentores SA & Terminal de Contentores de Leixoes SA

- Investment loan

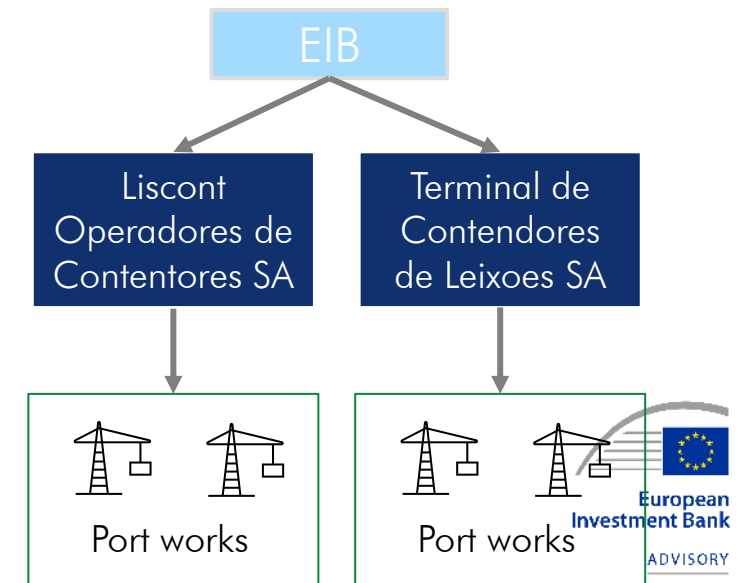
Nature of borrower: **Port concessionaires**

Project investment cost: EUR 95.43m EIB financing: EUR 40m

Purpose: Several different investments in the existing maritime container terminals of Leixões (Porto) and Alcântara (Lisboa) aiming at expanding the capacity and improving the efficiency (civil works and new handling equipment).

Key bankability factors:

- ✓ Guarantee by another 4 Portuguese container operators
- ✓ Guarantee by group holding company



EIB Direct financing examples – Port owner (private corporate)

Direct lending – Austria - LINZ AG für Energie, Telekommunikation, Verkehr und kommunale Dienste

- Investment loan

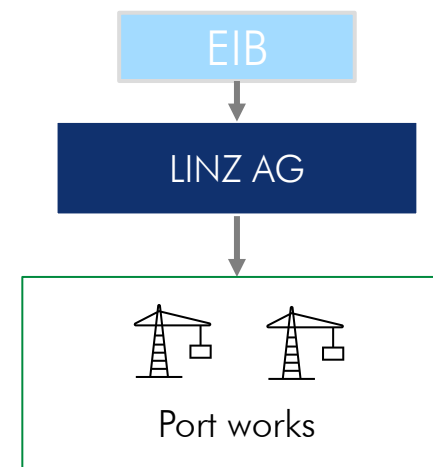
Nature of borrower: **Private corporate (port owner)**

Project investment cost: EUR 128.5m EIB financing: EUR 64.25m

Purpose: Further development of the tri-modal logistics platform in the inland port of Linz with the overall aim of increasing the capacity and improving the efficiency of the logistics operations.

Key bankability factors:

- ✓ Corporate standalone financial performance



Direct lending – Bulgaria – Logistics Centre Varna EAD

- Investment loan

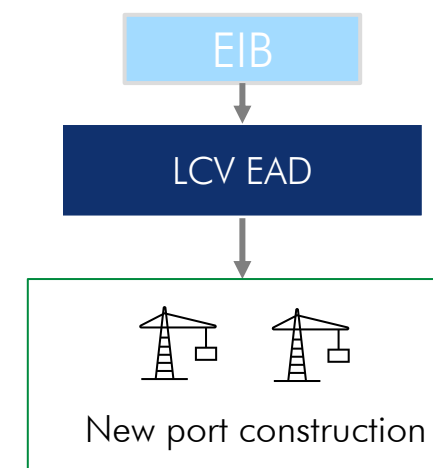
Nature of borrower: **Private corporate (port owner)**

Project investment cost: EUR 100.4m EIB financing: EUR 25m

Purpose: Construction of a new port facility in the vicinity of the Port of Varna for the storage, handling and export of grain cereals, oilseeds, vegetable oils and oil seed meals.

Key bankability factors:

- ✓ Parent company guarantee



EIB Indirect financing examples – Sovereign / sub-sovereign entities

Indirect lending - France – Region Bretagne (for Port of Brest)

- Investment loan

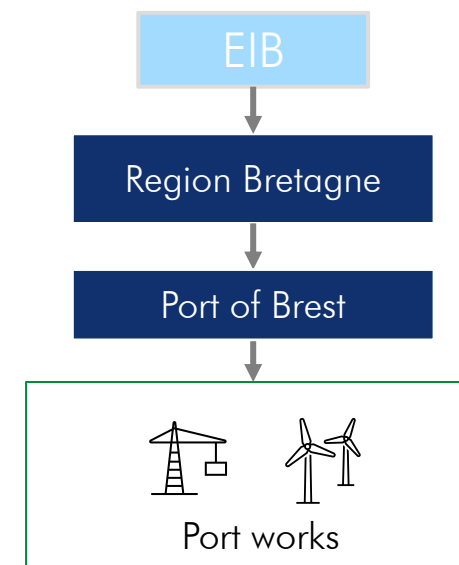
Nature of borrower: **Regional authority (port owner)**

Project investment cost: EUR 216.53m EIB financing: EUR 90m

Purpose: The project consists of the development of a new terminal dedicated to the support of offshore renewable energy operations at the Port of Brest. In parallel, the nautical access to the existing dry bulk port terminals will be improved through the deepening of the navigation channel.

Key bankability factors:

- ✓ Repeat borrower
- ✓ Standalone financial performance of region



Indirect lending – Sweden – Ystads Kommun (for Port of Ystad)

- Investment loan

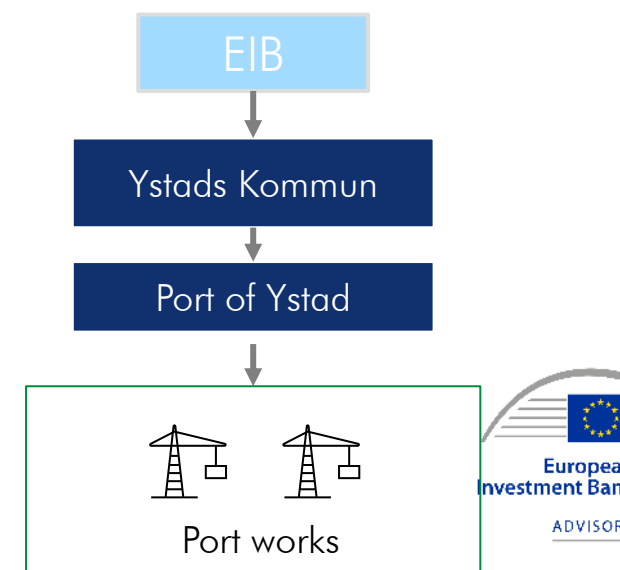
Nature of borrower: **Municipal authority (port owner)**

Project investment cost: EUR 92.89m, EIB financing: EUR 41.03m

Purpose: Capacity increase and upgrading of Port of Ystad facilities in order to accommodate larger ro-pax vessels (construction of two new deeper ferry berths, dredging works, construction of a new breakwater south of the existing eastern breakwater, expansion and the extension of the breakwater at the western part of the port).

Key bankability factors:

- ✓ Standalone financial performance of municipality



Thank you very much!

EIB Advisory Services



12:00–12:45



EIB due diligence and project appraisal requirements

What to expect in project appraisal

José Rino, Senior Transport Engineer, EIB
Raquel Fernandez Perez, Senior Transport, Engineer, EIB

05



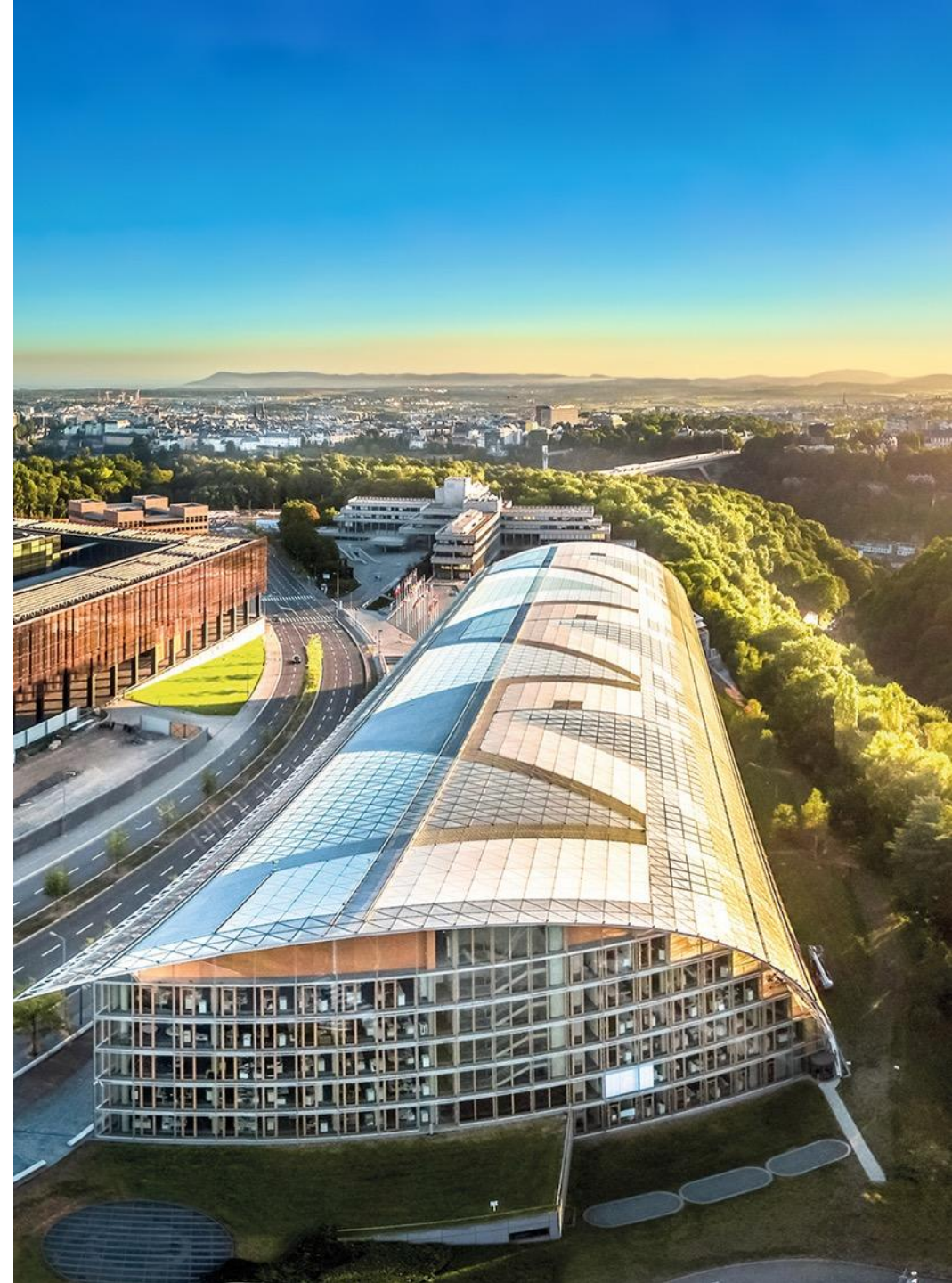
Supporting the EU Ports Strategy for small and medium-sized Port Authorities

Kick-off Webinar – 24 June 2026

EIB due diligence and Project appraisal requirements

Raquel Fernández Pérez
José Rino

Air and Waterborne Infrastructure Division
Mobility Department – Projects Directorate



EIB Project Cycle





General Eligibilities

PORT INFRASTRUCTURE

- Rehabilitation and expansion
- Quays and maritime structures
- Capital dredging
- Land reclamation and new yard areas
- Breakwaters and access channels

OTHER FACILITIES

- OPS and alternative fuels facilities
- Hinterland accesses (IWW, rail and road)

PORT SUPERSTRUCTURE

- Yard's last layer (pavements)
- Handling equipment
- Buildings and ancillary equipment

General Matters and Current Status

MASTER PLAN AND/OR STRATEGIC PLAN

- General description of existing facilities
- Constraints and bottlenecks
- Understand the “without project” scenario
- Alignment with the project and corresponding rationale
- Relationship with other development projects
- Alignment with EU policies and national planning instruments

Market and Demand

TRAFFIC AT PORT

- Past statistics
- Fleet and cargo
- Breakdown by terminal(s) relevant to the project
- Origin/destination matrix (sea and land sides)
- Gateway vs. transshipment

TRAFFIC FORECASTS

- Expected market growth
- Development strategies for the relevant cargo segments
- Main assumptions for the traffic forecast



Technical Description

THE PROJECT

- Coherent set of permanent elements (tangible or intangible) necessary to sustainably deliver the intended goods or services

STATUS OF THE PROJECT

- Technical design status and procurement preparation

TECHNICAL DESCRIPTION

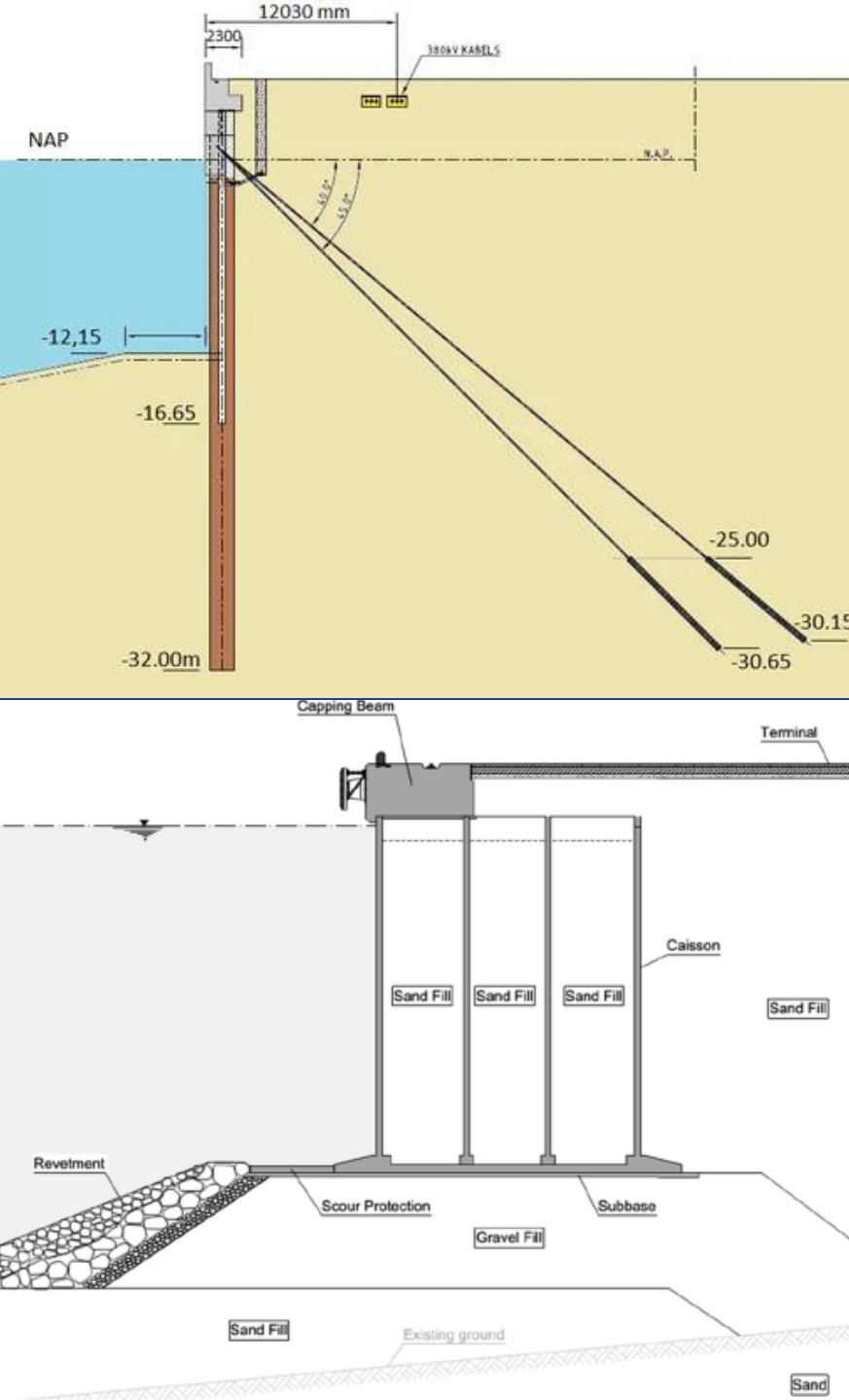
- Main components and associated/complementary facilities
- Key conceptual design features and studied alternatives
- Specific technical/innovative aspects

CLIMATE RISK AND RESILIENCE

- CRVA Climate risk and vulnerability assessment
- Mitigation of climate effects, circular economy and nature-based solutions

SECURITY AND DEFENCE

- Subject to any security or defence requirements
- Civil and military functionality



Project Investment Cost - detailed table

N°	Description
1	Civil Works
1.1	Dredging and land reclamation
1.2	Other major earthworks
1.3	Breakwaters
1.4	Quays and other maritime structures
1.5	Pavements and minor earthworks
1.6	Road & rail accessibilities and internal networks
1.7	Services & utilities
1.8	Cranes and other handling equipment
1.9	Buildings
1.10	Special environmental and social measures
1.11	Others (incl. fencing, IT systems, gates)
2	Engineering & Supervision
2.1	Preliminary studies, feasibility studies, engineering design and others
2.2	Management costs
2.3	Supervision
3	Land acquisition
	BASE COST
4	Technical contingencies (if any)
5	Financial contingencies (if any)
	BASE COST with TC&FC
7	VAT (1)
	PROJECT INVESTMENT COST
	Please indicate the base year of the indicated costs
	(1) Please indicate if it is recoverable or non-recoverable

Investment Cost & Financing

PROJECT INVESTMENT COST (PIC) ESTIMATION

- Breakdown by main components
- The Project Investment Cost (PIC) includes the costs of all investments needed for the realisation of an eligible project.

$$\text{PIC} = \text{EIC} + \text{NIC}$$

- Cost of studies, engineering and works supervision
- Annual project expenditures
- Technical and price contingencies
- EIB Eligible and Non-eligible Investment Cost
- Project financing plan detailing other sources

EIB MAXIMUM LOAN AMOUNT

- Not exceeding 50% of PIC
- Below 70% (or 90% in particular cases) of combined EC/EIB financing limits.



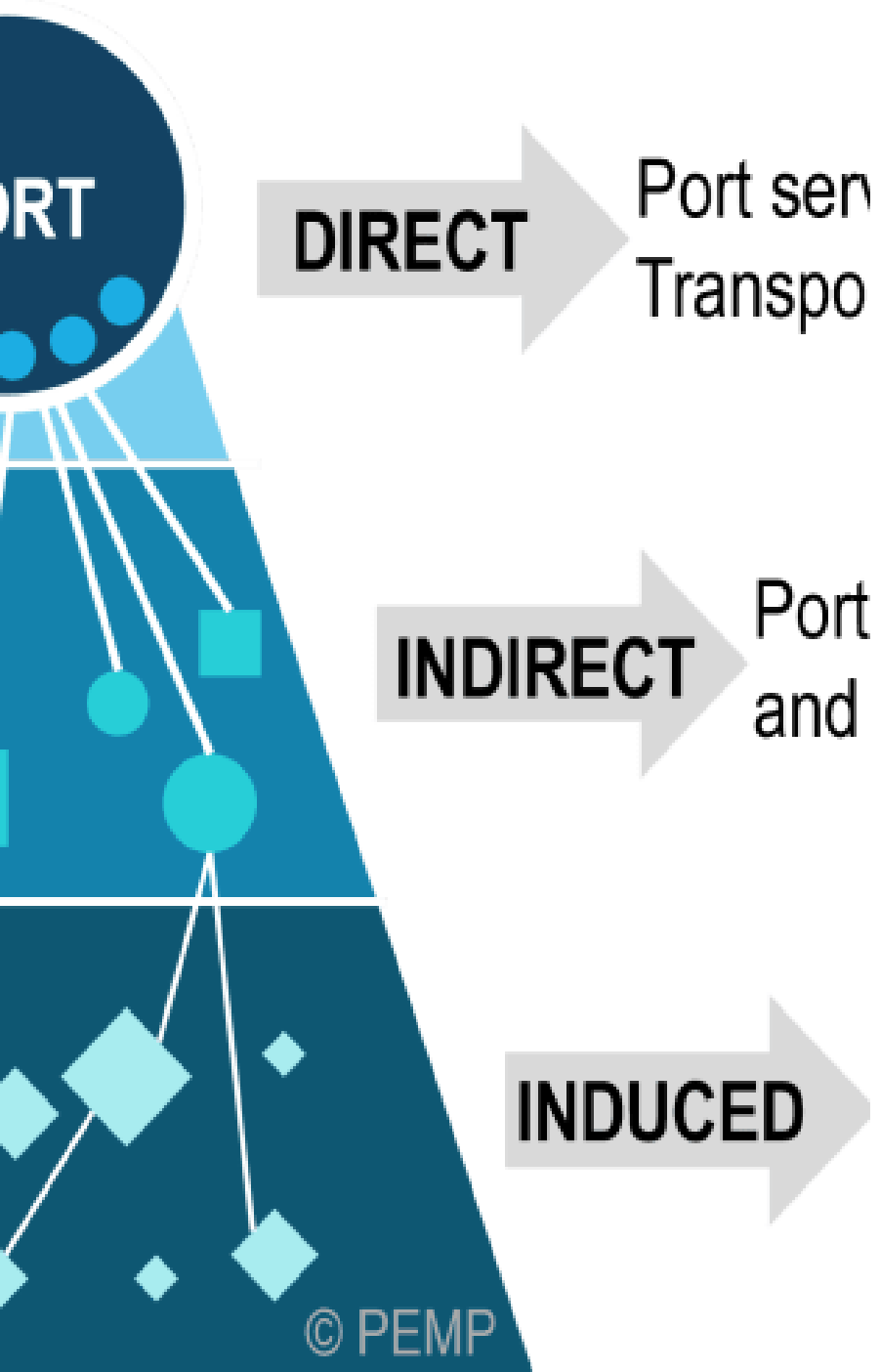
Project implementation

PROJECT MANAGEMENT STRUCTURE

- In-house resources dedicated to the project
- Outsourced support contracts
- Environmental monitoring

PROJECT TIMELINE

EMPLOYMENT GENERATED DURING CONSTRUCTION



Economic Assessment

COST-BENEFIT ANALYSIS

- Business case and financial analysis
- Economic analysis
- Economic rate of return

GENERAL GUIDELINES

- [The Economic Appraisal of Investment Projects at the EIB – 2nd Edition](#)
- Guide to Cost-Benefit Analysis of Investment Projects (2014-20): [cba_guide.pdf](#)
- Economic Appraisal Vademecum 2021-27: [vademecum_2127_en.pdf](#)

Climate, Environmental and Social

STATUS OF ENVIRONMENTAL PROCEDURES

- Strategic Environmental Assessment
- EIA and main findings
- Public consultation procedures
- Habitats and Birds Directives
- Water Framework Directive
- Organisational structure for environmental matters
- Opposition from individuals, NGOs and other organisations and authorities

STATUS OF SOCIAL PROCEDURES

- Land acquisition and resettlement
- Gender and inclusion

CLIMATE RISK AND RESILIENCE

- CRVA (Climate Risk and Vulnerability Assessment)
- Mitigation of climate impacts, circular economy and nature-based solutions



ENT STRATEGY

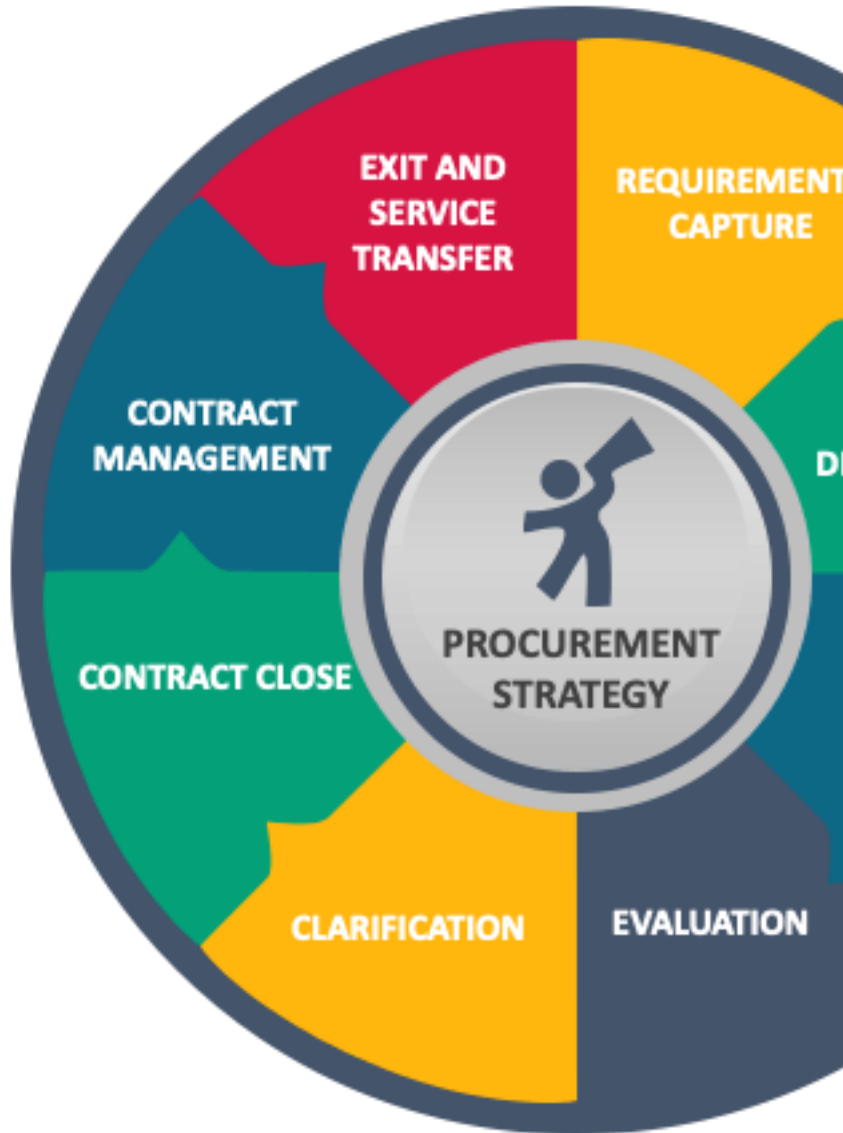
Procurement

PROJECT PROCUREMENT PLAN

- List of envisaged contracts
- Tentative dates
- Estimated contract amount
- Type of procedure

REQUIREMENTS TO FOLLOW OR NOT PUBLIC PROCUREMENT RULES

- National law and EU Directives
- Justification of exemptions



TIONS



CI
OPERAT



TIONS

GATE OPERATIONS



Port Operations

OPERATIONAL SETTING / FRAMEWORK

OPERATION & MAINTENANCE COSTS

PERFORMANCE INDICATORS RELEVANT FOR THE PROJECT

EMPLOYMENT GENERATED DURING OPERATION



Conclusion

GENERAL ELIGIBILITIES

- Port Infrastructure and Superstructure
- Public and private promoters

CRITICAL MATTERS IN APPRAISAL

- Framed within long term planning instruments both at EU and national level
- Satisfactory economic and/or financial returns
- Aligned with EU environmental and social legislation
- Consistent with the principles of EU Procurement directives

SUPPORT FROM EIB ADVISORY



12:45–13:00

Q&A and closing

Questions, final reflections and next steps

Inge Vermeersch, Head of Division Air and Waterborne Infrastructure, EIB



3 key takeaways

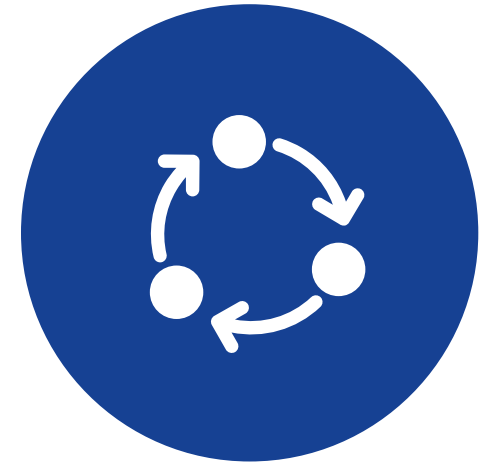
EU ports are key strategic gateways for the EU's connectivity, resilience, economic strength and geopolitical positioning on the global stage



Funding is available but projects must be investment-ready



EIB support can help turn strategy into bankable projects





CONTACT DETAILS

EIB speaker contacts

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THANK YOU

