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► **B** REGULATION (EU) 2021/1153 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL
of 7 July 2021

establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013
and (EU) No 283/2014

(Text with EEA relevance)

(OJ L 249, 14.7.2021, p. 38)

Amended by:

		Official Journal		
		No	page	date
► <u>M1</u>	Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024	L 1679	1	28.6.2024



**REGULATION (EU) 2021/1153 OF THE EUROPEAN
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**establishing the Connecting Europe Facility and repealing
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CHAPTER I

GENERAL PROVISIONS

Article 1

Subject matter

This Regulation establishes the Connecting Europe Facility (the ‘CEF’) for the period of the Multiannual Financial Framework (the “MFF”) 2021-2027.

This Regulation lays down the objectives of the CEF, its budget for the period 2021-2027, the forms of Union funding and the rules for providing such funding.

Article 2

Definitions

For the purposes of this Regulation, the following definitions apply:

- (a) “action” means any activity which has been identified as financially and technically independent, has a set time-frame and is necessary for the implementation of a project;
- (b) “alternative fuels” means alternative fuels for all modes of transport as defined in Article 2, point (1), of Directive 2014/94/EU;
- (c) “beneficiary” means an entity with legal personality with which a grant agreement has been signed;
- (d) “blending operation” means actions supported by the Union budget, including within blending facilities pursuant to Article 2, point (6), of the Financial Regulation combining non-repayable forms of support and/or financial instruments and/or budgetary guarantees from the Union budget with repayable forms of support from development or other public finance institutions, as well as from commercial finance institutions and investors;
- (e) “comprehensive network” means the transport infrastructure identified in accordance with Chapter II of Regulation (EU) No 1315/2013;
- (f) “core network” means the transport infrastructure identified in accordance with Chapter III of Regulation (EU) No 1315/2013;
- (g) “core network corridors” means instruments to facilitate the coordinated implementation of the core network as provided for in Chapter IV of Regulation (EU) No 1315/2013 and listed in Part III of the Annex to this Regulation;

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- (h) “cross border link” means, in the transport sector, a project of common interest which ensures the continuity of the TEN-T between Member States or between a Member State and a third country;
- (i) “missing link” means an all modes of transport missing section of the TEN-T or a transport section that is providing the connection of core or comprehensive networks with the TEN-T corridors which hampers the continuity of the TEN-T or containing one or more bottlenecks affecting the continuity of the TEN-T;
- (j) “dual-use infrastructure” means a transport network infrastructure that addresses both civilian and defence needs;
- (k) “cross-border project in the field of renewable energy” means a project selected or eligible to be selected under a cooperation agreement or any other kind of arrangement between two or more Member States or arrangements between one or more Member States and one or more third countries as set out in Articles 8, 9, 11 and 13 of Directive (EU) 2018/2001 in the planning or deployment of renewable energy, in accordance with the criteria set out in Part IV of the Annex to this Regulation;
- (l) “energy efficiency first” means energy efficiency first as defined in Article 2, point (18), of Regulation (EU) 2018/1999;
- (m) “digital connectivity infrastructure” means very high capacity networks, 5G systems, very high-quality local wireless connectivity and backbone networks, as well as operational digital platforms directly associated with transport and energy infrastructure;
- (n) “5G systems” means a set of digital infrastructure elements based on globally agreed standards for mobile and wireless communications technology used for connectivity and added-value services with advanced performance characteristics such as very high data rates and capacity, low latency communications, ultra-high reliability or support for a high number of connected devices;
- (o) “5G corridor” means a transport path, road, railway or inland waterway, fully covered with digital connectivity infrastructure and in particular 5G systems, enabling the uninterrupted provision of synergy digital services such as connected and automated mobility, similar smart mobility services for railways or digital connectivity on inland waterways;
- (p) “operational digital platforms directly associated with transport and energy infrastructure” means physical and virtual information communication technology resources, operating via the communication infrastructure, which support the flow, storage, processing and analysis of transport or energy infrastructure data, or both;
- (q) “project of common interest” means a project identified in Regulation (EU) No 1315/2013 or Regulation (EU) No 347/2013 or in Article 8 of this Regulation;

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- (r) “studies” means activities needed to prepare project implementation, such as preparatory, mapping, feasibility, evaluation, testing and validation studies, including in the form of software, and any other technical support measure, including prior action to define and develop a project and decide on its financing, such as reconnaissance of the sites concerned and preparation of the financial package;
- (s) “socioeconomic drivers” means entities which by their mission, nature or location can directly or indirectly generate important socioeconomic benefits for citizens, business and local communities located in their surrounding territory, or in their area of influence;
- (t) “third country” means a country that is not a Member State of the Union;
- (u) “very high capacity networks” means very high capacity networks as defined in Article 2, point (2), of Directive (EU) 2018/1972;
- (v) “works” means the purchase, supply and deployment of components, systems and services including software, the carrying-out of development and construction and installation activities relating to a project, the acceptance of installations and the launching of a project.

*Article 3***Objectives**

1. The general objectives of the CEF are to build, develop, modernise and complete the trans-European networks in the transport, energy and digital sectors and to facilitate cross-border cooperation in the field of renewable energy, taking into account the long-term decarbonisation commitments and the goals of increasing European competitiveness; smart, sustainable and inclusive growth; territorial, social and economic cohesion; and the access to and integration of the internal market, with an emphasis on facilitating the synergies among the transport, energy and digital sectors.

2. The specific objectives of the CEF are:

- (a) in the transport sector:
 - (i) to contribute to the development of projects of common interest relating to efficient, interconnected and multimodal networks and infrastructure for smart, interoperable, sustainable, inclusive, accessible, safe and secure mobility in accordance with the objectives of Regulation (EU) No 1315/2013; and
 - (ii) to adapt parts of the TEN-T for the dual use of the transport infrastructure with a view to improving both civilian and military mobility;
- (b) in the energy sector:
 - (i) to contribute to the development of projects of common interest relating to further integration of an efficient and competitive internal energy market, interoperability of networks across borders and sectors, facilitating decarbonisation of the economy, promoting energy efficiency and ensuring security of supply; and
 - (ii) to facilitate cross-border cooperation in the area of energy, including renewable energy;

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- (c) in the digital sector: to contribute to the development of projects of common interest relating to the deployment of and access to safe and secure very high capacity networks, including 5G systems, and to the increased resilience and capacity of digital backbone networks on Union territories by linking them to neighbouring territories, as well as to the digitalisation of transport and energy networks.

*Article 4***Budget**

1. The financial envelope for the implementation of the CEF for the period from 1 January 2021 to 31 December 2027 shall be EUR 33 710 000 000 ⁽¹⁾ in current prices.

In line with the Union objective of mainstreaming climate actions into Union sectoral policies and Union funds, the CEF shall contribute, through its actions, 60 % of its overall financial envelope to climate objectives.

2. The distribution of the amount referred to in paragraph 1 shall be as follows:

- (a) EUR 25 807 000 000 for the specific objectives referred to in Article 3(2), point (a), of which:
- (i) EUR 12 830 000 000 from the MFF 2021-2027, Heading 1(2), European Strategic Investment;
 - (ii) EUR 11 286 000 000 transferred from the Cohesion Fund to be spent in line with this Regulation exclusively in Member States eligible for funding from the Cohesion Fund;
 - (iii) EUR 1 691 000 000 from the MFF 2021-2027, Heading 5(13), for the specific objective referred to in Article 3(2), point (a)(ii);
- (b) EUR 5 838 000 000 for the specific objectives referred to in Article 3(2), point (b), of which 15 %, subject to market uptake, for cross-border projects in the field of renewable energy, and if the 15 % threshold is reached, the Commission shall increase that threshold up to 20 %, subject to market uptake;
- (c) EUR 2 065 000 000 for the specific objectives referred to in Article 3(2), point (c).

3. The Commission shall not depart from the amount referred to in paragraph 2, point (a)(ii).

4. Up to 1 % of the amount referred to in paragraph 1 may be used to finance technical and administrative assistance for the implementation of the CEF and the sector-specific guidelines, such as preparatory, monitoring, control, audit and evaluation activities including corporate information and technology systems. That amount may also be used to finance accompanying measures to support the preparation of projects, and in particular to provide advisory services to project promoters concerning funding opportunities in order to assist them in the structuring of their project finance.

⁽¹⁾ The financial envelope of the CEF for the period 2021-2027 in constant 2018 prices is EUR 29 896 000 000 and is distributed as follows: (a) transport: EUR 22 884 000 000, of which (i) EUR 11 384 000 000 from the MFF 2021-2027, Heading 1(2), European Strategic Investment; (ii) EUR 10 000 000 000 transferred from the Cohesion Fund; (iii) EUR 1 500 000 000 from the MFF 2021-2027, Heading 5(13), Defence; (b) energy: EUR 5 180 000 000; (c) digital: EUR 1 832 000 000.

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5. Budgetary commitments for actions extending over more than one financial year may be broken down into annual instalments, over two or more years.

6. In accordance with Article 193(2), second subparagraph, point (a), of the Financial Regulation, taking into account the delayed entry into force of this Regulation and in order to ensure continuity, for a limited period, costs incurred in respect of actions supported under this Regulation may be considered eligible as of 1 January 2021, even if they were incurred before the grant application was submitted.

7. The amount transferred from the Cohesion Fund shall be implemented in accordance with this Regulation, subject to paragraph 8 of this Article and without prejudice to Article 15(2), point (c).

8. As regards the amounts transferred from the Cohesion Fund, 30 % of those amounts shall be made available, immediately on a competitive basis, to all Member States eligible for funding from the Cohesion Fund to finance transport infrastructure projects in accordance with this Regulation, with priority being given to supporting the greatest possible number of cross-border and missing links. Until 31 December 2023, the selection of projects eligible for financing shall respect the national allocations under the Cohesion Fund with regard to 70 % of the resources transferred. As of 1 January 2024, resources transferred to the CEF which have not been committed to a transport infrastructure project shall be made available to all Member States eligible for funding from the Cohesion Fund to finance transport infrastructure projects in accordance with this Regulation.

9. In respect of Member States whose gross national income (GNI) per capita, measured in purchasing power standards (PPS) for the period 2015-2017, is less than 60 % of the average GNI per capita of the EU-27, 70 % of 70 % of the amount that those Member States have transferred to the CEF shall be guaranteed until 31 December 2024.

10. Until 31 December 2025, the total amount allocated from the amount referred to in paragraph 2, point (a)(ii), to actions in a Member State eligible for funding from the Cohesion Fund shall not exceed 170 % of the share of that Member State in the total amount transferred from the Cohesion Fund.

11. In order to support Member States which are eligible for funding from the Cohesion Fund and which might experience difficulties in designing projects that are of a sufficient maturity, quality, or both, and that have sufficient Union added value, particular attention shall be given to technical assistance which aims to strengthen the institutional capacity and the efficiency of public administrations and public services in relation to the development and implementation of projects listed in this Regulation.

The Commission shall do its utmost to enable Member States eligible for funding from the Cohesion Fund to attain, by the end of the period 2021-2027, the highest possible absorption of the amount transferred to the CEF, including through the organisation of additional calls.

In addition, particular attention and support shall be given to those Member States whose GNI per capita, measured in PPS for the period 2015-2017, is less than 60 % of the average GNI per capita of the EU-27.

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12. The amount transferred from the Cohesion Fund shall not be used to finance cross-sectoral work programmes and blending operations.

13. Resources allocated to Member States under shared management may, at the request of the Member State concerned, be transferred to the CEF, subject to the conditions set out in Article 21 of Regulation (EU) 2021/1060. The Commission shall implement those resources directly in accordance with Article 62(1), first subparagraph, point (a), of the Financial Regulation or indirectly in accordance with point (c) of that subparagraph. Those resources shall be used for the benefit of the Member State concerned.

14. Without prejudice to paragraph 13 of this Article, in the digital sector, resources allocated to Member States under shared management may, at the request of those Member States, be transferred to the CEF, including for the purpose of complementing the funding of eligible actions under Article 9(4) of this Regulation, up to 100 % of the total eligible cost, without prejudice to the co-financing principle laid down in Article 190 of the Financial Regulation and to the State Aid Rules. Those resources shall be used for the benefit of the Member State concerned only.

*Article 5***Third countries associated to the CEF**

1. The CEF shall be open to the participation of the following third countries:

- (a) members of the European Free Trade Association which are members of the EEA, in accordance with the conditions laid down in the EEA Agreement;
- (b) acceding countries, candidate countries and potential candidates, in accordance with the general principles and general terms and conditions for the participation of those countries in Union programmes established in the respective framework agreements and Association Council decisions or in similar agreements and in accordance with the specific conditions laid down in agreements between the Union and those countries;
- (c) European Neighbourhood Policy countries, in accordance with the general principles and general terms and conditions for the participation of those countries in Union programmes established in the respective framework agreements and Association Council decisions or in similar agreements and in accordance with the specific conditions laid down in agreements between the Union and those countries;
- (d) other third countries, in accordance with the conditions laid down in a specific agreement covering the participation of the third country to any Union programme, provided that the agreement:
 - (i) ensures a fair balance as regards the contributions and benefits of the third country participating in the Union programmes;
 - (ii) lays down the conditions of participation in the programmes, including the calculation of financial contributions to individual programmes, and their administrative costs;
 - (iii) does not confer on the third country any decision-making power in respect of the Union programme;
 - (iv) guarantees the rights of the Union to ensure sound financial management and to protect its financial interests;

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- (v) provides for reciprocity in accessing similar programmes in the third country participating in the Union programmes.

The contributions referred to in the first subparagraph, point (d)(ii), of this Article shall constitute assigned revenues in accordance with Article 21(5) of the Financial Regulation.

2. Without prejudice to Article 8 of Regulation (EU) No 1315/2013, the third countries referred to in paragraph 1 of this Article, and entities established in those countries, may not receive financial assistance under this Regulation except where it is indispensable to the achievement of the objectives of a given project of common interest or a project in accordance with Article 7(1) of this Regulation and under the conditions set in the work programmes referred to in Article 20 of this Regulation.

*Article 6***Implementation and forms of Union funding**

1. The CEF shall be implemented in direct management in accordance with the Financial Regulation or in indirect management by bodies referred to in Article 62(1), first subparagraph, point (c), of the Financial Regulation.

2. The CEF may provide funding in the forms of grants and procurement as laid down in the Financial Regulation. It may also contribute to blending operations in accordance with the Regulation (EU) 2021/523 of the European Parliament and of the Council⁽¹⁾ and Title X of the Financial Regulation. The Union contribution to blending operations in the transport sector shall not exceed 10 % of the budgetary amount indicated in Article 4(2), point (a)(i), of this Regulation. In the transport sector, blending operations may be used for actions relating to smart, interoperable, sustainable, inclusive, accessible, safe and secure mobility as referred to in Article 9(2), point (b), of this Regulation.

3. The Commission may delegate power to implement part of the CEF to executive agencies in accordance with Article 69 of the Financial Regulation, with a view to fulfilling the optimum management and efficiency requirements of the CEF in the transport, energy and digital sectors.

4. Contributions to a mutual insurance mechanism may cover the risk associated with the recovery of funds due by recipients and shall be considered to be a sufficient guarantee under the Financial Regulation. Article 33(7) of Regulation (EU) 2021/695 shall apply.

*Article 7***Cross-border projects in the field of renewable energy**

1. Cross-border projects in the field of renewable energy shall contribute to decarbonisation, to completing the internal energy market and to enhancing the security of supply. Those projects shall be included in a cooperation agreement or in any other kind of arrangement between two or more Member States or arrangements

⁽¹⁾ Regulation (EU) 2021/523 of the European Parliament and of the Council of 24 March 2021 establishing the InvestEU Programme and amending Regulation (EU) 2015/1017 (OJ L 107, 26.3.2021, p. 30).

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between one or more Member States and one or more third countries as set out in Articles 8, 9, 11 and 13 of Directive (EU) 2018/2001. Those projects shall meet the objectives, the general criteria and the procedure laid down in Part IV of the Annex to this Regulation.

2. By 31 December 2021, the Commission shall adopt delegated acts in accordance with Article 26 laying down, without prejudice to the award criteria set out in Article 14, specific selection criteria and the details of the process for selecting the projects. The Commission shall publish the methodologies for assessing the contribution of the project to the general criteria and for producing the cost-benefit analysis specified in Part IV of the Annex.

3. Studies that aim to develop and identify cross-border projects in the field of renewable energy shall be eligible for funding under this Regulation.

4. Cross-border projects in the field of renewable energy are eligible for Union funding for works if they meet the following additional criteria:

(a) the project specific cost-benefit analysis pursuant to Part IV, point 3, of the Annex is compulsory for all supported projects and takes into account any revenues resulting from support schemes, has been performed in a transparent, comprehensive and complete manner and provides evidence concerning the existence of significant cost savings or benefits, or both, in terms of system integration, environmental sustainability, security of supply or innovation; and

(b) the applicant demonstrates that the project would not materialise in the absence of the grant or that the project cannot be commercially viable in the absence of the grant.

5. The amount of the grant for works shall:

(a) be proportionate to the cost savings or benefits referred to in Part IV, point 2(b), of the Annex, or both;

(b) not exceed the amount required to ensure that the project materialises or becomes commercially viable; and

(c) comply with Article 15(3).

6. The CEF shall provide for the possibility of coordinated funding with the enabling framework for renewable energy deployment referred to in Article 3(5) of Directive (EU) 2018/2001 and co-funding with the Union renewable energy financing mechanism referred to in Article 33 of Regulation (EU) 2018/1999.

7. The Commission shall regularly assess the uptake of funds for cross-border projects in the field of renewable energy against the reference amount set out in Article 4(2), point (b), of this Regulation. Following that assessment, in the absence of sufficient market uptake of funds for cross-border projects in the field of renewable energy, the unused budget envisaged for those projects shall be used to meet the objectives of the trans-European energy networks set out in Article 3(2), point (b)(i), of this Regulation for eligible actions referred in Article 9(3) point (a), of this Regulation and, from 2024, may also be used to co-fund the Union renewable energy financing mechanism established under Regulation (EU) 2018/1999.

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8. The Commission shall adopt an implementing act, laying down specific rules on co-funding between the parts on cross-border projects in the field of renewable energy under the CEF and the Union renewable energy financing mechanism established under Article 33 of Regulation (EU) 2018/1999. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 24(2) of this Regulation.

*Article 8***Projects of common interest in the area of digital connectivity infrastructure**

1. Projects of common interest in the area of digital connectivity infrastructure are those projects that make an important contribution to the Union's strategic connectivity objectives and/or provide the network infrastructure supporting the digital transformation of the economy and society, as well as the Union's Digital Single Market.

2. Projects of common interest in the area of digital connectivity infrastructure shall meet the following criteria:

- (a) the project contributes to the specific objective provided for in Article 3(2), point (c); and
- (b) the project deploys the best available and best suited technology for that specific project, which proposes the best balance in terms of data flow capacity, transmission security, network resilience, cyber security and cost efficiency.

3. Studies that aim to develop and identify projects of common interest in the area of digital connectivity infrastructure shall be eligible for funding under this Regulation.

4. Without prejudice to the award criteria laid down in Article 14, priority for funding shall be determined taking into account the following criteria:

- (a) actions contributing to deployment of and access to very high capacity networks, including 5G systems and other state-of-the-art connectivity, in accordance with Union strategic connectivity targets in areas where socioeconomic drivers are located shall be prioritised, taking into account the connectivity needs of those areas and the additional area coverage generated, including for households, in accordance with Part V, point 1, of the Annex; stand-alone deployments to socioeconomic drivers shall be eligible for funding, provided that those deployments are economically proportionate and physically practicable;
- (b) actions contributing to the provision of very high-quality local wireless connectivity in local communities shall be prioritised in accordance with Part V, point 2, of the Annex;
- (c) actions contributing to the deployment of 5G corridors along major transport paths, including on the TEN-T, such as those listed in Part V, point 3, of the Annex, shall be prioritised to ensure coverage along those major transport paths, enabling the uninterrupted provision of synergy digital services, taking into account its socio-economic relevance relative to any currently installed technological solutions in a forward looking approach;

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- (d) projects of common interest which aim to deploy or significantly upgrade cross-border backbone networks linking the Union to third countries and to reinforce links between electronic communications networks within the Union territory, including submarine cables, shall be prioritised according to the extent to which they significantly contribute to the increased performance, resilience and very high capacity of those electronic communications networks;
- (e) projects of common interest deploying operational digital platforms shall prioritise actions based on state-of-the-art technologies, taking into account aspects such as interoperability, cybersecurity, data privacy and re-use.

CHAPTER II
ELIGIBILITY

Article 9

Eligible actions

1. Only actions which contribute to the achievement of the objectives referred to in Article 3, whilst taking into account long-term decarbonisation commitments, shall be eligible for funding. Such actions include studies, works and other accompanying measures necessary for the management and implementation of the CEF and the sector-specific guidelines. Studies shall be eligible only if they relate to projects eligible under the CEF.
2. In the transport sector, only the following actions shall be eligible to receive Union financial support under this Regulation:
 - (a) actions relating to efficient, interconnected, interoperable and multimodal networks for the development of railway, road, inland waterway and maritime infrastructure:
 - (i) actions implementing the core network in accordance with Chapter III of Regulation (EU) No 1315/2013, including actions relating to cross-border links and missing links, such as those listed in Part III of the Annex to this Regulation, as well as urban nodes, multimodal logistics platforms, maritime ports, inland ports, rail-road terminals and connections to airports of the core network as defined in Annex II to Regulation (EU) No 1315/2013; actions implementing the core network may include related elements located on the comprehensive network when necessary to optimise the investment and according to modalities specified in the work programmes referred to in Article 20 of this Regulation;
 - (ii) actions relating to cross-border links of the comprehensive network in accordance with Chapter II of Regulation (EU) No 1315/2013, such as those listed in Part III, point 2, of the Annex to this Regulation, actions referred to in Part III, point 3, of the Annex to this Regulation, actions relating to studies for the development of the comprehensive network and actions relating to maritime and inland ports of the comprehensive network in accordance with Chapter II of Regulation (EU) No 1315/2013;
 - (iii) actions to re-establish missing regional cross-border rail connections on the TEN-T that have been abandoned or dismantled;

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- (iv) actions implementing sections of the comprehensive network located in outermost regions in accordance with Chapter II of Regulation (EU) No 1315/2013, including actions relating to the relevant urban nodes, maritime ports, inland ports, rail-road terminals, connections to airports and multimodal logistics platforms, of the comprehensive network as defined in Annex II to Regulation (EU) No 1315/2013;
 - (v) actions supporting projects of common interest in order to connect the trans-European network with infrastructure networks of neighbouring countries as defined in Article 8(1) of Regulation (EU) No 1315/2013;
- (b) actions relating to smart, interoperable, sustainable, multimodal, inclusive, accessible, safe and secure mobility:
- (i) actions supporting motorways of the sea as provided for in Article 21 of Regulation (EU) No 1315/2013 with a focus on cross-border short-sea shipping;
 - (ii) actions supporting telematic applications systems in accordance with Article 31 of Regulation (EU) No 1315/2013, for the respective modes of transport, including in particular:
 - for railways: ERTMS,
 - for inland waterways: River Information Services (RIS),
 - for road transport: Intelligent Transport Systems (ITS),
 - for maritime transport: Vessel Traffic Monitoring and Information Systems (VTMIS) and e-Maritime services, including single-window services such as the maritime single window, port community systems and relevant customs information systems,
 - for air transport: air traffic management systems, in particular those resulting from the Single European Sky ATM Research (SESAR) system;
 - (iii) actions supporting sustainable freight transport services in accordance with Article 32 of Regulation (EU) No 1315/2013 and actions to reduce rail freight noise;
 - (iv) actions supporting new technologies and innovation, including automation, enhanced transport services, modal integration and alternative fuels infrastructure for all modes of transport in accordance with Article 33 of Regulation (EU) No 1315/2013;
 - (v) actions to remove barriers to interoperability as defined in Article 3, point (o), of Regulation (EU) No 1315/2013, notably barriers when delivering corridor/network effects, including actions promoting an increase in rail freight traffic and automatic gauge-change facilities;
 - (vi) actions to remove barriers to interoperability, in particular in urban nodes within the meaning of Article 30 of Regulation (EU) No 1315/2013;
 - (vii) actions implementing safe and secure infrastructure and mobility, including road safety, in accordance with Article 34 of Regulation (EU) No 1315/2013;

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- (viii) actions improving transport infrastructure resilience, in particular its resilience to climate change and natural disasters and to cyber security threats;
 - (ix) actions improving transport infrastructure accessibility in all modes of transport and for all users, especially users with reduced mobility, in accordance with Article 37 of Regulation (EU) No 1315/2013;
 - (x) actions improving transport infrastructure accessibility and availability for security and civil protection purposes and actions adapting the transport infrastructure for Union external border checks purposes with the aim of facilitating traffic flows;
- (c) under the specific objective referred to in Article 3(2), point (a)(ii), and in accordance with Article 12, actions or specific activities within an action, supporting parts, new or existing, of the TEN-T suitable for military transport, in order to adapt the TEN-T to dual-use infrastructure requirements.
3. In the energy sector, only the following actions shall be eligible to receive Union financial support under this Regulation:
- (a) actions relating to projects of common interest as set out at Article 14 of Regulation (EU) No 347/2013;
 - (b) actions supporting cross-border projects in the field of renewable energy, including innovative solutions, as well as storage of renewable energy, and their conception, as defined in Part IV of the Annex, subject to the fulfilment of the conditions laid down in Article 7.
4. In the digital sector, only the following actions shall be eligible to receive Union financial support under this Regulation:
- (a) actions supporting the deployment of and access to very high capacity networks, including 5G systems, capable of providing Gigabit connectivity in areas where socioeconomic drivers are located;
 - (b) actions supporting the provision of very high-quality local wireless connectivity in local communities that is free of charge and without discriminatory conditions;
 - (c) actions implementing the uninterrupted coverage with 5G systems of all major transport paths, including the TEN-T, such as the actions listed in Part V, point 3, of the Annex;
 - (d) actions supporting the deployment of new or the significant upgrading of existing backbone networks, including submarine cables, within and between Member States and between the Union and third countries, such as the actions listed in Part V, point 3, of the Annex, as well as other actions supporting the deployment of backbone networks referred to in that point;
 - (e) actions implementing digital connectivity infrastructure requirements related to cross-border projects in the areas of transport or energy or supporting operational digital platforms directly associated to transport or energy infrastructures, or both.



Article 10

Synergies between the transport, energy and digital sectors

1. Actions contributing simultaneously to the achievement of one or more objectives of at least two sectors, as provided for in Article 3(2), points (a), (b) and (c), shall be eligible to receive Union financial support under this Regulation and to benefit from a higher co-funding rate, in accordance with Article 15. Such actions shall be implemented through work programmes addressing at least two sectors and including specific award criteria, and shall be financed with budget contributions from the sectors involved.
2. Within each of the transport, energy or digital sectors, actions eligible in accordance with Article 9 may include synergetic elements relating to any of the other sectors, which are not related to eligible actions provided for in Article 9(2), (3) or (4) respectively, provided that they comply with all of the following requirements:
 - (a) the cost of the synergetic elements does not exceed 20 % of the total eligible costs of the action;
 - (b) the synergetic elements relate to the transport, energy or digital sector; and
 - (c) the synergetic elements enable the socioeconomic, climate or environmental benefits of the action to be significantly improved.

Article 11

Eligible entities

1. As regards entities, the eligibility criteria set out in this Article shall apply in addition to the criteria set out in Article 197 of the Financial Regulation.
2. The following entities shall be eligible:
 - (a) legal entities established in:
 - (i) a Member State, including joint ventures;
 - (ii) a third country associated to the CEF; or
 - (iii) an overseas country or territory;
 - (b) legal entities created under Union law and, if provided for in the work programmes, international organisations.
3. Natural persons shall not be eligible.
4. The work programmes may provide that legal entities established in third countries associated to the CEF in accordance with Article 5, and legal entities established in the Union but directly or indirectly controlled by third countries or nationals of third countries or by entities established in third countries, are not eligible to participate in all or some of the actions under the specific objectives set out in Article 3(2), point (c), for duly justified security reasons. In such cases, calls for proposals and calls for tenders shall be restricted to entities established, or deemed to be established, in Member States and directly or indirectly controlled by Member States or by nationals of Member States.

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5. Legal entities established in a third country which is not associated to the CEF shall exceptionally be eligible to receive Union financial support under the CEF where this is indispensable for the achievement of the objectives of a given project of common interest in the transport, energy and digital sectors or of a cross-border project in the field of renewable energy.

6. To be eligible, proposals shall be submitted:

- (a) by one or more Member States; or
- (b) with the agreement of the Member States concerned, by international organisations, joint undertakings, or by public or private undertakings or bodies, including regional or local authorities.

If the Member State concerned does not agree with a submission under point (b) of the first subparagraph, it shall communicate that information accordingly.

A Member State may decide that, for a specific work programme or for specific categories of applications, proposals may be submitted without its agreement. In such case, this shall, at the request of the Member State concerned, be indicated in the relevant work programme and in the call for such proposals.

Article 12

Specific eligibility rules concerning actions relating to the adaptation of the TEN-T to civilian-defence dual use

1. Actions contributing to the adaptation of the TEN-T core network or comprehensive network as defined by Regulation (EU) No 1315/2013, with the purpose of enabling civilian-defence dual use of the infrastructure, shall be subject to the following additional eligibility rules:

- (a) the proposals shall be submitted by one or more Member States or, with the agreement of the Member States concerned, by legal entities established in Member States;
- (b) the actions shall relate to the sections or nodes identified by Member States in the Annexes to the Military Requirements for Military Mobility within and beyond the EU as adopted by the Council on 20 November 2018, or any subsequent list adopted thereafter, and to any further indicative list of priority projects that are identified by Member States in accordance with the Military Mobility Action Plan;
- (c) the actions may relate both to the upgrading of existing infrastructure components or to the construction of new infrastructure components taking into account the infrastructure requirements referred to in paragraph 2 of this Article;
- (d) actions implementing a level of infrastructure requirement going beyond the level required for dual use shall be eligible; however, their cost shall only be eligible up to the level of costs corresponding to the level of requirements necessary for dual use; actions relating to infrastructure used only for military purposes shall not be eligible;
- (e) actions under this Article shall only be funded from the amount in accordance with Article 4(2), point (a)(iii), of this Regulation.

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2. The Commission shall adopt an implementing act specifying, where necessary, the infrastructure requirements applicable to certain categories of dual-use infrastructure actions and the evaluation procedure regarding the actions connected with dual-use infrastructure actions. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 24(2).

3. Following the interim evaluation of the CEF provided for in Article 23(2), the Commission may propose to the budgetary authority that it transfer the money that has not been committed from Article 4(2), point (a)(iii), to Article 4(2), point (a)(i).

CHAPTER III

GRANTS*Article 13***Grants**

Grants under the CEF shall be awarded and managed in accordance with Title VIII of the Financial Regulation.

*Article 14***Award criteria**

1. Transparent award criteria shall be laid down in the work programmes referred to in Article 20 and in the calls for proposals, taking into account, to the extent applicable, only the following elements:

- (a) economic, social and environmental impact, including climate impact (project life cycle benefits and costs), soundness, comprehensiveness and transparency of the analysis;
- (b) innovation and digitalisation, safety, interoperability and accessibility aspects, including for persons with reduced mobility;
- (c) cross-border dimension, network integration and territorial accessibility, including for European islands and outermost regions;
- (d) Union added value;
- (e) synergies between the transport, energy and digital sectors;
- (f) maturity of the action in the light of the development of the project;
- (g) soundness of the maintenance strategy proposed for the project upon completion;
- (h) soundness of the implementation plan proposed;
- (i) catalytic effect of Union financial support on investment;
- (j) need to overcome financial obstacles such as those caused by insufficient commercial viability, high upfront costs or the lack of market finance;

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- (k) potential for dual use in the context of military mobility;
 - (l) consistency with Union and national energy and climate plans, including the “energy efficiency first” principle.
2. The assessment of proposals against the award criteria shall take into account, where relevant, the resilience to the adverse impacts of climate change through a climate vulnerability and risk assessment, including the relevant adaptation measures.
3. The assessment of proposals against the award criteria shall, where relevant, as specified in the work programmes, ensure that actions supported by the CEF that include PNT technology are technically compatible with the Galileo and EGNOS programmes and with the Copernicus programme.
4. As regards actions relating to the transport sector, the assessment of proposals against the award criteria shall, where applicable, ensure that proposed actions are consistent with the corridor work plans and implementing acts pursuant to Article 47 of Regulation (EU) No 1315/2013 and that they take into account the consultative opinion of the responsible European Coordinator pursuant to Article 45(8) thereof. The assessment shall also consider whether the implementation of actions financed by the CEF risks causing disruption to freight and passenger flows on the section of the line concerned by the project and whether those risks have been mitigated.
5. As regards actions relating to cross-border projects in the field of renewable energy, the award criteria shall take into account the conditions laid down in Article 7(4).
6. As regards actions relating to projects of common interest in the field of digital connectivity, the award criteria set out in the work programmes and the calls for proposals shall take into account the criteria laid down in Article 8(4).

*Article 15***Co-financing rates**

1. For studies, the amount of Union financial support shall not exceed 50 % of the total eligible cost. For studies financed with the amounts transferred from the Cohesion Fund, the maximum co-financing rates shall be those applicable to the Cohesion Fund as specified in paragraph 2, point (c).
2. For works in the transport sector, the following maximum co-financing rates shall apply:
- (a) for works relating to the specific objectives referred to in Article 3(2), point (a)(i), the amount of Union financial support shall not exceed 30 % of the total eligible cost; however, the co-financing rates may be increased to a maximum of 50 % for the actions:
 - (i) relating to cross-border links under the conditions specified in point (e) of this paragraph;
 - (ii) supporting telematic applications systems;
 - (iii) supporting inland waterways or railway interoperability;

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- (iv) supporting new technologies and innovation;
 - (v) supporting improvements in infrastructure for safety; and
 - (vi) adapting the transport infrastructure for Union external border checks purposes, in accordance with relevant Union law;
- (b) for works relating to the specific objectives referred to in Article 3(2), point (a)(ii), the amount of Union financial support shall not exceed 50 % of the total eligible cost; however, the co-financing rates may be increased to a maximum of 85 % if the necessary resources are transferred to the CEF pursuant to Article 4(13);
- (c) as regards the amounts transferred from the Cohesion Fund, the maximum co-financing rates shall not exceed 85 % of the total eligible costs;
- (d) as regards the amounts from the European Strategic Investment heading of EUR 1 559 800 000, as referred to in Part II, first paragraph, first indent, of the Annex, for the completion of missing major cross-border railway links between Member States eligible for funding from the Cohesion Fund, the maximum co-financing rates shall not exceed 85 % of the total eligible costs;
- (e) as regards actions relating to cross-border links, the increased maximum co-financing rates provided for in points (a), (c) and (d) of this paragraph may only apply to actions that demonstrate a high degree of integration in the planning and implementation of the action for the purpose of the award criterion referred to in Article 14(1), point (c), for instance through the establishment of a single project company, a joint governance structure, a bilateral legal framework or by an implementing act pursuant to Article 47 of Regulation (EU) No 1315/2013; in addition, the co-financing rate applicable to projects carried out by integrated management structures, including joint ventures, in accordance with Article 11(2), point (a), may be increased by 5 %.
3. For works in the energy sector, the following maximum co-financing rates shall apply:
- (a) for works relating to the specific objectives referred to in Article 3(2), point (b), the amount of Union financial support shall not exceed 50 % of the total eligible cost;
 - (b) the co-financing rates may be increased to a maximum of 75 % of the total eligible cost for actions contributing to the development of projects of common interest which, based on the evidence referred to in Article 14(2) of Regulation (EU) No 347/2013, provide a high degree of regional or Union-wide security of supply, strengthen the solidarity of the Union or offer highly innovative solutions.
4. For works in the digital sector, the following maximum co-financing rates shall apply: for works relating to the specific objectives referred to in Article 3(2), point (c), the amount of Union financial support shall not exceed 30 % of the total eligible cost.

The co-financing rates may be increased:

- (a) up to 50 % for actions with a strong cross-border dimension, such as uninterrupted coverage with 5G systems along major transport paths or deployment of backbone networks between Member States and between the Union and third countries; and

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- (b) up to 75 % for actions implementing the Gigabit connectivity of socioeconomic drivers.

Actions providing local wireless connectivity in local communities, when implemented via low value grants, may be funded by Union financial support covering up to 100 % of the eligible costs, without prejudice to the principle of co-financing.

5. The maximum co-funding rate applicable to actions referred to in Article 10(1) shall be the highest maximum co-funding rate applicable to the sectors concerned. In addition, the co-financing rate applicable to those actions may be increased by 10 %.

6. In each of the transport, energy and digital sectors, as regards works undertaken in outermost regions, a specific maximum co-funding rate of 70 % shall apply.

*Article 16***Eligible costs**

The following cost-eligibility criteria shall apply, in addition to the criteria set out in Article 186 of the Financial Regulation:

- (a) only expenditure incurred in Member States is eligible, except where the project of common interest or cross-border projects in the field of renewable energy involves the territory of one or more third countries as referred to in Article 5 or Article 11(4) of this Regulation or international waters, and where the action is indispensable to the achievement of the objectives of the project concerned;
- (b) the cost of equipment, facilities and infrastructure which is treated as capital expenditure by the beneficiary is eligible up to its entirety;
- (c) expenditure related to the purchase of land is not an eligible cost, except for funds transferred from the Cohesion Fund in the transport sector in accordance with Article 64 of Regulation (EU) 2021/1060;
- (d) eligible costs shall not include value added tax.

*Article 17***Combination of grants with other sources of financing**

1. Grants may be used in combination with financing from the European Investment Bank or National Promotional Banks or other development and public financial institutions, as well as from private-sector finance institutions and private-sector investors, including through public private partnerships.

2. The use of grants referred to in paragraph 1 may be implemented through dedicated calls for proposals.

*Article 18***Reduction or termination of the grants**

1. In addition to the grounds specified in Article 131(4) of the Financial Regulation, the amount of the grant may, except in duly justified cases, be reduced on the following grounds:

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- (a) for studies, the action has not started within one year following the starting date indicated in the grant agreement;
 - (b) for works, the action has not started within two years following the starting date indicated in the grant agreement;
 - (c) following a review of the progress of the action, it is established that the implementation of the action has suffered such major delays that the objectives of the action are unlikely to be achieved;
2. The grant agreement may be amended or terminated on the basis of the grounds specified in paragraph 1.
 3. Before any decision regarding the reduction or termination of a grant is taken, the case shall be examined comprehensively and the beneficiaries concerned shall be given the possibility to submit their observations within a reasonable time-frame.
 4. Available commitment appropriations resulting from the application of paragraph 1 or 2 of this Article shall be distributed to other work programmes proposed under the corresponding financial envelope set out in Article 4(2).

*Article 19***Cumulative and alternative funding**

1. An action that has received a contribution under the CEF may also receive a contribution from another Union programme, including funds under shared management, provided that the contributions do not cover the same costs. The rules of the relevant Union programme shall apply to the corresponding contribution to the action. The cumulative funding shall not exceed the total eligible costs of the action. The support from the different Union programmes may be calculated on a pro-rata basis in accordance with the documents setting out the conditions for support.
2. The Seal of Excellence label shall be awarded to actions which comply with the following cumulative conditions:
 - (a) they have been assessed in a call for proposals under the CEF;
 - (b) they comply with the minimum quality requirements of that call for proposals;
 - (c) they cannot be financed under that call for proposals due to budgetary constraints.

It shall be possible for actions that have been awarded a Seal of Excellence label in accordance with the first subparagraph to receive support from the ERDF in accordance with Article 67(5) of Regulation (EU) 2021/1060 or from the Cohesion Fund, without any further assessment, and provided that such actions are consistent with the objectives and rules of the Fund concerned.



CHAPTER IV

PROGRAMMING, MONITORING, EVALUATION AND CONTROL

*Article 20***Work programmes**

1. The CEF shall be implemented by work programmes referred to in Article 110 of the Financial Regulation.
2. In order to provide transparency and predictability and to enhance the quality of the projects, the Commission shall adopt by 15 October 2021 the first multiannual work programmes. Those first multiannual work programmes shall include the timetable of the calls for proposals for the first three years of the CEF, their topics and indicative budget, as well as a prospective framework covering the entire programming period.
3. The work programmes shall be adopted by the Commission by means of implementing acts. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 24(2).
4. When adopting work programmes in the energy sector, the Commission shall give particular consideration to projects of common interest and related actions that aim to further integrate the internal market for energy, ending energy isolation and eliminating electricity interconnection bottlenecks, with an emphasis on those projects contributing to the achievement of the interconnection target of at least 10 % by 2020 and 15 % by 2030, as well as to projects contributing to synchronisation of electricity systems with Union networks.
5. In accordance with Article 200(2) of the Financial Regulation, the authorising officer responsible may, where appropriate, organise the selection procedure in two stages as follows:
 - (a) applicants shall submit a simplified dossier containing relatively brief information for the purposes of project preselection based on a limited set of criteria;
 - (b) applicants short-listed at the first stage shall submit a complete dossier after closure of the first stage.

*Article 21***Granting of Union financial support**

1. Following every call for proposals based on the work programmes referred to in Article 20, the Commission shall adopt an implementing act setting the amount of financial support to be granted to the projects selected or to parts thereof and specifying the conditions and methods for their implementation. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 24(2).
2. During the implementation of the grant agreements the beneficiaries and the Member States concerned shall be informed by the Commission regarding changes to the grant amounts and the final amounts paid.

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3. The beneficiaries shall submit reports as defined in the respective grant agreements without prior approval of the Member States. The Commission shall provide Member States with access to the reports regarding actions located on their territories.

*Article 22***Monitoring and reporting**

1. Indicators to report on the progress of the CEF towards the achievement of the general and specific objectives laid down in Article 3 are set out in Part I of the Annex.

2. To ensure effective assessment of the CEF's progress towards the achievement of its objectives, the Commission is empowered to adopt delegated acts, in accordance with Article 26, to amend Part I of the Annex with regard to the indicators where considered necessary as well as to supplement this Regulation with provisions on the establishment of a monitoring and evaluation framework.

3. The performance reporting system shall ensure that data for monitoring the implementation and the results of the CEF are suitable for an in-depth analysis of the progress achieved, including for climate tracking, and that they are collected efficiently, effectively and in a timely manner. To that end, proportionate reporting requirements shall be imposed on recipients of Union funds and, where appropriate, on Member States.

4. The Commission shall improve the dedicated internet site, by publishing, in real time, a map with the projects that are being implemented, together with relevant information, including impact assessments and the value, beneficiary, implementing entity and state of play of the project. The Commission shall also present progress reports every two years. Those progress reports shall include the information on the implementation of the CEF, in accordance with the general and specific objectives laid down in Article 3, clarifying whether the different sectors are on track, whether the total budgetary commitment is in line with the total amount allocated, whether the on-going projects are sufficiently complete, and whether it is still feasible and appropriate to deliver them.

*Article 23***Evaluation**

1. Evaluations shall be carried out in a timely manner so that their results can be fed into the decision-making process.

2. An interim evaluation of the CEF shall be carried out once there is sufficient information available about the implementation of the CEF, but no later than four years after the start of implementation of the CEF.

3. At the end of the implementation of the CEF, but no later than four years after the end of the period specified in Article 1, the Commission shall carry out a final evaluation of the CEF.

4. The Commission shall submit the conclusions of the evaluations accompanied by its observations, to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions.



Article 24

Committee procedure

1. The Commission shall be assisted by the CEF Coordination Committee, which may meet in different formations depending on the respective topic. That Committee shall be a committee within the meaning of Regulation (EU) No 182/2011.
2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.

Article 25

Delegated acts

1. The Commission is empowered to adopt delegated acts in accordance with Article 26, supplementing this Regulation by:
 - (a) establishing a monitoring and evaluation framework based on the indicators as set out in Part I of the Annex;
 - (b) laying down rules regarding the selection of cross-border projects in the field of renewable energy additional to those in Part IV of the Annex, and establishing and updating a list of selected cross-border projects in the field of renewable energy.
2. Subject to Article 172, second subparagraph, TFEU, the Commission is empowered to adopt delegated acts in accordance with Article 26 of this Regulation:
 - (a) to amend Part III of the Annex regarding the definition of the transport core network corridors and pre-identified sections on the comprehensive network;
 - (b) to amend Part V of the Annex regarding the identification of digital connectivity projects of common interest.

Article 26

Exercise of the delegation

1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.
2. The power to adopt delegated acts referred to in Article 22(2) and Article 25 shall be conferred on the Commission until 31 December 2028.
3. The delegation of power referred to in Article 7(2), Article 22(2) and Article 25 may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the *Official Journal of the European Union* or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.
4. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making.

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5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.

6. A delegated act adopted pursuant to Article 7(2), Article 22(2) and Article 25 shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.

*Article 27***Information, communication and publicity**

1. The recipients of Union funding shall acknowledge the origin of those funds and ensure the visibility of the Union funding, in particular when promoting the actions and their results, by providing coherent, effective and proportionate targeted information to multiple audiences, including the media and the public.

2. The Commission shall implement information and communication actions relating to the CEF, to actions taken pursuant to the CEF and to the results obtained. Financial resources allocated to the CEF shall also contribute to the corporate communication of the political priorities of the Union, insofar as those priorities are related to the objectives referred to in Article 3.

3. Transparency and public consultation shall be ensured in compliance with the applicable Union and national law.

*Article 28***Protection of the financial interest of the Union**

Where a third country participates in the CEF by means of a decision adopted pursuant to an international agreement or on the basis of any other legal instrument, the third country shall grant the necessary rights and access required for the authorising officer responsible, OLAF and the Court of Auditors to comprehensively exercise their respective competences. In the case of OLAF, such rights shall include the right to carry out investigations, including on-the-spot checks and inspections, as provided for in Regulation (EU, Euratom) No 883/2013.

CHAPTER V

TRANSITIONAL AND FINAL PROVISIONS*Article 29***Repeal and transitional provisions**

1. Regulations (EU) No 1316/2013 and (EU) No 283/2014 are repealed.

2. Without prejudice to paragraph 1, this Regulation shall not affect the continuation or modification of actions initiated pursuant to Regulation (EU) No 1316/2013, which shall continue to apply to those actions until their closure.

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3. The financial envelope for the CEF may also cover the technical and administrative assistance expenses necessary to ensure the transition between the CEF and the measures adopted pursuant to Regulation (EU) No 1316/2013.

4. If necessary, appropriations may be entered in the Union budget beyond 2027 to cover the expenses provided for in Article 4(5), to enable the management of actions not completed by 31 December 2027, in accordance with this Regulation.

*Article 30***Entry into force**

This Regulation shall enter into force on the day of its publication in the *Official Journal of the European Union*.

It shall apply from 1 January 2021.

This Regulation shall be binding in its entirety and directly applicable in all Member States.



ANNEX

PART I
INDICATORS

The CEF will be monitored closely on the basis of a set of indicators intended to measure the extent to which the general and specific objectives of the CEF have been achieved and with a view to minimising administrative burdens and costs. To that end, data will be collected as regards the following set of key indicators:

Sectors	Specific Objectives	Key Indicators
Transport	Efficient, interconnected and multimodal networks and infrastructure for smart, interoperable, sustainable, inclusive, accessible, safe and secure mobility	Number of cross-border and missing links addressed with the support of the CEF (including actions relating to urban nodes, regional cross-border rail connections, multimodal logistics platforms, maritime ports, inland ports, connections to airports and rail-road terminals of the TEN-T core network and comprehensive network)
		Number of actions supported by the CEF contributing to the digitalisation of transport, in particular through the deployment of ERTMS, RIS, ITS, VTMS/e-Maritime services and SESAR
		Number of alternative fuel supply points built or upgraded with the support of the CEF
		Number of actions supported by the CEF contributing to the safety of transport
		Number of actions supported by the CEF contributing to transport accessibility for persons with reduced mobility
		Number of actions supported by the CEF contributing to the reduction in rail freight noise
	Adaptation for the dual-use of transport infrastructure	Number of transport infrastructure components adapted to dual-use requirements
Energy	Contribution to interconnectivity and integration of markets	Number of actions supported by the CEF contributing to projects interconnecting MS networks and removing internal constraints
	Security of supply	Number of actions supported by the CEF contributing to projects ensuring resilient gas network
		Number of actions supported by the CEF contributing to the smartening and digitalisation of grids and increasing energy storage capacity
	Sustainable development through enabling decarbonisation	Number of actions supported by the CEF contributing to projects enabling increased penetration of renewable energy in energy systems
Number of actions supported by the CEF contributing to cross-border cooperation in the field of renewable energy		

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Sectors	Specific Objectives	Key Indicators
Digital	Contribution to the deployment of digital connectivity infrastructure throughout the Union	New connections to very high capacity networks for socio-economic drivers and very high-quality connections for local communities
		Number of actions supported by the CEF enabling 5G coverage along major transport paths
		Number of actions supported by the CEF enabling new connections to very high capacity networks
		Number of actions supported by the CEF contributing to the digitalisation of energy and transport sectors

PART II

INDICATIVE PERCENTAGES FOR THE TRANSPORT SECTOR

The budgetary resources referred to in Article 4(2), point (a)(i), shall be distributed as follows:

- 60 % for the actions listed in Article 9(2), point (a): “Actions relating to efficient, interconnected, interoperable and multimodal networks” out of which EUR 1 559 800 000 ⁽¹⁾ to be allocated, in priority and on a competitive basis, to the completion of missing major cross-border railway links between Member States eligible for funding from the Cohesion Fund;
- 40 % for the actions listed in Article 9(2), point (b): “Actions relating to smart, interoperable, sustainable, multimodal, inclusive, accessible, safe and secure mobility”.

The budgetary resources referred to in Article 4(2), point (a)(ii), shall be distributed as follows:

- 85 % for the actions listed in Article 9(2), point (a): “Actions relating to efficient, interconnected, interoperable and multimodal networks”;
- 15 % for the actions listed in Article 9(2), point (b): “Actions relating to smart, interoperable, sustainable, multimodal, inclusive, accessible, safe and secure mobility”.

For the actions listed in Article 9(2), point (a), 85 % of the budgetary resources should be allocated to actions on the core network and 15 % to actions on the comprehensive network.

PART III

▼ M1**CROSS-BORDER AND MISSING LINKS****▼ B**

1. **► M1** Indicative lists of pre-identified cross-border links and missing links ◀

▼ M1**▼ B**

Cross-border links	Évora – Mérida	Rail
	Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux	
	Aveiro – Salamanca	
	Douro river (Via Navegável do Douro)	Inland waterways

⁽¹⁾ EUR 1 384 000 000 in 2018 prices.

▼ B

Missing links	Non-UIC gauge interoperable lines on the Iberian Peninsula	Rail
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▼ M1

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Cross-border links	Katowice/Opole – Ostrava – Brno Katowice – Žilina Bratislava – Wien Graz – Maribor Venezia – Trieste – Divača – Ljubljana	Rail
	Katowice – Žilina Brno – Wien	Road
Missing links	Gloggnitz – Mürzzuschlag: Semmering base tunnel Graz – Klagenfurt: Koralm railway line and tunnel Koper – Divača	Rail

▼ M1

▼ B

Cross-border links	Barcelona – Perpignan	Rail
	Lyon – Torino: base tunnel and access routes	
	Nice – Ventimiglia	
	Venezia – Trieste – Divača – Ljubljana	
	Ljubljana – Zagreb	
	Zagreb – Budapest	
	Budapest – Miskolc – UA border	
	Lendava – Letenye	Road
Vásárosnamény – UA border		
Missing links	Almería – Murcia	Rail
	Non-UIC gauge interoperable lines on the Iberian Peninsula	
	Perpignan – Montpellier	
	Koper – Divača	
	Rijeka – Zagreb	
Milano – Cremona – Mantova – Porto Levante/Venezia – Ravenna/Trieste	Inland waterways	

▼ M1

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Cross-border links	Tallinn – Rīga – Kaunas – Warszawa: Rail Baltic new UIC gauge fully interoperable line	Rail
	Świnoujście/Szczecin – Berlin	Rail and inland waterways
	Via Baltica Corridor EE-LV-LT-PL	Road

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Missing links	Kaunas – Vilnius: part of Rail Baltic new UIC gauge fully interoperable line	Rail
	Warszawa/Idzikowice – Poznań/Wrocław, incl. connections to the planned Central Transport Hub	
	Nord-Ostsee-Kanal	Inland waterways
	Berlin – Magdeburg – Hannover; Mittellandkanal; western German canals	
	Rhine, Waal	
	Noordzeekanaal, IJssel, Twentekanaal	

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Cross-border links	Brussel or Bruxelles – Luxembourg – Strasbourg	Rail
	Terneuzen – Gent	Inland waterways
	Seine – Scheldt Network and the related Seine, Scheldt and Meuse river basins	
	Rhine-Scheldt corridor	
Missing links	Albertkanaal/Canal Albert and Kanaal Bocholt-Herentals	Inland waterways

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Cross-border links	Dresden – Praha/Kolín	Rail
	Wien/Bratislava – Budapest	
	Békéscsaba – Arad – Timișoara	
	Craiova – Calafat – Vidin – Sofia – Thessaloniki	
	Sofia – RS border/MK border	
	TR border – Alexandroupoli	
	MK border – Thessaloniki	
	Ioannina – Kakavia (AL border)	Road
	Drobeta Turnu Severin/Craiova – Vidin – Montana	
	Sofia – RS border	
	Hamburg – Dresden – Praha – Pardubice	Inland waterways
Missing links	Igoumenitsa – Ioannina Praha – Brno Thessaloniki – Kavala – Alexandroupoli Timișoara – Craiova	Rail

▼ M1

▼ <u>B</u> Cross-border links	Zevenaar – Emmerich – Oberhausen	Rail
	Karlsruhe – Basel	
	Milano/Novara – CH border	
	Basel – Antwerpen/Rotterdam – Amsterdam	
Missing links	Genova – Tortona/Novi Ligure	Rail
	Zeebrugge – Gent	

▼ M1

▼ <u>B</u> Cross-border links	München – Praha	Rail	
	Nürnberg – Plzeň		
	München – Mühldorf – Freilassing – Salzburg		
	Strasbourg – Kehl Appenweier		
	Hranice – Žilina		
	Košice – UA border		
	Wien – Bratislava/Budapest		
	Bratislava – Budapest		
	Békéscsaba – Arad – Timișoara – RS border		
	București – Giurgiu – Rouse		
	Danube (Kehlheim – Constanța/Midia/Sulina) and the related Váh, Sava and Tisza river basins		Inland waterways
	Zlín – Žilina		Road
	Timișoara – RS border		
	Missing links		Stuttgart – Ulm
Salzburg – Linz			
Craiova – București			
Arad – Sighișoara – Brașov- Predeal			

▼ M1

▼ <u>B</u> Cross-border links	RU border – Helsinki	Rail
	København – Hamburg: Fehmarn belt fixed link access routes	
	München – Wörgl – Innsbruck – Fortezza – Bolzano – Trento – Verona: Brenner base tunnel and its access routes	
	Göteborg-Oslo	
	København – Hamburg: Fehmarn belt fixed link	

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2. Indicative list of pre-identified cross-border links on the comprehensive network

The cross-border sections of the comprehensive network referred to in Article 9(2), point (a)(ii), include notably the following sections:

Baile Átha Cliath or Dublin/Letterkenny – UK border	Road
Pau – Huesca	Rail
Lyon – CH border	Rail
Athus – Mont-Saint-Martin	Rail
Breda – Venlo – Viersen – Duisburg	Rail
Antwerpen – Duisburg	Rail
Mons – Valenciennes	Rail
Gent – Terneuzen	Rail
Heerlen – Aachen	Rail
Groningen – Bremen	Rail
Stuttgart – CH border	Rail
Gallarate/Sesto Calende – CH border	Rail
Berlin – Rzepin/Horka – Wrocław	Rail
Praha – Linz	Rail
Villach – Ljubljana	Rail
Pivka – Rijeka	Rail
Plzeň – České Budějovice – Wien	Rail
Wien – Győr	Rail
Graz – Celldömölk – Győr	Rail
Neumarkt-Kallham – Mühlendorf	Rail
Amber Corridor PL-SK-HU	Rail
Via Carpathia Corridor BY/UA border-PL-SK-HU-RO	Road
Focșani – MD border	Road
Budapest – Osijek – Svilaj (BA border)	Road
Faro – Huelva	Rail
Porto – Vigo	Rail
Giurgiu – Varna	Rail
Svilengrad – Pithio	Rail

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3. Components of the comprehensive network located in Member States which do not have a land border with another Member State.

PART IV

SELECTION OF CROSS-BORDER PROJECTS IN THE FIELD OF RENEWABLE ENERGY

1. Objective of cross-border projects in the field of renewable energy

Cross-border projects in the field of renewable energy shall promote cross-border cooperation between Member States in the field of planning, development and the cost-effective exploitation of renewable energy sources, as well as facilitate their integration through energy storage facilities and with the aim of contributing to the Union's long term decarbonisation strategy.

2. General criteria

In order to qualify as a cross-border project in the field of renewable energy, a project shall meet all of the following general criteria:

- (a) the project shall be included in a cooperation agreement or any other kind of arrangement between two or more Member States or between one or more Member States and one or more third countries as set out in Articles 8, 9, 11 and 13 of Directive (EU) 2018/2001;
- (b) the project shall provide cost savings in the deployment of renewable energy or benefits for system integration, security of supply or innovation, or both, in comparison to a similar project or renewable energy project implemented by one of the participating Member States alone;
- (c) the potential overall benefits of cooperation outweigh its costs, including in the longer term, as assessed on the basis of the cost-benefit analysis as referred to in point 3 of this Part and applying the methodologies referred to in Article 7(2) of this Regulation.

3. Cost-benefit analysis

- (a) energy generation costs;
- (b) system integration costs;
- (c) support costs;
- (d) greenhouse gas emissions;
- (e) security of supply;
- (f) air and other local pollution, such as effects on local nature and the environment;
- (g) innovation.

4. Procedure

- (a) Promoters, including Member States, of a project that is potentially eligible for selection as a cross-border project in the field of renewable energy under a cooperation agreement or any other kind of arrangement between two or more Member States or between one or more Member States and one or more third countries as set out in Articles 8, 9, 11 and 13 of Directive (EU) 2018/2001 and that seeks to obtain the status of cross-border project in the field of renewable energy, shall submit an application for selection as a cross-border project in the field of renewable energy to the Commission. The application shall include the relevant information to allow the Commission to evaluate the project against the criteria laid down in points 2 and 3 of this Part, in line with the methodologies referred to in Article 7(2) of this Regulation.

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The Commission shall ensure that promoters are given the opportunity to apply for the status of cross-border project in the field of renewable energy at least once a year.

- (b) The Commission shall set up and chair a group for cross-border-projects in the field of renewable energy, composed of one representative of each Member State and one from the Commission. The group shall adopt its own rules of procedure.
- (c) At least once a year, the Commission shall organise the process for selection as cross-border projects. Following the evaluation of the projects, the Commission shall submit to the group referred to in point (b) of this point a list of eligible projects in the field of renewable energy that comply with the criteria set out in Article 7 and in point (d) of this point.
- (d) The group referred to in point (b) shall be given relevant information, unless commercially sensitive, on the eligible projects included in the list submitted by the Commission regarding the following criteria:
 - (i) a confirmation of the compliance with the eligibility and selection criteria for all projects;
 - (ii) information on the cooperation mechanism that a project pertains to and information regarding the extent to which a project has the support of one or several Member States;
 - (iii) description of the objective of the project, including the estimated capacity (in kW) and, where available, renewable energy production (in kWh per annum), as well as the total project costs and eligible costs referred, in euro;
 - (iv) information on the expected Union added value in accordance with point 2, (b), of this Part and on the expected costs and benefits and the expected Union added value in accordance with point 2, (c), of this Part.
- (e) The group may invite to its meetings, as appropriate, promoters of eligible projects, representatives of third countries involved in eligible projects and any other relevant stakeholders.
- (f) On the basis of the evaluation results, the group shall agree on a draft list of cross-border projects in the field of renewable energy, to be adopted in accordance with point (g).
- (g) The Commission shall adopt the final list of selected cross-border projects in the field of renewable energy by delegated act on the basis of a draft list referred to in point (f) and taking into account point (i). The Commission shall also publish on its website the list of selected cross-border projects in the field of renewable energy. That list shall be reviewed as necessary and at least every two years.
- (h) The group shall monitor the implementation of the projects on the final list and make recommendations on how to overcome possible delays in their implementation. For this purpose, project promoters of the selected projects shall provide information on the implementation of their projects.

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- (i) The Commission shall, when selecting the cross-border projects in the field of renewable energy, aim to ensure an appropriate geographical balance in the selection of such projects. Regional groupings may be used for the selection of projects.
- (j) A project shall not be selected as a cross-border project in the field of renewable energy, or, if selected, shall have such status withdrawn, if information which was a determining factor in the evaluation, was incorrect, or if the project does not comply with Union law.

PART V

DIGITAL CONNECTIVITY INFRASTRUCTURE PROJECTS OF COMMON INTEREST

1. Gigabit connectivity, including 5G systems and other state-of-the-art connectivity, for socioeconomic drivers.

Actions shall be prioritised taking into account the function of the socioeconomic drivers, the relevance of the digital services and applications enabled by providing the underlying connectivity, and the potential socioeconomic benefits to citizens, business and local communities, including the additional area coverage generated in terms of households. The available budget shall be allocated in a geographically balanced manner across Member States.

Priority shall be given to actions contributing to Gigabit connectivity, including 5G systems and other state-of-the-art connectivity, for:

- (a) hospitals and medical centres, in line with the efforts to digitalise the healthcare system, with a view to increasing the well-being of Union citizens and changing the way health and care services are delivered to patients;
- (b) education and research centres, in the context of the efforts to facilitate the use, inter alia, of high-speed computing, cloud applications and big data, close digital divides and to innovate in education systems, to improve learning outcomes, enhance equity and improve efficiency;
- (c) uninterrupted 5G wireless broadband coverage to all urban areas by 2025.

2. Wireless connectivity in local communities

Actions that aim to provide local wireless connectivity in centres of local public life, including outdoor spaces accessible to the general public that play a major role in the public life of local communities, shall fulfil the following conditions in order to receive funding:

- (a) they are implemented by a public sector body as referred to in the second paragraph, which is capable of planning and supervising the installation, as well as ensuring for a minimum of three years the financing of operating costs, of indoor or outdoor local wireless access points in public spaces;
- (b) they build on very high capacity digital networks enabling the delivery of very high-quality internet experience to users that:
 - (i) is free of charge and without discriminatory conditions, easy to access, secured and uses most recent and best available equipment, and is capable of delivering high-speed connectivity to its users; and

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- (ii) supports widespread and non-discriminatory access to innovative digital services;
- (c) they use the common visual identity to be provided by the Commission and link to the associated multi-lingual online tools;
- (d) in view of achieving synergies and increasing capacity and improving user experience, they facilitate the deployment of 5G ready small-area wireless access points, as defined in Directive (EU) 2018/1972; and
- (e) they commit to procure the necessary equipment and/or related installation services in accordance with applicable law to ensure that projects do not unduly distort competition.

Union financial support shall be available to public sector bodies as defined in Article 3, point (1), of Directive (EU) 2016/2102 of the European Parliament and of the Council⁽¹⁾ undertaking to provide, in accordance with national law, local wireless connectivity that is free of charge and without discriminatory conditions through the installation of local wireless access points.

Funded actions shall not duplicate existing free private or public offers of similar characteristics, including quality, in the same public space.

The available budget shall be allocated in a geographically balanced manner across Member States.

Wherever relevant, coordination and coherence will be ensured with the actions supported by the CEF that promote access of socioeconomic drivers to very high capacity networks capable of providing Gigabit connectivity, including 5G systems and other state-of-the-art connectivity.

3. Indicative list of 5G corridors and cross-border backbone connections eligible for funding

In line with the Gigabit society objectives set out by the Commission to ensure that major terrestrial transport paths have uninterrupted 5G coverage by 2025, actions implementing uninterrupted coverage with 5G systems pursuant to Article 9(4), point (c), include, as a first step, actions on the cross-border sections for connected automated mobility (CAM) experimentation, and, as a second step, actions on more extensive sections in view of a larger scale deployment of CAM along the corridors, as indicated in the table below (indicative list). The TEN-T corridors are used as a basis for this purpose, but the deployment of 5G is not necessarily confined to those corridors⁽²⁾.

Furthermore, actions supporting deployment of backbone networks, including with submarine cables across Member States and between the Union and third countries or connecting European islands, pursuant to Article 9(4), point (d), are also supported in order to provide necessary redundancy for such vital infrastructure, and to increase the capacity and resilience of the Union's digital networks.

⁽¹⁾ Directive (EU) 2016/2102 of the European Parliament and of the Council of 26 October 2016 on the accessibility of the websites and mobile applications of public sector bodies (OJ L 327, 2.12.2016, p. 1).

⁽²⁾ Sections in italics are located outside of the TEN-T core network corridors but included in the 5G corridors.



Core network corridor “Atlantic”	
Cross-border sections for CAM experimentation	Porto – Vigo
	Mérida – Évora
	Paris – Amsterdam – Frankfurt am Main
	Aveiro – Salamanca
	San Sebastián – Biarritz
More extensive section for larger scale deployment of CAM	Metz – Paris – Bordeaux – Bilbao – Vigo – Porto – Lisboa
	Bilbao – Madrid – Lisboa
	Madrid – Mérida – Sevilla – Tarifa
Deployment of backbone networks, including with submarine cables	Açores/Madeira Islands – Lisboa
Core network corridor “Baltic – Adriatic”	
Cross-border sections for CAM experimentation	
More extensive section for larger scale deployment of CAM	Gdańsk – Warszawa – Brno – Wien – Graz – Ljubljana – Koper/Trieste
Core network corridor “Mediterranean”	
Cross-border sections for CAM experimentation	
More extensive section for larger scale deployment of CAM	Budapest – Zagreb – Ljubljana – Rijeka – <i>Split</i> – Dubrovnik
	Ljubljana – Zagreb – Slavonski Brod – Bajakovo (RS border)
	Slavonski Brod – Đakovo – Osijek
	Montpellier – Narbonne – Perpignan – Barcelona – Valencia – Málaga – Tarifa with an extension to Narbonne – Toulouse
Deployment of backbone networks, including with submarine cables	Submarine cable networks Lisboa – Marseille – Milano
Core network corridor “North Sea – Baltic”	
Cross-border sections for CAM experimentation	Warszawa – Kaunas – Vilnius
	Kaunas – Klaipėda
More extensive section for larger scale deployment of CAM	Tallinn – Rīga – Kaunas – LT/PL border – Warszawa
	BY/LT border – Vilnius – Kaunas – Klaipėda
	Via Carpathia: Klaipėda – Kaunas – Ełk – Białystok – Lublin – Rzeszów – Barwinek – Košice



Core network corridor “North Sea – Mediterranean”	
Cross-border sections for CAM experimentation	Metz – Merzig – Luxembourg
	Rotterdam – <i>Antwerp – Eindhoven</i>
More extensive section for larger scale deployment of CAM	Amsterdam – Rotterdam – Breda – Lille – Paris
	Brussel or Bruxelles – Metz – Basel
	Mulhouse – Lyon – Marseille
Core network corridor “Orient/East-Med”	
Cross-border sections for CAM experimentation	Sofia – Thessaloniki – Beograd
More extensive section for larger scale deployment of CAM	Berlin – Praha – Brno – Bratislava – Timișoara – Sofia – TR border
	Bratislava – Košice
	Sofia – Thessaloniki – Athina
Core network corridor “Rhine – Alpine”	
Cross-border sections for CAM experimentation	Bologna – Innsbruck – München (Brenner corridor)
More extensive section for larger scale deployment of CAM	Rotterdam – Oberhausen – Frankfurt am Main
	Basel – Milano – Genova
Core network corridor “Rhine – Danube”	
Cross-border sections for CAM experimentation	
More extensive section for larger scale deployment of CAM	Frankfurt am Main – Passau – Wien – Bratislava – Budapest – Osijek – Vukovar – București – Constanta
	București – Iasi
	Karlsruhe – München – Salzburg – Wels
	Frankfurt am Main – Strasbourg
Core network corridor “Scandinavian – Mediterranean”	
Cross-border sections for CAM experimentation	Oulu – Tromsø <i>Oslo – Stockholm – Helsinki</i>
More extensive section for larger scale deployment of CAM	Turku – Helsinki – RU border
	Oslo – Malmö – København – Hamburg – Würzburg – Nürnberg – München – Rosenheim – Verona – Bologna – Napoli – Catania – Palermo
	Stockholm – Malmö
	Napoli – Bari – Taranto
	Aarhus – Esbjerg – Padborg