



Brussels, 25.7.2023
C(2023) 4886 final

COMMISSION IMPLEMENTING DECISION

of 25.7.2023

amending Implementing Decision C(2021) 5763 final on the financing of the Connecting Europe Facility - Transport sector and the adoption of the work programme for 2021-2027

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THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU, Euratom) 2018/1046 of the European Parliament and of the Council of 18 July 2018 on the financial rules applicable to the general budget of the Union, amending Regulations (EU) No 1296/2013, (EU) No 1301/2013, (EU) No 1303/2013, (EU) No 1304/2013, (EU) No 1309/2013, (EU) No 1316/2013, (EU) No 223/2014, (EU) No 283/2014, and Decision No 541/2014/EU and repealing Regulation (EU, Euratom) No 966/2012¹, and in particular Article 110 thereof,

Having regard to 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 283/2014², and in particular Article 20(3) thereof,

Whereas:

- (1) Commission Implementing Decision C(2021) 5763 final³ provides for a multi-annual planning of calls for proposals to support projects of common interest in the form of grants in the period 2021-2023 as well as of technical assistance actions in the period 2021-2024.
- (2) Based on the experience learned from the implementation of the work programme so far, and in line with the Trans-European Transport Network (TEN-T) policy priorities and objectives set out in Regulation (EU) No 1315/2013 of the European Parliament and of the Council⁴, it is necessary to amend Implementing Decision C(2021) 5763 final to provide for an updated work programme for years 2023-2027.
- (3) The indicative budget initially established in Implementing Decision C(2021) 5763 final for the calls for proposals which will be launched in 2023 should be reinforced in order to meet the increased demand for funding of mature projects contributing to the completion of the TEN-T.
- (4) Given the need for stakeholders to plan their investments, it is also necessary to establish the indicative budgets for the calls which will be launched in 2024 and for new technical assistance actions for the period 2025-2027.

¹ OJ L 193, 30.7.2018, p. 1.

² OJ L 249, 14.7.2021, p. 38.

³ Commission Implementing Decision C(2021) 5763 final of 5 August 2021 on the financing of the Connecting Europe Facility – Transport sector and the adoption of the work programme for 2021-2027.

⁴ Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1).

- (5) In order to update the priorities for the Connecting Europe Facility financial support and to ensure consolidation of all budgetary commitments of the Connecting Europe Facility – Transport sector from 2023 onwards, a new Annex should be added to Decision C(2021) 5763 final which would apply to the calls for proposals from 2023 to 2027 and technical assistance actions from 2025 to 2027.
- (6) It is necessary to ensure that for all completed CEF Transport 2021 and 2022 calls, for the 2022 General and Cohesion envelope calls, for the 2021 Alternative Fuels Infrastructure Facility call, and for the 2021-2024 technical assistance actions, the original annex of Implementing Decision C(2021) 5763 final remains in force.
- (7) Implementing Decision C(2021) 5763 final should therefore be amended accordingly.
- (8) The measures provided for in this Decision are in accordance with the opinion of the CEF Coordination Committee,

HAS DECIDED AS FOLLOWS:

Article 1

Implementing Decision C(2021) 5763 final is amended as follows:

- (1) Articles 1 and 2 are replaced by the following:

‘Article 1

The work programme

The multiannual financing decision, constituting the multiannual work programme for the implementation of the Connecting Europe Facility – Transport sector for the period 2021-2027, as set out in Annexes I and II, is adopted.

Article 2

Union contribution

The maximum Union contribution for the implementation of the programme for the period 2021-2027 is set at EUR 25 627 662 408 and shall be financed from the appropriations entered in the following lines of the general budget of the Union:

- (a) budget line 02 03 01: CEF Transport General Envelope: EUR 12 641 262 338, of which EUR 294 686 239 for technical and administrative assistance; including internal assigned revenues of EUR 20 034 187.
- (b) budget line 05 03 03: CEF Transport Cohesion Fund allocation: EUR 11 249 311 590, of which EUR 87 834 022 for technical and administrative assistance; including internal assigned revenues of EUR 12 277 415.
- (c) budget line 13 04 01: Military mobility: EUR 1 737 088 480.

The appropriations provided for in the first paragraph may also cover interest due for late payment.

The implementation of this Decision is subject to the availability of the appropriations for the years 2024 to 2027 provided for in the draft general budget of the Union, following the adoption of that budget by the budget authority or as provided for in the system of provisional twelfths.’;

(2) the sole Annex is numbered as Annex I and its title is replaced by the following:

‘Annex I

Multi-annual work programme for calls for proposals for projects of common interest 2021-2023 and for the technical assistance actions 2021-2024’;

(3) the text set out in the Annex to this Decision is added as Annex II.

Article 2

Annex I to Implementing Decision C(2021) 5763 final as amended by this Decision shall apply to all completed CEF Transport 2021 and 2022 calls, for the 2022 General and Cohesion envelope calls, for the 2021 Alternative Fuels Infrastructure Facility call, and for the 2021-2024 technical assistance actions.

Done at Brussels, 25.7.2023

For the Commission
Adina-Ioana VĂLEAN
Member of the Commission



Brussels, 25.7.2023
C(2023) 4886 final

ANNEX

ANNEX

to the

Commission Implementing Decision

amending Implementing Decision C(2021) 5763 on the financing of the Connecting Europe Facility - Transport sector and the adoption of the work programme for 2021-2027

ANNEX I

Work programme for calls for proposals for projects of common interest 2023-2027 and for technical assistance actions 2025-2027

1. Introduction

The work programme establishes the basis for the allocation of the Union financial support to projects of common interest under the Connecting Europe Facility (CEF) Transport sector for the period 2021-2027. In accordance with Article 20 of Regulation (EU) 2021/1153 of the European Parliament and of the Council¹ (CEF Regulation), it contains information about legal commitments expected as result of the calls for proposals to be launched in years 2023 and 2024, and the description of the Actions supported. It also covers accompanying measures and technical assistance expected to be awarded/contracted for the period 2025-2027.

2. Legal basis

Regulation (EU) 2021/1153 of the European Parliament and of the Council establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014.

3. Budget lines

02 03 01- CEF Transport General Envelope
05 03 03 - CEF Transport Cohesion Fund allocation
13 04 01 - Military mobility

4. Objectives pursued

The work programme lays down the priorities of the Union financial support under the CEF Regulation and in accordance with Regulation (EU) No 1315/2013².

The general objective of CEF 2021-2027 is to build, develop, modernise and complete the trans-European networks, taking into account the Union long-term decarbonisation commitments, and thus to contribute to smart, sustainable and inclusive growth and to enhance territorial, social and economic cohesion. It shall contribute to the development of projects of common interest relating to efficient, interconnected, and multimodal networks

¹ 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 (*OJ L 249, 14.7.2021, p. 38*).

² Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU, (*OJ L 348, 20.12.2013, p. 1*).

and infrastructure for sustainable, smart, interoperable, inclusive, accessible, resilient, safe and secure mobility. It shall contribute to more sustainable modal composition of the transport system, in order to meet EU climate neutrality and zero pollution ambitions by 2050.

The work programme reflects the priorities set in the CEF Regulation and in the Sustainable and Smart Mobility Strategy³. It also provides for continuity between CEF 2014-2020 and CEF 2021-2027. It takes into account the new situation created by Russian war of aggression against Ukraine, the Commission communication on Solidarity Lanes⁴, and the “100 Climate Neutral and Smart Cities” announced by the Commission on 28 April 2022⁵. It will also take into account the revised TEN-T Regulation once entered in force. The work programme provides for synergies with Horizon Europe Partnerships and Missions as enabled by Annex 4 of the Horizon Europe Regulation⁶, aimed at deploying mature research and innovation solutions.

CEF contributes to the EU goal of climate-related spending and decarbonising transport. In accordance with the European Green Deal, CEF will target a contribution of 60% of its overall financial envelope to co-financing Actions supporting climate objectives and moving fast towards zero-emission mobility. A methodology⁷ to track climate expenditures against the targets set has been developed by the Commission and will be applied to all Actions under CEF.

5. Expected results

The implementation of the work programme aims at contributing to the completion of the Trans-European Networks - Transport (TEN-T), thereby further enhancing sustainable and smart mobility. It is expected that granting support on the basis of this work programme will contribute to the timely and efficient development of the TEN-T Core Network, support the realisation of a robust and resource-efficient European transport system and address climate change in accordance with the European Green Deal.

³ COM(2020) 789 final of 9.12.2020: Sustainable and Smart Mobility Strategy – putting European transport on track for the future.

⁴ COM(2022) 217 final of 12.05.2022: An action plan for EU-Ukraine Solidarity Lanes to facilitate Ukraine's agricultural export and bilateral trade with the EU.

⁵ https://research-and-innovation.ec.europa.eu/document/download/85cb4e1d-06fb-4a9d-afe8-3404b610fe87_en

⁶ Regulation (EU) 2021/695 of the European Parliament and of the Council of 28 April 2021 establishing Horizon Europe – the Framework Programme for Research and Innovation, laying down its rules for participation and dissemination, and repealing Regulations (EU) No 1290/2013 and (EU) No 1291/2013 (*OJ L 170, 12.5.2021, p. 1–68*).

⁷ Annex I to Regulation (EU) 2021/1060 of the European Parliament and of the Council of 24 June 2021 laying down common provisions on the European Regional Development Fund, the European Social Fund Plus, the Cohesion Fund, the Just Transition Fund and the European Maritime, Fisheries and Aquaculture Fund and financial rules for those and for the Asylum, Migration and Integration Fund, the Internal Security Fund and the Instrument for Financial Support for Border Management and Visa Policy (*OJ L 231, 30.6.2021, p. 159*).

The granted support will directly contribute, inter alia, to the achievement of important transport policy objectives, such as establishing major interoperable transport axes interconnecting national networks and facilitating the functioning of the internal market, the optimal use of existing infrastructure capacities, improving the safety and reliability of the network, fostering cohesion and cross-border mobility, enhancing accessibility of peripheral areas of the Union, enhancing an integrated multimodal approach aiming at shifting a considerable part of transport that currently takes place by road towards more sustainable transport modes, increasing the capacity and performance of rail, inland waterways and short sea shipping infrastructure, contributing to a more balanced modal distribution, and reducing the negative environmental impacts of transport, in particular as regards GHG emissions.

Climate and biodiversity mainstreaming

In line with Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this work programme is expected to contribute to the achievement of 60% of the overall financial envelope of the CEF Programme supporting climate objectives. Actions under this work programme will contribute to climate objectives in line with the coefficients identified under recital 4 of the CEF Regulation and consistently with Annex I to Regulation EU 2021/1060⁸, where applicable.

In this framework, it is expected that at least 70% of the budget allocated to measures included in this work programme will contribute to climate objectives. In particular, it is considered that the support to the construction and upgrade of railway infrastructure (including its electrification) and the focus on alternative fuels infrastructures, through the Alternative Fuels Infrastructure Facility, will represent the backbone of the investment, primarily contributing to climate goals, improving multimodality, providing low and zero-emissions solutions and directly tackling CO₂ emissions and ensuring sustainability of transport. Moreover, the co-funding of projects related to inland waterways infrastructure, short sea shipping, the support to telematics applications for smart and interoperable mobility (including ERTMS) and to multimodal infrastructures for both passengers and freight will aim at fostering modal-shift and transport digitalisation, also contributing to climate objectives. The contribution to climate objectives will also include synergies with the energy sector, for instance the possibility to support the development of ports' capacities and facilities in relation with offshore wind farms, the support to grid connections in relation with electromobility and on-shore power supply, or the integration of on-site renewable energy generation in the supported projects.

As indicated in Section 10.4, and in line with recital 3 of the CEF Regulation, this work

⁸ Regulation (EU) 2021/1060 of the European Parliament and of the Council of 24 June 2021 laying down common provisions on the European Regional Development Fund, the European Social Fund Plus, the Cohesion Fund, the Just Transition Fund and the European Maritime, Fisheries and Aquaculture Fund and financial rules for those and for the Asylum, Migration and Integration Fund, the Internal Security Fund and the Instrument for Financial Support for Border Management and Visa Policy (*OJ L 231, 30.6.2021, p. 159*).

programme also supports activities relating to the mitigation of environmental impact and the preservation of biodiversity, notably as regards on-site reforestation or specific infrastructure components allowing for the continuity of the natural habitat or the safe crossing of animals.

6. Actions supported through call for proposals (2023 and 2024)

This Section defines the Actions supported under this work programme and specifies the sources of funding (General envelope, Cohesion envelope, or Military Mobility envelope). Actions supported under this Section will take the form of grants, with the exceptions of the evaluation costs taking the form of procurement. Expected grant beneficiaries are specified in Section 10.2.

6.1. Actions related to the efficient, interconnected, interoperable and multimodal networks

(Under General envelope and Cohesion envelope)

The general objective is to develop transport infrastructure projects on the Core and Comprehensive Networks of the TEN-T.

In accordance with Article 9(2), point (a)(i) of the CEF Regulation, Actions addressing the Core Network may include related elements on the Comprehensive Network, when necessary to optimize the investment. These elements may form up to 10% of the total eligible costs of the Action and shall be presented as a separate work package.

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

Railways

The following Actions will be supported:

- construction/upgrading of cross-border and missing links;
- capacity and performance upgrade of existing lines, including removal of level-crossings and upgrades necessary for 740 meters long trains and upgrades necessary to facilitate international rail passenger and freight transport;
- capacity increase in nodes, including as regards a better articulation of long-distance and local traffic;
- interconnections between rail and other modes of transport, in particular inland waterway and maritime transport and actions aimed at the integration of the rail and air networks to make the feeder network for long-haul flights more sustainable. Actions located exclusively within the perimeter of inland ports and maritime ports shall be submitted under those priorities respectively;
- connections of freight terminals to the TEN-T Network, including the construction/upgrade of the railway infrastructure component of the terminals;
- electrification of line tracks and upgrade/construction of electrification systems.

Support will not be given to railway stations, except for railway infrastructure components. If the Action includes such components, they shall be presented as a separate work package. Neither shall support be given to activities related to the Class B systems nor to rolling stock.

Support to interlockings and/or GSM-R components will only be granted under ERTMS (6.2.1 Actions related to smart and interoperable mobility), in the form of Unit Contribution⁹.

Actions shall comply with the provisions of Directive (EU) 2016/797¹⁰ and with the related Technical Specifications for Interoperability. Where relevant, Actions shall also be compatible with the alignment of operating procedures across borders in order to ensure the most effective use of the supported infrastructure.

Inland waterways and inland ports

The following Actions will be supported:

For inland waterways:

- upgrade of waterways and related infrastructure such as locks and weirs/dams in order to achieve stable or improved navigation conditions, performance and/or more capacity for the passage of vessels or to ensure good navigation status;
- creation of new waterways and related infrastructure (locks, weirs/dams, bridges);
- construction/lifting/upgrading of locks and movable bridges, to improve the passage of vessels and convoys;
- automation of waterway infrastructure (e.g. locks, weirs/dams, bridges) to improve its operation and monitoring;
- increasing of under-bridge clearance;
- ensuring year-round navigability e.g. by means of hydrological services, ice-breaking facilities and capital dredging;
- waterside infrastructure including the creation and/or upgrade of infrastructure for mooring and waterborne operations along a waterway;
- interconnection between inland waterways and maritime transport.

For inland ports:

- access, including safe access through navigational aids, of inland ports to inland waterways;
- basic and water-side infrastructure in inland ports, including shore-side electricity supply;

⁹ Decision authorising the use of unit contributions to support the deployment of ERTMS, electric vehicles recharging infrastructure and the retrofitting of noisy wagons under CEF Transport – 22 July 2021, <https://transport.ec.europa.eu/system/files/2021-07/2021-07-22-ertms-af-noise.pdf>

¹⁰ Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union (*OJ L 138, 26.5.2016, p. 44*) which replaces Directive 2008/57/EC as of 31 October 2020.

- port reception facilities for oil and other waste (including residues from exhaust gas cleaning systems) and infrastructure for degassing vessels to meet environmental requirements;
- providing or improving road/rail access and connections within inland ports;
- ensuring year-round navigability by means of e.g. hydrological services, ice-breaking facilities and dredging of the port and port approaches;

On-site renewable energy generation (synergetic element in accordance with Section 10.6), such as photovoltaic power plants, wind turbine etc. that is primarily used for example for the shore-side electricity supply, for the need of the basic port infrastructure and for diverse port operations. Such actions must improve the socio-economic, climate or environmental benefits of the project.

Waterside infrastructure development projects shall mean infrastructure that enhances the navigability capacity in the meaning of Articles 15 and 16 of Regulation (EU) No 1315/2013 or improves the multimodal connection of waterborne transport operations. This excludes infrastructure that does not directly benefit waterborne transport operations.

Support will not be given to infrastructure dedicated for cruise ships, except as regards shore-side electricity supply.

Hinterland connections to the inland ports are covered by the respective transport mode priorities but may be part of a single Action (for instance an Action improving the rail access both within and outside the port area).

Maritime ports

The following Actions will be supported:

- port access aiming at providing safe maritime access in the form of breakwaters, access channels, fairways, locks and navigational aids (e.g. radar, buoys);
- basic port infrastructure, which are not covered under section 6.2.2, and with a priority on
 - development of zero or low-emission multimodal solutions;
 - development of ports' capacities and facilities in relation with offshore wind farms, or;
 - improving connectivity of remote, insular or outermost regions¹¹ or of Member States with no land border with another Member State;
- shore-side electricity supply;
- port reception facilities for oil and other waste (including residues from exhaust gas cleaning systems) to meet environmental requirements;
- ensuring year-round navigability by means of capital dredging and ice-breaking facilities. The capital dredging will be supported only as an intervention to remove bottlenecks for the short sea shipping;

¹¹ As defined in Article 349 TFEU.

- providing or improving inland waterways/road/rail access and connections within maritime ports;

On-site renewable energy generation (synergetic element in accordance with Section 10.6), such as photovoltaic power plants, wind turbine etc. that is primarily used for example for the shore-side electricity supply, for the need of the basic port infrastructure and for diverse port operations. Such actions must improve the socio-economic, climate or environmental benefits of the project.

Support will not be given to infrastructure dedicated for cruise ships, except as regards shore-side electricity supply.

Hinterland connections to the maritime ports are covered by the respective transport mode priorities but may be part of a single Action (for instance an Action improving the rail access both within and outside the port area). Projects combining hinterland access both within and outside the port area may be submitted either to the maritime ports or to inland waterways/road/rail topics. Hinterland road access can be supported only if rail access to/within the port does not exist and the road access constitutes a significant bottleneck.

In case of merged port entities or entities managing more than one maritime port, only Actions included in the geographic area of the maritime port indicated in Annex II to Regulation (EU) No 1315/2013 will be eligible.

Roads, rail-road terminals, and multimodal logistics platforms

The following Actions will be supported:

- pre-identified road links as stipulated in Section 1 and 2 of Part III of the Annex to the CEF Regulation, in particular cross-border links on the Core Network;
- components of the Core and Comprehensive road Networks located in Member States which do not have a land border with another Member State as stipulated in Section 3 of Part III of the Annex of the CEF Regulation;
- improving road connections to maritime and inland ports and rail-road terminals as listed in Annex II to Regulation (EU) No 1315/2013 only if rail access to/within the port does not exist and as long as the Actions address a significant bottleneck;
- construction or upgrade of rail-road terminals as listed in Annex II to Regulation (EU) No 1315/2013, intermodal transport transshipment points and other publicly accessible multimodal logistics platforms located on/in proximity of the TEN-T Network, including connecting or siding tracks, power connections, electrification and adaptations for reduction of power use, vehicle and container waiting areas, adaptations for handling 740 m long trains, clean transshipment equipment for intermodal loading units based on a zero-emission fuel (e.g. electricity, hydrogen), specific equipment for rolling motorways and the transportation of semi-trailers by rail, upgrades of equipment that enable transshipment of new intermodal loading units, ICT equipment and applications improving interoperability, use of digital transport data or terminal handling such as photogates and automatic check-in and check-out equipment;

On-site renewable energy generation (synergetic element in accordance with Section 10.6), such as photovoltaic power plants, wind turbine etc. that is primarily used for example for activities in the terminal. Such Actions must improve the socio-economic, climate or environmental benefits of the project.

Support will not be given to buildings, storage and warehouse facilities. Actions addressing roads shall be compliant with Directive (EU) 2019/1936¹² and 2004/54/EC of the European Parliament and of the Council¹³.

6.2. Actions relating to smart, interoperable, sustainable, multimodal, inclusive, accessible, safe and secure mobility

The general objective is to modernise transport infrastructure on the Core and Comprehensive Networks of the TEN-T.

6.2.1. Actions related to smart and interoperable mobility

(under General and Cohesion envelope)

Smart applications for transport¹⁴

In accordance with Article 9(2), point (b)(ii), of the CEF Regulation, the following Actions will be supported¹⁵:

- European Rail Traffic Management Systems (ERTMS) on-board and track-side deployment with a priority to rolling out ERTMS on the entire Core Network. Actions shall be:
 - compliant with Commission Regulation (EU) 2016/919¹⁶ as amended by Commission Implementing Regulation (EU) 2019/776¹⁷, or subsequent versions, and with Directive (EU) 2016/797¹⁸ and Directive (EU) 2016/798¹⁹ of the European Parliament and of the Council or subsequent versions;

¹² Directive 2019/1936 of the European Parliament and of the Council of 23 October 2019 amending Directive 2008/96/EC on road infrastructure safety management (*OJ L 305, 26.11.2019, p. 1*).

¹³ Directive 2004/54/EC of the European Parliament and of the Council of 29 April 2004 on minimum safety requirements for tunnels in the Trans-European Road Network (*OJ L 167, 30.4.2004, p. 39*).

¹⁴ Digital platforms supported under CEF must be accessible for use by all operators on a non-discriminatory basis.

¹⁵ Where relevant, ERTMS and ITS Actions will be coordinated with 5G corridors deployment.

¹⁶ Commission Regulation (EU) 2016/919 of 27 May 2016 on the technical specification for interoperability relating to the 'control-command and signalling' subsystems of the rail system in the European Union (*OJ L 158, 15.6.2016, p. 1*).

¹⁷ Commission Implementing Regulation (EU) 2019/776 of 16 May 2019 amending Commission Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No 1303/2014 and (EU) 2016/919 and Commission Implementing Decision 2011/665/EU as regards the alignment with Directive (EU) 2016/797 of the European Parliament and of the Council and the implementation of specific objectives set out in Commission Delegated Decision (EU) 2017/1474 (*OJ L 139 I, 27.5.2019, p. 108*).

¹⁸ Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union (*OJ L 138, 26.5.2016, p. 44*).

¹⁹ Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety (recast) (*OJ L 138, 26.5.2016, p. 102*).

- baseline 3 (B3) compliant - the set of specifications #2 or #3 in table A2.2 or A2.3 of the Annex to Regulation (EU) 2016/919 as amended by Implementing Regulation (EU) 2019/776²⁰, or subsequent versions;
- supported in the form of unit contributions as defined in the Commission Decision authorising the use of unit costs to support the deployment of ERTMS under the Connecting Europe Facility (CEF) – Transport²¹;
- support for retrofitting will be limited to locomotives which have been put into operation before 31/12/2020. Support will be not given to fitment of new vehicles.

Projects covering interlocking and/or GSM-R works as a stand-alone project shall demonstrate link with ETCS deployment on the railway lines in subject.

- Intelligent Transport Services for road (ITS):
 - Actions related to the deployment or upgrade of ITS infrastructure and services (including the upgrade of eCall Public safety answering points to packet switched eCall and National Access Points) related to the priority areas of Directive 2010/40/EU²²;
 - Actions related to deployment of cooperative ITS (C-ITS). Actions shall deploy C-ITS stations to provide C-ITS services based on the hybrid communication approach defined in the European C-ITS Strategy²³.
- Actions supporting the implementation of the Single European Sky and of ATM/ANS systems²⁴, in particular those resulting from the Single European Sky Air Traffic Management Research project (SESAR), including demonstrators in operational environments to support an accelerated market uptake of innovative ATM solutions.
- Actions supporting the implementation of River Information Services (RIS)²⁵, inland single window, inland port community systems, and other relevant vessel traffic management systems.

²⁰ Commission Implementing Regulation (EU) 2019/776 of 16 May 2019 amending Commission Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No 1303/2014 and (EU) 2016/919 and Commission Implementing Decision 2011/665/EU as regards the alignment with Directive (EU) 2016/797 of the European Parliament and of the Council and the implementation of specific objectives set out in Commission Delegated Decision (EU) 2017/1474 (*OJ L 139I*, 27.5.2019, p. 108).

²¹ Decision authorising the use of unit contributions to support the deployment of ERTMS, electric vehicles recharging infrastructure and the retrofitting of noisy wagons under CEF Transport – 22 July 2021, <https://transport.ec.europa.eu/system/files/2021-07/2021-07-22-ertms-af-noise.pdf>

²² Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport (*OJ L 2017*, 6.8.2010, p. 1).

²³ COM (2016) 766 "A European strategy on Cooperative Intelligent Transport Systems, a milestone towards cooperative, connected and automated mobility".

²⁴ As defined in Article 3(7) of Regulation (EU) 2018/1139 of 4 July 2018: 'ATM/ANS system' means the aggregation of airborne and ground-based constituents, as well as space-based equipment, that provides support for air navigation services for all phases of flight'.

²⁵ Directive 2005/44/EC of the European Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on inland waterways in the Community (*OJ L 255*, 30.9.2005, p. 152).

- Actions supporting the implementation of the European Maritime Single Window environment (EMSWe)²⁶.
- Actions supporting the implementation of Vessel Traffic Monitoring and Information Systems (VTMIS), maritime port community systems, and relevant customs information systems.
- Actions supporting Member States to develop and implement IT platforms and processes in accordance with the eFTI Regulation and Actions supporting further interoperability and interconnectivity between the eFTI environment and the different ICT systems and platforms used for recording and processing regulatory information as provided for in other Union transport legislation.
- Where complementary and consistent with the activities supported by the Digital Europe Programme regarding common European data spaces, Actions to support the creation, collection, management, sharing and dissemination of accurate and up-to-date transport, traffic and travel data for all modes, in particular enabling interoperability and through digitisation of processes, such as Actions related to increasing availability of data for transport safety, urban vehicle access regulations, collaborative logistics and multimodal travel with the aim to make them available to relevant public and/or private stakeholders, in particular for mobility and traffic management purposes and the implementation of sustainable urban mobility indicators (SUMI).

Where relevant, the above mentioned Actions shall take into account the innovative technologies and solutions in the fields of smart applications for transport resulting from Horizon 2020 or Horizon Europe activities. Where relevant, the extent to which proposals will offer co-benefits and promote synergies with R&I Actions supported by Horizon 2020 or by Horizon Europe Partnerships and Missions aiming at deploying mature research and innovation solutions, will be considered in the proposal evaluation.

Transport interoperability

The following Actions will be supported:

- Actions supporting the deployment of new technologies and innovation, including automation (including for example studies for the digital automatic coupling), integrated infrastructure capacity and traffic management, enhanced transport services, modal integration notably with Multimodal Digital Mobility Services, in accordance with Article 9(2), point (b)(iv), of the CEF Regulation²⁷. Such Actions shall, where relevant, take into account the innovative technologies and solutions for transport resulting from Horizon 2020 and Horizon Europe activities. Where relevant, the extent to which proposals will offer co-benefits and promote synergies with R&I Actions supported by Horizon 2020 or by Horizon Europe Partnerships and Missions

²⁶ As defined in the Regulation (EU) 2019/1239 establishing a European Maritime Single Window environment (*OJ L 198, 25.7.2019, p. 64*).

²⁷ Except for the alternative fuels which are supported by the Alternative Fuels Infrastructure Facility.

aiming at deploying mature research and innovation solutions, will be considered in the proposal evaluation.

- Actions removing interoperability barriers in compliance with the Technical Specifications for Interoperability (TSI) adopted by Directive (EU) 2016/797, including automatic gauge facilities in rail freight traffic in accordance with Article 9(2), point (b)(v), of the CEF Regulation.

Investments concerning rolling stock, notably the installation of sensors or other devices on wagons, will not be supported.

6.2.2. Actions related to sustainable and multimodal mobility

Alternative fuels infrastructure

(under General and Cohesion envelope)

In accordance with Article 9(2), point (b)(iv), of the CEF Regulation, the following Actions will be supported:

- Actions supporting the roll-out of electricity fast-charging²⁸ infrastructure on the TEN-T road network, in particular relating to less densely populated and remote areas, and heavy-duty transport;
- Actions supporting the roll-out of hydrogen refuelling infrastructure on the TEN-T road network, with priority to heavy-duty transport;
- Actions supporting the roll-out of hydrogen refuelling infrastructure on sections of the TEN-T rail network for which a derogation from the electrification requirement has been granted in line with Article 12(3) or 39(3) of the TEN-T Regulation, on sections of isolated networks as defined in Article 3(u) of the TEN-T Regulation, or in terminals for refuelling shunting locomotives;
- Actions supporting the roll-out of hydrogen refuelling and electricity recharging infrastructure dedicated to public transport and heavy-duty and light-duty vehicles in urban nodes, e.g. recharging infrastructure in bus depots, publicly accessible recharging infrastructure for heavy-duty vehicles, opportunity-based charging devices and related energy storage facility systems;
- Actions supporting the deployment of alternative fuels for TEN-T maritime ports, inland waterways and inland ports, and airports, e.g. hydrogen, electrification of airport ground operations, supply infrastructure and storage of liquid alternative fuels etc., in accordance with Directive 2014/94/EU²⁹;
- Actions supporting LNG bunkering for TEN-T maritime and inland ports as a transitional solution and with priority to actions that include the progressive uptake of bio-LNG.

²⁸ Recharging points with a recharging capacity of minimum 150 kW (light and/or heavy duty vehicles), or of a minimum of 350 kW (heavy duty vehicles).

²⁹ Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (*OJ L 307, 28.10.2014, p. 1*).

Where relevant, the above mentioned Actions shall take into account the innovative new technologies and solutions in the fields of alternative fuels infrastructure and smart applications for transport resulting from Horizon 2020 and Horizon Europe activities. Where relevant, the extent to which proposals will offer co-benefits and promote synergies with R&I Actions supported by Horizon 2020 or by Horizon Europe Partnerships and Missions aiming at deploying mature research and innovation solutions, will be considered in the proposal evaluation.

Costs related to vehicles or vessels will not be eligible, except for Actions supported in the form of fixed percentage of the eligible cost actually incurred, in limited cases and only, if an initial number is needed to kick-start the use of the supported recharging/refuelling infrastructure³⁰. In such case, the eligible costs shall be limited to the difference in costs between a fossil-fuel vessel/vehicle and the zero-emission vessel/vehicle proposed.

For Actions supported in the form of a fixed percentage of the eligible costs actually incurred (see below), synergetic elements are eligible under the conditions specified in Section 10.6, including for example costs related to the production of green alternative fuels for the purpose of transport.

These Actions shall be supported through an Alternative Fuels Infrastructure Facility, based on the combination of grants with other sources of funding pursuant to Article 17 of the CEF Regulation and blending operations with InvestEU pursuant to Article 6 of the CEF Regulation³¹.

The Alternative Fuels Infrastructure Facility shall be implemented in the following way³²:

- 2/3 of the relevant amount dedicated to the Alternative Fuels Infrastructure Facility shall be available for projects with Implementing Partners having signed an Administrative Agreement with the European Commission for the purpose of implementing the Alternative Fuels Infrastructure Facility;
- 1/3 of the relevant amount dedicated to the Alternative Fuels Infrastructure Facility shall be available for projects with any other public or private financial institutions established in the EU.

The Alternative Fuels Infrastructure Facility will be implemented through a specific rolling call for proposals to be launched in 2023 with several cut-off dates for the submission of proposals until end 2025.

³⁰ For actions related to public transport, co-financing for busses shall be limited to hydrogen buses only.

³¹ The implementation of the Alternative Fuels Infrastructure Facility on the basis of blending operations under InvestEU pursuant to Article 6 of the CEF Regulation shall only make use of funds from the General envelope and shall be limited to a maximum of half of the funds dedicated in this work programme to the Alternative Fuels Infrastructure Facility under the General envelope. The CEF grants will be directly managed by the Commission consistently with the procedures already in place for managing grants under Title VIII of the Financial Regulation.

³² The Commission may depart from this indicative budget split based on the effective absorption by each category and if necessary to ensure the most effective use of the available amounts.

For operations pursuant to Articles 17 and 6 of the CEF-Regulation, in addition to the eligibility criteria specified in Section 10.3, applications shall include the proof of the agreement of the Implementing Partner or financial institution to provide financing to the proposed Action. When the financing takes the form of debt, the size of the financing covering the project of which the proposed Action is a part shall be at least 10% of the total project investment cost (not applicable to equity financing).

By way of derogation to section 8, Union financial support with regard to the grants under the Alternative Fuels Infrastructure Facility shall take the form of:

- unit contributions derived from unit costs³³, as defined in Article 125(1)(c) of Regulation (EU, Euratom) 2018/1046³⁴ (hereafter “Financial Regulation”) when supporting road electricity recharging infrastructure, and;
- in all other cases, a fixed percentage of the eligible costs actually incurred, set at 30% under the General Envelope and at 50% under the Cohesion envelope when supporting hydrogen and electricity recharging infrastructure or vehicles/vessels, and set at 10% under the General envelope and at 20% under the Cohesion envelope when supporting LNG infrastructure.

The call text shall further specify:

- The use of simplified forms of grants where applicable and the amounts of unit contributions applicable;
- The eligible locations in relation with the TEN-T and the deployment needs;
- The calendar of cut-off dates for the submission of applications;
- Where necessary, specific modalities relating to loan scheme³⁵ and grant scheme³⁶.

Motorways of the Seas

(under General envelope)

In accordance with Article 9(2), point (b)(i), of the CEF Regulation, Actions concerning Motorways of the Sea will be supported with the objective to alleviate congestion and/or to reduce the environmental impact of transport through short sea shipping links.

³³ See Decision authorising the use of unit contributions to support the deployment of ERTMS, electric vehicles recharging infrastructure and the retrofitting of noisy wagons under CEF Transport – 22 July 2021, https://ec.europa.eu/transport/themes/infrastructure-ten-t-connecting-europe/reference-documents-work-programmes-selection_en.

³⁴ Regulation (EU, Euratom) 2018/1046 of the European Parliament and of the Council of 18 July 2018 on the financial rules applicable to the general budget of the Union, amending Regulations (EU) No 1296/2013, (EU) No 1301/2013, (EU) No 1303/2013, (EU) No 1304/2013, (EU) No 1309/2013, (EU) No 1316/2013, (EU) No 223/2014, (EU) No 283/2014, and Decision No 541/2014/EU and repealing Regulation (EU, Euratom) No 966/2012 (*OJ L 193, 30.7.2018*).

³⁵ 'Loan scheme' means a loan granted to a beneficiary by an Implementing Partner aimed at financing a set of several pre-identifiable projects under the Facility.

³⁶ 'Grant scheme' means financial support to third parties as defined by the Article 204 of the Financial Regulation.

The supported Actions shall relate to:

- the upgrade of port infrastructure, hinterland connections and dedicated terminals, where required to establish or expand such short sea shipping links with a focus on cross-border short-sea shipping;
- Actions facilitating the provision and use of short sea shipping but not linked to specific ports such as ICT platforms, facilities for ice-breaking or activities ensuring year-round navigability. Such Actions should benefit and be used by the wider maritime community and must include the participation of at least two entities from two different Member States.

Maritime vessels will not be supported except for ice-breaking activities.

The supported Actions involving at least two entities from two different Member States shall be entitled to the level of support foreseen for cross-border links under the conditions specified in Article 15(2), point (e), of the CEF Regulation.

Multimodal passenger hubs

(under General envelope)

In accordance with Article 9(2), point (b)(vi), of the CEF Regulation, Actions aiming at seamless connections between modes will be supported.

The supported Actions (studies only):

- are located in an urban node of the Core Network in line with the Regulation (EU) No 1315/2013;
- are part of a Sustainable Urban Mobility Plan established in accordance with the 2019 Guidelines for Developing and Implementing a Sustainable Urban Mobility Plan³⁷ or of an equivalent plan;
- improve accessibility for all users, especially for passengers with disabilities or reduced mobility;
- allow for the connection with available long-distance transport modes (land connections to/between railway stations and/or airports and/or ports)³⁸. Connections with other type of public transport infrastructure will only be supported where rail connections do not exist and are not planned;
- may include safe connection with cycle infrastructure, allow safe connections with shared mobility solutions, as part of a wider Action;
- may address infrastructure for access to public transport and transfers between transport modes within an existing or future planned multimodal passenger hub, including cycle and car sharing parking facilities, as part of a wider Action.

³⁷ https://www.eltis.org/sites/default/files/sump-guidelines-2019_mediumres.pdf

³⁸ Rail connections are covered under section 6.1. Connections with other type of public transport infrastructure will only be supported where rail connections do not exist and are not planned.

6.2.3. Actions related to safe and secure mobility

Safe and secure parking infrastructure

(under General and Cohesion envelope)

In accordance with the Article 9(2), point (b)(vii), of the CEF Regulation, the following Actions will be supported:

- works aiming at the development of new safe and secure parking areas to be certified in accordance with Commission Delegated Regulation (EU) 2022/1012³⁹ (including safety and security Information and Communication Technologies) on the road TEN-T network and its nodes for trucks and commercial vehicles;
- works aiming at upgrading the safety and security of existing parking areas certified or to be certified in accordance with Delegated Regulation (EU) 2022/1012 (including safety and security Information and Communication Technologies) on the road TEN-T network for trucks and commercial vehicles;
- works optimising the use of existing safe and secure parking areas for trucks and commercial vehicles through static and dynamic information including the collection, processing and dissemination of parking information. These interventions shall comply with Commission Delegated Regulation (EU) No 885/2013⁴⁰ and apply Union standards (e.g. DATEX2) and Guidelines, set up methods for measuring accurate and reliable data from sensors, cameras or other monitoring devices and analyse priority zones needed, as defined in Delegated Regulation (EU) No 885/2013, taking into account traffic conditions, infrastructure shortages or weaknesses and driving regulations.

Road safety

(under Cohesion envelope)

In accordance with Article 9(2), point (b)(vii), of the CEF Regulation, the following Actions will be supported:

- Actions related to the upgrading of existing road sections of the core and comprehensive network with poor safety rating or high accident occurrence, with a view to increasing their safety. Such Actions may include:
 - systemic improvements to the in-built safety of roads;

³⁹ Commission Delegated Regulation (EU) 2022/1012 of 7 April 2022 supplementing Regulation (EC) No 561/2006 of the European Parliament and of the Council with regard to the establishment of standards detailing the level of service and security of safe and secure parking areas and to the procedures for their certification (*OJ L 170*, 28.6.2022, p. 27–37).

⁴⁰ Commission Delegated Regulation (EU) No 885/2013 of 15 May 2013 supplementing ITS Directive 2010/40/EU of the European Parliament and the Council with regard to the provision of information services for safe and secure parking places for trucks and commercial vehicles (*OJ L 247*, 18.9.2013, p. 1).

- implementation of measures identified during the network-wide road safety assessment in accordance with Directive 2008/96/EC⁴¹, amended by Directive (EU) 2019/1936⁴²;
- upgrades of most critical and accident-prone sections (“hot spots”) as identified in the network-wide road safety assessment in accordance with Directive (EU) 2019/1936;
- deploying digital information systems for the safe road and road tunnel use and/or enforcement purposes.

Actions improving transport infrastructure resilience

(under General and Cohesion envelope)

In accordance with Article 9(2), point (b)(viii), of the CEF Regulation, the following Actions will be supported:

- improvement of transport infrastructure resilience, in particular to climate change and natural disasters through infrastructure upgrades or smart monitoring systems are eligible if the applicant can demonstrate high risks associated with no action and that the Action is in accordance with the National Adaptation Plan of the Member State concerned. Improvement of transport infrastructure resilience may also be eligible as part of Actions supported under Sections 6.1 and 6.2.

Actions aimed at improving transport infrastructure resilience against cyber security threats may only be eligible as part of Actions supported under Sections 6.1 and 6.2, if relevant.

Actions adapting the transport infrastructure for Union external border checks purposes

(under General envelope)

In accordance with Article 9(2), point (b)(x), of the CEF Regulation, the following Actions will be supported:

- Actions aiming at facilitating traffic flows for land and waterborne transport modes at border control areas at the Union external border of the TEN-T network. The supported Actions, targeting the transport infrastructure, will inter alia improve the connections to the border crossing points, and parking lines and spaces related to the border controls. Where relevant, coordination with relevant Interreg IPA-CBC programmes should be ensured by the applicants.

⁴¹ Directive 2008/96/EC of the European Parliament and of the Council of 19 November 2008 on road infrastructure safety management (*OJ L 319, 29.11.2008, p. 59*).

⁴² Directive 2019/1936 of the European Parliament and of the Council of 23 October 2019 amending Directive 2008/96/EC on road infrastructure safety management (*OJ L 305, 26.11.2019, p. 1*).

6.3. Actions relating to the adaptation of the TEN-T to civilian-defence dual-use (under Military Mobility envelope)

In accordance with Article 9(2), point (c), and Article 12 of the CEF Regulation, the following Actions will be supported:

- All Actions described in Sections 6.1 or 6.2 of this work programme if relevant for civilian-defence dual-use;
- Actions regarding the construction and upgrade of sections and components of the Core and Comprehensive Network not covered in Sections 6.1 or 6.2 of this work programme if relevant for civilian-defence dual-use;
- Actions concerning air transport infrastructure components, as defined in Regulation (EU) No 1315/2013, if relevant for civilian-defence dual-use.

As provided in Article 12(1), point (c), of the CEF Regulation, such Actions are to take into account the infrastructure requirements applicable to certain categories of dual-use infrastructure Actions, as set out in the Implementing Regulation 2021/1328⁴³.

7. Indicative timetable, topics and amounts available for the calls for proposals 2023 and 2024

Calls covering the General, Cohesion and Military Mobility envelopes will be published with the indicative amounts presented in the table below. For the General envelope, these amounts include the funds earmarked for the completion of missing major cross-border railway links between Member States eligible to the Cohesion Fund. For the Alternative Fuels Infrastructure Facility, a dedicated rolling call for proposals will be launched in 2023 with the amounts indicated in the table below.

⁴³ Commission Implementing Regulation (EU) 2021/1328 of 10 August 2021 specifying the infrastructure requirements applicable to certain categories of dual-use infrastructure actions pursuant to Regulation (EU) 2021/1153 of the European Parliament and of the Council (*OJ L 288, 11.8.2021, p. 37*).

EUR million, current prices

Objective		Call 2023		Call 2024		
		General envelope	Cohesion envelope	General envelope	Cohesion envelope	
Actions related to Article 9(2), point (a), of the CEF Regulation / Completion of the TEN-T network	Projects on the Core Network	2 695	2 800	0	1 080	
	Projects on the Comprehensive Network	250	350	0	150	
	Total	2 945	3 150	0	1 230	
Actions related to Article 9(2) point (b), of the CEF Regulation / Modernisation of the TEN-T network	Actions related to smart and interoperable mobility	400	150	640	165	
	Actions related to sustainable and multimodal mobility	Alternative Fuels Infrastructure Facility	400	125	640	140
		Other	100	25	160	35
	Actions related to safe and secure mobility	100	150	160	160	
	Total	1 000	450	1600	500	
Actions related to Article 9(2), point (c), of the CEF Regulation / Civilian-defence dual-use (Military Mobility envelope)		790		0		
TOTAL		8 335		3 330		

8. Form of Union contributions and co-financing rates

Union financial support shall take the form of reimbursement of eligible costs actually incurred, as provided in Article 125(1), point (b), of the Financial Regulation and of simplified forms of funding as defined in Article 125(1), points (a), (c), (d), (e) and/ or (f), of the Financial Regulation, where specified, and subject to the adoption of relevant authorising Decisions in accordance with Article 181 of the Financial Regulation.

Where Union financial support takes the form of reimbursement of eligible costs actually incurred, the following maximum co-financing rates⁴⁴ shall apply to the eligible costs⁴⁵.

Under the General envelope:

- for studies 50%;
- for works 30%, or 50% for Actions relating to cross-border links under the conditions specified in Article 15(2), point (e), of the CEF Regulation, for Actions supporting telematic application systems, for Actions supporting inland waterways, for Actions supporting railway interoperability, for Actions supporting new technologies and innovation, for Actions supporting improvements of infrastructure for safety and for Actions adapting the transport infrastructure for Union external border checks purposes, or 70% for Actions located in EU outermost regions⁴⁶;
- as regards Actions supported with the funds used for the completion of missing major cross-border railway links between Member States eligible to the Cohesion Fund, the maximum co-financing rates applicable under the Cohesion envelope shall apply;
- as regards Actions relating to cross-border links, the above specified maximum co-financing rates for works may further be increased by 5 percentage points for projects carried out by integrated management structures, including joint ventures.

Under the Cohesion envelope:

- for studies and works 85%;
- as regards Actions relating to cross-border links, the above specified maximum co-financing rates for works may further be increased by 5 percentage points for projects carried out by integrated management structures, including joint ventures.

Under the Military Mobility envelope:

- for studies 50%;
- for works 50%.

⁴⁴ The call text may provide for lower maximum co-funding rates for specific topics in section 6.2.1. Actions related to smart and interoperable mobility.

⁴⁵ This does not apply to the Alternative Fuels Infrastructure Facility for which fixed rates will be applied as specified in section 6.2.2.

⁴⁶ As defined in Art. 349 TFEU.

9. Technical assistance actions (2025-2027)

Under this work programme, accompanying measures pursuant to Article 9(1) of the CEF Regulation (“technical assistance”) shall be awarded/contracted for the period from 1 January 2025 until 31 December 2027⁴⁷. The maximum budgetary amounts dedicated to technical assistance shall be:

- EUR 144 346 391 million under the General envelope;
- EUR 41 582 962 million under the Cohesion envelope.

The technical assistance Actions taking the form of grants shall be supported up to maximum 100% of the total eligible costs. If not indicated differently in the below table, Article 195, point (c), of the Financial Regulation shall apply to all Actions taking the form of a grant. These grants recipients have been identified as bodies with a *de jure* or *de facto* monopoly, or bodies designated by Member States under their responsibility, where those Member States are *de jure* or *de facto* in a monopoly situation.

9.1. Horizontal

Recipients ⁴⁸	TA form ⁴⁹	TA type ⁵⁰	Title	Indicative maximum amount (EUR)	Implementation
EIB	IM	DSM	Jaspers Technical assistance: Delegation to DG REGIO to promote cross-fertilization, coordination and synergies between the Cohesion Policy programmes and the Connecting Europe Facility for advisory services concerning transport projects on the trans-European transport network (TEN-T) in all Member States.	18.000.000 ⁵¹	DG REGIO
MS	G	DSM	Support in the form of lump sums to MS for CEF related activities, participation of MS in the RFC and CNC, and on TEN-Tec for updating and reporting via automated data exchange with TENtec ⁵²	25.000.000	DG MOVE
EC	OE	CI	Corporate IT - CEF-Transport eGrants, SEDIA and REA validation activities	22.355.245	DG RTD/DIGIT
EC	P	CI	Corporate Communication	2.490.000	DG COMM
EC	OE	CI	TEN-Tec: DG MOVE - DG DIGIT - INEA: IT Development, Hosting/Housing Costs	6.724.108	DG MOVE

⁴⁷ Unless specified otherwise in the tables below.

⁴⁸ EIB: European Investment Bank; MS: Member States; EC: European Commission; Cons: Consultancy firms; InfrM: Infrastructure Managers; RNE: RailNetEurope

⁴⁹ OE: Other Expenditure; G: Grant; P: Procurement, IM: Indirect Management

⁵⁰ DSM: Direct Support for the Member States; CI: Coordination Instrument; PD: Policy Development

⁵¹ Out of which EUR 15 million under the Cohesion Envelope and EUR 3 million under the General envelope

⁵² https://transport.ec.europa.eu/transport-themes/infrastructure-and-investment/connecting-europe-facility/reference-documents-work-programmes-selection-decisions_en

Cons	P	CI	TEN-T & CEF: Communication activities related to their implementation	2.000.000	DG MOVE
Cons	OE	CI	CNC: Missions of the European Coordinators and their advisors	2.250.000	DG MOVE
Cons	P	CI	CNC: Studies and support for the work of the European Coordinators (CNC & MoS)	7.050.000	DG MOVE
Cons	P	CI	Support to the activities of the Digital Logistics and Transport Forum	500.000	DG MOVE
Cons	P	PD	Development of implementation specifications for the eFTI Regulation	2.500.000	DG MOVE
Total				88.869.353	

9.2. Rail

Recipients	TA form	TA type	Title	Indicative maximum amount (EUR)	Implementation
Cons	P	PD	Support to improve operational rail interoperability with a view to achieve rail breakthroughs supporting TEN-T infrastructure policy	200.000	DG MOVE
Cons	P	PD	ERTMS deployment team - Support to improving rail interoperability with a view to achieving deployment of rail breakthroughs supporting TEN-T infrastructure policy	5.000.000	DG MOVE
InfrM/RNE	G	CI	Support for seamless cross-border rail transport on the TEN-T network: further development and implementation of infrastructure managers' coordination functions for rail capacity and traffic management. Coordination, harmonisation and development of common functions for rail capacity management in the Single European Rail Area, in particular for harmonisation between Rail Freight Corridors (Regulation (EU) No 913/2010)	16.500.000	DG MOVE
Cons	P	CI	Support to PRIME activities, in particular KPIs and benchmarking as well as further coordination on charging and IM financing models	825.000	DG MOVE
Total				22.525.000	

9.3. Maritime and Inland Waterways

Recipients	TA form	TA type	Title	Indicative maximum amount (EUR)	Implementation
EMSA/Cons	IM/P	CI	Maintenance of existing transport data models (EMSWe and eFTI)	1.000.000	DG MOVE
EMSA	IM	CI	Support to the activities of the EMSWe	500.000	DG MOVE
Cons	P	CI	Technical support for the activities of the European Sustainable Shipping Forum supporting implementation of FuelEU Maritime	500.000	DG MOVE
CCNR	P	PD	Support to CCNR with regard to the development of projects of common interest relating to efficient, interconnected and multimodal networks and infrastructure for smart, interoperable, sustainable, inclusive, accessible IWT. This includes the market observation on IWT, The GNS support and technical assistance for Greening and digitalising the sector.	2.800.000	DG MOVE
Total				4.800.000	

9.4. Urban, Digital and Road dimensions

Recipients	TA form	TA type	Title	Indicative maximum amount (EUR)	Implementation
MS	G	DSM	Collection of data in support of urban nodes mobility indicators	11.000.000	DG MOVE
MS	P	CI	Urban Nodes Support Mechanism- SUMP and ELTIS	2.000.000	DG MOVE
EC	P	CI	Implementation of the EU C-ITS Security Credential Management System (EU CCMS)	1.750.000	DG MOVE/DG JRC
Cons/EC	P	CI	Implementation of alternative fuels data collection and analysis	1.500.000	DG MOVE/DG JRC
Cons/EC	P	CI	Implementation of a EU Public Key Infrastructure (PKI) for electromobility and standards testing	2.000.000	DG MOVE
MS	G	CI	Multimodal Passenger data-support to NAPCORE coordination and Harmonisation of access nodes identifiers for multimodal passenger transport, including definition of unique EU identifiers	9.500.000	DG MOVE
EC	OE	CI	Technical support for the development of a common European mobility data space	1.000.000	DG MOVE
MS	G	DSM	Collection of Key Performance Indicators for road safety	4.000.000	DG MOVE
Cons	G	PD	Network wide road infrastructure safety assessment: Collection of data	4.000.000	DG MOVE
Cons	P	CI	Road infrastructure safety: Cooperation between municipal, regional and national authorities	1.000.000	DG MOVE
MS	G	DSM	Collaboration of European road traffic police in cross-border enforcement of traffic offences	960.000	DG MOVE
Cons	P	PD	Create and manage a single official website on Safe and Secure (Truck) Parking Areas	200.000	DG MOVE
Cons	P	CI	Maintenance and operation of a monitoring system of border crossing traffic bottlenecks ⁵³	600.000	DG MOVE
Total				39.510.000	

9.5. Aviation

Recipients	TA form	TA type	Title	Indicative maximum amount (EUR)	Implementation
Cons	G	CI	Specific grant agreement under the new SESAR framework partnership agreement for the financing of the SESAR Deployment Management Level (the SESAR Deployment Manager) (Article 9(11) of Regulation (EU) N° 409/2013)	10.000.000	DG MOVE

⁵³ Currently based on the “Galileo Green Lane” platform.

EASA	IM	CI	Contribution to EASA for the support in the implementation of SESAR projects	600.000	DG MOVE
Cons	G	CI	Financial support to Eurocae and to European Standardisation Organisations to support the development of standards and technical specifications for ATM technologies, in particular those developed by the SESAR project	2.000.000	DG MOVE
Cons	P	CI	Assistance to the implementation of SES performance and charging schemes based on Framework Contracts	16.500.000	DG MOVE
Cons	P	PD	Audits and verifications in relation to the implementation of SES performance and charging schemes based on Framework Contract	300.000	DG MOVE
Cons	P	PD	IT maintenance in relation to the implementation of SES performance and charging schemes based on Framework Contract	225.000	DG MOVE
Cons	P	CI	Framework contract, including the provision of services to support the Single European Sky (SES) policy, in particular through assistance to stakeholder consultation groups (ICB, EGHD and NCP) and support to events	600.000	DG MOVE
Total				30.225.000	

10. Common provisions

10.1. Technical specifications

Applicable technical specifications shall be set out in the call for proposals, where necessary.

10.2. Eligible applicants

In addition to the criteria set out in Article 197 of the Financial Regulation and as stipulated in Article 11 of the CEF Regulation, the following entities are eligible to apply for funding:

- legal entities established in a Member State;
- legal entities established in a third country associated to the Programme under the conditions set in Article 5 of the CEF Regulation;
- legal entities created under Union law;
- international organisations.

In compliance with Article 11 of the CEF Regulation, legal entities established in a third country which is not associated to the Programme may exceptionally be eligible to receive support under the Programme, where this is indispensable for the achievement of the objectives of a given project of common interest.

For the General and the Cohesion envelopes, only proposals submitted by one or more Member States or, with the agreement of the Member States concerned, by international organisations, joint undertakings, or public or private undertakings or bodies, including regional or local authorities, are eligible.

For the Military Mobility envelope, proposals shall only be submitted by one or more Member States or, with the agreement of the Member States concerned, by legal entities established in Member States.

Natural persons are not eligible.

10.3. Eligible applications

A proposal must address studies and/or works within the meaning of Article 2, points (r) and (v), of the CEF Regulation.

In order to be eligible for funding, applications including works for which an environmental impact assessment is mandatory must demonstrate to have completed key steps of the environmental impact assessment⁵⁴ by the date of application.

Also, applications including works shall include a Cost Benefit Analysis (CBA), except if:

- the Action relates to smart and interoperable mobility as specified in Section 6.2.1, or
- the Action is presented with the support of an Implementing Partner in the context of the Alternative Fuels Infrastructure Facility as specified in Section 6.2.2, or
- the Action is supported in form of unit contribution in the context of the Alternative Fuels Infrastructure Facility as specified in Section 6.2.2, or
- the Action relates to civilian-defence dual-use activities.

If the eligible costs of an Action do not exceed EUR 10 million, or if the Action is presented with the support of a financial institution (non-Implementing Partner) as specified in Section 6.2.2, the CBA may be provided in a simplified format as specified in the call for proposals.

Applications relating to a new phase of a project under construction and for which other construction phases were/are supported by the Programme or by the previous Programme, may re-submit the CBA originally submitted provided that the Action for which funding is requested was already included in the scope of the original CBA, and that no significant changes have occurred that may impair the value of the original CBA.

10.4. Eligibility of activities related to the mitigation of environmental impact and the preservation of biodiversity

Applications may include activities relating to the mitigation of environmental impact and the preservation of biodiversity, notably as regards on-site reforestation or specific infrastructure components allowing for the continuity of the natural habitat or the safe crossing of animals. Activities relating to the mitigation of environmental impact may include noise protection barriers.

10.5. Climate proofing

Applications relating to a project for which an environmental impact assessment must be carried out in compliance with Directive 2011/92/EU⁵⁵ shall include information on the

⁵⁴ Completion of the following steps of the EIA procedure: an environmental impact assessment report prepared by the project promoter and consultations carried out under the EIA Directive. This will be followed by the development consent procedure that may be completed after the submission of the CEF application.

climate proofing of such project, taking into account the Guidance on the Climate Proofing of Infrastructure⁵⁶. Such information may be provided in the form of a summary of the main findings and conclusions, notably as regards mitigation and adaptation measures. The call text shall further specify the requirements.

The requirement to take into account the Guidance on the Climate Proofing of Infrastructure does not apply to applications relating to a project for which key steps of the environmental impact assessment are completed⁵⁷ before closure of the 2022 calls for proposals, i.e. 18 January 2023 included. It is however recommended to use such Guidance where possible.

10.6. Synergetic elements

In accordance with Article 10(2) of the CEF Regulation, eligible Actions concerning works under this work programme may include synergetic (ancillary) elements relating to another sector of the CEF programme, i.e. energy and digital, if these synergetic elements allow to significantly improve the socio-economic, climate or environmental benefits of the Action. Co-funding may be provided as long as the costs of these synergetic elements does not exceed 20% of the total eligible costs of the Action.

10.7. Selection criteria

The applicant(s) shall have stable and sufficient resources of funding to maintain his or her activity throughout the period for which the grant is awarded. The applicant(s) must have the professional skills and qualifications required to complete the proposed Action. The verification of the financial and operational capacity does not apply to applicants which are a Member State, a neighbouring/third country, a public sector body established in a Member State i.e. regional or local authority, a body governed by public law or association formed by one or several such authorities or one or several such bodies, in particular a Joint Undertaking, in accordance with eligibility criteria established under Article 187 of the Treaty on the Functioning of the European Union, or an international organisation.

Financial Capacity

Applicants must have stable and sufficient resources to successfully implement the projects and contribute their share. Organisations participating in several projects must have sufficient capacity to implement all these projects.

The financial capacity check will be carried out on the basis of the documents which applicants will be requested to upload in the Participant Register during grant preparation (e.g. profit and loss account and balance sheet, business plan, audit report produced by an

⁵⁵ Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment (*OJ L26, 28.1.2012, p 1*).

⁵⁶ Commission Notice: Technical guidance on the climate proofing of infrastructure in the period 2021-2027, C(2021)5430 of 29 July 2021.

⁵⁷ Completion of the following steps of the EIA procedure: an environmental impact assessment report prepared by the project promoter and consultations carried out under the EIA Directive. This will be followed by the development consent procedure that may be completed after the submission of the CEF application.

approved external auditor, certifying the accounts for the last closed financial year, etc.). The analysis will be based on neutral financial indicators, but will also take into account other aspects, such as dependency on EU funding and deficit and revenue in previous years.

Operational capacity

Applicants must have the know-how, qualifications and resources to successfully implement the projects and contribute their share (including sufficient experience in projects of comparable size and nature). They must provide appropriate documents attesting to that capacity as defined in the text of the call for proposals.

10.8. Evaluation and award procedure

The evaluation of the proposals will take into account the following award criteria, as appropriate:

(1) Maturity: assessing the maturity of the Action in the project development. The criterion will measure, among others: i) the readiness/ability of the project to start by the proposed start date and to complete by the proposed end date, ii) the status of the contracting procedures and of the necessary permits, and iii) information on the financial availability needed to complement the CEF investment;

(2) Quality: evaluating the 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 (or foreseen) for the implementation, the risk analysis, the control procedures and quality management and the communication strategy of the applicant. Moreover, when applicable, it will also assess the information related to the maintenance strategy proposed for the completed project;

(3) Impact: assessing, when applicable, the economic, social and environmental impact, including the climate impact, and other relevant externalities. This criterion may be substantiated by a Cost Benefit or Cost Effectiveness Analysis (CBA or CEA) or, in the absence of such tools, 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. Moreover, when applicable, the criterion will assess, among others, the 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.

(4) Priority and urgency of the Action: evaluating the correspondence of the proposal with the sectoral policy objectives and priorities, measuring its Union added-value and where applicable assessing the possible synergies with other sectors. For military mobility, this criterion will also serve to assess the potential of dual-use (civilian-defence)⁵⁸;

⁵⁸ As regards the military priorities, the Commission will consult the EU Military Staff (EUMS). EUMS indicated that its assessment will be based on the following two points: i) to what extent the proposed project contributes to enhanced strategic deployment of military forces in the EU for missions, operations and routine activities; and ii) to

(5) Catalytic effect of Union assistance: evaluating the effect of the EU financial assistance on the realisation of the project, for instance overcoming a financial obstacles 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.⁵⁹

As a standard practice, a score is assigned for each of the criteria on a scale from 0 (insufficient) to 5 (excellent).

The result of the evaluation will enable the creation of a ranking system per call for proposals. Only proposals passing an established threshold (defined in each call) will be ranked. The ranking will be determined by adding the scores obtained under the five award criteria listed above.

Once the ranking list is established, the selection of proposals will be based on the budget availability for the specific call as identified in the call text. Proposals not retained due to budgetary reasons may be included in a reserve list.

More detailed information on the evaluation and award procedure will be included in each call for proposals.

11. Financial provisions

11.1. No profit principle

For projects generating income, the no-profit principle applies, as defined in Article 192 of the Financial Regulation.

11.2. Compliance with the Union Law

The granting of Union financial support to projects of common interest is conditional upon compliance of the project with relevant Union law inter alia concerning interoperability, environmental protection, competition and public procurement.

11.3. Other sources of financing

No CEF financial support shall be awarded for Actions receiving funds from other sources of Union financing, with exception of the Recovery and Resilience Facility (RRF) without prejudice to Article 9 of the RRF Regulation⁶⁰, the InvestEU and European Neighbourhood,

what extent the project eliminates identified gaps on the Member State's infrastructure network, including bottlenecks currently undermining military movements.

⁵⁹ As regards the Alternative Fuels Infrastructure Facility, for applications supported by an Implementing Partner, the catalytic effect will be evaluated on the basis of the capacity to mobilise different investments sources and the capacity to trigger important overall investments with limited EU support.

⁶⁰ Regulation (EU) 2021/241 of the European Parliament and of the Council of 12 February 2021 establishing the Recovery and Resilience Facility (OJ L 57, 18.2.2021, p. 17).

Development and International Cooperation Instrument, and without prejudice to Articles 6, 17 and 19 of the CEF Regulation.

11.4. Form of implementation

The granting of Union financial support will be done in the form of grants, except for certain activities relating to technical assistance as specified in Section 9.

11.5. Eligibility of costs and non-retroactivity principle

Maintenance activities and related costs are not eligible.

In accordance with the Article 193 of the Financial Regulation, a grant may be awarded for an Action which has already begun provided that the applicant can demonstrate the need for starting the Action prior to signature of the grant agreement. Costs incurred prior to the date of submission of the application shall not be eligible for financing.

No grant may be awarded retroactively for Actions already completed.

12. Prospective framework

The revision of relevant legislation, including the TEN-T Guidelines Regulation, Alternative Fuels Directive, Intelligent Transport Systems Directive, Digital Rail and Green Freight Technical Specifications for Interoperability Package, and other relevant legal acts is ongoing. The calls 2023 and 2024 may be adapted accordingly, once the legal acts have entered in force.

Estimated breakdown of annual instalments in EUR million (April 2023)

Budget line	Action	2021 commitments	2022 commitments	2023 commitments	2024 commitments	2025 commitments	2026 commitments	2027 commitments	TOTAL
02 03 01	MAWP (Grants) 2021-2027	1,715	250	50	50	150	100	167	2,482
	MAWP (AFIF) 2021-2027	25	200	300	350	325	300	340	1,840
	MAWP (Grants) 2022-2027	0	1,295	200	400	450	500	625	3,470
	MAWP (Grants) 2023-2027	0	0	1,257	700	400	750	438	3,545
	MAWP (Grants) 2024-2027	0	0	0	202	383	145	279	1,010
	Accompanying measures (technical assistance) - Grants and procurements	52	47	34	14	47	47	50	292
	Evaluation costs - Procurements	0	1	1	1	0	0	0	3
Total reserved by the CEF Transport Work Program		1,792	1,793	1,843	1,717	1,755	1,842	1,899	12,641
CEF commitment appropriations (MFF 2021-2027)		1,774	1,791	1,843	1,717	1,755	1,842	1,899	12,621
Internal assigned revenues		18	2	0	0	0	0	0	20
CEF Total commitment appropriations		1,792	1,793	1,843	1,717	1,755	1,842	1,899	12,641
05 03 03	MAWP (Grants) 2021-2027	1,397	200	80	300	300	400	251	2,928
	MAWP (AFIF) 2021-2027	18	50	90	100	117	60	65	500
	MAWP (Grants) 2022-2027	0	1,242	350	220	300	300	238	2,650

	MAWP (Grants) 2023-2027	0	0	1,012	500	400	600	963	3,475
	MAWP (Grants) 2024-2027	0	0	0	471	531	351	256	1,608
	Accompanying measures (technical assistance) - Grants and procurements	21	8	8	8	13	13	16	87
	Evaluation costs - Procurements	0	0	0	0	0	0	0	1
Total reserved by the CEF Transport Work Program		1,436	1,500	1,541	1,600	1,661	1,724	1,789	11,249
CEF commitment appropriations (MFF 2021-2027)		1,436	1,488	1,541	1,600	1,661	1,724	1,789	11,237
Internal assigned revenues		0	12	0	0	0	0	0	12
CEF Total commitment appropriations		1,436	1,500	1,541	1,600	1,661	1,724	1,789	11,249
13 04 01	MAWP (Grants) 2021-2027	225	32	20	50	0	0	0	328
	MAWP (Grants) 2022-2027	0	198	110	35	120	153	0	616
	MAWP (Grants) 2023-2027	0	0	163	154	125	96	254	793
	Evaluation costs - Procurements	0	0	0	0	0	0	0	0
Total reserved by the CEF Transport Work Program		225	230	293	240	245	250	254	1,737
CEF commitment appropriations (MFF 2021-2027)		225	230	293	240	245	250	254	1,737
Internal assigned revenues		0	0	0	0	0	0	0	0
CEF Total commitment appropriations		225	230	293	240	245	250	254	1,737

Total reserved by the CEF Transport Work Program	3,453	3,523	3,677	3,556	3,660	3,815	3,942	25,627
CEF commitment appropriations (MFF 2021-2027)	3,436	3,508	3,677	3,556	3,660	3,815	3,942	25,595
Internal assigned revenues	18	14	0	0	0	0	0	32
CEF Total commitment appropriations	3,453	3,523	3,677	3,556	3,660	3,815	3,942	25,627