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C(2018) 2226 final

ANNEX 1

**ANNEX**

*to the*

**COMMISSION IMPLEMENTING DECISION**

**amending Implementing Decision C(2014)1921 establishing a Multi-Annual Work Programme for financial assistance in the field of Connecting Europe Facility (CEF) - Transport sector for the period 2014-2020**

## ANNEX

### PART I

#### "ANNEX II quarter

**referring to CEF-Transport objectives and priorities concerning the call for proposals in 2018 (General envelope), under the Multi-Annual Work Programme 2014-2020.**

#### 1. BUDGET

##### 1.1. Budget heading

- 06020101 - Removing bottlenecks and bridging missing links;
- 06020102 - Ensuring sustainable and efficient transport in the long run;
- 06020103 - Optimising the integration and interconnection of transport modes and enhancing interoperability, safety and security of transport.

##### 1.2. Budget resources

The **additional** amount in the field of the Connecting Europe Facility (CEF) - transport sector to be allocated in 2014 - 2020 to the call for proposals to be launched in 2018 shall be:

- EUR 100 000 000 under the budget line 06020101
- EUR 200 000 000 under the budget line 06020102
- EUR 150 000 000 under the budget line 06020103

The indicative breakdown of annual instalments of the Union financial support including the global overview of budgetary implementation is provided for in Annex.

#### 2. FUNDING OBJECTIVES

This Work Programme establishes the basis for the allocation of the Union financial assistance to projects of common interest in the field of Connecting Europe Facility (CEF) - transport sector.

This Work Programme is organised according to the following funding priorities in line with the CEF Regulation as supplemented by the Delegated Act of 8 July 2016<sup>1</sup> concerning the CEF transport funding priorities:

- Funding priorities for the objective of bridging missing links, removing bottlenecks, enhancing rail interoperability, and, in particular, improving cross-border sections;
- Funding priorities for the objective of ensuring sustainable and efficient transport systems in the long run, with a view to preparing for expected future transport flows, as well as enabling all modes of transport to be decarbonised through transition to innovative low-carbon and energy-efficient transport technologies, while optimising safety;
- Funding priorities for the objective of optimising the integration and interconnection of transport modes and enhancing the interoperability of transport services, while ensuring the accessibility of transport infrastructures.

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<sup>1</sup> OJ L 247/1 of 15 September 2016

This Work Programme establishes the relevant objectives and priorities for a CEF-Transport call for proposals in 2018.

### **3. OBJECTIVES AND PRIORITIES:**

#### **3.1. Priorities related to bridging missing links, removing bottlenecks, enhancing rail interoperability, and, in particular, improving cross-border sections**

##### **3.1.1. Rail interoperability**

###### General objectives:

The general objective is to achieve interoperability within the European Union's rail system by meeting the provisions set out in Articles 12 and 13 of the TEN-T Guidelines and in Directive 2008/57/EC and, based on that Directive, notably those of the Technical Specifications for Interoperability (TSI) concerning Telematics Applications for Passengers (TAP) and Telematics Applications for Freight (TAF). Thereby, for the railway lines forming part of the TEN-T, compliance with the infrastructure requirements set out in the TEN-T Guidelines shall be ensured.

Proposed Actions under this priority shall address either works or studies. Rail infrastructure works, maintenance works or ERTMS related investments will not be co-funded.

In addition, proposed Actions shall address one or more of the following specific objectives.

###### Specific Objectives:

##### **Specific objective 1: Interoperability of the rail system with Technical Specifications for Interoperability concerning Telematics Applications for Passengers (TAP) and Freight (TAF)**

Actions addressing this specific objective shall aim at ensuring easy access for users to information about itinerary, time and availability, cross-border ticketing including consultation and dissemination activities for the promotion of TAP and TAF, with priority for cross-border services/information flows and involvement of multiple Railway undertakings/Infrastructure Managers. Integration of EU space data & services (e.g. Copernicus, EGNOS/Galileo) should be pursued whenever beneficial.

In particular, Actions shall aim at one or more of the following goals:

- Ensuring quality management of data for TAP TSI (timetable data availability in B4 format, tariff data availability in B1 – B3 format);
- Provision of cross-border services (information and/or ticketing) through TAP standards;
- Support small and medium size Railway Undertakings in TAP implementation (timetable data exchange according to B4, tariff data exchange according to B1-B3, reservations in B5 format, home print tickets in B7 format, PRM assistance in B10 format) and TAF implementation (consignment note, path request, train preparation, train running forecast, service disruption information, shipment ETI/ETA, wagon movement, interchange reporting, data exchange for quality improvement, rolling stock reference database);
- Support rail stakeholders to develop a common Telematics Reference Files merging the existing TAF and TAP Reference Files sets to be used in the Telematics framework and by other registers managed by ERA or the rail sector;

- Support Infrastructure Managers and Railway Undertakings to implement and ensure the compliance of the rail system and its subsystems with the TAP and TAF TSI developing and implementing the unique Train ID in line with the commitment expressed in the TSI TAP and TAF master plans to replace Operation Train Number already in use;
- Support rail actors (Infrastructure Managers, Wagon keepers, Railway Undertakings or other rail related organizations/companies) to implement TAP and TAF TSI compliant databases and/or tools (such as for assessment of the compatibility of the rolling stock with the infrastructure, infrastructure restriction notices, rolling stock data, freight operational data for tracking wagon/ intermodal unit movements tariff data, timetable data, TAP registry and other TAP related registers) or to enhance efficient use of rolling stock by implementing applications/systems to improve status oriented maintenance, handling and/or transshipment procedures of goods);
- Support Infrastructure Managers and Railway Undertakings to implement and ensure the compliance of the rail system and its subsystem with the TAP and TAF TSI. For example, a subset of function like Train Running Information, Path Request, Service Disruption, Train Preparation and Reference Files for European Infrastructure Managers and Railway Undertakings or pre-arranged train paths and reserve capacity, traffic Management by Rail Freight Corridors;
- Support Railway Undertakings to implement and ensure the compliance of the rail system and its subsystem with the TAF TSI through the implementation of the Electronic Consignment Note in line with TAF requirements and including intermodal information, in order to remove missing links between different modes of transport.

**Specific objective 2: Railway system compliance with Interoperability<sup>2</sup> and Safety Directives<sup>3</sup> (including TSIs other than TAF/TAP) and TEN-T Guidelines**

Actions addressing this specific objective shall aim at reducing network discrepancies if possible by ensuring compliance of railway subsystems with Safety and Interoperability Directives (including TSIs other than TAF/TAP, and notably Infrastructure, Energy, Rolling Stock (including Noise), Operation, Safety in railway tunnels), and/or with infrastructure requirements, covering the Core Network, as set-up in the TEN-T Guidelines. Proposals addressing only the comprehensive network will not be funded.

In particular, Actions shall aim at one or more of the following goals:

- Contributing, by means of works actions, to the reduction in discrepancies of railway fixed equipment and therefore opening of supply markets including, wherever possible, ensuring TSI compliance of fixed railway installation, primarily in the area of infrastructure and energy subsystems;
- Contributing to the development of a location-specific risk model for the European Railway System to draw a clear link between risk levels measured at a European level and changes to railway infrastructure. As a result, it shall be possible to quantify the safety benefit from investments made in upgrading railway infrastructure or target investment

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<sup>2</sup> Directive 2008/57/EC.

<sup>3</sup> Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on safety on the Community's railways and amending Council Directive 95/18/EC on the licensing of railway undertakings and Directive 2001/14/EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification (OJ L 164, 30.4.2004, p. 44).

where it will deliver the greatest benefits. This could support the convergence of risk levels across Europe and support the development of the Single European Railway Area;

- Supporting Railway Undertakings to implement and ensure compliance of the rail system and its subsystems with the Interoperability and Safety Directives including technical specifications for interoperability concerning the subsystems operation and traffic management, rolling stock and wagons; this could also address the enhancement of efficient use of rolling stock by implementing applications/systems to improve status oriented maintenance, handling and/or transshipment procedures of goods;
- Supporting the development and establishment of interoperability registers, in particular the register of infrastructure for all existing infrastructure. This shall ensure consistency between interoperability registers and other existing registers. For more details, please refer to the European Railway Agency study on Coherence and Consistency of Registers<sup>4</sup>.

### **3.1.2. European Rail Traffic Management Systems (ERTMS)**

#### General objectives:

The general objective is to deploy ERTMS on the trans-European transport core network.

All actions supported by CEF shall contribute to the objectives of bridging missing links, removing bottlenecks, enhancing rail interoperability, and, in particular, improving cross-border sections. They shall be compliant with Commission Regulation (EU) 2016/919 or subsequent versions, and with Directive 2008/57/EC and Directive 2004/49/EC, or Directive (EU) 2016/797 and Directive (EU) 2016/798.

ETCS Baseline 3 (B3) means the set of specifications #2 or #3 in table A2.2 or A2.3 of the Annex A of the Commission Regulation (EU) 2016/919.

Proposed Actions under this priority shall address works and studies.

In addition, proposed Actions shall address the following specific objective.

#### **Specific objective 3: deployment of ERTMS trackside components on the Core Network**

Actions shall aim at the deployment or upgrade of ERTMS trackside components and shall be B3.

Deployment means:

- Equipment with ERTMS of a railway line section (already in operation or in construction) and not equipped with this system before.

Upgrade means:

- Equipment with B3 of a line section already in operation and equipped with a version of ERTMS/ETCS not compatible with the sets of specifications laid down in the Commission Regulation (EU) 2016/919;
- Equipment with B3 of a line section already in operation and equipped with B2.

#### Detailed Topical Specifications and Restrictions:

- Eligible costs for the deployment of the lines shall be limited to a ceiling of EUR 260 000 per kilometre of double-track line equipped with ERTMS;

<sup>4</sup>

<http://www.era.europa.eu/Document-Register/Documents/ERA-REP-15-2012%20on%20Study%20on%20Coherence%20and%20Consistency%20of%20Registers.pdf>.

- Infrastructure works for trackside equipment (falling under the definition in Article 2(5) of the CEF Regulation) which are necessary for the implementation of ETCS level 2 (e.g. upgrade or renewal of interlockings) may also be funded and are not covered by the ceiling. In such cases the applicant(s) shall provide thorough technical and financial information substantiating the costs and respective CEF requested support. For these infrastructure works the respective co-financing rate amounts to 40%. The applicants shall present the infrastructure works in (a) separate activity(ies) to facilitate their technical and financial distinction from ERTMS upgrade and subsequent assessment;
- Eligible costs for an upgrade of lines, providing that they are duly justified, are not subject to a ceiling and shall be evaluated individually. In such cases the applicant(s) shall provide thorough and detailed financial information substantiating total costs and respective CEF requested support.

In order to optimise the impact of Union funding, the scope of the call for proposals may outline certain requirements. In this case, further information on those requirements shall be identified in the call for proposals.

### **3.2. Priorities for the objective of ensuring sustainable and efficient transport systems in the long run, with a view to preparing for expected future transport flows, as well as enabling all modes of transport to be decarbonised through transition to innovative low-carbon and energy-efficient transport technologies, while optimising safety**

#### **3.2.1. Safe and Secure infrastructure**

##### General objectives:

The general objective is to support actions related to safe and secure infrastructure on the road Core Network. Actions to be selected under this specific objective shall be in line with Chapter II, Section 3 of the TEN-T Guidelines.

Proposed Actions under this priority shall address either works or studies.

In addition, proposed Actions shall address one or more of the following specific objectives.

##### Specific Objectives:

#### **Specific objective 4: road safety**

Actions addressing this specific objective shall aim at one or more of the following goals:

- Upgrading the safety of the core network road infrastructure including but not limited to digital means. Such actions may include systemic improvements to the in-built safety of road networks, upgrades of most critical sections from road safety perspective (black spots), including safe rail-road crossings between core network rail sections and any road and the enhancement of road tunnel safety in conformity with Directive 2004/54/EC on minimum safety requirements for tunnels in the Trans-European Road Network;
- Supporting digital information systems concerning safe road and road tunnel use;
- Assessing the overall safety status along core network corridors and developing comprehensive action plans for a coordinated improvement of safety levels of road infrastructure networks. Such Actions should preferably build on generally accepted road

infrastructure safety management procedures and tools, as well as on advanced digital solutions and space-based data/services;

- Implementing the findings of road infrastructure safety management procedures aiming to improve the built-in safety of the core network roads. Such actions should be preceded by an assessment of the current safety levels and identification of priority areas of intervention to achieve cost efficient safety improvements;
- Deployment of the SMART tachograph enforcement equipment on the core network as specified in Regulation (EU) 165/2014 or of other enforcement equipment related to road safety;
- In the framework of the deployment of the 112 eCall, actions to define common rules related to retrofit/aftermarket devices, i.e. the definition of physical and operating requirements for aftermarket 112 eCall in-vehicle devices, including the definition of a certification process, in liaison with corresponding standardisation developments. The main objectives are: 1) ensure that a minimum level of quality is reached, 2) safeguard the well-functioning of the Public Safety Answering Points receiving and handling the 112 eCalls. Actions relating to the retrofitting or development of in-vehicle devices shall not be eligible;
- Preparing the physical infrastructure for automation, including lane markings.

#### Detailed Topical Specifications and Restrictions:

- All research, demos and real-life trials are excluded;
- Where applicable, actions must be in line with the ITS Directive and its Delegated regulations.

#### **Specific objective 5: safe and secure parkings**

Actions addressing this specific objective shall aim at one or more of the following goals:

- Construction or upgrading of safe and secure parking areas along the core road network for trucks and commercial vehicles;
- Upgrading the security of existing rest areas through digital means;
- Supporting digital information and space-based system concerning safe and secure parking;
- Optimising the use of existing safe and secure parking areas for trucks and commercial vehicles through the use of real-time information, including the collection, processing and dissemination of parking information (static and dynamic). These interventions shall comply with Commission Delegated Regulation No (EU) 885/2013<sup>5</sup> and apply Union standards (i.e. DATEXII), set up methods for measuring accurate and reliable data from sensors/cameras/or other monitoring devices and analyse priority zones needs, as defined in Delegated Regulation No (EU) 885/2013, taking into account traffic conditions, infrastructure shortages or weaknesses and driving regulations.

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<sup>5</sup> Commission Delegated Regulation No (EU) 885/2013 of 15 May 2013 supplementing ITS Directive 2010/40/EU of the European Parliament and of 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).

### Detailed Topical Specifications and Restrictions

- All research, demos and real-life trials are excluded;
- Where applicable, actions must be in line with the ITS Directive and its Delegated regulations.

#### **3.2.2. Deployment of innovation and new technology actions, including a focus on safety**

##### General Objective:

The general objective is to support innovative technological developments and deployments for all modes of transport on the Core Network, according to Article 33 a) to d) of the TEN-T Guidelines.

In the context of this priority, innovation means the implementation of a new or significantly improved product (goods and/or service), which is ready for deployment, while a market-oriented solution has been developed and tested earlier in a real-life trial, so that an optimised technical solution and optimised business-client relation is available for the roll-out into the (mass) market (concept of market-sided innovation).

Actions to be selected under this priority shall demonstrate their added value for the Core Network.

Proposed Actions under this priority shall address either works or studies.

In addition, proposed Actions shall address one or more of the following specific objectives.

##### Specific Objectives:

#### **Specific objective 6: improve multimodality through innovative digital and space-data based solutions**

Actions addressing this specific objective shall aim at one or more of the following goals:

- Contributing to ensure safe and smooth transfer of goods in Core Network ports, airports and urban nodes including rail-road freight terminals and solutions based on the track & tracing of goods;
- Contributing to the deployment of cross-border multimodal mobility services such as "mobility as a service";
- Addressing remaining barriers to EU-wide multimodal booking and ticketing services, including multi-use ticketing and payment terminals for the Core Network;
- Supporting the integration of zero and low emission road/non road transport modes (including evehicles, ebikes, electromobility and other alternatively fuelled vehicles/vessels) into a multimodal transport system;
- Supporting the implementation of last-mile connections.

### Detailed Topical Specifications and Restrictions:

- All research, demos and real-life trials are excluded;
- Where applicable, actions must be in line with the ITS Directive and its Delegated regulations.



### **Specific objective 7: Support infrastructure to enhance multi-modal transport for passengers through innovative solutions**

Multi-modality for passengers in urban nodes of the core network can be strengthened through measures to enhance passenger transfers within long-distance destinations (e.g. in rail-rail, rail-air, rail-bus) as well as between long-distance and local/regional transport. Actions under this priority address the nodes of the core network, which are set out in annex II.1 and II.2 of the TEN-T Guidelines and which are in line with article 30 of the TEN-T Guidelines. Where necessary for this purpose, they should also refer to telematics applications in line with Article 31, and they should contribute to ensuring accessibility for passengers with reduced mobility in accordance with Article 37 of the TEN-T Guidelines.

Action types:

- Developing or improving, in passenger transport terminals (such as main railway stations) of urban nodes, the transfer functions for long-distance journeys;
- Developing or improving the connection between passenger terminals in urban nodes (e.g. air – rail connections);
- Developing or improving, in passenger transport terminals and in main railway stations, the transfer between long-distance and local/regional transport;
- Developing or improving safety and security in passenger transport terminals or main railway stations;
- Where appropriate, measures to enhance independent accessibility for passengers with reduced mobility should be addressed in this context.

In addition, priority will be given to:

- Combined and coordinated action along TEN-T core network corridors.

### **Specific objective 8: digital information systems**

Under this specific objective, actions shall aim at supporting the development, validation and deployment of the digital information systems along the EU transport Core Network and notably corridors.

The corridor information systems were recommended by the Digital Transport and Logistics Forum (DTLF)<sup>6</sup> as a federative network of information exchange platforms (hereafter: federative platform) interconnecting stakeholders across the supply chains<sup>7</sup>.

Actions addressing this specific objective shall aim at the implementation of "corridor information systems": upon the DTLF achievements built as a federative network of information exchange platforms, involving both public authorities and business stakeholders.

Proposed Actions shall address the following areas:

- Definition of organisational, functional and technical specifications and the validation of a federative platform for the entire Core Network in real life operational conditions;
- Deployment of the agreed model (comprising elements such as interoperability rules, access principles, governance and business models, data protection, cyber-security, trust and legacy issues);
- Implementation of the solutions offered by the federative platform to facilitate and enhance supply chain management, visibility and resilience, including the

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<sup>6</sup> Established by the Commission Decision C(2015) 2259

<sup>7</sup> More information under <http://www.dtlf.eu/>

improvement of the border inspection processes (e.g. exchange of data from operators', drivers' or vehicles' registers, processing of data from transport documents, tracking and tracing of shipments/vehicles, billing of transport and logistics services, integration of information of modal traffic management systems and of/with nodes, dynamic multimodal route planning integrating smart IoT and sensor technology for loading units, etc).

The proposed actions shall aim to facilitate data sharing between actors, enable large scale collaboration, simplify administrative procedures and optimise cargo flows along a corridor, and shall be based on the following set of prerequisites:

- Open digital infrastructure with a solution of choice;
- Register and connect once;
- Re-use of existing (open or de-facto) standards;
- Re-use of available platforms and their functionality;
- Technology neutrality;
- Trusted environment (i.e. ensuring cyber-security, management of access rights, ...);
- Use of at least EGNOS/Galileo, whenever satellite positioning and navigation services are used.

In addition, priority will be given to:

- Actions offering transnational and multimodal solutions, covering logistics operations and related exchanges of information of all types (B2B, B2A and A2B) spanning at least two EU countries and using a combination of minimum two modes (amongst maritime, inland waterway, rail, road and air transport) over multiple multimodal transport nodes (such as ports, airports and rail-road terminals);
- The most comprehensive actions in terms of the diversity of stakeholders, number of represented transport modes, number of EU Member States participating, and number of interconnected data exchange platforms.

### **Specific objective 9: support, through digitalisation, for maritime and inland port operations**

Under this specific objective, actions shall aim at the integrated and connected information management in maritime and inland Core network ports operation, including regulatory compliance and corporate requirements.

In particular, Actions addressing this specific objective shall aim through digitalisation at one or more of the following goals:

- Improve the safety and security of port operations;
- Increase the efficiency of port operations;
- Implement automation processes to further increase capacity and efficiency of port operations including in the context of maritime clusters;
- Promote the environmental sustainability of the port and environmental performance of operations including land side vehicle and equipment;
- Increase the connectivity of ports with the port city and reduce the impacts of port operations to it;

- Improvement of information systems and their interoperability, including as regards sea traffic management systems.

In addition, priority will be given to:

- Actions implementing harmonised and/or interoperable solutions, rather than Actions limited to a single port level.

Detailed topical specifications and restrictions:

- Actions aimed at the establishment of "single windows" (national or European) related to the Reporting Formalities Directive shall not be supported under this call.
- Infrastructure (neither basic nor superstructure) and mobile assets shall not be supported. However, costs of ICT/digital equipment, adaptation or upgrade of equipment (e.g. sensors, on-board units, etc.) may be eligible when necessary to achieve the objectives of the proposed action.

**3.3. Priorities for the objective of optimising the integration and interconnection of transport modes and enhancing the interoperability of transport services, while ensuring the accessibility of transport infrastructures**

**3.3.1. *Intelligent Transport Services for road (ITS)***

General objectives:

The TEN-T infrastructure shall be equipped with the relevant components to support the deployment of systems and services which are interoperable and provide for continuity of services across Member States and operators. The general objective is to contribute to a sustainable transport system (in terms of economic, environmental and social impacts) and to an enhanced road safety by boosting the efficiency of infrastructure use and traffic operations and by enhancing the interoperability of transport services for both passengers and freight.

Under this objective actions shall comply with applicable standards and notably with EU legislation, in particular the ITS Directive 2010/40/EU<sup>8</sup> and its delegated Regulations.

Proposed Actions under this priority shall address either works or studies with pilots.

In addition, proposed Actions shall address one or more of the following specific objectives.

Specific Objectives:

**Specific objective 10: cooperative connected and automated mobility - cooperative ITS and automation**

- Actions addressing this specific objective shall aim at the deployment of Cooperative ITS (C-ITS) services, namely the "Day-1" and "Day-1.5" services<sup>9</sup> and the implementation of

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<sup>8</sup> 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 207, 6.8.2010, p. 1).

<sup>9</sup> "Day-1" C-ITS services recommended by the "C-ITS platform":

the recommendations of the C-ITS platform; thus complementing existing C-Roads<sup>10</sup> pilots and ensuring cross border services;

- Actions can, in addition, include Day 2 or other services (i.e. the use cases on automation as prioritised by the EU ITS Committee), exploiting synergies resulting from deployment of C-ITS Day 1 (and 1.5) services;
- Actions supporting the development of high definition digital maps, for example data collection, in coherence with the related CEF programme support action for the implementation of data exchange used for digital maps for Union-wide multimodal travel and real-time traffic information services on the TEN-T network.

In addition, priority will be given to:

- C-ITS actions that take place in Member States that currently do not have a C-Roads pilot. This prioritisation does not apply to C-ITS actions in urban nodes.

#### Detailed topical specifications and restrictions

- Actions shall be in line with the C-ITS strategy<sup>11</sup> and the C-ITS platform final reports and Annexes<sup>12</sup>;
- Actions shall deploy C-ITS services based on the hybrid communication approach defined in the European C-ITS Strategy;
- In terms of C-ITS security, all actions shall be fully compliant to the European Certificate and Security Policy documents published by the Commission<sup>13</sup>;
- Actions must provide regular feedback on the results of the proposed Actions (including best practices, recommendations on policy making) to the "EU ITS Committee";
- Actions must be coordinated either by a Member State or a public body;
- All involved Member States must be or become core C-Roads Platform member and apply all C-Roads specifications;
- Actions shall ensure that all their pilots are fully interoperable with already deployed C-ITS services under the umbrella of the C-Roads Platform<sup>14</sup>;

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Hazardous location notifications: Slow or stationary vehicle(s) & Traffic ahead warning, Road works warning, Weather conditions, Emergency brake light, Emergency vehicle approaching, Other hazardous notifications

Signage applications: In-vehicle signage, In-vehicle speed limits, Signal violation / Intersection Safety, Traffic signal priority request by designated vehicles, Green Light Optimal Speed Advisory (GLOSA), Probe vehicle data: CAM Aggregation, Shockwave Damping (falls under ETSI Category "local hazard warning")

"Day-1.5" C-ITS services recommended by the "C-ITS platform":

Information on fuelling & charging stations for alternative fuel vehicles, Vulnerable Road user protection, On street parking management & information, Off street parking information, Park & Ride information, Connected & Cooperative navigation into and out of the city (1st and last mile, parking, route advice, coordinated traffic lights), Traffic information & Smart routing.

<sup>10</sup> <https://www.c-roads.eu/>

<sup>11</sup> COM (2016) 766 "A European strategy on Cooperative Intelligent Transport Systems, a milestone towards cooperative, connected and automated mobility"

<sup>12</sup> [https://ec.europa.eu/transport/themes/its/c-its\\_en](https://ec.europa.eu/transport/themes/its/c-its_en)

<sup>13</sup> [https://ec.europa.eu/transport/themes/its/c-its\\_en](https://ec.europa.eu/transport/themes/its/c-its_en)

<sup>14</sup> <https://www.c-roads.eu/platform.html>

- The purchase of mobile equipment (e.g. vehicles) shall not be supported. However, costs of equipment, adaptation or upgrade of vehicles (e.g. sensors, on-board units, etc.) can be supported.

### **Specific objective 11: deployment of intelligent transport services under Directive 2010/40/EU**

- Actions addressing this specific objective shall contribute to the deployment of intelligent transport services for road on the core network corridors, related to the priority areas of Directive 2010/40/EU.

In addition, priority will be given to:

- Actions involving at least three Member States;
- Actions focusing on sections of the core network, including nodes of the Core Network, not already covered by previous actions.

#### Detailed topical specifications and restrictions:

- Actions shall ensure the interoperability and continuity of services along the core network corridors;
- Submitted proposals shall include:
  - A precise description of the ITS service(s) and application(s), including associated equipment or facilities;
  - A geo-localised description of the baseline situation (i.e. situation prior to deployment of the proposed Action);
  - Coordination and reporting activities with the EU EIP coordination platform and with existing ITS corridors that are geographically adjacent.

### **Specific objective 12: making more transport, traffic and travel data available**

The main objective is to support collection, management and dissemination of data, including the establishment of efficient national access points.

Actions addressing this specific objective shall aim at one or more of the following goals:

- Building the national access point;
- Collecting or creating accurate and up-to-date data, making them publicly available or available to public authorities;
- Making data accessible to public authorities.

In addition, priority will be given to:

- Actions related to road safety, urban vehicle access regulations and multimodal travel information.

### 3.3.2. *River Information Services*

#### General objectives:

RIS are regulated through Directive 2005/44/EC of the European Parliament and of the Council<sup>15</sup> which defines provisions related to the interoperability for data communication and RIS equipment as well as the minimum data requirements for navigation and voyage planning. Actions addressed under this priority shall comply with Chapter II, Section 2, and Article 31 of the TEN-T Guidelines.

Digitalisation of Inland waterway transport should aim to interconnect information on infrastructure, people, operations, fleet and cargo in the inland waterway transport (IWT) sector and to connect this information with other transport modes, by leveraging as much as possible innovative features offered by EGNOS/Galileo services.

Proposed Actions under this priority shall address either works or studies.

In addition, proposed Actions shall address the following specific objective.

#### **Specific objective 13: deployment of on-board and of land-based components of RIS**

Actions addressing this specific objective shall focus on the on-board and land-based components of RIS or other related telematics applications, including:

- Infrastructure,
- Technologies,
- Equipment including fixed or mobile hardware and software,
- Services and applications,
- Inter-linkage with components of telematic applications of other modes of transport and of logistic services.

Such actions shall complement existing CEF actions and focus on areas not already covered by previous actions.

They shall contribute to a coherent deployment of Union-wide harmonised RIS components.

RIS components shall support the deployment of harmonised information services to support traffic and transport management in inland navigation, including, wherever technically feasible or relevant, interfaces with other transport modes and logistics services.

River information services shall aim at the deployment of interoperable, harmonised solutions and shall address services such as fairway information, traffic information, traffic management, calamity abatement support, information for transport management, statistics and customs services and waterway charges and port dues. Further RIS services and applications shall focus on those which lead to an increased level of safety.

Actions may also comprise:

- The further development of favourable conditions to support a coherent deployment of RIS for instance with regard to reporting requirements or other related telematics applications;

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<sup>15</sup> 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).

- The maintenance and amendment of standards and technical specifications, establishing compliance with revised RIS Regulations;
- The definition and implementation of harmonised concepts for (cross-border) exchange of data between authorities, inland waterway transport operators or users;
- The interconnection of national systems and interconnections with systems at Union level as well as related technical and administrative agreements;
- The further enhancement and fine-tuning of RIS key technologies, systems, services and applications to take account of the state of the art;
- Reduction of administrative burden and elimination of paper flow of documents, establishing solutions to facilitate machine to machine communication.

### ***3.3.3. Connections to and development of multimodal logistics platforms***

#### General objectives:

Multimodal logistics platforms cover maritime ports, inland ports, airports and rail-road terminals for the transshipment of freight between two or more modes of transport. Multimodal logistics platforms shall contribute to optimising the performance of multimodal logistics chains, which is key to the achievement of a competitive and resource efficient transport system, and to shifting freight transport from road to other more sustainable modes.

Actions addressed under this priority shall be related to freight terminals, as defined in Article 3 (s) of the TEN-T Guidelines, which form part of multimodal logistics platforms, as defined in Article 3 (r). Only freight terminals such as core maritime ports, core inland ports, core airports or core rail-road terminals listed in part 2 of Annex II of the TEN-T Guidelines may be funded.

Proposed Actions under this priority shall address either works or studies.

In addition, proposed Actions shall address one of the following specific objectives.

#### Specific Objectives:

#### **Specific objective 14: connections by road, rail, inland waterways and short sea shipping to freight terminals and/or further development of these terminals**

Actions addressing this specific objective shall aim at one or more of the following goals:

- Connections to existing freight terminals including access infrastructure and “last mile” connections, which contribute to the effective interconnection and integration of these terminals to the core network, including maritime core ports;
- Further development of existing freight terminals through small-scale ancillary infrastructure (e.g. connecting or siding tracks, power connections, adaptations for 740 m train length etc), ICT equipment and applications for the provision or improvement of information flows within the terminal and along the logistic chain.

In addition, priority will be given to:

- Coordinated actions along TEN-T core network corridors.

#### Detailed topical specifications and restrictions:

- Buildings, storage and warehouse facilities, cranes, conveyors and other devices for moving freight, and mobile assets such as locomotives shall not be supported;
- Actions shall not provide selective advantage to a particular operator or group of operators, and freight terminals shall be accessible on a non-discriminatory basis;
- Actions aiming at increasing the capacity of freight terminals shall not be supported;
- Connections to and development of new (i.e. not yet operational as of the date of publication of the call) freight terminals shall not be supported;
- Studies should concern actions where the initial investment decision has been taken and should be close to the foreseen implementation of the investment.

#### **Specific objective 15: support infrastructure of terminals servicing combined transport operations**

Combined transport of goods is a type of multimodal transport with a limited-length road leg and a leg on rail, inland waterways or short sea shipping. The development of combined transport in the EU depends on the availability of combined transport terminals and the facilities for transshipment of load units between two or more modes of transport. The development of combined transport infrastructure is key to the achievement of a competitive and resource efficient transport system, and to shifting freight transport from road to other more sustainable modes.

Actions addressed under this priority shall be related to freight terminals servicing combined transport operations as defined in Directive 92/106/EEC ("combined transport terminals") in areas where freight transport activity has potential to be shifted to rail, inland waterways or short sea shipping.

Actions addressing this specific objective shall aim at one or more of the following goals:

- Building or upgrading of "combined transport terminals" and building the "last mile" connections to such terminals allowing integration of such terminals to the comprehensive network;
- Building the necessary transshipment facilities for servicing of new mode of transport that was not available previously in an existing "combined transport terminal";
- Modernising the equipment of existing "combined transport terminals" in order to allow transshipment of different types of load units.

#### Detailed topical specifications and restrictions:

- Storage and warehouse facilities and mobile assets such as locomotives shall not be supported;
- Actions shall be accessible to operators on a non-discriminatory basis;
- Any combined transport infrastructure and facilities receiving support from this programme shall be accessible to all operators of combined transport services without discrimination.



#### **4. RESULTS EXPECTED**

The implementation of the 2014-2020 Multi-annual Work Programme aims at contributing at the realisation of the transport core network by 2030, thereby further enhancing the effectiveness and visibility of the trans-European transport network, while promoting growth and job creation, in line with Europe 2020 strategy. It is expected that the granting of support on the basis of this programme will contribute to the timely and efficient development of a number of core network corridors in their entirety or in significant parts, will support the realisation of a robust and resource efficient European transport system and will contribute to addressing climate change.

The actions which will be completed with financial assistance allocated under the 2018 call implementing the 2014-2020 Multi-annual Work Programme will directly contribute to the achievement of important transport policy objectives, such as: the establishment of 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; enhancing accessibility of peripheral areas of the Union; facilitating congestion relief on rail infrastructure and more balanced modal distribution; and savings in terms of the environmental effects of transport, in particular contributing to addressing climate change.

Granting of financial assistance to these actions shall help to reach important milestones marking the way towards the completion of the trans-European transport network, as approved by the European Parliament and the Council. Union funding shall help to mobilise as much public and private financing as needed to meet the challenging timetables.

For all priorities in this Work Programme the Commission encourages eligible Actions to use services provided by EGNOS/ Galileo, and, whenever use of satellite navigation, positioning and timing services are envisaged, to use at least EGNOS/Galileo. Other GNSS services may also be used.

**5. INDICATIVE TIMETABLE AND AMOUNTS AVAILABLE FOR THE MULTI-ANNUAL CALL FOR PROPOSALS 2018  
(under the general envelope)**

<b>Objective</b>	<b>Priority</b>	<b>Indicative amounts (in million)</b>	<b>Indicative date of publication</b>
Bridging missing links, removing bottlenecks, enhancing rail interoperability, and, in particular, improving cross-border sections	Rail interoperability	100	May 2018
	European Rail Traffic Management Systems (ERTMS)		
Ensuring sustainable and efficient transport systems in the long run, as well as enabling all modes of transport to be decarbonised	Safe and Secure infrastructure	200	
	New technologies and innovation, including a focus on safety		
Optimising the integration and interconnection of transport modes and enhancing the interoperability of transport services, while ensuring the accessibility of transport infrastructures	Intelligent Transport Services for road (ITS)	150	
	River Information Services (RIS)		
	Connections to and development of multimodal logistics platforms		
<b>TOTAL</b>		<b>450</b>	

Of each budget line an amount up to 0.125% and no more than EUR 1,250,000 is earmarked for evaluation expenses and translation costs involved in the evaluation of proposals (Article 204 FR).

## **6. ELIGIBILITY CRITERIA**

### **6.1. Eligible applicants**

Applications must be presented by:

- one or more Member States, and / or
- with the agreement of the Member States concerned, by international organisations, joint undertakings, or public or private undertakings or bodies or entities established in Member States.

Proposals may be submitted by entities which do not have legal personality under the applicable national law, provided that their representatives have the capacity to assume legal obligations on their behalf and offer a guarantee for the protection of the Union's financial interests equivalent to that offered by legal persons.

Project proposals submitted by natural persons are not eligible.

Neighbouring/third countries and entities established in neighbouring/third countries may participate in actions contributing to projects of common interest where necessary in order to achieve the objectives of a given project of common interest. They may not receive financial assistance except where it is indispensable to the achievement of the objectives of a given project of common interest.

In such cases and pursuant to Article 8(1) of the TEN-T guidelines, applications may be presented by neighbouring/third countries or entities established in neighbouring/third countries, with the agreement of a Member State concerned.

Actions involving a cross-border section or a part of such a section shall be eligible to receive Union financial assistance only if there is a written agreement between the Member States concerned, or between the Member States and neighbouring/third countries concerned by the completion of the cross-border section.

#### Grounds for Exclusion

In the call for proposals the Commission shall draw applicants' attention to Articles 106 and Article 131 of the Financial Regulation, as well as to Article 141 of the Rules of Application.

### **6.2. Eligible projects**

#### **6.2.1. Common interest**

Only projects which can be qualified as projects of common interest identified in the TEN-T Guidelines may receive Union financial assistance. Projects have to comply with the following provisions of Article 7 of the TEN-T guidelines:

- (1) contribute to the objectives falling within at least two of the four categories set out in Article 4 of the TEN-T guidelines;
- (2) comply with Chapter II and, for core networks, Chapter III of the TEN-T guidelines;
- (3) be economically viable on the basis of a socio-economic Cost-Benefit Analysis;
- (4) demonstrate European added value.

Only projects and horizontal priorities listed in Part I of Annex I of the CEF Regulation are eligible for the purpose of this work programme.

### Cost Benefit Analysis

Pursuant to Article 10 of the CEF Regulation and in view of assessing (3) above, all proposals for 'works' or including both studies and works must be accompanied by a Cost-Benefit Analysis (CBA), presented as a stand-alone document clearly identified as such, proposing the co-funding rate requested for the project, while taking into account the maximum funding rates stipulated in the CEF Regulation. In the context of this work programme in coordination with a CEF-Telecommunications call, proposals submitted under the priorities "Rail interoperability", "European Rail Traffic Management Systems (ERTMS)", "Intelligent Transport Services for road (ITS)" and "River Information Services (RIS)" can replace a full Cost-Benefit Analysis by a Cost-Effectiveness Analysis (CEA). In addition, proposals submitted under the priorities "Innovation and new technologies" and "Safe and secure infrastructure" that address the implementation of standards laid down in the existing EU legislation and / or that only address digital solutions can also replace a full Cost-Benefit Analysis by a Cost-Effectiveness Analysis (CEA). The use of the Cohesion Policy methodology<sup>16</sup> for Cost-Benefit Analysis is recommended.

Where projects generate revenues, the applications must quantify in clear and precise manner in the relevant documents the revenues generated by the project to justify the request for additional Union funding. More specifically, for Actions generating net revenue, the Cost-Benefit Analysis shall be followed by a calculation of the "funding gap" describing, in a clear and concise manner, the share of the Action's costs that is not covered by net revenue. The modulated co-funding to be requested shall be the lowest of the following: (i) funding gap amount; (ii) the co-funding amount.

#### 6.2.2. *Compliance with the Union Law*

The granting of Union financial assistance to projects of common interest is conditional upon compliance of the project with relevant Union law<sup>17</sup> inter alia concerning interoperability, environmental protection<sup>18</sup>, competition and public procurement.

#### 6.2.3. *Other sources of financing*

No Union financial assistance shall be awarded for actions receiving funds from other sources of Union financing, without prejudice of the Article 15(4) of the CEF Regulation.

#### 6.2.4. *Type of actions*

A proposal must address either works or studies, within the meaning of Article 2(5) and (6) of the CEF Regulation. Proposals may combine studies and works as long as the respective activities and related budget are clearly defined and separated.

In accordance with Article 2(6) of the CEF Regulation, studies may include pilot activities that shall serve at least one of the following objectives:

- to develop, improve or adapt a new technology or an innovative solution and implement it in order to test its feasibility and suitability as well as its added value before deploying it on a larger scale;

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<sup>16</sup> [http://ec.europa.eu/regional\\_policy/sources/docgener/studies/pdf/cba\\_guide.pdf](http://ec.europa.eu/regional_policy/sources/docgener/studies/pdf/cba_guide.pdf)

<sup>17</sup> According to Article 23 of the CEF Regulation

<sup>18</sup> In particular, but not limited to, the Directives on EIA (Directive 2011/92/EU), SEA (Directive 2001/42/EC), Habitats (Directive 92/43/EEC) and Birds (Directive 2009/147/EC), as well as Water Framework (Directive 2000/60/EC) (the exact references – number and title – of the relevant legislation should be given)

- to deploy an existing technology, infrastructure or service (i.e. already in use elsewhere but new to a particular sector, system or geographical area) in order to gain experience and/or create market conditions for deployment on a larger scale.

The pilot activities of a study may include the deployment of a certain type of infrastructure or technology but on a limited scale and at a reasonable price and with the objective of testing and validating the viability of the innovative actions proposed for future scale up and roll out. Pilot activities of a study shall be of an experimental nature and designed to test the feasibility of an innovative Action and its usefulness for future large scale implementation. They shall not be associated with research activities that are not eligible under this type of action.

#### 6.2.5. *Eligibility of costs*

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 the signature of the grant agreement.

In accordance with Article 130(1) of the Financial Regulation, costs incurred prior to the date of submission of the grant application shall not be eligible for financing.

Costs incurred as of the date of submission of the grant application and until 31 December 2023 are considered eligible for financing.

No grant may be awarded retroactively for actions already completed.

## **7. SELECTION CRITERIA**

The applicant(s) must have access to solid and adequate funding sources, so as to be able to maintain activities for the period of the project funded and to co-finance the project. 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 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 governed by public law, in particular a Joint Undertaking in line with eligibility criteria established under Article 187 of the Treaty on the Functioning of the European Union (ex Article 171 TCE), or an international organisation<sup>19</sup>.

### **7.1. Financial capacity**

The applicant(s) must have the financial capacity to complete the Action for which the grant is sought. The applicant will provide their financial statements certified by an external auditor for the last financial year for which the accounts have been closed with the application. In the event that the applicant is a newly created company (and therefore does not have certified financial data available for the last financial year), a letter of support from another company (parent company for instance) or from another applicant in the same proposal should be provided.

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<sup>19</sup> According to Article 43(2) of the Rules of Application, international organisations are:  
 (a) international public sector organisations set up by intergovernmental agreements, and specialised agencies set up by such organisations;  
 (b) the International Committee of the Red Cross (ICRC);  
 (c) the International Federation of National Red Cross and Red Crescent Societies;  
 (d) other non-profit organisations assimilated to international organisations by a Commission decision.

## **7.2. Operational capacity**

The applicant(s) must have the operational and technical capacity to complete the project for which the grant is sought and must provide appropriate documents attesting to that capacity (e.g. description of the profile of the persons primarily responsible for managing and implementing the operation, organisations' activity report, and proof of experience in carrying out infrastructure projects of the same kind).

Information submitted by applicants who benefited from TEN-T support as from 2004 may be taken into account in the evaluation of these applicants' operational capacity when clearly indicated by applicants.

## **8. AWARD CRITERIA**

Only proposals compliant with the eligibility and selection criteria shall be evaluated against the award criteria. A decision to grant Union financial assistance shall take into account, inter alia, the following general award criteria:

### **8.1. Relevance**

This refers to the contribution of the proposed Action to the TEN-T priorities as laid out in the TEN-T Guidelines, the funding priorities as laid down in the CEF Regulation and specific priorities and objectives described in the work programme and addressed by the call for proposals.

In addition, the following aspects will be assessed under relevance:

- the European added value as defined in point (d) of Article 3 of the TEN-T Guidelines;
- the cross-border dimension, when applicable;
- removal of bottlenecks, enhancing rail interoperability, bridging missing links and improving cross-border sections as stipulated in the CEF Regulation;
- contribution to innovation, sustainable transport and decarbonisation.

### **8.2. Maturity**

This refers to the state of preparation of the proposed Action and the readiness to start the implementation of the proposed activities. This will be determined by the degree of financial maturity and completion of preparatory steps as well as the conditions required for the start of the proposed Action. Where the same proposal combines works and studies, the dependence of the works on the completion of the studies will also be taken into consideration. In particular the maturity of the Action in the project development will be assessed. Proposed Actions should be ready to start, at the latest, within eighteen months after the closure of the call.

### **8.3. Impact**

This refers to the expected effect of the EU financial support on the financial viability of an economically and socially desirable investment. An assessment will be made of the impact of the financing plan to drive the most efficient use of EU financial support. This assessment will be based on the information included in the application, and when applicable, the Financial Analysis required in the Cost-Benefit Analysis, and the information supporting the calculation of the Funding Gap,

Moreover, on the basis of the socio-economic Cost-Benefit Analysis (CBA) or Cost-Effectiveness Analysis (CEA) to be provided for proposed Actions concerning works and/or other related information provided in the application form, the impact of the proposed Action

will be assessed in terms of positive socio-economic effects (at local, regional and national level), climate and environmental aspects, improvement of accessibility, etc., as applicable.

In particular, the following aspects will be assessed under the impact criterion:

- stimulating effect of the Union support on public and private investment, when applicable;
- the need to overcome financial obstacles, such as the lack of market finance;
- when applicable, the economic, social, climate and environmental impact, and accessibility.

#### **8.4. Quality**

This refers to the soundness of the proposed Action. This will be determined by the coherence between the objectives of the proposed Action, the proposed activities, the planned resources, and the appropriateness of the project management processes. Under this criterion, the capacity for the Action to be completed in accordance with the proposed timeline, implementation plans and the technical specifications will be assessed. In particular, the soundness of the implementation plan proposed will be assessed.

Within the scope of the global objectives herewith established, additional non-essential specific criteria may be set out in the text of the call for proposals.

Upper and / or lower thresholds of Union financing may be recommended in the calls for proposals or accompanying documents.

During the final selection process, the Commission shall in particular take into account the following aspects, as appropriate:

- The contribution of the proposed Action to the balanced development of the network,
- The complementarity of the proposed Action with other Union funded projects, in view of optimising the impact of investments already made in the region/country/global project,
- The comparative Union added value (high, medium, low) of the proposed Action in relation to other proposed Actions, taking into account the respective Cost-Benefit Analysis where appropriate,
- Any identified/identifiable risks of double-funding from other Union sources,
- Potential synergies across the different CEF sectors and/or other Union Programmes, notably Horizon 2020, where particular consideration shall be given to Actions involving the deployment of innovation and technology developed under the Union's research programmes,
- Budgetary constraints.

### **9. MAXIMUM POSSIBLE RATE OF CO-FUNDING FOR GRANTS**

The amount of Union financial assistance shall not exceed the following rates<sup>20</sup>:

- (a) with regard to grants for studies, 50% of the eligible costs.
- (b) with regard to grants for works:

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<sup>20</sup> According to Article 10(2) of the CEF Regulation

- (i) for actions enhancing rail interoperability: 40% of the eligible costs;
  - (ii) for inland transport, connections to and the development of multimodal logistics platforms including connections to inland and maritime ports and airports, as well as the development of ports: 20% of the eligible costs;
  - (iii) for actions supporting new technologies and innovation for all modes of transport: 20% of the eligible costs.
- (c) with regard to grants for telematic applications systems and services:
- (i) for land-based components of ERTMS and of RIS: 50% of the eligible costs;
  - (ii) for land-based components of ITS for the road sector: 20% of the eligible costs;
  - (iii) for on-board components of RIS and of ITS for the road sector: 20% of the eligible costs, up to a combined ceiling of 5% of the budgetary resources referred to in point (a) of Article 5(1) of the CEF Regulation;
  - (iv) for telematics applications systems other than those mentioned in points (i) to (iii), freight transport services and secure parkings on the road core network: 20% of eligible costs.

The above funding rates may be increased by up to 10 percentage points for actions with synergies between at least two of the sectors covered by the CEF Regulation.

### **No profit principle**

For projects generating income, the no-profit principle applies, as defined in Article 125(4) and (5) of the Financial Regulation.



## PART II

### "ANNEX III: Indicative breakdown of annual instalments

Budget lines		2014-2020 commitments	2014 commitments	2015 commitments	2016 commitments	2017 commitments	2018 commitments	2019 commitments	2020 commitments	TOTAL
06.020101	MAWP (Grants) 2014-2020	7,098,948,283	958,609,301	598,682,336	577,393,466	1,129,200,493	1,308,631,605	1,757,625,948	768,805,135	7,098,948,283
	MAWP (Grants) 2015-2020	167,350,456	0	0	14,398,221	0	34,208,428	49,531,341	69,212,467	167,350,456
	MAWP (Grants) 2016-2020	81,761,646	0	0	0	15,682,286	0	27,130,603	38,948,757	81,761,646
	MAWP (Grants blending) 2017-2020	875,110,870	0	0	0	50,608,699	53,980,932	150,835,115	619,686,124	875,110,870
	MAWP (Grants) 2018-2020	100,000,000	0	0	0	0	10,423,651	57,603,162	31,973,187	100,000,000
	PSA	74,995,231	35,796,179	0	1,940,550	22,276,002	8,682,500	1,400,000	4,900,000	74,995,231
	Costs for the experts	1,171,467	0	579,041	89,907	2,518	500,000	0	0	1,171,467
	AWP (Grants) 2014 pour mémoire	127,686,432	127,686,432	0	0	0	0	0	0	127,686,432
	AWP (Grants) 2016 pour mémoire	152,407,281	0	0	152,407,281	0	0	0	0	152,407,281
<b>Total reserved by the CEF Transport Work Programmes</b>			<b>1,122,091,911</b>	<b>599,261,377</b>	<b>746,229,425</b>	<b>1,217,769,998</b>	<b>1,416,427,115</b>	<b>2,044,126,169</b>	<b>1,533,525,670</b>	<b>8,679,431,666</b>
<b>CEF commitment appropriations (MFF 2014-2020) including the EFSI contribution, reflows from the administrative lines and transfers between the CEF lines</b>			<b>1,118,525,421</b>	<b>591,973,905</b>	<b>746,075,425</b>	<b>1,217,769,998</b>	<b>1,415,823,264</b>	<b>2,044,126,169</b>	<b>1,533,525,670</b>	<b>8,667,819,852</b>
<b>Internal assigned revenue</b>			<b>3,566,491</b>	<b>7,287,472</b>	<b>154,000</b>	<b>0</b>	<b>603,851</b>	<b>0</b>	<b>0</b>	<b>11,611,814</b>
<b>CEF Total commitment appropriations</b>			<b>1,122,091,912</b>	<b>599,261,377</b>	<b>746,229,425</b>	<b>1,217,769,998</b>	<b>1,416,427,115</b>	<b>2,044,126,169</b>	<b>1,533,525,670</b>	<b>8,679,431,666</b>
06.020102	MAWP (Grants) 2014-2020	134,014,329	51,120,003	18,689,857	7,324,057	12,096,422	21,477,214	22,715,223	591,553	134,014,329
	MAWP (Grants) 2015-2020	72,246,190	0	21,255,700	16,397,919	0	23,520,100	6,164,219	4,908,253	72,246,190
	MAWP (Grants) 2016-2020	86,794,785	0	0	0	44,885,241	0	29,622,175	12,287,369	86,794,785
	MAWP (Grants Blending) 2017-2020	581,591,261	0	0	0	9,877,813	88,727,779	123,708,506	359,277,163	581,591,261
	MAWP (Grants) 2018-2020	200,000,000	0	0	0	0	22,441,687	30,726,157	146,832,156	200,000,000
	PSA	21,972,695	1,004,350	5,790,000	2,178,345	3,000,000	5,000,000	5,000,000	0	21,972,695
	Costs for the experts	799,901	0	56,400	50,439	693,062	0	0	0	799,901
	AWP (Grants) 2014 pour mémoire	17,739,997	17,739,997	0	0	0	0	0	0	17,739,997
	AWP (Grants) 2016 pour mémoire	59,329,042	0	0	59,329,042	0	0	0	0	59,329,042
<b>Total reserved by the CEF Transport Work Programmes</b>			<b>69,864,350</b>	<b>45,791,957</b>	<b>85,279,802</b>	<b>70,552,537</b>	<b>161,166,780</b>	<b>217,936,280</b>	<b>523,896,495</b>	<b>1,174,488,201</b>
<b>CEF commitment appropriations (MFF 2014-2020) including the EFSI contribution, reflows from the administrative lines and transfers between the CEF lines</b>			<b>69,864,350</b>	<b>43,000,681</b>	<b>85,279,802</b>	<b>69,093,215</b>	<b>70,120,861</b>	<b>217,936,280</b>	<b>523,896,495</b>	<b>1,079,191,684</b>
<b>Internal assigned revenue</b>			<b>0</b>	<b>2,791,276</b>	<b>0</b>	<b>1,459,323</b>	<b>91,045,919</b>	<b>0</b>	<b>0</b>	<b>95,296,517</b>
<b>CEF Total commitment appropriations</b>			<b>69,864,350</b>	<b>45,791,957</b>	<b>85,279,802</b>	<b>70,552,538</b>	<b>161,166,780</b>	<b>217,936,280</b>	<b>523,896,495</b>	<b>1,174,488,201</b>

Budget lines		2014-2020 commitments	2014 commitments	2015 commitments	2016 commitments	2017 commitments	2018 commitments	2019 commitments	2020 commitments	TOTAL
06.020103	MAWP (Grants) 2014-2020	774,633,049	158,231,888	277,011,554	159,648,379	94,564,795	53,760,681	19,538,358	11,877,393	774,633,049
	MAWP (Grants) 2015-2020	789,005,830	0	0	388,323,520	25,154,345	187,130,643	113,359,527	75,037,796	789,005,830
	MAWP (Grants) 2016-2020	473,757,736	0	0	0	248,062,982	0	124,228,963	101,465,791	473,757,736
	MAWP (Grants) 2017-2020	300,000,000	0	0	0	50,388,558	108,488,045	46,448,912	94,674,485	300,000,000
	MAWP (Grants Blending) 2017-2020	28,047,861	0	0	0	10,267,481	233,407	4,111,843	13,435,130	28,047,861
	MAWP (Grants) 2018-2020	150,000,000	0	0	0	0	20,000,000	40,000,000	90,000,000	150,000,000
	PSA	129,795,568	17,419,200	18,700,000	28,069,499	21,026,869	25,800,000	12,265,000	6,515,000	129,795,568
	Costs for the experts	730,327	0	318,639	399,688	12,000	0	0	0	730,327
	AWP (Grants) 2014 pour mémoire	33,941,962	33,941,962	0	0	0	0	0	0	33,941,962
<b>Total reserved by the CEF Transport Work Programmes</b>			209,593,050	296,030,194	576,441,086	449,477,029	395,412,776	359,952,603	393,005,595	2,679,912,333
<b>CEF commitment appropriations (MFF 2014-2020) including the EFSI contribution, reflows from the administrative lines, transfers between the CEF lines and MFF MTR</b>			209,593,050	224,612,282	534,934,839	420,136,467	395,412,776	359,952,603	393,005,595	2,537,647,612
<b>Internal assigned revenues</b>			0	71,417,911	41,506,248	29,340,562	0	0	0	142,264,721
<b>CEF Total commitment appropriations</b>			<b>209,593,050</b>	<b>296,030,193</b>	<b>576,441,087</b>	<b>449,477,029</b>	<b>395,412,776</b>	<b>359,952,603</b>	<b>393,005,595</b>	<b>2,679,912,333</b>
06.020104	MAWP (Grants) 2014-2020	4,235,441,390	967,080,000	3,348,163	818,210,873	707,871,539	635,482,285	629,818,690	473,629,840	4,235,441,390
	MAWP (Grants) 2015-2020	5,212,598,428	0	1,212,165,858	880,226,449	879,607,642	806,602,252	956,278,150	477,718,077	5,212,598,428
	MAWP (Grants) 2016-2020	1,769,725,227	0	0	645,981,684	0	201,302,095	108,293,654	814,147,794	1,769,725,227
	PSA	21,916,970	15,916,970	0	0	0	6,000,000	0	0	21,916,970
	Costs for the experts	1,250,000	0	250,757	284,344	714,900	0	0	0	1,250,000
	AWP (Grants) 2016 pour mémoire	27,677,107	0	0	27,677,107	0	0	0	0	27,677,107
<b>Total reserved by the CEF Transport Work Programmes</b>			982,996,970	1,215,764,778	2,372,380,457	1,588,194,081	1,649,386,632	1,694,390,494	1,765,495,711	11,268,609,123
<b>CEF commitment appropriations (MFF 2014-2020) including the EFSI contribution, reflows from the administrative lines and transfers between the CEF lines</b>			982,996,970	1,215,582,454	2,372,380,457	1,588,194,081	1,649,386,632	1,694,390,494	1,774,406,625	11,277,337,713
<b>Internal assigned revenues</b>			0	182,324	0	0	0	0	0	182,324
<b>CEF Total commitment appropriations</b>			<b>982,996,970</b>	<b>1,215,764,778</b>	<b>2,372,380,457</b>	<b>1,588,194,081</b>	<b>1,649,386,632</b>	<b>1,694,390,494</b>	<b>1,774,406,625</b>	<b>11,277,520,037</b>
TOTAL UNDER the amended 2014-2020 MAP (GRANTS)		23,131,027,342	2,135,041,192	2,131,153,468	3,507,904,567	3,278,268,294	3,576,410,803	4,297,740,546	4,204,508,471	23,131,027,342
<i>AWP pour mémoire (GRANTS)</i>		418,781,821	179,368,391	0	239,413,430	0	0	0	0	418,781,821
<i>PSA and experts</i>		252,632,159	70,136,699	25,694,837	33,012,771	47,725,351	45,982,500	18,665,000	11,415,000	252,632,159
<b>CEF Total commitments appropriations</b>			<b>2,384,546,282</b>	<b>2,156,848,305</b>	<b>3,780,330,771</b>	<b>3,325,993,646</b>	<b>3,622,393,303</b>	<b>4,316,405,546</b>	<b>4,224,834,385</b>	<b>23,811,352,238</b>