



Brussels, 5.8.2021  
C(2021) 5763 final

**COMMISSION IMPLEMENTING DECISION**

**of 5.8.2021**

**on the financing of the Connecting Europe Facility - Transport sector and the adoption  
of the work programme for 2021-2027**

# COMMISSION IMPLEMENTING DECISION

of 5.8.2021

## on the financing of the Connecting Europe Facility - Transport sector and the adoption of the work programme for 2021-2027

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 966/2012<sup>1</sup>, and in particular Article 110 thereof,

Having regard to Regulation (EU) No 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<sup>2</sup>, and in particular Article 20(1) thereof,

Whereas:

- (1) In order to ensure the implementation of the Connecting Europe Facility (CEF) – Transport sector, it is necessary to adopt a multiannual financing decision which constitutes the multiannual work programme for 2021-2027. Article 110 of Regulation (EU, Euratom) 2018/1046 ('the Financial Regulation') establishes detailed rules on financing decisions.
- (2) Pursuant to Article 20(2) of Regulation (EU) No 2021/1153, in order to provide transparency and predictability and to enhance the quality of the projects, the first multiannual work programme is to include the timetable of the calls for proposals for the first three years of CEF Transport, their topics and indicative budget as well as a prospective framework covering the entire programming period.
- (3) The objectives and priorities set out in the present multiannual work programme are in line with the Union priorities, notably those related to 'Jobs, growth and investment', 'Digital single market' and 'Energy Union and climate'.
- (4) The envisaged assistance is to comply with the conditions and procedures set out by the restrictive measures adopted pursuant to Article 215 TFEU.
- (5) It is appropriate to authorise the award of grants without a call for proposals and to provide for the conditions for awarding those grants.
- (6) Pursuant to Article 62(1)(c) of the Financial Regulation indirect management is to be used for the implementation of the programme.
- (7) It is necessary to allow for the payment of interest due for late payment on the basis of Article 116(5) of the Financial Regulation.

---

<sup>1</sup> OJ L 193, 30.7.2018, p.1

<sup>2</sup> OJ L 249, 14.7.2021, p. 38.

- (8) In order to allow for flexibility in the implementation of the work programme, it is appropriate to allow changes, which should not be considered substantial for the purposes of Article 110(5) of the Financial Regulation.
- (9) The measures provided for in this Decision are in accordance with the opinion of the CEF Coordination Committee,

HAS DECIDED AS FOLLOWS:

*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 the Annex, 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 18 212 308 000, 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 8 767 877 500, of which EUR 154 877 500 for technical and administrative assistance;
- (b) budget line 05 03 03: CEF Transport Cohesion Fund allocation: EUR 8 453 980 500 of which EUR 52 480 500 for technical and administrative assistance;
- (c) budget line 13 04 01: Military mobility: EUR 990 450 000.

The detailed break-down per budget-line, funding objective and call is outlined in section 7 of the Annex.

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

*Article 3*  
*Methods of implementation and entrusted entities or persons*

The implementation of the actions carried out by way of indirect management, as set out in the Annex, may be entrusted to the entities or persons referred to or selected in accordance with the criteria laid down in point 9 of the Annex.

*Article 4*  
*Flexibility clause*

Cumulated changes to the allocations to specific actions not exceeding 20% of the maximum Union contribution set in the first paragraph of Article 2 of this Decision shall not be considered substantial for the purposes of Article 110(5) of the Financial Regulation, where those changes do not significantly affect the nature of the actions and the objective of the work programme. The increase of the maximum Union contribution set in the first paragraph of Article 2 of this Decision shall not exceed 20%.

The authorising officer responsible may apply the changes referred to in the first paragraph. Those changes shall be applied in accordance with the principles of sound financial management and proportionality.

*Article 5*  
*Grants*

Grants may be awarded without a call for proposals in accordance with the conditions set out in the Annex. Grants may be awarded to the entities referred to in the Annex.

Done at Brussels, 5.8.2021

*For the Commission*  
*Adina-Ioana VĂLEAN*  
*Member of the Commission*



Brussels, 5.8.2021  
C(2021) 5763 final

ANNEX

**ANNEX**

*to the*

**Commission Implementing Decision**

**on the financing of the Connecting Europe Facility - Transport sector and the adoption  
of the work programme for 2021-2027**

## ANNEX

### 1. Introduction

The multiannual 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) No 2021/1153<sup>1</sup> (CEF Regulation), it contains information about legal commitments expected as result of the calls for proposals to be launched in years 2021, 2022 and 2023 and the description of the Actions supported. Moreover, it also covers accompanying measures and technical assistance expected to be awarded/contracted during the period 2021-2024.

### 2. Legal basis

Regulation (EU) No 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 multiannual work programme lays down the priorities of the Union financial support under the CEF Regulation and in accordance with Regulation (EU) No 1315/2013<sup>2</sup>.

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 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.

---

<sup>1</sup> 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. 38–81*).

<sup>2</sup> 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*).

The multiannual work programme reflects the priorities set in the CEF Regulation and in the Sustainable and Smart Mobility Strategy<sup>3</sup>. It will also provide for continuity between CEF 2014-2020 and CEF 2021-2027.

CEF contributes to the EU goal of climate-related spending and decarbonising transport. In accordance with the European Green Deal, CEF 2021-2027 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 methodology<sup>4</sup> 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 multiannual 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 multiannual 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.

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

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

<sup>4</sup> Annex 1 of the 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. 159–706*).

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 1 of Regulation EU 2021/1060<sup>5</sup>, 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 investments for the period 2021-2023, 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 under point 10.4 below, and in line with recital 4 of the CEF Regulation, this work 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 (2021-2023)**

This section defines the Actions supported under this multiannual work programme and specifies the sources of funding (General envelope, Cohesion envelope, or Military Mobility envelope). Unless specified otherwise, every yearly call will in principle cover all Actions indicated below. 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.

---

<sup>5</sup> Regulation 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. 159–706*).



## **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)(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;
- electrification of line tracks and upgrade 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. Actions shall comply with the provisions of Directive 2016/797 on the interoperability of the rail system<sup>6</sup> 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.

---

<sup>6</sup> Directive 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 which replaces Directive 2008/57/EC as of 31 October 2020 (*OJ L 138*, 26.5.2016, p. 44).

## **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;
- 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.

Water-side 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;
- 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 regions<sup>7</sup> 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;
- providing or improving road/rail access and connections within maritime ports.

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).

## **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 of 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 of Regulation (EU) No 1315/2013 as long as the actions do not aim at increasing road transport capacity, but address a significant bottleneck;
- construction or upgrade of rail-road terminals as listed in Annex II of Regulation (EU) No 1315/2013, combined transport transshipment points and other publicly accessible multimodal logistics platforms located on the TEN-T Network, including connecting or siding tracks, power connections, safe and secure truck waiting areas, adaptations for 740 m train length, clean transshipment equipment for intermodal loading units, including

---

<sup>7</sup> As defined in Article 349 TFEU.

specific equipment for rolling motorways and the transportation of semi-trailers by rail, and ICT equipment and applications.

Support will not be given to buildings, storage and warehouse facilities. Actions addressing roads shall be compliant with Directive (EU) 2019/1936<sup>8</sup> and Directive (EU) 2004/54/EC<sup>9</sup>.

## **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 transport<sup>10</sup>**

In accordance with Article 9(2)(b)(ii) of the CEF Regulation, the following Actions will be supported<sup>11</sup>:

- 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) No 2016/919<sup>12</sup> as amended by Commission Implementing Regulation 2019/776<sup>13</sup>, or subsequent versions, and with Directive (EC) No 2008/57<sup>14</sup> and Directive (EC) No 2004/49<sup>15</sup>, or Directive (EU) No 2016/797<sup>16</sup> and Directive (EU) No 2016/798<sup>17</sup> or subsequent versions;

---

<sup>8</sup> 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*).

<sup>9</sup> 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. 39–91*).

<sup>10</sup> Digital platforms supported under CEF must be accessible for use by all operators on a non-discriminatory basis.

<sup>11</sup> Where relevant, ERTMS and ITS actions will be coordinated with 5G corridors deployment.

<sup>12</sup> 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*).

<sup>13</sup> 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*).

<sup>14</sup> Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the Community (Recast) (*OJ L 191, 18.7.2008, p. 1*).

<sup>15</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 (Railway Safety Directive) (*OJ L 164, 30.4.2004, p. 44*).

<sup>16</sup> 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*).

- baseline 3 (B3) compliant - the set of specifications #2 or #3 in table A2.2 or A2.3 of the Annex of Commission Regulation (EU) No 2016/919 as amended by Commission Implementing Regulation 2019/776<sup>18</sup>, or subsequent versions;
- supported in the form of unit contributions<sup>19</sup>.
- Intelligent Transport Services for road (ITS):
  - Actions related to the deployment or upgrade of ITS infrastructure and services (including eCall) related to the priority areas of Directive 2010/40/EU<sup>20</sup>;
  - Actions related to deployment of cooperative ITS (C-ITS) services may be funded. Actions shall deploy C-ITS stations to provide C-ITS services based on the hybrid communication approach defined in the European C-ITS Strategy<sup>21</sup>.
- Actions supporting the implementation of the Single European Sky and of air traffic management systems, in particular those resulting from the Single European Sky Air Traffic Management Research project (SESAR) system, including demonstrators in operational environments to support an accelerated market deployment of innovative solutions.
- Actions supporting the implementation of River Information Services (RIS), inland single window, inland port community systems.
- Actions supporting the implementation of the European Maritime Single Window environment (EMSWe)<sup>22</sup>.
- 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 in accordance with the eFTI Regulation<sup>23</sup>.
- Where complementary and consistent with the activities supported by the Digital Europe Programme regarding Common Data Spaces, actions to support the creation, collection,

---

<sup>17</sup> Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety (*OJ L 138, 26.5.2016, p. 102*).

<sup>18</sup> 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*).

<sup>19</sup> 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](https://ec.europa.eu/transport/themes/infrastructure-ten-t-connecting-europe/reference-documents-work-programmes-selection_en).

<sup>20</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 2017, 6.8.2010, p. 1*).

<sup>21</sup> COM (2016) 766 "A European strategy on Cooperative Intelligent Transport Systems, a milestone towards cooperative, connected and automated mobility".

<sup>22</sup> As defined in the Regulation (EU) 2019/1239 establishing a European Maritime Single Window environment (*OJ L 198, 25.7.2019, p. 64*).

<sup>23</sup> Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (*OJ L 249, 31.7.2020, p. 33*).

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 new technologies and solutions in the fields of smart applications for transport resulting from Horizon Europe activities.

### **Transport interoperability**

The following Actions will be supported:

- Actions supporting new technologies and innovation, including automation, integrated infrastructure capacity and traffic management, enhanced transport services, modal integration in accordance with Article 9(2)(b)(iv) of the CEF Regulation, including aspects of the Mobility as a Service (MaaS) development, such as combined and e-ticketing for passengers or track and tracing features for goods<sup>24</sup>.
- Actions removing interoperability barriers in compliance with the Technical Specifications for Interoperability (TSI) adopted by Directive 2016/797 on the interoperability of the rail system<sup>25</sup>, including automatic gauge-change facilities in rail freight traffic in accordance with Article 9(2)(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)(b)(iv) of the CEF Regulation, the following Actions will be supported:

- Actions supporting the roll-out of electricity fast-charging<sup>26</sup> infrastructure on the TEN-T road network, in particular relating to long-distance travel, safe and secure parking areas,

---

<sup>24</sup> Except for the alternative fuels which are supported by the Alternative Fuels Infrastructure Facility.

<sup>25</sup> Directive 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 which replaces Directive 2008/57/EC as of 16 June 2020 (*OJ L 138, 26.5.2016, p. 44*).

<sup>26</sup> 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).

less densely populated and remote areas, and heavy-duty transport such as buses, coaches and freight;

- Actions supporting the roll-out of hydrogen refuelling infrastructure on the TEN-T road network, with priority to long haul 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 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/EU<sup>27</sup>;
- 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.

Where relevant, the above mentioned actions shall take into account the innovative new technologies and solutions in the fields of smart applications for transport resulting from Horizon Europe activities.

Costs related to vehicles or vessels will not be eligible, except in the case of inland waterway and short sea shipping, if an initial number of vessels is needed to kick-start the use of the supported recharging/refuelling infrastructure. In such case, the eligible cost shall be limited to the difference of cost between a fossil-fuel vessel and the zero-emission vessel(s) proposed.

Costs related to the production of green hydrogen for the purpose of transport will be eligible as synergetic elements under the conditions specified in Section 10.6.

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 Regulation<sup>28</sup>.

---

<sup>27</sup> 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*).

<sup>28</sup> 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 multiannual work programme to the Alternative Fuels Infrastructure Facility under the General envelope. The CEF grants will be directly managed by the

The Alternative Fuels Infrastructure Facility shall be implemented:

- for at least 2/3 of the amount dedicated to the Alternative Fuels Infrastructure Facility, with Implementing Partners having signed an administrative agreement with the European Commission for the purpose of implementing the Alternative Fuels Facility;
- for up to 1/3 of the amount dedicated to the Alternative Fuels Infrastructure Facility, 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 2021 with cut-off dates for the submission of proposals approximately every 4-5 months until end 2023.

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 Implementing Partner's or financial institution's 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). The signature of the grant agreement shall be linked to the signature of the financing agreement with the Implementing Partner or financial institution which approved the financing declared in the application.

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 costs<sup>29</sup>, as defined in Article 125(1)(c) of Regulation (EU) No 2018/1046<sup>30</sup> (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 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:

---

Commission consistently with the procedures already in place for managing grants under Title VIII of the Financial Regulation.

<sup>29</sup> 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](https://ec.europa.eu/transport/themes/infrastructure-ten-t-connecting-europe/reference-documents-work-programmes-selection_en).

<sup>30</sup> 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*).



- 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 scheme<sup>31</sup> and grant scheme<sup>32</sup>.

## **Motorways of the Seas**

### **(under General envelope)**

In accordance with Article 9(2)(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.

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. Such actions shall involve at least one Core Network port in a Member State and another Core or Comprehensive Network port in another Member State with the main purpose to establish or expand cross-border links;
- 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.

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

The supported Actions shall be entitled to the level of support foreseen for cross-border links under the conditions specified in Article 15(2)(e) of the CEF Regulation.

## **Multimodal passenger hubs**

### **(under General and Cohesion envelope)**

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

The supported Actions:

- shall be located in an urban node of the Core Network in line with the Regulation (EU) No 1315/2013;

---

<sup>31</sup> '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.

<sup>32</sup> 'Grant scheme' means financial support to third parties as defined by the Article 204 of the Financial Regulation.

- shall be part of a Sustainable Urban Mobility Plan established in accordance with the 2019 Guidelines for Developing and Implementing a Sustainable Urban Mobility Plan<sup>33</sup> or of an equivalent plan;
- shall improve accessibility for all users, especially for passengers with reduced mobility;
- shall allow for the connection with available long-distance transport modes (land connections to/between railway stations and/or airports and/or ports)<sup>34</sup>;
- may include safe connection with cycle infrastructure, allow safe connections with shared mobility solutions.

### **Reduction of rail freight noise**

#### **(under General envelope)**

The following Actions will be supported:

- Actions to reduce rail freight noise in accordance with Article 9(2)(b)(iii) of the CEF Regulation. The supported Actions shall address works to retrofit existing freight wagons. Union financial support shall take the form of unit contributions<sup>35</sup>.

These Actions will only be supported through the 2021 and 2022 calls for proposals.

### **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)(b)(vii) of the CEF Regulation, the following Actions will be supported:

- works aiming at the development of new safe and secure parking areas on the road Core network and its nodes, or on the road Comprehensive network if they primarily serve users of the Core network, for trucks and commercial vehicles, according to the study on EU Parking Standard<sup>36</sup> (including safety and security Information and Communication Technologies);
- works aiming at upgrading the safety and security of existing parking areas on the road Core network and its nodes, or on road Comprehensive network if they primarily serve users of the Core network, for trucks and commercial vehicles, according to the study on

<sup>33</sup> [https://www.eltis.org/sites/default/files/sump-guidelines-2019\\_mediumres.pdf](https://www.eltis.org/sites/default/files/sump-guidelines-2019_mediumres.pdf)

<sup>34</sup> 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.

<sup>35</sup> 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](https://ec.europa.eu/transport/themes/infrastructure-ten-t-connecting-europe/reference-documents-work-programmes-selection_en)

<sup>36</sup> <https://ec.europa.eu/transport/sites/transport/files/2019-study-on-safe-and-secure-parking-places-for-trucks.pdf>

EU Parking Standard (including safety and security Information and Communication Technologies);

- 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 No (EU) 885/2013<sup>37</sup> 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 No (EU) 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)(b)(vii) of the CEF Regulation, the following Actions will be supported:

- Studies for assessing the infrastructure safety of roads of the core and comprehensive network and developing comprehensive action plans for a coordinated improvement of safety levels, including the network-wide road safety assessment in accordance with Directive (EU) 2019/1936<sup>38</sup>;
- Works for the upgrading of existing road sections of the core and comprehensive network road infrastructure 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;
  - implementation of measures identified during the network-wide road safety assessment in accordance with Directive (EU) 2019/1936;
  - 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)(b)(viii) of the CEF Regulation, the following Actions will be supported:

---

<sup>37</sup> Commission Delegated Regulation No (EU) 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*).

<sup>38</sup> 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*).

- 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)(b)(x) of the CEF Regulation, the following Actions will be supported:

- Actions aiming at facilitating traffic flows at border control areas at the Union external border of the TEN-T network in accordance with Article 9(2)(b)(x) of the CEF Regulation. The supported Actions will improve the connections to the border crossing points, and parking lines and spaces at the border control area. Where relevant, coordination with relevant Interreg IPA-CBC programmes should be ensured by the applicants.

### **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)(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 multiannual work programme if relevant for civilian-defence dual-use;
- Actions regarding the upgrade of sections and components of the Core and Comprehensive Network not covered in sections 6.1 or 6.2 of this multiannual 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)(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 act adopted pursuant to Article 12 of the CEF Regulation.

## **7. Indicative timetable, topics and amounts available for the calls for proposals 2021-2023**

In the second semester of each year, a call 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 2021 with the amounts indicated in the table below.

EUR million, current prices

Objective		Call 2021		Call 2022		Call 2023		
		General envelope	Cohesion envelope	General envelope	Cohesion envelope	General envelope	Cohesion envelope	
Actions related to Article 9(2)(a) of the CEF Regulation / Completion of the TEN-T network	Projects on the Core Network	1 620	2 000	1 620	2 000	1 620	2 000	
	Projects on the Comprehensive Network	250	350	250	350	250	350	
	<b>Total</b>	<b>1 870</b>	<b>2 350</b>	<b>1 870</b>	<b>2 350</b>	<b>1 870</b>	<b>2 350</b>	
Actions related to Article 9(2)(b) of the CEF Regulation / Modernisation of the TEN-T network	Actions related to smart and interoperable mobility		400	150	400	150	400	150
	Actions related to sustainable and multimodal mobility	Alternative Fuels Infrastructure Facility	400	125	400	125	400	125
		Other	100	25	100	25	100	25
	Actions related to safe and secure mobility		100	150	100	150	100	150
	<b>Total</b>		<b>1 000</b>	<b>450</b>	<b>1 000</b>	<b>450</b>	<b>1 000</b>	<b>450</b>
Actions related to Article 9(2)(c) of the CEF Regulation / Civilian-defence dual-use (Military Mobility envelope)		330		330		330		
<b>TOTAL</b>		<b>6 000</b>		<b>6 000</b>		<b>6 000</b>		
Evaluation costs (experts, translation,etc.)- up to		2		2		2		

## 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)(b) of the Financial Regulation and of simplified forms of funding as defined in Article 125(1)(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 rates shall apply to the eligible costs<sup>39</sup>.

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)(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 regions<sup>40</sup>;
- 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%.

---

<sup>39</sup> This does not apply to the Alternative Fuels Infrastructure Facility for which fixed rates will be applied as specified in section 6.2.2.

<sup>40</sup> As defined in Art. 349 TFEU.

## 9. Technical assistance actions (2021-2024)

Under this multiannual work programme, accompanying measures pursuant to Article 9(1) of the CEF Regulation (“technical assistance”) shall be awarded/contracted during the period from 1 January 2021 until 31 December 2024<sup>41</sup>. The maximum budgetary amounts dedicated to technical assistance shall be:

- EUR 154 877 500 million under the General envelope;
- EUR 52 480 500 million under the Cohesion envelope.

The technical assistance taking the form of grants shall be up to maximum 100% of co-financing rate. If not indicated differently in the below table, article 195(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 <sup>42</sup>	TA form <sup>43</sup>	TA type <sup>44</sup>	Title	Indicative maximum amount (EUR)	Implementation
EIB	G and 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 of very same nature on transport projects on the trans-European transport network (TEN-T) in all Member States.	24 000 000	DG REGIO
MS	G	DSM	Support in the form of lump sums <sup>45</sup> 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	37 000 000	DG MOVE
EC	P	CI	Corporate IT - CEF-Transport eGrants	19 350 000	DG RTD/DGIT

<sup>41</sup> Unless specified otherwise in the tables below.

<sup>42</sup> EIB: European Investment Bank; MS: Member States; EC: European Commission; Cons: Consultancy firms; IM: Infrastructure Managers; RNE: RailNetEurope; CESNI: Comité Européen pour l’Élaboration de Standards dans le Domaine de Navigation Intérieure; CCNR: Central Commission for the navigation of the Rhine; DC: Danube Commission.

<sup>43</sup> G: Grant; P: Procurement. IM: Indirect Management

<sup>44</sup> DSM: Direct Support for the Member States; CI: Coordination Instrument; PD: Policy Development

<sup>45</sup> See Decision authorising the use of lump-sum contributions for technical assistance under CEF Transport – 23 July 2021, [https://ec.europa.eu/transport/themes/infrastructure-ten-t-connecting-europe/reference-documents-work-programmes-selection\\_en](https://ec.europa.eu/transport/themes/infrastructure-ten-t-connecting-europe/reference-documents-work-programmes-selection_en).



EC	P	CI	TEN-Tec: DG MOVE - DG DIGIT - CINEA: IT Development, Hosting/Housing Costs	7 000 000	DG MOVE
EC	P	CI	CEF contribution to Corporate Communication activities	4 328 000	DG COMM
Cons	P	CI	TEN-T & CEF: Communication activities related to their implementation	2 040 000	DG MOVE
Cons	P	CI	CNC: Studies and support for the work of the European Coordinators (CNC & MoS)	4 640 000	DG MOVE
Cons	P	CI	Technical support for the development of a European Mobility Data Space	2 400 000	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	750 000	DG MOVE
<b>Total</b>				<b>102 008 000</b>	

## 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	600 000	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	4 000 000	DG MOVE
IM	G	CI	Support in the form of lump sum <sup>46</sup> for stakeholders involved in the governance structures of the EU Rail Freight Corridors (except Member States)	10 000 000	DG MOVE
RNE	G <sup>47</sup>	CI	Development of common rules, processes, functions and IT requirements / architectures for international rail capacity and traffic management, as well as activities related to data sharing, information provision, performance and market analysis, with a view to support effective implementation of Regulation (EU) No 913/2010 and Directive	13 300 000	DG MOVE

<sup>46</sup> See Decision authorising the use of lump-sum contributions for technical assistance under CEF Transport – 23 July 2021, [https://ec.europa.eu/transport/themes/infrastructure-ten-t-connecting-europe/reference-documents-work-programmes-selection\\_en](https://ec.europa.eu/transport/themes/infrastructure-ten-t-connecting-europe/reference-documents-work-programmes-selection_en).

<sup>47</sup> Grant awarded in accordance to Article 195f) of the Financial Regulation as it concerns activities with specific characteristics that require a particular type of body on account of its technical competence, its high degree of specialisation or its administrative powers, on condition that the activities concerned do not fall within the scope of a call for proposals.

			2012/34/EU.		
Cons	P	CI	Support to PRIME activities, in particular KPIs and benchmarking as well as further coordination on charging and IM financing models	550 000	DG MOVE
<b>Total</b>				<b>28 450 000</b>	

### 9.3. Inland Waterways

Recipients	TA form	TA type	Title	Indicative maximum amount (EUR)	Implementation
CCNR <sup>48</sup>	G <sup>49</sup>	DSM	Support for the elaboration of CESNI standards for Technical safety and Alternative Fuels requirements, personnel qualifications & competences, RIS and digital standards to ensure safe and efficient Inland Waterway Transport along all the TEN- core network.	5 200 000	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.	1 800 000	DG MOVE
DC <sup>50</sup>	G <sup>51</sup>	CI	Support to the Danube Commission 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, safe and secure mobility on the TEN-T Rhine-Danube Corridor	900 000	DG MOVE
MS	G	DSM	Support for the transition into permanent operation of the digital European RIS platform from RIS COMEX	2 000 000	DG MOVE
Cons	P	CI	Implementation of the digitalisation vision	900 000	DG MOVE

<sup>48</sup> Expected duration of the grant until 2027.

<sup>49</sup> Grant awarded in accordance to Article 195f) of the Financial Regulation as it concerns activities with specific characteristics that require a particular type of body on account of its technical competence, its high degree of specialisation or its administrative powers, on condition that the activities concerned do not fall within the scope of a call for proposals.

<sup>50</sup> Expected duration of the grant until 2027.

<sup>51</sup> Grant awarded in accordance to Article 195f) of the Financial Regulation as it concerns activities with specific characteristics that require a particular type of body on account of its technical competence, its high degree of specialisation or its administrative powers, on condition that the activities concerned do not fall within the scope of a call for proposals.

			for inland waterway transport as part of the European Green Deal		
<b>Total</b>				<b>10 800 000</b>	

#### 9.4. Maritime

Recipients	TA form	TA type	Title	Indicative maximum amount (EUR)	Implementation
Cons	G	CI	Development of common IT components of the EMSWe	9 500 000	DG MOVE
Cons	P	CI	Maintenance of existing transport data models (EMSWe and eFTI)	1 000 000	DG MOVE
Cons	P	CI	Support to the activities of the EMSWe	500 000	DG MOVE
<b>Total</b>				<b>11 000 000</b>	

#### 9.5. Road

Recipients	TA form	TA type	Title	Indicative maximum amount (EUR)	Implementation
MS	G	DSM	Collection of data in support of urban nodes mobility indicators	3 000 000	DG MOVE
MS	P	CI	Implementation of the EU C-ITS Security Credential Management System (EU CCMS)	2 800 000	DG MOVE
MS	G	DSM	Collection of Key Performance Indicators for road safety	5 000 000	DG MOVE
MS	G	DSM	Collaboration of European road traffic police in cross-border enforcement of traffic offences	600 000	DG MOVE
<b>Total</b>				<b>11 400 000</b>	

#### 9.6. 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, starting from 2021, 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
EC	P	CI	EASA support to SESAR projects	1 000 000	EASA

EC	P	CI	SESAR JU support concerning SESAR demonstrators	1 750 000	SESAR JU
Cons	G <sup>52</sup>	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 a new Framework Contract to start in 2021	25 000 000	DG MOVE
Cons	P	PD	Studies in relation to the implementation of SES performance and charging schemes based on a new Framework Contract to start in 2021	400 000	DG MOVE
Cons	P	PD	Audits and verifications in relation to the implementation of SES performance and charging schemes based on a new Framework Contract to start in 2021	400 000	DG MOVE
Cons	P	PD	IT maintenance in relation to the implementation of SES performance and charging schemes based on a new Framework Contract to start in 2021	150 000	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	3 000 000	DG MOVE
<b>Total</b>				<b>43 700 000</b>	

## 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;

---

<sup>52</sup> Grant awarded in accordance to Article 195f) of the Financial Regulation as it concerns activities with specific characteristics that require a particular type of body on account of its technical competence, its high degree of specialisation or its administrative powers, on condition that the activities concerned do not fall within the scope of a call for proposals.

- 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(r) and 2(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 assessment<sup>53</sup> by the date of application.

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

- the proposed action relates to smart and interoperable mobility as specified in Section 6.2.1, to the reduction of rail freight noise as specified in Section 6.2.2: or
- the proposed 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 proposed action relates to civilian-defence dual-use activities.

If the eligible costs of a proposed action do not exceed EUR 10 million, or if the proposed action is presented with the support of a financial institution (other than an 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

---

<sup>53</sup> 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.

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/EU<sup>54</sup> shall include information on the climate proofing of such project, taking into account the Guidance on the Climate Proofing of Infrastructure<sup>55</sup>. 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 completed<sup>56</sup> before closure of the 2022 calls for proposals. 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 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 cost 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

---

<sup>54</sup> 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*).

<sup>55</sup> Commission Notice: Technical guidance on the climate proofing of infrastructure in the period 2021-2027, C(2021)5430 of 29 July 2021.

<sup>56</sup> 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.

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 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 EU 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)<sup>57</sup>;

(5) Catalytic effect of Union assistance: evaluating the financial gap (for instance the need to overcome financial obstacles generated by insufficient commercial viability, high upfront costs or the lack of market finance), the capacity to mobilise different investments sources, the capacity to trigger important overall investments with limited EU support and when appropriate the extent to which externalities justify the CEF financial support.<sup>58</sup> It shall assess the catalytic effect of the EU financial support and determine whenever possible the actual co-funding rate to be granted.

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 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**

---

<sup>57</sup> 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 what extent the project eliminates identified gaps on the Member State's infrastructure network, including bottlenecks currently undermining military movements.

<sup>58</sup> 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.



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 Union financial support shall be awarded for Actions receiving funds from other sources of Union financing, with exception of the Recovery and Resilience Facility and the InvestEU, 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.

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. In accordance with Article 193 of the Financial Regulation, costs incurred prior to the date of submission of the application shall not be eligible for financing. Costs incurred as of the date of submission of the grant application are considered eligible for financing. In accordance with Article 4(6) of the CEF Regulation, costs incurred as from 1 January 2021 are considered eligible for financing for actions selected on the basis of the first call for proposals (including for technical assistance launched in 2021) and only for the first cut-off date of the Alternative Fuels Infrastructure Facility under this multiannual work programme.

No grant may be awarded retroactively for Actions already completed.

Estimated breakdown of annual instalments in EUR million (July 2021):

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	1.714	0	0	300	300	556	0	2.870
	MAWP (Grants) 2022-2027	0	1.701	0	100	200	400	469	2.870
	MAWP (Grants) 2023-2027	0	0	1.750	0	30	300	790	2.870
	Accompanying measures (technical assistance) - Grants and procurements	58	49	34	14	0	0	0	155
	Evaluation costs - Procurements	1	1	1	0	0	0	0	3
<b>Total reserved by the CEF Transport Work Program</b>		<b>1.772</b>	<b>1.751</b>	<b>1.786</b>	<b>414</b>	<b>530</b>	<b>1.256</b>	<b>1.259</b>	<b>8.768</b>
<b>CEF commitment appropriations (MFF 2021-2027)</b>		1.772	1.751	1.786	1.822	1.860	1.897	1.935	12.822
<b>Internal assigned revenues</b>		0	0	0	0	0	0	0	0
<b>CEF Total commitment appropriations</b>		<b>1.772</b>	<b>1.751</b>	<b>1.786</b>	<b>1.822</b>	<b>1.860</b>	<b>1.897</b>	<b>1.935</b>	<b>12.822</b>
05 03 03	MAWP (Grants) 2021-2027	1.408	0	132	400	300	400	160	2.800
	MAWP (Grants) 2022-2027	0	1.479	0	300	400	400	221	2.800
	MAWP (Grants) 2023-2027	0	0	1.400	0	300	400	700	2.800
	Accompanying measures (technical assistance) - Grants and procurements	27	8	8	8	0	0	0	52
	Evaluation costs - Procurements	1	1	1	0	0	0	0	2
<b>Total reserved by the CEF Transport Work Program</b>		<b>1.436</b>	<b>1.488</b>	<b>1.541</b>	<b>708</b>	<b>1.000</b>	<b>1.200</b>	<b>1.081</b>	<b>8.454</b>
<b>CEF commitment appropriations (MFF 2021-2027)</b>		1.436	1.488	1.541	1.600	1.661	1.724	1.790	11.241
<b>Internal assigned revenues</b>		0	0	0	0	0	0	0	0
<b>CEF Total commitment appropriations</b>		<b>1.436</b>	<b>1.488</b>	<b>1.541</b>	<b>1.600</b>	<b>1.661</b>	<b>1.724</b>	<b>1.790</b>	<b>11.241</b>
13 04 01	MAWP (Grants) 2021-2027	225	80	0	25	0	0	0	330
	MAWP (Grants) 2022-2027	0	150	85	0	95	0	0	330
	MAWP (Grants) 2023-2027	0	0	150	80	0	100	0	330
	Evaluation costs - Procurements	0	0	0	0	0	0	0	0
<b>Total reserved by the CEF Transport Work Program</b>		<b>225</b>	<b>230</b>	<b>235</b>	<b>105</b>	<b>95</b>	<b>100</b>	<b>0</b>	<b>990</b>
<b>CEF commitment appropriations (MFF 2021-2027)</b>		225	230	235	240	245	250	254	1.679
<b>Internal assigned revenues</b>		0	0	0	0	0	0	0	0
<b>CEF Total commitment appropriations</b>		<b>225</b>	<b>230</b>	<b>235</b>	<b>240</b>	<b>245</b>	<b>250</b>	<b>254</b>	<b>1.679</b>
<b>Total reserved by the CEF Transport Work Program</b>		<b>3.434</b>	<b>3.469</b>	<b>3.562</b>	<b>1.227</b>	<b>1.625</b>	<b>2.556</b>	<b>2.340</b>	<b>18.212</b>
<b>CEF commitment appropriations (MFF 2021-2027)</b>		3.434	3.469	3.562	3.662	3.766	3.871	3.979	25.741
<b>Internal assigned revenues</b>		0	0	0	0	0	0	0	0
<b>CEF Total commitment appropriations</b>		<b>3.434</b>	<b>3.469</b>	<b>3.562</b>	<b>3.662</b>	<b>3.766</b>	<b>3.871</b>	<b>3.979</b>	<b>25.741</b>
<b>Overall grants</b>		<b>3.414</b>	<b>3.429</b>	<b>3.536</b>	<b>3.643</b>	<b>3.766</b>	<b>3.871</b>	<b>3.979</b>	<b>25.636</b>
<b>Overall procurement</b>		<b>18</b>	<b>34</b>	<b>20</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>85</b>
<b>Indirect Management (Jaspers, EASA, SESAR JU)</b>		<b>2</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>

## **12. Prospective framework until 2027**

The programme beyond 2023 will be based on the results of the first calls under the multiannual programme 2021-2023 and the state of play of the implementation of the projects. In addition, the revision of relevant legislation, including amongst others the TEN-T Guidelines Regulation, Alternative Fuels Directive, Intelligent Transport Systems Directive, Urban Mobility Package, Digital Rail and Green Freight Technical Specifications for Interoperability Package, and other relevant legal acts is ongoing. The calls beyond 2023 will take into account the new policy developments resulting from the revision of relevant legislation (for example, including support for onboard rail digitalisation).

It is tentatively envisaged that the remaining CEF budget (EUR 7807 million) will be allocated to a future work programme covering the years 2024-2027, with a large call for proposals in 2024, similar in term of indicative budget (EUR 6,000 million) and priorities to the calls foreseen for the years 2021 to 2023. The remaining amounts of EUR 1,807 million will be used for the rolling calls under a second phase of the Alternative Fuels Infrastructure Facility and/or for calls in 2025-2027, in combination with amounts made available through amendments of ongoing grant agreements following the “use it or lose it” principle.