

## ANNEX

### 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;
- 06020104 - Connecting Europe Facility (CEF) — Cohesion Fund allocation;

#### 1.2. Budget resources

The total amount of financial support (mainly grants and procurement), to be allocated in 2014 - 2020 on the basis of this programme, to projects of common interest in the field of the Connecting Europe Facility (CEF) - transport sector shall be of the amount of EUR 11,000 million of which:

- EUR 6,000 million under the budget line 06020101 of which EUR 45,214,000 for the Programme Support Actions (in form of grants EUR 12,000,000, in form of procurement EUR 27,320,000 and in form of other expenditures EUR 5,894,000);
- EUR 250 million under the budget line 06020102 of which EUR 1,000,000 for the Programme Support Actions in form of procurement;
- EUR 750 million under the budget line 06020103 of which EUR 19,400,000 for the Programme Support Actions (in form of grants EUR 6,500,000 and in form of procurement EUR 12,900,000);
- EUR 4,000 million under the budget line 06020104 of which EUR 15,920,000 for the Programme Support Actions in form of grants.

The breakdown of annual instalments is provided for in point 5.2.

This work programme does not exclude that an additional multi-annual work programme may be adopted in 2014, with a supplementary budget.

Except where indicated differently, the financial support is provided through grants.

### 2. THE FOLLOWING PRIORITIES AND LINES OF UNION FUNDING WILL BE PURSUED IN THE MULTI-ANNUAL WORK PROGRAMME

This Programme establishes the basis for the allocation of financial assistance to projects of common interest in the field of Connecting Europe Facility (CEF) - transport sector as listed in Part I of Annex I of the CEF Regulation covering the horizontal priorities, the pre-identified projects of the core network corridors and the pre-identified projects on other sections of the core network. Projects eligible to the horizontal priorities are eligible to the priorities of this Programme including when they are not listed as part of the pre-identified projects. Thereby, and in line with the infrastructure components and requirements as set out in the TEN-T Guidelines, this Programme shall enable to bring together the priorities under chapter 3.1 below, focusing on the completion of infrastructure in all modes and rail interoperability with the wider transport policy objectives of chapter 3.2 and 3.3 below, by focusing in particular on actions along the core network corridors.

This Work Programme is organised according to the following funding priorities, reflecting Part VI of Annex I of the CEF regulation [to be included as part of the CEF when the delegated act on CEF funding priorities will enter into force] :

- 2.1 Funding priorities for the objective of bridging missing links, removing bottlenecks, enhancing rail interoperability, and, in particular, improving cross-border sections
- 2.2 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
- 2.3 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
- 2.4 Programme support actions.

With a view to realise each of these funding priorities, programme support actions as referred to in Article 7(2)(j) of the CEF Regulation and as defined in article 2(7) of the CEF Regulation have been presented within each of them.

Within the scope of the global and generic objectives and priorities defined in this Work Programme, more specific objectives may be elaborated in the calls for proposals.

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

General objectives and priorities for the general envelope and the Cohesion envelope of the CEF

#### **3.1. Priorities for the objective of bridging missing links, removing bottlenecks, enhancing rail interoperability, and, in particular, improving cross-border sections**

### ***3.1.1. Pre-identified projects on the core network corridors (railways, inland waterways, roads, maritime and inland ports)***

#### General objectives

This priority covers all transport infrastructure projects (studies and works) in order to implement the core network corridors.

This priority also aims at increasing the use of private finance in trans-European transport infrastructure financing as an alternative and complement to the traditional grant funding and plug financing gaps for strategic investments, in particular for rail and inland waterways corridor projects, complex pan-European deployment of EU standards (ERTMS). This priority will support the development of a larger pipeline of structured projects using Public Private Partnership (PPP) or other forms of project finance models. PPP added value in terms of lower Life Cycle Costs (LCC) and value for money initiatives will be incorporated in this priority.

#### Specific objectives

- Cross border projects for railways, inland waterways and roads
- Removal of bottlenecks for railway, inland waterway, such as locks (including the water-side infrastructure development in inland ports), road networks in the case of Member States with no railway network established in their territory or in the case of a Member States, or part thereof, with an isolated network without long-distance rail freight transport and maritime infrastructure (including ports)
- Other infrastructure projects for railway, inland waterway (including the water-side infrastructure development in inland ports), road networks in the case of Member States with no railway network established in their territory or in the case of a Member States, or part thereof, with an isolated network without long-distance rail freight transport and maritime infrastructure (including ports) on the core network corridors, as well as their integrated development
- Technical, legal, financial or feasibility studies to assess the potential for private-public partnership (PPP) or other project finance schemes as well as the preparation of tender documentation and permission procedures,

#### **Programme support actions under this priority:**

i) In the form of grants

a) Support to participation of Member States in the core network corridors (Article 190(1)(d) Rules of Application)

The core network corridors are an essential implementation tool of the TEN-T core network. According to Article 44(1) of Regulation 1315/2013 (TEN-T Regulation), Member States

shall participate in the relevant corridors. The objective of the action is to facilitate the participation of Member States in the corridor structures in order to improve the information flows, resulting in better cooperation with the European Coordinators, as detailed in Article 45(7) of the TEN-T Guidelines. This action will result in an improved preparation of the Corridors' Work Plan referred to in Article 47 of the TEN-T Guidelines.

For the purpose of this action, a grant will be directly awarded to each Member State (or to the body designated by it under its responsibility) to cover the costs for the participation of its personnel in the relevant corridors. Considering that the workload depends on the number of corridors covering each Member State, the maximum amount to be awarded is determined, as follows:

Member States participating in one or two corridors	Bulgaria ; Croatia ; Cyprus ; Denmark ; Estonia ; Finland ; Greece ; Ireland ; Latvia ; Lithuania ; Luxembourg ; Malta ; Poland ; Portugal ; Romania ; Slovenia ; Spain ; Sweden ; United Kingdom	Maximum grant per Member State: EUR 308,000
Member States participating in three or four corridors	Austria ; Belgium ; Czech Republic ; Hungary ; Italy ; Netherland ; Slovakia	Maximum grant per Member State: EUR 616,000
Member States participating in five or more corridors	Germany ; France	Maximum grant per Member State: EUR 924,000

Maximum rate of co-financing	100%	Indicative Timetable	Invitation to submit a proposal to be sent in Q2 2014 Deadline for applications: Q3 2014 Information to applicants on the outcome of the evaluation: Q4 2014
Indicative total amount (2014 appropriations only)	EUR 12,000,000		
		Comments	Estimated duration of the actions: 3 years

b) Technical assistance to improve capacity building for Railway Infrastructure Managers in Member States eligible to the Cohesion envelope (Article 190(1)(c) Rules of Application)

The majority of projects pre-identified in Part I of Annex I to the CEF Regulation are railway infrastructure projects, notably cross-border or bottlenecks projects on the core network corridors. These projects are complex, notably due to their cross-border nature, and require additional capacity for Railway Infrastructure Managers in preparing projects meeting the challenges for the development of a Single European Railway Area, in particular in those Member States eligible to the Cohesion envelope. The objective of the action is to enhance

the capacity of Railway Infrastructure Managers, which are bodies in a monopoly situation for the management of the TEN-T rail infrastructure as identified in the TEN-T Regulation. The action should result in an increase number of high quality projects of European added value on the core network and its corridors.

For the purpose of this action, a grant will be directly awarded to each of the following Railway Infrastructure Managers in charge of the TEN-T core rail infrastructure as identified in the TEN-T Guidelines:

Member State	Organisation
Bulgaria	Rail infrastructure manager
Croatia	Hrvatske Željeznice Infrastruktura
Czech Republic	Správa Železniční Dopravní Cesty
Estonia	AS Eesti Raudtee
Greece	Organismo Siderodromôn Elladas
Hungary	Magyar Államvasutak Zrt.
Hungary	Győr-Sopron-Ebenfurti Vasút Zrt./Raab-Oedenburg-Ebenfurter Eisenbahn AG
Hungary	Nemzeti Infrastruktúra Fejlesztő Zrt
Latvia	VAS Latvijas Dzelzceļš
Lithuania	AB Lietuvos Geležinkeliai
Poland	PKP Polskie Linie Kolejowe SA
Portugal	Rede Ferroviária Nacional
Romania	Compania Națională de Cai Ferate “CFR” – SA
Slovakia	Železnice Slovenskej Republiky
Slovenia	Rail infrastructure manager
	Rail Baltic/Rail Baltica body <sup>1</sup>

The average individual grant that could be provided to the Railway Infrastructure Managers is estimated at maximum EUR 780,000 per Member State for the 2014 – 2020 period.

Maximum rate of co-financing	100%	Indicative Timetable	Invitation to submit a proposal to be sent in Q2 2014 Deadline for applications: Q3 2014 Information to applicants on the outcome of the evaluation: Q4 2014
Indicative total amount (2014 appropriations only)	EUR 10,920,000		
		Comments	Estimated duration of the actions: 7 years

c) Technical Assistance services for the development and implementation of projects implementing the TEN-T core network in Member States eligible to the Cohesion Fund

In order to facilitate the preparation of projects of common interest, and in particular in those Member States eligible to the Cohesion Fund, the CEF regulation (Article 11.3) provides that

<sup>1</sup> As referred to in the Prime Ministers’ Joint Statement of 8 November 2013 made in Riga

particular attention shall be given to programme support actions in these Member States. The objective of this action is to ensure the provision of technical assistance services to these Member States aimed at strengthening the institutional capacity and the efficiency of their authorities at central, regional or local levels to prepare infrastructure projects developing the TEN-T core network, as listed in Annex I to the CEF regulation, that are of sufficient maturity and quality, and have sufficient added value for the Union. The expected impact is increased efficiency in the preparation and implementation of transport infrastructure projects and the acceleration of the development of the TEN-T core network in these Member States.

The provision of such technical assistance services will be ensured in two ways:

c1) via the Jaspers ("Joint Agreement for Supporting Projects in European Regions") initiative, on the basis of an agreement between the European Commission and the European Investment Bank (EIB), which will specify the type of services to be provided to the Member States and the terms and conditions of the financial contribution of the Commission and the EIB to this action. For the purpose of this action, a grant will be directly awarded to the EIB, having regard to Article 125.7 of the Financial Regulation. The list of projects for the preparation of which this assistance will be made available will be decided by the Member States concerned in consultation with the Commission.

Maximum rate of co-financing	100%	Indicative Timetable	Invitation to the EIB to submit a proposal: Q1 2014 Signing of grant agreement: Q1/Q2 2014
Indicative total amount (2014 appropriations only)	EUR 4,500,000		
		Comments	Estimated duration of the action: one year.

c2) by means of grants directly awarded to the Member States eligible to the Cohesion Fund, or relevant entities designated under their authority (Article 190(1)(d) Rules of Application), on the basis of a proposal indicating the type of services and the list of projects for the preparation of which this assistance is requested should be made available to the Commission. Estimated direct grant per Member State or the relevant authority under its responsibility: EUR 100.000

Maximum rate of co-financing	100%	Indicative Timetable	Invitation to submit a proposal to be sent in Q2 2014 Deadline for applications: Q3 2014 Information to applicants on the outcome of the evaluation: Q4 2014
Indicative total amount (2014 appropriations only)	EUR 500,000		
		Comments	Estimated duration of the actions: one year

Member States could choose to benefit of technical assistance services in the form of either of the options presented above, or of both, in complementarity.

ii) In the form of procurement

a) Studies and support for the work of the European Coordinators and the Corridor Forum

European Coordinators and the work of the Corridor Forum requires constant support in terms of analysis of progress made on the corridors, on the evolution of traffic, on the reporting, including through TENtec and for the organisation of the Corridor Forum meetings.

Indicative total amount (2014 appropriations only)	EUR 9,900,000	Indicative timeframe for launching the procurement procedure	Q2 2014
Indicative number of contracts	11	Comments	Estimated duration of the contracts: three years

b) TEN-T days / ministerial conference

Organise in 2014 and 2015 yearly ministerial and stakeholder's conferences to exchange on the progress of the TEN-T, to present projects funding opportunities, to take stock of the development of the corridor approach and to present various aspects of innovation and new technologies to transport infrastructure, and to present the monitoring support by TENtec.

Indicative total amount (2014 appropriations only)	EUR 2,000,000	Indicative timeframe for launching the procurement procedure	Q1 2014
Indicative number of contracts	2	Comments	Estimated amount: EUR 1,000,000 for each event

c) Communication and awareness raising actions

The CEF implementation shall be supported by a project-based communication strategy, consisting inter alia of the development of a CEF transport Info Portal, which will centralise all relevant policy and implementation information about the programme, through interactive maps, infographics, project information, publications, videos and resources for the varied types of stakeholders. This action will be done with the view to maximise the synergies with similar actions for the other sectors of the CEF.

Indicative total amount (2014 appropriations only)	400,000	Indicative timeframe for launching the procurement procedure	Q2 2014
Indicative number of contracts	1	Comments	Estimated duration of the contracts: one year

d) TENTec information system.

Creation, maintenance and update of the computerised data information system for the TEN-T, involving all stakeholders, providing state-of-the-art IT tools, in particular interactive satellite-based maps, with a private and a public portal. TENtec supports all aspects of the development of the TEN-T and its funding by mirroring and monitoring the reality of transport infrastructure as closely as possible to ensure efficiency of funding and financing allocated to the TEN-T. It provides for synergies with the other CEF sectors.

Indicative total amount (2014 appropriations only)	EUR 7,000,000	Indicative timeframe for launching the procurement procedure	Q1 2014
Period (Years)	7	Comments	Estimated duration of the contract: seven years
Indicative number of contracts	1		

e) Studies on the improvement of national procurement procedures

The aim of this study is to assist Member States in identifying potential obstacles to efficient procurement processes. The action will lead to an improvement of the procurement procedures, facilitating the development of larger project pipelines in the Member States.

Indicative total amount (2014 appropriations only)	EUR 400,000	Indicative timeframe for launching the procurement procedure	Q2 2014
Indicative number of contracts	4	Comments	Estimated duration of the contracts: one year

iii) Expenditure related to the European Coordinators (reimbursement of travel and subsistence expenses incurred by persons mandated by the institutions, Article 121(2)(h) Financial Regulation, and financial assistance for the secretarial expenses borne by the European Coordinators, Article 45(4) of the TEN-T Regulation).

The European coordinators referred to in Article 45(5) of the TEN-T Guidelines shall support the coordinated implementation of the core network corridors as well as ERTMS and Motorways of the Sea. In view of this task, the Coordinators travel frequently along their corridors and for the horizontal priorities they pursue. They convoke meetings between the parties involved, they analyse financial, technical and political conditions for the progress of the projects. European Coordinators are entitled to reimbursement of travelling and subsistence costs and to financial assistance for their secretarial expenses.

Indicative total amount (2014 appropriations only)	EUR 5,894,000	Indicative timeframe	Not applicable
		Comments	Total of EUR 396,000 per year of monthly flat rate allowances (to cover secretarial expenses) for the 11 European Coordinators, and around



### **3.1.2. Pre-identified projects on the other sections of the core network (railways, inland waterways, roads, maritime and inland ports)**

#### General objectives

This priority covers all transport infrastructure projects (studies and works) in order to implement the core network.

This priority also aims at increasing the use of private finance in trans-European transport infrastructure financing as an alternative and complement to the traditional grant funding and plug financing gaps for strategic investments, in particular for rail and inland waterways projects and complex pan-European deployment of EU standards (ERTMS). This priority will support the development of a larger pipeline of projects, using Public Private Partnership (PPP) or other forms of project finance models.

#### Specific objectives

In particular this priority covers:

- Cross border projects for railways, inland waterways and roads
- Removal of bottlenecks for railway, inland waterway, road networks in the case of Member States with no railway network established in their territory or in the case of a Member States, or part thereof, with an isolated network without long-distance rail freight transport and maritime infrastructure
- Other infrastructure projects for railways and inland waterways, road networks in the case of Member States with no railway network established in their territory or in the case of a Member States, or part thereof, with an isolated network without long-distance rail freight transport on the core network
- Technical, legal, financial or feasibility studies to assess the potential for private-public partnership (PPP) or other project finance schemes as well as the preparation of tender documentation and permission procedures

### **3.1.3. 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 Directive 2008/57/EC<sup>2</sup> on the interoperability of the rail

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<sup>2</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 (OJ L 191, 18.7.2008)

system and, based on this Directive, notably those of the Technical Specifications for Infrastructure (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.

Furthermore, within the context of ensuring interoperability, Rail Freight Corridors shall be established and developed in line with Regulation 913/2010/EC<sup>3</sup> concerning a European rail network for competitive freight. They shall be developed in such a way as to promote their extension to, and integrated development with, the core network corridors referred to in article 44 of the TEN-T Guidelines.

#### Specific objectives

Interoperability shall be promoted via the following specific objectives:

- Ensuring easy access for users to information about itinerary, time and availability, including consultation and dissemination activities for the promotion of TAP and TAF
- Ensuring compliance of the rail system and its subsystems with the TSI, notably on infrastructure, energy, rolling stock for passengers and freight transport, operation, telematics applications, control command and signalling, safety in railway tunnels
- Simplifying procedures for the authorisation, placing in service and use of rolling stock on the Union's railway network
- Ensuring compliance with other relevant requirements of the TEN-T Guidelines
- Ensuring the establishment Rail Freight Corridors, their full extension to and integrated development with the core network corridors (e.g. through studies, the support of managerial structures and other relevant action), in particular the development of terminals and their access from/to the rail network and coordination of rail traffic management and terminal operations as well as the provision of dedicated capacity for international freight trains (pre-arranged train paths and reserve capacity) and the strengthening of user involvement and customer orientation and the development and adaptation of tools and procedures.

#### **Programme support action under this priority in the form of procurement:**

Development of a harmonised inventory of assets for persons with reduced mobility and persons with disabilities.

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<sup>3</sup> Regulation (EU) 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight

The revised technical specification of interoperability (TSI) related to accessibility of persons with reduced mobility and persons with disabilities to the Union's rail system provides for an inventory of assets to be established in each Member State with a view to identifying barriers, providing information to users and monitoring progress on accessibility. The action aims at developing an harmonised tool on the basis of successful existing applications and in compliance with the revised TSI.

Indicative total amount (2014 appropriations only)	EUR 500,000	Indicative timeframe for launching the procurement procedure	Q3 2014
Indicative number of contracts	1	Comments	Estimated duration of the contract: one year.

### 3.1.4. European Rail Traffic Management Systems (ERTMS)

#### General objectives

The general objective is to deploy ERTMS on the trans-European transport core network, including land-based and on-board components. Particular consideration should be given to the equipment of corridors and their connections, to the removal of procedural or technical barriers in particular at cross-border sections and to projects which underpin the maturity of the latest baseline and the development of standards necessary to ensure a full baseline.

#### Specific objectives

- ERTMS deployment of land-based components (ERTMS baseline 2 or 3, with specific emphasis on Baseline 3 projects), including relevant preparatory actions, with particular emphasis on cross border sections;
- ERTMS deployment of on-board components - limited to a baseline 3-compatible software version and to retrofitting and upgrade of trains – including relevant preparatory actions
- Simplifying and facilitating procedures for the placing in operation of on-board/land-based components, including actions ascertaining full conformity with Commission Decision 2012/88/EU;
- Supporting the training of ERTMS experts, ERTMS project managers, trains dispatchers, drivers, etc;
- Supporting the stability of ERTMS specifications or addressing specifications issues coming from deployment projects, with a special emphasis on projects which ensure maturity of the backwards compatibility between baseline 3 and baseline 2.3.0D.
- Development of ERTMS Baseline 3 operational rules for train operation in networks with mixed traffic modes.

### **Programme support actions under this priority in the form of procurement:**

a) Services for the technical support for the deployment of ERTMS along the core network corridors

The deployment of ERTMS along the core network corridors requires dedicated technical expertise in order to analyse the technical aspects of the deployment, in particular as regards the interoperability of the different version of the systems and the compatibility with existing national traffic management systems and their operating rules. The action aims at purchasing technical expertise for each core network corridor and for ensuring the coherence with the other parts of the network. The action will facilitate the deployment of ERTMS along the core network corridors and improve the interoperability of the railways.

Indicative total amount (2014 appropriations only)	EUR 6,720,000	Indicative timeframe for launching the procurement procedure	Q3 2014
Indicative number of contracts	9	Comments	Estimated duration of the contracts: seven years

b) Study to develop tailor-made solutions for use of innovative financing to support the deployment of ERTMS, in particular along the Core Network Corridors

The aim of this study is to gather financial engineering expertise in order to assist the Commission in developing market based financing solutions, which could complement the CEF grant contribution to the deployment of ERTMS. The action should study and propose solutions for both the on-board and ground deployment of ERTMS, in particular along the corridors, and should in particular build upon the case of the Alicante – Albacete PPP project and toll bridge financing model.

Indicative total amount (2014 appropriations only)	EUR 400,000	Indicative timeframe for launching the procurement procedure	Q2 2014
Indicative number of contracts	1	Comments	Estimated duration of the contract: one year

### **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. Deployment of new technologies and innovation in all transport modes, with a focus on decarbonisation, safety and innovative technologies for the promotion of sustainability, operation, management, accessibility, multimodality and efficiency of the network***

This priority, on the whole, aims at advancing a sustainable and efficient transport system whereby infrastructure development enables the achievement of forward-looking policy objectives within and across all transport sectors. core network corridors shall head this coordinated infrastructure – policy approach and are, therefore, specifically addressed with this priority.

i) New technologies and innovation in all transport modes

General objectives

Overall, TEN-T development must keep up with state of the art developments of new technologies and innovation. In this respect, TEN-T development for all transport modes and systems shall complement Research and Innovation actions under Horizon 2020 by pursuing a market-oriented approach and promoting the deployment of innovative technological and organisational solutions in accordance with the provisions of article 33 of the TEN-T Guidelines.

New technologies and innovative solutions should be developed on the core network with particular emphasis along the core network corridors. This shall allow cross-border continuity, interoperability between different transport modes, and optimisation of the energy network.

The development of the necessary TEN-T infrastructure and facilities, as well as the optimisation of their use, shall support the Member States in implementing the Clean Power for Transport Directive<sup>4</sup> – notably in the framework of the corridor approach.

Specific objectives

- With regard to the support of the implementation of the alternative fuels strategy:
  - Measures facilitating the decarbonisation of all transport modes by stimulating energy efficiency, introducing alternative propulsion systems, including electricity supply systems, and providing corresponding infrastructure. Such infrastructure may include grids and other facilities necessary for the energy supply, may take account of the infrastructure vehicle interface and may encompass telematics applications.

ii) Promoting sustainability, operation, management, accessibility, multimodality and efficiency of the network

General objectives

Multi-modal core network corridors shall become forerunners of a sustainable transport system. Within this context, sustainable mobility concepts shall be promoted which build on interactions between infrastructure development and service operation, the complementarity

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<sup>4</sup> See COM(2013)17

between action for long-distance and regional/local transport, the cooperation of transport modes, the potential of technological and organisational innovation. Action under this priority shall therefore address ranges of relevant issues and their combination / interaction for the overall purpose of a sustainable, safe, secure and high-quality corridor development.

For freight traffic specifically, efficiency shall be enhanced and cost as well as administrative burden shall be reduced in order to allow for new market developments and to achieve a smooth operation of the internal market. E-freight development and deployment (based on multi-modal telematics applications in accordance with Article 33(i) of the TEN-T Guidelines) shall therefore be supported.

#### Specific objectives

- Inter alia, sustainable multi-modal corridor concepts (which may include studies, testing and deployment as well as, in case of specific "forerunner action" also implementation), should address combinations of issues such as:
  - The integration of existing cross-border cooperation activities, such as "Green Corridors", initiatives linking territorial cooperation (cross-border, transnational and interregional cooperation), NAIADES II activities, Rail Freight Corridors, etc.
  - Innovation and new technologies, including alternative fuel solutions;
  - Organisational / operational concepts for efficient infrastructure use and for efficient infrastructure maintenance;
  - The promotion of seamless multi-modal transport chains for passengers, including traffic and travel information and management systems as well as integrated ticketing;
  - Advancing integrated infrastructure / freight logistics developments along corridors, for example through bottleneck analysis, identification of innovative infrastructure components, telematics schemes etc. from freight forwarders' perspective
- Multi-modal telematics applications in support of e-Freight development and deployment shall address the following areas:
  - Information systems to enable / enhance Europe-wide and multimodal freight transport and logistics planning and management, including integration with traffic management systems and relevant applications (e.g multimodal journey planners for freight, tracking and tracing tools, intelligent cargo applications, tools for the implementation of single transport documents, amongst others in the frame of public procurement). In this context, actions aiming at the facilitation of freight transport with neighbouring countries hence fostering international trade can be supported.

- Infrastructures and governance structures supporting information exchange and users authorisations / authentication

**Programme support actions under this priority in the form of procurement:**

a) Transport system modelling for EU and Neighbouring Countries

The objective is to assist the Commission in the development and implementation of the TEN-T and its extension to Neighbouring Countries and at the same time to provide a sound basis for the quantitative assessment to be undertaken in the framework of the mid-term review of the 2011 White Paper “Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system”, by means of a new transport network model covering EU28 & Neighbouring Countries. The new transport network model will support through strategic analysis the development of EU transport and transport infrastructure policies, with a view to preparing for expected future transport flows.

Indicative total amount (2014 appropriations only)	EUR 1,000,000	Indicative timeframe for launching the procurement procedure	Q3 2014
Indicative number of contracts	1	Comments	Estimated duration of the contract: one year

**3.2.2. Safe and Secure infrastructure, including safe and secure parking on the road core network**

General objectives

The improvement of transport safety and security remains amongst the key objectives of the common transport policy, and the TEN-T Guidelines aim at ensuring the necessary infrastructural conditions for all transport modes. EU legislation on road safety (notably Directives 2004/54/EC and 2008/96/EC) as well as the TEN-T Guidelines (notably Articles 13(e), 19 and 34) provide for relevant common standards and procedures.

Specific objectives

Directive 2004/54/EC establishes minimum safety requirements for tunnels in the trans-European road network and 2008/96/EC<sup>5</sup> provides an EU-wide basis for road infrastructure safety management. Within this framework, studies shall be promoted which allow assessing the safety performance level and the compliance with the Directive on tunnel safety. Works, necessary to upgrade tunnels to comply with Directive 2004/54/EC, may be supported if they concern a cross-border project. The TEN-T Guidelines (Article 39(2) (c)) and the

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<sup>5</sup> See COM(2013)17

Commission Delegated Regulation 885/2013<sup>6</sup> provide for the provision of appropriate parking space in line with the needs of society, of the market and of the environment, offering an appropriate level of safety and security. For this purpose, the following measures shall be supported:

- The TEN-T Guidelines (Article 39) and the Commission Delegated Regulation 885/2013 provide for the development of safe and secure rest areas on motorways of the core network and for the provision of relevant information services. For this purpose, the construction of, or the upgrading to, safe and secure parking areas on motorways of the core network (including Information and Communication Technologies) in compliance with relevant European specifications and equipment based on available best practices complying with EU legislation (including Information and Communication Technologies) shall be promoted
- The TEN-T Guidelines (Article 13) provide for the improvement of level crossings of railway lines of the trans-European network. For this purpose, projects may be supported which remove level crossings between lines of the road and rail networks.

### **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. *Single European Sky – SESAR***

##### General objectives

The objective in the area of the Single European Sky (SES) is to support its timely implementation and in particular to support the deployment of SESAR, its technological pillar.

##### Specific objectives

The specific objectives in this sector are:

- Consolidate and accelerate the process of modernisation of ATM in Europe, in particular by addressing, through the deployment of new technologies, the inefficiencies in the provision of air navigation services and the fragmentation of the European ATM system.
- Timely and synchronised deployment of SESAR, in particular through the common projects in compliance with the Commission Implementing Regulation (EU) No.

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<sup>6</sup> Commission Delegated Regulation (EU) No 885/2013 of 15 May 2013 supplementing ITS Directive 2010/40/EU with regard to the provision of information services for safe and secure parking places for trucks and commercial vehicles



409/2013 under the coordination of the Deployment Manager (Article 9 of the Regulation 409/2013).

**Programme support actions under this priority:**

i) In the form of grants

a) Preparation of technical specifications for the ATM systems in the context of European standards and support to standardisation of SESAR technologies (award without a call for proposals to Eurocae and ESOs: beneficiaries identified in the basic act on the basis of 190(1)d Rules of Application in conjunction with Article 4(1) of Regulation 552/2004 and Regulation (EU) No 1025/2012)

The objectives and expected results of this action are the effective and efficient coordination of industrial stakeholders involved in standardisation processes by ESOs and Eurocae in order to achieve the timely availability of technical specifications and standards necessary for the implementation of new ATM technologies

Maximum rate of co-financing	100%	Indicative Timetable	Invitation to submit a proposal to be sent in Q2 2014 Deadline for application: Q3 2014 Information to applicants on the outcome of the evaluation: Q4 2014
Indicative total amount (2014 appropriations only)	EUR 1,000,000		
		Comments	Estimated breakdown of EUR 1,000,000: EUR 600,000 for ESOs and 400 000 for Eurocae Estimated duration of the actions: 1 year

b) Air Traffic Management

Establishment of the Management Level (the Deployment Manager) and Implementation Level of SESAR Deployment Governance in accordance with Commission Implementing Regulation 409/2013, through a framework partnership awarded following a call for proposals.

The objective and expected result of the action is the establishment of the SESAR deployment governance in accordance with the Regulation 409/2013, ensuring the timely, coordinated and synchronised deployment of new ATM technologies, which is necessary in order to achieve the SES performance objectives and the overall economic benefits expected from ATM modernisation.

Maximum rate of co-financing	Not applicable	Indicative Timetable	Publication of the call for proposals: Q1/Q2 2014 Deadline for applications: Q2/Q3
Indicative amount (2014 appropriations)	Not applicable		

	The specific grants awarded under the FP (other than the specific grant in point (c)) will be covered by an amendment of the MAP.		2014 Information to applicants on the outcome of the evaluation: Q3 2014
		Comments	Framework Partnership to be concluded for 7 years.

### c) Air Traffic Management

Specific tasks of the Deployment Manager beyond the coordination of the implementation projects (Article 9 of Reg. 409/2013), in particular the development of the Deployment Programme (award of a specific grant to the Deployment Manager under the framework partnership)

The objective and expected result of the action is effective and efficient execution of the tasks of the Deployment Manager referred to in Article 9 of the Commission Implementing Regulation 409/2013, in particular the drafting and maintenance of the Deployment Programme (Articles 11 and 12 of Commission Implementing Regulation 409/2013).

Expected results and underlying tasks:

- Developing, proposing, maintaining and implementing the Deployment Programme;
- Establishing and maintaining cooperative arrangements with the military to avoid any adverse effect on defence capabilities;
- Establishing and maintaining cooperative arrangements with the Network Manager to ensure their tasks are fulfilled without any form of duplication or competition, in particular, for the deployment aspects that have an impact on the network infrastructure, airspace organisation and performance as well as coherence with the Network Strategy Plan and the Network Operations Plan;
  - Developing other possible means of financing for Common Projects other than EU grants (e.g. deployment fund);
  - Ensuring synchronisation of Implementation projects between them;
  - Monitoring of the achievement of the Single European Sky performance objectives;
  - Establishing and maintaining appropriate coordination with National Supervisory Authorities;

- Establishing and maintaining appropriate cooperative arrangements with the SESAR Joint Undertaking to ensure consistency with the ATM Master Plan;
- Establishing and maintaining appropriate cooperative arrangements with the manufacturing industry to ensure, inter alia, timely industrialisation of products.

Note: The above tasks exclude the project-level coordination of Implementation projects, whose financing will be ensured via grants for Implementation projects.

Maximum rate of co-financing	100%	Indicative Timetable	Deadline for application: Q3/Q4 2014 [BUDG: To be consistent with the timetable for the FP]
Indicative total amount (2014 appropriations only)	EUR 5,500,000		Information on the outcome of the evaluation: Q3/Q4 2014
		Comments	Estimated duration of the action: one year

ii) In form of procurement

a) Comprehensive study supporting the further development of the performance and charging scheme of the Single European Sky

The study should identify possibilities how the Single European Sky performance and charging scheme can be further developed in order to meet the Single European Sky objectives.

Indicative total amount (2014 appropriations only)	EUR 400,000	Indicative timeframe for launching the procurement procedure	Q3 2014
Indicative number of contract	1	Comments	Estimated duration of the contract: one year

b) Specific Contract for the assistance in the implementation of Single European Sky Interoperability regulations (under the existing Framework Contract with Eurocontrol)

The objective of this contract is to provide technical support the Commission in the implementation of the adopted Single European Sky Interoperability Implementing Rules (e.g. Regulation 1207/2011, Regulation 73/2011).

Indicative total amount (2014 appropriations only)	EUR 250,000	Indicative timeframe for launching the procurement procedure	Q2 2014
Indicative number of contract	1	Comments	Estimated duration of the contract: one year

c) Specific Contract related to assistance in implementation of the Single European Sky Performance Regulation (under the existing Framework Contract with Eurocontrol)

The objective of this contract is to finance the assistance to the European Commission by the Performance Review Body in the implementation of Commission Regulation No 691/2010 and No 390/2013 in accordance with the terms of Commission Decision C(2010)5134 of 29.7.2010 designating the Performance Review Body.

Indicative total amount (2014 appropriations only)	EUR 7,000,000	Indicative timeframe for launching the procurement procedure	Q2 2014
Indicative number of contract	1	Comments	Estimated duration of the contract: one year

d) Technical Support to the Industry Consultation Body (ICB) of the Single European Sky

ICB is a consultation body created in the framework of the Single European Sky (Article 6 of Reg. 549/2004). The aim of this contract is to provide the consolidated information needed to support the ICB in formulating its opinions on strategy, operational concepts, high level architecture, roadmap and implementation. It will also support the definition of ensuring work programmes for rules and standards.

Indicative total amount (2014 appropriations only)	EUR 530,000	Indicative timeframe for launching the procurement procedure	Q4 2014
Indicative number of contract	1	Comments	Estimated duration of the contract: one year

e) Technical assistance to the Commission in relation to the NCP Platform

The National Supervisory Authorities Coordination Platform (NSA CP) has been created to support the tasks of NSAs in the Single European Sky framework (Article 2 of Reg. 550/2004). The objective of this contract is to finance the assistance to the Commission in establishing and follow-up of an annual work plan related to the National Supervisory Authorities Coordination Platform (NSA CP).

Indicative total amount (2014 appropriations only)	EUR 320,000	Indicative timeframe for launching the procurement procedure	Q4 2014
Indicative number of contract	1	Comments	Estimated duration of the contract: one year

### 3.3.2. River Information Services

General objectives

Article 16 of the TEN-T Guidelines sets out the implementing of telematics applications, including River Information Services (RIS), as one of the priorities for inland waterway infrastructure development. RIS are regulated through Directive 2005/44/EC which defines binding rules for data communication and RIS equipment as well as the minimum level of services for RIS implementations. The Directive provides the framework for the deployment of harmonised and interoperable RIS across Europe with a view to enhancing safety, efficiency and environmental friendliness and to facilitating interfaces with other transport modes.

In order to meet these objectives, CEF funding shall be used to support the deployment of on-board and of land-based components of RIS.

#### Specific objectives

The actions (studies, pilot actions and works) on River Information Services shall focus on the on-board and land-based components of RIS. These include RIS

- 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.

RIS projects shall contribute to a coherent deployment of EU-wide harmonised RIS components. For this purpose, neighbouring countries may also participate in projects.

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.

RIS services and applications 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, to measureable benefits for inland navigation actors and users or to a better integration of inland navigation into the door-to-door logistic chains.

Projects may also comprise

- The testing and validation of technical feasibility, interoperability and compatibility of technologies, systems, services and applications,

- The further development of boundary conditions to support a coherent, deployment of RIS for instance with regard to reporting requirements,
- The maintenance and amendment of standards and technical specifications,
- 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 with systems at EU 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.

**Programme support actions under this priority in the form of procurement:**

a) Technical and administrative support to the RIS expert group, including inter alia organisation of meetings, the preparation and distribution of technical papers prior to the meeting and the preparation of detailed report sent to the Commission, the inventory of the requests to change/update the RIS specifications. The expected impact is to contribute to the preparation of a new legal basis for RIS.

Indicative total amount (2014 appropriations only)	EUR 150,000	Indicative timeframe for launching the procurement procedure	Q2 2014
Indicative number of contract	1	Comments	Estimated duration of the contract: one year

b) Pilot deployment of an integrated monitoring system for the inland waterway component of the TEN-T

Building upon the initial corridor analysis and existing recurrent information streams – including from River Information Services, the action aims at developing a module for data gathering and integration to integrate with the TENTec system. The longer term objective is to make available inland navigation data for TEN-T more quickly, more reliably and more cost-efficiently.

Indicative total amount (2014 appropriations only)	EUR 500,000	Indicative timeframe for launching the procurement procedure	Q3 2014
Indicative number of contracts	1	Comments	Estimated duration of the contract: one year

c) Developing technical standards in the field of inland waterway transport.

The action will significantly step up the development of technical standards in the field of inland waterway transportation, in relation to the priority action area's of the NAIADES II actions programme and contribute to the implementation of the TEN-T network. Furthermore, the legislative proposal attached to the NAIADES II Communication replacing Directive 2006/87/EC on technical requirements for vessels and the forthcoming proposal on professional qualifications will host the technical standards developed under this action.

Indicative total amount (2014 appropriations only)	EUR 2,500,000	Indicative timeframe for launching the procurement procedure	Q2 2014
Indicative number of contracts	1	Comments	Estimated duration of the contract: one year.

### 3.3.3. *Intelligent Transport Services for road (ITS)*

#### General objectives

Intelligent transport systems for roads of the trans-European transport network as "intelligent" interface between roads and other transport infrastructure vitally contribute to enhancing road safety and reducing carbon emissions of the transport system by boosting the efficiency of infrastructure use and traffic operations for both passengers and freight. They also open up new perspectives for user services. TEN-T infrastructure shall be equipped with the relevant components in compliance with the EU transport policy in the field of intelligent transport systems, notably the Directive 2010/40/EU<sup>7</sup> to support the deployment of systems which are interoperable and provide for continuity of services across Member States and operators. These measures contribute to a sustainable transport system (in terms of economic, environmental and social impacts) and connected mobility.

In the framework of the development and / or deployment of intelligent transport systems, actions implementing Directive 2004/52/EC<sup>8</sup> on interoperable electronic road toll systems and Commission Decision 2009/750/EC<sup>9</sup>, defining their technical elements, shall be promoted. When relevant for the development and / or deployment of systems and services as addressed by 2010/40/EU and with a view to ensuring reliable positioning services, actions to ensure compatibility of information and value added ITS services with the systems

<sup>7</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

<sup>8</sup> Directive 2004/52/EC of the European Parliament and of the Council of 29 April 2004 on the interoperability of electronic road toll systems in the Community

<sup>9</sup> Commission Decision 2009/750/EC of 6 October 2009 on the definition of European Electronic Toll Service and its technical elements

established under the Galileo and EGNOS programmes (set out in Regulation (EC) 683/2008) may also be addressed.

### Specific objectives

The multi-annual programme addresses the promotion of the following areas, especially on core network corridors:

- Cooperative systems, i.e. –vehicle-infrastructure communication, in particular in truly interoperable corridors,
- Europe-wide traffic and travel information services, including inter alia cross border services for seamless door-to-door mobility
- Europe-wide traffic management systems to optimise traffic operations on the core network
- Systems to enhance road safety and security
- Interoperable European Electronic Toll Service systems (development and / or deployment)

### **Programme support actions under this priority in the form of procurement:**

#### a) Strategic plan and road map for the deployment of ITS up to 2020

This activity aims at bringing together top-down national strategies with bottom-up operational implementation across the EU, and consolidating the results in order to provide policy recommendation at EU level. The European ITS Committee shall be closely associated.

Indicative total amount (2014 appropriations only)	EUR 200,000	Indicative timeframe for launching the procurement procedure	Q3 2014
Indicative number of contract	1	Comments	Estimated duration of the contract: one year

#### b) Services for the monitoring and assessment of ITS deployment in Europe

Deployment of a network-based tool (integrated with TENtec) to monitor, map and evaluate the deployment of ITS across the EU. Such a tool aims at providing consolidated results achieved on the interoperable and continuous deployment of ITS along the TEN-T and shall support policy and investment decision making.



Indicative total amount (2014 appropriations only)	EUR 1,050,000	Indicative timeframe for launching the procurement procedure	Q2 2014
Indicative number of contract	1	Comments	Estimated duration of the contract: 7 years.

### 3.3.4. *Motorways of the Sea (MoS)*

#### General objectives

Motorways of the sea consist of short-sea routes, ports, associated maritime infrastructure and equipment, and facilities as well as simplified administrative formalities enabling Short Sea Shipping or sea-river services between at least two ports, including hinterland connections. They shall contribute towards the achievement of a European Maritime Transport Space without Barriers and also facilitate maritime freight transport with neighbouring countries. In this context, they shall also promote shipping concepts which contribute to reducing negative impacts of heavy fuel oil powering in support of the implementation of the requirements of Annex VI of the IMO MARPOL Convention and of Directive 2012/33/EU.

Actions addressed with this programme may concern studies, pilot actions or implementation measures as well as a combination of studies and implementation.

#### Specific objectives:

To support the overall objectives of motorways of the sea, the following measures shall be promoted:

- Infrastructure development in ports, notably including development of infrastructure for direct land and sea access, hinterland connections, development in port facilities, freight terminals, logistic platforms and freight villages which are associated to the port operations. Development of ice-breaking capabilities. Development of Maritime ICT systems and services addressing logistics management systems in ports, safety and security as well as administrative and customs procedures.
- The promotion of "wider benefits" of the MoS development, not linked to specific geographic areas or ports, such as services and actions to support the mobility of persons and goods, improvement of environmental performance, icebreaking and year round navigability, surveying and dredging operations, infrastructure development in ports, notably including alternative fuelling facilities as well as optimisation of processes, procedures and the human element, ICT platforms and information systems including traffic management and electronic reporting systems. In this context, actions

aiming at the facilitation of maritime freight transport with neighbouring countries hence fostering international trade can be supported.

- Development of sea-based transport services which are open, integrated in door-to-door logistic chains and concentrate flows of freight on viable, regular, frequent, high-quality and reliable Short Sea Shipping links. The actions to further develop and promote motorways of the sea transport services will, inter alia, focus on fostering horizontal actions which will contribute to upgrade maritime services in a harmonised and interoperable manner, duly taking into account the global nature of maritime transport and its role as a link between intra-European trade and international trade.
- Development of enabling elements which will promote a better integration of maritime transport and increased interoperability, such as:
  - Maritime port access and basic infrastructure: actions aiming at reducing bottlenecks in maritime transport and multimodal routes, providing safer, more secure and more environmentally-friendly maritime transport services. This includes the equipment necessary to reduce the environmental impact of maritime transport and the quality and capacity of passenger services;
  - Connections to other transport modes (including to dry ports): rail, inland waterway connections or road if other hinterland connections are not an option with adequate capacity and efficiency;
  - ICT applications, in particular e-Maritime Single Window and VTMS applications. Single Windows shall fully comply with the regulatory and technical specifications developed by the Commission (Directives 2010/65/EU and 2002/59/EC).
- A priority will be given to implementation projects, pilot projects and studies which contribute to addressing the environmental challenges faced by the Maritime sector, in particular in view of the forthcoming requirements with respect to the implementation of the requirements of Annex VI of the IMO MARPOL Convention and of Directive 2012/33/EU. This will include in particular:
  - Actions supporting the deployment of alternative fuels and emission abatement technologies, including the use of shore-side electricity and energy efficiency measures, fall under this category.
  - Actions supporting the development of reception facilities for oil and other waste, including residues from scrubbers.
  - Studies and deployment of alternative fuel infrastructure, in particular but not limited to LNG, either through publicly accessible fixed or mobile (including trucks and barges) refuelling points and related infrastructure

- Upgrades of vessels used on existing services and existing or new motorways of the sea links, but limited to the additional efforts for environmental upgrades
- Other publicly accessible auxiliary facilities and infrastructures supporting sustainable shipping, such as waste reception facilities at ports

### ***3.3.5. Actions implementing transport infrastructure in nodes of the core network, including urban nodes***

#### General objectives

The provisions of the TEN-T Guidelines (Article 30) and their connection with the EU policy objectives towards competitive and resource-efficient urban mobility as set out in COM(2013)913 provide a sound basis for enhancing TEN-T-related transport in urban areas (transfer between modes, through traffic, last mile, safety). This contributes to lower carbon emissions and higher service quality.

#### Specific objectives

The development and integration of urban nodes within the TEN-T corridor approach shall be promoted through studies, pilot actions and deployment/implementation, with a particular focus on the following areas:

- Complementarity between TEN-T action for long-distance and urban traffic;
- Addressing "physical" bottlenecks and missing links within and between transport modes of the TEN-T in urban areas;
- Promoting the seamless connection between TEN-T long-distance and urban / regional traffic (e.g. establishing quality standards, integrated planning);
- Promoting information and traffic management systems at the interface in support of seamless connection between long-distance and urban/regional traffic for both passengers and freight;
- Actions that will support the deployment of a smart alternative fuels infrastructure for road transport at urban nodes;
- Promoting the early-market introduction of solutions for vehicles powered by clean fuels as well as low-noise and low-carbon urban freight delivery, including through transshipment facilities between long-distance and urban traffic.

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

#### General objectives:

Multimodal logistics platforms cover maritime ports, inland ports, airports and rail-road terminals.. This priority covers all connections by road, rail and inland waterways to these logistic platforms.

Specific objectives:

Providing for effective interconnection and integration of the infrastructure, including where necessary through access infrastructure and so called “last mile” connections. Platforms, which prove to be of particular importance to enhancing multi-modality in the framework of the core network corridor development.

#### **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 2014 calls 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 EU; 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 should 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 should help to mobilise as much public and private financing as needed to meet the challenging timetables.

## 5. TIMETABLE FOR THE MULTI-ANNUAL CALLS FOR PROPOSALS 2014 AND INDICATIVE AMOUNTS AVAILABLE

### 5.1 MULTI-ANNUAL CALLS FOR PROPOSALS 2014

Objective	Priority	Calls under general envelope (indicative date of publication)	Indicative amounts under general envelope	Calls under cohesion envelope (indicative date of publication)	Indicative amounts under Cohesion envelope
Bridging missing links, removing bottlenecks, enhancing rail interoperability, and, in particular, improving cross-border sections	Projects on the Corridors of the Core Network	1 September 2014	€5,500 million	1 September 2014	€3,200 million
	Projects on the other sections of the Core Network	1 September 2014	€250 million	1 September 2014	€400 million
	Rail interoperability	1 September 2014	€50 million		
	European Rail Traffic Management Systems (ERTMS)	1 September 2014	€200 million	1 September 2014	€100 million
<b>Sub-total</b>			<b>€6,000 million</b>		<b>€3,700 million</b>
Ensuring sustainable and efficient transport systems in the long run, as well as enabling all modes of transport to be decarbonised	New technologies and innovation in all transport modes	1 September 2014	€160 million	1 September 2014	€130 million
	Safe and Secure infrastructure	1 September 2014	€90 million	1 September 2014	€70 million
<b>Sub-total</b>			<b>€250 million</b>		<b>€200 million</b>

Optimising the integration and interconnection of transport modes and enhancing the interoperability of transport services, while ensuring the accessibility of transport infrastructures	Single European Sky – SESAR	1 September 2014	€300 million		
	River Information Services	1 September 2014	€25 million		
	Intelligent Transport Services for road (ITS)	1 September 2014	€70 million		
	Motorways of the Sea (MoS)	1 September 2014	€250 million	1 September 2014	€100 million
	Actions implementing transport infrastructure in nodes of the Core Network, including urban nodes	1 September 2014	€50 million		
	Connections to and development of multimodal logistics platforms	1 September 2014	€55 million		
<b>Sub-total</b>			<b>€750 million</b>		<b>€100 million</b>
<b>TOTAL</b>			<b>€7,000 million</b>		<b>€4,000 million</b>

The total amount available for grants on the basis of the multi-annual work programme in the field of the trans-European transport network shall lie within a range of 80-85% of the financial envelope of €26.250 billion reserved for transport for the period 2014-2020, as identified in Article 5 of the CEF Regulation.

Of each budget line an amount up to 0.1% and no more than EUR 1,000,000 is earmarked for experts involved in the evaluation of proposals (Article 204 FR).

The above breakdown is indicative; therefore budget transfer between priorities, under the same budget line, is allowed (provided it is announced in the call for proposals)

## 5.2 INDICATIVE AMOUNTS AVAILABLE

The breakdown of annual instalments is the following:

Budget line	2014-2020 commitments	2014 commitments	2015 commitments	2016 commitments	2017 commitments	2018 commitments	2019 commitments	2020 commitments	TOTAL
6.020101	6,000,000,000	352,828,800	647,171,200	1,000,000,000	1,000,000,000	1,000,000,000	1,000,000,000	1,000,000,000	6,000,000,000
<b>CEF total commitment appropriations</b>		<b>1,117,828,800</b>	<b>1,246,820,000</b>	<b>1,070,985,000</b>	<b>1,169,499,000</b>	<b>1,349,581,000</b>	<b>1,455,634,000</b>	<b>1,485,309,000</b>	<b>8,895,656,800</b>
6.020102	250,000,000	4,864,300	40,885,700	40,850,000	40,850,000	40,850,000	40,850,000	40,850,000	250,000,000
<b>CEF total commitment appropriations</b>		<b>69,864,300</b>	<b>77,926,250</b>	<b>179,631,000</b>	<b>195,958,000</b>	<b>225,837,000</b>	<b>243,594,000</b>	<b>248,542,000</b>	<b>1,241,352,550</b>
6.020103	750,000,000	109,592,900	106,907,100	106,700,000	106,700,000	106,700,000	106,700,000	106,700,000	750,000,000
<b>CEF total commitment appropriations</b>		<b>209,592,900</b>	<b>233,778,750</b>	<b>359,261,000</b>	<b>391,916,000</b>	<b>451,675,000</b>	<b>487,188,000</b>	<b>497,085,000</b>	<b>2,630,496,650</b>
6.020104	4,000,000,000	983,000,000	502,850,000	502,830,000	502,830,000	502,830,000	502,830,000	502,830,000	4,000,000,000
<b>CEF total commitment appropriations</b>		<b>983,000,000</b>	<b>1,217,000,000</b>	<b>2,376,600,000</b>	<b>1,593,300,000</b>	<b>1,655,200,000</b>	<b>1,700,500,000</b>	<b>1,780,600,000</b>	<b>11,306,200,000</b>
TOTAL under the 2014-2020 MAP	11,000,000,000	1,450,286,000	1,297,814,000	1,650,380,000	1,650,380,000	1,650,380,000	1,650,380,000	1,650,380,000	11,000,000,000
<b>CEF total commitment appropriations</b>		<b>2,380,286,000</b>	<b>2,775,525,000</b>	<b>3,986,477,000</b>	<b>3,350,673,000</b>	<b>3,682,293,000</b>	<b>3,886,916,000</b>	<b>4,011,536,000</b>	<b>24,073,706,000</b>

## Programme support actions

Programme support actions are covered by 2014 commitment appropriations only. Where programme support actions involve the award of grants without a call for proposals, the essential selection and award criteria set out in Points 7 and 8 apply. In the case of the call for proposals for the framework partnership establishing the SESAR deployment manager, the essential eligibility, non exclusion, selection and award criteria set out in Points 6, 7 and 8 apply. The essential selection and award criteria set out in Points 7 and 8 also apply to the specific grant to be awarded to the SESAR deployment manager under the framework partnership.

The breakdown per budget line and type of expenditure is the following:

Budget line	Form of Programme Support Action	2014 commitments
06.020101	Grants	12,000,000
	Procurement	27,320,000
	Reimbursement of travel and subsistence costs to the European Coordinators	5,894,000
<b>Total</b>		<b>45,214,000</b>
06.020102	Grants	0
	Procurement	1,000,000
	Other expenditures	0
<b>Total</b>		<b>1,000,000</b>
06.020103	Grants	6,500,000
	Procurement	12,900,000
	Other expenditures	0
<b>Total</b>		<b>19,400,000</b>
06.020104	Grants	15,920,000
	Procurement	0
	Other expenditures	0
<b>Total</b>		<b>15,920,000</b>
<b>GRAND TOTAL</b>		<b>81,534,000</b>

## 6. ELIGIBILITY CRITERIA

### 6.1. Eligible applicants

Only written applications submitted by legal persons of private or public law or bodies or 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 constituted and registered in a Member State are eligible for EU financial support.

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.

In addition to the above i) all proposals in the areas of motorways of the sea (MoS) must include applicants from (and be supported by) a minimum of two different Member States and ii) all proposals for works projects in the area of Intelligent Transport Systems (ITS) must be supported by a minimum of three different Member States.

Project proposals submitted by natural persons are not eligible.

Third Countries or legal or natural persons established outside Member States may not receive financial assistance under this work programme, except when neighbouring countries participate in Motorways of the Sea or in the implementation of traffic management systems. In such cases, applications may also be presented by third countries, with the agreement of a Member State.

The Commission services reserve themselves, the right to requalify a project proposal, received under this work programme, to another priority under this work programme or a priority under the annual work programme.

## **6.2. Eligible projects**

### *6.2.1. Common interest*

Only projects which can be identified as projects of common interest identified in the TEN-T Guidelines may receive Union financial assistance. The project has to comply with the following provisions of Art 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<sup>10</sup>,

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<sup>10</sup> According to Article 10(6) of the CEF Regulation and Article 7(2c) of the TEN-T Regulation the amount of financial assistance granted to a project shall be modulated based on a cost-benefit analysis of each project, the availability of Union budget resources, and the need to maximise the leverage of Union funding. Consequently, all the project proposals for 'works' must be accompanied by a cost-benefit analysis proposing the co-funding rate requested for the project, while taking into account the maximum

(4) demonstrate European added value.

For the assessment of (3), a project which concerns a part or section of a larger project of common interest may be covered by a socio-economic cost-benefit analysis for this larger project of common interest. For projects in Member States eligible to the Cohesion Fund, the use of the Cohesion Policy methodology<sup>11</sup> for cost-benefit analysis is recommended.

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

#### *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>12</sup> inter alia concerning interoperability, environmental protection<sup>13</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. Independence of works / studies*

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.

#### *6.2.5. Eligibility of costs*

In accordance with Article 8(2) of the CEF Regulation and by exception from the second subparagraph of Article 130(1) of the Financial Regulation, costs incurred as of 1 January 2014 may be eligible for the grants awarded under the present work programme, provided that:

- The applicant demonstrates the need for starting the action as of 1 January 2014;

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funding rates stipulated in the CEF Regulation. Member States shall be asked to use a recognised methodology. As far as the actions applying for co-funding under the Cohesion envelope of the CEF are concerned, the Cohesion Policy methodology for the CBA is recommended, in order to simplify the process of project preparation under the CEF and ESIF funds.

<sup>11</sup> [http://ec.europa.eu/regional\\_policy/sources/docgener/guides/cost/guide2008\\_en.pdf](http://ec.europa.eu/regional_policy/sources/docgener/guides/cost/guide2008_en.pdf) A new guide will be prepared for the period 2014 -2020 and will be made available in the first semester of 2014.

<sup>12</sup> According to Article 23 of the CEF Regulation

<sup>13</sup> In particular the EIA (Directive 2011/92/EU), SEA (Directive 2001/42/EC), Habitats (Directive 92/43/EEC) and Birds Directives (Directive 2009/147/EC) , as well as the Water Framework Directive (Directive 2000/60/EC) (these exact references – number and title - of these legislations should be given)

- The action is not completed when the grant is awarded.

### **6.3. Grounds for Exclusion**

In the call for proposals the Commission will draw applicants' attention to Articles 106 to 109 and Article 131 of the Financial Regulation, as well as to Article 141 of the Rules of Application.

## **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. Those selection criteria also apply to applicants for programme support actions supported by grants.

The verification of the financial and operational capacity does not apply to applicants which are a Member State, a public sector body (i.e. regional or local authority, 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 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), international organisation<sup>14</sup>) or a European Economic Interest Grouping (EEIG) established in line with Council Regulation (EEC) N° 2137/85 of 25 July 1985 and 100% owned by public body(ies).

### **7.1. Financial capacity**

The applicant(s) must have the financial capacity to complete the Action for which the grant is sought and 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.

### **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.

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.

## **8. AWARD CRITERIA**

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<sup>14</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.

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

- the European added value as defined in Art 3(d) of the TEN-T Guidelines;
- removal of bottlenecks, enhancing rail interoperability, bridging missing links and improving cross-border sections as stipulated in the CEF Regulation;
- the maturity of the action in the project development;
- soundness of the implementation plan proposed;
- 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;
- the cross-border dimension, when applicable;

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 EU financing may be recommended in the calls for proposals or accompanying documents.

According to Article 11 of the CEF Regulation, until 31 December 2016, the selection of projects eligible for financing under the Cohesion envelope shall respect the national allocations under the Cohesion Fund. With effect from 1 January 2017, resources transferred to the CEF which have not been committed to a transport infrastructure project shall be made available to all Member States eligible for funding from the Cohesion Fund, to finance transport infrastructure projects in accordance with the CEF Regulation.

## **9. MAXIMUM POSSIBLE RATE OF CO-FUNDING FOR GRANTS (EXCLUDING PROGRAMME SUPPORT ACTIONS)**

### **9.1 For the EU envelope of the CEF<sup>15</sup>**

The amount of EU financial assistance shall not exceed the following rates:

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

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<sup>15</sup> According to Article 10(2) of the CEF Regulation

- (i) for railway networks, and road networks in the case of Member States with no railway network established in their territory or in the case of a Member State, or part thereof, with an isolated network without long-distance rail freight transport: 20% of the eligible costs; the funding rate may be increased to a maximum of 30% for actions addressing bottlenecks and to 40% for actions concerning cross-border sections and actions enhancing rail interoperability;
  - (ii) for inland waterways: 20% of the eligible costs; the funding rate may be increased to a maximum of 40% for actions addressing bottlenecks and to a maximum of 40% for actions concerning cross- border sections;
  - (iii) 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;
  - (iv) for actions to reduce rail freight noise including by retrofitting existing rolling stock: 20% of the eligible costs up to a combined ceiling of 1% of the budgetary resources referred to in point (a) of Article 5(1) of the CEF regulation;
  - (v) for better accessibility to transport infrastructure for disabled persons: 30% of the eligible cost of adaptation works, not exceeding in any case 10% of the total eligible cost of works;
  - (vi) for actions supporting new technologies and innovation for all modes of transport: 20% of the eligible costs;
  - (vii) for actions to support cross-border road sections: 10% of the eligible costs;
- (c) with regard to grants for telematic applications systems and services:
- (i) for land-based components of the ERTMS, of the SESAR system, of RIS and of VTMISS: 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 ERTMS: 50% of the eligible costs;
  - (iv) for on-board components of the SESAR system, of RIS, of VTMISS 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;
  - (v) for actions to support the development of motorways of the sea: 30% of the eligible costs;
  - (vi) for telematic applications systems other than those mentioned in points (i) to (iv), freight transport services and secure parking on the road core network: 20% of the eligible costs.

The above funding rates may be increased by to 10 percentage points for actions with synergies between at least two of the sectors covered by the CEF regulation. This increase concerns only the eligible costs of the transport component of the actions.

## **9.2 For the Cohesion envelope of the CEF<sup>16</sup>**

The maximum funding rates shall be those applicable to the Cohesion Fund and shall be harmonized in line with the co-financing rates that apply for the support from the Cohesion Fund for TEN-T projects in each Member State.

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

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<sup>16</sup> According to Article 11(5) of the CEF Regulation