

ANNEX

NB: In the context of on-boarding of the eGrants system, several changes in the terminology will be introduced compared to the CEF 2014-2020 work programmes. The terms activity, priority and project support actions will be replaced by the new terms work package, topic and technical assistance respectively.

1. Introduction

The multiannual work programme establishes the basis for the allocation of the Union financial support to projects of common interest in the Connecting Europe Facility (CEF) Transport sector for the period 2021-2023 in accordance with Article 19 of Regulation (EU) No XXX/2021 (CEF Regulation). It contains the Actions to be financed through calls for proposals in 2021, 2022 and 2023 and the budget breakdown for the years 2021-2027. It also covers technical and administrative assistance.

2. Legal basis

Regulation (EU) No XXX/2021 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 1315/2013¹.

CEF 2021-2027 has the general objective to build, develop, modernise and complete the trans-European networks, taking into account the Union long-term decarbonisation commitments, and thus to contribute to sustainable, 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

¹ 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 Text with EEA relevance (*OJ L 348, 20.12.2013, p. 1*).

infrastructure for sustainable, smart, interoperable, inclusive, accessible, resilient, safe and secure mobility.

The multiannual work programme reflects the priorities set in the CEF Regulation and in the Sustainable and Smart Mobility Strategy². 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 methodology³ 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 of 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 the establishment of major interoperable transport axes interconnecting national networks and facilitating the functioning of the internal market, the optimal use of existing infrastructure capacities, improving the safety and reliability of the network, enhancing accessibility of peripheral areas of the Union, 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 and inland waterways infrastructure, contributing to a more balanced modal distribution, and reducing the negative environmental impacts of transport, in particular as regards GHG emissions.

6. Actions supported

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.

² COM(2020) 789 final - Sustainable and Smart Mobility Strategy – putting European transport on track for the future.

³ [ref]

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;
- 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 Core 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 system⁴ 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.

⁴ 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 water-side infrastructure in order to achieve stable or improved navigation conditions, performance and/or more capacity for the passage of vessels. This includes improved infrastructure service levels;
- creation of new waterways;
- construction/upgrading of locks and movable bridges (including the deployment of remote control systems), to improve the passage of vessels and convoys;
- increasing of under-bridge clearance;
- ensuring year-round navigability e.g. by means of hydrological services, ice-breaking facilities and capital dredging;
- 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 the 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.

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-emission multimodal solutions, development of ports' capacities and facilities in relation with offshore wind farm, or improving connectivity of remote, insular and outermost regions;
- 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.

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 and missing 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 the 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 if this contributes to less congestion in urban areas or is necessary for the expansion of the capacity of the ports and rail-road terminals;
- 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 in nodes of 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 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 the Directive (EU) 2019/1936⁵ and Directive (EU) 2004/54/EC⁶.

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

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

- 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 2016/919⁷ as amended by Commission Implementing Regulation 2019/776⁸, or subsequent versions, and with Directive (EC) No 2008/57⁹ and Directive (EC) No 2004/49¹⁰, or Directive (EU) No 2016/797¹¹ and Directive (EU) No 2016/798¹² or subsequent versions;

⁵ Directive 2019/1936 of the European Parliament and of the Council of 23 October 2019 amending Directive 2008/96/EC on road infrastructure safety management (*OJ L 305, 26.11.2019, p. 1*).

⁶ 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*).

⁷ 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*).

⁸ 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*).

⁹ 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*).

¹⁰ 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*).

¹¹ 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*).

¹² 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*).

- baseline 3 (B3) compliant - the set of specifications #2 or #3 in table A2.2 or A2.3 of the Annex of the Commission Regulation (EU) No 2016/919 as amended by Commission Implementing Regulation 2019/776¹³, or subsequent versions;
- supported in the form of unit contributions.
- 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/EU¹⁴;
 - 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 Strategy¹⁵.
- 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.
- Actions supporting the implementation of River Information Services (RIS) for inland waterways.
- Actions supporting the implementation of European Maritime Single Window environment (EMSWe)¹⁶.
- Actions supporting the implementation of Vessel Traffic Monitoring and Information Systems (VTMIS), inland single window, inland and maritime port community systems, and relevant customs information systems.
- Actions supporting Member States to develop and implement IT platforms in accordance with the eFTI Regulation¹⁷.
- Where complementary and consistent with the activities supported by the Digital Europe Programme regarding Common Data Spaces, actions to support the creation, collection, management, sharing and dissemination of accurate and up-to-date transport, traffic and travel data for all modes, in particular enabling interoperability and through digitisation of processes, such as Actions related to increasing availability of data for transport safety, urban vehicle access regulations, collaborative logistics and multimodal travel with the aim to make them available to relevant public and/or private stakeholders, in particular for mobility and traffic management purposes and the implementation of sustainable urban mobility indicators (SUMI).

¹³ 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*).

¹⁴ 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*).

¹⁵ COM (2016) 766 "A European strategy on Cooperative Intelligent Transport Systems, a milestone towards cooperative, connected and automated mobility".

¹⁶ As defined in the Regulation (EU) 2019/1239 establishing a European Maritime Single Window environment (*OJ OJ L 198, 25.7.2019, p. 64*).

¹⁷ 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*).

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 goods¹⁸.
- Actions removing interoperability barriers in compliance with the Technical Specifications for Interoperability (TSI) adopted by the Directive 2016/797 on the interoperability of the rail system¹⁹, including automatic gauge-change facilities in rail freight traffic in accordance with the 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-charging²⁰ infrastructure on the TEN-T road network, in particular relating to long-distance travel, less densely populated 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;
- Actions supporting the roll-out of refuelling infrastructure for LNG with high blend of biogas²¹ for heavy-duty vehicles on the TEN-T road network;
- Actions supporting the roll-out of hydrogen refuelling and electricity recharging infrastructure dedicated to public transport in urban nodes, e.g. recharging infrastructure in depots, 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

¹⁸ Except for the alternative fuels which are supported by the Alternative Fuels Infrastructure Facility.

¹⁹ 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*).

²⁰ 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).

²¹ At least 20%. The call for proposals may require a higher level.

operations, supply infrastructure and storage of liquid alternative fuels etc., in accordance with Directive 2014/94/EU²²;

- Actions supporting LNG bunkering for TEN-T maritime and inland ports.

Costs related to vehicles or vessels will not be eligible, except in the case of IWW 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 vessels proposed.

Costs related to the production of green hydrogen²³ for the purpose of transport will be eligible as synergetic elements under the conditions specified in Section 10.5.

These actions shall be supported through an Alternative Fuel Infrastructure Facility, based on the combination of grants with other sources of funding pursuant to Article 16 of the CEF Regulation and Blending Operations with InvestEU pursuant to Article 6 of the CEF Regulation²⁴.

The Alternative Fuel Infrastructure Facility shall be implemented:

- for at least 2/3 of the amount dedicated to the Alternative Fuel Infrastructure Facility, with Implementing Partner having signed an administrative agreement with the European Commission for the purpose of implementing the Alternative Fuel Facility;
- for up to 1/3 of the amount dedicated to the Alternative Fuel Infrastructure Facility, with any other public or private financial institutions established in the EU.

The Alternative Fuel 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 a financial institution to provide financing to the proposed action. When the financing is taking 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.

²² 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*).

²³ [ref]

²⁴ The implementation of the Alternative Fuel Infrastructure Facility on the basis of blending operations under InvestEU pursuant 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 Fuel Infrastructure Facility under the General envelope. The CEF grants will be directly managed by the Commission consistently with the procedures already in place for managing grants under Title VIII of the Financial Regulation.

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

- unit contributions derived from unit costs, as defined in Article 125.1(c) of the Regulation (EU) No 2018/1046²⁵ (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 refuelling infrastructure.

The call text shall further specify:

- The use of simplified forms of grants where applicable and the amounts of unit contributions applicable;
- The eligible locations in relation with the TEN-T and the deployment needs.
- The calendar of cut-off dates for the submission of applications.

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 only relate to the upgrade of port infrastructure, hinterland connections and dedicated terminals, where required to establish or expand such short sea shipping links or to dedicated ICT platforms facilitating the provision and use of short sea shipping services. Maritime vessels will be not supported, except for the ice-breaking activities;
- 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.

The supported Actions shall be entitled to the level of support foreseen for cross-border links under the conditions specified in Article 14 paragraph 2 point (c) of the CEF Regulation.

Multimodal passenger hubs

(under General and Cohesion envelope)

²⁵ 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*).

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;
- shall be part of a Sustainable Urban Mobility Plan established in accordance with the 2019 Guidelines for Developing and Implementing a Sustainable Urban Mobility Plan²⁶ 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;
- 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 the Article 9(2)(b)(iii) of the CEF Regulation. The supported Actions shall address works to retrofit existing freight wagons. Union financial assistance shall take the form of unit contributions as defined in the Commission Decision authorising the use of unit costs for the retrofitting of noisy wagons under the Connecting Europe Facility (CEF) - Transport²⁷.

These Actions will only be supported through the 2022 call 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)(vi) 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 for trucks and commercial vehicles according to the EU Parking Standard²⁸ (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 for trucks and commercial vehicles according to the EU Parking Standard (including safety and security Information and Communication Technologies);

²⁶ https://www.eltis.org/sites/default/files/sump-guidelines-2019_mediumres.pdf

²⁷ <https://ec.europa.eu/transport/sites/transport/files/legislation/2018-decision-cef-use-of-unit-costs.pdf>

²⁸ <https://ec.europa.eu/transport/sites/transport/files/2019-study-on-safe-and-secure-parking-places-for-trucks.pdf>

- 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) 885/2013²⁹ and apply Union standards (e.g. DATEX2) and Guidelines (Easyway Deployment 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)(vi) 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) 2019/1936³⁰;
- 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 the 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)(vii), the following Actions will be supported:

- improvement of transport infrastructure resilience, in particular to climate change and natural disasters through infrastructure upgrades 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

²⁹ 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*).

³⁰ 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*).

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)(vii), the following Actions will be supported:

- Actions aiming at facilitating traffic flows at border controls areas at the Union external border of the TEN-T network in accordance with Article 9(2)(b)(ix) of the CEF Regulation will be supported. The supported Actions will improve the connections to the border crossing points, and parking lines and spaces at the border control area.

6.3. Military mobility

(under Military mobility envelope)

In accordance with Article 9(2)(c) and Article [11a] 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 they demonstrate a high potential of dual use in the context of military mobility;
- 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 they demonstrate a high potential of dual use in the context of military mobility;
- Actions concerning air transport infrastructure components, as defined in Regulation (EU) No 1315/2013, if they demonstrate a high potential of dual use in the context of military mobility.

Such actions shall take into account the infrastructure requirements set out in the Commission implementing act to be adopted pursuant to Article [11a] of the CEF Regulation.

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

In the first 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 Fuel Infrastructure Facility, a dedicated rolling call for proposals will be launched in 2021 with the the amounts indicated in the table below.

Of each budget line an amount up to 0.XXX% and no more than EUR XXXXXXXX is earmarked for evaluation expenses and translation costs involved in the evaluation of proposals.

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
	Total		1,870	2,350	1,870	2,350	1,870	2,350
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 Fuel 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
	Total		1,000	450	1,000	450	1,000	450
Actions related to Article 9(2)(c) of the CEF Regulation / Military mobility (Military mobility envelope)		330		330		330		
TOTAL		6,000		6,000		6,000		

8. Form of Union contributions and co-financing rates

Union financial assistance 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 the 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 assistance takes the form of reimbursement of eligible costs actually incurred, the following maximum co-financing rates shall apply to the eligible costs³¹.

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 14(2)(c) of the CEF Regulation, for Actions supporting telematic application systems, for Actions supporting inland waterways, 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 outermost regions;
- 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%.

9. Technical and administrative assistance

³¹ This does not apply to the Alternative Fuel facility for which fixed rates will be applied as specified in section 6.2.2

Under this multiannual work programme, technical and administrative assistance shall be provided during a period from 1 January 2021 and until 31 December 2024³². The maximum budgetary amounts dedicated to technical and administrative assistance shall be:

EUR [160.000.000] million under the General envelope;

EUR [40.000.000] million under the Cohesion envelope.

The technical and administrative assistance taking the form of grants shall be up to maximum 100% of co-financing rate when the recipients are Member States and up to 70% in other cases. The Article 195c) or d) of the Financial Regulation shall apply to those recipients being 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 or identified by a basic act as beneficiaries.³³

9.1. Horizontal

Recipients ³⁴	TA form ³⁵	TA type ³⁶	Title	Indicative maximum amount (EUR)
EIB	OE	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.	30.000.000 ³⁷
MS	G	DSM	Support in the form of lump sums ³⁸ 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	[32.000.000]
EC	OE	CI	Corporate IT - CEF-Transport eGrants	19.350.000
EC	OE	CI	TEN-Tec: DG MOVE - DG DIGIT - INEA: IT Development, Hosting/Housing Costs	7.000.000
Cons	P	CI	TEN-T & CEF: Communication activities related to their implementation	1.800.000
Cons	OE	CI	CNC: Missions of the European Coordinators and their advisors	3.000.000
Cons	P	CI	CNC: Studies and support for the work of the European Coordinators (CNC & MoS)	5.600.000
Cons	P	CI	Support to the activities of the Digital Logistics and Transport Forum	500.000
Cons	P	PD	Development of implementation specifications for the eFTI Regulation	750.000
Total				100.000.000

³² Unless specified otherwise in the tables below.

³³ Where relevant Article 195f) of the Financial Regulation shall also apply for 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.

³⁴ EIB: European Investment Bank; MS: Member States; EC: European Commission; Cons: Consultancy firms; IM: Infrastructure Managers; RNE: RailNetEurope

³⁵ OE: other Expenditure; G: Grant; P: Procurement

³⁶ DSM: Direct Support for the Member States; CI: Coordination Instrument; PD: Policy Development

³⁷ Out of which EUR 20 million under the Cohesion Envelope and EUR 10 million under the General envelope

³⁸ Subject to the adoption of relevant authorising Decisions in accordance with Article 181 of the Financial regulation

9.2. Rail

Recipients	TA form	TA type	Title	Indicative maximum amount (EUR)
Cons	P	PD	Support to improve operational rail interoperability with a view to achieve rail breakthroughs supporting TEN-T infrastructure policy	600.000
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
IM	G	CI	Support for stakeholders involved in the governance structures of the EU Rail Freight Corridors (except Member States)	6.500.000
RNE	G	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 2012/34/EU.	13.300.000
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
Total				24.950.000

9.3. Inland Waterways

Recipients	TA form	TA type	Title	Indicative maximum amount (EUR)
CESNI	G ³⁹	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 efficiency Inland Waterway Transport along all the TEN- core net work.	3.600.000
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. This includes the market observation on IWT, The GNS support, technical assistance on Greening and digitalising the sector.	1.800.000
Danube	G ⁴⁰	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
MS	G ⁴¹	DSM	Support for the transition into permanent operation of the digital European RIS platform from RIS COMEX	2.000.000
Cons	P	CI	Implementation of the digitalisation vision for inland waterway transport as part of the European Green Deal	900.000
Total				9.200.000

³⁹ Expected duration of the grant until 2027.

⁴⁰ Expected duration of the grant until 2027.

⁴¹ Expected duration of the grant until 2027.

9.4. Maritime

Recipients	TA form	TA type	Title	Indicative maximum amount (EUR)
Cons	G	CI	Development of common IT components of the EMSWe	9.500.000
Cons	P	CI	Maintenance of existing transport data models (EMSWe and eFTI)	1.000.000
Cons	P	CI	Support to the activities of the EMSWe	500.000
Total				11.000.000

9.5. Road

Recipients	TA form	TA type	Title	Indicative maximum amount (EUR)
MS	G	DSM	Collection of data in support of urban nodes mobility indicators	3.000.000
MS	P	CI	Implementation of the EU C-ITS Security Credential Management System (EU CCMS)	2.800.000
Cons	P	CI	Development and Implementation of Security Credential Management System for recharging and refuelling infrastructures and vehicles fleets. Development of European-wide governance mechanisms for and piloting of a Public Key Infrastructure architecture.	2.500.000
MS	G	DSM	Collection of Key Performance Indicators for road safety	5.000.000
MS	G	DSM	Collaboration of European road traffic police in cross-border enforcement of traffic offences	600.000
Total				13.900.000

9.6. Aviation

Recipients	TA form	TA type	Title	Indicative maximum amount (EUR)
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
Cons	G	CI	Financial support to Eurocae and to European Standardisation Organisations to support the development of standards and technical specifications for ATM technologies, in particular those developed by the SESAR project.	2.000.000
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

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
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
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
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
Total				40.950.000

10. Common provisions

10.1. Technical specifications

Applicable technical specifications shall be specified 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 and international organisations.

In compliance with the Article 11 of the CEF Regulation, legal entities established in a third country 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 envelope, 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 military mobility, 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(n) and 2(r) 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 the environmental impact assessment⁴² by the date of application, and to have the reasonable expectation to receive the required environmental permits before the start of the action.

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 Fuel Facility as specified in Section 6.2.2.

If the eligible costs of a proposed action does 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 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).

In compliance with the European Green Deal, on-site reforestation activities included as ancillary part of Actions related to the efficient, interconnected, interoperable and multimodal networks are eligible.

Maintenance activities are not eligible.

10.4. Climate proofing

Applications relating to a project for which an environmental impact assessment must be carried out in compliance with Directive 2011/92/EU⁴³ shall include information on the climate proofing of such project, taking into account the Guidance on the Climate Proofing of Infrastructure⁴⁴. 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.

Applications relating to a project for which an environmental impact assessment was completed⁴⁵ before the 1 January 2021 are not subject to this requirement.

⁴² 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.

⁴³ 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*).

⁴⁴ [reference]

⁴⁵ 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.

10.5. 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.

10.6. Selection criteria

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

Financial Capacity

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

The financial capacity check will be carried out on the basis of the documents you 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.

10.7. 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. In addition, assessing the need to overcome financial obstacles such as those generated by insufficient commercial viability, high upfront costs or the lack of market finance. 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 (civil-military);

(5) Catalytic effect of Union assistance: evaluating the financial gap, 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 assistance. It shall assess the catalytic effect of the EU financial assistance and determine whenever possible the actual co-funding rate to be granted.

As a standard practice, a score is assigned for each of the criterion 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

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 assistance 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 assistance 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, 16 and 18 of the CEF Regulation.

11.4. Form of implementation

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

11.5. Eligibility of costs and non-retroactivity principle

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 proposal under this multiannual work programme. No grant may be awarded retroactively for Actions already completed.

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 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.

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 2024. The remaining amounts of EUR 1,807 million will be used for the rolling calls under a second phase of the alternative fuel facility and/or for calls in the 2025-2027, in combination with amounts made available through amendments of ongoing grant agreements following the “use it or lose it” principle.