

First CEF Transport calls

The current Calls for Proposals published on 11 September 2014, are the first calls under the CEF transport, which succeeds the TEN-T programme.

The main objective of the Connecting Europe Facility, as set out by the TEN-T guidelines, is to help complete the core network and its corridors by 2030. To achieve this objective, a total budget of €26.2 billion has been allocated for projects on the Trans-European network for Transport (TEN-T) for the period 2014-2020. In relation to its predecessor (the TEN-T programme 2007 – 2013) the CEF allocation for transport increased more than threefold. Out of this budget, €1.3 billion is reserved for projects in the Member States eligible for the Cohesion Fund¹.

In 2014, a total budget of €1.93 billion will be made available to co-fund TEN-T projects in the EU Member States, out of which €1 billion for projects in MS eligible for the Cohesion Fund.

CEF priorities

In light of the CEF's prime objective, the vast majority of CEF funding will be directed to major **cross-border projects** and projects addressing main bottlenecks on the **9 TEN-T multimodal Corridors**. The coordinated implementation of each corridor on the basis of extensive analyses that will be formalised later this year into corridor work plans is a central element in ensuring an efficient and effective use of CEF funding. Indeed, thanks to the expected strong concentration of CEF funding in combination with the innovative governance approach, there is a promising case for corridors to become genuine forerunners of the core network implementation. CEF funding will also be focussed on the implementation of **traffic management systems**, which allow the best use of the existing infrastructure (e.g. ERTMS for railways, SESAR for aviation, ITS for road).

The CEF funds will be awarded mainly in the form of grants, but also through financial instruments (managed in cooperation with entrusted entities, rather than in the form of calls for proposals). A number of programme support actions are also proposed/planned aiming inter alia at improving the capacity of Member States and project promoters to prepare the project pipelines. In order to ensure best use of limited EU resources, CEF support through grants will be reserved for projects that are difficult to implement due to their cross-border nature or a very long return on investment.

Proposals applying for grants for works will need to provide a Cost-Benefit Analysis to show evidence of their economic viability. The selection of projects will continue to be based on an external selection phase, involving independent experts, followed by an internal phase managed by DG MOVE. The selection will be strengthened further at the level of the internal evaluation, allowing a qualitative analysis of the overall value of projects towards the development of the EU transport policy.

¹ All new MS since 2004 + Portugal and Greece

Multi-annual and annual work programmes

The 2014 Multi-annual² and annual³ work programmes were adopted on 26 March 2014. They detail the priorities and total amount of financial support to be committed for each of the priorities under these first CEF Calls.

Between 80 and 85% of CEF funds during the period 2014-2020 will be allocated under **Multi-annual work programmes** (MAP), of which €1 billion will be available under the 2014 calls. The prime objective is to stimulate efficiency and to strengthen visibility of the nine corridors as forerunners of the core network implementation (to be completed by 2030).

The MAP therefore addresses projects pre-identified in Part I of Annex I of the CEF Regulation, i.e. projects along the 9 core network corridors⁴, other core network projects and horizontal priorities⁵.

Approximately 15 to 20% of CEF funds during the period 2014-2020 will be allocated under the **Annual work programmes** (AP), of which about €1 billion will be available under the 2014 calls. These address objectives which reflect transport infrastructure development / transport services and facilities /transport policy priorities of a shorter term nature, less mature, reduced in scope and/or more diffuse in coverage (e.g. reduction of rail freight noise, support of freight transport services, specific action in the fields of transport telematics and innovation).

Structure of the calls

Calls for project proposals are based on the 2014 MAP and AP. The structure of the calls (see table below) follows the funding objectives and priorities defined in the respective work programmes.

Proposals shall be submitted to these calls 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 established in Member States (and exceptionally in neighbouring countries).

² [Commission implementing decision C\(2014\)1921](#)

³ [Commission implementing decision C\(2014\)1919](#)

⁴ Rail, inland waterway, cross-border (including road), port

⁵ SESAR; telematic applications for all modes including ITS, ERTMS, RIS; new technologies; multi-modality, safety, security, Motorways of the Sea

Annual work programme

	Funding Objectives	Priorities	Maximum available budget in €billion ⁶
Call 1	<p>FO1: Removing bottlenecks and bridging missing links, enhancing rail interoperability, and, in particular, improving cross-border sections</p> <p>FO2: 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 optimizing safety</p> <p>FO3: Optimising the integration and interconnection of transport modes and enhancing the interoperability of transport services, while ensuring the accessibility of transport infrastructures</p>	<ul style="list-style-type: none"> • Projects on the core network • Projects on the comprehensive network • Projects to connect with neighbouring countries • Innovation • Freight transport services • Rail freight noise • Telematic applications • Accessibility • Core network nodes • Multimodal logistics platform 	0.930

Multiannual work programme

	Funding Objectives	Priorities	Maximum available budget
Call 2	<p>FO1: Removing bottlenecks and bridging missing links, enhancing rail interoperability, and, in particular, improving cross-border sections</p>	<ul style="list-style-type: none"> • Core network corridors • Other Core Network sections • Rail Interoperability • ERTMS 	6
Call 3	<p>FO2: 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 optimizing safety</p>	<ul style="list-style-type: none"> • Innovation • Safe and Secure Infrastructure 	0.25

⁶ Includes Programme and support actions

<p>Call 4</p>	<p>FO3: Optimising the integration and interconnection of transport modes and enhancing the interoperability of transport services, while ensuring the accessibility of transport infrastructures</p>	<ul style="list-style-type: none"> • SESAR • RIS • ITS for road • Motorways of the Sea • Core Networks nodes • Multimodal logistics platform 	<p>0.75</p>
<p>Call 5</p>	<p>FO4: Cohesion Fund allocation</p>	<ul style="list-style-type: none"> • Core Network corridors • Other Core Network sections • ERTMS • Innovation • Safe and Secure Infrastructure • Motorways of the Sea 	<p>4</p>