

## General context of CEF Transport

The vast majority of CEF funding will be directed at major **cross-border projects** and projects addressing main bottlenecks on the **9 TEN-T multimodal Core Network Corridors**. Each Corridor will benefit from a coordinated implementation — with Corridor Work Plans and an innovative governance structure. The Corridors aim to become genuine forerunners of the Core Network implementation.

In addition, funding will also be focussed on **traffic management systems**, to make the best use of the existing infrastructure (e.g. ERTMS for railways, SESAR for aviation, ITS for road).

<b>Core Network</b>	a multimodal subset of the comprehensive network overlaying it, to represent the strategically most important nodes and links of the TEN-T
<b>Core Network Corridors</b>	nine multimodal corridors crossing the EU from north/south and east/west established to support the efficient creation of the Core Networks by 2030
<b>Core Network Nodes</b>	hubs or transfer points on the Network meeting certain statistical criteria, e.g. capital cities and other important social economic centres, major ports (volume and territorial criteria), as well as major airports and ports, as well as gateways to third countries
<b>Comprehensive Network</b>	represents the basic layer of the TEN-T and includes components for all transport modes — rail, road, inland waterway, air and maritime as well as their connecting points and corresponding traffic information and management systems

## Types of CEF funding

### Grants

CEF funding will be awarded mainly via grants reserved for projects that are difficult to implement due to their cross-border nature or a very long return on investment.

### Financial Instruments

Funding will also be available through financial instruments (managed in cooperation with entrusted entities, rather than in the form of calls for proposals).

### Programme support actions

A number of programme support actions are also planned aiming to help improve the capacity of Member States and project promoters to prepare project pipelines.

# Connecting Europe Facility (CEF): First CEF Transport Calls - 2014

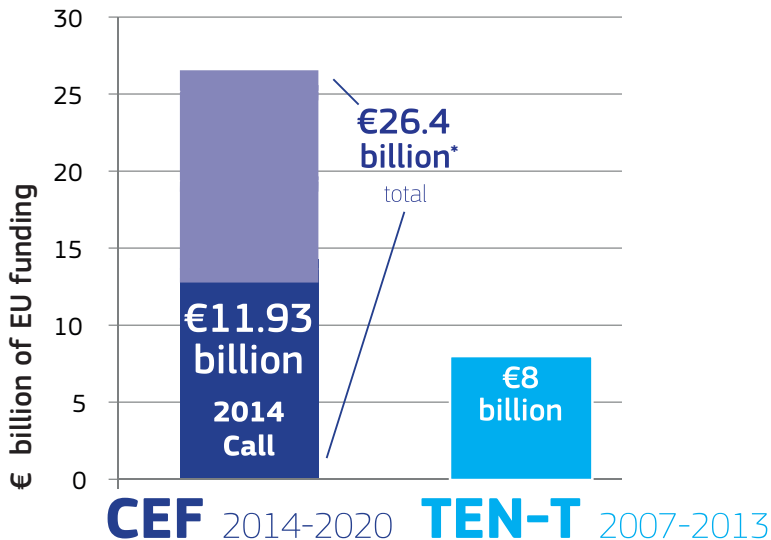
**On 11 September 2014, a total of €11.93 billion is being made available for the first CEF Transport calls (€4 billion dedicated to Cohesion countries.) The CEF funds will be awarded mainly in the form of grants, but also through financial instruments.**

The main objective of CEF Transport is to help complete the Trans-European Transport Network (TEN-T) Core Network and its Corridors by 2030.

A total budget of €26.4 billion\* has therefore been allocated to co-fund TEN-T projects in the EU Member States for the period 2014-2020. That's more than three times the amount allocated to its predecessor — the TEN-T programme 2007-2013.

From this budget, €11.3 billion is reserved for projects in Member States eligible for the Cohesion Fund.

*\*subject to final approval of the European Fund for Strategic Investments (in 2015)*



*\*subject to final approval of the European Fund for Strategic Investments (in 2015)*

## **Multi-Annual and Annual work programmes & structure of the calls**

The 2014 Multi-Annual (MAP) and Annual (AP) Work Programmes were adopted on 26 March 2014. They detail the priorities and the maximum available budget to be committed for each of the priorities under CEF Transport's first calls.

The calls for proposal are based on the 2014 MAP and AP.

The calls' structure follows the funding objectives and priorities defined in their respective work programmes. Proposals can 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 under some conditions by third countries and entities established by third countries).

## **Project selection**

**1. External evaluation phase (Independent experts)** → **2. Internal evaluation phase (European Commission - DG MOVE)**

The selection of projects will continue to be based on an external evaluation exercise involving independent experts organised by the Innovation & Networks Executive Agency (INEA), followed by an internal evaluation and selection by the Commission. Proposals applying for grants for works will need to provide a Cost-Benefit Analysis to show evidence of their economic viability, and the Commission will include a qualitative analysis of the overall value of the projects proposed towards the development of EU transport policy.

## 2014 CEF Transport - Annual Work Programme

	Funding Objectives	Priorities	Maximum available budget
<b>Call 1</b>	<p>#1: Removing bottlenecks and bridging missing links, enhancing rail interoperability, and, in particular, improving cross-border sections</p> <p>#2: 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</p> <p>#3: 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"> <li>• Projects on the Core Network</li> <li>• Projects on the Comprehensive Network</li> <li>• Projects to connect with neighbouring countries</li> <li>• Innovation</li> <li>• Freight transport services</li> <li>• Rail freight noise</li> <li>• Telematic applications</li> <li>• Accessibility</li> <li>• Core Network Nodes</li> <li>• Multimodal logistics platform</li> </ul>	<b>€930 million</b>

## 2014 CEF Transport - Multi-Annual Work Programme

	Funding Objectives	Priorities	Maximum available budget
<b>Call 2</b>	#1: Removing bottlenecks and bridging missing links, enhancing rail interoperability, and, in particular, improving cross-border sections	<ul style="list-style-type: none"> <li>• Core Network Corridors</li> <li>• Other sections of the Core Network</li> <li>• Rail Interoperability</li> <li>• ERTMS</li> </ul>	<b>€6 billion</b>
<b>Call 3</b>	#2: 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	<ul style="list-style-type: none"> <li>• Innovation</li> <li>• Safe and secure infrastructure</li> </ul>	<b>€250 million</b>
<b>Call 4</b>	#3: Optimising the integration and interconnection of transport modes and enhancing the interoperability of transport services, while ensuring the accessibility of transport infrastructures	<ul style="list-style-type: none"> <li>• SESAR</li> <li>• RIS</li> <li>• ITS for road</li> <li>• Motorways of the Sea</li> <li>• Core Network Nodes</li> <li>• Multimodal logistics platform</li> </ul>	<b>€750 million</b>
<b>Call 5</b>	Specific Call for Cohesion Funds	<ul style="list-style-type: none"> <li>• Core Network Corridors</li> <li>• Other sections of the Core Network</li> <li>• ERTMS</li> <li>• Innovation</li> <li>• Safe and secure infrastructure</li> <li>• Motorways of the Sea</li> </ul>	<b>€4 billion</b>