

EN
ANNEX I

1. BUDGET

1.1. Budget heading

- 06020101: Removing bottlenecks, enhancing rail interoperability, bridging missing links and improving cross-border sections
- 06020102 - Ensuring sustainable and efficient transport in the long run;
- 06020104 - Connecting Europe Facility (CEF) — Cohesion Fund allocation.

1.2. Budget resources

The total indicative amount of financial assistance to be allocated in 2016 on the basis of this programme to projects of common interest in the field of the Connecting Europe Facility (CEF) – transport sector shall be EUR 440 million of which:

- EUR 150 million under the budget line 06020101
- EUR 40 million under the budget line 06020102
- EUR 250 million under the budget line 06020104

The timetable for the calls for proposals and the indicative amounts available per priority are provided in section 5.

This work programme does not exclude that an additional annual work programme may be adopted in 2016, with a supplementary budget.

2. FUNDING OBJECTIVES

This Programme establishes the basis for the allocation of financial assistance to projects of common interest in the field of the Connecting Europe Facility (CEF) – transport sector which are not included in the multiannual work programmes.

Thereby, and in line with the infrastructure components and requirements as set out in the TEN-T Guidelines, this programme shall enable the achievement of policy objectives in the fields of land, air and waterborne as well as multi-modal transport for passengers and freight.

This Work Programme is organised according to the following funding priorities in line with the CEF Regulation as supplemented by the Delegated Act of 8 July 2016¹ concerning the CEF transport funding priorities:

2.1 Funding priorities for the objective of removing bottlenecks, enhancing rail interoperability, bridging missing links 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.

For these projects, 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.

¹ OJ L247/1 of 15 September 2016

3. OBJECTIVES AND PRIORITIES

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

3.1.1. Railways, inland waterways and roads projects on the core network including connections to inland and maritime ports and airports

(Priority open only to the Cohesion Member States under the cohesion envelope)

General objectives

This priority covers all transport infrastructure projects (studies and works) aimed at implementing the core network which are not included in the pre-identified sections and projects of Part I of Annex I of the CEF Regulation.

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. It also aims at plugging financing gaps for strategic investments, in particular for TEN-T priorities such as rail and inland waterways projects or complex pan-European deployment of EU standards (such as SESAR and 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.

Specific objectives

In particular this priority covers:

- Cross-border projects for railways, inland waterways and roads;
- Removal of bottlenecks for railway, inland waterway, 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 and maritime infrastructure;
- Other infrastructure projects for railways and inland waterways on the core network, including connections to inland and maritime ports and airports;
- The coordinated development and management of rail, as well as 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 and inland waterway infrastructure;
- 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.

i) Railways

Under this specific objective, Actions related to Core Network sections which are not included in Part I of Annex I of the CEF Regulation may be funded.

Actions to be selected under this Priority shall concern works or studies and shall be in line with Chapter III of the TEN-T Guidelines.

Priority will be given to proposed Actions addressing the following areas:

- Cross-border sections of the Core Network. Cross-border sections that ensure connection between two Member States via a third country may also be supported.
- Works or studies aiming at accelerating the removal of bottlenecks (in terms of capacity and service quality) which hinder the traffic flows on Core Network.
- Studies that shall contribute to the start-up of the implementation of works on sections or parts which are most critical to the "success" of the completion of the Core Network, i.e. which are of vital importance for smooth traffic flows along the entire axis and would, if not completed within the agreed period of time, reduce the benefits drawn from investments made on other sections of the axis. First priority will be given to those studies where the Member States directly involved have given due priority to the respective sections in their political decision-making process and in their investment planning. Priority will also be given to studies where activities have been coordinated across national borders, where financing schemes have been optimised and which shall result in launching procurement for execution of construction works.
- In Member States or regions that are eligible for support under the Cohesion Fund or the European Regional Development Fund, it shall be demonstrated that CEF funding shall be used in a complementary way so as to optimize the effect of the EU support as a whole and promote an efficient and timely implementation of the Core Network.
- Connections between the rail network and inland and maritime ports and airports.

Applicants are reminded to take due account of provisions of 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.

Proposed Actions covering railway stations, and in particular station buildings, are of lower priority unless they concern the railway infrastructure component. If included in the application, they should be clearly described, quantified and priced separately.

Support is not given for maintenance.

ii) Inland waterways and inland ports

Under this specific objective, proposed Actions related to Core Network sections which are not included in Part I of Annex I of the CEF Regulation may be funded.

The specific objective is to reinforce the contribution of inland waterways and ports to a sustainable European freight transport network, in particular to the completion of the Core Network, in line with the Naiades II policy framework adopted by the Commission on 10 September 2013 .

Only Actions (works or studies) in line with Chapter III (Core Network) of the TEN-T Guidelines and the specific requirements of Chapter II, section 2 (Articles 14, 15 and 16) of the TEN-T Guidelines on transport infrastructure requirements for inland waterways may be funded.

Inland waterways and inland ports facilities supported under the CEF must be accessible for use by all operators on a non-discriminatory basis.

For Inland Waterways, priority will be given to the following:

- Upgrade of waterways in order to achieve stable or improved navigation conditions and/or more capacity for the passage of vessels in the meaning of Articles 15 and 16 of the TEN-T Union Guidelines;
- Creation of new waterways;

- Construction/upgrading/modernisation of locks (including the deployment of remote control systems), to improve the passage of vessels and pushed convoys;
- Increasing of under-bridge clearance;
- Facilities for ice-breaking, hydrological services and dredging to ensure year-round navigability;
- Creation and/or upgrade of infrastructure for mooring and waterborne operations along a waterway for use and access to all on a non-discriminatory basis
- Where relevant, proposed Actions should provide for interconnection between inland waterways and other modes of transport, in particular rail and maritime transport.
- Provision of alternate fuel infrastructure, such as LNG, Methanol or electric charging.

For Inland ports, priority will be given to providing or improving the following:

- Access to inland ports and connections between inland ports and rail and road sections of the Core Network;
- Access, including safe access through navigational aids, of inland ports to inland waterways;
- Basic infrastructure in inland ports in accordance with Article 16 g) of the TEN-T Guidelines;
- Water-side terminals/platforms infrastructure such as storage and stacking areas in accordance with Article 16 g) of the TEN-T Guidelines;
- Reception facilities for oil and other waste, to support the sustainability of waterborne transport services;
- ICT applications, in particular pilot Single Window applications, as well as applications to streamline administrative formalities through a better use of information, communication and positioning technologies;
- Providing or improving road/rail access and connections within inland ports;
- Facilities for loading/transshipment as well as for ice-breaking, hydrological services and dredging of the port and port approaches to ensure year-round navigability (facilities must be accessible for use by all operators on a non-discriminatory basis);
- Introduction or implementation of fixed infrastructure regarding alternative energy, e.g. LNG bunkering and shore-side electricity.

Water-side terminals and platforms infrastructure must be open for use by all operators on a non-discriminatory basis. Proposed Actions for such infrastructure shall be accompanied by an analysis of all terminals and platforms serving the targeted hinterland and demonstrating broader capacity constraints for the targeted hinterland. Support for water-side terminals/platforms superstructure, such as warehouses, shall not be granted.

Waterside infrastructure means infrastructure that enhance the navigability capacity in the meaning of Articles 15 and 16 of the TEN-T Guidelines or improves the multimodal connection of waterborne transport operations. This excludes infrastructure that does not directly benefit waterborne transport operations.

As regards support to dredging activities for both inland waterways and inland ports, routine maintenance dredging will not be funded; only capital dredging and rehabilitation dredging activities may be funded under this priority. Rehabilitation dredging may only be funded in

connection with global actions that provide for year-round good navigation status for a given section of the waterway.

Such dredging activities and facilities may only be proposed as part of a wider project having the main focus on the upgrading of basic infrastructure or the provision of waterside terminals/platforms.

Finally, measures for the deployment of River Information Services shall not be supported.

iii) Roads

Under this priority, proposed Actions related to Core Network sections which are not included in Part I of Annex I of the CEF Regulation may be funded.

Proposed Actions to be selected under this priority shall concern works or studies and shall be in line with Chapter III of the TEN-T Guidelines.

The following interventions may be funded:

- Cross-border projects on the sections of the Core Network which are not included in Part I of Annex I of the CEF Regulation.

In addition, for 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 and maritime infrastructure the following interventions may be funded:

- Removal of bottlenecks;
- Other infrastructure projects.

Applicants are also reminded of the fact that funds will only be granted to actions compliant with the road safety (ref. 2008/96/EC) and tunnel safety (ref. 2004/54/EC) Directives.

Support is not given for maintenance.

Studies should concern actions where the initial investment decision has already been taken before the application for CEF funding and in particular studies related to design, permits (including Environmental Impact Assessment), etc. that are close to the actual implementation of these actions.

3.1.2. Cross-border sections on railways, roads and inland waterways on the comprehensive and core networks

(Priority open to all Member States under the general envelope)

General objectives

This priority covers all transport infrastructure projects (studies and works²) addressing missing links and bottlenecks on cross-border sections of the comprehensive network and cross-border sections of the core network which are not included in the pre-identified sections and projects of Part I of Annex I of the CEF Regulation.

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. It aims at plugging financing gaps for strategic investments on TEN-T priorities such as projects on rail, road and inland waterways cross-border sections. It will support the development of a larger pipeline of structured projects using Public Private Partnership (PPP) or other forms of project finance models.

² For the inland waterways priority under section 3.1.2, iii, only studies will be supported.

Specific objectives

In particular this priority covers:

- Cross-border actions for railways and roads;
- 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 for cross-border projects for railways, roads and inland waterways.

i) Railways

Under this specific objective, Actions related to cross-border sections of the comprehensive network and cross-border sections of the core network which are not included in the pre-identified sections and projects of Part I of Annex I of the CEF Regulation may be funded.

Actions to be selected under this Priority shall concern works or studies and shall be in line with Chapter II and, for the core network, Chapter III of the TEN-T Guidelines.

Priority will be given to proposed Actions addressing the following areas:

- Cross-border sections of the comprehensive network and cross-border sections of the core network. Cross-border sections that ensure connection between two Member States via a third country may also be supported.
- In Member States or regions that are eligible for support under the Cohesion Fund or the European Regional Development Fund, it shall be demonstrated that CEF funding shall be used in a complementary way so as to optimize the effect of the EU support as a whole and promote an efficient and timely implementation of the comprehensive and core network.

Applicants are reminded to take due account of provisions of 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.

Proposed Actions covering railway stations, and in particular the station buildings, are of lower priority unless they concern the railway infrastructure component. If included in the application, they shall be clearly described, quantified and priced separately.

Support is not given for maintenance.

ii) Roads

Under this priority, proposed Actions related to cross-border sections of the comprehensive network and cross-border sections of the core network which are not included in Part I of Annex I of the CEF Regulation, may be funded.

Proposed Actions to be selected under this priority shall concern works or studies and shall be in line with Chapter II and, for the core network, Chapter III of the TEN-T Guidelines.

The following interventions may be funded:

- Cross-border projects on the sections of the comprehensive network and cross-border sections of the core network which are not included in Part I of Annex I of the CEF Regulation.

In addition, for 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 the following interventions may be funded:

- Removal of bottlenecks;
- Coordinated development and management of road networks.

Applicants are also reminded of the fact that funds will only be granted to actions compliant with the road safety (ref. 2008/96/EC) and tunnel safety (ref. 2004/54/EC) Directives.

Support is not given for maintenance.

Studies should concern actions where the initial investment decision has already been taken before the application for CEF funding and in particular studies related to design, permits (including Environmental Impact Assessment), etc. that are close to the actual implementation of these actions.

iii) Inland waterways

Under this specific objective, proposed Actions (studies only) related to core network inland waterway cross-border sections which are not included in Part I of Annex I of the CEF Regulation as well as on the comprehensive network may be funded.

The specific objective is to increase the use of private finance in financing inland waterways as an alternative and complement to the traditional grant funding, as well as support the preparation of cross-border projects on inland waterways sections. It aims at plugging financing gaps for strategic investments on cross-border TEN-T inland waterways projects, in line with the Naiades II policy framework adopted by the Commission on 10 September 2013. It will support the development of a larger pipeline of structured projects using Public Private Partnership (PPP) or other forms of project finance models.

Proposed Actions to be selected under this priority shall concern only studies and shall be in line with the specific requirements of Chapter II, section 2 (Articles 14, 15 and 16) on transport infrastructure requirements for inland waterways and Chapter III (Core Network) of the TEN-T Guidelines.

Priority will be given to technical, legal, financial or feasibility studies that assess the potential for private-public partnership (PPP) or other project finance schemes, as well as the preparation of tender documentation and permission procedures concerning projects on cross-border sections, as follows:

- Upgrade of waterways in order to achieve stable or improved navigation conditions and/or more capacity for the passage of vessels in the meaning of Articles 15 and 16 of the TEN-T Guidelines;
- Creation of new waterways;
- Construction/upgrading/modernisation of locks (including the deployment of remote control systems), to improve the passage of vessels and pushed convoys;
- Increasing of under-bridge clearance;
- Facilities for ice-breaking, hydrological services and dredging to ensure year-round navigability;
- Creation and/or upgrade of infrastructure for mooring and waterborne operations along a waterway for use and access to all on a non-discriminatory basis.

The facilities concerned must be accessible for use by all operators on a non-discriminatory basis.

Studies concerning inland ports may not be financed under this call priority.

3.1.3. Projects to connect the trans-European transport network with infrastructure networks of the neighbouring countries on the core and comprehensive networks, in particular related to cross-border sections, concerning railways, inland waterways and roads

(Priority open only to neighbouring countries under the general envelope)

General objective:

Promoting the cooperation with third countries in the field of transport infrastructure development is an objective that derives from the European neighbourhood policy, the preparation of further EU enlargement and the Union's active role in a number of international organisations. For this purpose, the TEN-T Guidelines (Article 8) set out specific areas of action.

The general objective is to strengthen cooperation with neighbouring countries in order to ensure connections and interoperability between the respective infrastructure networks. In line with the "Roadmap to a Single European Transport Area"³, transport cooperation with neighbouring countries will focus on removing the barriers to seamless and efficient transport, ensuring a high level of safety, security, social and environmental standards, with regards to both infrastructure and market integration aspects.

Proposed Actions to be selected under this priority shall concern studies or works and shall be in line with Chapters II and, if applicable, Chapter III of the TEN-T Guidelines. Due to the limited budget, a specific focus under this call for proposals will be given to studies and in particular those aiming at improving inland navigation, railway and road connections with a view to ensuring a sustainable and efficient transport system.

Only Actions concerning projects located on the indicative maps of the trans-European transport network extension into specific neighbouring countries, as identified in Annex III of TEN-T Guidelines⁴, may be submitted under this priority of the call.

Specific objectives:

Priority will be given to proposed Actions addressing the following areas:

- Infrastructure at border crossing points necessary to ensure seamless traffic flow, border checks, border surveillance and other border control procedures – studies and works. These projects should be located at the border crossing points and should contribute to a reduction in transport costs and travelling and waiting time at the border, facilitate international freight flows and to increased safety and security, as well as environmental protection. The Actions can concern studies and/or works.
- The connection between the TEN-T core network and the transport networks of neighbouring countries, to ensure closer market integration with the Eastern Partnership countries, the Western Balkans and Turkey. These projects will be located on the territory of neighbouring countries and will concern an infrastructure section that ensures the connection between the network of the neighbouring country with that the core network of a neighbouring EU Member State. The Action can concern studies only.
- Completion of the transport infrastructure in third countries which serve as links between parts of the core network in the Union. These projects will be located on the territory

³ COM(2011) 144 final.

⁴ As latest amended by the Commission Delegated Regulation (EU) 2016/758.

of a neighbouring country and must not necessarily concern a cross-border connection. The Action can concern studies only.

- Implementation of traffic management systems in neighbouring countries. Projects may concern the deployment of any traffic management systems as described in the TEN-T Guidelines (except for SESAR and Motorways of the Sea) and will concern sections on the territory of the neighbouring country. The projects should ensure the enhanced interoperability of the neighbouring countries' networks with that of the EU. The Actions can concern studies and/or works.

Proposed Actions addressing the implementation of the Single European Sky (SESAR) in the neighbouring countries shall be submitted to Priority "Single European Sky" of the multi-annual transport call for proposals Funding Objective 3.

Proposed Actions addressing Motorways of the Sea in the neighbouring countries shall be submitted to Priority "Motorways of the Sea" of the multi-annual transport call for proposals Funding Objective 3.

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 Freight Transport Services

(Priority open to all Member States under the general envelope)

General objective:

The general objective is to stimulate the deployment of innovative, efficient and sustainable freight transport services on both Core and Comprehensive Network sections.

Proposed Actions to be selected under this priority will include works or studies enhancing regular freight transport and logistic services in the market place.

Specific objectives:

Actions addressed with this programme shall lead to at least one of the following objectives:

- a) shifting cargo to more sustainable, energy-efficient modes to improve the environmental performance of the transport system and to reduce external costs of transport;
- b) improving the integration between the transport modes to increase reliability and efficiency of existing multimodal services in terms of time, quality and costs;
- c) improving the efficiency of supply chains to reduce empty runs, increase load factors and limit transport time through better management, organisation and integration of logistic activities. This may be achieved for instance, by the automation and optimisation of processes, systems and tools, and the development of know-how. Priority will be given to the following actions:
 - collaborative approaches to logistics, aimed at cargo bundling, creating synergies and clustering of the services including the use of independent (neutral) trustees and intelligent management/organisational solutions,
 - interoperable ICT systems,
 - innovative solutions for last mile operations and customised logistics services,

- innovative approaches for loading and transporting goods, and optimising product/package volumes.

The actions shall lead to enhanced asset utilisation and/or better use of transport infrastructure.

The funding for works will be used for the purchase/rent of durable assets concerning small scale ancillary infrastructure, superstructures and equipment (including on-board equipment).

The infrastructure, superstructures and equipment should be directly linked to the freight service addressed in the action.

Studies should concern actions where the initial investment decision has already been taken before the application for CEF funding.

Large-scale infrastructure and research will not be funded under this priority.

Operational costs cannot be funded.

The nature of the proposals submitted should not result in an unfair or selective advantage for the beneficiary vis-à-vis other market players. The benefits of the results of the actions shall be accessible on a non-discriminatory basis.

European Union financial assistance must not be used to support business or production activities which bear no direct relation to logistics, transport or distribution, and should not adversely affect production output or workforce.

3.2.2. Actions to reduce rail freight noise, including by retrofitting of existing rolling stock

(Priority open to all Member States under the general envelope)

General objective:

Commission Regulation (EU) No 1304/2014 sets out the technical specification for interoperability relating to the subsystem 'rolling stock – noise'. Within this framework, the aim is preventing barriers to railway interoperability due to noise requirements and reducing the level of noise nuisance that affect people living close to railway lines by measures at the source with the highest cost-effectiveness ratio and health benefits in order to increase quality of life for citizens and reduce risks rising from the negative effects of rail noise affecting the competitiveness of rail sector.

Specific objectives:

Proposed Actions to be selected under this Priority will concern works to reduce rail freight noise by retrofitting existing freight wagons with composite brake blocks.

Essential conditions:

The recommended number of freight wagons covered by one application under this Priority should not be lower than 100. This recommendation is not applicable to small and medium freight railway undertakings or freight wagon keepers.

The freight wagons must be authorised for operation on the EU railway network prior to submission of the application and they shall be equipped with cast-iron brake blocks.

The low-noise technology to be deployed on the freight wagons shall be the composite brake blocks (LL) covered by an EC declaration of conformity or the composite brake blocks (LL) listed in Table 2.2 of Appendix G of WAG TSI under the condition that their approval period has not expired yet.

Replacing, reprofiling or any other action related to wheelsets will not be funded.

Shunters, electric multiple units, diesel multiple units, railcars and passenger carriages are not covered by this Priority.

Only freight wagons and locomotives intended for freight operation may be funded under this Priority.

Additional works necessary to achieve the objective of the action may be funded. Any such complementary works (e.g. testing, transportation of wagons to and from a workshop, etc.) would need to be clearly identified, justified and budgeted separately for their evaluation.

Information to be included in a proposal:

For proposals related to the retrofitting of freight wagons with composite brake blocks, particular importance will be given during the evaluation to information concerning:

- Identification of the freight wagon(s) type(s), including its basic characteristics, supplier, its number as registered in the corresponding NVR (National Vehicle Register) of freight wagons to be retrofitted, a date of authorisation for placing in service and, if available, a copy of such authorisation issued by the competent National Safety Authority;
- Description of the current braking system, including a number of blocks per freight wagon and current cast-iron blocks type;
- Identification of line(s)/network(s) on which freight wagons operate today and/or on which they might operate in the near future, and foreseen average annual mileage;
- Identification of a workshop where the retrofitting will take place, expected timeframe of retrofit and a list of associated tasks (including testing, if any).

Deliverables:

Deliverables of a proposal selected and implemented within this priority area shall cover:

1. Copy of receipt proving that relevant composite brake blocks were acquired; this receipt shall include the type of composite brake block, batch number and EC declaration of conformity or document showing the inclusion of the composite brake block in Table 2.2 of Appendix G of WAG TSI;
2. Copy of official attestation from the contracted workshops where the retrofitting took place; this attestation shall include:
 - a) the type and batch number of the composite brake block installed on the freight wagon,
 - b) the freight wagon, type and its number as registered in the corresponding NVR.
3. List of freight wagons which were retrofitted within the scope of the action, including their numbers as registered in the corresponding NVR.

General observation for all priorities under section 3:

In addition to specific objectives, priority will be given to projects that include the use of private finance, in particular EU-backed finance instruments such as the European Fund for Strategic Investments.

4. RESULTS EXPECTED

The implementation of the 2016 Annual Work Programme aims at contributing to the realisation of the transport core network by 2030 and of the comprehensive network, 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 completion of a number of TEN-T projects in their entirety or in significant parts, will support the realisation of a robust and resource efficient European transport system, including connections with third countries, and will contribute to addressing climate change.

The actions which will be completed with financial assistance allocated under the 2016 call 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 ANNUAL CALLS FOR PROPOSALS 2016 AND INDICATIVE AMOUNTS AVAILABLE

Objective	Priority	Calls (indicative date of publication)	Indicative amounts under General envelope	Indicative amounts under Cohesion envelope
Removing bottlenecks, enhancing rail interoperability, bridging missing links and, in particular, improving cross-border sections	Railways, inland waterways and roads projects on the Core Network including connections to inland and maritime ports and airports	October 2016		€250 million
	Cross-border sections on railways, roads and inland waterways on the comprehensive and core networks	October 2016	€110 million	
	Projects to connect the trans-European transport network with infrastructure networks of the neighbouring countries, in particular related to cross-border sections, on railways, inland waterways and roads	October 2016	€40 million	0
Sub-total			€150 million	€250 million
Ensuring sustainable and efficient transport systems in the long run, 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	Freight Transport Services	October 2016	€20 million	0
	Actions to reduce rail freight noise, including by retrofitting of existing rolling stock	October 2016	€20 million	0
Sub-total			€40 million	0
TOTAL			€190 million	€250 million

The total amount available for grants on the basis of the annual work programme in the field of the trans-European transport network shall lie within a range of 15-20% of the financial envelope of €24.067 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 evaluation expenses and translation costs 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 in accordance with Article 3 of the Annual Work Programme as amended (provided it is announced in the call for proposals).

6. ELIGIBILITY CRITERIA

6.1 Eligible applicants

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.

Proposals may be submitted by 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.

Project proposals submitted by natural persons are not eligible.

Pursuant to Article 8(1) of the TEN-T Guidelines and article 9(4) of the CEF Regulation, third countries and entities established in third countries may participate in actions contributing to projects of common interest where necessary in order to achieve the objectives of a given project of common interest. They may not receive financial assistance except where it is indispensable to the achievement of the objectives of a given project of common interest.

In such cases, applications may be presented by neighbouring countries or entities established in neighbouring countries, with the agreement of a Member State.

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.

6.2 Eligible projects

6.2.1. Common interest

Only projects which can be qualified as projects of common interest identified in the TEN-T Guidelines may receive Union financial assistance. Pre-identified projects and horizontal priorities listed in Part I of Annex I of the CEF Regulation are not eligible for the purpose of this work programme.

Projects have to comply with the following provisions of Article 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 the core network, Chapter III of the TEN-T guidelines; additionally for the freight transport services priority in chapter 3.2.1:
 - at least part of the supply chain/transport route being the subject of the project should be linked to the core network.
 - the envisaged transportation route, the logistic chain or the service being the subject of the action must involve the territory of at least two EU Member States.
- (3) be economically viable on the basis of a socio-economic cost-benefit analysis;
- (4) demonstrate European added value.

Actions involving a cross-border section or a part of such a section shall be eligible to receive Union financial assistance only if there is a written agreement between the Member States

concerned or between the Member States and third countries concerned relating to the completion of the cross-border section.

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. The use of the Cohesion Policy methodology for cost-benefit analysis is recommended.

For projects generating net revenue, the Cost Benefit Analysis should be followed by a calculation of the "funding gap", i.e. the share of the project's costs that is not covered by net revenue, in a clear and concise manner. Where projects generate revenues during the requested period of the EU funding, the applications must quantify in a clear and precise manner in the relevant documents the revenues generated by the project to justify the request for EU funding.

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 inter alia concerning interoperability, environmental protection⁵, 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. Type of actions

A proposal must address either works or studies, within the meaning of Article 2(5) and (6) of the CEF Regulation. The same proposal cannot combine studies and works.

6.2.5. Eligibility of costs

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 or notification of the grant decision.

In accordance with Article 130(1) of the Financial Regulation, costs incurred prior to the date of submission of the grant application shall not be eligible for financing.

No grant may be awarded retroactively for actions already completed.

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, third country, a public sector body established in a Member State (i.e.

⁵ In particular, but not limited to: the EIA (Directive 2011/92/EU of the European Parliament and of the Council on the assessment of the effects of certain public and private projects on the environment, OJ L 26, 28.1.2012), SEA (Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment, OJ L 197, 21.7.2001), Habitats (Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora, OJ L206, 22.7.1992, p.7) and Birds Directives (Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds, OJ L 20, 26.1.2010, p.7), as well as the Water Framework Directive (Directive 2000/60/EC of the European Parliament and of the Council establishing a framework for Community action in the field of water policy, OJ L 327, 22.12.2000, p.1)

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.

7.1. Financial capacity

The applicant(s) must have the financial capacity to complete the Action for which the grant is sought. The applicant 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. In the event that the applicant is a newly created company (and therefore does not have certified financial data available for the last financial year), a business plan must be provided together with a letter of support from another company (parent company for instance) or from another applicant in the same proposal.

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

Only proposals compliant with the eligibility 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 Article 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 transport infrastructure projects 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.

During the final selection process, the Commission will in particular take into account the following aspects, as appropriate:

- The contribution of the proposed Action to the balanced development of the network;
- The complementarity of the proposed Action with other EU funded projects, in view of optimising the impact of investments already made in the region/country/global project;
- The comparative EU added value (high, medium, low) of the proposed Action in relation to other proposed Actions, taking into account the respective Cost Benefit Analysis where appropriate;
- Any identified/identifiable risks of double-funding from other Union sources;
- Potential synergies across the different CEF sectors and/or other EU Programmes, notably Horizon 2020, where particular consideration will be given to Actions involving the deployment of innovation and technology developed under the EU's research programmes;
- Budgetary constraints.

And, in addition, for the Cohesion envelope:

- The programming for the ESIF funds in order to ensure complementarity between the two sources of funding;
- How the proposed project fits in the national Transport Plan of the Member State(s) concerned.

When it is considered that a proposal is more relevant to a funding priority other than that under which it was submitted, the Commission services may propose to transfer the proposal to the priority in question. Such transfer is only carried out during the phase of evaluation of the proposals and provided that: (i) the proposal is eligible under the conditions of the funding priority to which it is proposed to be transferred; and (ii) there is written agreement of the applicant(s). In such case, the funding conditions of the funding priority to which a proposal has been transferred shall apply.

9. MAXIMUM POSSIBLE RATES OF CO-FUNDING

9.1 For the General envelope of the CEF

The amount of EU financial assistance in the form of grants 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:
 - 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;
 - ii. for inland waterways: 40% for actions concerning cross-border sections;
 - iii. for actions to reduce rail freight noise including by retrofitting existing rolling stock: 20% of the eligible costs;
 - iv. for actions to support cross-border roads sections: 10% of the eligible costs;

(c) with regard to grants for telematic applications systems and services:

- i. for freight transport services: 20% of the eligible costs.

The above funding rates may be increased by up to 10 percentage points for actions with synergies between at least two of the sectors covered by the CEF Regulation.

9.2 For the Cohesion envelope of the CEF

The maximum funding rates shall be those applicable to the Cohesion Fund.

9.3 No profit principle

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