



CORRIGENDUM TO THE

**CALL FOR PROPOSALS CONCERNING PROJECTS OF COMMON INTEREST UNDER THE
CONNECTING EUROPE FACILITY IN THE FIELD OF TRANS-EUROPEAN TRANSPORT NETWORK
MULTI-ANNUAL WORK PROGRAMME 2014-2020
CEF TRANSPORT 2019 - GENERAL ENVELOPE
ON THE BASIS OF THE COMMISSION IMPLEMENTING DECISION C(2019)7303 OF 16
OCTOBER 2019 – ANNEX I**

Pre-identified projects on the Core Network

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

Intelligent Transport Services for road (ITS)

Single European Sky – SESAR

**Actions implementing transport infrastructure in nodes of the core network, including
urban nodes (passengers transport)**

Motorways of the Sea (MoS)

1) On pages 3-4, section 2.1.4, , the paragraph:

“Actions aiming at the implementation of new facilities and technologies regarding the provision and use of alternative fuels (e.g. LNG bunkering facilities for vessels, shore-side electricity provision) must be in line with Directive 2014/94/EU. These Actions must involve coordinated investments in at least **two EU core or comprehensive ports** and benefit the maritime industry widely at either a regional or EU level. “

shall read:

“Actions aiming at the implementation of new facilities and technologies regarding the provision and use of alternative fuels (e.g. LNG bunkering facilities for vessels, shore-side electricity provision) must be in line with Directive 2014/94/EU. These Actions must involve coordinated investments in at least **two EU ports (two core ports or one core and one comprehensive port) from at least two EU Member States** and benefit the maritime industry widely at either a regional or EU level.“



2) On page 10, section 7.3, the paragraphs:

“For proposals submitted under the priority "Motorways of the Sea" (section 3.3.4 of the work programme), proposals must include applicants from (and be supported by) a minimum of two different Member States.

In addition, **proposals that address the upgrade or establishment of a maritime link**, must relate, at least, to either two EU core ports or one core and one comprehensive port located in two different Member States, as identified in Annex II point 2 of the TEN-T Guidelines,. **Such link** may also be extended to a core or comprehensive port of a neighbouring country¹ without prejudice to fulfilling the above requirement.”

shall read:

“For proposals submitted under the priority "Motorways of the Sea" (section 3.3.4 of the work programme), proposals must include applicants from (and be supported by) a minimum of two different Member States. In addition, **proposals** must relate, at least, to either two EU core ports or one core and one comprehensive port located in two different Member States, as identified in Annex II point 2 of the TEN-T Guidelines. **The maritime link** may also be extended to a core or comprehensive port of a neighbouring country² without prejudice to fulfilling the above requirement.”

3) A new sub-section is added in section 2:

“2.1.5 Intelligent Transport for road (ITS) funding priority

In addition to the provisions of the work programme (section 3.3.1), under this priority:

- Actions shall apply all the relevant C-Roads specifications and the proposal shall indicate how interoperability with already deployed C-ITS services under the umbrella of the C-Roads Platform will be ensured;
- The deployment of DAY 1³ C-ITS services will be considered a priority. The deployment of DAY 1.5⁴ C-ITS services (and beyond) may also be funded;
- To maximise the impact on road safety and traffic efficiency, actions shall contribute to the achievement of continuity of services by extending the geographical coverage of C-ITS services (e.g. through the installation of

¹ According to Commission Delegated Regulation (EU) 2016/758 of 4 February 2016

² According to Commission Delegated Regulation (EU) 2016/758 of 4 February 2016

³ DAY 1 C-ITS services are:

Vehicle-to-vehicle services: Dangerous end of queue, Traffic jam ahead, Stopped vehicle, Broken-down vehicle, Post-crash vehicle, Emergency vehicle in operation, Stationary safeguarding emergency vehicle, Stationary recovery service warning, Electronic emergency brake light, Automatic brake intervention, Reversible occupant restraint system intervention, Adverse weather conditions (Fog, Precipitation, Traction loss), Exchange of Impact Reduction Container;

Infrastructure-to-vehicle services: Dynamic speed limit information, Embedded VMS ‘free text’, Other signage information, Accident zone, Traffic jam ahead, Stationary vehicle, Weather condition warning, Temporarily slippery road, Animal or person on the road, Obstacle on the road, Lane closure (and other restrictions), Road closure, Road works — mobile, Green light optimal speed advisory, Public transport prioritisation;

⁴ DAY 1.5 C-ITS services are: Information on fuelling & charging stations for alternative fuel vehicles, Vulnerable Road user protection, On street parking management & information, Off street parking information, Park & Ride information, Connected & Cooperative navigation into and out of the city (1st and last mile, parking, route advice, coordinated traffic lights), Traffic information & Smart routing

compatible RSUs, linking with traffic managements centres) and/or increase the number of available C-ITS services.”