



Brussels, 8.11.2017
C(2017) 7360 final

COMMISSION IMPLEMENTING DECISION

of 8.11.2017

**amending Commission Implementing Decision C(2014)1921 establishing a Multi-Annual
Work Programme 2014 for financial assistance in the field of Connecting Europe
Facility (CEF) - Transport sector for the period 2014 – 2020**

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amending Commission Implementing Decision C(2014)1921 establishing a Multi-Annual Work Programme 2014 for financial assistance in the field of Connecting Europe Facility (CEF) - Transport sector for the period 2014 – 2020

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) No 1316/2013 of the European Parliament and of the Council of 11 December 2013 establishing the Connecting Europe Facility, amending Regulation (EU) No 913/2010 and repealing Regulations (EC) No 680/2007 and (EC) No 67/2010¹, and in particular Article 17(1) thereof,

Having regard to Regulation (EU, Euratom) No 966/2012 of the European Parliament and the Council of 25 October 2012 on the financial rules applicable to the general budget of the Union and repealing Council Regulation (EC, Euratom) No 1605/2002², and in particular Article 84(2) thereof,

Whereas:

- (1) On 26 March 2014 the Commission adopted Implementing Decision C(2014)1921 establishing a Multi-Annual Work Programme 2014-2020 which provides support under the Connecting Europe Facility for projects of common interest in the transport sector in the form of grants and for Programme Support Actions³. That Decision was amended by Commission Implementing Decision C(2017)164 of 20 January 2017 to provide grant support to projects of common interest under the Connecting Europe Facility – Transport sector (General envelope), combined with financing from either the European Fund for Strategic Investments, the European Investment Bank, National Promotional Banks, or private sector investors, in order to maximise the leverage of private sector involvement and capital in the delivery of projects, while respecting the principle of non-cumulative award (CEF Blending call for proposals). Decision C(2014)1921 has also been amended to include additional funding priorities and budget resources, most recently by Commission Implementing Decision C(2017)5437 of 3 August 2017.
- (2) In its Communication 'Europe on the move: An agenda for a socially fair transition towards clean, competitive and connected mobility for all'⁴, the Commission announced its intention to address the issue of investment financing in the context of

¹ OJ L 348, 20.12.2013, p. 129.

² OJ L 298, 26.10.2012, p. 1.

³ Implementing Decision C(2014)1921 of 26 March 2014 establishing a Multi-Annual Work Programme 2014 for financial assistance in the field of the Connecting Europe Facility (CEF) – Transport sector for the period 2014 – 2020.

⁴ COM/2017/0283 final of 31 May 2017.

an Alternative Fuels Infrastructure Action Plan to support the deployment of an EU backbone charging infrastructure, with the aim of providing full coverage of the Trans-European Transport Network (TEN-T) core network corridors with charging points by 2025. In this context, an additional amount of EUR 350 000 000 from multi-annual appropriations 2017-2020 should be made available to further support the objectives of the 2017 Blending call. Also, the conditionalities relating to the size and to the finalization of the grant agreements for selected Actions on alternative fuels should be facilitated. Finally, the second deadline for submission of proposals, initially set at 30 November 2017, should be extended.

- (3) In order to ensure consolidation of all budgetary commitments of the Connecting Europe Facility – Transport sector from 2014 onwards, budgetary Annex III of Implementing Decision C(2014)1921 should be replaced by an updated Annex.
- (4) Commission Implementing Decision C(2014)1921 should therefore be amended accordingly.
- (5) This Implementing Decision should be considered a financing decision within the meaning of Article 84 of Regulation (EU, Euratom) No 966/2012.
- (6) The measures provided for in this Decision are in accordance with the opinion of the Committee referred to in Article 25 of Regulation (EU) No 1316/2013,

HAS DECIDED AS FOLLOWS:

Sole Article

Implementing Decision C(2014)1921 is amended as follows:

- (1) Article 2 is replaced by the following:

"Article 2

The total amount covered by this Decision shall be up to a maximum of EUR 22 842 564 778.

This Decision shall be a financing decision within the meaning of Article 84 of Regulation (EU, Euratom) No 966/2012 for 2014 - 2020 for the following budget lines:

- 06.020101 - Removing bottlenecks, enhancing rail interoperability, bridging missing links and improving cross-border sections: EUR 8 145 307 912

out of which, for Programme Support Actions: EUR 83.941.131

- 06.020102 - Ensuring sustainable and efficient transport systems: EUR 807 326 791

out of which, for Programme Support Actions: EUR 11.968.345

- 06.020103 - Optimising the integration and interconnection of transport modes and enhancing interoperability: EUR 2 640 593 238

out of which, for Programme Support Actions: EUR 124 686 650, and for a contribution to an entrusted body – the SESAR Joint Undertaking: EUR 10 000 000

- 06.020104 - Connecting Europe Facility (CEF) — Cohesion Fund allocation: EUR 11 249 336 836

out of which, for Programme Support Actions: EUR 15 916 970

The total amount shall include recommitted appropriations constituting internal assigned revenue within the meaning of Article 21 of Regulation (EU, Euratom) No 966/2012 from the TEN-T and Marco Polo Programmes under the Multi-Annual Financial Framework 2007-2013, for which the Agency has taken over the legacy, insofar as the general objectives of these past programmes correspond to those of the Connecting Europe Facility – Transport sector, and which shall be added to the amounts available for the calls for proposals to be launched under the Multi-Annual Work Programme 2014-2020.

A maximum amount of 0,125% of each budget line and no more than EUR 1 250 000 shall be earmarked for costs of the external experts and translations involved in the evaluation of the proposals in line with Article 204 of Regulation (EU, Euratom) No 966/2012.

Additionally EUR 500,000 is earmarked for the contracting of reviewers in the framework of the MAP portfolio review in 2018.

Those appropriations may also cover interest due for late payment."

(2) Point 1.2 of the Annex IIbis is replaced by the following:

"1.2 **Budget resources**

*The **additional** amount in the field of the Connecting Europe Facility (CEF) - transport sector to be allocated in 2014 - 2020 to the call for proposals to be launched in 2017 shall be:*

- EUR 700 000 000 under the budget line 06020101 for the call 2017
- EUR 500 000 000⁵ under the budget line 06020102 for the call 2017
- EUR 150 000 000 under the budget line 06020103 for the call 2017

The indicative breakdown of annual instalments of the Union financial support including the global overview of budgetary implementation is provided for in Annex.

The Work Programme defines the means of implementation of the Union financial support."

⁵ C(2017)164 final initially provided for a indicative call envelope of EUR 150 000 000 under this budget line.

(3) Point 6 of the Annex Ilibis is replaced by the following:

"6. INDICATIVE TIMETABLE AND AMOUNTS AVAILABLE FOR THE MULTI-ANNUAL CALLS FOR PROPOSALS 2017

The call will be open with two cut-off dates: the first one with a deadline for submission in July 2017, and the second one with a deadline in April 2018⁶.

Objective	Priority	Calls under general envelope (indicative date of publication)	Indicative amounts under general envelope (in € million)
<i>Bridging missing links, removing bottlenecks, enhancing rail interoperability, and, in particular, improving cross-border sections</i>	<i>Projects on the Corridors of the Core Network</i>	<i>February 2017</i>	<i>450</i>
	<i>Projects on the other sections of the Core Network</i>	<i>February 2017</i>	<i>100</i>
	<i>Rail interoperability</i>	<i>February 2017</i>	<i>50</i>
	<i>European Rail Traffic Management Systems (ERTMS)</i>	<i>February 2017</i>	<i>100</i>
Sub-total		<i>February 2017</i>	700
<i>Ensuring sustainable and efficient transport systems in the long run, as well as enabling all modes of transport to be decarbonised</i>	<i>New technologies and innovation in all transport modes</i>	<i>February 2017</i>	<i>490</i>
	<i>Safe and Secure infrastructure</i>	<i>February 2017</i>	<i>10</i>
Sub-total		<i>February 2017</i>	500
<i>Optimising the integration and interconnection of transport modes and enhancing the interoperability of transport services, while ensuring the accessibility of transport infrastructures</i>	<i>Single European Sky – SESAR</i>	<i>February 2017</i>	<i>40</i>
	<i>Intelligent Transport Services for road (ITS)</i>	<i>February 2017</i>	<i>40</i>
	<i>Motorways of the Sea (MoS)</i>	<i>February 2017</i>	<i>40</i>
	<i>Actions implementing transport infrastructure in nodes of the Core Network, including urban nodes</i>	<i>February 2017</i>	<i>10</i>
	<i>Connections to and development of multimodal logistics platforms</i>	<i>February 2017</i>	<i>20</i>
Sub-total			150
TOTAL			1 350

⁶ The applicants' attention is drawn to the fact that due to its complexity and the time needed to comply with specific procedures of the call, the indicative timetable might exceptionally not be met. Consequently, the time to inform the applicants on the outcome of the evaluation may exceed six months and the time to grant may exceed nine months."

(4) Point 7.2.7 of the Annex IIbis is replaced by the following:

"7.2.7 Size

The project total cost should be in excess of EUR 10 m except for projects under priority "New technologies and innovation in all transport modes" for which the project total cost should be in excess of EUR 5 m.

Projects seeking complementary EIB/EFSI support should typically have a project total cost in excess of EUR 25m⁷ for an individual loan. A lower project investment cost may be eligible for EIB/EFSI finance depending on the structure of the project and the type of financing product requested. For small projects the use of intermediation and aggregation vehicles, notably EFSI Investment Platforms, and the involvement of NPBs or private sector investors is recommended."

(5) Point 10 of the Annex IIbis is replaced by the following:

"10. FINALIZATION OF GRANT AGREEMENT

Grant disbursement for selected Actions will be conditional:

- on approval for financing by the EFSI Investment Committee and European Investment Bank (EIB) Board of Directors and, subsequently, full financial close for the entire financing requirement within 12 months of signature of the grant agreement⁸.

OR only for projects aiming at removing bottlenecks, projects with cross-border impact, projects concerning new technologies and innovation, or projects in Cohesion Member States⁹:

- on signature of a finance agreement by a National Promotional Bank¹⁰, the European Investment Bank (EIB), or at least one private sector investor for at least the value of the CEF grant awarded and a full financial close for the entire financing requirement within 12 months of signature of the grant agreement."

⁷ http://www.eib.org/projects/cycle/applying_loan/index.htm.

⁸ For clarity EIB involvement in financial close is not a requirement for grant disbursement (i.e. a project may receive EFSI Investment Committee EIB Board of Director approval, but then subsequently choose to close with other providers of finance than the EIB).

⁹ Bulgaria, Croatia, Cyprus, the Czech Republic, Estonia, Greece, Hungary, Latvia, Lithuania, Malta, Poland, Portugal, Romania, Slovakia and Slovenia.

¹⁰ NPBs as referred to in the Regulation (EU) 2015/1017 of the European Parliament and of the Council of 25 June 2015 on the European Fund for Strategic Investments, the European Investment Advisory Hub and the European Investment Project Portal and amending Regulations (EU) No 1291/2013 and (EU) No 1316/2013 — the European Fund for Strategic Investments.

(6) Annex III is replaced by the Annex to this Decision.

Done at Brussels, 8.11.2017

For the Commission

Violeta BULC

Member of the Commission