

# CEF – Transport calls 2023

## Call priorities

# Railway cluster



# Railway projects on the Core and Comprehensive Networks

(CEF-T-2023-COREGEN, CEF-T-2023-CORECOEN, CEF-T-2023-COMPGEN, CEF-T-2023-COMPCOEN)

SUSTAINABLE & SMART  
MOBILITY STRATEGY

Works / Studies /  
Mixed

Projects to be supported:

- construction and upgrade of cross-border and missing links
- capacity and performance upgrade of existing lines
- capacity increase in nodes
- interconnections with other transport modes
- connections of freight terminals to the TEN-T
- electrification of railways

Specific case:  
**completion of missing major railway cross-border projects between Cohesion MS**  
can be supported under the general envelope at a maximum co-funding rate of 85%

Maximum co-funding rates:

General envelope: 30% / 50%

Cohesion envelope: 85%



# European Rail Traffic Management Systems (ERTMS)

(*CEF-T-2023-SIMOBGEN, CEF-T-2023-SIMOBCOEN*)

SUSTAINABLE & SMART  
**MOBILITY STRATEGY**

Works

ERTMS deployment **on-board** and **track-side** (incl. GSM-R, digital Interlocking) compliant with:

- applicable **EU legislation** (incl. Commission Regulation (EU) No 2023/1695 **NEW!**)
- **Baseline 3** (Baseline 4 optional)

Recommendation: **modularity** and **error corrections** included in the contracts

**No support** for i) **fitment** and ii) **retrofitting** of vehicles put into operation **after 31/12/2020**

**Deliverables:** demonstration of **TSI-compliance** and **traceability**, e.g. i) EC Decl./Cert. of the sub-system verification and ii) application for authorisation

Maximum co-funding rates:

General envelope: unit contribution

Cohesion envelope: unit contribution



# ERTMS: unit contributions

Activities	Cost category		Scenario	Sub-scenario		Unit contribution (K€) GEN	Unit contribution (K€) COH
On-board 1 on-board unit	Retrofitting	Prototype	International	/	/	900	1.500
			National	/	/	450	750
		Serial	International	/	/	110	190
			National	/	/	80	140
	Upgrade	Prototype	International	Software	Hardware	600	1.000
			National	Software	Hardware	350	600
		Serial	International	Software	/	18	30
			National	Software	/	15	25
			International	Software	Hardware	55	95
			National	Software	Hardware	55	95
Track-side 1 km of double track equivalent	Deployment		Standard ETCS & associated upgrade costs		90	150	
			ETCS & associated upgrade costs in urban nodes		200	340	
			Class A radio communication		20	35	
			Interlocking		80	140	
			Interlocking in urban nodes		300	510	
	Upgrade		/		20	35	





## Actions removing interoperability barriers (TSIs)

(CEF-T-2023-SIMOBGEN)

SUSTAINABLE & SMART  
**MOBILITY STRATEGY**

Works/Studies/Mixed

Projects to be supported:

- Projects **seeking compliance with Directive 2016/797 on the interoperability of the rail system**. They will aim at:
  - supporting Railway Undertakings, Infrastructure Managers and Wagon keepers to implement and ensure compliance of the rail system and its subsystems with the **technical specifications for interoperability** (TAF/TAP TSI and other relevant TSIs)
- **Automatic gauge-change facilities** in rail freight traffic in accordance with Article 9(2)(b)(v) of the CEF Regulation, as well as **terminals and their equipment necessary for the transfer between different track gauges**

Maximum co-funding rates:

General envelope: 50%



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# Maritime cluster



## Maritime Ports projects on the Core and Comprehensive Networks (1/3)

(*CEF-T-2023-COREGEN, CEF-T-2023-CORECOEN, CEF-T-2023-COMPGEN, CEF-T-2023-COMPCOEN*)

Works / Studies / Mixed

Projects to be supported:

- Provision of safe **port access** (e.g., *breakwaters, access channels, fairways, locks and navigational aids*)
- **Basic port infrastructure (BPI)** (e.g., *turning basins, quay walls, berths, jetties, backfills, land reclamation*)
  - **Backfills and land reclamation:** to create space for construction of other basic port infrastructure, e.g., a berth, quay walls, etc. Should not lead to significant added capacity (i.e., increased surface of or creation of new terminals, logistics/cargo handling areas, etc.).
  - **Priority on BPI:**
    - for development of zero- or low emission multimodal solutions (including BPI for improving the interconnection between the maritime transport and inland waterways)
    - for development of ports' capacities and facilities in relation with the transportation activities of the offshore wind farms\*
    - improving connectivity with remote, insular and outermost regions, or of Member State with no land border with another Member State

Maximum co-funding rates:

General envelope: 30% / 50%

Cohesion envelope: 85%



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# Maritime Ports projects on the Core and Comprehensive Networks (2/3)

(CEF-T-2023-COREGEN, CEF-T-2023-CORECOEN, CEF-T-2023-COMPGEN, CEF-T-2023-COMPCOEN)

SUSTAINABLE & SMART  
**MOBILITY STRATEGY**

Works / Studies / Mixed

Projects to be supported:

- **Shore-side electricity supply** for vessels including cruise ships (*including an upgrade of electrical grid if needed for the shore-side electricity supply*)
- **Port reception facilities** for oil and other waste from ships
- Ensuring **year-around navigability** by means of **capital dredging** (*aim: to remove bottlenecks for the EU Short sea shipping*) and **ice-breaking facilities**
- Providing or improving **IWW / rail / road\* access and connections** within maritime port.
- **Renewable energy generation in a maritime port** (synergetic element for works projects only).  
*Primary usage: shore-side electricity supply, for the needs of the basic port infrastructure and for diverse port operations. Must improve the socio-economic, climate or environmental benefits of the project, limited to 20% of the total budget of the proposal, separate cost category – D3 and separate work package.*

Maximum co-funding rates:

General envelope: 30% / 50%

Cohesion envelope: 85%



## Maritime Ports projects on the Core and Comprehensive Networks (3/3)

(CEF-T-2023-COREGEN, CEF-T-2023-CORECOEN, CEF-T-2023-COMPGEN, CEF-T-2023-COMPCOEN)

SUSTAINABLE & SMART  
**MOBILITY STRATEGY**

Works / Studies / Mixed

- **Location:** geographic area of maritime ports listed in Annex II of the TEN-T Regulation No 1315/2013
- If more than one ports involved: all project's activities in the different ports should contribute to a **common objective of the project**
- Utilities installations, auto-mooring, fixed ramps, dolphins, bollards, fenders, and other fixe auxiliary port infrastructure could be support only if proposed as an integral part of a relevant BPI being the main element of the project, e.g., construction of quay walls.
- **No support for:** infrastructure dedicated to cruise ships (except SSE) and shipyards, maintenance dredging, dredgers and dredging equipment, digital systems / ICT platforms, fixed and/or mobile superstructure (e.g., cargo/passenger terminals, parkings, check-in buildings and areas, storage and stacking areas and facilities, warehouses, multimodal logistics platforms, access gates, port/terminal equipment and vehicles, etc.)

### Maximum co-funding rates:

General envelope: 30% / 50%

Cohesion envelope: 85%



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# Motorways of the Sea

(CEF-T-2023-SUSTMOBGEN)

SUSTAINABLE & SMART  
MOBILITY STRATEGY

Works / Studies / Mixed

Projects to be supported:

## 1. Upgrade of port infrastructure, hinterland connections and dedicated terminals, where required to establish or expand short sea shipping SSS link(s):

- Provision / improvement of **IWW /rail/ road last mile connections**
- **Basic port infrastructure** (e.g., turning basins, quay walls, berths, jetties, backfills, land reclamation (needed e.g., for a quay/berth and not for new terminals, logistics / cargo handling areas, etc.) including fixed ramps, gangways, automooring systems and other fixed infrastructure needed for the SSS link(s))
- **Provision of safe port access** (e.g., breakwaters, access channels, fairways, locks, navigational aids)
- **Shore-side electricity supply** (including upgrade of electrical grid within the port if needed for the shore-side electricity supply)
- **Port reception facilities** for oil and other waste
- **Improvement of port handling capacity:** construction or upgrade of freight and/or passenger terminals, safe and secure parkings (the necessity of the investment should be clearly demonstrated in the proposal), investments in customs, phytosanitary, immigration or security facilities\*
- **Digitalisation** of port operations, excluding support to shipping operators

## 2. Facilitating the provision and use of SSS but not linked to specific ports

- ICT platforms
- Facilities for icebreaking (including icebreakers) and activities ensuring year-round navigability

Maximum co-funding rate: **General envelope: 50%**

# Roads, Rail-road terminals and Multimodal Logistics Platforms cluster



## Roads, rail-road terminals and multimodal logistics platforms projects on the Core and Comprehensive Networks

(CEF-T-2023-COREGEN, CEF-T-2023-CORECOEN, CEF-T-2023-COMPGEN, CEF-T-2023-COMPCOEN)

Works / Studies / Mixed

### Projects to be supported in **Roads**:

- pre-identified road links stipulated in the CEF Regulation, with a priority to cross-border Core network links
- components of the road TEN-T located in a Member State with no land border with another Member State
- Road connections to maritime and inland ports and rail-road terminals, without existing rail connection, to address significant bottlenecks

### Maximum co-funding rates:

General envelope: max. 30% / 50%

Cohesion envelope: 85%



## Roads, rail-road terminals, and multimodal logistics platforms projects on the Core and Comprehensive Networks (*CEF-T-2023-COREGEN, CEF-T-2023-CORECOEN, CEF-T-2023-COMPGEN, CEF-T-2023-COMPCOEN*)

Works / Studies / Mixed

Projects to be supported in **RRTs and MLPs**:

- construction and upgrade of rail-road terminals, combined transport transshipment points and other publicly accessible multimodal logistics platforms located on/in the proximity of the TEN-T Network including:
  - connecting or siding tracks and adaptations for 740 m train length
  - vehicle and container waiting areas
  - power connections, electrification and adaptations for reduction of power use, if needed in a larger context of the project
  - clean transshipment equipment for intermodal loading units (e.g. zero-emission reach stackers, gantry cranes etc.)
  - ICT equipment/applications

Support will not be given to buildings, storage and warehouse facilities. Works projects may include on-site renewable energy generation (synergetic element) that is primarily used for terminal activities.

**Maximum co-funding rates:**

**General envelope: max. 30% / 50%**

**Cohesion envelope: 85%**

## Intelligent Transport Services for road (ITS) (*CEF-T-2023-SIMOBGEN*)

Works / Studies /  
Mixed

Projects to be supported:

- deployment and/or upgrade of ITS infrastructure and services (incl. upgrade of NAPs)
- deployment of C-ITS stations to provide C-ITS services based on the hybrid communication approach defined in the European C-ITS Strategy and:
  - compatibility with the specifications developed by the C-ROADS platform and interoperability with existing C-ITS stations deployed in accordance to those specifications has to be ensured;
  - C-ITS deployments should be in line with Security Certificate Policy for deployment and Operation of European C-ITS

Maximum co-funding rate:

**General envelope: 50%**





## Safe and secure parking infrastructure

(*CEF-T-2023-SAFEMOBGEN, CEF-T-2023-SAFEMOBCOEN*)

SUSTAINABLE & SMART  
MOBILITY STRATEGY

Works

### Projects to be supported:

- development of new safe and secure parking areas to be certified in accordance with Delegated Regulation (EU) 2022/1012
- upgrade of safety and security of existing parking areas certified or to be certified in accordance with Delegated Regulation (EU) 2022/1012
- optimisation of the use of existing safe and secure parking areas through static and dynamic information in accordance with Delegated Regulation (EU) 2013/885

Project not located directly on the road TEN-T network or on one of its nodes, has to justify its utility for the functioning of the TEN-T network.

Only elements set out in the service and security standards of the Delegated Regulation (EU) 2022/1012 will be supported.

**Maximum co-funding rates:**

**General envelope: 50%**

**Cohesion envelope: 85%**



# **Road safety** (CEF-T-2023-SAFEMOBCOEN)

SUSTAINABLE & SMART  
**MOBILITY STRATEGY**

**Works,  
Studies or mixed**

Projects to be supported:

- upgrade of existing road sections of the Core and Comprehensive network with poor safety rating or high accident occurrence, with a view to increasing their safety:
  - Systemic improvements to the in-built safety of roads
    - Only if the intervention is based on findings of the road safety inspections or of the network-wide road safety assessments in accordance with Annex IIa or III of Directive (EU) 2019/1936
  - Implementation of measures identified during the network-wide road safety assessment
  - Upgrades of 'hot-spots' as identified in the network-wide road safety assessment
  - Deploying digital information systems for the safe road and road tunnel use and / or enforcement purposes
    - only if it has the purpose of improving of road safety and tunnel safety or if it helps authorities in enforcing road safety
- Not supported:
  - ✓ new road infrastructure

**Maximum co-funding rate:**

**Cohesion envelope: 85%**

# Air Traffic Management modernisation

## **SESAR Digital Sky Demonstrators** for a greener, more scalable and resilient ATM

**Digital Sky Demonstrators**  
CEF-T-2023-SIMOBGEN-SESAR-DSDU-WORKS

### Call topics

**GBAS demonstrations leading to environmental benefits for airports and TMAs**

**Trajectory based operations enabling the aviation green deal**

**Long-haul flights SWIM-enabled in-flight trajectory optimisation**

**Greener ATM operations at European airports**

**Scalable and resilient network management operations**

## **SESAR Digital Sky Demonstrators** for a greener, more scalable and resilient ATM

**Digital Sky Demonstrators**  
CEF-T-2023-SIMOBGEN-SESAR-DSDU-WORKS

### Call specificities

- Applicants are free to select certain elements within the areas described before
- Grant duration: **36 months**
- Execution framework for technical activities as in the SESAR project handbook (available via the link provided by CINEA)



**SESAR 3 JU Website**  
<https://www.sesarju.eu/>



## Other SESAR projects

Communication, Navigation & surveillance (CNS)

### Call topics

**CNS enablers**  
CEF-T-2023-SIMOBGEN-SESAR-OP-WORKS

## Datalink Services (DLS Regulation)

### Activities

- Upgrades in aircraft equipped with avionics compliant with the regulation to resolve identified interoperability issues.
- Avionics or ground systems upgrades to optimise/reduce the use VDL-2 link (offloading AOC traffic)

## Performance Based Navigation (PBN regulation)

### Activities

- TMA airspace optimisation, implementing SIDS and STARS to improve capacity, safety, cost efficiency or environment
- Equipment of aircraft with SBAS/EGNOS avionics
- Avionics able to make operational use of RNP1/RNAV 1 SIDs and STARs.

Deployment of ground navigation infrastructure and costs for decommissioning are not eligible for funding

## ADS-B (SPI Regulation)

### Activities

- Operational use of ADS-B data **AND**
- Equipping aircraft that are exempted from the regulation (e.g. military or general aviation)

Deployment of radars and WAM, and costs for decommissioning are not eligible for funding



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## Common project one

Commission Implementing Regulation (EU) 2021/116

SUSTAINABLE & SMART  
**MOBILITY STRATEGY**  
CEF-T-2023-SIMOBGEN

Common projects  
CEF-T-2023-SIMOBGEN-SESAR-CP-WORKS

### Call topics

**AF1** Sub-AF AMAN/DMAN integration

**AF2** Sub-AF airport operations plan limited to the Extended Airport Operations Plan

**AF3** « Not eligible under this call

**AF4** Sub-AF AOP/NOP integration

**AF5** Sub-AF Meteorological Information Exchange  
Sub-AF Cooperative Network Information Exchange  
Sub-AF Flight Information Exchange (Yellow profile)

**AF6** « Not eligible under this call

#### Related **SESAR Deployment Programme** families

Family 1.2.1 – AMAN/DMAN integration

Family 2.2.2 – Extended AOP

Family 4.4.1 – AOP/NOP integration

Family 5.4.1 – Meteorological Information Exchange  
Family 5.5.1 – Cooperative Network Information Exchange  
Family 5.6.1 – Flight Information Exchange



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## Common project one

Commission Implementing Regulation (EU) 2021/116

SUSTAINABLE & SMART  
**MOBILITY STRATEGY**  
CEF-T-2023-SIMOBGEN

Common projects  
CEF-T-2023-SIMOBGEN-SESAR-CP-WORKS

## Call specificities

- All implementation projects aligned with **SESAR Deployment Programme 2022**
- The **SESAR Deployment Manager** = coordinator of all implementation projects:
- **Projects must fully implement the Sub-AFs** and must include: **Milestones** based on a strict timeframe; certification/approval of new infrastructure and functional systems' changes
- Failure to deliver Milestones may entail **financial /administrative penalties**
- **'Last chance for funding'** approach to encourage 'First Movers'
- Set up large cross-border / multi-stakeholder synchronisation projects
- Common project investments must be declared in the MS **'Performance Plans'**



# Data processing, innovation and eFTI cluster





**Actions to support the creation, collection, management of transport, traffic and travel data for all modes**  
**(CEF-T-2023-SIMOBGEN)**

**Works / Studies /  
Mixed**

**Projects to be supported:**

- creation, collection, management, sharing and dissemination of accurate and up-to-date transport, traffic and travel data for all modes, in particular enabling interoperability and digitisation of processes
- covers projects related to increasing availability of data for transport safety, urban vehicle access regulations, collaborative logistics and multimodal travel with the aim to make them available to relevant public and/or private stakeholders, in particular for mobility and traffic management purposes and the implementation of sustainable urban mobility indicators (SUMI)

**Maximum co-funding rate:**

**General envelope: 50%**



# Actions supporting new technologies and innovation

*(CEF-T-2023-SIMOBGEN)*

Studies  
incl.pilots

Projects to be supported:

- Projects supporting the deployment of new technologies and innovation, including automation (such as studies for the digital automatic coupling), integrated infrastructure capacity and traffic management, enhanced transport services, modal integration notably with Multimodal Digital Mobility Services and Platforms (including Mobility as a Service - MaaS)

Maximum co-funding rate:

**General envelope: 50%**



**Support to Member States for the development and implementation of IT platforms in accordance with the Regulation on electronic freight transport information (eFTI) (Reg. EU No 2020/1056)**  
**(CEF-T-2023-SIMOBGEN)**

**Works / Studies / Mixed**

**Projects to be supported:**

- Development of any or all of the components of the IT systems/platforms to be used by the competent authorities to access and process information electronically in accordance with the provisions of the eFTI Regulation and its implementing and delegated acts\*, including
  - Pilot testing of exchanges with IT platforms of the economic operators (when adapted to meet the specifications for eFTI platforms in line with eFTI implementing and delegated acts\*)
  - Knowledge and good practice sharing with other Member States, including technical implementation guides
  - Communication measures aimed at awareness raising and training of responsible officials in the competent authorities concerned

\*To be adopted in the course of 2023-2024, in line with the relevant provisions of the eFTI Regulation

**Maximum co-funding rate:**

**General envelope: 50%**

# Sustainable and safe mobility cluster



## Multimodal passenger hubs (CEF-T-2023-SUSTMOBGEN)

SUSTAINABLE & SMART  
**MOBILITY STRATEGY**

**Studies**

Projects to be supported:

- allow for seamless connection between and with available long-distance modes
- located in an urban node on the Core network
- part of a SUMP or of an equivalent plan, with a specific indication of the location of the project
- improve accessibility for all users
- may include safe connections with cycle infrastructure and shared mobility solutions, as part of a wider project
- infrastructure for access to public transport and transfers between transport modes within an existent or future planned multimodal passenger hub

Maximum co-funding rate:

**General envelope: 50%**



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## Multimodal passenger hubs (*CEF-T-2023-SUSTMOBGEN*)

SUSTAINABLE & SMART  
**MOBILITY STRATEGY**

Studies

To be considered that:

- Projects addressing rail connections must be submitted under the rail topics
- Buildings in hubs can be funded only for their components relating to transport operations, such as to commuting of the passengers between different transport modes.

Maximum co-funding rate:

**General envelope: 50%**



## Projects improving transport infrastructure resilience

(CEF-T-2023-SAFEMOBGEN, CEF-T-2023-SAFEMOBEOEN)

Works / Studies / Mixed

Projects to be supported:

- Projects for the **improvement of transport infrastructure resilience**, in particular to climate change and natural disasters, **through infrastructure upgrades or smart monitoring systems**.
- The interventions should directly address the TEN-T transport infrastructure.

Two requirements:

- Demonstration of high risks associated with no project
- The project must be in accordance with the National Adaptation Plan or Strategy of the MS concerned

N.B.: All calls include explicit reference to mainstreaming transport infrastructure resilience. Ancillary elements related to enhancing transport infrastructure resilience may be part of any project proposal.

**Maximum co-funding rates:**

**General envelope: 30% / 50%**

**Cohesion envelope: 85%**



## Actions adapting the transport infrastructure for Union external border checks purposes (*CEF-T-2023-SAFEMOBGEN*)

Works / Studies /  
Mixed

Projects to be supported:

- facilitation of traffic flows for all land and waterborne transport modes at border control areas at the Union external borders of the TEN-T network
- improvement of connections to the BCPs, and parking lines and spaces at the border control area

Only transport infrastructure will be supported. Border check equipment and facilities are not supported as a stand-alone project. Certain border check equipment may be supported in case it forms part of a wider project concerning the adaptation of transport infrastructure, e.g.:

- Smart IT solutions which facilitate/accelerate border checks and alleviate congestion at BCPs
- Fixed devices integrated into the transport infrastructure

Maximum co-funding rate:

**General envelope: 50%**