EUROPEAN
COMMISSION

Brussels, 5.6.2026
C(2026) 3720 final

COMMISSION IMPLEMENTING DECISION

of 5.6.2026

amending Implementing Decision C(2021) 5763 final on the financing of the Connecting Europe Facility - Transport sector and the adoption of the work programme for 2021-2027

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THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EU, Euratom) 2024/2509 of the European Parliament and of the Council of 23 September 2024 on the financial rules applicable to the general budget of the Union[1], and in particular Article 110 thereof,

Having regard to Regulation (EU) 2021/1153 of the European Parliament and of the Council of 7 July 2021 establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014[2], and in particular Article 20(3) thereof,

Whereas:

(1) Commission Implementing Decision C(2021)5763 final[3] provided for the work programme 2021-2027 for the financing of the Connecting Europe Facility – Transport sector including a multi-annual planning of calls for proposals to support projects of common interest in the period 2021-2023 as well as of technical assistance actions in the period 2021-2024.

(2) Implementing Decision C(2023)4886 final[4] amended Implementing Decision C(2021)5763 final to reinforce the indicative budget of the 2023 calls for proposals initially provided in the latter Decision, to establish the funding priorities and respective indicative budgets for the calls to be launched in 2024, and to provide for additional technical assistance actions in the period 2025-2027.

(3) Based on the implementation of the work programme so far, and in line with the policy priorities and objectives set out in Regulation (EU) 2024/1679 of the European Parliament and of the Council[5], it is necessary to amend Implementing Decision C(2021)5763 final to provide for new calls for proposals in 2026.

(4) In order to establish the funding priorities of the 2026 calls for proposals and the respective indicative budgets, and to ensure consolidation of all budgetary

[1] OJ L 2024/2509, 26.9.2024, p. 1, ELI: http://data.europa.eu/eli/reg/2024/2509/oj.

[2] OJ L 249, 14.7.2021, p. 38, ELI: http://data.europa.eu/eli/reg/2021/1153/oj.

[3] Commission Implementing Decision C(2021)5763 final of 5 August 2021 on the financing of the Connecting Europe Facility – Transport sector and the adoption of the work programme for 2021-2027.

[4] Commission Implementing Decision C(2023)4886 final of 25.7.2023 amending Implementing Decision C(2021) 5763 final on the financing of the Connecting Europe Facility - Transport sector and the adoption of the work programme for 2021-2027.

[5] Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024 on Union guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Regulation (EU) No 1315/2013 (OJ L, 2024/1679, 28.6.2024, ELI: http://data.europa.eu/eli/reg/2024/1679/oj).

commitments from 2026 onwards, a new Annex (Annex III) should be added to Decision C(2021)5763 final.

(5) Implementing Decision C(2021)5763 final should therefore be amended accordingly.

(6) The measures provided for in this Decision are in accordance with the opinion of the CEF Coordination Committee,

HAS DECIDED AS FOLLOWS:

Sole article

Implementing Decision C(2021)5763 final is amended as follows:

(1) Articles 1 and 2 are replaced by the following:

‘*Article 1*

The work programme

The multiannual financing decision, constituting the multiannual work programme for the implementation of the Connecting Europe Facility – Transport sector for the period 2021-2027, as set out in Annexes I, II and III, is adopted.

Article 2

Union contribution

The maximum Union contribution for the implementation of the programme for the period 2021-2027 is set at EUR 25 889 561 218 and shall be financed from the appropriations entered in the following lines of the general budget of the Union:

(a) budget line 02 03 01: CEF Transport General Envelope: EUR 12 768 163 511, of which EUR 305 869 295 for technical and administrative assistance; including internal assigned revenues of EUR 171 804 306.

(b) budget line 05 03 03: CEF Transport Cohesion Fund allocation: EUR 11 333 407 843, of which EUR 91 918 708 for technical and administrative assistance; including internal assigned revenues of EUR 95 576 295.

(c) budget line 13 04 01: Military mobility: EUR 1 787 989 864, including internal assigned revenues of EUR 25 135 179.

The appropriations provided for in the first paragraph may also cover interest due for late payment.

The implementation of this Decision is subject to the availability of the appropriations for the year 2027 provided for in the draft general budget of the Union, following the adoption of that budget by the budget authority or as provided for in the system of provisional twelfths.’;

(2) the text set out in the Annex to this Decision is added as Annex III.

Done at Brussels, 5.6.2026

For the Commission
Apostolos TZITZIKOSTAS
Member of the Commission

EUROPEAN
COMMISSION

Brussels, 5.6.2026
C(2026) 3720 final

ANNEX

ANNEX

to the

COMMISSION IMPLEMENTING DECISION

amending Implementing Decision C(2021) 5763 on the financing of the Connecting Europe Facility - Transport sector and the adoption of the work programme for 2021-2027

‘ANNEX III

CEF Transport Multiannual Work Programme 2021-2027: calls for proposals for projects of common interest in 2026-2027

1. Introduction

The work programme establishes the basis for the allocation of the Union financial support to projects of common interest under the Connecting Europe Facility (CEF) Transport sector for the period 2021-2027. In accordance with Article 20 of Regulation (EU) 2021/1153 of the European Parliament and of the Council[1] (CEF Regulation), it provides for the topics and indicative budget of the calls for proposals to be launched in 2026.

2. Legal basis

Regulation (EU) 2021/1153 of the European Parliament and of the Council establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014.

3. Budget lines

02 03 01 - CEF Transport General Envelope
05 03 03 - CEF Transport Cohesion Fund allocation
13 04 01 - Military mobility

4. Objectives pursued

The work programme sets out the priorities of the Union financial support under the CEF Regulation and in accordance with Regulation (EU) 2024/1679 of the European Parliament and of the Council (TEN-T Regulation)[2].

The general objective of the CEF Transport programme 2021-2027 is to build, develop, modernise and complete the trans-European transport network, considering the Union long-term decarbonisation commitments, and thus to contribute to smart, sustainable and inclusive growth and to enhance territorial, social and economic cohesion. It shall contribute to the development of projects of common interest relating to efficient, interconnected, and multimodal networks and infrastructure for sustainable, smart, interoperable, inclusive, accessible, resilient, safe and secure mobility. It shall contribute to more sustainable modal composition of the transport system, to meet EU climate neutrality and zero pollution ambitions by 2050.

[1] Regulation (EU) 2021/1153 of the European Parliament and of the Council of 7 July 2021 establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014 *(*OJ L 249, 14.7.2021, p. 38, ELI: http://data.europa.eu/eli/reg/2021/1153/oj*)*.

[2] Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024 on Union guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Regulation (EU) No 1315/2013 (OJ L, 2024/1679, 28.6.2024, p. 1, ELI: http://data.europa.eu/eli/reg/2024/1679/oj).

The work programme reflects the priorities set in the CEF Regulation, in the revised TEN-T Regulation, and in the Commission's Sustainable and Smart Mobility Strategy[3]. It also reflects the priorities set in: the Commission's High-Speed Rail Communication[4]; the Military Mobility Package[5]; the Clean Transport Corridor Initiative, the European Connected and Autonomous Vehicle Alliance and the Large-scale cross-border testbeds for autonomous vehicles – all three under the Automotive Action Plan[6]; the Autonomous Drive Ambition Cities initiative under the Apply AI strategy[7]; the EU industrial maritime strategy[8]; the EU ports strategy[9]; and the Industrial Accelerator Act[10]; as well as the '100 Climate Neutral and Smart Cities'[11]. It also takes into account the Commission Communication on the Solidarity Lanes[12]. The work programme is aligned with the AccelerateEU – Energy Union Communication[13], by allocating the bulk of available budget to sustainable modes of transport and alternative fuels, thereby contributing substantially to the acceleration of investments in the energy transition. It also provides for synergies with Horizon Europe Partnerships and Missions as enabled by Annex 4 of the Horizon Europe Regulation[14], aimed at deploying mature research and innovation solutions.

CEF contributes to the Union goal of climate-related spending and decarbonising transport. In accordance with the European Green Deal, CEF will target a contribution of 60% of its overall financial envelope to co-financing Actions supporting climate objectives and moving fast towards zero-emission mobility. A methodology[15] to track climate expenditures against the targets set has been developed by the Commission and will be applied to all Actions under CEF.

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[3] COM(2020) 789 final of 9.12.2020: Sustainable and Smart Mobility Strategy – putting European transport on track for the future.

[4] COM(2025) 903 final of 5.11.2025: Connecting Europe through High-Speed Rail.

[5] Commission moves towards 'Military Schengen' and transformation of defence industry - Mobility and Transport

[6] COM(2025) 95 final of 5.3.2025: Industrial Action Plan for the European automotive sector

[7] COM (2025) 723 final of 8.10.2025: Apply AI Strategy.

[8] COM(2026) 111 final of 4.3.2026: EU Industrial Maritime Strategy.

[9] COM(2026) 112 final of 4.3.2026: EU Ports Strategy.

[10] COM(2026) 100 final of 4.3.2026: Proposal for a Regulation of the European Parliament and of the Council establishing a framework of measures for the acceleration of industrial capacity and decarbonisation in strategic sectors and amending Regulations (EU) 2018/1724, (EU) 2024/1735 and (EU) 2024/3110.

[11] https://ec.europa.eu/commission/presscorner/detail/en/ip_22_2591

[12] COM(2022) 217 final of 12.05.2022: An action plan for EU-Ukraine Solidarity Lanes to facilitate Ukraine's agricultural export and bilateral trade with the EU.

[13] COM(2026) 370 final of 22.4.2026: AccelerateEU - Energy Union: Affordable and Secure Energy through Accelerated Action.

[14] Regulation (EU) 2021/695 of the European Parliament and of the Council of 28 April 2021 establishing Horizon Europe – the Framework Programme for Research and Innovation, laying down its rules for participation and dissemination, and repealing Regulations (EU) No 1290/2013 and (EU) No 1291/2013 (OJ L 170, 12.5.2021, p. 1, ELI: http://data.europa.eu/eli/reg/2021/695/oj).

[15] Annex I to Regulation (EU) 2021/1060 of the European Parliament and of the Council of 24 June 2021 laying down common provisions on the European Regional Development Fund, the European Social Fund Plus, the Cohesion Fund, the Just Transition Fund and the European Maritime, Fisheries and Aquaculture Fund and financial rules for those and for the Asylum, Migration and Integration Fund, the Internal Security Fund and the Instrument for Financial Support for Border Management and Visa Policy (OJ L 231, 30.6.2021, p. 159, ELI: http://data.europa.eu/eli/reg/2021/1060/oj).

5. Expected results

The implementation of the present work programme aims at contributing to the completion of the Trans-European Transport Network (TEN-T), thereby further enhancing sustainable and smart mobility. It is expected that financing support granted under this work programme will contribute to the timely and efficient development of the TEN-T Core Network, support the realisation of a robust, resilient, competitive and resource-efficient European transport system and address climate change in accordance with the European Green Deal.

The granted support will directly contribute to the achievement of important transport policy objectives, such as establishing 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, fostering cohesion and cross-border mobility, enhancing accessibility of peripheral areas of the Union, enhancing an integrated multimodal approach aiming at shifting a considerable part of road traffic towards more sustainable transport modes, increasing the capacity and performance of notably rail and short sea shipping infrastructure, contributing to a more balanced modal distribution, and reducing the negative environmental impacts of transport, in particular as regards GHG emissions.

6. Actions supported through the 2026 call for proposals

This Section defines the Actions to be supported under this work programme and specifies the sources of funding (General envelope, Cohesion envelope, or Military Mobility envelope). Actions supported under this Section will take the form of grants[16]. Eligible grant beneficiaries are specified in Section 9.2.

6.1. Actions related to the efficient, interconnected, interoperable and multimodal networks

The general objective of this funding priority is to develop rail and inland waterway transport infrastructure projects on the TEN-T Core Network.

Railway Actions on the TEN-T Core Network

(Under the General and Cohesion envelopes)

In accordance with Article 9(2), point (a)(i), of the CEF Regulation, the following Actions (works or studies preparing projects for the next financing period), with priority to fostering the development of high-speed rail in line with the Commission communication on high-speed rail[17], will be supported:

(a) Construction/upgrading of cross-border and missing links;
(b) Interconnections between rail and other modes of transport, in particular inland waterway and maritime transport (including port hinterland connections) and projects aimed at the

[16] The costs of evaluation of the proposals submitted under the call will take the form of procurement.
[17] COM(2025) 903 final of 5 November 2025.

integration of the high-speed rail and air networks to make the feeder network for long-haul flights more sustainable.

Support will not be given to railway stations, except for railway infrastructure components. If the Action includes such components, they shall be presented as a separate work package.

Actions shall comply with the provisions of Directive (EU) 2016/797 of the European Parliament and of the Council[18] and with the related Technical Specifications for Interoperability. Where relevant, Actions shall also be compatible with the alignment of operating procedures across borders to ensure the most effective use of the supported infrastructure.

Facilities and infrastructure supported under CEF must be accessible for use by all operators on a non-discriminatory basis.

Inland waterways Actions on the TEN-T Core Network

(Under the General envelope)

In accordance with Article 9(2), point (a)(i), of the CEF Regulation, the following Actions (works) will be supported:

(a) Upgrade of waterways and related infrastructure such as locks and weirs/dams in order to achieve stable or improved navigation conditions, performance, resilience, sustainability and/or more capacity for the passage of vessels or to ensure good navigation status;
(b) Creation of new waterways and related infrastructure (locks, weirs/dams, bridges).

6.2. Actions relating to smart, interoperable, sustainable, multimodal, inclusive, accessible, safe and secure mobility

The general objective of this funding priority is to enhance the digitalisation of road transport and the decarbonisation of road, airport and waterborne transport, and to facilitate traffic flows at the EU's external border of the TEN-T network.

6.2.1 Actions related to smart and interoperable mobility

New technologies and innovation: digitalisation of road transport

(Under the General envelope)

In accordance with Article 9(2), point (b)(iv), of the CEF Regulation, support will be provided to actions (works) fostering the deployment of new technologies and innovation by supporting test – beds / infrastructure for autonomous vehicles[19], in complementarity with Horizon Europe[20]. The

[18] Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union (OJ L 138, 26.5.2016, p. 44, ELI: http://data.europa.eu/eli/dir/2016/797/oj).
[19] Except for the funding of alternative fuels infrastructure, included in section 6.2.2.
[20] The Horizon Europe call "Flagship-pilot: large-scale demonstrations of CCAM (CCAM Partnership) HORIZON-CL5-2026-10-D6-01" finances research and demonstration projects on the integration of technologies, testing, validation, operation, public engagement, awareness campaigns, other research and eventually vehicles.

focus will be specifically on investments in infrastructure for commercial (pre-)deployment of autonomous vehicles and will not include Research & Innovation activities.

The Actions to be financed shall contribute to the deployment of highly automated vehicles on the road for real operation, requiring investment in infrastructure to ensure the efficient operation of autonomous vehicles, in two areas:

1) Establishing control centres (IT equipment for remote supervision of highly automated vehicles in unexpected situations);
2) Deploying digital infrastructure for accurate vehicle positioning and communication with the surrounding environment (including interaction with emergency services), including when crossing borders between Member States. Particular attention will be paid to digital infrastructure that enables the automatic transmission of driving data and the recording of events (e.g. accidents or near-accidents). Where necessary, in addition to the digital infrastructure, modifying road infrastructure (such as extending merging lanes) will also be supported.

In both cases projects should strive to use harmonized and sovereign digital infrastructure.

6.2.2 Actions related to sustainable and multimodal mobility

Actions relating to the development of alternative fuels infrastructure for the road and airport sectors

(Under the General envelope)

In accordance with Article 9(2), point (b)(iv), of the CEF Regulation, support will be provided to Actions (works) fostering:

(a) The roll-out of publicly accessible recharging infrastructure dedicated to heavy-duty vehicles on the TEN-T road network, and in urban nodes, and related energy storage facility systems;
(b) The electrification of airport ground operations.

Synergetic elements are eligible under the conditions specified in Section 9.6, including for example costs related to production facilities of green alternative fuels for the purpose of transport.

These Actions shall be supported based on the combination of grants with other sources of funding pursuant to Article 17 of the CEF Regulation and blending operations with InvestEU pursuant to Article 6 of the CEF Regulation[21].

[21] The implementation of these Actions based on blending operations under InvestEU pursuant to Article 6 of the CEF Regulation shall only make use of funds from the General envelope and shall be limited to a maximum of half of the funds dedicated in this work programme to alternative fuels infrastructure for the road and airport sectors under the General envelope. The CEF grants will be directly managed by the Commission consistently with the procedures already in place for managing grants under Title VIII of the Financial Regulation.

For operations pursuant to Articles 17 and 6 of the CEF Regulation, in addition to the eligibility criteria specified in Section 9.3, applicants will need to evidence financing from a financial institution to the Action. When the financing takes the form of debt, the size of the financing covering the project of which the proposed Action is a part shall be at least 10% of the total project investment cost (not applicable to equity financing).

The call text shall further specify:

(a) The eligible locations in relation with the TEN-T and the deployment needs;
(b) Where necessary, specific modalities relating to financing scheme[22].

European Maritime Space and inland ports

(Under the General envelope)

In accordance with Article 9(2), points (b)(i) and (iv), of the CEF Regulation, Actions concerning European Maritime Space and inland ports will be supported with the objective to reduce the environmental impact of transport through short sea shipping links and greening of inland shipping.

The following Actions (works) will be supported:

(a) The deployment of Onshore-power supply[23] and charging infrastructure in TEN-T maritime and inland ports in accordance with Regulation (EU) 2023/1804 of the European Parliament and of the Council[24];
(b) The fitting or retrofitting of the energy systems of inland waterway vessels and short sea shipping vessels (including ferries)[25], with electric, hybrid, H2, ammonia, methanol and biomethane technologies, substitute sources of energy[26] and the installation of wind assisted propulsion systems (WAPS)[27].

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[22] 'Financing scheme' means financing granted by a financial institution to a beneficiary of an alternative fuels infrastructure project.

[23] 'On-shore power supply' (OPS) means the system to supply electricity to ships at berth, at low or high voltage, alternate or direct current, including ship-side and port-side installations, when feeding directly the ship main distribution switchboard for powering hotel and service workloads or charging secondary batteries, as defined in Article 3(24) of Regulation (EU) 2023/1805 of the European Parliament and of the Council of 13 September 2023 on the use of renewable and low-carbon fuels in maritime transport, and amending Directive 2009/16/EC).

[24] Regulation (EU) 2023/1804 of the European Parliament and of the Council of 13 September 2023 on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU (OJ L 234, 22.9.2023, pp. 1–47, ELI: http://data.europa.eu/eli/reg/2023/1804/oj).

[25] Vessels engaged in inland waterway and short sea shipping traffic as defined in the TEN-T Regulation.

[26] 'Substitute sources of energy' means renewable energy generated on board or electricity supplied from OPS, as defined in article 3(8) of the Regulation (EU) 2023/1805 of the European Parliament and of the Council of 13 September 2023 on the use of renewable and low-carbon fuels in maritime transport, and amending Directive 2009/16/EC).

[27] The fitting / retrofitting contract must be signed after the call publication date and no later than 31 December 2027. The inland waterway vessels or short sea shipping vessels must fly EU flag and serve at least one TEN-T maritime or inland port from the start of the project and for a minimum of 5 years after the end of the project.

Synergetic elements are eligible under the conditions specified in Section 9.6, including for example costs related to production facilities of green alternative fuels for the purpose of transport.

The Actions under (a) and (b) shall be supported based on the combination of grants with other sources of funding pursuant to Article 17 of the CEF Regulation and blending operations with InvestEU pursuant to Article 6 of the CEF Regulation[28].

For operations pursuant to Articles 17 and 6 of the CEF Regulation, in addition to the eligibility criteria specified in Section 9.3, applicants will need to evidence financing from a financial institution to the Action. When the financing takes the form of debt, the size of the financing covering the project of which the proposed Action is a part shall be at least 10% of the total project investment cost (not applicable to equity financing).

The call text shall further specify, where necessary, specific modalities relating to financing scheme[29].

For Actions under (b), the grant amount shall be limited to a maximum of EUR 5 million per vessel.

6.2.3. Actions related to safe and secure mobility

Actions adapting the transport infrastructure for Union external border checks

(Under the General envelope)

In accordance with Article 9(2), point (b)(x) of the CEF Regulation, support will be provided to Actions (works or studies) aiming at facilitating traffic flows for rail and road transport at border control areas at the Union external border of the TEN-T network. The supported Actions, targeting the transport infrastructure, will inter alia improve the connections to the border crossing points and parking lines and spaces related to the border controls. Priority will be given to the upgrading of existing border crossing points to allow the implementation of coordinated bi-directional controls. Where appropriate, the applicants should ensure coordination with relevant Interreg Instrument for Pre-Accession Assistance – Cross-Border Cooperation programmes.

6.3. Actions relating to the adaptation of the TEN-T network to civilian-defence dual-use

(Under the Military Mobility envelope)

In accordance with Article 9(2), point (c), and Article 12 of the CEF Regulation, support will be provided to dual-use works and/or studies focusing on the four EU military mobility priority

[28] The implementation of these Actions based on blending operations under InvestEU pursuant to Article 6 of the CEF Regulation shall only make use of funds from the General envelope and shall be limited to a maximum of half of the funds dedicated in this work programme to alternative fuels infrastructure for the road and airport sectors under the General envelope. The CEF grants will be directly managed by the Commission consistently with the procedures already in place for managing grants under Title VIII of the Financial Regulation.

[29] 'Financing scheme' means financing granted by a financial institution to a beneficiary of an alternative fuels infrastructure project.

corridors[30]. When an Action combines studies and works, these shall concern different sections/activities.

As provided in Article 12(1), point (c), of the CEF Regulation, such Actions are to take into account the infrastructure requirements applicable to certain categories of dual-use infrastructure Actions, as set out in Commission Implementing Regulation 2021/1328[31].

Priority will be given to Actions located in two or more Member States.

7. Indicative timetable, topics and amounts available for the 2026 calls for proposals

This Work Programme provides for a single Call consisting of a set of targeted calls per identified priorities to be launched at the same time by July 2026. The selection decision may provide for a reserve list that could use up additional amounts that might become available after the date of the adoption of the selection decision. The indicative amounts of the Calls under the General, Cohesion and Military Mobility envelopes, are presented in the table below.

[30] While the focus of CEF support will be on the four EU military mobility priority corridors, eligibility will also extend to dual-use Actions located on other sections both of the TEN-T network and of the military mobility network.

[31] Commission Implementing Regulation (EU) 2021/1328 of 10 August 2021 specifying the infrastructure requirements applicable to certain categories of dual-use infrastructure actions pursuant to Regulation (EU) 2021/1153 of the European Parliament and of the Council (OJ L 288, 11.8.2021, p. 37, ELI: http://data.europa.eu/eli/reg_impl/2021/1328/oj).

EUR million, current prices

Objective		Call 2026		
		General envelope	**Cohesion envelope**	**Military Mobility envelope**
Actions related to Article 9(2), point (a), of the CEF Regulation / Completion of the TEN-T network	Railway projects on the TEN-T core network (including High-Speed Rail)	350*	260**	
	Inland waterway projects on the TEN-T core network			
Actions related to Article 9(2) point (b), of the CEF Regulation / Modernisation of the TEN-T network	New technologies and innovation: digitalisation of road transport	20		
	Development of alternative fuels infrastructure for the road and airport sectors	130		
	European Maritime Space and inland ports	200		
	Actions adapting the transport infrastructure for Union external border checks	20		
Total 9(2) a) b) Actions		*720*	*260*	
Actions related to Article 9(2), point (c), of the CEF Regulation / Civilian-defence dual-use (Military Mobility envelope)				130
TOTAL		**1110**		

* Covering both “Railway projects on the TEN-T core network (including High-Speed Rail)” and “Inland waterway projects on the TEN-T core network”

** Covering “Railway projects on the TEN-T core network (including High-Speed Rail)”

8. Form of Union contributions and co-financing rates

Union financial support shall take the form of reimbursement of eligible costs actually incurred as provided in Article 125(1), point (b), of Regulation (EU, Euratom) 2024/2509 of the European Parliament and of the Council[32] (the Financial Regulation).

In order to maximise the use of the available budget the following maximum co-financing rates shall apply to the eligible costs:

Under the General envelope:

(a) Studies: 50%

(b) Works: 30%, or 50% for Actions relating to cross-border links under the conditions specified in Article 15(2), point (e) of the CEF Regulation, for Actions supporting inland waterways, for Actions supporting new technologies and innovation, and for Actions adapting the transport infrastructure for Union external border checks, or 70% for Actions located in EU outermost regions[33].

Under the Cohesion envelope:

(a) Studies: 85%

(b) Works: 85%

Under the Military Mobility envelope:

(a) Studies: 50%

(b) Works: 50%

In addition, the maximum CEF funding per grant agreement shall be capped at EUR 30 million under the General envelope and the Cohesion envelope – if the Action is located in a single Member State; at EUR 70 million if the Action is located in two Member States; and at EUR 100 million if the Action is located in more than two Member States.

The maximum CEF funding per grant agreement shall be capped at EUR 10 million for:

(a) Actions on the development of alternative fuels infrastructure for the road and airport sectors;

(b) Actions relating to the European Maritime Space and inland ports;

(c) Actions adapting the transport infrastructure for Union external border checks;

(d) Actions on digitalisation of road transport.

Regarding Actions under the Military Mobility envelope, the maximum CEF funding per grant agreement shall be capped at EUR 20 million for Actions located in one Member State and EUR 40 million for Actions located in more than one Member State. The amount may exceptionally be

[32] Regulation (EU, Euratom) 2024/2509 of the European Parliament and of the Council of 23 September 2024 on the financial rules applicable to the general budget of the Union (OJ L, 2024/2509, 26.9.2024, ELI: http://data.europa.eu/eli/reg/2024/2509/oj).

[33] As defined in Art. 349 TFEU.

increased for Actions involving multiple Member States where this is justified by the scale, coordination needs or strategic relevance of the Action.

The maximum duration of Actions to be financed under the three envelopes should be 31/12/2029 for studies and 31/12/2030 for works.

9. Common provisions

9.1. Technical specifications

Applicable technical specifications shall be set out in the calls for proposals, as appropriate.

9.2. Eligible applicants

In addition to the criteria set out in Article 200 of the Financial Regulation and as stipulated in Article 11 of the CEF Regulation, the following entities are eligible to apply for funding:

(a) Legal entities established in a Member State;
(b) Legal entities established in a third country associated to the Programme under the conditions set in Article 5 of the CEF Regulation;
(c) Legal entities created under Union law;
(d) International organisations.

In compliance with Article 11 of the CEF Regulation, legal entities established in a third country which is not associated to the Programme may exceptionally be eligible to receive support under the Programme, where this is indispensable for the achievement of the objectives of a given project of common interest.

Only proposals submitted 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, including regional or local authorities, are eligible.

Natural persons are not eligible.

9.3. Eligible applications

A proposal must address studies and/or works (as specified in the relevant sections above) within the meaning of Article 2, points (r) and (v) of the CEF Regulation.

To be eligible for funding, applications including works for which an environmental impact assessment is mandatory must demonstrate to have completed key steps of the environmental impact assessment[34] by the date of application.

Also, applications including works shall include a Cost Benefit Analysis (CBA), except if the Action relates to civilian-defence dual-use activities, as specified in Section 6.3.

If the eligible costs of an Action do not exceed EUR 10 million, or if the Action is presented with the support of a financial institution, as specified in Section 6.2.2, the CBA may be provided in a simplified format as specified in the call for proposals.

Applications relating to a new phase of a project under construction and for which other construction phases were/are supported by the CEF 2 Programme or by the previous CEF 1 Programme, may re-submit the CBA originally submitted provided that the Action for which funding is requested was already included in the scope of the original CBA, and that no significant changes have occurred that may impair the value of the original CBA.

9.4. Eligibility of activities related to the mitigation of environmental impact and the preservation of biodiversity

Applications may include activities relating to the mitigation of environmental impact and the preservation of biodiversity, notably as regards on-site reforestation or specific infrastructure components allowing for the continuity of the natural habitat or the safe crossing of animals. Activities relating to the mitigation of environmental impact may include noise protection barriers.

9.5. Climate proofing

Applications relating to a project for which an environmental impact assessment must be carried out in compliance with Directive 2011/92/EU[35] shall include information on the climate proofing of such project, considering the Guidance on the Climate Proofing of Infrastructure[36]. Such information may be provided in the form of a summary of the main findings and conclusions, notably as regards mitigation and adaptation measures. The call text shall further specify the necessary requirements.

9.6. Synergetic elements

In accordance with Article 10(2) of the CEF Regulation, eligible Actions concerning works under this work programme may include synergetic (ancillary) elements relating to another sector of the CEF programme, i.e. energy and digital, if these synergetic elements allow to significantly improve the socio-economic, climate or environmental benefits of the Action. Co-funding may be provided

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[34] Completion of the following steps of the EIA procedure: an environmental impact assessment report prepared by the project promoter and consultations carried out under the EIA Directive. This will be followed by the development consent procedure that may be completed after the submission of the CEF application.

[35] Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment (OJ L26, 28.1.2012, p 1).

[36] Commission Notice: Technical guidance on the climate proofing of infrastructure in the period 2021-2027, C(2021)5430 of 29 July 2021.

as long as the cost of these synergetic elements does not exceed 20% of the total eligible costs of the Action.

9.7. Selection criteria

The applicant(s) shall have stable and sufficient resources of funding to maintain his or her activity throughout the period for which the grant is awarded. The applicant(s) must have the professional skills and qualifications required to complete the proposed Action. The verification of the financial and operational capacity does not apply to applicants which are a Member State, a neighbouring/third country, a public sector body established in a Member State i.e. regional or local authority, a body governed by public law or association formed by one or several such authorities or one or several such bodies, in particular a Joint Undertaking, in accordance with eligibility criteria established under Article 187 of the Treaty on the Functioning of the European Union, or an international organisation.

Financial Capacity

Applicants must have stable and sufficient resources to successfully implement the projects and contribute their share. Organisations participating in several projects must have sufficient capacity to implement all these projects.

The financial capacity check will be carried out based on the documents which applicants will be requested to upload in the Participant Register during grant preparation (e.g. profit and loss account and balance sheet, business plan, audit report produced by an approved external auditor, certifying the accounts for the last closed financial year, etc.). The analysis will be based on neutral financial indicators, but will also consider other aspects, such as dependency on EU funding and deficit and revenue in previous years.

Operational capacity

Applicants must have the know-how, qualifications and resources to successfully implement the projects and contribute their share (including sufficient experience in projects of comparable size and nature). They must provide appropriate documents attesting to that capacity as defined in the text of the call for proposals.

9.8. Evaluation and award procedure

The evaluation of the proposals will consider the following award criteria, as appropriate:

(1) Maturity: assessing the maturity of the Action in the project development. The criterion will measure, among others: i) the readiness/ability of the project to start by the proposed start date and to complete by the proposed end date, ii) the status of the contracting procedures and of the necessary permits, and iii) information on the financial availability needed to complement the CEF investment.

(2) Quality: evaluating the soundness of the implementation plan proposed, both from the technical and financial point of view, the architecture and design approach, the organisational structures put in place (or foreseen) for the implementation, the risk analysis, the control procedures and quality management and the communication strategy of the applicant. Moreover,

when applicable, it will also assess the information related to the maintenance strategy proposed for the completed project.

(3) Impact: assessing, when applicable, the economic, social and environmental impact, including the climate impact, and other relevant externalities. This criterion may be substantiated by a Cost Benefit or Cost Effectiveness Analysis (CBA or CEA) or, in the absence of such tools, other forecast of end-user take-up, in which case the evaluation will look at the soundness, comprehensiveness, and transparency of the analysis as well as proposed means to monitor its impact. Moreover, when applicable, the criterion will assess, among others, the innovation and digitalisation, safety and interoperability and accessibility aspects of the proposal, as well as its cross-border dimension, effect/contribution to the network territorial accessibility.

(4) Priority and urgency of the Action: evaluating the correspondence of the proposal with the sectoral policy objectives and priorities, measuring its Union added value and where applicable assessing the possible synergies with other sectors. For military mobility, this criterion will also serve to assess the potential of dual-use (civilian-defence)[37].

(5) Catalytic effect of Union assistance: evaluating the effect of the EU financial assistance on the realisation of the project, for instance overcoming a financial obstacle generated by insufficient commercial viability, high upfront costs or the lack of market finance, increasing the capacity to mobilise differentiated investments sources, improving the quality of the project or accelerating the overall investment plan[38].

As a standard practice, a score is assigned for each of the criteria on a scale from 0 (insufficient) to 5 (excellent).

The result of the evaluation will enable the creation of a ranking system per call for proposals.

Only proposals passing an established threshold (defined in each call) will be ranked. The ranking will be determined by adding the scores obtained under the five award criteria listed above.

Once the ranking list is established, the selection of proposals will be based on the budget availability for the specific call as identified in the call text. Proposals not retained due to budgetary reasons may be included in a reserve list.

More detailed information on the evaluation and award procedure will be included in the text of the call for proposals.

[37] Concerning the military priorities, the Commission will consult the EU Military Staff (EUMS). The EUMS assessment will be based on the following two points: i) to what extent the proposed project contributes to enhanced strategic deployment of military forces in the EU for missions, operations and routine activities; and ii) to what extent the project eliminates identified gaps on the Member State's infrastructure network, including bottlenecks currently undermining military movements.

[38] Concerning alternative fuels infrastructure, for applications supported by a financial institution, the catalytic effect will be evaluated based on the capacity to mobilise different investments sources and the capacity to trigger important overall investments with limited EU support.

10. Financial provisions

10.1. No profit principle

For projects generating income, the no-profit principle applies, as defined in Article 195 of the Financial Regulation.

10.2. Compliance with the Union Law

The granting of Union financial support to projects of common interest is conditional upon compliance of the project with relevant Union law inter alia concerning interoperability, environmental protection, competition, public procurement and EU restrictive measures (sanctions).

10.3. Other sources of financing

No CEF financial support shall be awarded for Actions receiving funds from other sources of Union financing, with the exception of the InvestEU, without prejudice to Articles 6, 17 and 19 of the CEF Regulation.

10.4. Form of implementation

The granting of Union financial support shall take the form of grants.

10.5. Eligibility of costs and non-retroactivity principle

Maintenance activities and related costs are not eligible.

In accordance with Article 196 of the Financial Regulation, 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. Costs incurred prior to the date of submission of the application shall not be eligible for financing.

No grant may be awarded retroactively for Actions already completed.

Estimated breakdown of annual instalments in EUR million (March 2026)

Budget line	Action	2021 commitments	2022 commitments	2023 commitments	2024 commitments	2025 commitments	2026 commitments	2027 commitments	TOTAL
02 03 01	MAWP (Grants) 2021-2027	1,715	250	40	10	150	100	43	2,308
	MAWP (AFIF1) 2021-2027	25	200	150	120	90	239	50	874
	MAWP (AFIF2) 2024-2027	0	0	0	165	242	0	333	740
	MAWP (Grants) 2022-2027	0	1,295	400	698	487	322	305	3,507
	MAWP (Grants) 2023-2027	0	0	1,666	400	500	400	487	3,453
	MAWP (Grants) 2024-2027	0	0	0	340	145	290	86	860
	MAWP (Grants) 2026-2027	0	0	0	0	0	350	370	720
	Accompanying measures (technical assistance) - Grants and procurements	52	47	29	36	74	22	40	301
	Evaluation costs - Procurements	0	1	1	1	1	1	1	5
Total reserved by the CEF Transport Work Program		**1,792**	**1,793**	**2,286**	**1,770**	**1,689**	**1,723**	**1,715**	**12,768**
CEF commitment appropriations (MFF 2021-2027)		1,774	1,791	2,271	1,748	1,663	1,678	1,672	12,596
Internal assigned revenues		18	2	15	23	26	45	44	172
CEF Total commitment appropriations		**1,792**	**1,793**	**2,286**	**1,770**	**1,689**	**1,723**	**1,715**	**12,768**
05 03 03	MAWP (Grants) 2021-2027	1,397	200	80	300	300	400	155	2,831
	MAWP (AFIF1) 2021-2027	18	50	90	22	0	69	0	249
	MAWP (AFIF2) 2024-2027	0	0	0	45	42	0	71	158
	MAWP (Grants) 2022-2027	0	1,242	350	120	300	300	286	2,598
	MAWP (Grants) 2023-2027	0	0	1,011	471	620	600	656	3,358
	MAWP (Grants) 2024-2027	0	0	0	628	391	228	540	1,787
	MAWP (Grants) 2026-2027	0	0	0	0	0	130	130	260
	Accompanying measures (technical assistance) - Grants and procurements	21	8	10	16	16	7	10	88
	Evaluation costs - Procurements	0	0	0	1	1	1	1	4
Total reserved by the CEF Transport Work Program		**1,436**	**1,500**	**1,542**	**1,602**	**1,670**	**1,735**	**1,849**	**11,333**
CEF commitment appropriations (MFF 2021-2027)		1,436	1,488	1,542	1,600	1,661	1,723	1,789	11,238

Internal assigned revenues		0	12	0	2	9	11	60	96
CEF Total commitment appropriations		**1,436**	**1,500**	**1,542**	**1,602**	**1,670**	**1,735**	**1,849**	**11,333**
13 04 01	MAWP (Grants) 2021-2027	225	32	0	9	25	14	15	321
	MAWP (Grants) 2022-2027	0	198	70	164	44	70	50	596
	MAWP (Grants) 2023-2027	0	0	223	77	182	120	139	741
	MAWP (Grants) 2026-2027	0	0	0	0	0	55	75	130
	Evaluation costs - Procurements	0	0	0	0	0	0	0	0
Total reserved by the CEF Transport Work Program		**225**	**230**	**294**	**250**	**251**	**260**	**279**	**1,788**
CEF commitment appropriations (MFF 2021-2027)		225	230	294	250	251	259	254	1,763
Internal assigned revenues		0	0	0	0	0	0	25	25
CEF Total commitment appropriations		**225**	**230**	**294**	**250**	**251**	**260**	**279**	**1,788**
Total reserved by the CEF Transport Work Program		**3,453**	**3,523**	**4,121**	**3,622**	**3,609**	**3,717**	**3,844**	**25,890**
CEF commitment appropriations (MFF 2021-2027)		3,436	3,508	4,106	3,597	3,574	3,661	3,715	25,597
Internal assigned revenues		18	14	15	25	35	56	129	293
CEF Total commitment appropriations		**3,453**	**3,523**	**4,121**	**3,622**	**3,609**	**3,717**	**3,844**	**25,890’**