Connecting Europe Facility (CEF)

Invitation to submit a proposal

CEF-T-2024-TAGENEA-IBA

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EUROPEAN CLIMATE, INFRASTRUCTURE AND
ENVIRONMENT EXECUTIVE AGENCY (CINEA)

CINEA.B – Sustainable networks and investments
CINEA.B. B1 – CEF Transport: Northern Europe, Austria + MOS and ERTMS

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0. Introduction

This is an invitation to submit proposals for EU **action grants** in the field of Transport under the **Connecting Europe Facility (CEF)**.

The regulatory framework for this EU Funding Programme is set out in:

- Regulation 2018/1046 (EU Financial Regulation)
- the basic act (CEF Regulation 2021/1153[1]).

The invitation is launched in accordance with the 2021-2027 Work Programme[2], including the amended Work Programme[3], and will be managed by the **European Climate, Infrastructure and Environment Executive Agency (CINEA)** ('Agency').

It concerns the direct award to:

- Member States of the European Union for the European Transport Corridors, urban nodes, Rail Freight Corridors in the form of lump sum contributions.

- RailNetEurope and Infrastructure Managers of the European Union for cross-border rail transport on the TEN-T network in the form of actual costs.

- Member States of the European Union for the European River Information System (COMEX) platform in the form of actual costs.

The call covers the following **topics**:

Topic 1: CEF-T-2024-TAGENEA-IBA-MS-LS – Technical Assistance to Member States for ETCs and urban nodes– General envelope

Topic 2: CEF-T-2024-TAGENEA-IBA-RNE-AC - Technical Assistance to RailNetEurope – General envelope

Topic 3: CEF-T-2024-TAGENEA-IBA-RIS-COMEX-AC - Technical Assistance to the European RIS COMEX platform - General envelope

Each project application under the call must address only one of these topics. Applicants wishing to apply for more than one topic, must submit a separate proposal under each topic.

We invite you to read the **call documentation** carefully, and in particular this Call Document, the Model Grant Agreement, the EU Funding & Tenders Portal Online Manual and the EU Grants AGA — Annotated Grant Agreement.

These documents provide clarifications and answers to questions you may have when preparing your application:

- the Call Document outlines the:

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[1] Regulation (EU) 2021/1153 of the European Parliament and of the Council of 7 July 2021 establishing the Connecting Europe Facility (OJ L 249, 14.7.2021, p. 38).

[2] Commission Implementing Decision C(2021)5763 final of 5.8.2021 concerning the adoption of the work programme for 2021-2027 and the financing decision for the implementation of the Connecting Europe Facility (CEF).

[3] Commission Implementing Decision C(2023) 4886 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.

- background, objectives, scope, activities that can be funded and the expected results (sections 1 and 2)

- timetable and available budget (sections 3 and 4)

- admissibility and eligibility conditions (including mandatory documents; sections 5 and 6)

- criteria for financial and operational capacity and exclusion (section 7)

- evaluation and award procedure (section 8)

- award criteria (section 9)

- legal and financial set-up of the Grant Agreements (section 10)

- how to submit an application (section 11)

- the Online Manual outlines the:

  - procedures to register and submit proposals online via the EU Funding & Tenders Portal ('Portal')

  - recommendations for the preparation of the application

- the AGA — Annotated Grant Agreement contains:

  - detailed annotations on all the provisions in the Grant Agreement you will have to sign in order to obtain the grant *(including cost eligibility, payment schedule, accessory obligations, etc)*.

You are also encouraged to visit the CINEA website to consult the list of projects funded previously.

1. Background

Topic 1: CEF-T-2024-TAGENEA-IBA-MS-LS – Technical Assistance to Member States for ETCs and urban nodes – General envelope

Work Package 1: Cooperation with European Transport Corridors

Regulation (EU)2024/1679 on the revised TEN-T Regulation[4,] hereafter referred to as the TEN-T Regulation, defines the European Transport Corridors (ETCs) as an instrument to facilitate the coordinated implementation of parts of the TEN-T core network and extended core network. The regulation identifies nine European Transport Corridors, which include transport infrastructure of all modes of transport.

European Coordinators are designated to facilitate the coordinated and timely implementation of the European Transport Corridors, as well as the ERTMS and European Maritime Space (the so-called "horizontal priorities", which concern all Member States with a rail network or access to the sea).

Member States as well as Ukraine and Republic of Moldova (associated to CEF in 2023) play a key role in cooperation with the European Coordinators to ensure an effective implementation of the ETCs and the TEN-T horizontal priorities.

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4 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

This CEF technical assistance will support the Member States as well as Ukraine and Republic of Moldova, in cooperation with the European Coordinators.

Work Package 2: Support to urban nodes

In order to ensure effective functioning of the network, the TEN-T Regulation recognized the importance of ensuring the seamless flow of passengers and goods to, from within and through urban nodes. Therefore, it designated 432 urban nodes and required that urban nodes adopt a Sustainable Urban Mobility Plan (SUMP) by end 2027, covering the entire functional urban area. Member States will designate a national SUMP contact point and put in place a national SUMP support programme for urban nodes to help them prepare and implement their SUMPs. The Commission Recommendation to Member States on national SUMP support programmes sets out a wide range of activities and a possible governance framework for such programmes.

According to the TEN-T Regulation, Member States shall collect and submit to the Commission data covering each urban node related to urban mobility indicators in the field of accessibility, sustainability, and safety by end 2027.

This technical assistance will support the Member States in the implementation of the above requirements for urban nodes.

Work Package 3: Cooperation within the Rail Freight Corridors ensuring adequate coordination with the European Transport Corridors

The TEN-T Regulation defines the European Transport Corridors (ETCs) as an instrument for infrastructure development of the TEN-T core network and extended core network and adjusts the organisation and governance of the freight corridors.

Regulation (EU) 913/2010 concerning a European rail network for competitive freight aims to support the provision of seamless and competitive cross-border rail freight services, through specific measures in the area of rail capacity and traffic management. The governance under the Regulation involves Member States, assigning them with the responsibility to define the framework for the allocation of infrastructure capacity and to supervise development of the corridors.

The TEN-T and RFC Regulations require cooperation between the respective governance structures, both on questions of infrastructure development, e.g. the identification of capacity bottlenecks and/or specific investments needs of cross-border rail freight, and on the operational performance of rail transport services along the corridors.

Regulation (EU) 913/2010 may be repealed and replaced with a more general EU framework for the use of railway infrastructure capacity in the single European railway area, following a legislative proposal from the Commission[5] which is currently subject to the ordinary legislative procedure[6]. The scope of the new rules is not limited to rail freight transport but includes passenger services, thereby supporting an even broader coordination between TEN-T policy and the management and operation of rail infrastructure.

This CEF technical assistance will support the participation of Member States in coordinating their contributions in the context of the RFCs with the ETCs, including rail capacity and traffic management, with a view to ensure complementarity with their contributions to TEN-T policy.

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[5]   COM (2023) 443 final, https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:52023PC0443

[6]   See https://eur-lex.europa.eu/procedure/EN/2023_271.

Topic 2: CEF-T-2024-TAGENEA-IBA-RNE-AC - Technical Assistance to RailNetEurope – General envelope

Seamless rail passenger and freight transport on the TEN-T, in particular cross-border services, requires a functional and integrated single European railway area.

This topic aims to support and accelerate progress towards the single European railway area specifically in the areas of rail capacity management and allocation as well as traffic, disruption and crisis management and performance review.

The technical assistance continues previous projects in the period 2021 to 2024. Work supported by this technical assistance shall build on the results delivered during this period while ruling out any duplication of activities and ensuring continuity and consistency to the largest extent possible.

Work supported by the technical assistance shall take into account recent market developments, progress within the rail sector on various related initiatives, notably in relation to digitalization, the sector-lead "Timetable Redesign for Smart Capacity Management" initiative, and the evolution of the relevant EU legislation, in particular regarding the use of railway infrastructure capacity, the guidance for the development of the trans-European transport network and the technical specifications for interoperability relating to telematics.

Topic 3: CEF-T-2024-TAGENEA-IBA-RIS-COMEX-AC - Technical Assistance to the European RIS COMEX platform - General envelope

This technical assistance supports the transition into permanent operation of the digital European RIS platform from RIS COMEX. This is planned by the European Commission for 2024 to support the setting up of a permanent operational structure for the solutions of RIS COMEX for the provision of RIS-based Corridor Information Services, in order to complete the RIS deployment until 2030, as required by TEN-T.

The RIS platform is also a provision in the EC proposal on the RIS directive revision. In this context, the RIS COMEX project was financed by CEF and has successfully concluded in 2022. The new RIS COMEX II project (Project 101122498 — 22-EU-TG-RIS COMEX 2) is running from 1 February 2023 to 31 March 2028. This project is continuing, expanding and optimizing the provided services and data in order to increase the gained benefits for the users, the society and the environment.

Key focus will be put on the functional and geographical extension and direct integration with existing in-house- and on-board systems and applications based on the demands and requirements of the stakeholders which comprise of vessel operators, skippers, logistics users and authorities. Only works related to EURIS (the RIS platform) RIS 'adaptive and perfective maintenance' are included in the scope of the Grant Agreement. Hosting of EuRIS is outside the scope of the GA.

Within the technical assistance for Support for the transition into permanent operation of the digital European RIS platform from RIS COMEX, only the costs which are NOT covered by the existing RIS COMEX II project are planned to be financed under this Technical Assistance.

2. Objectives — Themes and priorities — Activities that can be funded — Expected impact

Topic 1: CEF-T-2024-TAGENEA-IBA-MS-LS - Technical Assistance to Member States for ETCs and urban nodes – General envelope

Objectives (expected outcome)

In accordance with section 9 of the CEF Transport work programme of 5 August 2021 and its amendment of 25 July 2023, the objective is to award accompanying measures ("technical assistance") pursuant to Article 9(1) of the CEF Regulation (EU) 2021/1153.

Work Package 1: Cooperation within the European Transport Corridors:

The objective of the CEF technical assistance provided under this work package is to support Member States, as well as Ukraine and the Republic of Moldova (associated to CEF in 2023) in efficient cooperation with European Coordinators and their staff to ensure implementation of the European Transport Corridors and the TEN-T horizontal priorities (HP).

Work Package 2: Support to urban nodes

This work package aims at supporting Member States in implementing the requirements for urban nodes set out within the revised TEN-T Regulation, namely:

– Developing and adopting a national SUMP Support Programme for urban nodes and adopting a Sustainable Urban Mobility Plan (SUMP) for each urban node by the end of 2027, covering the entire functional urban area, in line with guidance included in Annex 5 of the revised TEN-T Regulation.
– Assessing the available and missing urban mobility data per each urban node in line with Article 41(1) and (2) of the revised TEN-T Regulation; setting up the processes and structures to collect urban mobility data for each urban node and submit them to the European Commission.

The above activities, brought about by the requirements of the revised TEN-T Regulation for urban nodes, imply the need to allocate the necessary human resources and skills at both national and local level. This technical assistance will feed into the required resources and facilitate the implementation of the new requirements of the TEN-T Regulation for urban nodes.

Work Package 3: Cooperation within the Rail Freight Corridors ensuring adequate coordination with the European Transport Corridors

This work package aims to establish an effective coordination between Member States' contributions on infrastructure development in the context of TEN-T policy, in particular at the level of the European Transport Corridors, including on rail capacity and traffic management in accordance with Regulation (EU) 913/2010 and other EU legislation on the use of railway infrastructure capacity in the single European railway area.

Themes and priorities (scope)

The technical assistance to the EU Member States, Ukraine and Moldova will support activities related to the cooperation for the development of the European Transport Corridors, urban nodes and Rail Freight Corridors.

The Identified Beneficiaries of this TA are EU Member States who are not eligible under the Cohesion Fund. It also includes the associated countries to CEF: Ukraine and Moldova.

They can apply for one or more work packages among the following:

Work package 1. Cooperation with European Transport Corridors

Work package 2. Support to urban nodes

Work package 3. Cooperation within the Rail Freight Corridors ensuring adequate coordination with the European Transport Corridors

In accordance with section 2.2 of the lump sum decision, the beneficiaries will have to submit a final report on the activities of the work package(s) being part of the Grant Agreement.

Work package 1: Cooperation with European Transport Corridors

Participation of the EU Member States and the CEF associated countries in the activities listed above will require allocation of the necessary human resources and will generate travel costs related to participation in the relevant Corridor and/or HP meetings.

Work package 2: Support to urban nodes

This work package addresses two priorities:

Priority A: Sustainable Urban Mobility Planning (SUMP): Developing Sustainable Urban Mobility Plans for urban nodes in line with Article 41(1)(b)(i) and (2) of the TEN-T Regulation

Priority B: Urban Mobility Indicators (UMI): Collecting and submitting to the Commission urban mobility data per urban node in line with Article 41(1) and (2) of the TEN-T Regulation

The tasks within each priority are implemented via the national SUMP contact point, to be designated by each Member State in line with Article 41(4).

Work Package 3: Cooperation within the Rail Freight Corridors ensuring adequate coordination with the European Transport Corridors

This work package addresses contributions of the EU Member State authorities on rail capacity and traffic management, with a view to support consistency with TEN-T policy and to ensure cross-border coordination:

Priority A: Coordination between Member States at cross-border level, including in the context of European Transport Corridors - in accordance with the Activities 3.a, 3.b and 3.d in the Lump Sum Decision.

Priority B: Coordination between Member States authorities and stakeholders at national level - in accordance with the Activity 3.c in the Lump Sum Decision.

The tasks will be coordinated by Member States' representatives appointed in accordance with relevant legislation, including in particular Regulation (EU) 913/2010 and other relevant rail legislation.

Activities that can be funded (scope)

In accordance with the lump sum decision, the Technical Assistance to the EU Member States, Ukraine and the Republic of Moldova can address one or more Work Packages among the following:

Work package 1: Cooperation within the European Transport Corridors

The activities include:

1. Participation of Members States and, where relevant, of Ukraine and the Republic of Moldova in the meetings organised by the European Coordinator, such as Corridor/HP Forums, working groups and Corridor-related conferences.

2. Involvement of relevant Member States in consultation and approval of the new generation of Corridor/HP Work Plans; consultation of the related Corridor implementing acts or implementing acts for specific cross-border sections or for the horizontal priorities. Where relevant, the activities should include also involvement of Ukraine and the Republic of Moldova in consultation of the Working Plans for the corridors that cross their territories.

3. Involvement of relevant Member States in consultation of implementing acts defining the reference water levels related to the Good Navigation Status of the TEN-T inland waterways.

4. Regular and efficient cooperation of Member States and the CEF associated third countries with the European Coordinators, national stakeholders and other Member States.

Work package 2: Support to urban nodes

The activities include:

Task 2.a - Adopting a national SUMP support programme

This task is geared to help Member States to develop and adopt a national SUMP support programme, as defined in Article 41(4) of the revised TEN-T Regulation. These programmes should identify a set of measures aimed at supporting urban nodes for adopting, implementing and monitoring their SUMPs. The programme should designate a team in charge of implementing the measures included, allocating appropriate resources (human and financial) to carry out the activities. In case of larger or federal Member States, the development of additional regional SUMP support programmes could also be considered.

Task 2.b - National network of urban nodes

This task offers support to the national SUMP contact points to develop a national network of urban nodes. Three physical/hybrid meetings per year are foreseen to allow networking, identifying common challenges and sharing good practice. In total minimum 9 coordination meetings are recommended during the period 2025-2027, with at least one physical meeting per year.

Task 2.c - Preparation of national SUMP Guidance

This task will focus on developing a national guidance to urban nodes that serves as a basis for assessing and ensuring alignment with the Sustainable Urban Mobility Planning Guidance for Urban Nodes presented in Annex V of the TEN-T Regulation. This task could include updating existing guidance or legislation as well as developing new guidance. It is estimated that this national guidance will set out criteria for improving alignment of SUMPs with the EU guidance set out in Annex V of the revised TEN-T Regulation.

Task 2.d - Assessing the preparedness of urban nodes

This task will build upon the national SUMP guidance developed within the above task. During this task, Member States can assess the preparedness of urban nodes and alignment of their SUMPs with the TEN-T requirements and identify areas that require further work.

Task 2.e - Expert support to urban nodes

Through this task Member States could offer expert support to urban nodes to implement the steps identified in task 2.d. to improve alignment of SUMPs for each urban node with the SUMP guidance for urban nodes included in Annex V of the revised TEN-T Regulation and the national SUMP guidance.

Task 2.f - Analysis of data availability

This task will allow Member States to support their urban nodes to:

- undertake a data gap analysis assessing availability of data, existing / potential data sources, data collection methods, processes as well as resources available / needed;

- draft a data generation plan, based on that analysis.

Task 2.g - Expert support to urban nodes for data collection

Based on the data availability analysis (task 2.f), this task will allow Member States to support their urban nodes in implementing the data generation plan by e.g. setting up and implementing procedures for data generation, collection, and processing covering all indicators set out in the implementing act on urban mobility indicators.

Work Package 3: Cooperation within the Rail Freight Corridors ensuring adequate coordination with the European Transport Corridors

The activities include:

1. Preparation of, participation in and follow-up to meetings at corridor level involving stakeholders of the rail freight corridor and cooperation with the European Coordinator responsible for the corresponding European Transport Corridor;

2. Preparation of, participation in and follow-up to meetings for coordination between several or all rail freight corridors;

3. Coordination activities within the Member State involving in particular the infrastructure manager(s), railway undertakings, terminal owners and managers, regional and local authorities and other relevant stakeholders;

4. Preparation of the report pursuant to Article 22 of the Regulation aligned with the guidance of the Commission on the structure and content of the report.

Topic 2: CEF-T-2024-TAGENEA-IBA-RNE-AC - Technical Assistance to RailNetEurope

Objectives (expected outcome)

In accordance with section 9 of the multiannual work programme and its amendment, the objective is to award accompanying measures ("technical assistance") pursuant to Article 9(1) of the CEF Regulation (EU) 2021/1153.

The general objective of this Technical Assistance is to support RailNetEurope and rail infrastructure managers in the establishment of a single European railway area, with a specific focus on the areas of activity outlined in section 1 (background).

The first specific objective is to support the design, testing and implementation of common, harmonised and interoperable rules, processes, functions and IT requirements and applications supporting planning and operations of rail infrastructure and rail services in the single European rail area;

The second specific objective is to support practical coordination between infrastructure managers in the context of the European network of infrastructure managers (ENIM), supported by a central entity ('Network Coordinator') and involving designated focal points in charge of coordination within rail infrastructure managers, complemented by regular and close involvement and consultation of all relevant stakeholders within the rail sector and among the customers of rail transport services and public authorities.

Themes and priorities (scope)

In accordance with the amended work programme of 25 July 2023, the technical assistance to RailNetEurope (RNE) will support activities of RNE and Infrastructure Managers related to cross-border rail transport.

The Identified Beneficiaries are RailNetEurope and Infrastructure Managers. They should submit a single, joint application coordinated by RNE.

This technical assistance covers the following work packages:

1. Ongoing coordination and cooperation between RNE; rail infrastructure managers, including RFC bodies; European bodies and entities, in particular the European Union Agency for Railways, the Europe's Rail Joint Undertaking and the European Coordinators under the TEN-T Regulation, rail regulatory bodies and the European network of rail regulatory bodies as well as other relevant rail and transport sector stakeholders;

2. Detailed specification and execution of a European transport market study covering passenger and freight transport, where relevant in a structured approach comprising consistent phases or modules;

3. Further development and implementation of new approaches for rail capacity management and allocation, taking into account the 'TTR for Smart Capacity Management' programme and the evolution of the relevant EU legislation;

4. Specification for telematics applications and development of web applications supporting rail capacity management and allocation, including the scheduling of capacity restrictions ('digital capacity management'), taking into account the evolution of relevant EU legislation, and supporting consistency of major IT investment projects;

5. Specification for telematics applications and development of web applications supporting European and domestic traffic ('digital capacity management'), disruption and crisis management and related data exchange and monitoring, taking into account the evolution of relevant EU legislation, supporting consistency of major IT investment projects;

6. Performance monitoring and management for rail infrastructure and transport services, including in intermodal context, taking into account the evolution of relevant EU legislation;

7. Providing information on rail infrastructure and services in human- and machine-readable formats, taking into account the evolution of relevant EU legislation;

8. Continue the support to cross-border long-distance passenger rail pilot services, in the framework of the Commission's invitation to submit proposals for cross-border pilot rail services of June 2022 and provide support to innovative cross-border freight services, where requested by prospective

operators or applicants/customers;

9. Design, test and implement arrangements, including procedures, structures and tools, covering the scope of WP1 to WP8, for the coordination between infrastructure managers, for the consultation and involvement of stakeholders at European and cross-border level, in particular but not limited to railway undertakings, and for the coordination and cooperation with public authorities in charge of transport policy and rail market regulation, including the European network of rail regulatory bodies, taking into account the evolution of relevant EU legislation.

Activities that can be funded (scope)

Work Package 1: Ongoing **coordination and cooperation** between RNE; rail infrastructure managers, including RFC bodies; European bodies and entities, in particular the European Union Agency for Railways, the Europe's Rail Joint Undertaking and the European Coordinators under the TEN-T Regulation, rail regulatory bodies and the European network of rail regulatory bodies as well as other relevant rail and transport sector stakeholders:

— Provide secretariat services for the cross-corridor coordination between the management boards of the EU rail freight corridors ('RFC Network') and practical support for the transition towards new arrangements for the coordination between infrastructure managers and the consultation / involvement of stakeholders at EU and cross-border level, as elaborated under WP9;

— Ensure alignment with and contribution to the strategies and to the work of the European Union Agency for Railways (ERA) and the Europe's Rail Joint Undertaking (EU-RAIL JU) on the basis of already signed cooperation agreements with ERA and EU-RAIL JU, and notably in relation to:
    o the work of ERA on telematics, operation and traffic management, and infrastructure register;
    o the work of the EU-RAIL JU System Pillar on the development of future Capacity Management Systems (CMS) and Traffic Management Systems (TMS);

— Ensure that work carried out under this technical assistance contributes to and fully aligns with the Union rail- and data-related policies and legislation and their further evolution, such as the European Mobility Data Space and the rail ontology as building block for rail, the Regulation on the Register of Railway Infrastructure (RINF), Regulations on TSIs Telematics and TSI OPE, and relevant rail market legislation. For the legislation subject to a European governance managed by ERA, contributes directly to the work of ERA with coordinated inputs;

— Ensure that work carried out under this technical assistance contributes to further development of Union rail policies and legislation;

— Ensure close and continuous coordination with and consultation of railway undertakings and other applicants on the entire portfolio of RNE activities and on the coordination between infrastructure managers on European and cross-network level;

— Engage with and consult customers of rail freight services and partners in intermodal freight transport, such as operators of rail freight service facilities (e.g. terminals) and intermodal transport operators, logistics services providers and final customers, with a view to strengthen the integration of rail freight in multimodal transport and the customer orientation of the rail sector, via common frameworks and concepts such as collaborative decision-making;

— Engage with and consult customers of rail passenger services and partners in multimodal passenger transport, such as operators of rail passenger service facilities (e.g. station managers) and multimodal transport operators, and passenger

organisations, with a view to strengthen the integration of rail passenger in multimodal transport and the passenger orientation of the rail sector, via common frameworks and concepts such as collaborative decision-making.

— Support infrastructure managers and operators of rail service facilities providing consistent and reliable infrastructure description into the RINF as European source of corresponding data covering overall Union rail system for both passenger and freight services with the objective to feed other EU and sector applications (e.g. RIS, TEN-tec, RFP, RRD);

— Engage with other relevant structures and stakeholders, including public authorities at EU, Member States and other levels, including rail regulatory bodies, national safety authorities, sector associations, the Digital Transport and Logistics Forum (DTLF), the Platform on International Rail Passenger Transport, and others, and facilitate information exchange and synergies with sector initiatives and projects related to the activities carried out under this technical assistance.

Work Package 2: Detailed **specification and execution of a European transport market study** covering passenger and freight transport, where relevant in a structured approach comprising consistent phases or modules:

— Further elaborate / update and approve a detailed implementation plan for a European transport market study, clarifying any remaining open points from the feasibility studies and implementation plans prepared under technical assistance in the period 2021-2024, including but not limited to selection of a preferred option (on issues where several options were proposed), checking and improving consistency and synergies between work related to passenger and freight transport, clarify data source and clarification of technical, methodological, procedural, financial aspects and specifying, where relevant, consistent implementation phases or modules;

— Execute a European transport market study based on the implementation plan; where appropriate, in a structured approach of consistent implementation phases or modules;

— Continuous consultation and engagement with relevant stakeholders, including at least railway undertakings and other applicants, terminal operators, Member States and European bodies, on the preparation and the results of the European transport market study, with a view to generate inputs for the study, to promote use of study results and to identify potential to improve future study editions; seeking endorsement from RailNetEurope's members and the Commission for major milestones in study preparation and execution.

Work Package 3: Further **development and implementation of** new approaches for **rail capacity management and allocation**, taking into account the 'TTR for Smart Capacity Management' programme and the evolution of the relevant EU legislation:

— Overall programme and project management for the TTR programme;

— Further development of relevant processes, rules and practical arrangements for TTR, ensuring coherence with future new approaches and development to rail capacity management and allocation (related telematics applications to be addressed separately under work package 4), in particular taking into account the instrument of Member State strategic guidance on capacity utilisation;

— Preparation of a European framework setting out common principles and procedures for the management of rail infrastructure capacity, including coordination between infrastructure managers and involvement of railway undertakings, other applicants and operational stakeholders;

— Further development of TTR programme documentation (process descriptions, guidance, handbooks, etc.), of harmonised templates and contents for reference documents to be prepared by infrastructure managers and operators of service facilities, in particular network statements and service facility descriptions based on

harmonised structure and in a machine-readable format, and of input for relevant processes (e.g. preparing input to delegated or implementing acts);

— Analysis and recommendations on legal issues;

— Engagement with and consultation of stakeholders concerned, notably railway undertakings and other applicants, Member States authorities, regulatory bodies, the European Commission and European agencies and other stakeholders as far as relevant;

— Monitoring of TTR programme implementation and, where relevant, compliance with EU legislation, by various stakeholders, notably infrastructure managers and applicants / railway undertakings;

— Develop, test and implement harmonised arrangements to assess, in transparent, objective and (where possible) quantitative terms, the quantity and quality of pre-planned and allocated infrastructure capacity (including capacity restrictions), the degree of utilisation of infrastructure capacity and potentials or barriers to the growth of rail traffic, in particular with a view to the management of capacity on congested or highly utilised infrastructure and to the performance of cross-border rail traffic and services (in coordination with activities under WP6);

— Provide an overview of and references to concluded capacity analyses and enhancement plans relating to highly utilised and congested infrastructure, at EU level and in an easily accessible way; explore possibilities and benefits of harmonising (elements of) the procedures and methods for capacity analyses and capacity-enhancements plans;

— Develop, test and implement transparent and objective methods for the partitioning of infrastructure capacity and for formal conflict resolution in capacity allocation taking into account socio-economic and environmental criteria, harmonised at EU level and with the possibility to apply national parameters and weighting factors; integration or interfacing with IT tools and services for capacity management and allocation;

— Design, test and implement procedures and structures for the request, allocation and adaptation / cancellation of multi-network capacity rights in a single place and operation, supported by a single point of contact and through a centralised telematics application; including joint or coordinated resolution of conflicts through consensual or formal mechanisms (in coordination with WP9);

— Prepare analysis and make recommendations for a more generalised use of framework agreements for capacity allocation, with specific consideration of cross-border rail transport services, taking into account possible interrelations with Member States' strategic guidance, public service obligations relating to rail passenger services, strategic capacity planning by infrastructure managers and allocation methods based on socio-economic and environmental criteria while ensuring open and non-discriminatory network access; requirements for digitalisation of capacity allocation via framework agreements; on request of the Commission, prepare input for the preparation/update of relevant non-legislative acts;

— Develop, test and implement new concepts such as capacity rights in the form of capacity specifications and capacity planning objects for strategic capacity planning; on this basis provide input (functional specifications) to the processes relating to technical specifications for telematics applications (WP4).

Work Package 4: Specification for telematics **applications** and development **of** web applications supporting **rail capacity management and allocation**, including the scheduling of capacity restrictions ('digital capacity management'), taking into account the evolution of relevant EU legislation and supporting consistency of major IT investment projects:

- Develop and deliver as coordinated inputs to ERA mature specifications for functional and technical requirements for telematics applications based on ERA Ontology supporting:
  - o rail capacity management, including capacity rights in the form of capacity specifications and train paths, capacity planning objects relating to pre-planned capacity;
  - o rail capacity restrictions (temporary and permanent), including coordination of infrastructure managers, consultation of impacted stakeholders, and publication (incl. publication of impacted infrastructure characteristics through RINF),
  - o allocation of rail capacity (incl. basic infrastructure data based on RINF), for central (European) and national (company-level) components,

taking into account interoperability with existing telematics applications and ensuring consistency with approaches developed within EU-RAIL JU;

- Develop and deliver as coordinated inputs to ERA mature specification for functional and technical requirements to close the open points remaining in the TSIs for telematics applications, notably supporting:
  - o the identification of shunting trains in rail service facilities,
  - o the planning of shunting movements and stabling in rail service facilities,
  - o the strategic capacity planning in the form of capacity strategies, models and supply plans, supported by appropriate capacity planning objects,
  - o the development of harmonised web applications for capacity management,
  - o the processes for the allocation of infrastructure capacity, through various allocation processes (framework agreement, annual process, rolling planning process, ad-hoc process) and including coordination of multi-network capacity rights and consensual and formal conflict resolution processes,
  - o the coordination of infrastructure managers, the consultation of stakeholders impacted by capacity restrictions, and the publication of capacity restrictions (incl. publication of impacted infrastructure characteristics through RINF);
- Deliver as coordinated inputs to ERA mature specification for functional and technical requirements as candidate for enhancement of the TSIs for telematics applications, RINF, the rail Ontology, as well as the digitalisation of communications under OPE TSI;
- Develop and deliver guidance for the implementation of functional and technical requirements for the deployment of telematics applications supporting digital capacity management. Where relevant provide coordinated inputs to ERA for the development of ERA's guidance for EU legal framework;
- Development of specification for web applications, including through subcontracting and in particular for the purposes of prototyping and testing ('piloting');
- Engagement with and consultation of railway undertakings and other applicants and sector stakeholders;
- Ensure full compliance with relevant specifications at European level, notably TSIs for telematics applications, OPE TSI, RINF, and the rail Ontology, and future developments of these framework and approaches as developed by ERA with the contributions of the EU-RAIL JU;
- Ensure consistency with approaches developed within ERA, EU-RAIL JU, with the European Mobility Data Space, and ensure that telematics applications are developed on an open source model, with structure data based on ERA ontology, and with open access to data generated in the project and through the web applications developed through the project;
- Management and steering of relevant projects, groups and activities supporting the areas above.

Work Package 5: Specification for telematics **applications** and development **of** web applications supporting **European and domestic traffic** ('digital traffic management'), disruption and crisis management and related data exchange and monitoring, taking into account the evolution of relevant EU legislation, supporting consistency of major IT investment projects:

— Define frameworks, processes, rules and telematics applications for traffic management supporting cross-border traffic, involving other relevant stakeholders involved in rail freight logistics chains and ensuring consistency with TSIs for telematics applications (and contributing to their further development through ERA) and with approaches developed within EU-RAIL JU and taking into account best-practice approaches for the optimisation of intermodal transport operations, notably collaborative decision-making;

— Preparation of a European framework setting out common principles and procedures for the coordination of cross-border traffic, disruption and crisis management, including involvement of railway undertakings, other applicants and operational stakeholders;

— Contribute, upon request by competent public authorities, to the development and harmonisation of rules and coordination arrangements for the management of large-scale crisis situations, including public safety, health epidemics, natural disasters, environmental, defence and security crises, where derogations from rules applying under normal circumstances are required;

— Monitoring implementation of the processes and rules for disruption and crisis management by infrastructure managers and of the effects of its application in practice (as part or in coordination with activities under WP6); further development of the handbook;

— Analysis and recommendations on legal issues, e.g. on legal barriers at national level preventing the implementation of harmonised European processes and rules for traffic and contingency management;

— Develop and deliver as coordinated inputs to ERA mature specifications for functional and technical requirements for telematics applications based on ERA Ontology supporting rail traffic management;

— Develop and deliver as coordinated inputs to ERA mature specifications for functional and technical requirements to close the open points remaining in the TSIs for telematics applications, notably supporting:
    o the publication of traffic data and train composition data,
    o the developments of harmonised web applications for traffic management and train composition,
    o the processes for path section modification;

— Deliver as coordinated inputs to ERA mature specification for functional and technical requirements as candidate for enhancement of the TSIs for telematics applications, RINF, the rail Ontology, as well as the digitalisation of communications under OPE TSI;

— Develop and deliver guidance for the implementation of functional and technical requirements for the deployment of telematics applications supporting digital traffic management. Where relevant provide coordinated inputs to ERA for the development of ERA's guidance for EU legal framework;

— Development of specification for web applications, including through subcontracting and in particular for the purposes of prototyping and testing ('piloting');

— Engagement with and consultation of railway undertakings and other applicants and sector stakeholders;

— Ensure full compliance with relevant specifications at European level, notably TSIs for telematics applications, OPE TSI, RINF, and the rail Ontology, and future developments of these framework and approaches as developed by ERA with the contributions of the EU-RAIL JU;

— Ensure that telematics applications are developed on an open source model, with structure data based on ERA ontology, and with open access to data generated in the project and through the web applications developed through the project.

— Management and steering of relevant projects, groups and activities supporting the areas above;

Work Package 6: Performance monitoring and management for rail infrastructure and transport services, including in intermodal context, taking into account the evolution of relevant EU legislation:

— Strengthen performance monitoring in performance areas such as infrastructure and equipment; infrastructure capacity; traffic/disruption /crisis management; deployment and performance of digital services; tools and interfaces; compliance with regulation and regulatory oversight; in doing so taking into account best practices in the rail sector and in other transport modes or network industries;

— Preparation of a European framework setting out common principles and procedures for the review of performance at the level of individual infrastructure managers and at cross-border / European level, including the identification of priority performance issues, monitoring arrangements, procedures to define performance objectives at the level of infrastructure managers and procedures to assess corrective measures and the achievement of performance objectives;

— Develop, test and implement procedures for performance review, both based on benchmarking approaches (identification of current 'best practice') and based on the development of European reference concepts for capacity, traffic, disruption and crisis management developed specifically to identify the performance potential of cross-border rail services achievable through fully integrated European approaches;

— Develop, test and implement procedures to set performance objectives for infrastructure managers relating to capacity and traffic management (quantitative and qualitative targets) under involvement of key stakeholders such as railway undertakings, other applicants and operational stakeholders, Member State authorities, regulatory bodies and others;

— Investigate, develop and deploy innovate ways of disseminating results of performance monitoring, where useful in target-group specific approaches;

— Further develop monitoring-driven processes to improve the performance of rail infrastructure and transport services, building on existing work in rail and other modes ('train performance management', 'collaborative decision-making').

— Develop structure and contents for European performance review reports; the reports should provide an effective basis to monitor performance levels, identify causes of underperformance and define remedial measures to eliminate the key barriers that affect the performance of rail infrastructure and transport services making use of EU-Rail JU outputs;

— Cooperate with and support bodies with legal responsibilities regarding performance review; coordination and cooperation with rail stakeholders, customers and suppliers of the rail sector and with rail regulatory bodies on performance review; create and support dedicated groups related to performance review.

Work Package 7: Providing **information on rail infrastructure and services** in human- and machine-readable formats, taking into account the evolution of relevant EU legislation:

— Build on existing community of operators of rail service facilities to ensure information on rail infrastructure of these facilities are made available through RINF;

— Build on RINF as the source of reference data for infrastructure characteristics in RNE's tools (RIS, CRD, CIP, NCI, RFP). Support infrastructure managers in feeding in reference data or making them available to RINF and support the development of RINF in cooperation with ERA, infrastructure managers and operators of rail service facilities;

- Deliver as coordinated inputs to ERA mature specifications for functional and technical requirements as candidate for enhancement of RINF and the rail Ontology. In particular, contribute with coordinated inputs to the work of ERA enhancing the rail Ontology with the elements and concepts necessary to support the development of RNE's digital tool providing information on rail infrastructure and services;
- Manage, update and further develop the Customer Information Platform (RNE CIP) within the scope of the Digital Railway Infrastructure Information System – Big Data 2.0, and further ensure its integration into the RINF as source of information relating to infrastructure characteristics;
- Activities to digitalise, where relevant as structured data based on the rail ontology, infrastructure managers' network statements and ensure the definition and integration into the RINF of relevant parameters to support it as source of information for infrastructure characteristics relevant for infrastructure managers' network statement;
- Manage, update and further develop centralised infrastructure data solutions for specific railway applications (CRD, BigData) to support the ramp-up of ERA authority tasks for telematics, in particular relating to reference data for locations.
- Provide ERA with access to CRD as EU-wide allocation entity. Work with railway undertakings to ensure the transfer in CRD, and further from CRD into the RINF, of retail reference data for locations (RRD). Assist and support infrastructure managers, railway undertakings, operators of rail service facilities, and other applicants for location codes in transferring reference data for locations (CRD) into the RINF as further source;
- In all activities in this WP, follow the principle of FAIR data i.e. ensure they are findable, accessible, interoperable, and reusable, as well as ensure that the solutions developed can be easily evolved. Ensure that specifications are developed on an open source model, with structure data based on ERA ontology, and with open access to data generated in the project and through the web applications developed through the project

Work Package 8: Continue the **support to cross-border long-distance passenger rail pilot services,** in the framework of the Commission's invitation to submit proposals for cross-border pilot rail services of June 2022, and provide support to innovative cross-border freight services, where requested by prospective operators or applicants/customers:

- Define / nominate a formal point of entry in the RNE procedures / work streams to receive requests for support by applicants that have submitted a successful proposal for a passenger pilot service;
- Support (prospective) operators of passenger pilot services and prospective operators or customers of innovative cross-border freight services in securing capacity for new or extended cross-border passenger services, facilitating communication between operators and all infrastructure managers concerned, ideally via a single channel;
- Engage with infrastructure managers (i) to ensure proper consideration of the capacity needs for cross-border passenger and freight services in planning processes at national level, (ii) to investigate arrangements to ensure availability of the capacity over a time horizon supporting the economic viability of services for operators and (iii) to ensure that train paths for cross-border services are attractive and adequate for the service envisaged;
- For passenger pilot services for which RNE support has been requested, participate in meetings between the Commission, pilot service promoters and other stakeholders; participate in a limited number of pilot service coordination and dissemination meetings;
- Summarize lessons learnt, e.g. as regards challenges or best practices. On this basis, where adequate and relevant, make recommendations on possible procedures

and arrangements to support new or extended cross-border passenger and freight services on a permanent basis (i.e. beyond the context of pilot services). Recommendations should include necessary adjustments to current and future procedures and rules for capacity planning and allocation at national and European level, in particular taking into account the 'Timetable Redesign' programme (WP3) and the evolution of relevant EU legislation;

— Establish contact and facilitate coordination between stakeholders interested or potentially concerned by in the provision of innovative cross-border freight services.

Work Package 9. Design, test and implement arrangements, including procedures, structures and tools, covering the scope of WP1 to WP8, for the coordination between infrastructure managers, for the consultation and involvement of stakeholders at European and cross-border level, in particular but not limited to railway undertakings, and for the coordination and cooperation with public authorities in charge of transport policy and rail market regulation, including the European network of rail regulatory bodies and other Member State authorities, taking into account the evolution of relevant EU legislation

— Prepare the designation of an entity fulfilling the role of 'Network Coordinator', enabling the entity to: provide secretariat services to the ENIM; contributing to the coordination between infrastructure managers, in general terms and in particular in relation to issues such as strategic capacity planning; the allocation of multi-network capacity rights; the identification of rules, procedures and tools creating obstacles for multi-network rail services in the area of rail capacity and traffic management; the function of a single first point of contact for stakeholders from within or outside the rail sector; as provider of information during rail disruptions or large-scale crisis situations; in support of new or improved cross-border rail services; as well as other relevant coordination and support functions;

— Design, test and implement arrangements for the coordination between infrastructure managers (within the scope of WP1 to WP8) on issues requiring a geographically focused approach, involving, as appropriate, focal points designated within IMs, the network coordinator designated by ENIM; defining appropriate geographical perimeters for such coordination activities, where relevant, at more than one level; designating leading entities responsible for organising coordination and reporting on its outcomes;

— Develop, test and implement arrangements for the consultation and involvement of customers and partners of infrastructure managers and public authorities at European and cross-border levels (within the scope of WP1 to WP8); including key stakeholders such as railway undertakings and other applicants, customers of rail transport services, operators of terminals and other rail service facilities, and public authorities, including regulatory bodies and member state bodies responsible for transport and infrastructure policy;

— Design, test and implement arrangements to ensure cooperation and coordination, through a single point of contact for each European Transport Corridor, with the EU Coordinators designated in accordance with the TEN-T Regulation, on issues related to infrastructure development, capacity management, traffic / disruption / crisis management and performance review;

— Cooperate with the European Network of Regulatory Bodies (ENRRB), by providing documentation to and answering inquiries from ENNRB on issues with a European or cross-border dimension in the areas of capacity, traffic, disruption and crisis management and performance review; define and agree with ENRRB on arrangements for such cooperation between ENIM and ENRRB

— Upon request of Member State authorities, providing advice and support for cross-border coordination with a view to ensure that Member States' strategic guidance on capacity management facilitates consistent strategic capacity planning and seamless cross-border traffic.

Expected impact (expected results)

The realisation of the specific objectives and tasks will contribute to the establishment of the single European railway area, in particular in the areas of capacity management and allocation; traffic, disruption and crisis management and performance review.

Impacts are expected both in terms of the successful establishment of relevant procedures, methods, tools and structures and in terms of improvements in the performance of rail infrastructure services, such as a better utilisation of rail network capacity, an increase in the market orientation, performance and resilience, for domestic and cross-border rail traffic.

The proposal shall indicate the deliverables that will be produced as a result of this technical assistance and, to the extent possible, indications of the likely impacts of these deliverables on the performance of rail infrastructure management and transport services in Europe.

Topic 3: CEF-T-2024-TAGENEA-IBA-RIS-COMEX-AC - Technical Assistance to the European RIS COMEX platform

Objectives (expected outcome)

In accordance with section 9 the multiannual work programme and its amendment, the objective is to award accompanying measures ("technical assistance") pursuant to Article 9(1) of the CEF Regulation (EU) 2021/1153.

The general objective of this TA is to keep the EuRIS platform operational to ensure that the service and support to EuRIS are in place. This will include the need to host the platform for fast, safe and secure access and interfacing. Therefore, a solid and secure hosting environment should set up and being maintained.

The specific objective is to ensure that all parties and external partners can use the EuRIS platform to its full extend.

Themes and priorities (scope)

The technical assistance to the European RIS COMEX platform will support activities related to the European River Information System (COMEX) platform, carried out jointly and coordinated by a single Member State[7].

Activities that can be funded (scope)

The TA will cover the following activities:

- Define and specify the necessary adaptions to the EURIS platform to reflect the changes to be introduced by the update of Directive 2005/44/EC (RIS Directive) and particular the needs for adapting and adding functionalities;

- Setting up the adequate governance structure for running the EURIS platform

- Contribute to the preparation of the Implementing Act in accordance with provisions of the amended Directive 2005/44//EC setting up the RIS platform in terms of:

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[7] Only one application will be accepted from the collective group of Member States interested in this topic. All Member States are required to coordinate among themselves to ensure a single, unified application is submitted identifying clearly which Member State will be appointed as coordinator.

- defining the members of the governance structure, their role and responsibilities for ensuring their permanent operation in view to make a consortium agreement.

- exploring technical and operational options of possible collaboration with systems of third countries

- identify which type of data processed through the RIS platform may constitute personal data in line with the Regulation (EU) 2016/679 (the General Data Protection Regulation – GDPR) and provide a mapping on the way they will be processed.

- To secure the platform hosting with a permanent operational structure, including the anticipation of its growth,

- preparation for taking on board the EC European Reference Data Management System- ERDMS and continue its operation within the platform;

- To ensure the operation of the platform and its reliability in the long term.

In terms of actual costs, the following tasks can be covered: - Administration, including the management of documentation, different logs, and the plan of approach in relation to the project

- Keeping track of the financial aspects of EuRIS for hosting, and operation

- Organise and follow up on invoicing and payments in relation to the project

- Preparation and organisation of project meetings on different levels

- Provide necessary legal support whenever required in relation to the project

- Provide the technical solutions for hosting the RIS platform

- Operation of the RIS platform

Projects should take into account the results of projects supported by other EU funding programmes. The complementarities must be described in the project proposals (Part B of the Application Form).

3. Available budget

The available call budget is **EUR 37 963 000**.

Specific budget information per topic can be found in the table below.

Topic title	Topic budget
1: CEF-T-2024-TAGENEA-IBA-MS-LS – TA to Member States for ETCs and urban nodes	EUR 19 463 000
2: CEF-T-2024-TAGENEA-IBA-RNE-AC - TA to RailNetEurope	EUR 16 500 000

3: CEF-T-2024-TAGENEA-IBA-RIS-COMEX-AC - TA to the European RIS COMEX platform	EUR 2 000 000

We reserve the right not to award all available funds or to redistribute them between the call topics, depending on the proposals received and the results of the evaluation.

4. Timetable and deadlines

Timetable and deadlines (indicative)	
Call opening:	12 September 2024
Deadline for submission:	12 November 2024 – 17:00:00 CET (Brussels)
Evaluation:	November-December 2024
Information on evaluation results:	December 2024 - January 2025
GA signature:	March/April 2025

5. Admissibility and documents

Proposals must be submitted before the **call deadline** *(see timetable section 4)*.

Proposals must be submitted **electronically** via the Funding & Tenders Portal Electronic Submission System (accessible via the link in the invitation letter). Paper submissions are NOT possible.

Proposals (including annexes and supporting documents) must be submitted using the forms provided *inside* the Submission System (⚠ NOT the documents available on the Topic page — they are only for information).

Proposals must be **complete** and contain all the requested information and all required annexes and supporting documents:

– Application Form Part A — contains administrative information about the participants (future coordinator, beneficiaries and affiliated entities) and the summarised budget for the project *(to be filled in directly online)*
– Application Form Part B — contains the technical description of the project *(to be downloaded from the Portal Submission System, completed and then assembled and re-uploaded)*
– **mandatory annexes and supporting documents** *(templates available to be downloaded from the Portal Submission System, completed, assembled and re-uploaded)*:

– detailed budget table per WP for topics 2 & 3 / calculator for topic 1

– timetable/Gantt chart

– letters of support (MS agreement) for topic 3

Please be aware that since the detailed budget table serves as the basis for fixing the lump sums for the grants (and since lump sums must be reliable proxies for the actual costs of a project), the costs you include MUST comply with the basic eligibility conditions for EU actual cost grants *(see AGA — Annotated Grant Agreement, art 6)*. This is particularly important for purchases and subcontracting, which must comply with best value for money (or if appropriate the lowest price) and be free of any conflict of interests. If the budget table contains ineligible costs, the grant may be reduced (even later on during the project implementation or after their end).

Please note that the amounts entered into the summarised budget table (filled in directly online) must correspond to the amounts calculated in the detailed budget table. In case of discrepancies, the amounts in the online summarised budget table will prevail.

At proposal submission, you will have to confirm that you have the **mandate to act** for all applicants. Moreover, you will have to confirm that the information in the application is correct and complete and that the participants comply with the conditions for receiving EU funding (especially eligibility, financial and operational capacity, exclusion, etc). Before signing the grant, each beneficiary and affiliated entity will have to confirm this again by signing a declaration of honour (DoH). Proposals without full support will be rejected.

Your application must be **readable**, **accessible and printable**.

Proposals are limited to maximum **120 pages** (Part B). Evaluators will not consider any additional pages.

You may be asked at a later stage for further documents *(for legal entity validation, financial capacity check, bank account validation, etc.)*.

For more information about the submission process (including IT aspects), consult the Online Manual.

6. Eligibility

Applications will only be considered eligible if their content corresponds wholly (or at least in part) to the topic description for which they are submitted.

Eligible participants (eligible countries)

According to section 9 of the Work Programme for 2021-2027, the grants are to be awarded to the Identified Beneficiaries the Member States **for topics 1 and 3**. The associated countries of Ukraine and Moldova are eligible countries.

According to section 9 of the Work Programme the grants are to be awarded to the Identified Beneficiaries RailNetEurope and to rail infrastructure managers for **topic 2.**

The identity of the applicant (and compliance with general eligibility conditions) will be verified through the documents provided in the Participant Register during legal entity validation (copy of the resolution, decision or other official document establishing the entity, etc).

Consortium composition

Proposals must be submitted by:

For topics 1: n/a

For topic 2: a single applicant

For topic 3: a single application coordinated by a Member State[i].

Eligible activities

Eligible activities are the ones set out in section 2 above.

Projects should take into account the results of projects supported by other EU funding programmes. The complementarities must be described in the project proposals (Part B of the Application Form).

Projects must comply with EU policy interests and priorities *(such as environment, social, security, industrial and trade policy, etc.)*.

Financial support to third parties is not allowed.

Geographic location (target countries)

Proposals must relate to activities taking place in the eligible countries *(see above)*.

Duration

Projects should normally last until 31.12.2027 (extensions are possible, if duly justified and through an amendment).

Project budget

The grant awarded may be lower than the amount requested.

7. Financial and operational capacity and exclusion

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 on the basis of the documents you 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 take into account other aspects, such as dependency on EU funding and deficit and revenue in previous years.

The check will normally be done for all beneficiaries, except:

- public bodies (entities established as public body under national law, including local, regional or national authorities) or international organisations
- if the individual requested grant amount is not more than EUR 60 000.

If needed, it may also be done for affiliated entities.

If we consider that your financial capacity is not satisfactory, we may require:

- further information
- an enhanced financial responsibility regime, i.e. joint and several responsibility for all beneficiaries or joint and several liability of affiliated entities *(see below, section 10)*
- prefinancing paid in instalments

- (one or more) prefinancing guarantees *(see below, section 10)*

or

- propose no prefinancing

- request that you are replaced or, if needed, reject the entire proposal.

ℹ️ For more information, *see Rules for Legal Entity Validation, LEAR Appointment and Financial Capacity Assessment*.

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).

Entities that have been identified as named beneficiaries in the Work Programme in accordance with Article 195 of the Financial Regulation are in principle considered to have sufficient operational capacity to carry out the action. In case of doubt, the granting authority will however undertake an operational capacity check.

Exclusion

Applicants which are subject to an **EU exclusion decision** or in one of the following **exclusion situations** that bar them from receiving EU funding can NOT participate[8]:

- bankruptcy, winding up, affairs administered by the courts, arrangement with creditors, suspended business activities or other similar procedures (including procedures for persons with unlimited liability for the applicant's debts)

- in breach of social security or tax obligations (including if done by persons with unlimited liability for the applicant's debts)

- guilty of grave professional misconduct[9] (including if done by persons having powers of representation, decision-making or control, beneficial owners or persons who are essential for the award/implementation of the grant)

- committed fraud, corruption, links to a criminal organisation, money laundering, terrorism-related crimes (including terrorism financing), child labour or human trafficking (including if done by persons having powers of representation, decision-making or control, beneficial owners or persons who are essential for the award/implementation of the grant)

- shown significant deficiencies in complying with main obligations under an EU procurement contract, grant agreement, prize, expert contract, or similar (including if done by persons having powers of representation, decision-making or control, beneficial owners or persons who are essential for the award/implementation of the grant)

- guilty of irregularities within the meaning of Article 1(2) of EU Regulation 2988/95 (including if done by persons having powers of representation, decision-making or control, beneficial owners or persons who are essential for the award/implementation of the grant)

- created under a different jurisdiction with the intent to circumvent fiscal, social or other legal obligations in the country of origin or created another entity with

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[8] See Articles 136 and 141 of EU Financial Regulation 2018/1046.
[9] Professional misconduct includes: violation of ethical standards of the profession, wrongful conduct with impact on professional credibility, false declarations/misrepresentation of information, participation in a cartel or other agreement distorting competition, violation of IPR, attempting to influence decision-making processes or obtain confidential information from public authorities to gain advantage.

this purpose (including if done by persons having powers of representation, decision-making or control, beneficial owners or persons who are essential for the award/implementation of the grant).

Applicants will also be rejected if it turns out that[10]:

– during the award procedure they misrepresented information required as a condition for participating or failed to supply that information

– they were previously involved in the preparation of the call and this entails a distortion of competition that cannot be remedied otherwise (conflict of interest).

8. Evaluation and award procedure

Invited proposals will be checked against the formal requirements (admissibility and eligibility) and then evaluated by an evaluation committee for operational capacity and award criteria *(see sections 7 and 9)*. If successful, they will be invited for grant agreement preparation.

⚠ No commitment for funding — Invitation to grant preparation does NOT constitute a formal commitment for funding. We will still need to make various legal checks before grant award: *legal entity validation, financial capacity, exclusion check, etc*.

Grant preparation will involve a dialogue in order to fine-tune technical or financial aspects of the project and may require extra information from your side. It may also include adjustments to the proposal to address recommendations of the evaluation committee or other concerns. Compliance will be a pre-condition for signing the grant.

If you believe that the evaluation procedure was flawed, you can submit a **complaint** (following the deadlines and procedures set out in the evaluation result letter). Please note that notifications which have not been opened within 10 days after sending will be considered to have been accessed and that deadlines will be counted from opening/access *(see also Funding & Tenders Portal Terms and Conditions)*. Please also be aware that for complaints submitted electronically, there may be character limitations.

9. Award criteria

The **award criteria** for this call are as follows:

1. **Priority and urgency:** evaluating correspondence of the proposal with the sectoral policy objectives and priorities, measuring its EU added-value and where applicable assessing the possible synergies with other sectors (5 points)

2. **Maturity:** assessing the maturity of the action in the project development. The criterion will measure, among others: the readiness/ability of the project to start by the proposed start date and to complete by the proposed end date, the status of the contracting procedures and of the necessary permits, and information on the financial availability needed to complement the CEF investment (5 points)

3. **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. Moreover, when applicable, it

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10   See Article 141 EU Financial Regulation 2018/1046.

will also assess the information related to the maintenance strategy for the completed project (5 points)

4. **Impact:** assessing, when applicable, the economic, social and environmental impact, including the climate impact, and other relevant externalities. In addition, assessing the need to overcome financial obstacles such as those generated by insufficient commercial viability, high upfront costs or the lack of market finance. This criterion may be substantiated by a Cost Benefit Analysis (CBA or CEA) or, in the absence of such tool, 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 (5 points)

5. **Catalytic effect:** evaluating the financial gap, the capacity to mobilise differentiated investments sources, the capacity to trigger important overall investments with limited EU support and when appropriate the extent to which externalities justify the CEF financial assistance. It also assesses the catalytic effect of the EU financial assistance (5 points).

Award criteria	Minimum pass score	Maximum score
Priority and urgency	3	5
Maturity	3	5
Quality	3	5
Impact	3	5
Catalytic effect	3	5
Overall (pass) scores	**15**	**25**

Maximum points: 25 points.

Individual thresholds per criterion: 3/5, 3/5, 3/5, 3/5 and 3/5 points.

Overall threshold: 15 points.

Proposals that pass the individual thresholds AND the overall threshold will be considered for funding — within the limits of the available budget (i.e. up to the budget ceiling). Other proposals will be rejected.

10. Legal and financial set-up of the Grant Agreements

If you pass evaluation, your project will be invited for grant preparation, where you will be asked to prepare the Grant Agreement together with the EU Project Officer.

This Grant Agreement will set the framework for your grant and its terms and conditions, in particular concerning deliverables, reporting and payments.

The Model Grant Agreement that will be used (and all other relevant templates and guidance documents) can be found on Portal Reference Documents.

Starting date and project duration

The project starting date and duration will be fixed in the Grant Agreement *(Data Sheet, point 1)*. Normally the starting date will be after grant signature. A retroactive starting date can be granted exceptionally for duly justified reasons but never earlier than the proposal submission date.

Project duration: *see section 6 above*.

Milestones and deliverables

The milestones and deliverables for each project will be managed through the Portal Grant Management System and will be reflected in Annex 1 of the Grant Agreement.

Beneficiaries will also be invited to check and update information from the MAP-IT tool regarding network allocation and output indicators.

Form of grant, funding rate and maximum grant amount

The grant parameters *(maximum grant amount, funding rate, total eligible costs, etc)* will be fixed in the Grant Agreement *(Data Sheet, point 3 and art 5)*.

Project budget (maximum grant amount): *see section 6 above*.

For **topics 2 and 3,** the grant will be a budget-based mixed actual cost grant (actual costs, with unit cost and flat-rate elements). This means that it will reimburse ONLY certain types of costs (eligible costs) and costs that were *actually* incurred for your project (NOT the *budgeted* costs). For unit costs and flat-rates, you can charge the amounts calculated as explained in the Grant Agreement *(see art 6 and Annex 2 and 2a)*.

The costs will be reimbursed at the funding rate fixed in the Grant Agreement (**100% for topic 2 and 50% for topic 3).**

Grants may NOT produce a profit (i.e. surplus of revenues + EU grant over costs). For-profit organisations must declare their revenues and, if there is a profit, we will deduct it from the final grant amount (see art 22.3).

Moreover, please be aware that the final grant amount may be reduced in case of non-compliance with the Grant Agreement (e.g. improper implementation, breach of obligations, etc).

For **topic 1**, the grant will be a lump sum grant. This means that it will reimburse a fixed amount, based on a lump sum or financing not linked to costs. The amount will be fixed by the granting authority on the basis of the variable amounts it has prefixed and the estimates indicated by the beneficiaries in their project budget.

Budget categories and cost eligibility rules

The budget categories and cost eligibility rules are fixed in the Grant Agreement *(Data Sheet, point 3, art 6 and Annex 2)*.

For topics 2 and 3 - Actual Costs Grants:

⚠️ Please be aware that project management costs (including related tasks, such as consortium-internal progress meetings, project reporting etc) should not exceed 10% of total costs for the project. Costs exceeding this limit will be rejected during grant preparation.

Budget categories for this call:

  – *A. Personnel costs*

    – *A.1 Employees, A.2 Natural persons under direct contract, A.3 Seconded persons*

    – *A.4 SME owners and natural person beneficiaries*

  – *B. Subcontracting costs*

  – *C. Purchase costs*

  – *C.1 Travel and subsistence*

  – *C.2 Equipment*

  – *C.3 Other goods, works and services*

  – *D. Other cost categories*

  – *D.1 Financial support to third parties*

  – *E. Indirect costs*

Specific cost eligibility conditions for this call:

  – *personnel costs:*

    o *average personnel costs (unit cost according to usual cost accounting practices): Yes*

    o *SME owner/natural person unit cost[11] : Yes*

  – *subcontracting costs:*

    o *country restrictions for subcontracting costs: Yes, subcontracted work must be performed in the eligible countries or target countries*

  – *travel and subsistence unit cost[12]: No (only actual costs)*

  – *equipment costs: full cost*

  – *other cost categories:*

    o *costs for financial support to third parties: [not allowed]*

  – *indirect cost flat-rate :0%of the eligible direct costs (categories A-D, except volunteers costs and exempted specific cost categories, if any)*

  – *VAT: VAT is NOT eligible*

  – *other:*

    o *in-kind contributions for free are allowed, but cost-neutral, i.e. they cannot be declared as cost*

    o *project websites: communication costs for presenting the project on the participants' websites or social media accounts are eligible; costs for separate project websites are not eligible*

    o *eligible cost country restrictions: Yes, only costs for activities carried out in eligible countries or target countries are eligible*

⚠ Please be aware that in case of significant changes to the circumstances that have an impact on the project budget, you may be asked to request an amendment to reduce

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[11]   Commission Decision of 20 October 2020 authorising the use of unit costs for the personnel costs of the owners of small and medium-sized enterprises and beneficiaries that are natural persons not receiving a salary for the work carried out by themselves under an action or work programme (C(2020)7715).

[12]   Commission Decision of 31 July 2024 authorising the use of unit costs for travel, accommodation and subsistence costs under an action or work programme under the 2021-2027 multi-annual financial framework (C(2021)35).

the grant awarded. If you do not comply with this request, we may have to terminate the grant and reduce it from our side *(see art 28 and 32)*.

⚠️ Similarly, you may be asked to request an amendment to reduce the grant awarded, if your project encounters major delays during the project implementation. If you do not comply with this request, we may have to terminate the grant *(see art 28 and 32)*.

For topic 1 - Lump Sum Grants:

Budget categories for this call:

- Lump sum contributions[13]

Specific cost eligibility rules for this call:

- the lump sum amount must be calculated in accordance with the methodology set out in the lump sum authorising decision and using the calculator provided.

- the lump sum calculation should respect the following conditions:

    - the estimated budget must comply with the basic eligibility conditions for EU actual cost grants *(see AGA — Annotated Grant Agreement, art 6)*

    - costs for financial support to third parties: not allowed

    - eligible cost country restrictions: Yes, only costs/contributions for activities carried out in eligible countries or target countries are eligible

⚠️ Please be aware that in case of significant changes to the circumstances that have an impact on the project budget, you may be asked to request an amendment to reduce the grant awarded. If you do not comply with this request, we may have to terminate the grant and reduce it from our side *(see art 28 and 32)*.

⚠️ Similarly, you may be asked to request an amendment to reduce the grant awarded, if your project encounters major delays during the project implementation. If you do not comply with this request, we may have to terminate the grant *(see art 28 and 32)*.

Reporting and payment arrangements

The reporting and payment arrangements are fixed in the Grant Agreement *(Data Sheet, point 4 and art 21 and 22)*.

After grant signature, you will normally receive a **prefinancing** to start working on the project. The amount will be established based on the grant type or estimated project duration at the time of grant signature and will vary between 25% and 50%. The prefinancing will be paid 30 days from entry into force/financial guarantee (if required — whichever is the latest*.

There will be one or more interim payments (with detailed cost reporting for topics 2 and 3).

In addition, you will be expected to submit one or more progress reports not linked to payments.

Payment of the balance: At the end of the project, we will calculate your final grant amount. If the total of earlier payments is higher than the final grant amount, we will ask you (your coordinator) to pay back the difference (recovery).

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[13]   Decision of 26 August 2024 ARES(2024)6034911 authorising the use of lump sum contributions for technical assistance under the Connecting Europe Facility – Transport Sector (europa.eu)

All payments will be made to the coordinator.

⚠️ Please be aware that payments will be automatically lowered if one of your consortium members has outstanding debts towards the EU (granting authority or other EU bodies). Such debts will be offset by us — in line with the conditions set out in the Grant Agreement *(see art 22)*.

Please also note that you are responsible for keeping records on all the work done and the costs declared (for topics 2 and 3).

Prefinancing guarantees

If a prefinancing guarantee is required, it will be fixed in the Grant Agreement *(Data Sheet, point 4)*. The amount will be set during grant preparation and it will normally be equal or lower than the prefinancing for your grant.

The guarantee should be in euro and issued by an approved bank/financial institution established in an EU Member State. If you are established in a non-EU country and would like to provide a guarantee from a bank/financial institution in your country, please contact us (this may be exceptionally accepted, if it offers equivalent security).

Amounts blocked in bank accounts will NOT be accepted as financial guarantees.

Prefinancing guarantees are normally requested from the coordinator, for the consortium. They must be provided during grant preparation, in time to make the prefinancing (scanned copy via Portal AND original by post).

If agreed with us, the bank guarantee may be replaced by a guarantee from a third party.

The guarantee will be released at the end of the grant, in accordance with the conditions laid down in the Grant Agreement *(art 23)*.

Certificates

Depending on the type of action, size of grant amount and type of beneficiaries, you may be requested to submit different certificates. The types, schedules and thresholds for each certificate are fixed in the Grant Agreement *(Data Sheet, point 4 and art 24)*.

Liability regime for recoveries

The liability regime for recoveries will be fixed in the Grant Agreement *(Data Sheet point 4.4 and art 22).*

For beneficiaries, it is one of the following:

- limited joint and several liability with individual ceilings — *each beneficiary up to their maximum grant amount*

- unconditional joint and several liability — *each beneficiary up to the maximum grant amount for the action*

  or

- individual financial responsibility — *each beneficiary only for their own debts*.

In addition, the granting authority may require joint and several liability of affiliated entities (with their beneficiary).

Provisions concerning the project implementation

Security rules: *see Model Grant Agreement (art 13 and Annex 5)*

IPR rules: *see Model Grant Agreement (art 16 and Annex 5):*

- rights of use on results: Yes

Communication, dissemination and visibility of funding: *see Model Grant Agreement (art 17 and Annex 5):*

- communication and dissemination plan: No

- additional communication and dissemination activities: Yes

- special logos: No

Specific rules for carrying out the action: *see Model Grant Agreement (art 18 and Annex 5):*

- Member State information: Yes

- specific rules for digital infrastructure projects: No

- specific rules for ATM common projects: No

- durability: Yes

- specific rules for blending operations: No

Other specificities

n/a

Non-compliance and breach of contract

The Grant Agreement (chapter 5) provides for the measures we may take in case of breach of contract (and other non-compliance issues).

For more information, *see AGA — Annotated Grant Agreement*.

11. How to submit an application

All proposals must be submitted directly online via the Funding & Tenders Portal Electronic Submission System. Paper applications are NOT accepted.

Submission is a **2-step process**:

a) **create a user account and register your organisation**

To use the Submission System (the only way to apply), all participants need to create an EU Login user account.

Once you have an EULogin account, you can register your organisation in the Participant Register. When your registration is finalised, you will receive a 9-digit participant identification code (PIC).

b) **submit the proposal**

Access the Electronic Submission System via the Topic page in the Search Funding & Tenders section (or, for calls sent by invitation to submit a proposal, through the link provided in the invitation letter).

Submit your proposal in 3 parts, as follows:

- Part A includes administrative information about the applicant organisations (future coordinator, beneficiaries, affiliated entities and associated partners) and the summarised budget for the proposal. Fill it in directly online

- Part B (description of the action) covers the technical content of the proposal. Download the mandatory word template from the Submission System, fill it in and upload it as a PDF file

- Annexes (*see section 5*). Upload them as PDF file (single or multiple depending on the slots). Excel upload is sometimes possible, depending on the file type.

The proposal must keep to the **page limits** *(see section 5)*; excess pages will be disregarded.

Documents must be uploaded to the **right category** in the Submission System otherwise the proposal might be considered incomplete and thus inadmissible.

The proposal must be submitted **before the call deadline** (*see section 4*). After this deadline, the system is closed and proposals can no longer be submitted.

Once the proposal is submitted, you will receive a **confirmation e-mail** (with date and time of your application). If you do not receive this confirmation e-mail, it means your proposal has NOT been submitted. If you believe this is due to a fault in the Submission System, you should immediately file a complaint via the [IT Helpdesk webform](#), explaining the circumstances and attaching a copy of the proposal (and, if possible, screenshots to show what happened).

Details on processes and procedures are described in the [Online Manual](#). The Online Manual also contains the links to FAQs and detailed instructions regarding the Portal Electronic Exchange System.

12. Help

As far as possible, ***please try to find the answers you need yourself***, in this and the other documentation (we have limited resources for handling direct enquiries):

- [Online Manual](#)

- Topic Q&A on the Topic page (for call-specific questions in open calls; not applicable for actions by invitation)

- [Portal FAQ](#) (for general questions)

Please also consult the Topic page regularly, since we will use it to publish call updates. (For invitations, we will contact you directly in case of a call update).

Contact

For individual questions on the Portal Submission System, please contact the [IT Helpdesk](#).

Non-IT related questions should be sent to the following email address: CINEA-CEF-TRANSPORT-CALLS@ec.europa.eu.

Please indicate clearly the reference of the call and topic to which your question relates *(see cover page)*.

13. Important

⚠️ **IMPORTANT**

- **Don't wait until the end —** Complete your application sufficiently in advance of the deadline to avoid any last minute **technical problems**. Problems due to last minute submissions *(e.g. congestion, etc.)* will be entirely at your risk. Call deadlines can NOT be extended.

- **Consult** the Portal Topic page regularly. We will use it to publish updates and additional information on the call (call and topic updates).

- **Funding & Tenders Portal Electronic Exchange System —** By submitting the application, all participants **accept** to use the electronic exchange system in accordance with the Portal Terms & Conditions.

- **Registration —** Before submitting the application, all beneficiaries, affiliated entities and associated partners must be registered in the Participant Register. The participant identification code (PIC) (one per participant) is mandatory for the Application Form.

- **Consortium roles —** When setting up your consortium, you should think of organisations that help you reach objectives and solve problems.

  The roles should be attributed according to the level of participation in the project. Main participants should participate as **beneficiaries** or **affiliated entities**; other entities can participate as associated partners, subcontractors, third parties giving in-kind contributions. **Associated partners** and third parties giving in-kind contributions should bear their own costs (they will not become formal recipients of EU funding).

- **Coordinator —** In multi-beneficiary grants, the beneficiaries participate as consortium (group of beneficiaries). They will have to choose a coordinator, who will take care of the project management and coordination and will represent the consortium towards the granting authority. In mono-beneficiary grants, the single beneficiary will automatically be coordinator.

- **Affiliated entities** — Applicants may participate with affiliated entities (i.e. entities linked to a beneficiary which participate in the action with similar rights and obligations as the beneficiaries, but do not sign the grant and therefore do not become beneficiaries themselves). They will get a part of the grant money and must therefore comply with all the call conditions and be validated (just like beneficiaries); but they do not count towards the minimum eligibility criteria for consortium composition (if any).

- **Associated partners** — Applicants may participate with associated partners (i.e. partner organisations which participate in the action but without the right to get grant money). They participate without funding and therefore do not need to be validated.

- **Consortium agreement** — For practical and legal reasons it is recommended to set up internal arrangements that allow you to deal with exceptional or unforeseen circumstances (in all cases, even if not mandatory under the Grant Agreement). The consortium agreement also gives you the possibility to redistribute the grant money according to your own consortium-internal principles and parameters (for instance, one beneficiary can reattribute its grant money to another beneficiary). The consortium agreement thus allows you to customise the EU grant to the needs inside your consortium and can also help to protect you in case of disputes.

- **Balanced project budget —** Grant applications must ensure a balanced project budget and sufficient other resources to implement the project successfully *(e.g. own contributions, income generated by the action, financial contributions from third parties, etc)*. You may be requested to lower your estimated costs, if they are ineligible (including excessive).

- **Completed/ongoing projects —** Proposals for projects that have already been completed will be rejected; proposals for projects that have already started will be assessed on a case-by-case basis (in this case, no costs can be reimbursed for activities that took place before the project starting date/proposal submission).

- **No-profit rule —** Grants may NOT give a profit (i.e. surplus of revenues + EU grant over costs). This will be checked by us at the end of the project.

- **No cumulation of funding/no double funding —** It is strictly prohibited to cumulate funding from the EU budget (except under 'EU Synergies actions'). Outside such Synergies actions, any given action may receive only ONE grant from the EU budget and cost items may under NO circumstances be declared under two EU grants. If you would like to nonetheless benefit from different EU funding opportunities, projects must be designed as different actions, clearly delineated and separated for each grant (without overlaps).

- **Combination with EU operating grants —** Combination with EU operating grants is possible, if the project remains outside the operating grant work programme and you make sure that cost items are clearly separated in your accounting and NOT declared twice *(see AGA — Annotated Grant Agreement, art 6.2.E)*.

- **Multiple proposals —** Applicants may submit more than one proposal for *different* projects under the same call (and be awarded funding for them).

  Organisations may participate in several proposals.

  BUT: if there are several proposals for *very similar* projects, only one application will be accepted and evaluated; the applicants will be asked to withdraw the others (or they will be rejected).

- **Resubmission —** Proposals may be changed and re-submitted until the deadline for submission.

- **Rejection —** By submitting the application, all applicants accept the call conditions set out in this this Call Document (and the documents it refers to). Proposals that do not comply with all the call conditions will be **rejected**. This applies also to applicants: All applicants need to fulfil the criteria; if any one of them doesn't, they must be replaced or the entire proposal will be rejected.

- **Cancellation —** There may be circumstances which may require the cancellation of the call. In this case, you will be informed via a call or topic update. Please note that cancellations are without entitlement to compensation.

- **Language —** You can submit your proposal in any official EU language (project abstract/summary should however always be in English). For reasons of efficiency, we strongly advise you to use English for the entire application.

ⁱ The coordinating Member State should be able to demonstrate that it has the agreement of the consortium members.

- **Transparency —** In accordance with Article 38 of the EU Financial Regulation, information about EU grants awarded is published each year on the Europa website.

  This includes:

  - beneficiary names
  - beneficiary addresses
  - the purpose for which the grant was awarded
  - the maximum amount awarded.

  The publication can exceptionally be waived (on reasoned and duly substantiated request), if there is a risk that the disclosure could jeopardise your rights and freedoms under the EU Charter of Fundamental Rights or harm your commercial interests.

- **Data protection —** The submission of a proposal under this call involves the collection, use and processing of personal data. This data will be processed in accordance with the applicable legal framework. It will be processed solely for the purpose of evaluating your proposal, subsequent management of your grant and, if needed, programme monitoring, evaluation and communication. Details are explained in the Funding & Tenders Portal Privacy Statement.