



EUROPEAN COMMISSION
Innovation and Networks Executive Agency

Guidelines on the Eligibility of Costs under the Connecting Europe Facility

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Please note that this Guide is for information purposes only. It has no legal value and it does not supersede the rules and conditions laid out in the relevant legal bases.

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1. INTRODUCTION

The main purpose of these guidelines is to collect in a single document the criteria for eligibility of costs established by the Financial Regulation¹, the Connecting Europe Facility Regulation ("CEF Regulation")², the different Work Programmes and Calls for Proposals and the guidelines and interpretative notes issued by the responsible services of the Commission and INEA, as well as the clarifications provided by INEA in its responses to Frequently Asked Questions in the context of particular Calls for Proposals.

These guidelines address only the following forms of financial aid under the CEF Programme: (i) reimbursement of a percentage of the eligible costs actually incurred and (ii) reimbursement of unit costs for personnel, and (iii) the flat-rate funding of indirect cost (applicable under CEF Telecom). They are applicable across all sectors under the CEF programme.

2. ELIGIBILITY OF COSTS – GENERAL REQUIREMENTS

Based on the Financial Regulation³, the current Model Grant Agreement ("MGA") defines 'eligible costs' in Article II.19.1 as costs actually incurred which meet all of the criteria indicated below. Those criteria are cumulative: if a cost does not comply with all of them, such cost is ineligible.

- (a) The costs must be **incurred by the beneficiary, its affiliated entity (designated in Article 7 of the Grant Agreement) and/or its implementing body (designated in Article 8 of the Grant Agreement)**.

Costs incurred by affiliated entities and implementing bodies are eligible under the same eligibility conditions which apply to costs incurred by beneficiaries⁴. For this purpose, the affiliated entities and the implementing body must also accept the right of checks and audits by the Commission, OLAF and the European Court of Auditors.

Affiliated entity: (i) an entity forming the beneficiary (where several entities satisfy the criteria for being awarded a grant and together form the beneficiary), or (ii) an

¹ Regulation (EU, Euratom) 2018/1046 of the European Parliament and of the Council of 18 July 2018 on the financial rules applicable to the general budget of the Union, amending Regulations (EU) No 1296/2013, (EU) No 1301/2013, (EU) No 1303/2013, (EU) No 1304/2013, (EU) No 1309/2013, (EU) No 1316/2013, (EU) No 223/2014, (EU) No 283/2014, and Decision No 541/2014/EU and repealing Regulation (EU, Euratom) No 966/2012 (OJ L 193, 30.07.2018, p. 1) – hereinafter referred to as "Financial Regulation 2018". Throughout these guidelines we refer to the Financial Regulation 2012 and, in parallel, to the new Financial Regulation 2018.

² Regulation No 1316/2013 of the European Parliament and of the Council of 11 December 2013 establishing the Connecting Europe Facility, amending Regulation (EU) No 913/2010 and repealing Regulations (EC) No 680/2007 and (EC) No 67/2010 (OJ L 348 20.12.2013, p. 129).

³ Article 126 of Financial Regulation 2012; Article 186 of Financial Regulation 2018.

⁴ Any references to beneficiaries in these guidelines shall also be understood as references to affiliated entities and implementing bodies designated in the grant agreement.

entity that satisfies the eligibility criteria, does not fall into the exclusion situations and has a link (in particular legal or capital) with the beneficiary, which is neither limited to the action nor established for the sole purpose of its implementation⁵.

Example (affiliation links):

Below is a (non-exhaustive) list of situations which may point to an affiliation link (and which still have to be assessed on a case-by-case basis):

- if several entities, instead of obtaining a grant themselves, create an European Economic Interest Grouping (**EEIG**) which becomes the beneficiary, then such entities (members of the EEIG) may qualify as affiliated entities;
- a company directly or indirectly controlled the beneficiary (**subsidiary / granddaughter company**) may qualify as an affiliated entity;
- a company directly or indirectly controlling the beneficiary (**parent / grandparent company**) may qualify as an affiliated entity;
- a company under the same direct / indirect control as the beneficiary (**sister company**) may qualify as an affiliated entity.

Implementing body: a public or private undertaking or body designated by a beneficiary, where the beneficiary is a **Member State** or an **international organisation**, to implement the action. Such designation shall be decided upon by the beneficiary under its own responsibility and, if it requires the award of a procurement contract, in compliance with the applicable public procurement rules⁶.

- (b) **The costs must be incurred in the period set out in Article 2.2 MGA** (eligibility period), with the exception of costs relating to the request for payment of the balance and the corresponding supporting documents referred to in Article II.23.2 MGA (final reports and audits certificates, and ex-post climate change impact assessments where applicable).

The costs must be generated during the **eligibility period of the action**, which does not necessarily mean that they have to be paid by the beneficiary or recorded in its accounting books during that lifetime. Costs of contracts for goods, works or services or of subcontracts are considered to be incurred when the contract or subcontract (or a part of it) is executed, i.e. when the goods, works or services (including studies) are supplied, delivered or provided.

Example (advance or down payments):

The action involves construction works. The beneficiary (or its contractor entrusted with such works) needs to purchase building materials which must be pre-paid in advance before delivery. The costs are not considered incurred when

⁵ Article 122 of Financial Regulation 2012; Article 187 of Financial Regulation 2018.

⁶ Article 2(11) of the CEF Regulation.

such pre-payment occurs, as the supplies have not yet been delivered. They will only be incurred when the supplies are delivered to the beneficiary (even if they have not been used yet at the moment of the payment request). For instance, equipment might be delivered and thus incurred on one of the last days of the Action, but only installed a few days after the end of the Action. In this case the costs for the equipment are eligible, but any installation costs incurred after the Action end date are not. The eligible costs correspond to the reporting period in which such delivery took place. In any event it needs to be kept in mind that the supplies must be necessary for the Action.

Some costs may not have been paid when the request for payment of the balance is sent, in particular because the beneficiary is waiting for the balance of the grant to be able to pay this expenditure. This situation is acceptable if the beneficiary has provided reassurance that a debt (invoice or equivalent) exists, even if registered after the implementation period and before the request for the payment of the balance has to be made, for services or goods actually supplied during the lifetime of the action and the final cost is known.

Examples (costs paid after the action completion date but incurred earlier):

- Costs of services or equipment supplied to carry out the action may be invoiced and paid after the action has been completed, provided that the service/goods were in fact supplied during the lifetime of the action.

Retentions: part of purchase price for works or supplies which was not yet paid by the beneficiary and will only be paid when the beneficiary carries out a final inspection and accepts the works or supplies. It is a percentage of the price (e.g. 10%) which is retained to secure any claims vis-à-vis the contractor or supplier for defects of works or supplies. If the works or supplies were performed / delivered within the action lifetime, their costs will be eligible, including such retained amounts which are paid after the final inspection is done and the works or supplies have been accepted.

- Staff costs will be considered incurred when the work /task for which the person is paid is carried out, even if the person has not been paid yet.

No costs incurred before the starting date of the action may be considered eligible.

Examples (costs incurred before the start date of the action):

- Costs incurred for the preparation of the application for funding are not eligible as they were incurred before the start date of the action (and are not necessary for its implementation).
- The costs of a study supplied 5 months before the start date of the action are not eligible even if they are paid during the eligibility period.

(c) **The costs must be indicated in the estimated budget of the action** set out in

Annex III.

Cost claims cannot include costs not linked to Activities included in the estimated budget.

- (d) The costs must be **incurred in connection with the action** as described in Annex I and be necessary for its implementation; in particular, for the costs of contracts for goods, the goods are supplied in a Member State or in any other country where the action is implemented as described in Annex I; for the costs of contracts for works, the works are delivered in a Member State or in any other country where the action is implemented as described in Annex I; for the costs of contracts for services (including studies), the services provided concern a Member State or any other country where the action is implemented as described in Annex I.

To be considered eligible, all costs must be connected with the subject matter of the agreement and necessary for the implementation of the supported activities and the achievement of the expected results. The beneficiary should be able to demonstrate the link between a given cost and the corresponding activity in Annex I.

Examples (costs with no direct connection to the action):

- The purchase or lease of a **car** or of **IT equipment** follows the general rules for purchase / lease of equipment, as described in Section 3.3 below. However, a new **computer** or **car** for a staff member of a beneficiary will not be an eligible cost if it has no direct connection with the action.
- **Membership fees** paid to a professional association will not be eligible if the membership is not necessary for the implementation of the action.

- (e) The costs must be **identifiable** and **verifiable**, in particular recorded in the accounting records of the beneficiary and determined according to the applicable accounting standards of the country where the beneficiary is established and in accordance with the usual cost accounting practices of the beneficiary.

Any beneficiary, affiliated entity or implementing body must enter costs in its accounts in accordance with the applicable rules. Supporting documents must be available for all costs, since costs which cannot be justified are not to be considered eligible.

This approach will be applied by auditors when reconciling cost claims with the beneficiary's accounts.

Example (costs incurred by EEIG members without a formal designation in the grant agreement):

When dealing with private companies, EEIGs or other forms of cooperative work, please bear in mind that only costs registered in the accounts of the legal entities named in the grant agreement as a beneficiary, affiliated entity or

implementing body can be considered as eligible costs.

Where an EEIG (or a similar entity) is a beneficiary under the grant agreement, this does not imply that the EEIG members can incur eligible costs. If such members wish to claim costs, they will need to be individually designated in the grant agreement as beneficiaries, affiliated entities or implementing bodies.

Where the member of an EEIG has incurred costs and has not been designated in the grant agreement, these costs can be acceptable if they are invoiced to the EEIG (beneficiary), but without any profit margin. The Agency will pay to the beneficiary and not to the member of the EEIG.

- (f) The costs must comply with the **requirements of applicable tax and social legislation**.
- (g) The costs must be **reasonable, justified, and comply with the principle of sound financial management**, in particular regarding economy and efficiency.

The concept of correctly matching estimated costs and expected achievements is essential in terms of sound financial management: the beneficiary must be able to justify the resources used to attain the objectives set in the grant agreement. This should be analysed by reading the request for payment from the perspective of the technical annex (Annex I).

Example (unreasonable / unjustified costs):

The cost of a trip to the United States to explain the results of a project implemented in the EU will most likely not be reasonable and justified, even if one of the activities was the dissemination of results.

- (h) In principle, the costs must be **direct costs**, i.e. specific costs which are directly linked to the implementation of the action and can therefore be attributed directly to it (Article II.19.3 MGA).

Under **CEF Transport** and **CEF Energy**, indirect costs are ineligible.

Under **CEF Telecom**: indirect costs calculated as 7% of the total eligible direct costs minus subcontracting costs (see Article II.10 MGA) and costs of financial support to third parties (Article II.11 MGA) are eligible.

3. ELIGIBILITY OF COSTS – SPECIFIC CATEGORIES OF COSTS

This section discusses certain categories of costs, either specifically indicated in Article II.19.1 MGA, or for which additional guidance is required.

The categories of costs addressed in this section **must comply with the general conditions for eligibility of costs** as described in Section 2 above.

3.1. Personnel Costs (Article II.19.2(a) MGA)

3.1.1. General requirements

Personnel costs may be considered eligible if the given staff member fulfils all the following conditions: (i) works under an **employment contract** with the beneficiary or an **equivalent appointing act**, (ii) is **assigned** to the action, and (iii) the personnel costs are in line with the beneficiary's **usual policy** on remuneration.

Those costs include **actual salaries plus social security contributions and other statutory costs included in the remuneration**. They may also comprise **additional remunerations**, including payments on the basis of supplementary contracts (regardless of the nature of such contracts), provided that they are paid in a consistent manner whenever the same kind of work or expertise is required, independently from the source of funding used.

Important: costs of staff under non-employment contracts or seconded

An individual (natural person) can be assigned to the action not only based on an employment contract, but also on the basis of e.g. a civil contract, a freelance contract, an expert contract, a service contract with self-employed person (in-house consultant) or a secondment to the beneficiary against payment⁷. The costs of such individuals may be included in the personnel costs if they comply with the general cost eligibility criteria (i.e. they are incurred by the beneficiary / affiliated entity / implementing body, they are reasonable, necessary for the action implementation, etc.) and if, in addition, all of the following conditions are met:

- they work under **conditions similar to those of an employee** (in particular as regards the organisation of work, performance of tasks, place where tasks are performed);
- the **result of their work belongs to the beneficiary** (unless exceptionally agreed otherwise); and
- their **costs do not differ significantly from the costs of staff** performing similar tasks under an employment contract with the beneficiary.

A particular form of staff costs are "**civil contracts**" in some Member States. They concern either regular personnel entitled to a complementary payment or external experts, having concluded a time-limited "civil" contract for their input to a specific project. These costs can be assimilated to personnel costs subject to fulfilment of the three conditions mentioned above and the following additional conditions:

- the costs of "civil" contracts are declared consistently under any project

⁷ A **secondment** is a temporary transfer of a person from his/her regular position to another position for a certain period of time. It may take place from or to the public or private sector.

requiring the same kind of expertise, regardless of the funding sources;

- the use of "civil" contracts concerns non-regular functions and specific tasks that do not usually fall under "labour" contracts.

The above may apply to contracts with **natural persons**. The notion of 'natural person' also covers **single-member firms** without a legal personality separate from their member (i.e. from the individual concerned). However, it does not encompass companies with their own legal personality, even if owned only by the consultant working on the action.

3.1.2. Staff costs versus implementation contracts

Costs of implementation contracts (contracts for the supply of services) cannot be claimed under the category of personnel costs. Tasks done by consultants, experts and/or other service providers (e.g. accountants, lawyers, translators, external auditors, etc.) may not be assimilated to tasks performed by the beneficiary's employees.

If an individual does not work under the supervision of the beneficiary, the tasks which he/she performs are considered as supply of services under an implementation contract.

Example:

The beneficiary entrusts services to a company (legal person) for the implementation of certain tasks of the action. These costs may not be eligible personnel costs as they were not provided by an employee or an individual (natural person). These costs may only be treated as (sub)contracting costs. The beneficiary should award contracts to the tenderers offering best value for money in line with the requirements of Art.II.9 and Art.II.10 MGA.

3.1.3. Time recording system

A CEF beneficiary declaring personnel costs should provide evidence of such costs through a time recording system for which the minimum requirements are set out in the Commission Decision C(2016)478 of 03/02/2016 on the reimbursement of personnel costs of beneficiaries of the Connecting Europe Facility (available [here](#)). These requirements are as follows:

- The system should record all working time including absences and may be paper or electronically based. The time records must be approved by the persons working on the action and their supervisors, at least monthly.
- If the beneficiary has no adequate time recording system in place, it is considered to be a serious and systematic weakness of internal control.
- As an exception, **for persons working exclusively on the co-funded action, there is no need to keep time records**, if the beneficiary signs a declaration confirming that the persons concerned have worked exclusively

on the action, or it is clearly indicated in their contract of employment (or equivalent appointing act).

Examples (common errors in time recording systems that could lead to cost rejection):

- The beneficiary declares more hours than recorded in timesheets.
- Hours declared were not within the reporting period of the action.
- More hours declared than actually worked, in order to consume the budget.
- Inconsistency between declared hours and HR absence records for leave / illness.
- Declaration of unpaid overtime as a cost.

3.1.4. Calculation of productive hours

The above-mentioned Commission decision on the reimbursement of personnel costs of beneficiaries of the Connecting Europe Facility (available [here](#)) also sets out the requirements for determining productive hours of staff assigned to the action. Three methods can be applied to such calculation:

- (1) If the employment contract, applicable collective labour agreement, or the national working time legislation allows to determine the annual workable hours, then the following formula is used:

Annual productive hours = {Annual workable hours of the person} plus {overtime worked} minus {Absences}.

Annual workable hours means the period during which the personnel must be working at the employer's disposal and carrying out his/her activity or duties under the employment contract, applicable collective labour agreement or national working time legislation.

Absences mean for example holidays (annual leave and national holidays), trainings, sick leave and special leave.

- (2) The 'standard number of annual hours' generally applied by the beneficiary for its personnel in accordance with its usual cost accounting practices. This number must be at least 90% of the 'standard annual workable hours'. If there is no applicable reference (i.e. employment contract, collective labour agreement or national law) for the standard annual workable hours, this option cannot be used.
- (3) 1 720 hours for persons working full time (or corresponding pro-rata for persons not working full time).

For all options under items (1), (2) and (3), the actual time spent on parental leave by a person assigned to the co-funded action may be deducted from the number of annual productive hours.

The total number of hours declared under EU grants, for a person for a year, cannot be higher than the annual productive hours used for the calculations of the hourly rate.

Example:

The beneficiary applied a standard number of annual hours (1 700 h) based on its standard conditions of employment. However, some of its employees worked much more on the action (e.g. employee A worked 2 000 h on the action in the year concerned). The hourly rate for employee A should not be calculated based on the standard number of annual hours (1 700 h) but on the actual annual productive hours (2000 h). Otherwise the cost of A declared as eligible would be inflated. The declared cost would include $2000 \text{ h} \times [\textit{actual annual personnel costs of A}] / 1700 \text{ h}$. The beneficiary would declare much more than he actually paid to employee A for working on the action.

This error resulted from a wrong choice of the productive time method. In this case, for employee A the beneficiary should apply actual annual productive hours and not the standard number of annual hours, given the significant difference between the two values. In this example, the declared cost should include $2000 \text{ h} \times [\textit{actual annual personnel costs of A}] / 2000 \text{ h}$, i.e. it would be equal to A's actual personnel cost for the time when A worked on the action.

3.1.5. Calculation of hourly rates

The above-mentioned Commission decision on the reimbursement of personnel costs of beneficiaries of the Connecting Europe Facility (available [here](#)) also sets out the requirements for establishing hourly rates to be used for the calculation of personnel costs. The beneficiary may apply one of two methods for the determination of hourly rates. Either they determine the hourly rates based on unit costs (a form of average hourly rate per category of staff / cost centre), or based on actual individual personnel costs. Both methods are further outlined below:

- (1) **Unit costs:** they are calculated in accordance with the beneficiary's usual cost accounting practices, which shall be in line with the requirements of the above-mentioned Commission decision and Art.II.20.5 MGA, i.e.:
 - those practices constitute the beneficiary's usual cost accounting practices and are applied in a consistent manner, based on objective criteria independent from the source of funding;
 - the costs declared can be directly reconciled with amounts recorded in the general accounts, and
 - the categories of costs used for the purpose of determining the costs declared are exclusive (i) of any ineligible costs or (ii) of any costs covered by other forms of grant.

A unit cost may be an average personnel cost rate applied as, for instance, per cost centre or per post category.

The hourly rate calculation ('unit cost') is determined as follows:

actual annual personnel costs for the person for the year
divided by
number of annual productive hours.

Annual productive hours are calculated in line with Section 3.1.4 above.

Actual annual personnel costs are calculated according to the participant's usual cost accounting practices, provided that they comply with the following cumulative criteria:

- they are calculated on the basis of the total actual personnel costs recorded in the participant's general accounts for the personnel carrying out work for the action; this may be adjusted by the beneficiary on the basis of budgeted or estimated elements;
- the cost accounting practices are applied in a consistent manner, based on objective criteria independent from the source of funding;
- they ensure compliance with the non-profit requirement and the avoidance of double funding of costs.

The beneficiary must use the annual personnel costs and the number of annual productive hours for each financial year covered by the reporting period concerned. If a financial year is not closed at the end of the reporting period, the beneficiary must use the hourly rate of the last closed financial year available.

(2) **Individual (actual) hourly rates.**

3.1.6. Flat rates for SME owner managers who do not receive a salary

In some cases, the owner manager of the beneficiary (in particular an SME) may decide not to pay themselves a regular salary and therefore not be on any formal payroll system. In this case, there is no personnel 'cost' registered in the accounts of the SME.

This situation is addressed in the above-mentioned Commission decision on the reimbursement of personnel costs of beneficiaries of the Connecting Europe Facility (available [here](#)). It sets out flat rates which are designed to enable such persons to receive support under the CEF, in the absence of clear 'personnel costs' in the company accounts.

These owner managers are remunerated/compensated for their work for the SME by any other means than a salary (for example, dividends, service

contracts/other non-employment contracts between the company and the owner, etc.).

Under CEF, if a beneficiary, an affiliated entity or an implementing body has an owner charging time to the action but who does not receive a salary, they are only eligible for flat-rate support as defined in the above-mentioned Commission decision. No other form of reimbursement should be considered (e.g. via a consultancy service contract).

On the other hand, SME owners who do pay themselves a salary are not eligible for flat rate compensation according to the Commission decision and can declare personnel costs on the same terms as any other staff member.

3.1.7. Selected categories of staff-related costs

- **Overheads declared in the personnel cost calculation**

Only actual salaries plus social security contributions and other statutory costs are included in the remuneration. Indirect costs claimed in the personnel cost calculation are considered non-eligible.

Examples (indirect staff-related overheads):

Beneficiaries may not include any indirect costs in the personnel cost calculation. Indirect costs are those costs which are not directly linked to the implementation of the action and cannot be attributed directly to it. Examples include: travel costs, utility costs, leasing, materials, rental costs, IT costs and equipment depreciation.

Such costs may not be included in the calculation of personnel costs (it would not comply with Article II.19.2(a) and II.19.3 MGA).

However, the beneficiary may still declare some of these costs as a part of other eligible direct costs of the Grant Agreement⁸, provided that they are directly linked to the action and they are separately identified.

- **Taxes and bonuses linked to the personnel**

The statutory costs linked to the remuneration of the staff assigned to the project are eligible.

This may include overtime, weekend, or nightshift allowances provided they are necessary for the implementation. In cases where taxes are not strictly linked to the staff costs but also encompass elements related to the

⁸ Art.II.19 MGA lists other eligible direct costs: costs of travel and related subsistence allowances; full purchase of equipment/ depreciation costs (it depends on the Call); costs of consumables and supplies; costs arising directly from requirements imposed by the Agreement; costs entailed by service contracts; costs of financial support to third parties; duties, charges, non-deductible VAT provided that they are included in the eligible direct costs.

beneficiary's overall economic activities, they do not constitute costs necessary for the implementation of the action and are therefore ineligible; e.g. the regional tax on productive activities according to the Italian legislation (*Imposta Regionale sulle attività produttive – IRAP*) could not be considered as part of the eligible staff costs.

A payment of a '**bonus**' triggered by the participation of an employee in the CEF project or that is in any way linked to the performance of the person or the project is not an eligible cost. However, there are payments that might be called similarly which could be considered as a part of normal remuneration package (either as regular or as additional remuneration specified in Article II.19.2(a) MGA) and are therefore eligible if it is paid independently of the participation of the employee in a CEF action.

- **Sick leave indemnities**

Salaries paid by a beneficiary to its personnel on sick leave (for the period before social security takes over further payments) may be considered eligible (under the "personnel costs" heading), provided that they represent statutory payments (i.e. mandatory payments under national law and/or applicable collective agreement), as do, for example, annual holidays, and are in proportion to the time dedicated to the project (e.g. a 50% pro-rata has to be applied if the concerned employee works half-time on the project).

However, if actual personnel costs are based on an hourly salary rate (personnel costs = total salary costs / total productive hours x total hours worked for the project), the impact of sick leave on actual eligible costs will depend on whether the methodology to determine the total number of productive hours gives the right to exclude the corresponding period and other non-worked time (e.g. annual leave, public holidays, training) from productive hours. In any case, time spent on sick leave shall not be included in the working time (not included in the total hours worked for the project).

- **Costs of personnel of public administrations**

In accordance with the Financial Regulation⁹, if the Call for Proposals so provides, salary costs of personnel of national administrations may be considered eligible, to the extent that they relate to the costs of activities which the relevant public authority would not carry out if the project concerned were not carried out.

It is expected that this condition is always complied with, as EU funding cannot replace national funding (principle of additionality).

3.2. Costs of travel and related subsistence allowances (Article II.19.2(b) MGA)

Travel costs and related subsistence allowances are eligible on an actual basis provided that the beneficiary's usual travel arrangements are applied.

⁹ Article 126(3)(e) of Financial Regulation 2012; Article 186(4)(e) of Financial Regulation 2018.

However, we have to take into consideration the conditions of eligibility of costs, mainly that the costs must be reasonable and justified.

Example (unreasonable / unjustified costs):

The cost of a trip to the United States to explain the results of a project implemented in the EU will most likely not be reasonable and justified, even if one of the activities was the dissemination of results.

3.3. Costs of Purchase / Depreciation and Lease of Equipment, Infrastructure and Other Assets (Article II.19.2(c) MGA)

Costs of equipment, infrastructure and other assets may be eligible, depending on the wording of the Call for Proposals, either as:

- full costs of purchase, or
- only costs of depreciation.

The MGA contains both options. The choice of the option is done separately for each Call for Proposals and implemented centrally in TENtec.

3.3.1. Full costs of purchase

If the Call for Proposals (and therefore the Grant Agreement) provides for the eligibility of full costs of purchase of equipment, infrastructure or other assets, these costs shall be eligible, provided that:

- the assets are treated as capital expenditure in accordance with the tax and accounting rules applicable to the beneficiary; and
- the assets are recorded in the fixed assets account of its balance sheet; and
- the assets have been purchased in accordance with Article II.9.1 MGA.

The costs of **rental or lease of equipment** or other assets are also eligible, as long as they do not exceed the depreciation costs of similar equipment or assets and are exclusive of any finance fee.

3.3.2. Costs of depreciation

If the Call for Proposals (and therefore the Grant Agreement) establishes that only depreciation is an eligible cost, it is eligible for assets (new or second-hand) as recorded in the accounting statements of the beneficiary, provided that:

- the asset has been purchased in accordance with Article II.9.1 MGA, and
- it is written off in accordance with the international accounting standards and the usual accounting practices of the beneficiary.

Only the **portion of the asset's depreciation corresponding to the eligibility period** of the action and the rate of actual use for the purposes of the action may be taken into account. If the equipment was **purchased before the start date** of the action and has not yet been fully depreciated according to the usual accounting practices of the beneficiary, then the remaining depreciation costs recorded in the accounts of the beneficiary during the lifetime of the action may be eligible.

In terms of depreciation rules, there is **no difference between new and second-hand equipment**. The only impact may be on the period over which the equipment bought by the beneficiary will be depreciated. The depreciation costs declared shall be in line with the usual accounting practices of the beneficiary, which shall in turn comply with the international accounting standards.

Depreciation costs may cover **tangible and intangible assets**. The list of direct costs referred to in the general conditions of the MGA is not exhaustive and shall not be understood as such.

The costs of **rental or lease of equipment** or other assets are also eligible, as long as they do not exceed the depreciation costs of similar equipment or assets and are exclusive of any finance fee. Similarly, only the **portion of the rental or lease costs corresponding to the eligibility period** of the action and the rate of actual use for the purposes of the action may be taken into account.

Examples (ineligible depreciation and unit costs):

- The Call for Proposals foresees that full costs of equipment purchase are eligible. The beneficiary claims depreciation costs for assets purchased before the action start date. Such costs are not eligible as under that specific Call, depreciation is not the retained option (only the full costs of purchase may be eligible, if incurred in the eligibility period).
- In some cases, the beneficiary may develop a unit cost for the use of a particular space, vehicle or machinery, which includes the operating costs of the equipment such as depreciation, fuel, servicing, cleaning, etc. Under CEF, the use of unit costs to determine the cost of depreciation is not permitted.

3.3.3. Leasing – specific case

Costs under a leasing contract may follow different rules depending on the type of the leasing used: operational or financial.

(1) **Operational leasing** (renting without buying option)

For renting and operational leasing: the equipment rented or leased by the beneficiary is not recorded as an asset of the beneficiary: There is no depreciation involved (since the item is still the property of the renting or leasing firm), but the rental or lease costs of the beneficiary (i.e. its

periodic payments to the renting or leasing firm) are eligible, if they follow the beneficiary's usual practices and do not exceed the costs of purchasing the equipment (i.e. are comparable to the depreciation costs of similar equipment).

(2) **Financial leasing** with the option to buy durable equipment

- The equipment leased by the beneficiary must be recorded as an asset of the beneficiary and the depreciation costs may be declared in accordance with the beneficiary's usual accounting practices.
- The costs declared may NOT exceed the costs that would have been incurred if the equipment had been purchased and depreciated under normal accounting practices.

The finance charges included in the finance lease payments are therefore NOT eligible. The costs declared may NOT include any interest on loans taken to finance the purchase, or any other type of financing fee.

3.4. Costs of Consumables and Supplies (Article II.19.2(d) MGA)

Consumables shall be considered as items that are not entered as fixed assets in the accounts (or inventory) of the organisation and are not written off. These costs are eligible provided that they are purchased in accordance with the first subparagraph of Article II.9.1 MGA (award of contracts) and are directly assigned to the action. The term "*assigned to the action*" is of utmost importance in order to avoid double funding by way of indirect costs. The nature of the action and the fact that the costs are specific to the action are key factors justifying direct funding of certain costs.

Examples of consumables will depend on the nature of the action concerned, but may include e.g. building materials, or spare parts for equipment.

Example (ineligible unit costs for consumables):

In some cases beneficiaries apply unit costs to account for consumables used in the context of a project. However, **the reimbursement of unit costs for consumables is not permitted** under the CEF programme.

3.5. Costs Arising from Requirements Imposed by the Grant Agreement (Article II.19.2(e) MGA)

The Grant Agreement may impose some obligations on the beneficiary, such as dissemination of information, specific evaluation of the action, audits, translations, reproduction, costs of requested financial guarantees. All these costs are eligible, provided that the corresponding services are purchased in accordance with the first subparagraph of Article II.9.1 MGA.

Examples:

- Eligible costs: Audits necessary for the Certificate on Financial Statements, if conducted in line with Annex VII to the MGA (please note that the Agency considers the costs as eligible even if such an audit is not required under the terms of the grant agreement);
- Eligible costs: costs of the financial guarantee for pre-financings.
- Ineligible costs: costs of audits requested by third parties (i.e. Member States auditing a project) cannot be considered eligible.

3.6. Costs of Implementation Contracts and Subcontracts (Articles II.19.2(f), II.9 and II.10 MGA)

Costs of **contracts** are eligible under certain conditions. The implementation of an action may require contracts for the procurement of goods, works or services, including the purchase of specific consumables and supplies. These contracts are governed by Article II.9 MGA. One example mentioned in the MGA (Article II.19.2(f)) are the costs of environmental studies on the protection of the environment and on compliance with the relevant Union law.

Contracts must respect the following rules:

- they shall be awarded to the tender offering **best value for money**, or the **lowest price**, as appropriate, and where applicable following public procurement rules;
- **conflicts of interests** shall be avoided in awarding implementation contracts;
- the beneficiaries shall ensure that INEA, the Commission, OLAF and the European Court of Auditors may exercise their rights of checks and audits towards contractors.

Non-compliance with the rules above results in the ineligibility of the costs related to the given implementation contract.

The Model Grant Agreement establishes a difference between award of contracts necessary for the implementation of the action (Article II.9) and **subcontracting of tasks forming part of the action** (Article II.10).

It is important to distinguish between implementation contracts and subcontracts, as the **use of subcontracting is more restricted** and must respect the following rules (in addition to the general rules applicable to implementation contracts) specified in Article II.10.2 MGA:

- subcontracting does not cover core tasks of the action;
- recourse to subcontracting is justified having regard to the nature of the action and what is necessary for its implementation;
- any recourse to subcontracting, if not provided for in Annex I, must be communicated to and accepted by the Agency.

It should be highlighted that the MGA was amended in 2017 to specify that the Agency may grant approval:

- (i) before any recourse to subcontracting, if the beneficiary requests an amendment as provided for in Article II.12 MGA; or
- (ii) after recourse to subcontracting if the subcontracting:
 - is specifically justified in the interim or final technical report referred to in Articles II.23.2; and
 - does not entail changes to the Agreement which would call into question the decision awarding the grant or be contrary to the equal treatment of applicants.

Regardless of the distinction between contract and subcontract, the beneficiary remains solely responsible for carrying out the action and for compliance with the agreement.

The distinction between contracts and subcontracts is not always clear, in particular in the transport and energy sectors, where most beneficiaries are public bodies mandated by national authorities to develop a specific kind of infrastructure. The analysis of what is contracting versus sub-contracting should be based on a case-by-case analysis, taking into account factors such as the nature of the action, the core activities involved and the responsibility for the beneficiary to maintain control over those core activities.

'Implementation contracts' under Article II.9 MGA cover situations where a beneficiary purchases goods, works or services necessary to implement, under its control, part of the action.

By contrast, subcontract is a procurement contract within the meaning of Article II.9, which covers the implementation by a third party of tasks forming part of the action as described in Annex I. Subcontracts are concluded in cases where **the beneficiary** choose to outsource the task to a third party because it is more efficient to use the services of a specialised organisation. However, the recourse to a sub-contractor should not entail changes to the grant agreement that would have the effect of calling into question the decision awarding the grant to the beneficiary or be contrary to the equal treatment of applicants.

Important: no subcontracting of the coordinator's tasks

The coordinator shall not subcontract any part of its coordination tasks (as described in Article II.1.3 MGA) to the other beneficiaries or to any other party.

3.7. Financial Support to Third Parties (Articles II.19.2(g) and II.11 MGA)

Some actions may involve financial support to third parties as an eligible activity. The beneficiary then acts as an intermediary and passes funds provided by INEA to the final beneficiaries (who are not parties to the grant agreements).

Examples:

Some actions under the SESAR priority; some grant schemes set up by regions / municipalities or other public bodies under the priority '*Innovation and new technologies*'.

The costs of such financial support are eligible as long as they fulfil the conditions for the giving of such support defined in the Financial Regulation¹⁰ and in the grant agreement.

The Call for Proposals shall explain under which priority and on which conditions the support to third parties can be eligible. To date, based on the text of Work Programmes and Calls for Proposals adopted so far, only public bodies are allowed to grant financial aid to third parties.

In the case of a grant scheme, the costs declared by the beneficiary may not be incurred by the beneficiary and registered in their accounts, but incurred and registered by the final beneficiaries. In this case, it is important to recognize from the outset that the standard eligibility requirement of Article II.19.1(d) MGA does not apply.

When drafting Annex I as regards the grant scheme activity, it is important to

¹⁰ Article 137 of Financial Regulation 2012; Article 204 of Financial Regulation 2018.

clearly define roles and responsibilities in terms of technical and financial reporting to INEA, .

If for example, the INEA beneficiary passes on the CEF MGA eligibility requirements to third parties, then the INEA beneficiary needs to put in a place a control system that should allow INEA to verify eligibility with these conditions before declaring the costs to INEA.

One recommendation is to define at a very early stage in the grant process the supporting documentation required to support the beneficiaries cost declaration to INEA, either in the grant agreement itself, or as a formal exchange of letters.

3.8. Taxes, VAT (Article II.19.2(h) MGA)

Duties, taxes and charges paid by the beneficiary, notably non-deductible VAT are eligible costs, provided that they are related directly and exclusively to the implementation of the action. Nonetheless, the VAT follows a specific regime.

The VAT is a tax applied to supply of goods and services, charged as a percentage of their price and usually paid by the buyer to the seller as part of the overall price. The issue of whether VAT amounts may be an eligible cost is only relevant for those cost categories which imply procurement by the beneficiary (e.g. costs of travel, of equipment, of consumables and supplies, of audit services, translation services, evaluation services, subcontracts). It is not applicable to staff costs.

VAT is a particular tax because it is intended to be borne by the final consumer only and not by the other actors in the chain of supply (to them the VAT is intended to be **neutral**). The seller charges VAT on its sales, collects it together with the price and pays the VAT to the tax authorities. However, it can also reduce this tax payment by the amount of VAT which it had to pay itself on its purchases (**VAT deduction**).

As long as the VAT remains deductible, it is neutral for the beneficiary and is not an eligible cost. **If the VAT cannot be recovered, it may be an eligible cost** – and in fact this is the rule for the **CEF Transport Cohesion envelope**. For the **general envelope under CEF transport as well as for CEF energy and CEF ICT**, the rules are more nuanced, in line with the Financial Regulation. Those two VAT eligibility regimes are described in the following sections. Section 3.8.3 contains a flowchart summarising the VAT eligibility rules under the CEF programme.

An specific case: reverse charge on EU VAT

When buying goods or services from suppliers in other EU countries, the Reverse Charge moves the responsibility for the recording of a VAT transaction from the seller to the buyer for that good or service.

In practical terms, this means that for some cross border supplies and services, the invoice may not indicate any VAT. However, the buyer (our beneficiary) is obliged to register the VAT at local VAT rates in their accounting system. If the Beneficiary is unable to deduct / recover VAT, then this locally registered VAT is an eligible cost, just it would be the case with VAT on local purchases.

The only issue is that in terms of sampling, the invoice itself will not refer to VAT. The invoice should make reference to the reverse charge applying. If this is decalred as a cost to INEA, in order to confirm eligibility, the booking of the VAT in the beneficiary's accounting system should be provided, along with evidence that the beneficiary is unable to recover VAT.

3.8.1. VAT under the CEF in general

The rule currently in force¹¹ is that the **VAT is eligible** where: (i) it is **not recoverable** under the applicable national VAT legislation and (ii) it is paid by a **beneficiary other than a non-taxable person**. These two requirements are discussed below.

- (i) **Non-recoverable VAT:** VAT is considered not recoverable if according to national law it is attributable to any of the following activities:
- activities which are exempt from VAT without right of deduction;
 - activities which are outside the scope of VAT;
 - any of the activities above, for which VAT is not deductible but refunded by means of specific refund schemes or compensation funds not foreseen by the VAT Directive, even if that scheme or fund is established by national VAT legislation.

Such activities are often activities in the general interest. Entities engaged in such activities do not charge VAT on their services and, as a result, cannot deduct VAT paid on their purchases either. For them the VAT is not neutral, it is a cost.

A document from the tax authorities that confirms that VAT is either non-deductible or that the given entity cannot recover VAT is generally sufficient to conclude that VAT is non-recoverable.

¹¹ Article 126(3)(c) of Financial Regulation 2012 (and Article 187 of the Rules of Application); Article 186(4)(c) of Financial Regulation 2018, in connection with Article 8(7) of the CEF Regulation.

Examples (activities where the VAT is not recoverable):

These activities may include e.g. transport for sick or injured people in specially designed vehicles) or non-economic activities (e.g. collecting taxes, award of grants from the national budget). A beneficiary engaged in such activities will not charge VAT on the goods or services which it supplies, and will not be allowed to deduct the VAT which it pays when it purchases goods or supplies either.

(ii) **Beneficiaries other than a non-taxable person:**

Non-taxable persons are **State, regional and local government authorities** and other **bodies governed by public law**, insofar they engage in activities and transactions as public authorities¹².

Exceptionally, public authorities and bodies engaged in **certain activities** are considered taxable persons (unless they carry out such activities on such a small scale as to be negligible). These activities are listed in Annex I to the VAT Directive¹³ and under the CEF programme they will rarely be financed.

In case of doubts as to whether a given public law body acts as a public authority, the beneficiary should be requested to provide a **confirmation from the relevant Ministry** certifying that the beneficiary is not acting as a public authority in the context of the action considered. This status of a non-taxable person should always be verified with regard to the specific activities supported by the CEF grant.

Examples (taxable activities of public law bodies):

Activities relevant for the CEF programme where VAT payable by public law bodies may exceptionally be considered eligible, may include port and airport services; activities of telecommunications or energy providers. This always requires a case-by-case assessment.

In conclusion, under the CEF general envelope VAT paid by public law bodies is in most cases unlikely to be eligible, unless it is specifically linked to an activity listed in Annex I to the VAT Directive. **This non-eligibility applies even when the entity can provide a certificate from the tax authority that they cannot recover VAT.**

¹² Article 13(1) of Council Directive 2006/112/EC of 28 December 2006 on the common system of value added tax (OJ L 347, 11.12.2006, p. 1–118).

¹³ They include the following activities: (1) telecommunication services; (2) supply of water, gas, electricity and thermal energy; (3) transport of goods; (4) port and airport services; (5) passenger transport; (6) supply of new goods manufactured for sale; (7) transaction in respect of agricultural products, (8) organisation of trade fairs and exhibitions; (9) warehousing; (10) activities of commercial publicity bodies; (11) activities of travel agents; (12) running of staff shops, cooperatives and industrial canteens and similar institutions; (13) activities carried out by radio and television bodies in so far as these are not exempt pursuant to Article 132(1)(q) of the VAT Directive.

3.8.2. VAT under the CEF Transport Cohesion envelope

Under the Cohesion envelope, the CEF programme follows the Cohesion rules which provide for more freedom in terms of VAT eligibility. The rule¹⁴ is that the VAT is eligible where it is **not recoverable** under national VAT legislation. **It does not matter if the beneficiary is a taxable or a non-taxable person.**

Example (not recoverable VAT for a private entity – certificate):

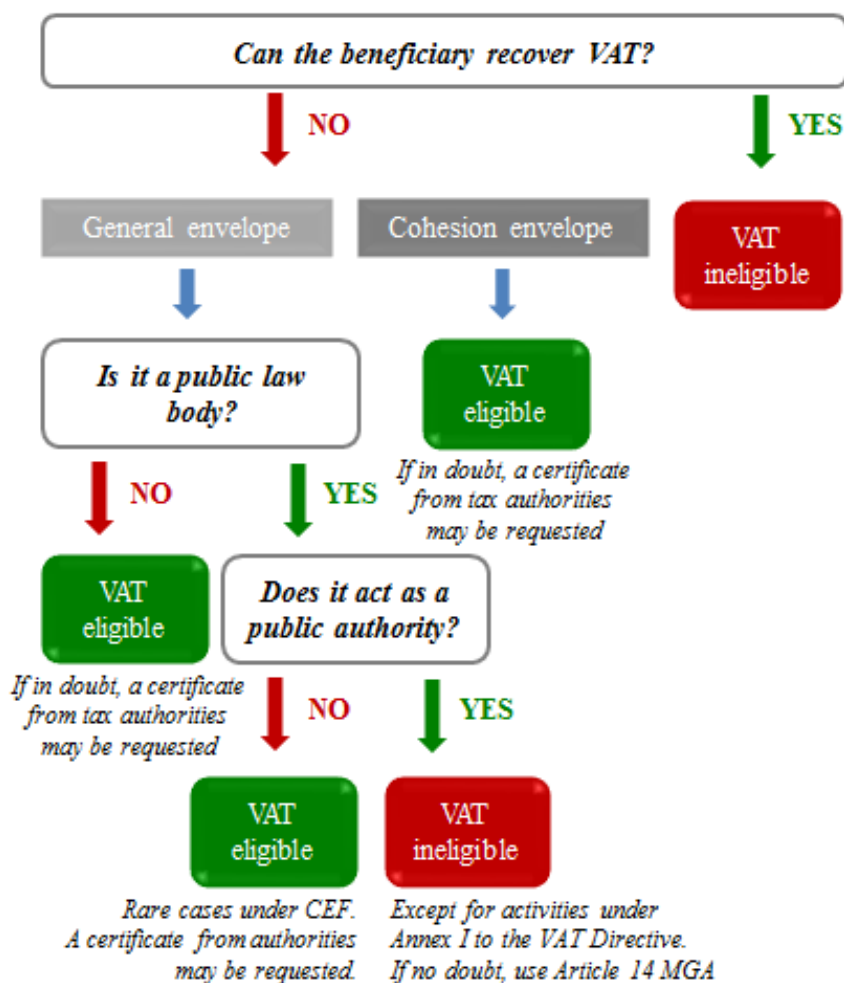
The beneficiary is a private entity and it declares that it cannot recover VAT that it paid for the purchase of equipment necessary for the action. If this gives rise to doubts, the Agency can request a certificate from the national tax authorities confirming that the beneficiary cannot recover VAT.

Regime under the MGA – Article II.19.2(h) and Article 14: Article II.19.2(h) MGA reiterates the rule above (in its variant generated for Cohesion envelope actions). Article 14 MGA does not apply, since any beneficiary can claim VAT as eligible if they cannot recover it, regardless of their public or private law status and activities pursued.

Where a CEF beneficiary is involved in actions funded from both the general and the Cohesion envelope, they need to be aware that there are 2 potentially different VAT eligibility regimes applicable, depending on the envelope used.

¹⁴ Article 69(3)(c) of Regulation (EU) No 1303/2013 of the European Parliament and of the Council of 17 December 2013 (OJ L 347, 20.12.2013, p. 320–469) in connection with Article 8(7) of the CEF Regulation.

3.8.3. VAT eligibility under CEF – flowchart



3.9. Selected Specific Cases

3.9.1. Reimbursement of bid preparation costs

In the context of tendering procedures organised by the beneficiary, contracting authorities / entities sometimes foresee in the calls for tenders a compensation mechanism for bidders who do not succeed in the tender. This compensation is generally a lump sum which is paid to all those admissible bidders which are not finally awarded with the contract published. Such compensation may be justified when the contracting authority considers that it is needed to stimulate the competition as the costs of preparing a bid are high and there is a risk of not receiving a sufficient number of bids.

Therefore, if the call for tenders organised by the beneficiary foresees the payment of these lump sums, then they will be eligible for Union support, as long as the general conditions for the eligibility of costs are respected, in particular if the payment of such lump sums is reasonable and justified.

3.9.2. Legal support

The costs of legal support, advice or representation can be eligible if the general conditions for the eligibility of costs are respected, in particular if such support

is necessary for the implementation of the action.

Examples:

Examples of eligible legal support:

- only under the cohesion envelope, legal support in the land acquisition or obtaining of servitudes (rights of way, etc.) necessary for the construction works envisaged by the action (whether such right are obtained via contract, or via court litigation, where necessary)
- legal support in designing the procurement process or in obtaining administrative permits necessary for the implementation of the action.

Examples of ineligible legal support:

- legal advice on the interpretation of the grant agreement (whether preceding or following its signature);
- legal representation in a court dispute between the beneficiary and its contractor, based on improper performance of the works contract.

3.9.3. Financial incentives to accelerate action completion

In cases where incentives for finishing the works ahead of schedule are foreseen in the call for tenders and included in the contract awarded by the contracting authority, these costs can be considered eligible, as long as the general conditions for the eligibility of costs are respected, in particular if such incentives are reasonable and justified.

3.9.4. Costs related to the grant agreement preparation (GAP)

The eligibility period for a CEF-funded action may start after the signature of the grant agreement, or, if necessary, it can have a retroactive starting date. The starting date cannot fall before the submission of the given proposal, with the exception of the 2014 calls for proposals.

Therefore, any costs related to the preparation of a proposal will be ineligible as they correspond to a period before the submission of the proposal. By contrast, if the action start date falls before the grant agreement signature, then the costs incurred by the beneficiaries during the GAP exercise and within the eligibility period for the action, can be eligible. However, to be eligible, they have to comply with the general eligibility criteria, such as a direct link with the action, sound financial management, etc. (see section 2 above).

Please keep in mind that the GAP-related costs can only be eligible if they fall on/after the action starting date. They will not be eligible for actions which start after the grant agreement signature.

Examples:

- Travel and accommodation costs related to a kick-off meeting are likely to be eligible if they are reasonable.
- Costs of a legal consultation about the grant agreement are most likely ineligible as they are not necessary for the implementation of the action (the grant agreement is not negotiable).

3.9.5. Penalties (liquidated damages) charged by beneficiaries to (sub)contractors

In some cases, in order to implement an action, beneficiaries need to buy goods, works or services from a third-party (sub)contractor. The contract signed between the beneficiary and such (sub)contractor may impose penalties (liquidated damages, fixed compensation) if the (sub)contractor does not comply with the contract (e.g. is late with delivery, or fails to remove defects of its works). Such penalties may be paid by the (sub)contractor to the beneficiary in cash or may be set off against the (sub)contractor's remuneration. In any event, they do not reduce the eligible cost of the (sub)contract, nor are they a 'receipt' for the purpose of the no-profit principle. Even if such penalties may qualify as 'income' in the beneficiary's books, they are not 'generated by the action' but they originate from the implementation of a contract signed for the action implementation.

3.10. Indirect Costs

Indirect costs are defined as costs which are not directly linked to the implementation of the action and therefore cannot be attributed directly to it. They may not include any costs identifiable or declared as eligible direct costs (Article II.19.3 MGA).

They must represent a fair apportionment of the overall overheads and comply with the eligibility conditions.

Overheads are all the structural and support costs of an administrative, technical and logistical nature which are cross-cutting for the operation of the beneficiary entity's various activities and cannot therefore be booked in full to the action for which the grant is awarded because the grant is only one part of those activities.

Overheads comprise costs connected with infrastructures and the general operation of the organisation and not exclusively related to the action, such as:

- hiring or depreciation of buildings and plant,
- water, gas, electricity,
- maintenance,
- insurance,
- supplies and petty office equipment,
- communication and connection costs,
- postage,

- costs connected with horizontal services (administrative and financial management, human resources, training, documentation, IT, etc.).

Under CEF, indirect costs follow different rules depending on the sector:

- Under **CEF Transport** and **CEF Energy**, indirect costs are ineligible.
- Under **CEF Telecom**: indirect costs calculated as 7% of the total eligible direct costs minus subcontracting costs (see Article II.10 MGA) and costs of financial support to third parties (Article II.11 MGA) are eligible.

4. INELIGIBLE COSTS

Below is a non-exhaustive list of ineligible costs (based on Article II.19.4 MGA).

Please note that any costs which do not meet the cumulative criteria for eligibility will be considered ineligible, even if not included in the list below.

- (a) Return on capital and dividends paid by a beneficiary.

Example: dividends paid to an owner manager of a beneficiary.

- (b) Debt and debt service charges.

Example: leasing finance fees.

- (c) Provisions for losses or debts.

Provisions are financial amounts set aside to cope with potential future expenses that as yet uncertain, for example, the outcome of a legal case which may or may not generate a debt, depending on the verdict.

- (d) Interest owed.
- (e) Doubtful debts.
- (f) Exchange losses.
- (g) Costs of transfers from the Agency charged by the bank of a beneficiary.
- (h) Costs declared by the beneficiary in the framework of another action receiving a grant financed from the Union budget (including grants awarded by a Member State and financed from the Union budget and grants awarded by other bodies than the Commission for the purpose of implementing the Union budget).

In particular, beneficiaries receiving an operating grant financed by the EU or Euratom budget cannot declare indirect costs for the period(s) covered by the operating grant, unless they can demonstrate that the operating grant does not cover any costs of the action.

- (i) Contributions in kind from third parties.
- (j) Excessive or reckless expenditure.

In practice, when assessing expenditure from this perspective, it can be evaluated by:

- benchmarking the price paid with that of the market for similar services/goods/works, or for internal costs by comparing those incurred in the past for similar items/events;
- considering the link with and the necessity to the action.

- (k) Deductible VAT.

Deductible VAT is neutral to the beneficiary as it can be recovered by deducting this cost from the beneficiary's VAT liabilities. For more details on the eligibility of VAT, please see Section 3.8.

- (l) Costs of land and building acquisition (including expropriation costs).

However, for Cohesion envelope, costs of purchase¹⁵ of land (developed or not) may be eligible, up to 10 % of the total eligible costs of the action (15% for derelict sites and sites formerly in industrial use, which comprise buildings)¹⁶.

- (m) Indirect costs – for CEF Transport and CEF Energy. For CEF Telecom there are specific rules on indirect costs. For more details, please see Section 3.10.
- (n) Other categories of costs (including ceilings for some categories) as specified in the Call for Proposals or the Work Programme. During the preparation of a grant agreement or amendment particular attention needs to be paid to those limitations.

Examples of ineligible costs based on selected Calls for Proposals:

- costs related to STM equipment for ERTMS on-board deployment actions;
- costs in excess of ceilings set out in the Call for Proposals (e.g. ceilings for ERTMS deployment; for mobile equipment under the Innovation and/or Nodes priorities);
- maintenance dredging activities for inland waterways and for inland and maritime ports;
- infrastructure maintenance;

¹⁵ Leasing included

¹⁶ See Article 69(3)(b) of Regulation (EU) No 1303/2013. However, in exceptional and duly justified cases, this ceiling may be raised above the aforementioned percentage for operations concerning environmental conservation.

– research activities.

Annexes to these guidelines provide an overview of specific rules on the eligibility of costs under the Calls for Proposals launched by INEA to date.

LIST OF ANNEXES:

Annex I: Eligible and ineligible costs under CEF Transport Calls for Proposals

Annex II: Eligible and ineligible costs under CEF Energy Calls for Proposals

Annex III: Eligible and ineligible costs under CEF Telecom Calls for Proposals

ANNEX I

Eligible and ineligible costs under CEF Transport Calls for Proposals

This Annex contains a non-exhaustive list of categories of eligible and ineligible costs specific to the CEF Transport Calls for Proposals (based on the texts of the respective calls for proposals, Work Programmes and INEA's responses to Frequently Asked Questions) and is without prejudice to the general rules on the eligibility of costs under the Financial Regulation, the CEF Regulation and the Model Grant Agreement, as described in the Guidelines.

This Annex is broken down into 5 parts covering:

- CEF Transport calls for proposals launched in 2014 (Annual General Call, Multiannual both General and Cohesion)
- CEF Transport calls for proposals launched in 2015 (Multiannual, both General and Cohesion)
- CEF Transport calls for proposals launched in 2016 (Annual and Multiannual, both General and Cohesion)
- CEF Synergy Call launched in 2016
- CEF Transport calls for proposals launched in 2017 (Blending and SESAR calls)
- CEF Transport MAP General Call for Proposals 2018.

The tables in this Annex contain elements common to all calls for proposals launched in a given year, as long as a given priority is supported under a given call. In order to facilitate the use of the table, for each priority each table specifies to which call for proposal it applies.

The following symbols are used for this purpose:

- AP (Annual Work Programme) General Call | ■ AP (Annual Work Programme) Cohesion Call |
■ MAP (Multiannual Work Programme) General Call | ■ MAP (Multiannual Work Programme) Cohesion Call

Where for a given priority no information is provided in the relevant table, no specific examples of eligible or ineligible costs were provided in the given call for proposals, Work Programme and in INEA's responses to the Frequently Asked Questions.



Part 1 – 2014 Transport Calls for Proposals

This part encompasses the following 2014 calls for proposals launched by INEA under the CEF Transport programme:

- AP Call: 2014 CEF Transport Annual Call ("AP Call"): maximum costs eligibility period according to the Call for Proposals: 3 years with an option to extend by 12 months.
- MAP General Calls (3 separate calls for Funding Objective 1, Funding Objective 2 and Funding Objective 3, respectively).
- MAP Cohesion Call: 2014 CEF Transport Call for Cohesion Countries.

PRIORITY	ELIGIBLE COSTS	INELIGIBLE COSTS
GENERAL RULES UNDER ALL CALLS ■ ■ ■	<ul style="list-style-type: none"> – Full costs of purchase of equipment and infrastructure treated as capital expenditure (2015 General FAQ 9.12) – Activities for improved accessibility to transport infrastructure for persons with disabilities and persons with reduced mobility – with a ceiling of 10% of the total eligible costs of works of the Action (Article 10(2)(b)(v) CEF Regulation) – Ceilings also apply to ERTMS deployment, Freight Transport Services and SESAR– see below 	<ul style="list-style-type: none"> – Support to third parties (grant scheme) (2014 General FAQ 9.10) – Costs of preparation of the grant application (2014 General FAQ 9.17) – Indirect costs
PROJECTS ON THE CORE NETWORK (CORRIDORS & OTHER SECTIONS) ■ ■ ■ PROJECTS ON THE COMPREHENSIVE NETWORK ■	<u>Inland Waterways & Inland Ports:</u> <ul style="list-style-type: none"> – Capital dredging, rehabilitation dredging – Waterside terminals/platforms infrastructure (such as storage and stacking areas) – if available for use by all operators on a non-discriminatory basis – ICT applications (in particular pilot Single Window applications, applications to streamline administrative formalities through a better use of information, communication and positioning) 	<u>Inland Waterways & Inland Ports:</u> <ul style="list-style-type: none"> – Maintenance dredging – RIS deployment <u>Roads:</u> <ul style="list-style-type: none"> – Maintenance <u>Maritime Ports:</u> <ul style="list-style-type: none"> – Superstructure – Any maintenance (incl. by dredging)

	<ul style="list-style-type: none"> technologies) – save for RIS deployment – Facilities for loading / transshipment / ice-breaking / hydrological services / dredging – if (i) accessible for use by all operators on a non-discriminatory basis, (ii) done to ensure year-round navigability, and (iii) if part of a wider action focused on inland waterway transport basic infrastructure upgrade and/or waterside terminals – Investments in facilities, equipment (surveying vessels, specialised hardware, etc.) and software which are necessary to collect hydraulic, topographic or morphological and other relevant data for actions improving navigability (2014 IWW, RIS & Inland Ports FAQ 9) – Costs of use of multifunctional vessels for collecting data and for marking fairways, but not for ice-breaking (2014 IWW, RIS & Inland Ports FAQ 10) – Rail: – Tracks inside train stations, platforms in rail stations, catenary, signalling equipment – 	<ul style="list-style-type: none"> – Dedicated infrastructure / facilities for cruise ships – Expansion / construction of new cargo / passenger terminals – Rail: – Train station buildings – Maintenance
PROJECTS TO CONNECT WITH NEIGHBOURING COUNTRIES ■	-	-
RAIL INTEROPERABILITY ■	<ul style="list-style-type: none"> – Elements of a major railway infrastructure projects such as: (i) station / stop buildings (for passengers & for operations), (ii) platform (including roof, lift, underpass), (iii) bicycle 	<ul style="list-style-type: none"> – ERTMS-related activities

		parking lots, (iv) tracks, (v) catenary, (vi) signalling equipment, (vii) P+R, B+R parking lots, (viii) underpass, overfly, roads, (ix) intermodal elements. The elements covered by any TSI in force are considered eligible (2014 ERTMS, Interoperability & Reducing Freight Noise FAQ 3.2)	
ERTMS  	<i>Track-side deployment</i>	<ul style="list-style-type: none"> – Equipment of lines, with a ceiling of € 260 000 per km of double-track ERTMS-equipped line – Upgrade of lines – no ceiling – Infrastructure works for track-side equipment necessary for ETCS level 2 implementation / upgrade (e.g. upgrade / renewal of interlockings) – no ceiling – Complex situations and pilot actions (e.g. marshalling yards, stations, junctions, cross-border points) – ceilings may be adapted case by case – Preparatory actions – no ceiling 	<ul style="list-style-type: none"> – Feasibility studies – unless they are part of a preparatory action package – Costs of actions related to Class B systems and/or STM – Costs of actions covering GSM-R component only
	<i>On-board deployment</i>	<ul style="list-style-type: none"> – Deployment of ERTMS on already existing vehicles, with a ceiling of € 250 000 per ERTMS on-board subsystem to be deployed (hardware and software). The ceiling may be decreased if the vehicle is already equipped with ETCS-compliant hardware. If there is more than 1 subsystem on a vehicle, the ceiling applies individually to each subsystem and not to the vehicle (2014 ERTMS, Interoperability & Reducing Freight Noise FAQ 1.11) – Upgrade – no ceiling – Development, test and validation of a B3- 	<ul style="list-style-type: none"> – Cost of works related to Class B systems (e.g. STM) – Costs of actions covering GSM-R component only

		<p>compliant on-board unit in a first-of-a-series / prototype vehicle getting the type approval – no ceiling</p> <p>Vehicles concerned must have been authorised for operation in at least 1 Member State before the submission of the proposal.</p> <p>CEF-funded vehicles must remain and operate in EU/EEA territory for at least 5 years following the action completion (transit through non-EU/EEA countries does not compromise this obligation).</p> <p>The rules above apply to vehicles used for public passenger transport and other categories of transport (2014 ERTMS FAQ 1.10).</p>	
	<i>Simplification and facilitation of placing in operation</i>	No ceiling, recommended action duration up to 2 years	– Works, such as development / installation of ETCS equipment (2014 ERTMS FAQ 1.7)
	<i>ERTMS training</i>	No ceiling, recommended action duration up to 3 years	-
	<i>ERTMS specifications maintenance</i>	<ul style="list-style-type: none"> – No ceiling – ETCS B3 test campaigns only, no ETCS B2 	– ETCS B2 test campaigns
	<i>Operational rules</i>	No ceiling	-
<p>INNOVATION AND NEW TECHNOLOGIES</p> <p>■ ■ ■</p>		<ul style="list-style-type: none"> – Roll out of alternative fuels distribution infrastructure (including grids and other facilities necessary for energy supply) – For studies with a pilot: costs of mobile equipment (new or retrofitted), serving for freight or passenger transport – for maritime and inland 	– Development and demonstration phases of a new technological solution

	<p>waterway transport only, and as long as it is strictly necessary for the study and to demonstrate the operational and commercial viability of the innovative action</p> <ul style="list-style-type: none"> – Interoperable infrastructure/vehicle interfaces to support use of alternative fuels, including telematics applications or energy demand management systems when required – Improvement & deployment of telematics applications, coming to support decarbonisation of transport, with a view to enable roaming functionality, interoperability, multimodality and compatible ticketing systems – Innovation of operational processes including fleet management, load and fuel management, multimodality and interoperability 	
<p>SAFE & SECURE INFRASTRUCTURE</p> <p>■ ■</p>	-	<ul style="list-style-type: none"> – Maintenance activities
<p>FREIGHT TRANSPORT SERVICES</p> <p>■</p>	<ul style="list-style-type: none"> – Small-scale ancillary infrastructure, super-structures and equipment (including on-board equipment) - if directly linked to the operations proposed in the action. Support should not exceed 20% of the eligible costs of the action – Operational costs for the following action types may be eligible: modal shift operations, optimisation of supply chain management, better efficiency through collaboration, traffic avoidance and efficient fleet operations (2014 Freight Transport Services FAQ 2) 	<ul style="list-style-type: none"> – Large-scale infrastructure – Research or studies – Business or production activities which bear no direct relation to logistics, transport or distribution

RAIL FREIGHT NOISE ■	<ul style="list-style-type: none"> – Only wagons intended for freight operations 	<ul style="list-style-type: none"> – Locomotives, traction vehicles and passenger transport wagons – Replacement, reprofiling or any other action related to wheelsets – Shunters, electric multiple units, diesel multiple units, railcars, passenger carriage
TELEMATIC APPLICATIONS other than under MAP ■	-	-
SESAR ■	<ul style="list-style-type: none"> – Activities supporting or aiming at accelerating the industrialisation of ATM functionalities identified in the PCP Regulation – Additional validation activities that are not covered by the SJU – Development of technical capabilities still at the industrialisation phase, if necessary for the deployment of ATM functionalities in line with the Deployment Programme (2014 SESAR FAQ 3 and 4) – In-house costs incurred for the development or the upgrade of technical capabilities of ATM platforms (2014 SESAR FAQ 5) 	<ul style="list-style-type: none"> – Costs of certain mandatory retrofitting installations on board (e.g. Pilot Controller Data Link – EU requirement) – after the ultimate deadline for compliance set by the relevant EU legislation (2014 SESAR FAQ 2)
RIS (River Information Services) ■	<ul style="list-style-type: none"> – Purchase and installation of hardware and software to be used for RIS deployment, including those inside RIS centre buildings (2014 IWW, RIS & Inland Ports FAQ 8) 	<ul style="list-style-type: none"> – Construction / renovation of a RIS centre building (2014 IWW, RIS & Inland Ports FAQ 8)
ITS ■	-	-

<p>MOTORWAYS OF THE SEA (MoS)</p> <p>■ ■</p>	<ul style="list-style-type: none"> - Costs to comply with MARPOL Convention Annex VI and Sulphur Emission Control Area requirements – may be eligible as part of costs of upgrading MoS links - Costs contributing to better environmental performance of a maritime service (e.g. installations related to on-shore power supply) – may be eligible as part of costs of upgrading MoS links - Cost of acquiring / upgrading / constructing a vessel – but only the cost of additional costs of efforts for environmental purposes – may be eligible as part of costs of upgrading MoS links. Example: costs related to LNG parts of the engine and co-related installations aboard a dual-fuel (diesel & LNG) vessel (2014 MoS FAQ 14) - Co-funding of the acquisition of ships is limited to additional efforts for environmental purposes in upgrading the vessels and cannot cover the full costs of acquiring or constructing a vessel. This kind of investment could be considered as eligible under certain conditions: <ul style="list-style-type: none"> • the ship will be part of an upgraded or a new MoS link established between two ports in two different countries on an intermodal corridor, or • the ship intends to pilot and validate some new technological solutions which have not been tested before on other ships in Europe. The piloting actions should be innovative 	<ul style="list-style-type: none"> - Feasibility studies - Market studies - Full cost of acquiring / upgrading / constructing a vessel – only costs of additional efforts for environmental purposes may be eligible - Costs to purchase / operate an LNG tanker (LNG carrier) (2014 MoS FAQ 10) - Maintenance dredging (2014 MoS FAQ 25)
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	<p>(2014 MoS FAQ 30)</p> <ul style="list-style-type: none"> – Superstructure – only within actions open to any user on a non-discriminatory basis, if such superstructure can be considered as ancillary infrastructure necessary for implementation of the action and/or related to increase of efficiency or environmental performance of MoS services. The superstructure, including ships, will be required to serve the co-funded actions within the EU area for at least 5 years after the action completion. Superstructure may include mobile infrastructure such as e.g. locomotives, gantry cranes, reach stackers or security scanners (2014 MoS FAQ 8), LNG bunkering barges (MoS FAQ 9) or ice-breakers (2014 MoS FAQ 24) – Studies and deployment of alternative fuel (e.g. LNG) infrastructure (2014 MoS FAQ 11) – Investment costs (CAPEX) of freight ferry lengthening, if connected with investment in the port which the ship serves and if they contribute to upgrading the maritime link and its efficiency (2014 MoS FAQ 12) – Adjustments aboard ships such as LNG retrofitting, scrubber installation, cold-ironing (2014 MoS FAQ 6) – Investments in ancillary adaptations of ships (e.g. in vessel capacity) as long as the action involves at least two ports (one Core and one Comprehensive) and a maritime operator providing regular connections between these ports (2014 MoS FAQ 19) 	
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	– Improvement / retrofitting of a ship sailing under a non-EU flag (2014 MoS FAQ 17)	
ACCESSIBILITY ■	-	-
CORE NETWORK NODES ■ ■	-	-
MULTIMODAL LOGISTICS PLATFORMS ■ ■	– Development of multimodal logistic platforms for storage of freight within maritime ports, inland ports, airports and rail-road terminals, if the main objective of the action is to provide for effective interconnection and integration of the infrastructure (2014 Multimodal FAQ 3)	-



Part 2 – 2015 Transport Calls for Proposals

This part encompasses the following 2015 calls for proposals launched by INEA under the CEF Transport programme:

- MAP General Call: maximum costs eligibility date according to the Call for Proposals: 31/12/2020;
- MAP Cohesion Call: maximum costs eligibility date according to the Call for Proposals: 31/12/2020.





PRIORITY	ELIGIBLE COSTS	INELIGIBLE COSTS
GENERAL RULES UNDER ALL CALLS ■ ■	<ul style="list-style-type: none"> – Full costs of purchase of equipment and infrastructure treated as capital expenditure (2015 General FAQ 9.12) – Support to third parties (grant scheme) – for the Innovation priority only – Activities for improved accessibility to transport infrastructure for persons with disabilities and persons with reduced mobility – with a ceiling of 10% of the total eligible costs of works of the Action (Article 10(2)(b)(v) CEF Regulation) – Ceilings also apply to ERTMS deployment, mobile equipment (for Innovation) and to ITS – see below 	<ul style="list-style-type: none"> – Depreciation costs (2015 General FAQ 9.12) – Research activities (2015 General FAQ 2.1) – Losses (2015 General FAQ 9.6) – Overhead costs (2015 General FAQ 9.11) – Indirect costs
PROJECTS ON THE CORE NETWORK (CORRIDORS & OTHER SECTIONS) ■	<u>Railways:</u> <ul style="list-style-type: none"> – Also costs of projects combining works on pre-identified CNC sections for railway implementation including interoperability elements, with ERTMS track-side implementation works along the same sections – GSM-R component, if part of a broader rail infrastructure action (2015 Core Network FAQ b).2) 	<u>Railways:</u> <ul style="list-style-type: none"> – Pilot rail transport service on a Core Network Corridor ending in a third country (2015 Core Network FAQ a.2) <u>Inland Waterways & Inland Ports:</u> <ul style="list-style-type: none"> – maintenance dredging – RIS deployment – Costs of infrastructure which does not directly benefit waterborne transport

	<p><u>Inland Waterways & Inland Ports:</u></p> <ul style="list-style-type: none"> - Capital dredging - Rehabilitation dredging – only in connection with global actions that provide for year-round good navigation status for a given section of the waterway - Waterside terminals/platforms infrastructure – if accessible for use by all operators on a non-discriminatory basis - ICT applications (in particular pilot Single Window applications, applications to streamline administrative formalities through a better use of information, communication and positioning technologies) - Facilities for loading / transshipment / ice-breaking / hydrological services / dredging – if (i) accessible for use by all operators on a non-discriminatory basis, (ii) done to ensure year-round navigability, and (iii) if part of a wider action focused on inland waterway transport basic infrastructure upgrade and/or waterside terminals - <p><u>Maritime Ports:</u></p> <ul style="list-style-type: none"> - Reconstruction of piers, save for any other works that spread further to the terminal area itself (2015 Core Network FAQ e.1) 	<p>operations</p> <p><u>Roads:</u></p> <ul style="list-style-type: none"> - Maintenance <p><u>Maritime Ports:</u></p> <ul style="list-style-type: none"> - Superstructure understood as moveable commercially operated infrastructure, warehouses and others - Any maintenance (incl. by dredging) - Dedicated infrastructure / facilities for cruise ships - Expansion / construction of new cargo / passenger terminals in ports
<p>RAIL INTEROPERABILITY</p> <p>■</p>	<p>-</p>	<ul style="list-style-type: none"> - ERTMS-related activities

ERTMS  	<i>Track-side deployment</i>	<ul style="list-style-type: none"> – Equipment of lines, with a ceiling of € 260 000 per km of double-track ERTMS-equipped line – Upgrade of lines – no ceiling – Infrastructure works for track-side equipment necessary for ETCS level 2 implementation / upgrade (e.g. upgrade / renewal of interlockings) – no ceiling – Preparatory actions – no ceiling 	<ul style="list-style-type: none"> – Feasibility studies – unless they are part of a preparatory action package – Costs of actions related to Class B systems and/or STM – Costs of actions covering GSM-R component only – GSM-R in combination with ETCS level 1 (2015 ERTMS FAQ 30)
	<i>On-board deployment</i>	<ul style="list-style-type: none"> – Deployment of ERTMS on already existing vehicles, with a ceiling of € 250 000 per ERTMS on-board subsystem to be deployed (hardware and software). The ceiling may be decreased if the vehicle is already equipped with ETCS-compliant hardware. If there is more than 1 subsystem on a vehicle, the ceiling applies individually to each subsystem and not to the vehicle (2015 ERTMS FAQ 28). The ceiling does not apply to prototypes – Upgrade – no ceiling – Development, test and validation of a B3-compliant on-board unit in a first-of-a-series / prototype vehicle getting the type approval – no ceiling – Training activities, specific ad-hoc expertise to follow up the project or other necessary support – for SMEs – no ceiling <p>Vehicles concerned must have been authorised for operation in at least 1 Member State before the submission of the proposal.</p>	<ul style="list-style-type: none"> – Cost of works related to Class B systems (e.g. STM) – Costs of actions covering GSM-R component only

<p>INNOVATION AND NEW TECHNOLOGIES</p> <p>■ ■</p>	<ul style="list-style-type: none"> – Roll out of alternative fuels distribution infrastructure – Mobile equipment – only in studies actions, if secondary to the infrastructure part. In principle, up to 10% of the CEF grant may support mobile equipment costs. Only the financial difference between the innovative solution and the conventional, usual solution is eligible as mobile equipment cost (e.g. additional financial effort between a diesel propulsion and a fuel-cell hydrogen propulsion). Mobile equipment supported by the CEF grant must remain registered & operated in an EU Member State for at least 5 years. Example: retrofitting of vessels to use alternative fuels or conversion for LNG bunkering (2015 Innovation FAQ 14) – Mobile infrastructure – e.g. mobile refuelling infrastructure, reach-stackers, bunkering vessels (2015 Innovation Info Day presentation, page 11) – Interoperable infrastructure/vehicle interfaces to support use of alternative fuels, including telematics applications or energy demand management systems when required (e.g. telematics link, charging cable, adaptors, etc.) – Improvement & deployment of telematics applications, coming to support decarbonisation of transport, with a view to enable roaming functionality, interoperability, multimodality and compatible ticketing systems – Innovation of operational processes including fleet management, load and fuel management, 	<ul style="list-style-type: none"> – Development and demonstration phases of a new technological solution – Scrubbers, even if they are part of mobile infrastructure – Dismantling of charging stations (2015 Innovation FAQ 29)
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	<p>multimodality and interoperability</p> <ul style="list-style-type: none"> – Single ticketing – if part of an innovative solution encompassing more elements, e.g. alternative fuel – Operating costs – if directly linked to a pilot deployment and if they meet the general requirements under Article II.19 MGA (2015 Innovation FAQ 24 and 25) – Connection of a charging station to the electricity grid (2015 Innovation FAQ 28) 	
<p>SAFE & SECURE INFRASTRUCTURE</p> <p>■ ■</p>	<ul style="list-style-type: none"> – Construction of new truck parking areas (2017 Safe & Secure Infrastructure FAQ 3) 	<ul style="list-style-type: none"> – Maintenance activities
<p>SESAR</p> <p>■ ■</p>	<ul style="list-style-type: none"> – Activities supporting industrialisation of ATM functionalities identified in the Common Projects – Additional validation activities that are either not covered by the SJU or are not receiving EU grants – Forward fit options for airlines, if compliant with the Call text and the Work Programme (2015 SESAR FAQ 8) – Man-hours of airline personnel spent on installing equipment while on the ground, if compliant with Article II.19 MGA (2015 SESAR FAQ 9) – Common parts of a system release to modify an internal system for Arrival Messages (2015 SESAR FAQ 10) 	<ul style="list-style-type: none"> – Costs of activities addressing obligations under EU law (in particular relating to the Single European Sky) – after the deadline for their implementation
<p>RIS (River Information Services)</p> <p>■ ■</p>	<ul style="list-style-type: none"> – Simulation for navigation – as part of the action (2015 RIS FAQ 3) – 	<ul style="list-style-type: none"> – Port community systems for inland ports (2015 RIS FAQ 2)

ITS  	<ul style="list-style-type: none"> - Also works / pilot activities in areas other than on the Core Network, for duly substantiated reasons and as long as the related costs do not exceed 30% of the total budget 	-
MOTORWAYS OF THE SEA (MoS)  	<ul style="list-style-type: none"> - Costs to comply with MARPOL Convention Annex VI and Sulphur Emission Control Area requirements – may be eligible as part of costs of upgrading MoS links - Costs contributing to better environmental performance of a maritime service (e.g. installations related to on-shore power supply) – may be eligible as part of costs of upgrading MoS links - Cost of acquiring / upgrading / constructing a vessel – but only the cost of additional costs of efforts for environmental purposes – may be eligible as part of costs of upgrading MoS links Development in port handling facilities, freight terminals, logistic platforms and freight villages which are associated to the port operations - Superstructure – only within actions open to any user on a non-discriminatory basis, if such superstructure can be considered as ancillary infrastructure necessary for implementation of the action and/or related to increase of efficiency or environmental performance of MoS services. The superstructure, including ships, will be required to serve the co-funded actions within the EU area (i.e. the MoS link concerned – see 2015 MoS FAQ 3) for at least 5 years after the action completion. Examples include scrubbers and cranes (2015 	<ul style="list-style-type: none"> - Feasibility studies - Market studies - Full cost of acquiring / upgrading / constructing a vessel – only costs of additional efforts for environmental purposes may be eligible - Open loop scrubbers - Construction of a new multimodal logistics platform in 1 port only, unless as part of a larger MoS link upgrade action involving at least 2 ports and a maritime operator, or unless as part of a wider benefit action for a particular maritime region serving a number of maritime operators (2015 MoS FAQ 9) - Financing of the start-up of a service or costs of operation of the MoS link (2015 MoS FAQ 13) - Costs of chartering a ship (2015 MoS FAQ 20) - A subsidy for tonne-kilometres shifted from road transport to the maritime service (2015 MoS FAQ 20)

	<p>MoS FAQ 2 and 6). The 10% cap applicable to Innovation and New Technology actions does not apply to MoS actions (2015 MoS FAQ 11)</p> <ul style="list-style-type: none"> – Investment in ports needed for upgrading a MoS link, also of non-environmental nature (2015 MoS FAQ 8) – Studies such as addressing environmental impact assessments, technical design studies of infrastructure, human element aspects in maritime transport, preparation of ICT applications, better security measures, etc. for port infrastructure necessary to accommodate the new/upgraded link (2015 MoS FAQ 15) 	
<p>CORE NETWORK NODES</p> <p>■ ■</p>	<ul style="list-style-type: none"> – Mobile equipment (purchase or upgrade) – if the support is limited and not a substantial part of the action (2015 Nodes FAQ 4 and 13) 	<ul style="list-style-type: none"> – Construction of freight terminals in an urban node (2015 Nodes FAQ 14)
<p>MULTIMODAL LOGISTICS PLATFORMS</p> <p>■ ■</p>	<ul style="list-style-type: none"> – Further development of existing freight terminals through small-scale ancillary infrastructure (e.g. connecting or siding tracks, power connections, adaptations for 740 m train length etc.), ICT equipment and applications for the provision or improvement of information flows within the terminal and along the logistic chain – Studies to enhance the connection of an existing logistics facility (e.g. by connecting to a further transport mode), if the existing terminal is already equipped for transshipment between at least two transport modes (2015 Multimodal FAQ 10) 	<ul style="list-style-type: none"> – Buildings, storage and warehouse facilities, cranes, conveyors and other devices for moving freight, mobile assets such as locomotives (even if the superstructure is located in an existing terminal: 2015 Multimodal FAQ 4 and 5) – Connections to and development of new terminals – Costs related to increasing the capacity of freight terminals (2015 Multimodal FAQ 8) – Port superstructure (2015 Multimodal FAQ 5)

Part 3 – 2016 Transport Calls for Proposals

This part encompasses the following 2016 calls for proposals launched by INEA under the CEF Transport programme:

- AP General Call: maximum costs eligibility date according to the Call for Proposals: 31/12/2020;
- AP Cohesion Call: maximum costs eligibility date according to the Call for Proposals: 31/12/2020;
- MAP General Call: maximum costs eligibility date according to the Call for Proposals: 31/12/2020;
- MAP Cohesion Call: maximum costs eligibility date according to the Call for Proposals: 31/12/2020 (and in reasonable and duly justified cases: 31/12/2023).

PRIORITY	ELIGIBLE COSTS	INELIGIBLE COSTS
<p>GENERAL RULES UNDER ALL CALLS</p> <p>■ ■ ■ ■</p>	<ul style="list-style-type: none"> – Full costs of purchase of equipment and infrastructure treated as capital expenditure – Support to third parties (grant scheme) – for the Innovation priority only (under ■ ■ calls) – Activities for improved accessibility to transport infrastructure for persons with disabilities and persons with reduced mobility – with a ceiling of 10% of the total eligible costs of works of the Action (Article 10(2)(b)(v) CEF Regulation) – Ceilings also apply to ERTMS deployment (■ ■ calls), SESAR (■ call only) and to mobile equipment (for Innovation and Nodes – ■ ■ calls) – see below 	<ul style="list-style-type: none"> – Depreciation costs – Infrastructure maintenance – Superstructure such as warehouses, new passenger / freight terminals, etc. (except for small-scale ancillary infrastructure, superstructures and equipment under the Freight Transport Services priority – see below) – For ■ ■ calls: mobile infrastructure, such as cranes, fork lifts, vehicles, conveyors and other devices for moving freight (except under the Innovation priority – see below) – Infrastructure and facilities for tourism (e.g. cruise ships, cruise ship terminals) – For ■ ■ calls: acquiring or constructing new vessels and retrofitting of fleets – For ■ ■ calls: scrubbers (except for exhaust gas cleaning systems on ships operating on short-sea shipping routes outside the SECA

		<p>area)</p> <ul style="list-style-type: none"> - Research activities - Operating costs - Losses - Overhead costs - Indirect costs
<p>PROJECTS ON THE CORE NETWORK (CORRIDORS & OTHER SECTIONS) ■ ■ ■</p> <p>PROJECTS ON THE COMPREHENSIVE NETWORK ■</p>	<p><u>Railways:</u></p> <ul style="list-style-type: none"> - For ■ call only: also costs of projects combining works on pre-identified CNC sections for railway implementation including interoperability elements, with ERTMS track-side implementation works along the same sections - GSM-R component, if part of a broader rail infrastructure action (2016 Core & Comprehensive Network FAQ a.5) - For ■ call only: electrification of a railway line located on the Comprehensive Network if it addresses a cross border section (2016 Core & Comprehensive Network FAQ a.6) <p><u>Inland Waterways & Inland Ports:</u></p> <ul style="list-style-type: none"> - Capital dredging - Rehabilitation dredging – only in connection with global actions that provide for year-round good navigation status for a given section of the waterway - Waterside terminals/platforms infrastructure – if accessible for use by all operators on a non-discriminatory basis (and excluding any 	<p><u>Railways:</u></p> <ul style="list-style-type: none"> - Maintenance <p><u>Inland Waterways & Inland Ports:</u></p> <ul style="list-style-type: none"> - Waterside terminals/platforms superstructure, such as warehouses - Routine maintenance dredging - Costs of infrastructure which does not directly benefit waterborne transport operations - RIS deployment - For ■ call only: studies concerning inland ports <p><u>Roads:</u></p> <ul style="list-style-type: none"> - Maintenance <p><u>Maritime Ports:</u></p> <ul style="list-style-type: none"> - Superstructure understood as moveable commercially operated infrastructure, warehouses and others - Any maintenance (incl. by dredging – 2016 Core & Comprehensive Network FAQ e.5) - Dedicated infrastructure / facilities for cruise

		<p>superstructure such as warehouses)</p> <ul style="list-style-type: none"> – ICT applications (in particular pilot Single Window applications, applications to streamline administrative formalities through a better use of information, communication and positioning technologies) – Facilities for loading / transshipment / ice-breaking / hydrological services / dredging – if (i) accessible for use by all operators on a non-discriminatory basis, (ii) done to ensure year-round navigability, and (iii) if part of a wider action focused on inland waterway transport basic infrastructure upgrade and/or waterside terminals <p><u>Maritime Ports:</u></p> <ul style="list-style-type: none"> – Reconstruction of piers, save for any other works that spread further to the terminal area itself (2016 Core & Comprehensive Network FAQ e.1) 	<p>ships</p> <ul style="list-style-type: none"> – Expansion / construction of new cargo / passenger terminals in ports
PROJECTS TO CONNECT WITH NEIGHBOURING COUNTRIES ■		<p>Projects to connect the trans-European transport network with infrastructure networks of the neighbouring countries on the core and comprehensive networks, in particular related to cross border sections concerning railways, inland waterways and roads</p>	-
RAIL INTEROPERABILITY ■		-	<ul style="list-style-type: none"> – ERTMS-related activities
ERTMS ■ ■	<i>Track-side deployment</i>	<ul style="list-style-type: none"> – Deployment of lines, with a ceiling of € 260 000 per km of double-track ERTMS-equipped line – Upgrade of lines – no ceiling – Infrastructure works for track-side equipment 	<ul style="list-style-type: none"> – Feasibility studies – unless they are part of a preparatory action package – Costs of actions related to Class B systems and/or STM

		<p>necessary for ETCS level 2 implementation / upgrade (e.g. upgrade / renewal of interlockings) – no ceiling</p> <ul style="list-style-type: none"> – Preparatory actions – no ceiling 	<ul style="list-style-type: none"> – Costs of actions covering GSM-R component only – GSM-R in combination with ETCS level 1 (2016 Core & Comprehensive Network FAQ a.5)
	<i>On-board deployment</i>	<ul style="list-style-type: none"> – Retrofit of ERTMS on already existing vehicles, with a ceiling of € 250 000 per ERTMS on-board subsystem to be deployed (hardware and software including GSM-R). The ceiling also applies to prototypes (see also 2016 ERTMS FAQ 6) – Upgrade – no ceiling as a rule, a € 250 000 ceiling for prototypes (per ERTMS on-board subsystem to be deployed, including GSM-R) – Training activities, specific ad-hoc expertise to follow up the project or other necessary support – for SMEs – no ceiling <p>Vehicles concerned must have been authorised for operation in at least 1 Member State before the submission of the proposal.</p>	<ul style="list-style-type: none"> – Cost of works related to Class B systems (e.g. STM) – Costs of actions covering GSM-R component only – Costs of upgrade / retrofit with B2 compliant equipment (2016 ERTMS FAQ 9)
INNOVATION AND NEW TECHNOLOGIES ■ ■		<ul style="list-style-type: none"> – Roll-out of alternative fuels distribution infrastructure – Mobile equipment – only for studies with pilot activities (2016 Innovation FAQ 3), subject to the following conditions: (i) up to 10% (for road equipment) / 30% (for ships and rail equipment) of the eligible costs of the action; (ii) if secondary to the infrastructure part; (iii) only as regards the financial difference between the innovative solution and the conventional solution (e.g. additional financial effort between a diesel 	<ul style="list-style-type: none"> – Development and demonstration phases of a new technological solution (e.g. testing and homologation of a technology – 2016 Innovation FAQ 4) – Scrubbers, even if they are part of mobile infrastructure – Dismantling of charging stations (2016 Innovation FAQ 12) – Construction of a LNG production plant – unless it is a small unit necessary for the implementation of a broader pilot project

	<p>propulsion and a fuel-cell hydrogen propulsion); (iv) if the grant application explains how CEF support for such equipment will contribute to accelerating the market roll-out planned after the trial/pilot; and (v) if the mobile equipment remains for at least 5 years registered & operated in an EU Member State</p> <ul style="list-style-type: none"> – Mobile infrastructure (e.g. innovative cranes, innovative reach-stackers, innovative fuel supply vehicles, etc.) – if they are part of the action. Example: adaptation of a barge for LNG supply for other vessels (2016 Innovation FAQ 21) – Interoperable infrastructure/vehicle interfaces to support use of alternative fuels, including telematics applications or energy demand management systems when required (e.g. telematics link, charging cable, adaptors, etc.) – Improvement & deployment of telematics applications, coming to support decarbonisation of transport, with a view to enable roaming functionality, interoperability, multimodality and compatible ticketing systems (only if telematics is a secondary element in the transport solution) – Innovation of operational processes including fleet management, marketing and consumers management, load and fuel management, multimodality and interoperability for all travel phases – Single ticketing – if part of an innovative solution encompassing more elements, e.g. alternative fuel 	<p>(2016 Innovation FAQ 22). This also applies to devices dedicated to biogas treatment / purification (2016 Innovation FAQ 23)</p> <ul style="list-style-type: none"> – Infrastructure located on the Comprehensive network even if it serves the Core Network (2016 Innovation FAQ 24)
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	<ul style="list-style-type: none"> – Facilities for liquefaction of alternative fuels, if the fuels are for transport purposes and if the facilities are connected to stations or are otherwise indispensable (2016 Innovation FAQ 19). The liquefaction unit should be a secondary element of the action (2016 Innovation FAQ 20) – Rental of land / buildings if it is necessary for the implementation of the action and can be directly attributed to it (2016 Innovation FAQ 28) 	
SAFE & SECURE INFRASTRUCTURE ■	<ul style="list-style-type: none"> – Construction of new truck parking areas (2016 Safe & Secure Infrastructure FAQ 3) 	<ul style="list-style-type: none"> – Maintenance activities
FREIGHT TRANSPORT SERVICES ■	<ul style="list-style-type: none"> – Small-scale ancillary infrastructure, superstructures and equipment (including on-board equipment) - if directly linked to the operations proposed in the action. For the definition and examples of those concepts, see 2016 Freight Transport Services FAQ 11 – Pipeline infrastructure on a freight terminal – as ancillary infrastructure / superstructure, if directly linked to the operations proposed in the action (2016 Freight Transport Services FAQ 13) – Tank park to store the rail tank on a freight terminal, if indispensable or required by law (2016 Freight Transport Services FAQ 14) 	<ul style="list-style-type: none"> – Large-scale infrastructure – Research – Business or production activities which bear no direct relation to logistics, transport or distribution – Operational costs linked to the running of a service, such as fuel, expenditure for technical and administrative staff, subcontracting, maintenance, electricity, port fees, insurances, handling costs, etc. (2016 Freight Transport Services FAQ 5)
RAIL FREIGHT NOISE ■	<ul style="list-style-type: none"> – Only freight wagons and locomotives intended for freight operations – Additional works necessary to achieve the objective of the action (e.g. testing, transportation of wagons to/from a workshop, etc.) if justified 	<ul style="list-style-type: none"> – Replacement, reprofiling or any other action related to wheelsets – Shunters, electric multiple units, diesel multiple units, railcars, passenger carriages

<p>SESAR</p> <p>■ ■</p>	<ul style="list-style-type: none"> – Activities supporting industrialisation of ATM functionalities identified in the Common Projects – Additional validation activities that are either not covered by the SJU or are not receiving EU grants – Actions that support early implementation of instrument approaches utilising PBN – with a ceiling of € 25 000 per approach under MAP General Call – Cost of radio conversion to 8.33 KHz – with a 20% maximum funding rate, including both equipment procurement and installation costs – under MAP General Call – For actions to implement datalink capability in support to AF6-Initial Trajectory Information Sharing: only costs of upgrade from Model A to B (or from Model C to Model C with Multi frequency) (2016 SESAR FAQ 16) 	<ul style="list-style-type: none"> – Costs of activities addressing obligations under EU law (in particular relating to the Single European Sky) – after the deadline for their implementation
<p>ITS</p> <p>■ ■</p>	<ul style="list-style-type: none"> – Costs of adaptation of automated vehicles (e.g. sensors, on-board units) (2016 ITS FAQ 5) – Rental of equipment (e.g. technically modified vehicles to be completely devoted to run tests 'on vehicle-infrastructure communication') (2016 ITS FAQ 11) 	<ul style="list-style-type: none"> – Purchase of mobile equipment, e.g. automated vehicles (2016 ITS FAQ 5)
<p>MOTORWAYS OF THE SEA (MoS)</p> <p>■ ■</p>	<ul style="list-style-type: none"> – Costs to comply with MARPOL Convention Annex VI and Sulphur Emission Control Area requirements – may be eligible as part of costs of upgrading MoS links – Costs contributing to better environmental performance of a maritime service (e.g. installations related to on-shore power supply) – 	<ul style="list-style-type: none"> – Superstructure units such as port cranes, fork lifts, vehicles (including warehouses or trucks used for LNG refuelling of vessels in a port – 2016 MoS FAQ 10 and 28) – Full cost of acquiring / upgrading / constructing a vessel – only costs of additional efforts for environmental

	<p>may be eligible as part of costs of upgrading MoS links</p> <ul style="list-style-type: none"> – Cost of acquiring / upgrading / constructing a vessel – but only the cost of additional costs of efforts for environmental purposes – may be eligible as part of costs of upgrading MoS links. Ships receiving CEF support will be required to serve the co-funded actions within the EU area for at least 5 years after the project end date – All types of EGCS if installed on ships operating on short sea shipping routes outside the SECA (2016 MoS FAQ 8) – Investments in LNG storage facilities which would serve bunkering ships and/or connect the main gas terminal with a bunkering station (2016 MoS FAQ 17) – Pavement in an existing terminal – as part of a larger investment plan in the terminal; it does not qualify as superstructure (2016 MoS FAQ 26) – Dredging works – if part of a creation/upgrade of a MoS link (2016 MoS FAQ 29) – Improvement / retrofitting of a ship sailing under a non-EU flag (2016 MoS FAQ 32) 	<p>purposes may be eligible</p> <ul style="list-style-type: none"> – Costs of EGCS installation on ships operating partially within the SECA or on long distance routes (2016 MoS FAQ 8) – Construction of a new multimodal logistics platform in 1 port only, unless as part of a larger MoS link upgrade action involving at least 2 ports and a maritime operator, or unless as part of a wider benefit action for a particular maritime region serving a number of maritime operators (2016 MoS FAQ 12) – Financing of the start-up of a service or costs of operation of the MoS link (2016 MoS FAQ 14) – Costs of operating an LNG tanker (LNG carrier) (2016 MoS FAQ 15) – Costs of chartering a ship (2016 MoS FAQ 23) – A subsidy for tonne-kilometres shifted from road transport to the maritime service (2016 MoS FAQ 23)
<p>CORE NETWORK NODES</p> <p>■ ■</p>	<ul style="list-style-type: none"> – Mobile equipment (purchase or upgrade): (i) up to 10% of the CEF grant (as a rule); (ii) if secondary to the infrastructure part of the action; (iii) only as regards the financial difference between the new technological solution and the conventional solution (e.g. additional financial effort between a diesel propulsion and a fuel-cell hydrogen 	<p>–</p>

	<p>propulsion); and (iv) if the mobile equipment remains for at least 5 years registered & operated in an EU Member State</p> <ul style="list-style-type: none"> – Urban bypasses – if associated to transport aspects such as multimodal and enhanced public transport services – Cycling roads (2016 Nodes FAQ 6) – Development & piloting of bicycle parking solutions to ensure efficient parking in the urban node (2016 Nodes FAQ 6) – Development of international business model for bicycle park solutions with pilot investments (2016 Nodes FAQ 6) – Building up an international network of relevant stakeholders and suppliers around a bicycle park solution (2016 Nodes FAQ 6) – Smart and connected devices – if the criteria for supporting mobile equipment are met (2016 Nodes FAQ 6) – Support to transport by cable car, if the applicable conditions are met (2016 Nodes FAQ 9) 	
<p>MULTIMODAL LOGISTICS PLATFORMS</p> <p>■</p>	<ul style="list-style-type: none"> – Further development of existing freight terminals through small-scale ancillary infrastructure (e.g. connecting or siding tracks, power connections, adaptations for 740 m train length etc), ICT equipment and applications for the provision or improvement of information flows within the terminal and along the logistic chain – Studies to enhance the connection of an existing logistics facility (e.g. by connecting to a further 	<ul style="list-style-type: none"> – Buildings, storage and warehouse facilities, cranes, conveyors and other devices for moving freight, mobile assets such as locomotives – Connections to and development of new terminals – Costs related to increasing the capacity of freight terminals

	transport mode), if the existing terminal is already equipped for transshipment between at least two transport modes (2016 Multimodal FAQ 10)	– Port superstructure (2016 Multimodal FAQ 5)
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Part 4 – 2016 CEF Synergy Call

This part encompasses the 2016 CEF Synergy Call for actions with synergies between the Transport and Energy sectors.
Maximum costs eligibility date according to the Call for Proposals: 31/12/2019.

SECTOR	ELIGIBLE COSTS	INELIGIBLE COSTS
TRANSPORT ■	<ul style="list-style-type: none"> – Full costs of purchase of equipment and infrastructure treated as capital expenditure – Mobile equipment – if (i) up to 10% (30% for ships) of the CEF grant applies to mobile equipment; (ii) if secondary to the infrastructure part; (iii) only as regards the financial difference between the innovative solution and the conventional solution (e.g. additional financial effort between a diesel propulsion and a fuel-cell hydrogen propulsion) – Infrastructure and facilities, including mobile infrastructure and its interface with vehicles (e.g. telematics link, charging cable, adaptors) – if part of the studies 	<ul style="list-style-type: none"> – Works – Depreciation costs – Support to third parties (grant scheme)
ENERGY	<ul style="list-style-type: none"> – Costs of studies supporting PCIs included in the energy infrastructure categories set out in Annex II (1) and (2) of the TEN-E Guidelines – Costs of a study regarding use of energy initially stored for transport purposes, for energy transmission grid balancing purposes – subject to conditions (2016 Synergy FAQ 4.11) 	<ul style="list-style-type: none"> – Works – Support to third parties (grant scheme) – Oil PCIs – CO₂ PCIs (not included on the 2nd PCI list)

Part 5 – 2017 Transport Calls for Proposals

This part encompasses the following 2017 calls for proposals launched by INEA under the CEF Transport programme:

- MAP Blending Call;
- MAP SESAR Call (concerning only the SESAR priority).

MAP Blending Call: maximum costs eligibility date according to the Call for Proposals: 31/12/2023.

PRIORITY	ELIGIBLE COSTS	INELIGIBLE COSTS
GENERAL RULES ■	<ul style="list-style-type: none"> – Costs of works only – Full costs of purchase of equipment and infrastructure treated as capital expenditure – Support to third parties (grant scheme) – for the Innovation priority only – Activities for improved accessibility to transport infrastructure for persons with disabilities and persons with reduced mobility – with a ceiling of 10% of the total eligible costs of works of the Action (Article 10(2)(b)(v) CEF Regulation) – Ceilings also apply to ERTMS deployment and SESAR – see below 	<ul style="list-style-type: none"> – Studies (except for ex-post climate change impact assessment, if required: it is considered a study and benefits from a co-funding rate up to 50%) – Depreciation costs – For mobile equipment: costs of investment in mobile assets will need to be repaid if within 5 years of the final payment: (i) the mobile assets are relocated outside the programme area defined in the grant agreement, or (ii) a substantial change affects its nature, objectives or implementation conditions which would result in undermining its original objectives.
PROJECTS ON THE CORE NETWORK (CORRIDORS & OTHER SECTIONS) ■	<u>Railways:</u> <ul style="list-style-type: none"> – Also costs of projects combining works on pre-identified CNC sections for railway implementation including interoperability elements, with ERTMS track-side implementation works along the same sections 	<u>Railways:</u> <ul style="list-style-type: none"> – Maintenance <u>Inland Waterways & Inland Ports:</u> <ul style="list-style-type: none"> – Routine maintenance dredging – Costs of infrastructure which does not directly benefit waterborne transport



	<ul style="list-style-type: none"> – GSM-R component, if part of a broader rail infrastructure action (2017 Core Network FAQ 5) <p><u>Inland Waterways & Inland Ports:</u></p> <ul style="list-style-type: none"> – Capital dredging – Rehabilitation dredging – only in connection with global actions that provide for year-round good navigation status for a given section of the waterway – Waterside terminals/platforms infrastructure/ superstructure, incl. storage and stacking areas – ICT applications (in particular pilot Single Window applications, applications to streamline administrative formalities through a better use of information, communication and positioning technologies) – Facilities for loading / transshipment / ice-breaking / hydrological services – if (i) accessible for use by all operators on a non-discriminatory basis and (ii) done to ensure year-round navigability <p><u>Maritime Ports:</u></p> <ul style="list-style-type: none"> – Reconstruction of piers, save for any other works that spread further to the terminal area itself (2017 Core Network FAQ e.1) – Construction of a new berth, if not directly linked to a capacity increase or expansion of a terminal (2017 Core Network FAQ e.4) – Capital dredging if it aims at providing safe maritime access to ports (2017 Core Network FAQ e.7) 	<p>operations</p> <p><u>Roads:</u></p> <ul style="list-style-type: none"> – Maintenance <p><u>Maritime Ports:</u></p> <ul style="list-style-type: none"> – Superstructure (it may only be supported by financial instruments, not a grant) – Any maintenance (incl. by dredging – 2017 Core Network FAQ e.5) – Dedicated infrastructure / facilities for cruise ships – Expansion / construction of terminals (it may only be supported by financial instruments, not a grant)
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		<ul style="list-style-type: none"> – Construction of hydrogen power stations to serve ferries and have public access (2017 Core Network FAQ e.8) 	
RAIL INTEROPERABILITY ■		<ul style="list-style-type: none"> – Deployment of railway radio communication system (GSM-R) for safety-related voice communication (e.g. emergency calls) compliant with TSI laid out in Regulation 2016/919 (2017 Rail Interoperability FAQ 2) 	<ul style="list-style-type: none"> – ERTMS-related activities – Replacement of braking blocks in freight wagons (2017 Rail Interoperability FAQ 1)
ERTMS ■	<i>Track-side deployment</i>	<ul style="list-style-type: none"> – Deployment of lines, with a ceiling of € 260 000 per km of double-track ERTMS-equipped line – Upgrade of lines – no ceiling – Infrastructure works for track-side equipment necessary for ETCS level 2 implementation (e.g. upgrade / renewal of interlockings, equipment of Radio Block Centres directly related with ERTMS functioning, etc.) – no ceiling – Cost of certification with a notified body- within the ceiling, if applicable (2017 ERTMS FAQ 13) 	<ul style="list-style-type: none"> – Studies – Costs of actions related to Class B systems and/or STM – Costs of actions covering GSM-R component only (2017 ERTMS FAQ 2) – GSM-R in combination with ETCS level 1 (2017 ERTMS FAQ 2)
	<i>On-board deployment</i>	<ul style="list-style-type: none"> – Retrofit of ERTMS on already existing vehicles, with a ceiling of € 250 000 per ERTMS on-board subsystem to be deployed (hardware and software including GSM-R). – Upgrade – no ceiling – Prototypes – no ceiling – Maintenance and museum vehicles (2017 ERTMS FAQ 11) – Cost of certification with a notified body – within the ceiling, if applicable (2017 ERTMS FAQ 13) <p>Vehicles concerned must have been authorised for</p>	<ul style="list-style-type: none"> – Studies – Cost of works related to Class B systems (e.g. STM) – Costs of upgrade / retrofit with B2 compliant equipment (2017 ERTMS FAQ 8)

		operation in at least 1 Member State before the submission of the proposal.	
INNOVATION AND NEW TECHNOLOGIES ■		<ul style="list-style-type: none"> – Roll-out of alternative fuels distribution infrastructure – Mobile equipment, subject to the following conditions: (i) only as regards the financial difference between the innovative solution and the conventional solution (e.g. additional financial effort between a diesel propulsion and a fuel-cell hydrogen propulsion) – the remainder may be financed under the loan component of the financial blending; (ii) in conjunction with the deployment of relevant infrastructure and not as a stand-alone action, (iii) if the mobile equipment supported by the CEF grant component remains for at least 5 years registered & operated in an EU Member State. Mobile equipment may include heavy duty vehicles (2017 Innovation FAQ 32) – Mobile infrastructure (e.g. bunkering ships transporting alternative fuels to other ships), only as regards the financial difference between the innovative solution and the conventional solution – Interoperable infrastructure/vehicle interfaces to support use of alternative fuels, including telematics applications or energy demand management systems when required – Improvement & deployment of telematics applications, coming to support decarbonisation of transport, with a view e.g. to enable roaming functionality, interoperability, multimodality and compatible ticketing systems (only if telematics is 	<ul style="list-style-type: none"> – Development and demonstration phases of a new technological solution – Any other studies, even real-life trials – Scrubbers – Construction of an alternative fuel production plant – unless it is a small unit necessary for the implementation of a broader roll-out project. If the construction costs are eligible, also costs of staff trainings and costs of related equipment (e.g. simulators, hardware, software) may be eligible if proportional to the action and strictly necessary for its implementation (2017 Innovation FAQ 15) – Infrastructure located on the Comprehensive network (2017 Innovation FAQ 11) – Hybrid (diesel/electric) vehicles (2017 Innovation FAQ 13) – Operational costs of mobile equipment, e.g. fuels, maintenance, insurance, etc. (2017 Innovation FAQ 30)

	<ul style="list-style-type: none"> a secondary element in the transport solution) – Innovation of operational processes including fleet management, marketing and consumers management, load and fuel management, multimodality and interoperability for all travel phases – Single ticketing – if part of an innovative solution encompassing more elements, e.g. alternative fuel – Rental of land / buildings if it is necessary for the implementation of the action and can be directly attributed to it (2017 Innovation FAQ 9) 	
SAFE & SECURE INFRASTRUCTURE ■	<ul style="list-style-type: none"> – Construction of new truck parking areas (2017 Safe & Secure Infrastructure FAQ 3) 	<ul style="list-style-type: none"> – Maintenance activities
SESAR ■	<ul style="list-style-type: none"> – Activities supporting deployment of ATM functionalities identified in the Common Projects – Actions that support early implementation of instrument approaches utilising PBN – with a ceiling of € 25 000 per approach – Cost of radio conversion to 8.33 KHz – with a 20% maximum funding rate, including both equipment procurement and installation costs – For actions to implement datalink capability in support to AF6-Initial Trajectory Information Sharing: only costs of upgrade from Model A to B (or from Model C to Model C with Multi frequency) (2017 SESAR Blending FAQ 13) – Fleet retrofit (2017 SESAR Blending FAQ 19) – Personnel training (2017 2017 SESAR Blending FAQ 19) 	<ul style="list-style-type: none"> – Costs of activities addressing obligations under EU law (in particular relating to the Single European Sky) – after the deadline for their implementation – Infrastructure maintenance (2017 SESAR Blending FAQ 11)

	<ul style="list-style-type: none"> – Costs of an integrator who will coordinate all system modernisation and development (2017 SESAR Blending FAQ 20) – ILS (2017 SESAR Blending FAQ 21) 	
ITS ■	-	-
MOTORWAYS OF THE SEA (MoS) ■	<ul style="list-style-type: none"> – Costs to comply with MARPOL Convention Annex VI and Sulphur Emission Control Area requirements – may be eligible as part of costs of upgrading MoS links – Costs contributing to better environmental performance of a maritime service (e.g. installations related to on-shore power supply or deployment of alternative clean fuels in ports and on-board) – may be eligible as part of costs of upgrading MoS links – Cost of acquiring / upgrading / constructing a vessel – but only the cost of additional costs of efforts for environmental purposes – may be eligible as part of costs of upgrading MoS links. Ships receiving CEF support will be required to serve the co-funded actions within the EU area for at least 5 years after the project end date – EGCS but only on ships operating on short sea shipping routes outside the SECA – Investments in LNG storage facilities which would serve bunkering ships and/or connect the main gas terminal with a bunkering station (2017 MoS FAQ 16) – Pavement in an existing terminal – as part of a larger investment plan in the terminal; it does not 	<ul style="list-style-type: none"> – Superstructure such as warehouses (it may only be supported by financial instruments, not a grant) – Full cost of acquiring / upgrading / constructing a vessel – only costs of additional efforts for environmental purposes may be eligible – Movable assets (they may only be supported by financial instruments, not a grant) – Costs of EGCS installation on ships operating partially within the SECA or on long distance routes (2017 MoS FAQ 7) – Construction of a new multimodal logistics platform in 1 port only, unless as part of a larger MoS link upgrade action involving at least 2 ports and a maritime operator, or unless as part of a wider benefit action for a particular maritime region serving a number of maritime operators (2017 MoS FAQ 12) – Financing of the start-up of a service or costs of operation of the MoS link (2017 MoS FAQ 13) – Costs of operating an LNG tanker (LNG carrier) (2017 MoS FAQ 14)

	<ul style="list-style-type: none"> qualify as superstructure (2017 MoS FAQ 24) – Dredging works – if part of a creation/upgrade of a MoS link (2017 MoS FAQ 29) – Improvement / retrofitting of a ship sailing under a non-EU flag (2017 MoS FAQ 32) – LNG bunkering barge – under particular circumstances it can be treated as an extension of port infrastructures, if it provides bunkering services to LNG-powered vessels operating in the given MoS link (2017 MoS FAQ 42) 	<ul style="list-style-type: none"> – Costs of chartering a ship (2017 MoS FAQ 21) – A subsidy for tonne-kilometres shifted from road transport to the maritime service (2017 MoS FAQ 21)
CORE NETWORK NODES 	<ul style="list-style-type: none"> – Mobile equipment (purchase or upgrade): (i) only as regards the financial difference between the new technological solution and the conventional solution (e.g. additional financial effort between a diesel propulsion and a fuel-cell hydrogen propulsion); and (ii) if the mobile equipment remains for at least 5 years registered & operated in an EU Member State. Mobile equipment may include electric vehicles (2017 Nodes FAQ 5) – Urban bypasses – if associated to transport aspects such as multimodal and enhanced public transport services 	<p style="text-align: center;">–</p>
MULTIMODAL LOGISTICS PLATFORMS 	<ul style="list-style-type: none"> – Further development of existing freight terminals through small-scale ancillary infrastructure (e.g. connecting or siding tracks, power connections, adaptations for 740 m train length etc), ICT equipment and applications for the provision or improvement of information flows within the terminal and along the logistic chain 	<ul style="list-style-type: none"> – Buildings, storage and warehouse facilities, cranes, conveyors and other devices for moving freight, mobile assets such as locomotives – Connections to and development of new terminals – Costs related to increasing the capacity of freight terminals

		– Port superstructure (2017 Multimodal FAQ 5)
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MAP SESAR Call: maximum costs eligibility date according to the Call for Proposals: 31/12/2023.




PRIORITY	ELIGIBLE COSTS	INELIGIBLE COSTS
SESAR ■	<ul style="list-style-type: none"> – Full costs of purchase of equipment and infrastructure which: (i) are treated as capital expenditure in accordance with the tax and accounting rules applicable to the beneficiary; (ii) are recorded in the fixed assets account of the beneficiary's balance sheet; and (iii) were purchased in accordance with the procurement rules as specified in Article II.9 of the MGA – Costs of financial support to third parties (grant scheme) – Activities supporting deployment of ATM functionalities identified in the Common Projects – Action concerning approach procedures – with a ceiling of € 25 000 per approach (for both Common Projects and Other Projects) – Cost of radio conversion to 8.33 KHz – with a 20% maximum funding rate, including both equipment procurement and installation costs – For actions to implement datalink capability in support to AF6-Initial Trajectory Information Sharing: only actions implementing Model D, not B or C Multi-frequency) 	<ul style="list-style-type: none"> – Depreciation costs – Costs of activities addressing obligations under EU law (in particular relating to the Single European Sky) – after the deadline for their implementation – Infrastructure maintenance (2017 SESAR Specific FAQ 9)

Part 6 – 2018 Transport MAP General Call for Proposals

This part encompasses the 2018 Transport MAP General Call for Proposals.

MAP General Call: maximum costs eligibility date according to the Call for Proposals: 31/12/2023.

PRIORITY	ELIGIBLE COSTS	INELIGIBLE COSTS
GENERAL RULES ■	<ul style="list-style-type: none"> – Full costs of purchase of equipment and infrastructure which: (i) are treated as capital expenditure in accordance with the tax and accounting rules applicable to the beneficiary; (ii) are recorded in the fixed assets account of the beneficiary's balance sheet; and (iii) were purchased in accordance with the procurement rules as specified in Article II.9 of the MGA – Activities for improved accessibility to transport infrastructure for persons with disabilities and persons with reduced mobility – with a ceiling of 10% of the total eligible costs of works of the Action (Article 10(2)(b)(v) CEF Regulation), except under the specific objective 7 (Support infrastructure to enhance multi-modal transport for passengers through innovative solutions) – Ceilings also apply to ERTMS actions: see below 	<ul style="list-style-type: none"> – Depreciation costs – Costs of financial support to third parties (grant scheme)
RAIL INTEROPERABILITY ■	<ul style="list-style-type: none"> – Costs of improvement railway safety, including deployment of railway communication system (GSM-R) for safety-related voice communication (notably emergency calls) – if compliant with the TSIs specified in Regulation (EU) 2016/919 (2018 Interoperability FAQ 2) 	<ul style="list-style-type: none"> – Rail infrastructure works – Maintenance works – ERTMS-related investments – Replacement of braking block in freight wagons (2018 Interoperability FAQ 1)

ERTMS 	<i>Track-side deployment</i>	<ul style="list-style-type: none"> – Deployment of lines, with a ceiling of € 260 000 per km of double-track ERTMS-equipped line – Upgrade of lines – no ceiling – Infrastructure works for track-side equipment necessary for ETCS level 2 implementation / upgrade (e.g. upgrade / renewal of interlockings) – no ceiling – Studies which serve as a basis for launching a procurement procedure for the ERTMS trackside deployment – no ceiling – Costs related to notified body certifications – but within the ceilings for ERTMS deployment (2018 ERTMS FAQ 5) 	<ul style="list-style-type: none"> – Feasibility studies – Costs of actions related to Class B systems and/or STM – Costs of actions covering GSM-R component only – GSM-R in combination with ETCS level 1 (2018 ERTMS FAQ 1)
SAFE & SECURE INFRASTRUCTURE 	<ul style="list-style-type: none"> – For Safe and Secure Parkings: construction of new truck parking areas, whether they include innovative solutions or not (2018 Safe & Secure Infrastructure FAQ 3) 	<ul style="list-style-type: none"> – Research, demos and real-life trials 	
INNOVATION AND NEW TECHNOLOGY 	<p><u>Improve multi-modality through innovative digital and space-data based solutions:</u></p> <ul style="list-style-type: none"> – Components (hardware and software) which are part of the IT systems (2018 Innovation FAQ 1) <p><u>Support infrastructure to enhance multi-modal transport for passengers through innovative solutions:</u></p> <ul style="list-style-type: none"> – Measures to enhance independent accessibility 	<p><u>Improve multi-modality through innovative digital and space-data based solutions:</u></p> <ul style="list-style-type: none"> – Research, demos and real-life trials – Physical infrastructure for the supply of alternative fuel (e.g. EV charging stations) (2018 Innovation FAQ 1) – Alternatively fuelled vehicles (2018 Innovation FAQ 1) <p><u>Support infrastructure to enhance multi-modal transport for passengers through innovative solutions:</u></p> <p style="text-align: center;">-</p>	

	<p>for passengers with reduced mobility</p> <p><u>Digital information systems:</u></p> <p>-</p> <p><u>Support, through digitalisation, for maritime and inland port operations:</u></p> <ul style="list-style-type: none"> - Costs of ICT/digital equipment, adaptation or upgrade of equipment (e.g. sensors, on-board units) – if necessary to achieve the objectives of the action - Activities in core network ports (2018 Innovation FAQ 2) 	<p><u>Digital information systems:</u></p> <p>-</p> <p><u>Support, through digitalisation, for maritime and inland port operations:</u></p> <ul style="list-style-type: none"> - Actions aimed at establishing 'single windows' related to the Reporting Formalities Directive (at the national or European level) - Infrastructure (basic or superstructure) - Costs of mobile assets
<p>ITS</p> <p>■</p>	<ul style="list-style-type: none"> - For C-ITS and automation: costs of equipment, adaptation or upgrade of vehicles (e.g. sensors, on-board units) 	<ul style="list-style-type: none"> - For C-ITS and automation: costs of purchase of mobile equipment (e.g. vehicles)
<p>RIS (River Information Services)</p> <p>■</p>	-	-
<p>MULTIMODAL LOGISTICS PLATFORMS</p> <p>■</p>	<p><u>General:</u></p> <ul style="list-style-type: none"> - Only costs concerning core airports / core maritime ports / core inland ports / core rail-road terminals, as identified in Annex II part 2 of the TEN-T Guidelines <p><u>Connections by road, rail, inland waterways and short sea shipping to freight terminals and/or further development of these terminals:</u></p> <ul style="list-style-type: none"> - Connections to existing freight terminals, including access infrastructure and 'last mile' connections - Further development of existing freight terminals through small-scale ancillary 	<p><u>General:</u></p> <ul style="list-style-type: none"> - Costs concerning platforms located on the Core Network but not in a listed core port <p><u>Connections by road, rail, inland waterways and short sea shipping to freight terminals and/or further development of these terminals:</u></p> <ul style="list-style-type: none"> - Buildings, storage and warehouse facilities, cranes, conveyors and other devices for moving freight, mobile assets such as locomotives - Connections to and development of new

	<p>infrastructure (e.g. connecting or siding tracks, power connections, adaptations for 740 m train length, etc.), ICT equipment and applications for the provision or improvement of information flows within the terminal and along the logistic chain</p> <p><u>Support infrastructure of terminals servicing combined transport operations:</u></p> <ul style="list-style-type: none"> – Building or upgrading combined transport terminals, and building the 'last mile' connections to such terminals allowing the integration of such terminals to the Comprehensive Network – Building the necessary transshipment facilities for servicing of new mode of transport that was not available before in an existing combined transport terminal – Modernisation of equipment in existing combined transport terminals to allow transshipment of different types of load units – but only terminal-related equipment (e.g. gantry or rail cranes, conveyors) 	<p>terminals</p> <ul style="list-style-type: none"> – Costs related to increasing the capacity of freight terminals <p><u>Support infrastructure of terminals servicing combined transport operations:</u></p> <ul style="list-style-type: none"> – Storage and warehouse facilities, mobile assets such as locomotives
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ANNEX II

Eligible and ineligible costs under CEF Energy Calls for Proposals

This Annex contains a non-exhaustive list of categories of eligible and ineligible costs specific to the CEF Energy Calls for Proposals (based on the texts of the respective calls for proposals and INEA's responses to Frequently Asked Questions) and is without prejudice to the general rules on the eligibility of costs under the Financial Regulation, the CEF Regulation and the Model Grant Agreement, as described in the Guidelines.

2014 Energy Call for Proposals

Maximum cost eligibility date according to the Call for Proposals: *not specified*.

ELIGIBLE COSTS	INELIGIBLE COSTS
<ul style="list-style-type: none"> – Payments to landowners for options to lease the land may be eligible, if strictly necessary for the achievement of the objectives of the action (e.g. if there are costs linked to renting the land for the storage of materials necessary for the carrying out of the action) (2014 CEF Energy FAQ sect. 12) 	<ul style="list-style-type: none"> – Costs of financial support to third parties (grant scheme) – Indirect costs – Hydro-pumped electricity storage works projects (Article 14(2) TEN-E Regulation)¹⁷ – Compensation for changing the status of the land plots where the pipeline is routed (2014 CEF Energy Call FAQ sect. 12)

2015 Energy Calls for Proposals (2015-1 and 2015-2)

Maximum cost eligibility date according to the Calls for Proposals: *not specified*.

ELIGIBLE COSTS	INELIGIBLE COSTS
<ul style="list-style-type: none"> – Costs of detailed planning studies for infrastructure construction (2015-2 CEF Energy Call FAQ 12.5) 	<ul style="list-style-type: none"> – Costs of financial support to third parties (grant scheme) – Operating costs, such as post-commissioning infrastructure use-

¹⁷ Regulation (EU) No 347/2013 of the European Parliament and of the Council of 17 April 2013 on guidelines for trans-European energy infrastructure and repealing Decision No 1364/2006/EC and amending Regulations (EC) No 713/2009, (EC) No 714/2009 and (EC) No 715/2009 (OJ L 115 25.4.2013, p. 39).

	related costs (2015-2 CEF Energy Call FAQ 12.4) <ul style="list-style-type: none"> – Indirect costs – Hydro-pumped electricity storage works projects (Article 14(2) TEN-E Regulation) – Costs for acquisition of property rights and easement (e.g. pipeline rights of way (2015 CEF Energy Calls FAQ 12.1))
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2016 Energy Calls for Proposals (2016-1 and 2016-2)

Maximum cost eligibility date according to the Calls for Proposals: *31/12/2020* (2016-1 Call); *31/12/2021* (2016-2 Call).

ELIGIBLE COSTS	INELIGIBLE COSTS
<ul style="list-style-type: none"> – Costs of detailed planning studies for infrastructure construction (2016 CEF Energy Calls FAQ 12.5); – Investment in permanently moored floating assets (e.g. floating storage and regasification units), if: <ul style="list-style-type: none"> ○ such infrastructures contribute to the implementation of a PCI as specified in the TEN-E Regulation, ○ the general conditions on the eligibility of costs, including conditions regarding purchase of equipment under Article II.19.2(c) MGA) are met, (2016-2 CEF Energy Call FAQ 12.14) 	<ul style="list-style-type: none"> – Costs of financial support to third parties (grant scheme) – Operating costs, such as post-commissioning infrastructure use-related costs (2016 CEF Energy Calls FAQ 12.4) – Indirect costs – Hydro-pumped electricity storage works projects (Article 14(2) TEN-E Regulation) – Costs for acquisition of property rights and easement (e.g. pipeline rights of way (2016 CEF Energy Calls FAQ 12.1))

2016 Synergy: Transport and Energy Call for Proposals

Maximum cost eligibility date according to the Call for Proposals: *31/12/2019*.

ELIGIBLE COSTS	INELIGIBLE COSTS
<ul style="list-style-type: none"> – Full costs of purchase of equipment and infrastructure treated as capital expenditure 	<ul style="list-style-type: none"> – Depreciation costs – Costs of financial support to third parties (grant scheme)

2017 CEF Energy Call for Proposals

Maximum cost eligibility date according to the Call for Proposals: *31/12/2024*.

ELIGIBLE COSTS	NON-ELIGIBLE
<ul style="list-style-type: none"> – Full costs of purchase of equipment and infrastructure which: (i) are treated as capital expenditure in accordance with the tax and accounting rules applicable to the beneficiary; (ii) are recorded in the fixed assets account of the beneficiary's balance sheet; and (iii) were purchased in accordance with the procurement rules as specified in Article II.9 of the MGA – Investment in mobile assets, if: <ul style="list-style-type: none"> ○ such infrastructures contribute to the implementation of a PCI as specified in the TEN-E Regulation, ○ the general conditions on the eligibility of costs, including conditions regarding purchase of equipment under Article II.19.2(c) MGA are met, ○ within 5 years from the action completion (unless a longer period is set in the grant agreement depending on the type of infrastructure, such as e.g. LNG floating storage and regasification units): <ul style="list-style-type: none"> ▪ the assets are not relocated outside of the location defined in the grant agreement, ▪ there is no substantial change affecting the nature, objective or implementation conditions which would result in undermining the investment's original objectives. <p style="margin-left: 20px;">If any such relocation / change occurs, the beneficiary shall inform the Agency and repay the CEF contribution.</p> – Costs of detailed planning studies for infrastructure construction (2017 CEF Energy Call FAQ 12.5) 	<ul style="list-style-type: none"> – Depreciation costs – Costs of financial support to third parties (grant scheme) – Operating costs, such as post-commissioning infrastructure use-related costs – Indirect costs – Hydro-pumped electricity storage works projects (Article 14(2) TEN-E Regulation) – Costs for acquisition of property rights and easement (e.g. pipeline rights of way) (2017 CEF Energy FAQ 12.1)

2018 CEF Energy Calls for Proposals (2018-1 and 2018-2)

Maximum cost eligibility date according to the Calls for Proposals: **31/12/2025**.

ELIGIBLE COSTS	INELIGIBLE COSTS
<ul style="list-style-type: none"> – Full costs of purchase of equipment and infrastructure which: (i) are treated as capital expenditure in accordance with the tax and accounting rules applicable to the beneficiary; (ii) are recorded in the fixed assets account of the beneficiary's balance sheet; and (iii) were purchased in accordance with the procurement rules as specified in Article II.9 of the MGA – Investment in mobile assets, if: <ul style="list-style-type: none"> ○ such infrastructures contribute to the implementation of a PCI as specified in the TEN-E Regulation, ○ the general conditions on the eligibility of costs, including conditions regarding purchase of equipment under Article II.19.2(c) MGA) are met, ○ within 5 years from the action completion (unless a longer period is set in the grant agreement depending on the type of infrastructure, such as e.g. LNG floating storage and regasification units): <ul style="list-style-type: none"> ▪ the assets are not relocated outside of the location defined in the grant agreement, ▪ there is no substantial change affecting the nature, objective or implementation conditions which would result in undermining the investment's original objectives. <p>If any such relocation / change occurs, the beneficiary shall inform the Agency and repay the CEF contribution.</p> – Costs of detailed planning studies for infrastructure construction (2018 CEF Energy Calls FAQ 12.5) 	<ul style="list-style-type: none"> – Depreciation costs – Costs of financial support to third parties (grant scheme) – Operating costs, such as post-commissioning infrastructure use-related costs – Indirect costs – Hydro-pumped electricity storage works projects (Article 14(2) TEN-E Regulation) – Costs for acquisition of property rights and easement (e.g. pipeline rights of way) (2018 CEF Energy Calls FAQ 12.1)

ANNEX III

Eligible and ineligible costs under CEF Telecom Calls for Proposals

This Annex contains a non-exhaustive list of categories of eligible and ineligible costs specific to the CEF Telecom Calls for Proposals based on the texts of INEA's responses to Frequently Asked Questions issued for each call for proposals. It complements the explanations provided in the Guidelines and remains without prejudice to the general rules on the eligibility of costs under the Financial Regulation, the CEF Regulation and the Model Grant Agreement, as described in the Guidelines. Please also see the text of the relevant call for proposals as it prevails over the responses to FAQs listed in the tables below.

This Annex groups the CEF Telecom calls for proposals in tables corresponding to the respective years in which the calls were launched.

Where for a given call for proposal no information is provided in the relevant table, no specific examples of eligible or ineligible costs were provided in INEA's responses to the Frequently Asked Questions.

2014 Telecom Calls for Proposals

CALL	ELIGIBLE COSTS	INELIGIBLE COSTS
eID	N/A (grants awarded as lump sums only)	N/A (grants awarded as lump sums only)
EUROPEANA	N/A (call managed by the Commission, DG CNECT)	N/A (call managed by the Commission, DG CNECT)
Safer Internet	<ul style="list-style-type: none"> – Costs of personnel directly carrying out work under the project – Subcontracting costs – Indirect costs – at a flat 7% rate – Travel and subsistence: real costs reflected by actual amounts spent on travel and subsistence costs of the personnel working on the project – Equipment costs: depreciation costs, or cost of rental or lease of equipment and other assets, 	<ul style="list-style-type: none"> – Costs of financial support to third parties (grant scheme) – In-kind contributions from third parties

	<p>as recorded in the accounting statements of the beneficiary, covering the period for which the project runs and applying the rate of use for the project</p> <ul style="list-style-type: none"> – Subcontracting costs 	
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2015 Telecom Calls for Proposals

CALL	ELIGIBLE COSTS	INELIGIBLE COSTS
<p>GENERAL RULES APPLICABLE TO ALL CALLS</p>	<p>The categories of costs below may be considered eligible if they remain within the scope of a specific all for proposals:</p> <ul style="list-style-type: none"> – Costs of personnel directly carrying out work under the project – Costs of purchase of equipment and infrastructure which is treated as capital expenditure – Subcontracting costs – Indirect costs – at a flat 7% rate (e.g. energy, rent, phone/Internet, other costs not related directly to the action) – Software licenses – Coordination carried out by the coordinator – Travel costs – Costs related to capacity building, implementation, deployment and governance – if covered under the priority of the specific call 	<ul style="list-style-type: none"> – Equipment depreciation – Costs of financial support to third parties (grant scheme) – VAT paid by public bodies acting as public authorities, even if not recoverable – In-kind contributions from third parties – Capacity building, implementation, deployment and governance – as such

eDelivery	-	-
eInvoicing	<ul style="list-style-type: none"> - Costs of using an eInvoicing platform compliant with PEPPOL BIS run by a different commercial entity - OpenPEPPOL membership fee if necessary for the action and to the extent it is incurred during the lifetime of the action. Regardless of duration of the membership a pro rata would be applied for the fee corresponding to the effective duration of the action 	-
Public Open Data	-	-
Safer Internet	-	-
eProcurement	<ul style="list-style-type: none"> - Communication / dissemination activities, if they support the dissemination of the e-Certis solution (they could be considered support measures) 	<ul style="list-style-type: none"> - Costs for integrating the European Single Procurement Documents (ESPD) – this call concerns the integration of e-Certis
eHealth	-	-
eID	<ul style="list-style-type: none"> - Costs of technical changes / adjustments necessary to enable e-services to be connected to and operate with the eID and online platform 	<ul style="list-style-type: none"> - E-service website translation costs - Set-up of the eIDAS node (integration of a national eIDAS node into the eID core service platform)
Online Dispute Resolution (ODR)	-	-

2016 Telecom Calls for Proposals

CALL	ELIGIBLE COSTS	INELIGIBLE COSTS
<p>GENERAL RULES APPLICABLE TO ALL CALLS</p>	<p>The categories of costs below may be considered eligible if they remain within the scope of a specific all for proposals:</p> <ul style="list-style-type: none"> – Costs of personnel directly carrying out work under the project (including time spent on preparation of the final reports) – Costs of purchase of equipment and infrastructure which is treated as capital expenditure, such as IT hardware – Subcontracting costs – Indirect costs – at a flat 7% rate (e.g. IT support given to a beneficiary, rental of office space not only used for the purposes of the action) – Software licenses – Communication activities arising directly from requirements imposed by the grant agreement (e.g. dissemination of information) – Legal advice and accompanying legal studies – Training (technical or not) related to the action – Coordination carried out by the coordinator – Organising a conference or collaboration / exchange of ideas initiative, related to the action – Hackathons / other events based on the data use, if linked to the activities of the action – Travel costs 	<ul style="list-style-type: none"> – Equipment depreciation – Costs of financial support to third parties (grant scheme) – VAT paid by public bodies acting as public authorities, even if not recoverable – In-kind contributions from third parties – Costs of preparation of the grant proposal

	<ul style="list-style-type: none"> – Renovations and/or repairs of spaces for installing purchased equipment (e.g. in training rooms), if necessary for the action implementation 	
BRIS	<ul style="list-style-type: none"> – Analyses such as: (i) detailing the BRIS Use Case model, (ii) mapping the BRIS system-wide requirements, BRIS entity model and BRIS messaging model specifications to the business register national systems, and (iii) integrating the business register back-office(s) with the eDelivery gateway, as long as such activities are related to work for the purposes of enabling business registers to support the data model and the standard messages coming from BRIS, which may involve the upgrade of the existing business registers 	-
EESSI	<ul style="list-style-type: none"> – Distribution, installation and configuration of RINA in the national domain non-production environment 	-
eProcurement	-	-
eDelivery	-	<ul style="list-style-type: none"> – Set-up of domain-specific connectors
eID & eSignature	<ul style="list-style-type: none"> – Costs of technical changes / adjustments necessary to enable e-services to be connected to and operate with the eID and online platform 	<ul style="list-style-type: none"> – E-service website translation costs – Set-up of the eIDAS node (integration of a national eIDAS node into the eID core service platform)
European e-Justice Portal	-	<ul style="list-style-type: none"> – Development of European e-Justice Portal (such as the establishment of an online insolvency register)
Public Open Data	<ul style="list-style-type: none"> – Development of an online data platform to support the drive towards ongoing compliance with duty of care, including in the waste sector 	-

Automated Translation	-	-
Cyber Security	-	-
eInvoicing	- Costs of accessing the relevant CEN documents	-
EUROPEANA	-	-

2017 Telecom Calls for Proposals

CALL	ELIGIBLE COSTS	INELIGIBLE COSTS
GENERAL RULES APPLICABLE TO ALL CALLS	<p>The categories of costs below may be considered eligible if they remain within the scope of a specific call for proposals:</p> <ul style="list-style-type: none"> - Costs of personnel directly carrying out work under the project (including time spent on preparation of the final reports) - Costs of purchase of equipment and infrastructure which is treated as capital expenditure, such as IT hardware - Subcontracting costs - Indirect costs – at a flat 7% rate (e.g. IT support given to a beneficiary, rental of office space not only used for the purposes of the action) - Software licenses - Communication activities arising directly from requirements imposed by the grant agreement (e.g. dissemination of information) - Legal advice and accompanying legal studies - Non-technical training related to the action 	<ul style="list-style-type: none"> - Equipment depreciation - Costs of financial support to third parties (grant scheme) - VAT paid by public bodies acting as public authorities, even if not recoverable - In-kind contributions from third parties - Costs of preparation of the grant proposal

	<ul style="list-style-type: none"> – Coordination carried out by the coordinator – Organising a conference or collaboration / exchange of ideas initiative, related to the action – Hackathons / other events based on the data use, if linked to the activities of the action – Travel costs 	
BRIS	-	-
eID & eSignature	<ul style="list-style-type: none"> – Set-up of the eIDAS node (integration of a national eIDAS node into the eID core service platform) – for those Member States that do not yet have their eIDAS nodes ready and did not benefit from funding under the 2014 CEF Telecom eID call for connecting their national eID infrastructure to the core platform – Costs of technical changes / adjustments necessary to enable e-services to be connected to and operate with the eID and online platform 	<ul style="list-style-type: none"> – Set-up of the eIDAS node – in other cases than specified in the "Eligible Costs" column – E-service website translation costs
EESSI	<ul style="list-style-type: none"> – Distribution, installation and configuration of RINA in the national domain non-production environment 	-
European e-Justice Portal	<ul style="list-style-type: none"> – Activities necessary to connect an existing system to the European e-Justice Portal 	<ul style="list-style-type: none"> – Development of the underlying system to be connected (e.g. an online insolvency register)
Cyber Security	<ul style="list-style-type: none"> – Development of security requirements for critical infrastructure security 	-
eDelivery	-	-
eHealth	<ul style="list-style-type: none"> – Works for harmonising & extracting data among ERN members' databases to feed in the CPMS 	-

	<ul style="list-style-type: none"> – For ePrescription & Patient Summary: <ul style="list-style-type: none"> a. Activities supporting the deployment of generic services by Member States, enabling the connection of their eHealth National Contact Point to the EU Cross-border eHealth Information Services b. Activities specifically enabling Member States which are not currently CEF funded, to implement, test and operate the eHealth National Contact Point to ultimately allow them to exchange ePrescriptions and Patient Summaries – Activities for setting up the services, testing them and connecting their eHealth National Contact Points to the EU Cross-border eHealth Information Services 	
eProcurement	– Upgrade to the ESPD-EDM version 2	-
eInvoicing	<ul style="list-style-type: none"> – Costs of accessing the relevant CEN documents – PEPPOL membership fee (including starting fee) if necessary for the action – Update of the AS2 protocol in PEPPOL to AS4 – Development of 1 centralised Enterprise Resource Planning (ERP) system with separate login access for each member of the beneficiaries' consortium, as long as the set-up of the system is necessary and will ensure compliance with EN 	– PEPPOL AS2 profile
eTranslation	-	-
EUROPEANA	-	-
Public Open Data	– Extension of existing services which will lead to	-

	provision of new services – Equipment such as IT hardware	
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2018-1 Telecom Calls for Proposals

CALL	ELIGIBLE COSTS	INELIGIBLE COSTS
GENERAL RULES APPLICABLE TO ALL CALLS	<p>The categories of costs below may be considered eligible if they remain within the scope of a specific all for proposals:</p> <ul style="list-style-type: none"> – Costs of personnel directly carrying out work under the project (including time spent on preparation of the final reports) – Costs of purchase of equipment and infrastructure which is treated as capital expenditure (such as IT hardware) – Subcontracting costs – Indirect costs – at a flat 7% rate (e.g. IT support given to a beneficiary, rental of office space not only used for the purposes of the action) – Software licenses – Communication activities arising directly from requirements imposed by the grant agreement (e.g. dissemination of information) – Legal advice and accompanying legal studies – Non-technical training related to the action – Coordination carried out by the coordinator – Organising a conference or collaboration / exchange of ideas initiative, related to the action 	<ul style="list-style-type: none"> – Equipment depreciation – Costs of financial support to third parties (grant scheme) – VAT paid by public bodies acting as public authorities, even if not recoverable – In-kind contributions from third parties – Costs of preparation of the grant proposal

	<ul style="list-style-type: none"> - Hackathons / other events based on the data use, if linked to the activities of the action - Travel costs 	
eID & eSignature	<ul style="list-style-type: none"> - Costs of technical changes / adjustments necessary to enable e-services to be connected to and operate with the eID and online platform 	<ul style="list-style-type: none"> - Set-up of the eIDAS node - E-service website translation costs
EUROPEANA	-	-
Safer Internet	-	-