

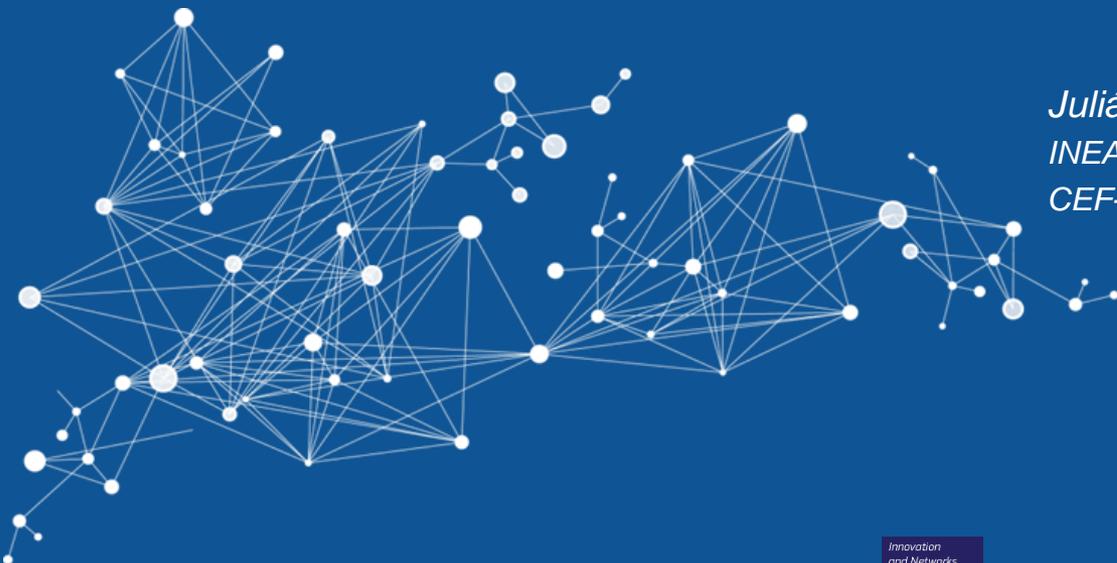


# CEF- Current implementation and future perspectives

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DG MOVE  
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*Rome, 25 November 2019*



# CEF-Transport - Grant budget implementation

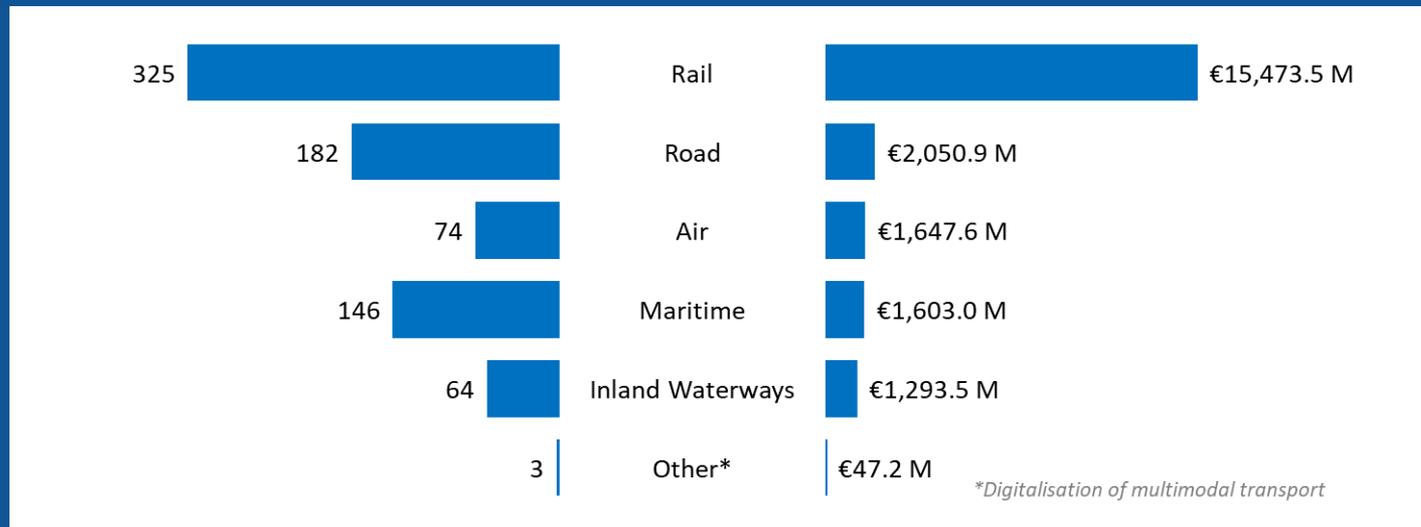
- Allocated to a work programme
- **100%** (€23,6 billion)

- Allocated to beneficiaries (grant agreement)
- **94%** (€22,1 billion)

- Budgetary commitment
- **61%** (€13,4 billion)

- Payment
- **31%** (€7 billion)

# CEF – Transport portfolio Calls 2014-2019



**794\* CEF Transport actions currently contribute €22.1 billion to transport infrastructure projects, for a total investment of €47 billion, covering all modes (around 70% for rail).**

\* Including the Actions from the 2019 AP calls

# Italy and CEF funding

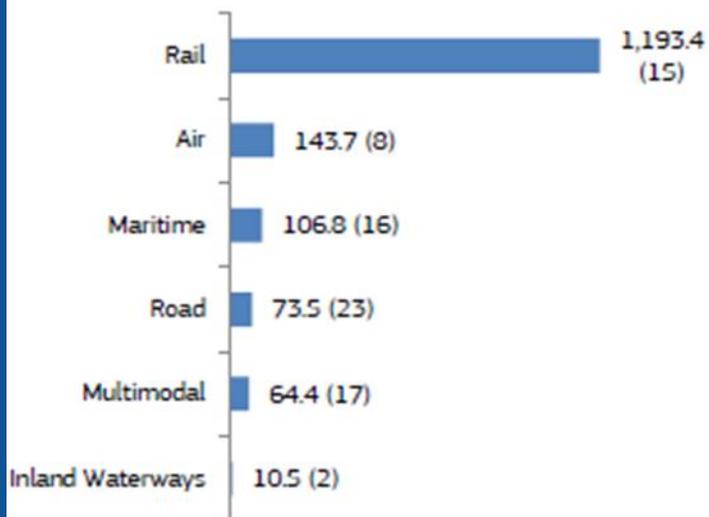
**Calls 2014-2018**

**81 projects**

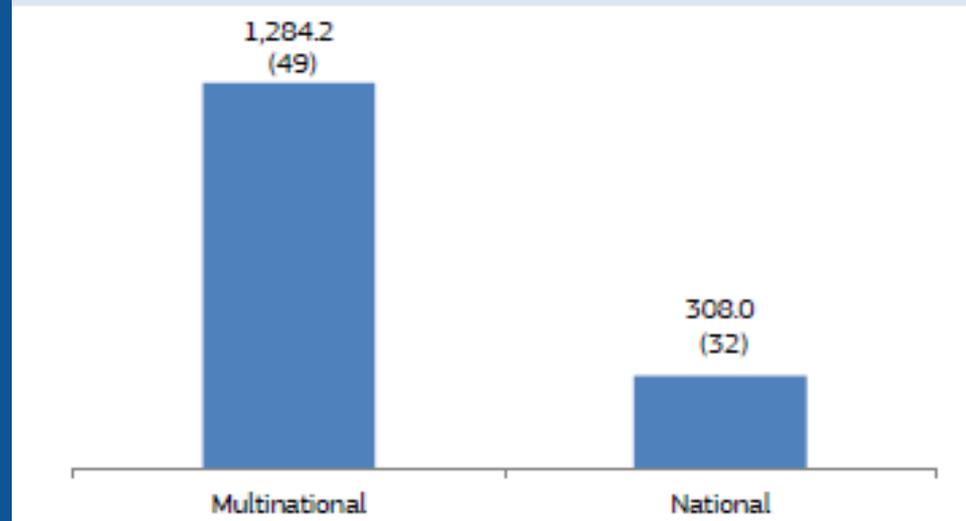
**€1.6 billion**

## CEF Transport funding per transport mode

€ million (number of projects)

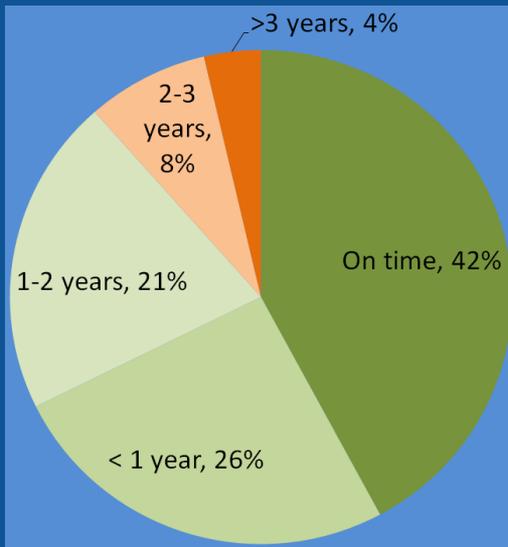


## CEF Transport funding per national/multinational projects - € million (number of projects)



# Results of the MTR 2018

- *MTR challenged the implementation plan on 53 Actions (15%)*
- *Delays at the end-date of the Actions:*



- *68% of the Actions (241) are on track (delay < 1 year)*
- *21% of the Actions (74) are reasonably on track (delay between 1 and 2 years)*
- *12% of the Actions (41) give raise to concerns (delay > 2 years)*

# MTR follow-up

*Following the MTR DG MOVE sent a note to the members of the CEF Committee (12/2018), highlighting the key aspects for the management of Actions:*

- *End date of the current CEF-Transport: 31/12/2023*
- *Extension of Grant Agreements (GA):*
  - ❖ **Maximum 24 months compared to initial GA duration**
  - ❖ **In exceptional cases, additional extension up to 12 months for the completion of the whole Action or of key activities**
- *If further delay → amendment of the GA to remove the activities and the corresponding EU contribution (reflows)*
- *Any reflows to be re-injected in the programme*

# Indicative planning

| Call             | Budget envelope | Work programme at CEF Committee | Launch/closure of the call for proposals | Time to grant |
|------------------|-----------------|---------------------------------|--|---------------|
| "Reflow 1"       | General         | September 2019                  | Q4-19 to Q2-20                           | End 2020      |
|                  | Cohesion        | September 2019                  | Q4-19 to Q2-20                           | End 2020      |
| "Reflow 2"       | General         | During 2020                     | tbc                                      | tbc           |
|                  | Cohesion        | During 2020                     | tbc                                      | tbc           |
| CEF 2 first call | General         | 2 <sup>nd</sup> half 2020       | tbc                                      | tbc           |
|                  | Cohesion        | 2 <sup>nd</sup> half 2020       | tbc                                      | tbc           |

# Connecting Europe Facility 2021-2027



## ***A PROVEN DELIVERY MECHANISM***

- Policy steering (in particular from the TEN guidelines)
- Close involvement of MS in CEF Committee (in particular with the adoption of the work programmes)
- Direct management by the Commission with delegation to an Executive Agency (INEA)
- Budget optimisation through "*use it or lose it*"
- Technical assistance for project preparation and capacity building

# TRANSPORT IN THE EU LONG-TERM BUDGET PRIORITIES

## CEF

### I. SINGLE MARKET, INNOVATION & DIGITAL

- € 12.85 Bn - Transport - General Envelope

### II. COHESION & VALUES

- € 11.3 Bn – Transport - Cohesion Envelope

### V. SECURITY & DEFENCE

- € 6.5 Bn – Transport - Military Mobility

## COHESION FUND & ERDF

### II. COHESION & VALUES

- Cohesion Fund (total €41.35 Bn)
- ERDF (total €200.63 Bn)

*Several policy objectives are covered, with the envelope for transport and its sharing by MS and Regions to be calculated during the programming exercise to be finalized by 2020/2021.*

## INVESTEU

### I. SINGLE MARKET, INNOVATION & DIGITAL

- € 11.5 Bn Sustainable Infrastructure (including Transport)

## HORIZON EUROPE

### I. SINGLE MARKET, INNOVATION & DIGITAL

- € 15 Bn Climate, Energy and Mobility



# COMPLEMENTARITY

## With Horizon Europe

- CEF will support large-scale roll-out and deployment of innovative technologies and solutions resulting from Horizon Europe

## With Cohesion Policy Funds

- € 11.3 Bn from Cohesion Policy funds transferred to CEF
- 70% under the Cohesion Fund national allocations until 31/12/2023 and 30% on a competitive basis - *including a possible top-up of any reflow post 01/01/2024*
- MS can voluntarily transfer additional cohesion resources to CEF

## With InvestEU

- € 11.5 bn guarantee available for the InvestEU "Sustainable Infrastructure" window
- CEF grants can be used for blending with InvestEU or other private financing, if need for bankability

# PROPOSAL OVERVIEW



## TRANSPORT

**€ 24,115 million**

- Efficient and interconnected networks
- Smart (digital), sustainable (e.g. alternative fuels), inclusive, safe and secure mobility

**€ 6,500 million**

- TEN-T adapted to military mobility requirements

## ENERGY

**€ 8,650 million**

- Integration of the internal energy market
- Interoperability of networks across borders & sectors
- Decarbonisation
- Security of supply
- Renewables cross-border cooperation

## DIGITAL

**€ 3,000 million**

- Deployment of very high capacity & 5G digital networks
- Increased resilience and capacity of backbone networks on EU territories
- Digitalisation of transport & energy networks



# ***SIMPLIFICATION & FLEXIBILITY***

- Leaner and more concise programme – better alignment between priorities / eligible actions / indicators
- Detailed provisions to be set in work programmes
- Possibility to adapt priorities during implementation
- Flexibility between Programmes with cumulative funding or with voluntary transfers from shared management funds to CEF



## ***SYNERGIES: TRANSPORT – ENERGY - DIGITAL***

Decarbonisation and digitalisation of the Union economy implies a growing need for synergy between transport, energy and digital sectors.

*How?*

- Possibility to adopt joint work programmes on specific topics (e.g. connected and autonomous mobility)
- the highest co-funding rate of the sectors concerned could be applied
- for each sector ancillary elements pertaining to another sector could be eligible (e.g. renewable energy generation within a transport project)
- the award criteria for the assessment of a proposed action will integrate the synergy dimension



# *PERFORMANCE FRAMEWORK*

**Monitoring** with clear indicators on the specific objectives of each sector

**Reporting** with an efficient data collection system, in particular with proportionate reporting requirements imposed (e.g. in the conditions for applying for a grant and in the model grant agreement)

**Evaluation** by assessing the efficiency, effectiveness, relevance, coherence and value added of the programme with an interim evaluation and an ex-post evaluation



# MILITARY MOBILITY

- Implementation through the CEF of the **€6.5bn military mobility proposed budget**
- Goal - leverage **synergies with existing EU policies** to facilitate the movement of military troops and assets within and from the EU
- For **dual-use of transport infrastructure** on the TEN-T network
- Project proposals need to have the agreement of **Member States**
- Usual CEF process for evaluation of proposals and project management
- Based on the **Action Plan on Military Mobility**
  - 2018: Military requirements to be defined
  - 2018: Identification of the gaps between technical TEN-T requirements & military mobility requirements needed
  - 2019: Identification of the Dual use projects



## ***STRONGER ARTICULATION WITH THE CORE NETWORK CORRIDORS***

An increased role for the European Coordinators and their work plans in the selection process of projects

- Selection of projects shall be based on award criteria defined in the work programmes and calls, and taking into account key elements set out in the Regulation
- Where applicable, the assessment of the award criteria will ensure that:
  - proposed actions are consistent with the corridor work plans and implementing acts and
  - take into account the opinion of the responsible European Coordinator

# CEF1 vs CEF2 Objectives

| CEF 1   | CEF 2   | source                         |
|---|---|--------------------------------|
| Detailed description of objectives (PCIs, bottlenecks, missing links, rail interoperability, etc)   | <ul style="list-style-type: none"> <li>• PCIs</li> <li>• Dual use of transport infrastructure (civil/military)</li> </ul>   | draft Regulation (art. 3, 11a) |
| <p>Synergies</p> <ul style="list-style-type: none"> <li>• Within CEF: multi-sectoral call for proposals</li> <li>• With other programmes</li> </ul> | <ul style="list-style-type: none"> <li>• <b>Cross-sectoral calls</b></li> <li>• Synergetic elements to be taken into account</li> <li>• Part of the award criteria</li> </ul> | draft Regulation (art. 10, 13) |





## CEF1 vs CEF2

### Cohesion envelope

| CEF 1  | CEF 2   | source                      |
|--|---|-----------------------------|
| Cohesion: national envelopes for the first 3 years | 70% of national envelopes for the first 3 years | draft Regulation (art. 4.8) |

## CEF1 vs CEF2

### Member States' involvement

| CEF 1                                  | CEF 2   | source                        |
|--|---|-------------------------------|
| Member State agreement for application | A Member State may decide that its agreement is not necessary for a specific Call | draft Regulation (art. 11.5)  |
| Reports certified by Member State      | Reports not certified by Member State but they have access to them                | draft Regulation (art. 19a.3) |
| Member State certifies cost claims     | Certification by MS not required  | n.a.                          |

## CEF1 vs CEF2 implementation

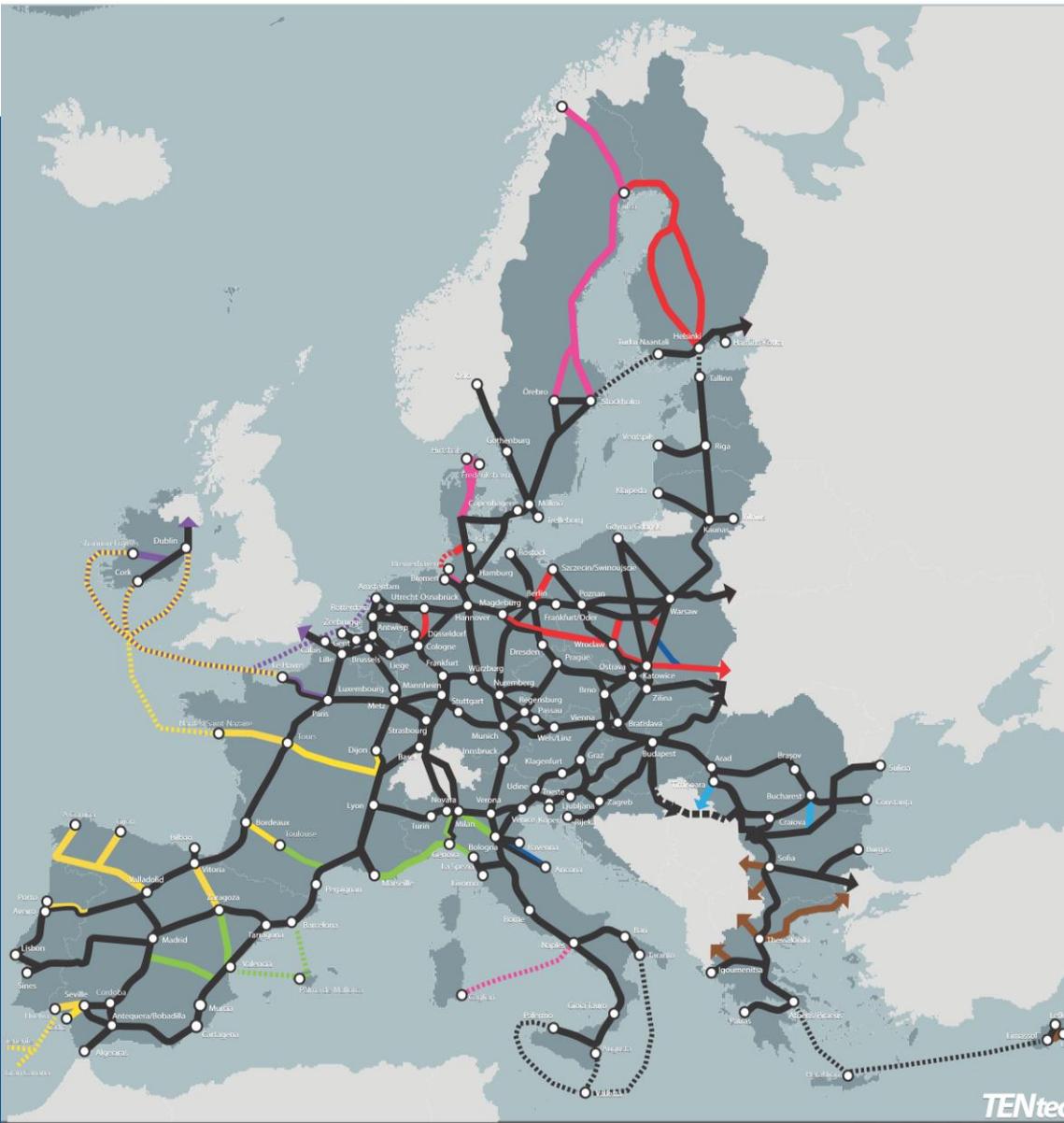
| CEF 1  | CEF 2   | source                       |
|--|---|------------------------------|
| Member State can designate an Implementing Body (IB)               | Current IBs to become beneficiary (coordinator) / affiliated entity                   | draft Regulation (art. 2)    |
| Financial guarantee for weak beneficiary                           | Could be replaced by a mutual insurance mechanism already in use for other programmes | draft Regulation (art. 6.4)  |
| Proposals not selected due to budgetary reasons                    | Can be financed by Structural Funds without further assessment                        | draft Regulation (art. 18.2) |
| VAT: Eligible under certain conditions + applicable cohesion rules | VAT not eligible  | draft Regulation (art. 15d)  |

## CEF1 vs CEF2 implementation

| CEF 1                      | CEF 2  | source                        |
|----------------------------|--|-------------------------------|
| No long-term call planning | The first WP shall include the information about the calls for the first three years | draft Regulation (art. 19.1a) |

## CEF1 vs CEF2 tools

| CEF 1   | CEF 2   | source       |
|---------|---|--------------|
| TEN-tec | <p>e-Grants:</p> <ul style="list-style-type: none"> <li>• full electronic workflows, from submission to closure and ex-post audit, including GA signature, amendments, reporting and payment modalities</li> <li>• electronic accession forms to replace beneficiaries' mandates</li> </ul> | Corporate IT |



Legend

- BALTIC - ADRIATIC
- ORIENT / EAST-MED
- ATLANTIC
- NORTH SEA - BALTIC
- SCANDINAVIAN - MEDITERRANEAN
- NORTH SEA - MEDITERRANEAN
- MEDITERRANEAN
- RHINE - ALPINE
- RHINE - DANUBE

COMMON UNDERSTANDING BETWEEN COUNCIL AND EP ON CEP 2021 - 2027 0012

The **Core Network Corridors** have been **adapted** to reflect growing transport flows and the evolution of the network:

- Better connectivity of core ports
- Increased focus on inland waterway network
- Focus on cross-border dimension
- Alignment with Rail Freight Corridors

## For more information



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