

European Mobility Network EU TEN-T Policy & CEF

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Key elements of the new TEN-T policy

Support implementation of Transport White Paper through new infrastructure policy, including:

- **Dual layer approach based on an objective methodology: core and comprehensive network**
- **Ambitious standards for all infrastructures**
- **Common deadlines to achieve network (2030/2050)**
- **Corridors and coordinators for implementation**

New legislation: [Regulation \(EU\) No 1315/2013](#)

TEN-T Network

Comprehensive and Core Network

Inland waterways and ports



TEN-T Network

Comprehensive and Core Network

*Railways (freight), ports and
rail-road terminals*



TEN-T Network

Comprehensive and Core Network

Railways (passengers), airports



TEN-T Network

Comprehensive and Core Network

*Roads, ports, rail-road
terminals and airports*



TEN-T: deadlines

By 2030:
replace the patchwork of
priority projects by a
single European core
network

By 2050:
develop the
comprehensive network as
“ground layer” to ensure
accessibility and common
standards



TEN-T standards

Rail

Comprehensive Network

Electrification

ERTMS

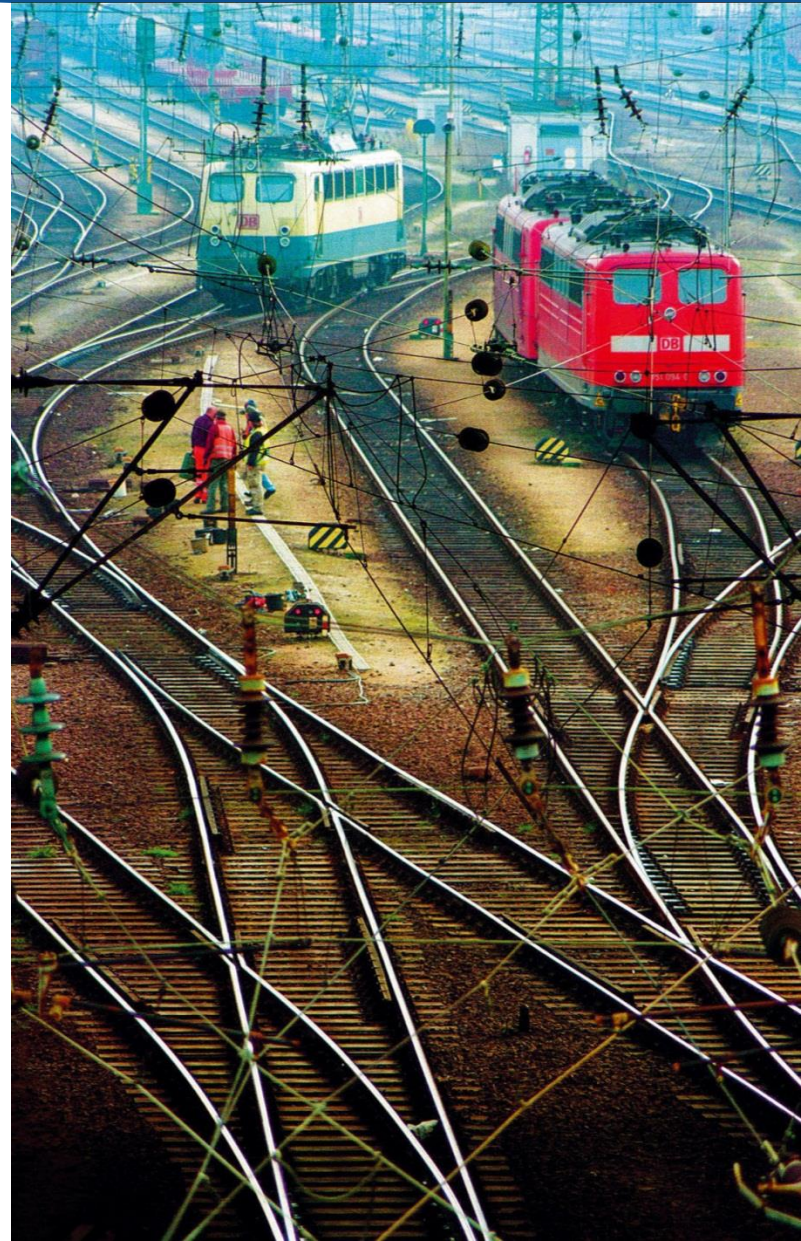
1435mm gauge

Connection with freight terminals

Core Network

[see Comprehensive network plus]

*freight lines (>100 km/h, 750m train
length, 22,5t axle load)*



TEN-T standards

Roads

Comprehensive Network

High quality roads i.e. motorways, expressways, conventional strategic roads

Core Network

[see Comprehensive network plus]

Rest areas on motorways all 100 km including appropriate parking space for commercial road users

Availability of clean fuels



TEN-T standards

Other modes

Comprehensive Network

Implementation and deployment of telematic applications (RIS, VTMISS, e-maritime services, SESAR)

Connection of airports and ports to TEN-T network



Core Network

[see Comprehensive network plus]

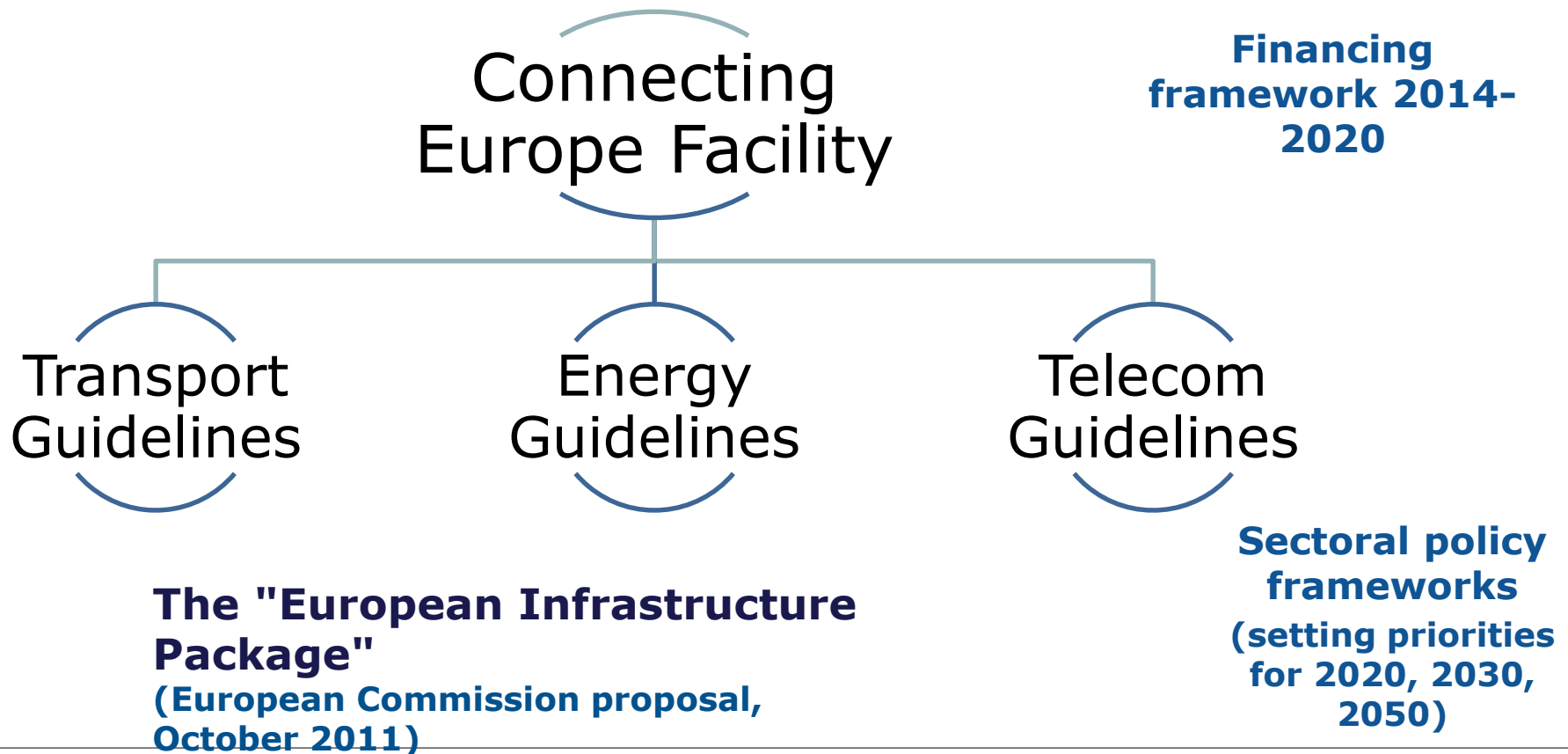
Availability of clean fuels at airports and ports

Connection of ANNEX II ports and airports to TEN-T network by 2030/2050



Connecting Europe Facility

One instrument – three sectors



Connecting Europe Facility

New funding framework:

- Exploitation of cross-sectoral **synergies**
- Stronger **concentration** of financial support on EU added-value projects
- Higher emphasis on the use of **innovative financial instruments**
- **Flexibility:** midterm revision of amounts between three sectors based on performance and absorption of funds
- **Complementarity (and not duplication)** with other EU instruments (ESIF and Horizon 2020)



CEF: budget

€33.2 billion in current prices

€26.250 billion for transport (Vs ~€8bn for 2007 – 2013)

- **€14 945 billion for all 28 MS**
- **€11 305 billion for the MS eligible to the Cohesion Fund**

€1.141 billion for broadband and digital services

€5.850 billion for energy infrastructure

CEF Transport: €11.3 bn transfer from the Cohesion Fund - specific elements

Exclusively for transport projects in Member States (MS) eligible for the Cohesion Fund

- Aim: to **finance difficult projects** that the MS would not finance with the Cohesion Fund
- Projects of **high EU added value**
- **Rail and Inland Waterways, cross-border** (including road) and main **bottlenecks** on main European routes
- **Road: max. 10%** of the budget
- Only for projects listed in **Annex** and projects on the **Core Network**
- **Common project pipeline** for Cohesion Fund and CEF, in line with the transport strategy
- Need to ensure **network effect**, notably on Core Network Corridors



CEF: eligibility

80 – 85 % of available budget (~€22bn) for pre-identified projects listed in Annex 1

- **Horizontal priorities (TMS, innovation & new technologies focusing on decarbonisation, safe and secure infrastructure, Core Network Ports and airports)**
- **9 core network corridors**
- **and other important cross-border and bottleneck sections**

15 – 20 % (~€5bn) for

- **Other projects of the core network**
- **Projects of comprehensive network (max 5%)**
- **For financial instruments (10%)**



Co-funding rates			
Types of Projects		All Member States	Member States eligible for Cohesion Fund
(a) Studies (all modes)		50%	85%
(b)Works on			
Rail	Cross border	40%	85%
	Bottleneck	30%	85%
	Other projects of common interest	20%	85%
Inland waterways	Cross border	40%	85%
	Bottleneck	40%	85%
	Other projects of common interest	20%	85%
Inland transport connections to ports and airports (rail and road)		20%	85%
Development of ports		20%	85%
Development of multi-modal platforms		20%	85%
Reduce rail freight noise by retrofitting of existing rolling stock		20%	20%
Freight transport services		20%	20%
Secure parkings on road core network		20%	20%
Motorways of the sea		30%	85%
Traffic management systems	SESAR, RIS, VT MIS (ground/onboard)	50/20%	85%
	ERTMS	50%	85%
	ITS for road	20%	85%
Cross border road sections		10%	85%
<i>New technologies and innovation for all modes of transport</i>		20%	85%

Multiannual work programmes (80 to 85%)			
Priority	Specific objective concerned	Min - Max for 14.9bn (in million EUR)	Min - Max for 11.3bn (in million EUR)
Major Projects on the Corridors	bottleneck, missing links, cross-border and rail interoperability	4,000-5,000	10,000-11,000
Other projects of the Core Network and its corridors, incl. rail interoperability, inland connections to ports & airports	bottleneck, missing links, cross-border and rail interoperability	3,500-4,500	
SESAR	integration - interoperability	2,000-2,500	300-500
ERTMS	bottleneck, missing links, cross-border and rail interoperability	600-700	200-400
Other TMS, including ITS for road, RIS and VTMISS	integration - interoperability	250-400	
Motorways of the Sea (incl. LNG projects and development of ports)	integration - interoperability	400-600	100-300
New technologies & innovation	sustainability - innovation	200-300	50-100

Annual Work Programmes (15 to 20%)



<i>Priorities</i>	<i>Specific objective concerned</i>	Min - Max for 14.9bn (in million EUR)	Min - Max for €11.3bn (in million EUR)
Projects on the comprehensive network (cap of 5%)	<i>bottleneck, missing links, cross-border, rail interoperability</i>	600-1000	
Projects to connect the trans-European transport network with infrastructure networks of neighbouring countries	<i>bottleneck, missing links, cross-border...</i>	50-100	
For freight transport services	<i>sustainability - innovation</i>	150-200	
For actions to reduce freight noise	<i>sustainability - innovation</i>	200-260	
Financial instruments	<i>All</i>	1,300-2,400	
Programme support actions		150-150	110-110

Synergies (and not duplication) between CEF and ESIF

*Strategic framework for **Cohesion Policy** support to investments in transport*

Focus on TEN-T

Consistency with the comprehensive national transport strategy (Ex Ante Conditionality) *for PT ~1.1 B€*

CEF: *11.3bn EUR transferred from the Cohesion Fund*

To be spent exclusively in Member States eligible for the Cohesion Fund – *initial envelope for PT ~510 M€*

Co-funding rates applicable for the Cohesion Fund

A common and complementary list of projects aiming at the network effect

Complementarity CEF - ESIF

- ❑ **CEF** will concentrate on projects with a **high EU added value and more sustainable modes** of transport – rail, IWW (as pre-identified in the Annex of the CEF Regulation)
- ❑ **CF/ERDF** will concentrate on **high EU added-value projects** to remove bottlenecks in transport networks by **supporting TEN-T infrastructure**, for **both the core and comprehensive networks**
- ❑ **CF/ERDF** is eligible for **other modes** of transport: urban, maritime, as well as renovation projects
- ❑ **Member States and Commission should define early under which support scheme individual TEN-T infrastructure projects should be implemented: CEF, CF or ERDF**

CEF Transport:

€11.3 bn transfer from the Cohesion Fund

Respect of national allocations under the Cohesion Fund until end 2016

- Binding **national envelopes** between 2014 – 2016: no MS can be allocated more funding for projects than its corresponding allocation
- European Commission targets to allocate the totality before 2017, through **calls for proposals in 2014, 2015, 2016**
- If the €11.3bn are not all spent after the last call in 2016, new calls from 2017 to absorb the remainder, without national allocations
- **No contribution for financial instruments** before 2016

CEF Transport: 2014 Work Programmes and calls - main features

- **Work Programmes**

Structure to follow structure of Delegated act C(2013) 9690

- **Date for calls: 1 September 2014 – end of February 2015**

Decided with Member States

- **Size of the calls will be evaluated on the basis of MS project pipelines**

In cooperation with MS authorities and DG REGIO, especially for Cohesion MS

- **1 Multiannual Work Programme (MAP) for the €11.3bn (Cohesion MS)**

All key projects on the Core Network are included in the Annex, covered by the MAP
Discussions regarding possibility to have an Annual Work Programme (AP) for the €11.3bn

- **1 MAP & 1 AP for the €14.9bn**

CEF: Programme Support Actions (1)

Art.11 CEF:

*Particular attention given to
Programme Support Actions aimed at
**strengthening administrative
capacity** for Member States eligible for
the Cohesion Fund to develop the
project pipeline*

CEF: Programme Support Actions (2)

Several types of Programme Support Actions:

- **Grants for preparatory studies for projects**
- **Targeted technical assistance to potential beneficiaries (e.g. railway infrastructure managers) for preparation of project proposals**

The implementation tools

Coordinators and Core Network Corridors

- **9 Core Network Corridors defined until 2020**
- **Support the implementation** of the core network
- **Synchronise investments** in order to optimise network benefits
- **Multimodal, involving at least 3 Member States**
- **Flexible governance structures**
- **Involvement of stakeholders**
- Core Network Corridors **aligned with Rail Freight Corridors**
- **Coordinators for ERTMS and Motorways of the Sea**

How to make a corridor

- 1 • Nomination of coordinators
- 2 • Analysis of the Corridor
- 3 • Consultation of Corridor Forum
- 4 • Drawing up work plan
- 5 • Approval of work plan by Member States
- 6 • Implementing decision

Thank you for your attention!