

# Connecting Europe Facility (CEF)



## Programme

CEF provide financial support to improve cohesion, competitiveness and employment in the European Union.

CEF aims to ensure sustainable and efficient transport in the long-term, to optimise the integration and interconnection of transport modes and enhance the interoperability and safety and security of transport services.

CEF has been based on policies including the White Paper on Transport 2011, the Clean Power for Transport Package and the alternative fuels strategy.



The funding programme has been designed around nine transport corridors across Europe, with the expectation that they become forerunners of the core network implementation. The main objective is to help complete the TEN-T Core Network and its Corridors by 2030. The vast majority of CEF funding will be directed at major cross-border projects and projects addressing main bottlenecks on these corridors.

The new core network, to be established by 2030, will connect:

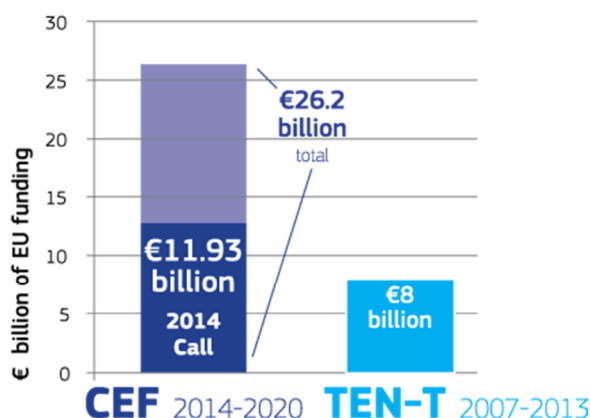
- 94 main European ports with rail and road links
- 38 key airports with rail connections into major cities
- 15,000 km of railway line upgraded to high speed
- 35 cross border projects to reduce bottlenecks



## Budget

The budget currently stands at € 26.2 billion for the period 2014-2020. The projects will receive EU funds but must be co-financed by Member States. Corridor work will represent 85% of the budget.

A far greater proportion of funding is available in the Multi-Annual work programme (80-85% of CEF budget) rather than the Annual work programme (15-20% of CEF budget).





## Key Criteria and Eligible Expenditure

This funding programme follows on from the TEN-T programme (€ 8 billion, 2007-2013) but unlike TEN-T, the CEF fund is not only for infrastructure, but also for increasing sustainable transport options, multimodality and efficiency. CEF can also fund innovative technology developments to increase transport sustainability, as well as work that is de-carbonising transport and making corridors more efficient. Therefore, more money is likely to be spent in N/W Europe compared to TEN-T.

Traffic management systems are also eligible, in order to maximise the efficiency of existing infrastructure (e.g. ERTMS for railways, SESAR for aviation, ITS for road).

CEF funding can cover 'works' (10-40% funding) or 'studies' (50% funding)

**Studies** (including pilots) may include: preparing project implementation, environmental studies, evaluation and validation studies, and any other technical support measure.

**Works** projects may include: purchase, supply and deployment of components, systems and services, carrying out of construction and installation of works relating to a project, finalising installations and launching a project.

The CEF contribution will cover 10-50% of eligible costs. Some examples of projects that could receive EU subsidies:

- Initiatives to reduce rail freight noise, including retrofitting existing rolling stock
- Increasing the efficiency of port freight container handling facilities by developing multimodal platforms for better access to rail for freight transport
- De-carbonisation of waterway transport by stimulating energy efficiency, e.g. introducing alternative propulsion systems or electricity supply systems and providing the corresponding infrastructures
- Deployment of small-scale alternative fuels infrastructure and equipment to improve road transport services
- Efficient ways to provide accessible and comprehensible information to all citizens regarding interconnections, interoperability and multimodality
- Studies built around the optimal use of traffic and travel data

## Multi-Annual Call

- Objective 1: Bridging missing links, removing bottlenecks, enhancing rail interoperability and in particular improving cross-border sections.
- Objective 2: Ensuring sustainable and efficient transport systems in the long run as well as enabling all modes of transport to be decarbonised.
- Objective 3: Optimising the integration and interconnection of transport modes and enhancing the interoperability of transport services while ensuring the accessibility of transport infrastructures.

## Timelines

The first CEF call closes 26 February 2015.

PNO has been advised by the European Commission that this call has an initial budget of € 11.93 billion, which can be used for both studies (50% funding intervention rate) and works (20-40% intervention rate).

'Studies' includes market research, environmental studies, business case development and pilot studies for the first full scale implementation of a new technology.

Over 50% of the budget is aimed to be allocated in the 1<sup>st</sup> call (to mitigate potential delays in infrastructure spend).