

#EUYearofRail



# TRANSPORT INFRASTRUCTURE FINANCING

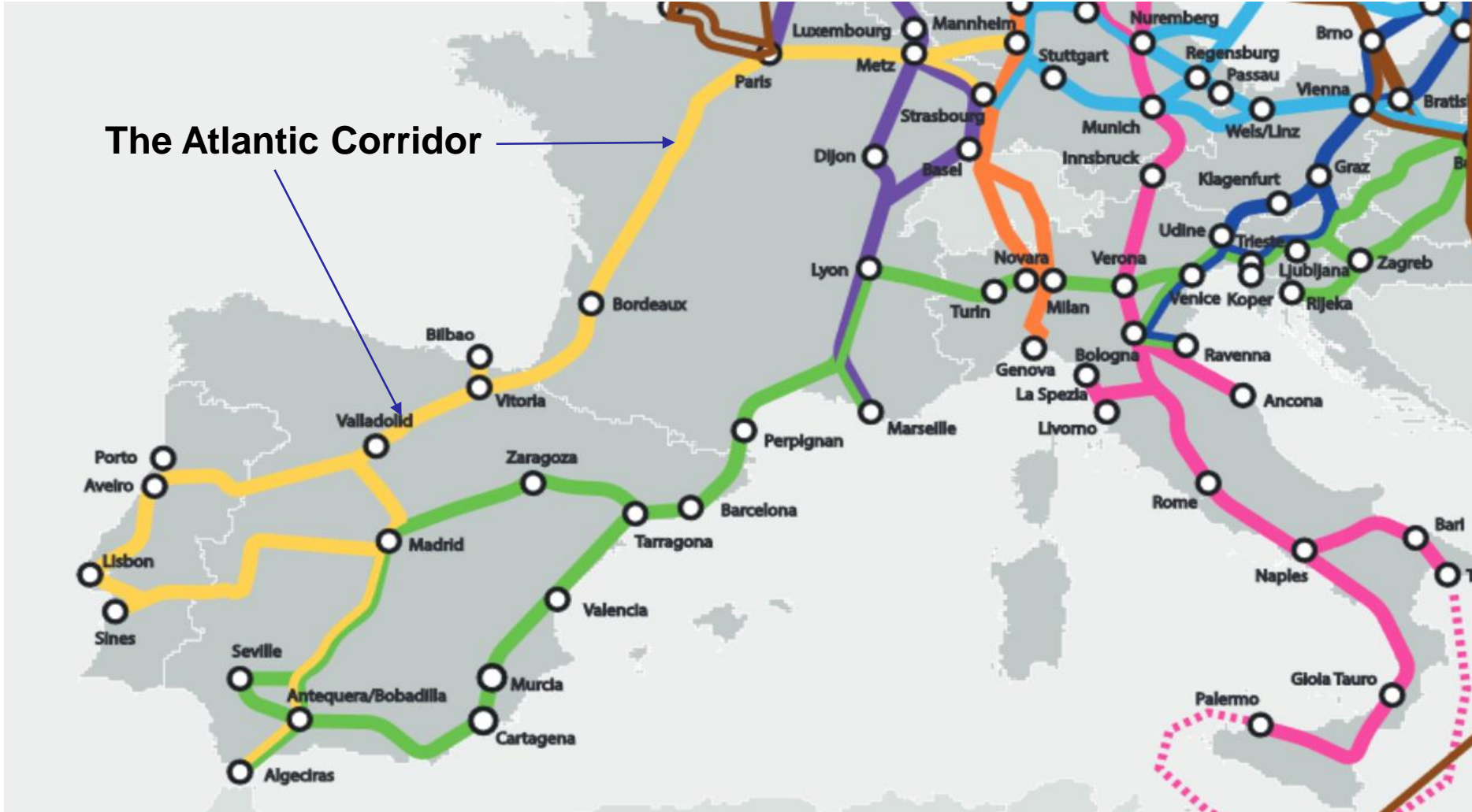
European Experience on Supporting National Investment  
through the Connecting Europe Facility

Christian Faure, CINEA

# Key objectives of CEF

- Completion by 2030 of the Core Network, structured around nine multimodal Core Network Corridors.
- Completion by 2050 of the Comprehensive Network in order to facilitate accessibility to all European regions







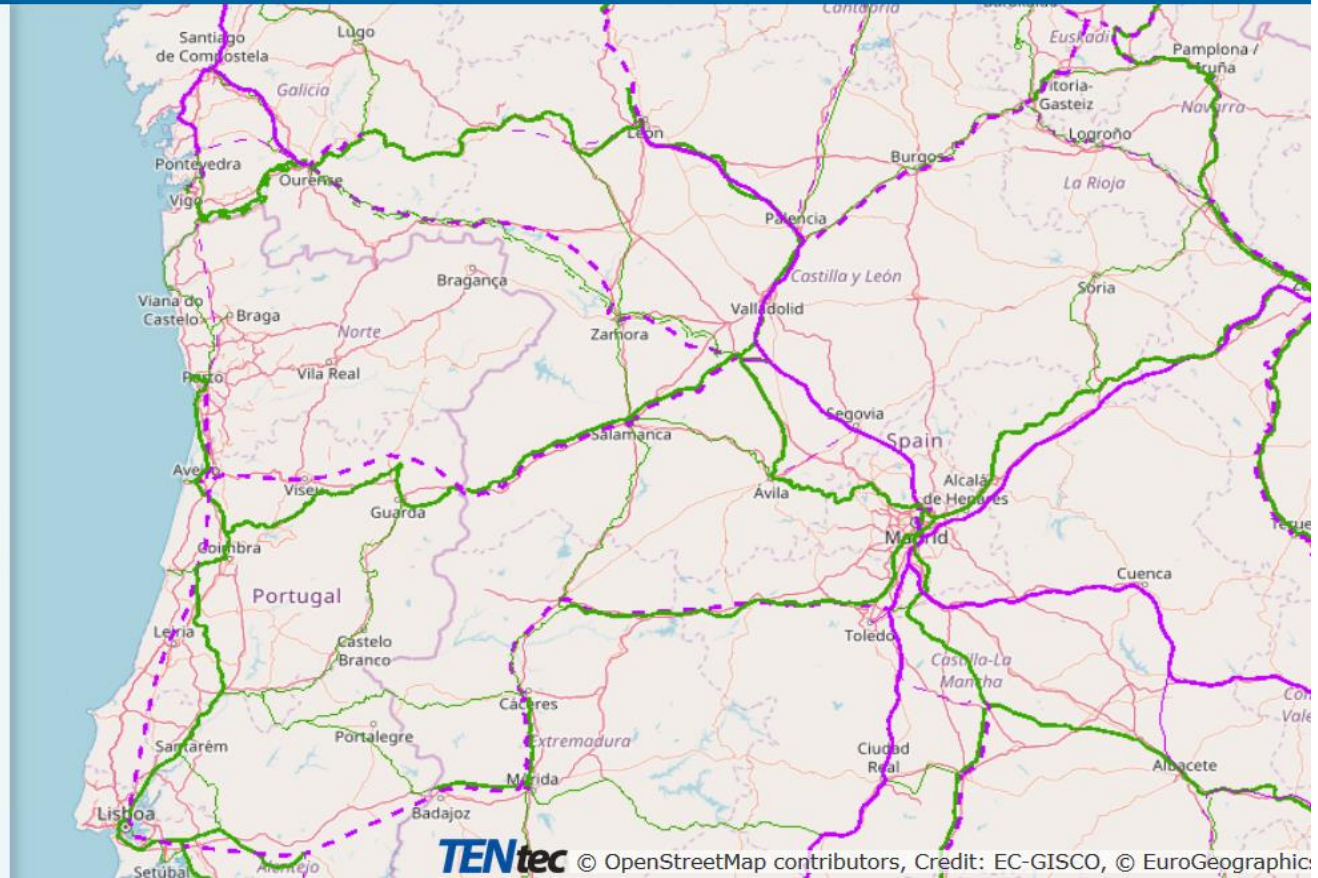
MOBILITY AND TRANSPORT  
TENtec Interactive Map Viewer

Corridors Layers Backgrounds Legend

Comprehensive/Core Network

**Railways**

- Comprehensive High speed Completed
- Comprehensive High speed To be upgraded
- - Comprehensive High speed New Construction
- Comprehensive Conventional Completed
- Comprehensive Conventional To be upgraded
- - Comprehensive Conventional New Construction
- Core High speed Completed
- Core High speed To be upgraded
- - Core High speed New Construction
- Core Conventional Completed
- Core Conventional To be upgraded
- - Core Conventional New Construction



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# CEF contribution

- Focus on projects:
  - That would not be carried out (or only at later stage) without EU support.
  - With an high EU added value :
    - Missing parts of corridors, in particular cross border projects
    - Support to cohesion policy
    - Making better use of existing infrastructure ; traffic management systems, digitalisation/greening of our transport network.



# Important lessons learnt

- CEF support helps ensuring that EU funded projects remain also « national priorities » → help securing appropriate resources (financial, human etc.) are granted.
- CEF projects are however still too often impacted by delays → need for more realistic planning, in particular for the design phase.
- Importance to do both:
  - « Infrastructure » projects and
  - Projects aiming at optimising the use of the existing infrastructure.

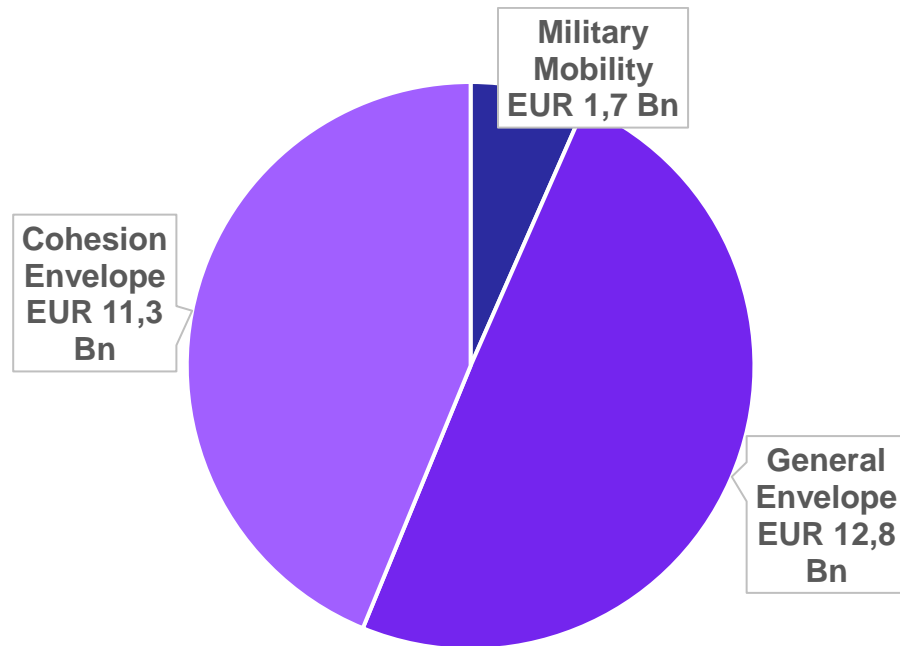
## From CEF1...

- CEF1 still running until end 2024
- Overall 1038 grant agreements, 800 still ongoing
- Full budget allocated (€ 23.3 billion) - € 11.3 billion already paid

## ...to CEF2

- CEF Regulation in force since 14 July 2021
- First [multiannual work programme](#) adopted on 5 August 2021
- First calls for proposals launched by CINEA on 16 September 2021
- First grants agreements to be signed by mid 2022
- CEF2 costs eligible from 1st January 2021

# CEF budget 2021-2027 € 25,8 billion



- Contribution to the objectives of the **Green Deal** and the **Sustainable and Smart Mobility Strategy**
- Contributing to the development of the **TEN-T**, including adaption of parts of it for the civilian-defence dual use
- At least **60%** of the financial envelope will be dedicated to the **Union's climate targets**



## CEF work programme 21-23 € 18,2 billion

**Frontloading: 70% of the CEF budget to be allocated in the period 2021-2023 through:**

- **3 calls for proposals of € 5.5 billion** each in 2021, 2022 and 2023
- A rolling call for the **Alternative Fuel Facility of € 1.5 billion**
- And **€ 200 million for technical assistance**

# Indicative allocations

## 1. Development of the TEN-T network

General envelope 60%

Cohesion envelope 85%

85% - Core network

15% - Comprehensive network specific sections

## 2. Modernisation of existing TEN-T network

General envelope 40%

Cohesion envelope 15%

### Core and Comprehensive network:

alternative fuels infrastructure, telematic applications, rail interoperability, sustainable freight transport services and rail freight noise, road safety, safe and secure parking, infrastructure resilience, Motorways of the Sea, accessibility, resilience, facilitation of traffic flows at EU external border.



# Thank you !