

CEF Transport Blending 2017 Call for Proposals

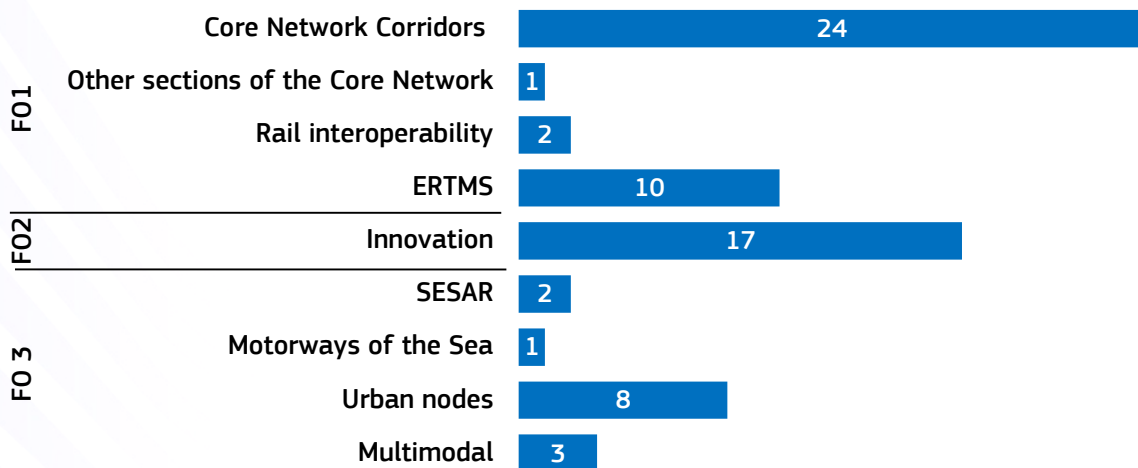
Overview of submitted proposals for the 1st cut-off date

The 2017 CEF Transport Blending Call for Proposals was published on 8 February 2017, under the Multi-Annual Work Programme, with two cut-off dates, the first 14 July and the second 30 November 2017.

The purpose of this "pilot" call is to maximise the leverage of private involvement and capital in the delivery of CEF Transport projects, while at the same time pursuing the ultimate objective of the CEF programme, i.e. completing the TEN-T Core Network and its Corridors by 2030 and the Comprehensive Network up to 2050. €1 billion of funding were made available for the Blending call.

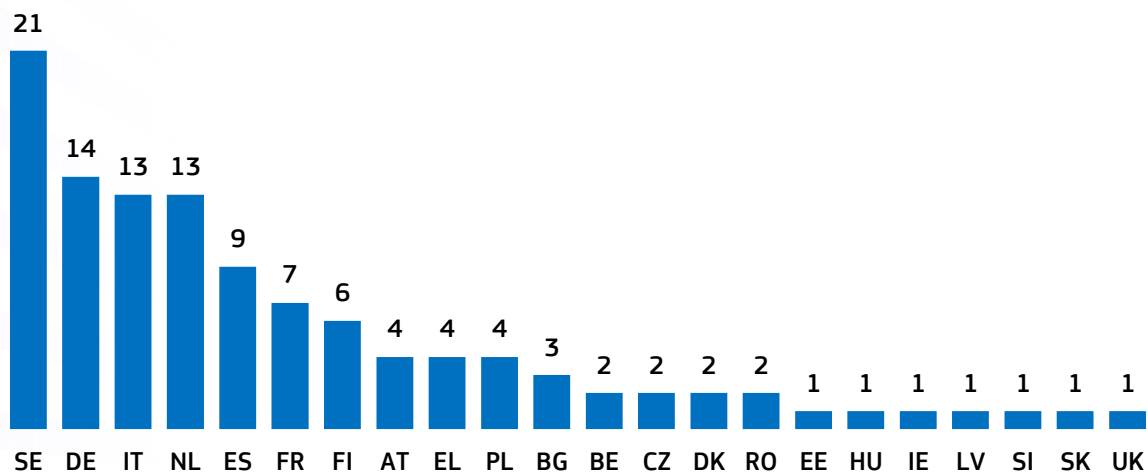
Strong interest in the first CEF Transport Blending call

68 proposals were submitted¹ by the 14 July 2017 cut-off date, distributed among all the priorities open for the call.



Broad geographic coverage

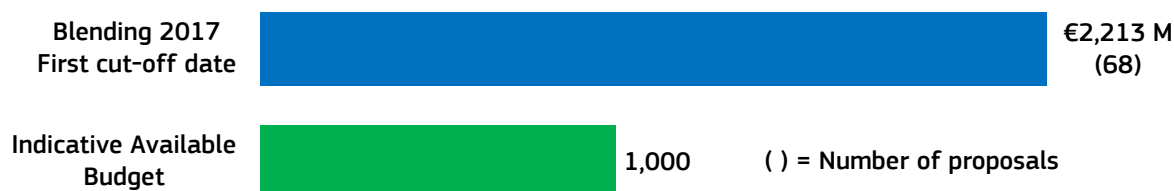
Overall, the 68 proposals submitted count with the participation of 113 applicants from 22 EU Member States.



¹ Before any assessment of admissibility and eligibility of the proposals

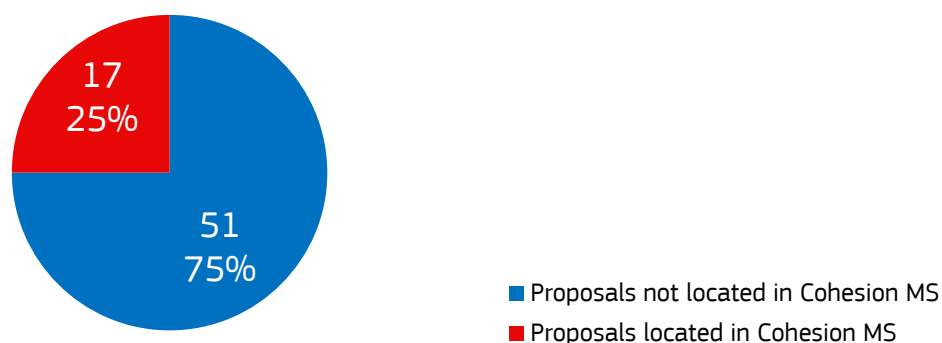
Requested CEF funding: more than twice budget available

€2.21 billion of funding was requested under the first cut-off date of the call. Overall, the requested funding is 2.21 times more than the indicative budget available.



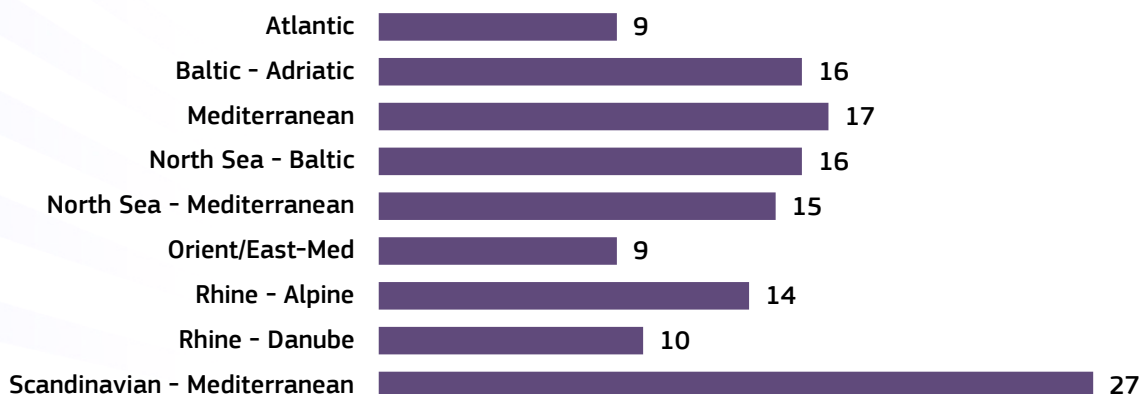
Involvement of Cohesion member States

Among the 68 proposals received, 17 are to be implemented or partly implemented in the territory of at least one Cohesion Member State, with a corresponding CEF Requested Contribution of over 0.64 billion. The remaining 51 proposed Actions are requesting some 1.56 billion CEF Contribution.



Implementation of all Core Network Corridors

The proposals submitted under first cut-off date concern all nine Core Network Corridors². Scandinavian-Mediterranean Corridor is addressed by 27 proposals, followed by the Mediterranean Corridor (17 proposals), the Baltic-Adriatic and the North Sea-Baltic (16 proposals each), the North Sea-Mediterranean (15 proposals), Rhine-Alpine (14 proposals), Rhine-Danube (10 proposals) and Atlantic and Scandinavian-Mediterranean Corridors (9 proposals each).



² A proposal may address more than one corridor. Where this is the case, it is counted under all applicable corridors