



EUROPEAN COMMISSION

MEMO

**Results of the 2017 Connecting Europe Facility (CEF)
Transport calls for proposals: Blending (Second cut-off
date) & SESAR - Single European Sky**

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CEF – Connecting Europe Facility

What is CEF?

The Connecting Europe Facility ([CEF](#)) is a key EU funding instrument to promote growth, jobs and competitiveness through targeted infrastructure investment at European level. It supports the development of high performing, sustainable and efficiently interconnected trans-European networks in the fields of transport, energy and digital services. CEF investments fill the missing links in Europe's energy, transport and digital backbone.

The [CEF Transport programme](#) implements European transport infrastructure policy. It supports investments in building new transport infrastructure in Europe or upgrading existing infrastructure.

The programme focuses on cross-border projects and projects that remove bottlenecks or bridge missing links in various sections of the Core Network and on the Comprehensive Network, as well as on horizontal priorities such as traffic management systems.

CEF Transport also supports innovation in the transport system in order to improve the use of infrastructure, reduce the environmental impact of transport, enhance energy efficiency and increase safety.

Why do we need investment in transport infrastructure?

Transport faces a wide range of challenges across the EU: significant investment is still needed to complete the TEN-T core network; financing gaps remain in several areas; many bottlenecks still have to be removed; parts of the infrastructure need upgrading and modernisation; adequate project preparation and development of a project pipeline for a range of Member States is required; urban mobility remains challenging, and regulatory and administrative barriers should be removed. The European Commission's [Investment Plan for Europe](#), a top priority for the Juncker Commission, helps address these issues, paving the way for the competitive and sustainable EU transport system of tomorrow.

The 2017 CEF Transport Blending call

What is the 2017 CEF Transport Blending call?

It is a new and innovative way to finance transport infrastructure projects in Europe. The call for proposals seeks to combine €1.35 billion of grants with financing from public financial institutions, the private sector or, for the first time, the [European Fund for Strategic Investments](#), the heart of the Investment Plan for Europe. This first ever combination of funds will help to boost investment to fund innovative, sustainable transport infrastructure upgrades while supporting jobs needed to put that infrastructure in place.

What is the objective of CEF Transport Blending call?

The [2017 CEF Transport Blending call](#) was open to project proposals (works) in 11 priority areas covering all transport modes, infrastructure, as well as multimodal logistics platforms.

The call's objective was to enable a coordinated selection and award process for projects receiving a CEF Transport grant combined with funding from the European Fund for Strategic Investments ([EFSI](#)), the European Investment Bank ([EIB](#)), National Promotional Banks or private sector investors, in order to maximise the leverage of private sector capital, and involvement in the delivery of projects, while respecting the principle of non-cumulative award. This will increase the leveraging effect of EU funds and facilitate access of project promoters to the EIB, public or private funding for transport infrastructure works in the 28 EU Member States. The EU's aim is to progressively move towards a smart combination of grants, loans, and guarantees to leverage private funds.

What types of projects can receive funding?

In addition to leveraging the effect of EU funds and facilitating access of project promoters to financing by the EIB, public financial institutions or the private sector, the selected projects contribute to the following three funding objectives:

- Removing bottlenecks and bridging missing links, enhancing rail interoperability, and, in particular, improving cross-border sections that invite applicants from all Member States
- Ensuring sustainable and efficient transport systems in the long run, with a view to preparing for expected future transport flows, as well as enabling all modes of transport to be decarbonised through transition to innovative low-carbon and energy-efficient transport technologies, while optimising safety
- Optimising the integration and interconnection of transport modes and enhancing the interoperability of transport services, while ensuring the accessibility of transport infrastructures

How much funding was available under the 2017 CEF Transport Blending call for proposals?

Initially, €1 billion (from the CEF general envelope) was available to fund one or several call objectives. This is the budget that applied to the first cut-off date.

On 8 November 2017, the total amount of funding available for this call was increased to €1.35 billion. The increase corresponded to a higher indicative budget for the priority 'Innovation and New technologies' (from €140 to €490 million). The budgetary increase impacted only the second cut-off date.

In addition to the budget increase, some [call conditions were also updated](#).

Who applied?

[69 applicants submitted proposals](#) requesting a total of €1 billion of co-funding by the second cut-off date of 12 April 2018. The applicants were mostly Member States and public or private undertakings.

What projects will get CEF funding under the 2017 Blending call for proposals?

The call was published with two cut-off dates. Under the first cut-off date (14 July 2017) 39 projects, requesting a total of €1.02 billion in EU funding, were selected for funding.

Under the second cut-off date (12 April 2018) 35 projects are being proposed for funding for a total of €404.8 million.

Projects selected for funding are those with the highest EU added-value located on the [core trans-European transport network](#).

Examples of projects to be financed include:

- Upgrading the Ampsin-Neuville lock complex on the Middle Meuse river in Belgium to open the navigation to larger ships, reduce the waiting time at the locks and improve the reliability of the service (€50 million CEF co-funding)
- Deploying three hydrogen logistic centres, nine hydrogen refuelling stations and 605 fuel cell buses in Denmark, United Kingdom and Latvia to promote the use of green fuel and cut CO₂ emissions in the region (€39.6 million CEF co-funding)
- Greening the maritime link between Swinoujscie port in Poland and Ystad port in Sweden via infrastructure investments, as well as new liquefied natural gas (LNG) bunkering facilities and LNG-fuelled ship (€34.9 million CEF co-funding)
- Building a sustainable infrastructure network of BioLNG refuelling points in 39 sites along the core TEN-T corridors from southern Spain to eastern Poland, via France, Belgium, the Netherlands and Germany for a reduced carbon footprint in the region (€25.4 million CEF co-funding)
- Developing zero emission public transport services for Amsterdam Airport and its region that combines e-bikes, shared electric cars, a multimodal information platform and connections to rail, air and water transport (€13.5 million CEF co-funding)
- Electrifying urban and regional bus routes and deploying electric and compressed natural gas (CNG) recharging networks for a total of roughly 1,000 supply points in Croatia, Italy, Slovenia and Slovakia (€12.9 million CEF co-funding)

The European Commission's Innovation and Networks Executive Agency ([INEA](#)) will prepare and sign individual grant agreements with project beneficiaries by January 2019 for the projects selected under the second cut-off. The projects selected under the first cut-off date are already running.

The 2017 CEF Transport SESAR call

What is the 2017 CEF Transport SESAR call?

It is a call for proposals addressing the Single European Sky Air Traffic Management (ATM) Research ([SESAR](#)) priority of the CEF Transport programme with the objective to support the timely and efficient implementation of the Single European Sky ([SES](#)) initiative. The SESAR project aims to modernise ATM in Europe and to provide the Union with a high performing ATM infrastructure that will enable safe, efficient and environmentally friendly operation and development of air transport.

The project covers improving the performance of ATM in Europe by modernising and harmonising ATM systems, synchronising the deployment of essential ATM functionalities, enhancing civil-military interoperability, reducing fragmentation and consolidating the provision of air navigation services.

What types of projects can receive funding?

[The 2017 CEF Transport SESAR call](#) was open for project proposals on the deployment of new and mature technologies and practices that support harmonised ATM systems and standards in Europe.

The projects address either works or studies, or a combination of both. Pilot activities can also be part of the project.

Who applied?

33 applicants submitted proposals for a total of €406.9 million of co-funding by the call deadline of 12 April 2018. The applicants were mostly Member States and public or private undertakings.

How much funding was available under the 2017 CEF Transport SESAR call for proposals?

The funding available for this call is €290 million.

What projects will get CEF funding under the 2017 SESAR call for proposals?

14 project proposals were selected for funding of 290.3 million.

Examples of projects to be financed include:

- Deploying SESAR in 23 EU Member States and Serbia (€232.2 million CEF co-funding)
- Implementing flight- and flow-centric ATM in Austria and Germany (€14 million CEF co-funding)
- Building an integrated contingency remote ATM tower system to provide air traffic control services for additional airports and involve them in a single-platform service in Hungary (€10.1 million CEF co-funding)

INEA will prepare and sign individual grant agreements with beneficiaries of the awarded projects by January 2019.

Next steps – signing grant agreements and implementing projects

How is the EU funding for transport infrastructure awarded?

CEF Transport funding is awarded mainly through grants provided via competitive calls for proposals. The selection was based on a standard evaluation process in two phases:

- External assessment by independent experts following pre-identified award criteria to ensure transparency and equal treatment of all eligible proposals
- Internal selection by the European Commission and INEA, which undertook a qualitative analysis of the overall contribution of projects for the development of EU transport policy

How does the co-financing work? How much money comes from Member States and how much from the EU?

Transport infrastructure requires significant investment – and an important share will always come from Member States and other public and private investors. The EU's role in terms of investment and co-ordination is to add value by removing difficult bottlenecks and building missing links and connections, and to promote safe, clean and connected mobility in the European Union.

The CEF co-financing rates for these calls are:

- Up to 50% for studies
- Up to 10% for works on cross-border road sections
- Up to 20% for works (for example exploratory works for a major tunnel) and SESAR on-board equipment
- Up to 50% for certain traffic management projects, such as ERTMS or SESAR, to support Member States making the transition to higher standards

The total public and private funding unlocked by the selected projects is €2.4 billion for both calls - €1.8 billion for the Blending call (2nd cut-off) and nearly €621 million for the SESAR call.

How will the projects be managed?

The CEF Programme is managed centrally by the European Commission, which sets the political priorities and is responsible for the selection of projects through competitive calls for proposals.

The Commission is assisted by INEA for the evaluation and selection of projects and for the overall technical and financial monitoring of project implementation.

Beneficiaries in the Member States manage the projects, and the Member States remain responsible for monitoring the implementation of the projects.

All projects co-funded by the CEF programme are available on [INEA website](#).