



Impact of the CPMR proposals for amendments on Connecting Europe Facility 2021-2027

This note looks at the impact of CPMR proposals for amendments on the Connecting Europe facility Regulation on the positions of the European Parliament and the Partial Agreement on the key elements of the Programme.

At the same time, the note gives information on the state of play of the negotiations.

I. Introduction

The Commission published its proposals concerning the Connecting Europe Facility (CEF) beyond 2020 on 6 June 2018.

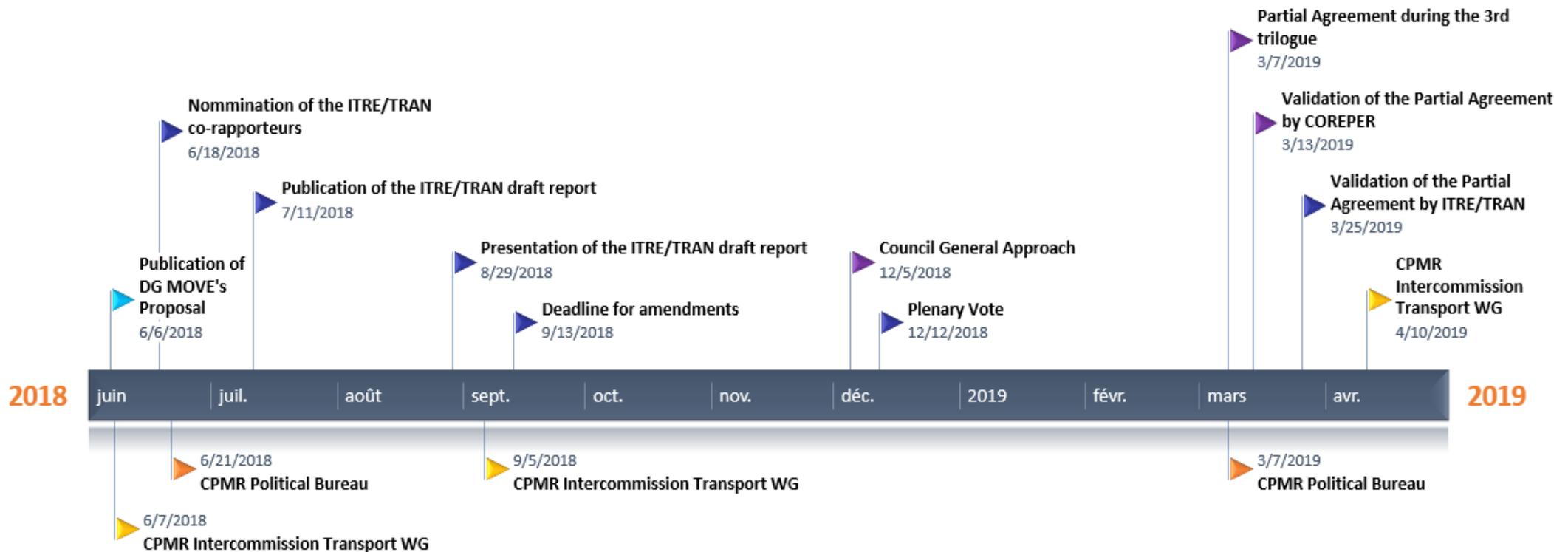
The CEF review is of considerable importance for CPMR's members given that it establishes the eligibility criteria and co-financing rates for EU transport projects. The CPMR has been preparing its contribution to the CEF review since 2017. Its Political Bureau identified the key principles to be included in the Regulation and the amendments to be made to the Annex establishing the alignments of the nine TEN-T core network priority corridors.

The CPMR started working in the analysis of the Commission's proposal right after it was presented on 6 June 2018. The CPMR started developing proposals for amendments to the Regulation early on the summer 2018, based on previous policy positions. The proposals for amendments were shared and discussed with the members of the Transport Intercommission Working Group in September 2018 and disseminated to the members of the European Parliament right after the meeting and with Permanent Representations during fall 2018. The EU institutions reached a partial agreement on the CEF for 2021-2027 at the final trilogue of the current mandate, which comes to a close with the European elections in May.

In short, the CPMR has welcomed initial steps taken by the European legislators to acknowledge territorial cohesion as an objective of CEF after 2020. However, the CPMR is concerned that the three co-legislators have failed to fully recognise the importance of maritime transport in the CEF. The European Parliament's position to increase the intensity of EU aid for maritime projects appears to have been rejected.

II. Connecting Europe Facility post-2020 Legislative Process

The timeline below reflects the current state of play of the negotiations, based on the information available as of mid-May 2019.



III. Impact of the CPMR amendments

The **CPMR** proposed **16** amendments to the regulation. This section examines the positions of the European Parliament and the Partial Agreement on the various aspects of the CEF, compared to the CPMR.

At the European Parliament, the **total number of amendments tabled by MEPs** of the TRAN and ITRE Committees that are literally, or in essence, the same as those of the CPMR on the four regulations are a total of **69** amendments. A total of **22 members** of the European Parliament have tabled CPMR amendments on the CEF.

Key elements	CPMR	European Parliament	Partial agreement on CEF
Territorial Accessibility	<ul style="list-style-type: none"> • Accessibility as an objective 	¹ The Programme should contribute to consolidate territorial, social and economic cohesion.	<ul style="list-style-type: none"> • Territorial, social and economic cohesion is an objective of the Programme.
	<ul style="list-style-type: none"> • Accessibility as an award criterion 	<ul style="list-style-type: none"> • Connectivity and territorial accessibility, including for outermost regions and islands is one of the award criteria. 	<ul style="list-style-type: none"> • Includes territorial accessibility among its exhaustive list of elements to consider when defining award criteria. The list mentions « <i>cross-border dimension, network integration, territorial accessibility, including for outermost regions and islands;</i> »
	<ul style="list-style-type: none"> • Increasing the co-financing rate for accessibility projects 	<ul style="list-style-type: none"> • Co-financing can be raised up to 50% for actions supporting improvements to territorial accessibility and to connectivity. 	<ul style="list-style-type: none"> • There is no increase of the co-financing rate for territorial accessibility projects.

¹ Legend:

Bright Green –in line with CPMR position

Light Green - partially agrees with CPMR position

Orange – does not explicitly agrees with CPMR position

Red – disagrees with CPMR position

Grey –point excluded from the partial agreement as it's part of the MFF negotiations

Maritime Transport	<ul style="list-style-type: none"> • Encouraging modal shift towards maritime transport & help to achieve UE climate commitments & objectives 	<ul style="list-style-type: none"> • The Programme shall encourage a modal shift to more sustainable modes of transport, such as rail, clean urban transport, maritime transport and inland waterways 	<ul style="list-style-type: none"> • Developing tools to support and encourage modal shift to more sustainable modes including maritime transport is not mentioned in the agreement.
	<ul style="list-style-type: none"> • Ports should be considered as cross-border 	<ul style="list-style-type: none"> • The definition of cross-border links includes maritime sections 	<ul style="list-style-type: none"> • Maritime sections are not explicitly mentioned in the definition of cross-border links. However, the definition can apply to maritime cross-border sections.
	<ul style="list-style-type: none"> • CEF should offer a stronger support to maritime transport 	<ul style="list-style-type: none"> • Co-financing rate can be raised up to 50% for Motorways of the Sea. 	<ul style="list-style-type: none"> • There is no increase of the co-financing rate for territorial accessibility projects.
Governance	<ul style="list-style-type: none"> • Maintaining a balance between shared management and direct management programmes. 	<ul style="list-style-type: none"> • The relevant managing authority must be consulted when shared management funds are to be transferred to CEF. 	<p>Article 4.9 has been left outside of the scope of the negotiations at this stage. It requires the completion of the negotiation on the MFF.</p>
	<ul style="list-style-type: none"> • Removing the constraint consisting in the requirement to obtain prior Member State approval when submitting projects for CEF funding. CPMR considers this makes the implementation of the CEF more complex and less efficient 	<ul style="list-style-type: none"> • Member States must be consulted for project submission (no approval needed). 	<ul style="list-style-type: none"> • The Member State's approval is needed to submit a project. However, a Member State can decide that proposals can be submitted without its agreement (for a specific work programme or for specific categories of application).
Brexit	<ul style="list-style-type: none"> • The withdrawal of the UK from the Union generates an unprecedented situation that demands to be addressed urgently to answer post Brexit connectivity needs in Ireland. 	<ul style="list-style-type: none"> • Connectivity between Ireland and continental Europe should be provided for by modifying the route and composition of the TEN-T corridors with a view to incorporating the maritime links between Irish ports and the continental ports in the core network and comprehensive network. 	<ul style="list-style-type: none"> • The impact of the UK's withdrawal from the EU should be taken into account in the revision of the TEN-T Regulation.
	<ul style="list-style-type: none"> • Regulation should reflect the amendments to the corridors brought by the work of the co-legislator on Ireland connectivity. 	<ul style="list-style-type: none"> • New Sections in the North Sea / Mediterranean Corridor following DG MOVE proposal to connect Ireland to the Main Land Ports. New maritime sections in the Atlantic Corridor connection French core and comprehensive ports to Ireland. 	<ul style="list-style-type: none"> • There is new maritime section connecting Ireland to the North Sea / Mediterranean Corridor. The 3 Irish ports of the Core Network are connected to the Atlantic Corridor via Saint Nazaire (France).

New sections	<ul style="list-style-type: none"> Creating a connection between the Atlantic and Mediterranean corridors by means of the high-speed railway section between Bordeaux and Narbonne, via Toulouse 	<p>New sections of the Atlantic and Mediterranean corridors:</p> <ul style="list-style-type: none"> Bordeaux – Toulouse Toulouse – Narbonne 	<p>New sections of the Atlantic and Mediterranean Corridors:</p> <ul style="list-style-type: none"> Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – Toulouse/Tours – Paris – Metz – Mannheim/Strasbourg Tarragona – Barcelona – Perpignan – Narbonne - Toulouse/Marseille – Genova/Lyon – La Spezia/Torino – Novara – Milano – Bologna/Verona – Padova – Venezia – Ravenna/Trieste/Koper – Ljubljana – Budapest
	<ul style="list-style-type: none"> Aligning and integrating both Corridors Mediterranean and Atlantic in Spain by including the missing links necessary to connect the flows of the Cantabrian and Mediterranean seas with the rest of the EU territories 	<p>2 new sections of the Mediterranean corridor:</p> <ul style="list-style-type: none"> Zaragoza – Teruel – Valencia/ Sagunto Sagunto – Valencia – Madrid 	<p>New section of the Mediterranean corridor is added:</p> <ul style="list-style-type: none"> Madrid – Valencia – Sagunto – Teruel – Zaragoza
	<ul style="list-style-type: none"> Better identifying the presence of the Idrovia Ferrarese and Po River in the Mediterranean corridor 	<p>Ferrara and Porto Garibaldi are added in a pre-identified section of the Mediterranean Corridor (missing link – Inland Waterways:</p> <ul style="list-style-type: none"> Milano – Cremona – Mantova – Ferrara – Porto Levante/Venezia –Trieste/ Ravenna - Porto Garibaldi 	<p>Not included</p>
	<p>Amendments to the Scan-Med Corridor:</p> <ul style="list-style-type: none"> Narvik/Oulu – Luleå – Umeå – Gävle – Stockholm/Örebro Oslo - Örebro - Stockholm 	<p>Not included</p>	<ul style="list-style-type: none"> Narvik/Oulu - Luleå - Umeå - Stockholm/Örebro Hallsberg) <p>But no new section between Oslo and Stockholm via Örebro</p>

IV. Next steps

Negotiations are now over for most of the Regulation. However, major uncertainties remain on the budget of the Programme. The Council has not reached an agreement at this stage. Therefore, negotiations in that regard will start with the new European Parliament after the summer break. The CPMR will closely monitor progress on trilogue negotiations.



Contact person: Lucas Bosser, CPMR Director
Email: lucas.bosser@crpm.org

The Conference of Peripheral Maritime Regions (CPMR) brings together some 160 Regions from 25 States from the European Union and beyond.

Representing about 200 million people, the CPMR campaigns in favour of a more balanced development of the European territory.

It operates both as a think tank and as a lobby group for Regions. It focuses mainly on social, economic and territorial cohesion, maritime policies and accessibility.

www.cpmr.org

CONTACT:

6, rue Saint-Martin, 35700 Rennes (FR)
Tel: + 33 (0)2 99 35 40 50

Rond-Point Schuman 14, 1040 Brussels (BE)
Tel: +32 (0)2 612 17 00

Email: Secretariat@crpm.org; Website: www.cpmr.org

Ref.: CRPMNTP190008