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TECHNICAL PAPER FROM THE CPMR GENERAL SECRETARIAT

CEF AND TEN-T: UPDATE AND IMPLEMENTATION

This paper updates the May 2014 technical paper from the General Secretariat, which was the basis for the work of the Political Bureau on this theme at its meeting on 6 June in Inverness ("[Implementing the CEF priority transport corridors: state of play and challenges for the Regions](#)"). It includes new information available as at 12 September 2014. However, since this is a rapidly-developing area, further details will be provided at the General Assembly in Umeå, during the session on Accessibility on 25 September.

1. THE "LAND-BASED" CORRIDORS AND THE CPMR GEOGRAPHICAL COMMISSIONS

As we have said, the maritime Regions are directly concerned by 7 of the 9 CEF land-based corridors (see map, Annexe 1): **North Sea Baltic, Scandinavian-Mediterranean, Atlantic, North Sea-Mediterranean, Mediterranean, Baltic-Adriatic, Orient-East Med.**

The Consultation Forums, organised by DG Move to help it draft the work plans for each corridor, will meet for the third time from 29 September to 9 October in Brussels. The regional authorities will be invited to these meetings for the first time.

On 10 July, CPMR wrote a [letter to DG Move](#), asking the Commission to:

- invite all the Regions situated along the corridors to these meetings
- find a way of involving in this exercise the Regions not situated in the proximity of the nine corridors, and, especially, to follow up the proposal made on 6 June by the European Coordinator for the Motorways of the Sea to carry out a specific exercise on the TEN-T and the peripheral and remote areas
- let us have copies of the progress reports drawn up by the experts on each of the corridors.

[In its letter of 31 July](#), DG Move responded positively to our requests, stating that:

- the Commission would propose to the Member States – who have the final decision – that the Regions should be invited to these meetings
- in addition to the Forums, Corridor Working Groups would be set up in which stakeholders involved in the corridors could participate, including the Regions
- for the Scandinavian-Mediterranean Corridor, a specific working meeting would be held on the eve of the Forum meeting, and for the North Sea-Baltic Corridor, a working group for the Regions would be organised adjacent to the fourth meeting of the Corridor Forum before the end of November, and CPMR would be invited to these meetings.

These positive responses follow the campaigning by the CPMR Geographical Commissions, most of which organised meetings of their transport working groups in June/July and also lobbied DG Move in coordination with the General Secretariat.

DG Move is about to publish (before the Umeå GA) a detailed document on the preparation of the third Forum meetings. It plans to organise a general information meeting about the corridors at the end of October, to which CPMR will be invited.

The TEN-T Guidelines (Article 47) stipulate a clear deadline for these exercises: *“Each European Coordinator shall, by 22 December 2014, submit to the Member States concerned a work plan analysing the development of the corridor. After it has been approved by the Member States concerned, the work plan shall be submitted for information to the European Parliament, the Council and the Commission.”*

2. THE MOTORWAYS OF THE SEA (MOS)

The TEN-T Guidelines (Article 21) stipulate that *“Within two years after being designated (i.e. by March 2016), the European Coordinator for the MoS shall present a detailed implementation plan for the MoS based on experiences and developments relating to Union maritime transport and well as the forecast traffic on the MoS.”*

The term of office of the first Coordinator for the MoS (Luis Valente de Oliveira) came to an end in June. It will be the task of his successor, Brian Simpson, to draw up this detailed plan.

CPMR is in close contact with the department at DG Move providing support for the Coordinator. A meeting between Mr Simpson and a CPMR delegation is scheduled for autumn 2014. CPMR has on a number of occasions delivered messages about the MoS to the European institutions, in particular stating that the MoS should not be restricted to maritime links /transport services with high volumes of traffic. They should therefore take into account the specific characteristics of the islands and the peripheral regions. In addition, it is important to ensure that the work plan for each of the CEF “land-based” corridors also includes actions for the maritime interfaces, in order to help relieve congestion on road and rail infrastructures. This is another objective to be achieved by the MoS. CPMR and its Geographical Commissions will need to monitor developments closely to ensure that this requirement is indeed covered by the work of the Forums, and that the Coordinators of the land-based corridors do effectively work in coordination with the Coordinator for the MoS.

With the support of the CPMR transport working group, these messages need to be refined, updated (adapted to the new CEF/TEN-T context) and promoted.

The Coordinator, Brian Simpson, plans to organise a series of consultation meetings between November 2014 and May 2015. CPMR and its Geographical Commissions will be able to help him prepare these meetings and contribute to the content.

The Commission needs to provide further details about the governance of the “MoS” strand of the CEF, which – unlike that of the land-based corridors – is clearly set out in the TEN-T Guidelines. The idea of a dedicated forum has been mentioned by Commission representatives during meetings with the CPMR. The CPMR is prepared to help the Coordinator in setting up appropriate and effective arrangements (forum or other system).

However, the CPMR Regions should not have to wait until 2016 to benefit from support for the MoS or to enable their maritime transport stakeholders to benefit from it. DG Move has published (on 11 September 2014) a call for proposals on the MoS under the CEF multi-annual work programme: see point 4 below. The Regions are invited to look into this.

About €900 million will be available for the MoS over the programming period, of which €350 million will be available for the 2014 call for projects.

3. SUSTAINABLE FREIGHT TRANSPORT SERVICES

This new provision, defined in Article 32 of the TEN-T Guidelines, will enable co-funding of *“projects of common interest which both provide efficient freight transport services that use the infrastructure of the comprehensive network and contribute to reducing carbon dioxide emissions and other negative environmental impacts.”*

Since the Marco Polo programme has not been renewed, Article 32 is now the instrument that supports sustainable transport services. It has not been designed to replace Marco Polo, from which it differs especially in that it does not aim to provide funding for modal shift (such as the transfer from trucks to ships). It can therefore no longer be used to fund the launching of new maritime links or transport services.

On 4 April 2014, the Commission closed a public consultation aiming to help it configure this new instrument, and CPMR responded to this consultation. The Commission is not expected to publish the results and conclusions of the consultation before October 2014. However, the Commission says that it

has taken account of them in the call for proposals published on 11 September 2014 relating to Article 32, in the framework of the 2014 annual work programme of the CEF (see point 4 below).

In comparison with Marco Polo, Article 32 is considered by DG Move as:

- more straightforward: a simple legal basis, simplified criteria, uniform co-financing rate (20%)
- more flexible: the 2015 call for proposals (and thereafter each of the annual calls) could be different from the 2014 call
- based more on “business concepts” and therefore likely to be less accessible to public bodies such as regional authorities
- having a lower budget: an average of €60 million per year for Marco Polo, only €25 million for 2014 for Article 32. However this annual envelope could be increased if the programme proves to be a success.

Given the flexibility and adaptability of this instrument, CPMR will be able to suggest adaptations to the Commission from one year to another and, as soon as the 2015 call for proposals is published, suggest improvements and ensure that the following objective, stated under Article 32 (f), is indeed taken up again in the calls: *“improve links to the most vulnerable and isolated parts of the Union, in particular outermost, island, remote and mountain regions.”* On this subject, the Commission considers that the removal of the reference to modal shift will offer a better chance to “peripheral” projects which do not reach the objectives in terms of volume required under Marco Polo.

On the other hand, ship owners, ports and public stakeholders concerned with the issue of “opening-up the peripheries to shipping” could be justified in considering that the removal of aid for starting up new services will penalise the maritime mode to an even greater extent in comparison with road (in a context in which the Sulphur Directive will have a strong impact on maritime transport).

In addition, experts from the Regions will be able to apply to be selected as “independent experts” to assess the proposals received in response to the CEF calls related to Article 32. The experts, chosen by DG Move following a call for tenders, will assist the Innovation & Networks Executive Agency (INEA) which will examine the proposals received.

4. THE CEF CALLS FOR PROPOSALS HAVE BEEN LAUNCHED

The first CEF “transport” calls for proposals were published on 11 September 2014: http://inea.ec.europa.eu/en/cef/cef_transport/apply_for_funding/cef_transport_call_for_proposals_2014.htm

A total of €11.93 billion is made available, i.e. 46% of the CEF envelope for the whole of the programming period. Actions to be funded are based on the multi-annual programme and the 2014 programme of the CEF, adopted by the Commission on 26 March 2014. Proposals must be submitted by 26 February 2015.

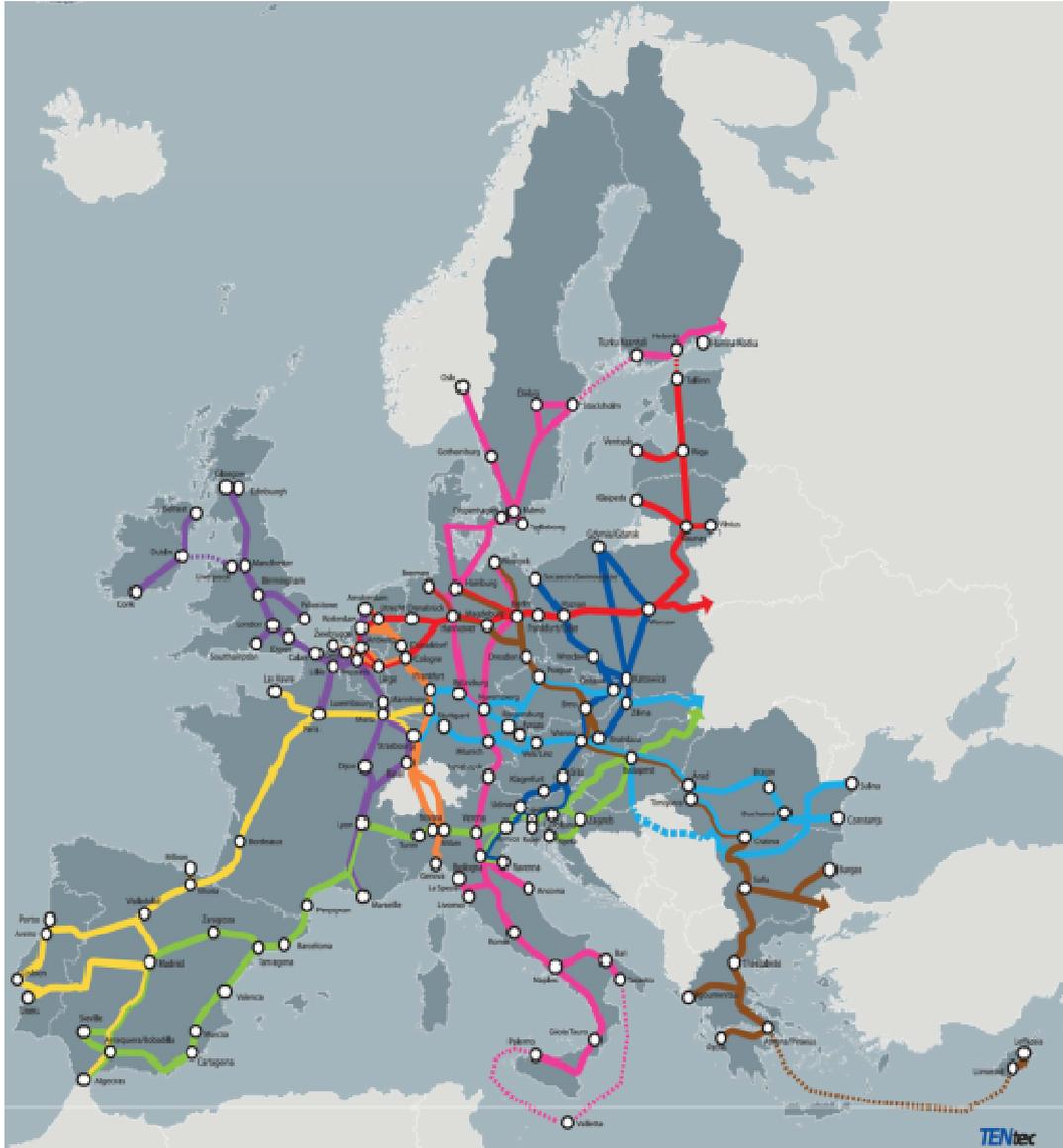
The table in Annexe 2 shows the different funding objectives and their priorities.

DG Move and INEA will hold an Info Day on 9-10 October 2014 to present the political priorities and content of each call. Regions which are interested will also be able to ask the representative of DG Move for further information about these calls at the General Assembly in Umeå.

“Proposals can be submitted to these calls by one or more Member States or, with the agreement of the Member States concerned, by international organisations, joint undertakings, or public or private undertakings or bodies established in Member States (and exceptionally in neighbouring countries).” On this basis, the Regions or groups of Regions should be able to submit proposals. CPMR’s Geographical Commissions can play a role in drafting “interregional” proposals, for studies in particular.

CPMR will need to carry out a detailed examination to assess the extent to which accessibility is taken into account in the calls and their eligibility criteria, and if necessary suggest to the Commission any changes to be made to the calls to be published in 2015 (in compliance with the legislative framework of the texts on the TEN-T and the CEF).

ANNEXE 1: THE PRIORITY CORRIDORS OF THE CEF



CORRIDORS

Baltic Adriatic
 North Sea - Baltic
 Mediterranean

Orient - East Med
 Scandinavian - Mediterranean
 Rhine - Alpine

Atlantic
 North Sea - Mediterranean
 Rhine - Danube

ANNEXE 2

2014 ANNUAL WORK PROGRAMME (Deadline for submission: 26 February 2015)			
	Funding Objectives	Priorities	Maximum available budget*
<u>Annual Call</u>	<p>#1: Removing bottlenecks and bridging missing links, enhancing rail interoperability, and, in particular, improving cross-border sections</p> <p>#2: 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</p> <p>#3: Optimising the integration and interconnection of transport modes and enhancing the interoperability of transport services, while ensuring the accessibility of transport infrastructures</p>	<ul style="list-style-type: none"> • Projects on the Core Network • Projects on the Comprehensive Network • Projects to connect with neighbouring countries • Innovation • Freight transport services • Rail freight noise • Telematic applications • Accessibility • Core Network Nodes • Multimodal logistics platform 	€930 million
2014 MULTI-ANNUAL WORK PROGRAMME (Deadline for submission: 26 February 2015)			
<u>Funding Objective 1</u>	Removing bottlenecks and bridging missing links, enhancing rail interoperability, and, in particular, improving cross-border sections	<ul style="list-style-type: none"> • Core Network Corridors • Other sections of the Core Network <ul style="list-style-type: none"> • Rail Interoperability • ERTMS 	€6 billion
<u>Funding Objective 2</u>	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 optimizing safety	<ul style="list-style-type: none"> • Innovation • Safe and secure infrastructure 	€250 million
<u>Funding Objective 3</u>	Optimising the integration and interconnection of transport modes and enhancing the interoperability of transport services, while ensuring the accessibility of transport infrastructures	<ul style="list-style-type: none"> • SESAR • RIS • ITS for road • Motorways of the Sea • Core Network Nodes • Multimodal logistics platform 	€750 million
<u>Funding Objective 4</u>	Cohesion Fund allocation	<ul style="list-style-type: none"> • Core Network Corridors • Other sections of the Core Network <ul style="list-style-type: none"> • ERTMS • Innovation • Safe and secure infrastructure <ul style="list-style-type: none"> • Motorways of the Sea 	€4 billion

* includes Programme and Support Actions