

Topic : TEN-T & Connecting Europe Facility (CEF)

Brief description and main aims:

The Trans-European Transport Network (TEN-T) policy aims at removing bottlenecks, addressing missing links, improving interoperability among different transport modes and among regional and national transport infrastructure and integrating urban areas into the network. Initially created by the Treaty of Maastricht, its last revision was in 2013. The 2013 Regulation differentiates between a comprehensive and a core network - the former including remote areas, the latter containing corridors of “highest strategic importance”. According to the Regulation, the core network should be completed by 2030 while the comprehensive network should be established in 2050. A review of the TEN-T guidelines is scheduled for 2021.

In order to foster investment in the TEN-T and to meet the policy’s objective, a specific funding instrument, the Connecting Europe Facility (CEF), has been created in 2013. For the period 2014-2020, the CEF’s total budget amounts to €29.9 billion of which €23.4 billion are dedicated to the transport sector. Of this amount, €11.3 billion is reserved for projects in Member States eligible for the Cohesion Fund. Since 2014, 763 projects have been supported with around €22.05 billion in EU funding.

Furthermore, the European Commission wants to speed up the completion of the TEN-T through the *Regulation on streamlining measures for advancing the realisation of the trans-European transport network*. It aims at creating a supportive regulatory environment and introducing efficient procedures since the implementation of TEN-T projects is affected by complex administrative procedures and regulatory uncertainty. The proposal is still under discussion in the Council.

Why FIEC is dealing with this topic:

Investing in the TEN-T is not only an investment in transport infrastructure but is beneficial to the related industries such as the construction industry. The completion of the TEN-T is therefore key for our sector.

Regrettably, the CEF is currently strongly under financed. Most of the budget has already been used during the first two years. If the CEF transport budget does not increase in 2021-2027, the completion of the core network is at risk due to insufficient budget. In fact, the completion of the core network by 2030 requires more than €750 billion. FIEC strongly advocates for a larger budget for transport as well as for maintaining high co-financing rates. In order to be more vocal on this issue, FIEC is part of the campaign “More EU budget for transport – The best Investment Plan for Europe” since October 2017, which assembles several associations from the transport sector.

FIEC also participated in the consultations on the Regulation on streamlining measures and the 2013 TEN-T Regulation. FIEC pointed out that the TEN-T implementation is impeded by lengthy and burdensome permitting procedures and differences in public procurement practices. FIEC also argues that the network must not be about new infrastructure only but should include maintenance activities and the adaptation of infrastructure to new types vehicles.

Actions and key dates:

- 09/2016** – FIEC participation in consultation on the Regulation on streamlining measures
- 10/2017** – FIEC joins the CEF campaign “[More EU budget for transport](#)”
- 21/09/2018** – FIEC position paper on CEF
- 07/2019** – FIEC participation in consultation on the 2013 TEN-T Regulation
- mid-2020** – Results of the evaluation of the TEN-T Regulation
- 2021** – Proposal for the revision of the TEN-T Regulation