CEF Transport

Connecting Europe Facility

Benjamin Hell

SWEDISH MARITIME ADMINISTRATION

Co-financed by the European Union

Trans-European Transport Network (TEN-T)

2014-2020

€ 26 200 000 000

“This is the time of your life.”

José Anselmo, DG MOVE

Caveat:

A lot of this is “pre-allocated”,

mostly to TEN-T corridors

Except horizontal priorities

- Innovation
- Safety and security
- Traffic management
- Motorways of the Sea
- …

Example: MoS call 2014

€ 26 200 000 0~~0~~0

Ca. 1% of a lot is still a lot: 250 M€

Environment – Logistics chain – Safety & security

How to interpret the CEF calls:

Based on the *TEN-T regulation*, the Commission formulates a problem in the *Work Programmes* and announces it in the *Calls for proposals*.

Applicants *propose a solution* and the best solution gets project co-funding.

This means:

For a project idea which cannot easily be related to the TEN-T regulation, you will have to *influence the problem formulation* in the work programmes.

Do your lobbying homework both nationally and in Brussels!

Timeline

Probably almost every year 2014-2020

Winter | Spring | Summer | Autumn | Winter

Work Programme negotiations

Work Programme published

Project preparations

Calls published

Proposal writing

Proposal deadline

Then wait for at least half a year for the 👍 or 👎

CEF projects are typically

rather large (several activities)

rather complex (international multi-partner)

rather expensive (minimum 1 M€)

High standards for proposals

Relevance, impact, quality, maturity

Full cost-benefit analysis needed

Member State approval(s) needed (deadlines!)

Argue in the way a non-expert thinks

Long evaluation turn-around time

Estonia, Latvia, Lithuania and Poland:

- A (heavy) part of the Cohesion Fund has been transferred to the CEF
- Special calls for the *Cohesion Envelope*
- Cohesion money assigned to priorities and Member States at the same time → *National Envelopes* until 2016's calls

Example: FAMOS

Finalising the Baltic Motorways of the Sea

Non-expert formulation of the problem

Help navigators to answer the question

"Where am I, and how much water is underneath my ship?"

For this:

- The sea floor needs to be mapped
- The vessel's vertical position should known
- A reliable zero level must be defined
- All information must be easily available for the navigator

Having this information available on the vessel bridges is a crucial part of the maritime infrastructure

First ingredient: Political support

BALTIC SEA HYDROGRAPHIC COMMISSION
BSHC

HELCOM

EUSBSR
EU STRATEGY
FOR THE BALTIC
SEA REGION

PRIORITY AREA 'SAFE'

Second ingredient: Partners with a common plan

SWEDISH MARITIME ADMINISTRATION

LANTMÄTERIET

Liikennevirasto

EESTI VABARIIK VEETEEDE AMET

DTU

Miljøministeriet
Geodatastyrelsen

GFZ
Helmholtz Centre
POTSDAM

Bundesamt für
Kartographie und Geodäsie

BSH
BUNDESAMT FÜR SEESCHIFFFAHRT UND HYDROGRAPHIE

Third ingredient:

A winning proposal aligned with EU priorities

Ask me later

SWEDISH MARITIME ADMINISTRATION