



EUROPEAN COMMISSION
DG MOVE - CINEA



Ministero delle infrastrutture e dei trasporti

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Logistica · Infrastrutture · Trasporti

Virtual Info-day CEF TRANSPORT CALL 2022

22 novembre 2022

Ministero delle infrastrutture e dei trasporti

Direzione Generale per lo sviluppo del territorio, la pianificazione e i progetti internazionali

Divisione IV- Sviluppo della rete di trasporto transeuropea e dei corridoi multimodali



Co-financed by the Connecting Europe
Facility of the European Union

AGENDA

- Reference legislation, TEN-T networks and CNC corridors
- TEN-T revision
- CEF 2021-2027 programme (Reg.EU 2021/1153)
- CEF 2014-2020 – IT portfolio
- CEF 2021-2027 – IT portfolio

❑ TEN-T regulation (Reg. EU n.1315/2013)

This Regulation establishes guidelines for the development of a **trans-European transport network** comprising a dual-layer structure consisting of the **comprehensive network** and of the **core network**, identifying **projects of common interest** and specifying the requirements to be respected for the management of the network infrastructure. It also sets priorities for its development and provides measures for its implementation.

❑ Connecting Europe Facility (Reg. EU n. 2021/1153)

This Regulation establishes the Connecting Europe Facility (the 'CEF') for the period of the Multiannual Financial Framework (the "MFF") 2021-2027e **lays down the objectives of the CEF, its budget for the period 2021-2027, the forms of Union funding and the rules for providing such funding.** The general objectives of the CEF are to build, develop, modernise and complete the trans-European networks in the transport, energy and digital sectors and to facilitate cross-border cooperation in the field of renewable energy, taking into account the long-term decarbonisation commitments and the goals of increasing European competitiveness; smart, sustainable and inclusive growth; territorial, social and economic cohesion; and the access to and integration of the internal market, with an emphasis on facilitating the synergies among the transport, energy and digital sectors.

Reference legislation, TEN-T networks and CNC corridors

9 CNC Reg.EU
1315/2013

Baltic-Adriatic

North Sea-Baltic

Mediterranean

Orient/East-Med

Scandinavian-

Mediterranean

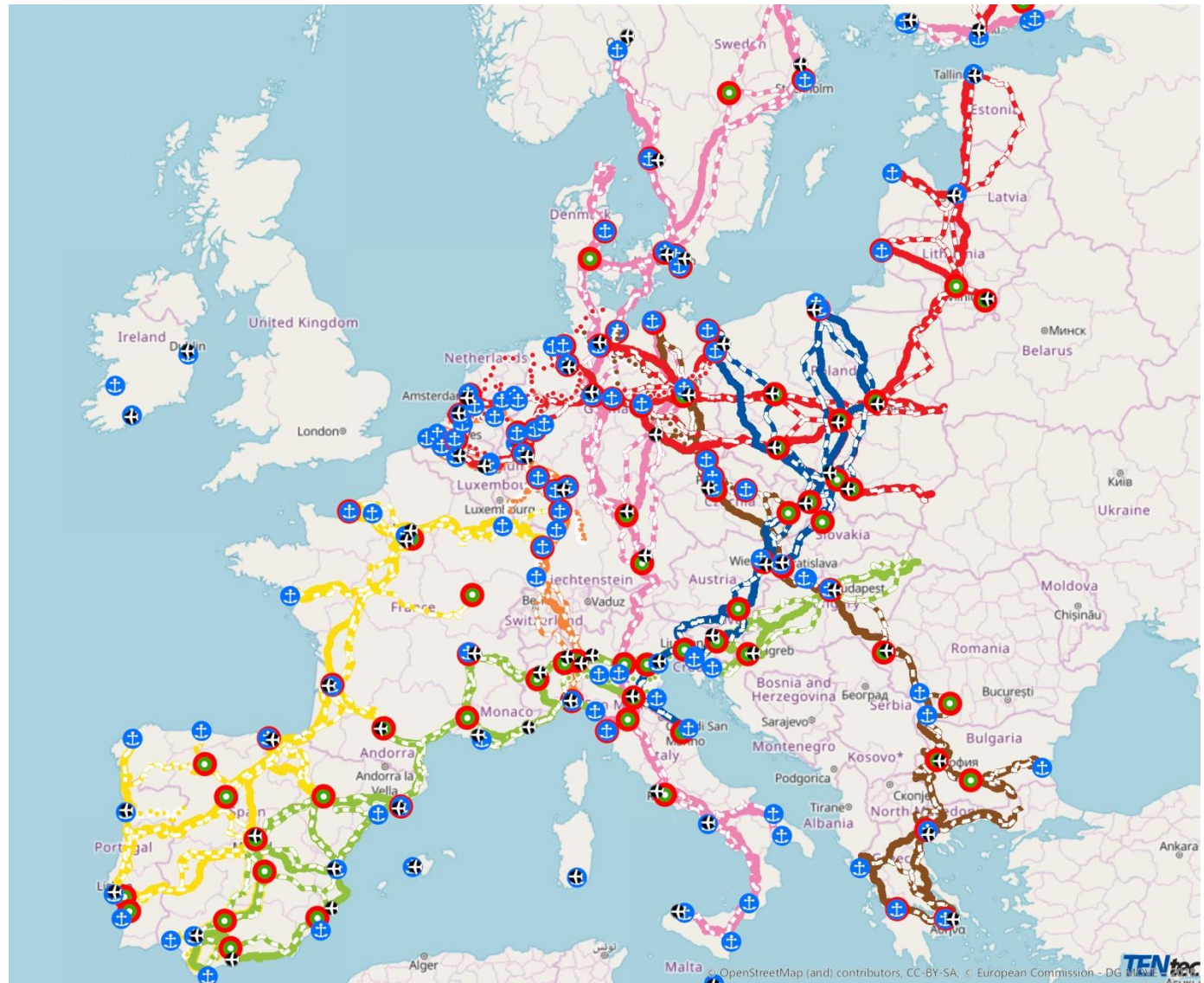
Atlantic

Rhine-Alpine

North Sea-

Mediterranean

Rhine - Danube



The 9 trans-European corridors, of which 4 involve the Italian territory, are the tool through which Europe aims at the **coordinated implementation of the transport network** by focusing on:

- ❑ modal integration,
- ❑ interoperability
- ❑ coordinated development of cross-border infrastructures.

For each of them, the EU Commission has designated a **Coordinator** who has the task of accompanying and supporting the development of the CNC. He/She is assisted in carrying out his tasks by a consultative forum called "**Corridor Forum**", participated by the Member States concerned and by the main stakeholders.

The Trans-European Corridors:

- include urban nodes, seaports, airports and their accesses;
- involve at least two Member States
- include at least three modes of transport, possibly including the Motorways of the Sea

The **Work Plans**, which define how to develop the respective Corridors are elaborated within the Corridors' Fora, are accompanied by the Corridor **Projects List**, which represents the main tool for the European Commission to monitor progress in the development of corridors.

In 2020, Corridor Work Plans 4, validated by the Member States, were published.

During 2021, the exercise of updating the list of projects currently in force began, at the basis of which are the strategic guidelines of the transport sector of each Member State, the funding programs at national and European level, the implementation of European policies such as the development plans of the Rail Freight Corridors, the ERTMS implementation plan, the development phases of telematic and technological solutions such as ITS or the adoption of alternative fuels and other initiatives promoted by the interested parties.

By the end of 2022, the issue of the Corridor Work Plans 5, validated by the Member States, is expected.

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The proposal to revise Regulation 1315/2013 was published **on 14 December 2021** (COM (2021) 812) and amended on 27 July 2022 taking into account the needs that have emerged from the new geopolitical framework to ensure greater connectivity.

To this end, changes have been proposed to the alignment of the trans-European transport corridors and specific elements have been included in the articles of the proposal, such as the standardization of the railway gauge to improve railway interoperability, together with some modifications in the territories of Ukraine, the Republic of Moldova, Russia and Belarus.

Today we are involved in the crucial stages of the negotiations and the adoption of the proposal is expected by the end of 2023.

The proposal essentially retains the current network structure and deadlines for its completion but adds a new network layer (**Extended Core network**) which is expected to be completed by 2040 in order to ensure a progressive approach to 2050.

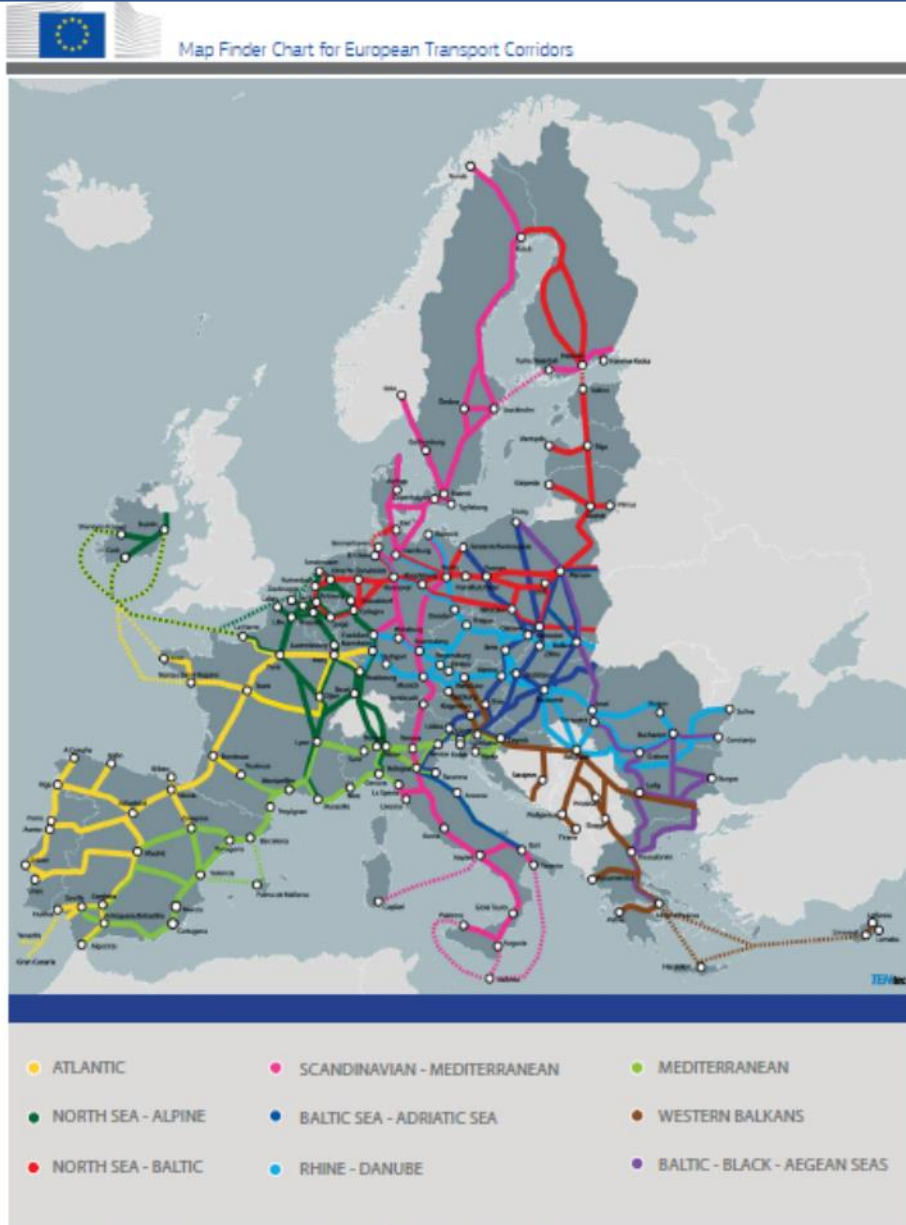
The **Extended core** network identifies the priority sections of the global network most relevant to traffic flows, with high added value, and provides for their inclusion in the European transport corridors.

The requirements for the extended network must be met by 2040 instead of 2050.

For Italy, the planned inclusion of the **Adriatic coastal route** (from Ancona to Foggia) which will also be part of the future Baltic-Adriatic Corridor, of the line " Taranto-Sibari-Paola "and the direct line" Palermo-Messina "and numerous other sections belonging to the Rail Freight Corridors are some examples of the new sections of the Extended Central Network.

In this way, the completion of the TEN-T network is accelerated by bringing forward the deadline for the implementation of some requirements and the completion of some sections of the network from 2050 to 2040, providing for the introduction of infrastructures **and ambitious operational parameters beyond those already foreseen by the current Regulation we are discussing on.**

TEN-T revision



The parts of the map pertaining to corridor alignment in third countries are indicative.

The proposal introduces a new concept for corridors: **the European transport corridors** which integrate the Core Network Corridors with the Rail Freight Corridors, further strengthening the coordination between the two tools.

This measure should allow for optimization and avoid duplication, such as the obligation to develop investment plans under the Rail Freight Corridor Regulation.

This led to the redesign of the routes of the 9 Corridors which provides for the introduction of a new Corridor that crosses **the Western Balkans, of potential interest for Italy.**

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CEF 2021-2027 programme (Reg.EU 2021/1153)

On 7 July 2021, the new Connecting Europe Facility Regulation Reg. 1153/2021 has been adopted which allocates 33.7 billion euros for the **period 2021-2027** to finance the development of sustainable and high-performance infrastructures in networks for the transport, digital and energy sectors.

Linea budget	Euro
CEF- Trasporti	12.830.000.000
CEF- Energia	5.838.000.000
CEF – Settore digitale	2.065.000.000
Coesione Trasporti	11.286.000.000
Mobilità militare	1.691.000.000
TOTALE DOTAZIONE PROPOSTA	33.710.000.000

A new budget line for Military Mobility is added for about 1,7 billion euros

As regards the amounts of the transport budget line, it should be noted that approximately € 1.56 billion will be allocated, as a priority and on a competitive basis, to the completion of the main missing cross-border rail links between Member States eligible for funding from the Cohesion Fund.

Among the most important changes the maximum percentages of co-financing have been modified as follows:

up to 30% all works on infrastructure

up to 50% all telematic applications both on board and on land side (ERTMS), projects for innovation and new technologies, for increasing safety, systems relating to inland waterways and railway interoperability for the adaptation of transport infrastructures at the external borders of the EU for customs purposes;

up to 50% for cross-border connections and access routes with a potential increase of a further 5% on cross-border routes, in the case of projects implemented by structures with integrated management.

The military mobility

The action plan on military mobility, adopted on 28 March 2018, laid the basis for potential synergies between defense and transport, so that funding for the adaptation of TEN-T networks to the needs of military mobility (dual use, civil and infrastructure) were provided through the CEF to improve military mobility in the EU.

Military mobility projects can be financed at a maximum of 50% of the eligible costs, which can be raised to 85% in the case of resources transferred voluntarily from a Member State by shared management programs.

Relevant elements:

Military requirements and maps of military interest have been defined

The dual requirements are included in the Implementing Regulation (EU) 2021/1328 which specifies the infrastructure requirements applicable to certain categories of actions relating to dual-use infrastructures pursuant to Regulation (EU) 2021/1328

<https://eur-lex.europa.eu/legal-content/IT/TXT/HTML/?uri=CELEX:32021R1328&from=EN>

There is also the presence of co-financing for projects related to **alternative fuels** both through reimbursement at unit costs or funding rate and with the Blending Operation mechanism (combination of non-repayable fund and loans made by a public or private financial institution based in the European Union).

The first call for alternative fuels (AFIF) was launched in September 2021, with an initial budget of **1,200 million euros** on the General Envelope. The proposals, according to the rolling scheme, can be submitted continuously until the fifth deadline set for September 2023 or until the planned budget is completely allocated.

the first two deadlines register an overall absorption of resources equal to 24% (corresponding to approximately 287 million euros) of the available budget, including 8 Italian proposals on national territory whose approved CEF contribution amounts to a total of approximately 194 million euros for the Italian beneficiaries alone.

On a national level, the Ministry keeps maintains a constant connection with its NPB (Cassa Depositi e Prestiti).

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CEF 1 – IT portfolio (1/4)

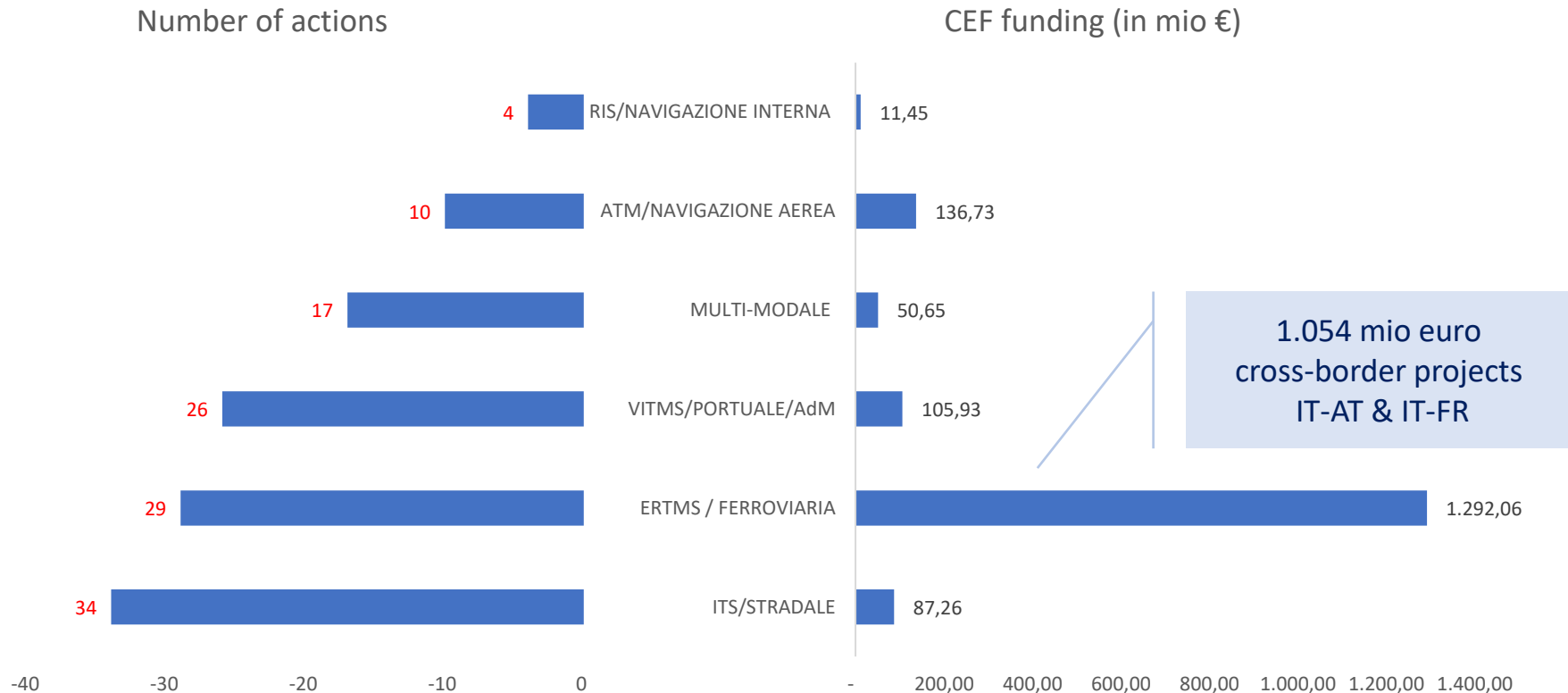
Italian beneficiaries participate in **120 projects** and receive **€ 1.684 millions in CEF Transport co-funding**, with investments in these projects of € 4.466 million.

Additionally **6 projects are located in Italy but without the involvement of Italian beneficiaries**. These projects correspond to a total of € 64 million of CEF Transport funding and a total investment of € 313 million.

<i>MIMS's DG</i>	<i>nr</i>	<i>TOT investments</i>	<i>CEF funding</i>	<i>IT investments</i>	<i>CEF funding to IT beneficiaries</i>
<i>DG Prog. (including 6 Extra IT)</i>	104	9.795.963.664,55	3.925.021.363,87	4.263.665.527,92	1.619.266.680,28
<i>DG PORTI</i>	13	231.231.087,06	84.909.952,72	141.520.579,96	42.783.253,37
<i>DG TIF</i>	1	12.185.050,00	6.092.525,00	12.185.050,00	6.092.525,00
<i>Albo Autotrasporto</i>	1	27.529.220,00	5.505.844,00	27.529.220,00	5.505.844,00
<i>DG SIC.STRAD</i>	1	60.613.464,00	30.306.732,00	20.857.401,00	10.428.700,50
<i>Tot. CEF 1 IT portfolio</i>	120	10.127.522.485,61	4.051.836.417,59	4.465.757.778,88	1.684.077.003,15
<i>out of which IT actions</i>	114	9.790.851.189,61	3.980.838.278,59	4.465.757.778,88	1.684.077.003,15

CEF 1 – IT portfolio (2/4)

The number of projects in **ROAD** modality is the largest (**34 out of 120**) but the **RAIL** sector absorbs the highest amount of CEF contribution, equal to **€ 1.292 milion**. It's worth to mentioning that nearly 63% of CEF funding, equal to **€ 1.054 million**, is allocated to 4 cross-border projects implemented in Italy.



Source: MIMS internal monitoring database – state of the play 05/10/2022

*The transport mode follows the classification adopted in CINMS 2022, not CINEA classification.

Action with IT beneficiaries

114

Action without IT beneficiaries
implemented in Italy

6

EU contribution assigned to IT
beneficiaries

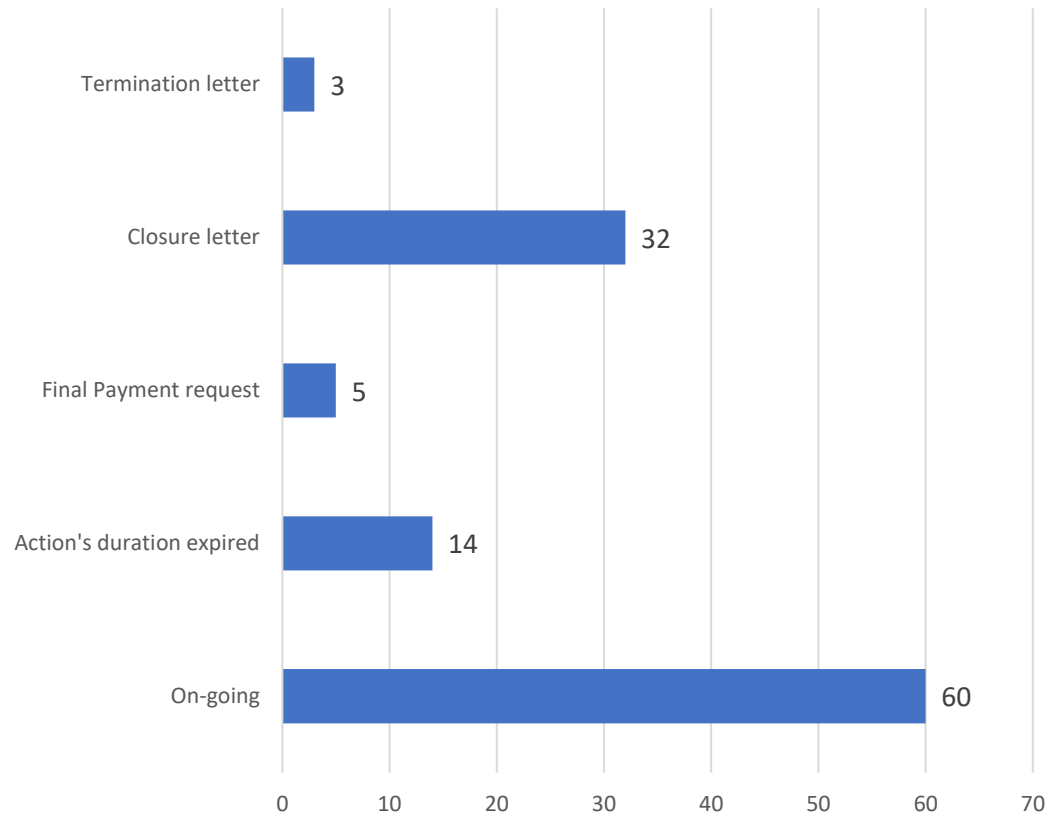
1.684 mio euro

(13,1% of the total General CEF 2014-2020
funding, equal to 12,8 mio euro)

IT total investements

4.466 mio euro

Azioni con beneficiari IT per Status



Source: MIMS internal monitoring database – state of the play 05/10/2022

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CEF 2 – IT portfolio

CEF CALL TRANSPORT 2021	Project proposals at EU level	Projects selected for funding at EU level	CEF funding (mio €)	Italian Project proposals	Italian Projects selected for funding	CEF funding (mio €)
CEF CALL 2021 General envelope	317	103	2.481,94	30	15	219,28
Military Mobility 2021	26	22	339,10	2	2	12,25
AFIF GEN (1-2 cut off date)	50	42	287,44	10	10	114,68
TOT. PROPOSAL	393	167	3.108,47	42	27	346,20

2022 CEF Transport Military Mobility call

Nr proposals at EU level	Requested funing	Nr Italian proposals	Requested funding by IT beneficiaries
63	1.389 billion	4	51 milion



€5 BILLION
AVAILABLE FOR TRANSPORT
INFRASTRUCTURE PROJECTS

#ConnectingEurope #CEFTransport



DEADLINE set by MIT
15 Decemeber 2022

DEADLINE
18 January 2023
at 17.00 CET.

[Call webpage](#)
[Virtual information day \(5 October 2022\)](#)

CNIMS -Conto Nazionale delle Infrastrutture e della Mobilità Sostenibili

The “[Conto Nazionale delle Infrastrutture e della Mobilità Sostenibili - Anni 2019-2020](#)”, is a publication by the Statistics Office of the Ministry, created in collaboration with the Offices, Departments and General Directions of the Ministry, other Administrations Public, ISTAT, Companies, Enterprises, Bodies and Research Institutes.

Among the topics covered in the Account, particular emphasis is placed on infrastructures, public works, housing policies and national and European sector programs, those concerning: infrastructural works of national importance, road and rail networks, ports, terminals and airports, **trans-European transport networks**, water networks, dams and infrastructures for network services, structural characteristics of public works, trends in the construction sector, unauthorized building, urban regeneration and sustainable development programs for the territory, national operational programs infrastructures and networks etc.





Ministero delle Infrastrutture e dei Trasporti

Thank you for your attention

Dipartimento per la programmazione strategica, i sistemi infrastrutturali, di trasporto a rete, informativi e statistici

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