



EUROPEAN COMMISSION  
DIRECTORATE-GENERAL FOR MOBILITY AND TRANSPORT

Directorate B - Investment, Innovative & Sustainable Transport  
**The Director**

Brussels, 11 June 2020  
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## **INFORMATION NOTE TO THE CEF TRANSPORT COORDINATION COMMITTEE**

**Subject: State-of-play of CEF Transport programme implementation and way forward**

**Reference: Note to the CEF Committee dated 13 December 2018 (Ares 7094360)**

### **1. Introduction**

In December 2018, DG MOVE shared with the members of the Committee the approach it intended to follow in the run up to the end of the current CEF programme and the start of the successor programme (CEF 2) on 1 January 2021.

In particular, the note in reference established that the end date for implementation of the current CEF Transport programme would be 31 December 2023. It also defined a common approach concerning the possibility of amending the grant agreements to extend their duration. This common approach ensures that such amendments do not call into question the grant award decision or are contrary to the principle of equal treatment of applicants as outlined in the EU Financial Regulation<sup>1</sup>.

It was established that no Grant Agreement should be extended for a period of more than 24 months compared to its initial end date at the time when it was first signed. It was however also specified that, in exceptional and duly justified cases, and where necessary to reach full completion of the action or, at least, to reach full completion of a key activity therein, such extension could be prolonged up to an additional period of 12 months, in all cases within the end date of 31/12/2023.

The COVID-19 pandemic consequences on transport infrastructure investments requires to re-assess and adapt the approach defined in December 2018 to ensure that CEF beneficiaries and INEA have sufficient flexibility to carry out the implementation of the CEF actions.

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<sup>1</sup> Regulation (EU, Euratom) 2018/1046 of the European Parliament and of the Council of 18 July 2018 on the financial rules applicable to the general budget of the Union, in particular Article 201(4) thereof.

This comes in addition to the measures already taken by INEA as regards the ongoing actions<sup>2</sup>.

## **2. End date for the implementation of the CEF Transport programme**

Many ongoing actions and actions to be selected under the 2019 call may experience delays due to the COVID-19 pandemic. While the full impact cannot yet be fully measured, it is estimated that in most of the cases it will be limited to a couple of months and not more than one year.

On this basis, the end date for implementation of the current CEF Transport programme will be postponed to **31 December 2024**. This implies that no Grant Agreement will be signed or extended with an end date beyond 31 December 2024.

As regards the actions to be selected under the Call 2019 and the Blending Facility, we will propose in the coming months to amend the multi-annual work programmes (replacing 2023 by 2024) and mandate INEA to take into account a longer implementation period during grant agreement preparation if appropriate and required by the beneficiaries.

## **3. Extension of ongoing Grant Agreements**

In order to ensure equal treatment, the principles established in 2018 concerning the extension of grant agreements will be maintained. This means that extensions have to be justified on a case by case basis and that:

- In general, no Grant Agreement will be extended for a period of more than 24 months compared to its initial end date at the time when it was first signed;
- In exceptional and duly justified cases, and where necessary to reach full completion of the action or, at least, to reach full completion of a key activity therein, such extension can be prolonged up to an additional period of 12 months.

In addition, taking into account the new situation and the need for additional flexibility, a **further extension of up to 12 months** can be agreed where the beneficiary demonstrates that additional delays have been the **direct consequence of the COVID-19 pandemic**.

## **4. Cooperation with INEA and CEF Transport budget execution**

We remain confident that the approach outlined above will allow for a smooth implementation of the programme in its final months, aiming at an efficient management of the remaining EU funds. As showned in the annexed table, it is of utmost importance to progress with the implementation of the CEF Actions, reducing the risk of losing funds for which a budgetary commitment has already been completed. As already underlined during the last CEF Committee meeting and even more so in this peculiar situation, we would like to stress once more the importance for all CEF beneficiaries to promptly and transparently

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<sup>2</sup> [https://ec.europa.eu/inea/sites/inea/files/cefpub/note\\_to\\_cef\\_beneficiaires\\_regarding\\_coronavirus.pdf](https://ec.europa.eu/inea/sites/inea/files/cefpub/note_to_cef_beneficiaires_regarding_coronavirus.pdf)

[https://ec.europa.eu/inea/sites/inea/files/cefpub/2nd\\_note\\_to\\_cef\\_beneficiaires\\_coronavirus.pdf](https://ec.europa.eu/inea/sites/inea/files/cefpub/2nd_note_to_cef_beneficiaires_coronavirus.pdf)

communicate with INEA on possible delays, jointly identifying solutions and possible ways forward.

Herald RUIJTERS  
*(e-signed)*

Copy: Transport attachés  
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**ANNEX 1: CEF TRANSPORT BUDGET EXECUTION** (In EUR million – situation on 31/05/2020)

Budget envelope	CEF Transport budget		CEF Transport Funding (Grants) <sup>[1]</sup>			
	Total CEF Transport budget	out of which total CEF Transport budget allocated to grants <sup>[1]</sup>	Total reserved by an annual work programme or the amended multi-annual work programme  (% of CEF Transport budget allocated to grants)	out of which total Actual CEF Transport Funding for the awarded grants  (% of CEF Transport budget allocated to grants) <sup>[2]</sup>	Total effective budgetary commitment for grants  (% Actual CEF Transport funding)	Total effective payment for grants  (% Actual CEF Transport funding)
<b>Total</b>	23,978	23,729	23,683 (100%)	21,045 (89%)	16,196 (77%)	8,578 (41%)
<i>General envelope</i>	12,673	12,474	12,428 (100%)	11,006 (89%)	7,933 (72%)	4,819 (44%)
<i>Cohesion envelope</i>	11,305	11,255	11,255 (100%)	10,039 (89%)	8,263 (82%)	3,759 (37%)

[1] Not taking into account the credits allocated to PSAs, Financial Instruments and procurements (including IT costs for TENtec). In addition, CEF Transport budget for grants has been supplemented with internal assigned revenues of EUR 326 million.

[2] Taking into account funding reductions due to amendments, closures and terminations. The reductions of actions through an amendment will release appropriations for launching a first “reflow” call for proposals which will be formalised by an amended multi-annual work programme