

Urban transport

Ondertitel

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Committed to the Environment

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1 Introduction

In this note we give an overview of the position of urban transport project in the three EU subsidy schemes. Focus will be on the conditions for application, type of urban transport mode, and whether different cities can apply together (joint procurement).

2 Urban transport projects in database

Table 1 Urban transport projects in database

Fund	Number of projects	Total EU Contribution	Average EU contribution
ESIF	145	€10,193,859,055	€ 70,790,688
EFSI	4	€ 245,000,000	€ 61,250,000
CEF	2	€ 33,891,760	€ 16,945,880

In the project database we developed 151 urban transport projects were included. Almost all of them were ESIF projects. On average, the EU contribution of ESIF projects was also the largest.

3 ESIF

All of the 10 largest urban transport projects are 'ESIF Projects'. ESIF funds are the ERDF, ESF and Cohesion Fund (CF). Only ERDF and CF projects were included in our database. All ESIF funds are managed in a decentralized way: the Commission and the Member States develop Partnership Agreements on national level and Operational Programmes on thematic level. The funds are then managed by a specific Managing Authority in each Member State. In addition, cities can spend directly 5% of the funds on urban development. Regions can have operational programmes for ERDF and / or CF.

In the 2014-2020 programming period, the ESIF funds will support 11 investment priorities, also known as thematic objectives. Two of them are related to urban transport:¹

- Thematic Objective 7 'Sustainable transport' aims at promoting sustainable transport and removing bottlenecks by investing in TEN-T, environment-friendly and low-carbon transport systems and interoperable railway systems;
- Thematic Objective 4 'Low-carbon economy' aims at supporting a shift toward a low carbon economy by promoting low-carbon strategies, incl. sustainable urban mobility;

Approximately 50 to 80% of the ERDF funding will be focused on the key priorities of the ERDF, objective 1 to 4, including low-carbon economy.

Besides, Article 7 of the ERDF regulation also foresees support to sustainable urban development through strategies for integrated action.²

¹ http://ec.europa.eu/regional_policy/en/policy/what/glossary/t/thematic-objectives

²

http://ec.europa.eu/health/sites/health/files/nutrition_physical_activity/docs/ev_20151203_co03_en.pdf



For both the CF and ERDF 'Total length of reconstructed or upgraded road including urban transport' is an output indicator.

Conditions

To get ESIF funding a project should meet regional conditions. Conditions and a division per thematic objective differs per region. No transport modes are excluded in advance. Cities (in one region) are allowed to apply together.

4 EFSI

The European Fund for Strategic Investments (EFSI) is part of the Investment Plan for Europe. The aim of the EFSI was to overcome the low investment levels in the EU by mobilising private financing. The EFSI is managed by the European Investment Bank (EIB).

Projects in the following fields can be supported by the EFSI:

- strategic infrastructure including digital, transport and energy;
- education, research, development and innovation;
- expansion of renewable energy and resource efficiency;
- support for smaller businesses and midcap companies.

In 2016 8% of the investments were related to transport projects (and 4% to environment and resource efficiency projects).

EFSI projects are all subject to normal EIB rules and procedures, as they are EIB operations. To apply for funding organizations can send a proposal. EFSI targets projects of any size that quality job creation, sustainable growth and competitiveness. Focus is on mature projects that can start swiftly.

Development of transport infrastructures, and equipment and innovative technologies for transport are one of the seven general objectives. This includes:

- projects and horizontal priorities eligible under Regulations (EU) No 1315/2013 and (EU) No 1316/2013;
- smart and sustainable urban mobility projects (targeting accessibility, reduction of greenhouse gas emissions, energy consumption and accidents);
- projects connecting nodes to TEN-T infrastructures;³

'Urban transport' or 'urban mobility' is not further defined. Whether a project receives financial support depends on the quality of the proposal. The EFSI strives to cover a wide range of sectors and regions and excessive sectoral or geographical concentration is avoided.

5 CEF

The Connecting Europe Facility (CEF) is a key EU funding instrument to promote growth, jobs and competitiveness through targeted infrastructure investment at European level. It supports the development of high performing, sustainable and efficiently interconnected trans-European networks in the

³ <http://eur-lex.europa.eu/legal-content/EN-NL/TXT/?uri=CELEX:32015R1017&from=EN>



fields of transport, energy and digital services. CEF investments fill the missing links in Europe's energy, transport and digital backbone.⁴

CEF Transport has 3 objectives⁵:

1. Removing bottlenecks and bridging missing links
2. Ensuring sustainable and efficient transport systems in the long run
3. Optimising the integration and interconnection of transport modes and enhancing the interoperability of transport

Urban nodes

CEF is mainly focused on projects around 9 core network corridors and is not specifically focused on urban transport. Nevertheless, 'Urban nodes' is one of the CEF priorities. Goal is to enhance transport flows along corridors for passengers and freight. In the 2014-2020 total CEF budget is € 24 billion and € 300 million (1,25%) will be spend on urban nodes.⁶

Specific objectives of the Urban nodes priority are to support studies, pilots and deployment / implementation addressing:

- Complementarity between TEN-T action for long distance, and urban transport
- Physical bottlenecks and missing links between transport modes in the urban area
- Seamless connection between the TEN-T long-distance transport and the urban transport (for example through integrated planning, through quality standards etc.)
- Information and traffic management systems in support of such seamless connection
- Deployment of alternative fuels infrastructure in the urban area
- Solutions for alternatively-fuelled vehicles

Excluded are:

- Urban road bypasses (if not in cohesion countries + associated with other means of transport)
- Light rail concepts
- Airport connections other than rail for airports marked with an * in Annex II.2 of Regulation 1315/2013
- Airport connections by rail for other airports in Annex II.2 and other airports already connected by rail

In the database only 2 projects were classified as 'urban transport', but some overlap with other topics may exist. For example, alternative fuel projects were classified as 'alternative energy projects'.

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https://ec.europa.eu/inea/sites/inea/files/2016_guide_for_applicants_cef_updated_20161121.pdf

⁵ http://departement-mow.vlaanderen.be/sites/default/files/articles/attachments/cef_2015_flemish_info_day_20151202.pdf

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https://ec.europa.eu/inea/sites/inea/files/2015_cef_tran_urban_nodes_final.pdf

