

Mid-term evaluation of the Connecting Europe Facility (CEF) *(General questionnaire)*

Fields marked with * are mandatory.

A. About you

This section consists of questions about the respondent. We would like to know who our respondents are in order to better understand their perspective, expectations and needs regarding the Connecting Europe Facility.

*1. In what capacity are you responding to this consultation?

- In my private capacity (i.e. as an individual)
- On behalf of an organisation/institution

*1.1. If you respond on behalf on an organisation/institution, which one do you represent?

- European Institution
- National Ministry
- Regional/local Authority
- Infrastructure manager
- Infrastructure operator
- Standardisation body
- IT solution provider
- Industry
- Consulting company involved or commissioned in preparing the proposals
- University/Research center
- Civil society organizations (NGOs, think tanks, consumer associations...)
- Other European Bodies
- Other

- *2. Is the entity on whose behalf you are replying registered in the EU Transparency Register?
If your organisation is not registered, we invite you to [register](#), although it is not compulsory to be registered to reply to this consultation.

[Why a transparency register?](#)

- Yes
 No

- *2.1. If so, please indicate the registration number in the Transparency Register

30 character(s) maximum

55888811123-49, CAN Europe

- *3. Please communicate your contact details (name, email address) in order to reach you

Markus Trilling, markus@caneurope.org

*4. In which country are you located?

- Austria
- Belgium
- Bulgaria
- Croatia
- Cyprus
- Czech Republic
- Denmark
- Estonia
- Finland
- France
- Germany
- Greece
- Hungary
- Ireland
- Italy
- Latvia
- Lithuania
- Luxembourg
- Malta
- Netherlands
- Poland
- Portugal
- Romania
- Slovak Republic
- Slovenia
- Spain
- Sweden
- United Kingdom
- Iceland
- Liechtenstein
- Norway
- Other

*5. How familiar are you with the Connecting Europe Facility (CEF) Programme?

- Very familiar
- Quite familiar
- Somewhat familiar
- Not very familiar
- Not at all

*6. In which sector are you working in or related to (multiple answers are possible)?

- Transport
- Energy
- Telecommunications/ICT
- Other

*7. Your contribution

Note that, whatever option chosen, your answers may be subject to a request for public access to documents under [Regulation \(EC\) N° 1049/2001](#)

- can be published with your personal information** (I consent the publication of all information in my contribution in whole or in part including my name or my organisation's name, and I declare that nothing within my response is unlawful or would infringe the rights of any third party in a manner that would prevent publication)
- can be published provided that you remain anonymous** (I consent to the publication of any information in my contribution in whole or in part (which may include quotes or opinions I express) provided that it is done anonymously. I declare that nothing within my response is unlawful or would infringe the rights of any third party in a manner that would prevent the publication.

B. Relevance

The following questions examine how well the objectives and activities of the CEF Programme fit its purpose, namely supporting investment in trans-European transport, energy and telecommunications networks.

1. In your opinion, should investing in the fields of transport, energy and telecommunications be an EU priority?

- Yes
- No

2. In your opinion, how important is each of the following CEF objectives to the goal of developing trans-European transport, energy and telecommunications networks?

	Very important	Important	Moderately important	Slightly important	Not important at all	I don't know
Develop the physical transportation, energy and telecommunications infrastructure	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reduce disparities in social and economic development across the regions of the EU	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Create an environment that attracts private financing to infrastructure projects	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

<p>Develop projects that combine infrastructures for transportation, energy and ICT (e. g.: intelligent and sustainable transport systems)</p>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p>Improve the competitiveness of the transport, energy and telecommunications sectors on the global market</p>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p>Reduce greenhouse gas emissions, and increase energy efficiency and the use of renewable energy</p>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

3. In your opinion, how determining are the following features of the CEF programme for addressing the CEF sub-objectives presented in question B.2 above?

	Very important	Important	Moderately important	Slightly important	Not important at all	I don't know
The focus on multi-sectorial (transport, energy and telecommunications) projects and potential synergies	<input checked="" type="radio"/>	<input type="radio"/>				
The focus on cross-border projects and promoting better connexions between infrastructures and networks	<input checked="" type="radio"/>	<input type="radio"/>				
Financing of projects and studies through non-repayable grants	<input checked="" type="radio"/>	<input type="radio"/>				

<p>Financing of projects and studies through repayable instruments such as loans, guarantees and equity <i>(Loans, guarantee and equity are part of the European Investment Bank financial products where the EU budget can be used for attracting private investment to a project/corporate. See more at : http://femip10.eib.org/products/index.htm)</i></p>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p>Direct purchase of services via procurement</p>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p>Providing technical assistance to help prepare and deliver projects</p>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

C. Coherence

The questions in this section look at the complementarities, consistencies, overlaps or contradictions that may exist both internally to the Program between its various parts, and externally with other EU interventions in terms of objectives, scope and activities.

1. To what extent do you agree that the transport, energy and telecommunications sectors face common challenges?

- Strongly agree
- Agree
- Disagree
- Strongly disagree
- I don't know

1.1. If you agree or strongly agree, please explain to which extent

2000 character(s) maximum

Faced with the emerging evidence of global climate damage, it is high time for the EU to accelerate its climate action and to increase efforts to reduce greenhouse gas emissions. By signing the Paris climate agreement the EU committed a) to "holding the increase in the global average temperature to well below 2°C above pre-industrial levels and pursuing efforts to limit the temperature increase to 1.5°C above pre-industrial levels", and b) to make "finance flows consistent with a pathway towards low greenhouse gas emissions and climate-resilient development".

However, the current EU's 2020, 2030 and 2050 climate and energy framework is not a sufficient contribution towards these international climate commitments. Whereas European transport and energy policies aim to deliver on climate action, energy and transport sectors remain major greenhouse gas emitters in Europe and the current climate and energy targets which cover these sectors are too low to be in line with the Paris Agreement's long-term objectives.

The Connecting Europe Facility (CEF) is part of the EU budget, the EU's financial arm to implement EU policies and to invest in Europe's energy and transport infrastructure. According to the Paris Agreement, financing provided by the Connecting Europe Facility needs to be inline and deliver on the agreed long-term climate objectives. This is currently not the case, CEF still is biased towards gas infrastructure. Instead, the Connecting Europe Facility must serve higher climate ambitions in Europe and catalyze the transition away from fossil fuel towards 100% renewables and fully energy efficient economies and zero emissions mobility of people and goods.

2. In your opinion is the approach of combining all three sectors under one funding instrument the correct one, or should each sector have a separate programme on its own?

- One overall funding instrument for all three sectors
- One funding instrument per sector
- I don't know

2.1. Please explain why

2000 character(s) maximum

The transition to 100% renewables, fully energy efficient economies and sustainable and decarbonized mobility requires the horizontal integration of energy, transport and ICT sectors. A combined funding instruments thus opens the opportunity to pursuit an integrated approach towards all 3 sectors: interdependences and synergies (e.g. supply of renewable electricity combined with still-to-be-built infrastructure for the electrification of transport) need to be conceptualized in integrated long-term investment plans, based on ambitious climate objectives and backed by financial envelopes. The CEF could be the strategic anchor point for integrated planning and financing, bringing other national public funding and private investments together.

3. The CEF Programme is just one of a number of EU programmes designed to support investment, including in the transport, energy and telecommunications sectors. How would you describe the complementarity between CEF and the following EU funding instruments?

	Excellent	Good	Fair	Poor	I don't know
European Regional Development Fund (ERDF)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
European Fund for Strategic Investments (EFSI)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cohesion Fund	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Horizon 2020	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

3.1. Please explain why

2000 character(s) maximum

In terms of scope of eligible beneficiaries (public, private), of financing model (grants, loans, blending) and investment areas and sectors covered the CEF seems to be fairly complementary to the above listed instruments.

However, within these different funds and in their combination inconsistencies and contradictions persist regarding climate action: Although the Cohesion Policy funds (Cohesion Fund, European Regional Development Fund and European Social Fund) are contributing to advancing the 'shift towards a low-carbon economies', the EU funds still continue to support high-carbon infrastructure, gas pipelines, "clean" coal and emissions intense transport infrastructure:

- 26% of the EFSI's energy portfolio persists of gas infrastructure,
- the Connecting Europe Facility including all 5 calls for projects 2014-2017 is allocating €1.1 billion to gas projects,
- Member States are planning to spend €930 million of the their 2014-2020 Structural Funds towards gas,
- in some regions in Poland and Czech Republic households receive EU funds to replace their old domestic coal boilers with newer coal combustion systems which is locking households into fossil fuel demand for decades,
- EU Cohesion Policy funding in the transport sector is heavily biased towards high-carbon transport infrastructure: twice as much is planned to be invested into road infrastructure over low-emission mobility solutions, At the same time EU financial instruments' potential to catalyse the clean energy transformation remains largely untapped: CEF puts twice as much funding to gas as to electricity projects while the EU's electricity interconnection target is not being met, Member States plan to spend in average solely 7% of all their EU 2014 -2020 Structural Funds on energy efficiency, renewables, electricity distribution and storage respectively smart grids.

D. EU added value

The questions in this section look at the extent to which the EU level CEF Programme creates benefits that are additional to the value that would have otherwise been created by Member State action alone, both at public and private level.

1. In your opinion, what benefits do you expect the CEF Programme to produce? (Multiple answers possible)

- Promotion of transnational cooperation
- Reduce barriers to cross-border network connections within sectors
- Generation of economies of scale
- Greater overall investment levels in energy, transport and telecommunications sectors
- None
- Other

1.1. If "other", please specify:

Due to its horizontal nature which allows cross sectoral and cross border infrastructure planning and implementation, due to its truly 'European' character which requires it to deliver on EU's international climate commitments and due to its function as forerider for other public and private investments the CEF is best place to lead on higher climate ambitions within the EUs 2030 and 2050 climate and energy framework.

2. How do you rate the overall added value of CEF compared to other programmes at national and/or regional level?

- Substantially higher
- Somewhat higher
- Similar
- Somewhat lower
- Substantially lower

E. Effectiveness

The following section tackles the extent to which the CEF is progressing in achieving its general objectives as listed in question B.2 above, as well as its contribution to EU policy.

1. In your view, to what extent has the transport, energy and telecommunications infrastructure in your country improved over the last three years?

- Substantial Improvement
- Moderate improvement
- Minor improvement
- No improvement
- I don't know

2. Do you observe so far any positive and valuable contribution from CEF in the following fields?

	Great contribution	Moderate contribution	Minor contribution	No contribution	I don't know
Development of modern high-performing interoperable trans-European transport networks	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Development of modern high-performing interoperable trans-European energy networks	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Development of modern high-performing interoperable trans-European telecommunications networks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Development of modern interoperable digital services infrastructures	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

Improvement of the competitiveness of the transport sector on the global market	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Improvement of the competitiveness of the energy sector on the global market	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Improvement of the competitiveness of the telecommunications sector on the global market	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Increase in availability of digital services infrastructures	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Development of projects enabling synergies across the transport, energy and telecommunications sectors	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Reduce disparities in economic development across the regions of the EU	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

<p>Reduce disparities in social development across the regions of the EU</p>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
<p>Strengthening the integration of, and cooperation between the regions of the EU</p>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p>Reduction of greenhouse gas emissions, increase of energy efficiency and use of renewable energy</p>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

F. Forward-looking questions

1. In your opinion, is there still a need to continue EU financial support for infrastructure investment in the field of transport, energy and telecommunications?

- Yes
- Yes, albeit in a slightly different manner
- Yes, albeit in a significantly different manner
- No
- I don't know

2. What could the CEF do differently?

2000 character(s) maximum

The Connecting Europe Facility must become a tool for increasing climate ambitions in Europe and catalyze the transition away from fossil fuel towards 100% renewables and fully energy efficient economies and zero emissions mobility of people and goods.

Climate proof the CEF by:

- Increasing the climate action target of the CEF to 50%;
- Conditioning CEF support to its delivery on long-term decarbonization and clean energy plans, based on the objective to reduce GHG emissions in Europe to 95% by 2050 (compared to 1990) and embedded in long-term investment plans which integrate other European and national sources of public funding;
- Regular, ex-ante and ex-post monitoring and reporting on the CEF's climate impact in regard the EU's long-term GHG reduction and clean energy objectives;
- Applying the Energy Efficiency First principle for all CEF investment plans and programs,
- Excluding fossil fuel energy and high-carbon transport projects;
- Instead, CEF should fully exploit the potential of renewable energy, energy efficiency and demand management, electricity transmission and storage, thus enabling the uptake of constantly growing, decentralized renewable energy supply while drastically reducing energy demand;
- Making it rather a "Connecting Europeans Facility" which helps communities, cities and regions in their efforts to conduct the fair, clean energy transition within their local circumstances.

Useful links

[About this public consultation \(http://ec.europa.eu/transport/modes/maritime/consultations/2016-refit_en\)](http://ec.europa.eu/transport/modes/maritime/consultations/2016-refit_en)

Contact

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