



Department  
for Transport

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Baroness Randerson  
House of Lords  
London  
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5 June 2019.

Dear Jenny,

### **Connecting Europe Facility (Revocation) (EU Exit) Regulations 2019 debate**

On 20 May we debated the Connecting Europe Facility (Revocation) (EU Exit) Regulations 2019. I dealt briefly with the points you made when winding up the debate but I thought it might be helpful to provide a more detailed answer to the questions you raised, in particular whether the 2020 end date for the Government guarantee could be extended, and whether the UK would replicate the concept of the trans-European Transport Network (TEN-T).

The commitment given by the Government applies to UK projects that have successfully bid to the Commission for EU funding. If funding has been promised by the EU but is not forthcoming, the Government will make up the difference. The guarantee applies only in relation to successful bids into EU-funded programmes before the end of 2020. Where the Commission would have made final payments after 2020 out of the 2014-2020 budget, those payments will be covered. But the arrangement applies only for the current CEF programme, as by the time the 2021-2027 programme goes live the UK will have left the EU. Whether or not UK entities will be eligible to bid into the 2021-2027 programme will of course depend on the outcome of negotiations on our Future Economic Partnership with the EU.

You asked whether the Government would seek to replace the TEN-T concept. The purpose of TEN-T is to support the development of the Single Market by enabling and improving connectivity across the EU. Connectivity within the UK will continue to be a priority for the Government, which has invested very significant sums of money on transport infrastructure. The Department for Transport's capital spend in 2018-19 was well over £13

billion and will be more in 2019-20. The money secured by UK entities from the TEN-T budget in the 2014-2020 budget is small, a total of approximately €345 million, averaging around £45 million annually. In contrast, between 2017-18 and 2018-19 the Department increased its infrastructure spending by £1.4 billion, which is more than the total secured by UK entities from the CEF over 7 years.

I will be placing a copy of this letter in the libraries of both Houses. In addition, I am copying this letter to Lord Teverson whose questions during the debate focused on similar points.

Yours,

*Charlotte*

**BARONESS VERE OF NORBITON**