



Tools for efficient allocation of EU funds

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Šimon Batík

Who we are?

- Centre for Transport and Energy is a non-profit non-governmental organization founded in 1998 which focuses on the environmental impacts of transportation and energy production, especially those on the Earth's climate. We see our goal in building and reinforcing a wide platform of groups and individuals who are interested in working towards sustainable transport and energy future.

Our main activities

- Physical infrastructure, legislation and strategic documents, public finance, just transition
 - a. Influencing transport, energy and climate policies and legislation
 - b. Education and awareness-raising about climate change and its impacts
 - c. Organizing information exchange among NGOs and international cooperation and networking
 - d. Promoting energy efficiency and renewable sources of energy
 - e. Preparation of expert studies



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Biggest problems related to efficient allocation of EU funds

- Lack of transparency leading to fraud and corruption
 - a. Troubles with accessing information about concrete projects and their outcomes as well as clear documentation and explanation of decision-making
 - b. Lack of external assessment leading to corruption on the state level
- Participation of non-state actors in development and monitoring of the programs
 - a. The role of monitoring committees is still mostly formal. For example, in the operational program supporting businesses only 1 out of 30 members was from the environmental sector and one third was represented by the governmental agencies.
- Low levels of absorption due to inefficient management on the national level
 - a. In Czechia, the allocation towards energy efficiency was EUR 500 million between 2014-2020. From these only EUR 150 million was dispersed.
- Long approval procedures, administrative burdens for applicants.

Biggest challenges

- Management of EU funds on the national level
 - a. In Czechia, the state fails to efficiently communicate the opportunities related to the use of EU money which can lead to a repeatedly limited pool of final beneficiaries, mainly big companies with bigger expertise and experience in the administration of the EU funds (e.g. use of programs for energy efficiency measures or installation of solar panels in households which could have saved millions on energy bills this winter)
 - b. Increased cooperation between the EU, member states and CSOs which still have very limited access to information and is often excluded from meaningful participation

How we work and what are the solutions

- In the areas of environmental protection and energy transition, the EU legislation is usually more progressive than the legislation on the national level.
- Communication with the European Commission and highlighting the problematic areas which have potential harmful implication in the national context and providing suggestions.
- The more problematic period is the implementation phase
 - a. Increase capacities for absorption and management of the funds
 - b. Decrease administrative burden for the smaller entities
- Development of the DNSH (do no significant harm) principle.

Example - National Recovery Plan

- EU legislation orders at least 37% spending of the RRF to go into climate related projects
- A lot of harmful projects were removed from the Czech NRP
 - a. Example: financing of LNG-powered public transport, construction of highways, investment into agricultural infrastructure marked as green without clear indication how the money will be spent (irrigation, roads)
- Several measures we were advocating for were included
 - a. Example: increased budget for energy efficiency of buildings, regeneration of brownfields
- Many problematic measures are still included in the plan. The 37% target was reached although the compliance will be further determined by the scrutiny during implementation phase

Thanks for your attention!

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