

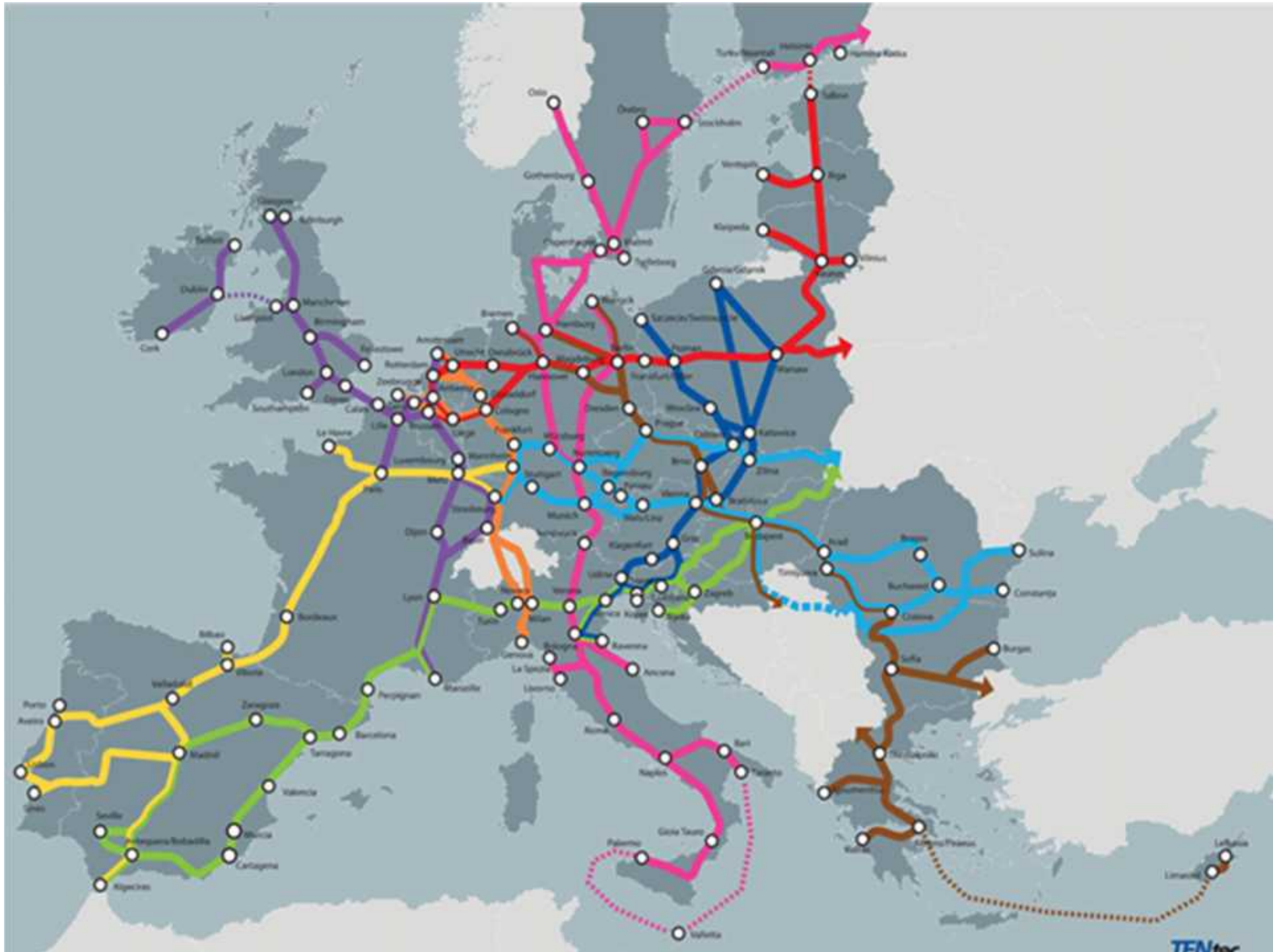


Anne E. Jensen

European Coordinator for the Baltic–Adriatic Corridor

TRAN Committee - European Parliament

24 September 2019





Core Network Corridors as a coordination and cooperation instrument

A centerpiece of EU action tying together the CEF funding instrument with TEN-T policy implementation

- Coordination instrument to facilitate the timely and resource-efficient realisation of projects of common interest
- European Coordinators on the top of corridor coordination activities as interlocutors between stakeholders and governments



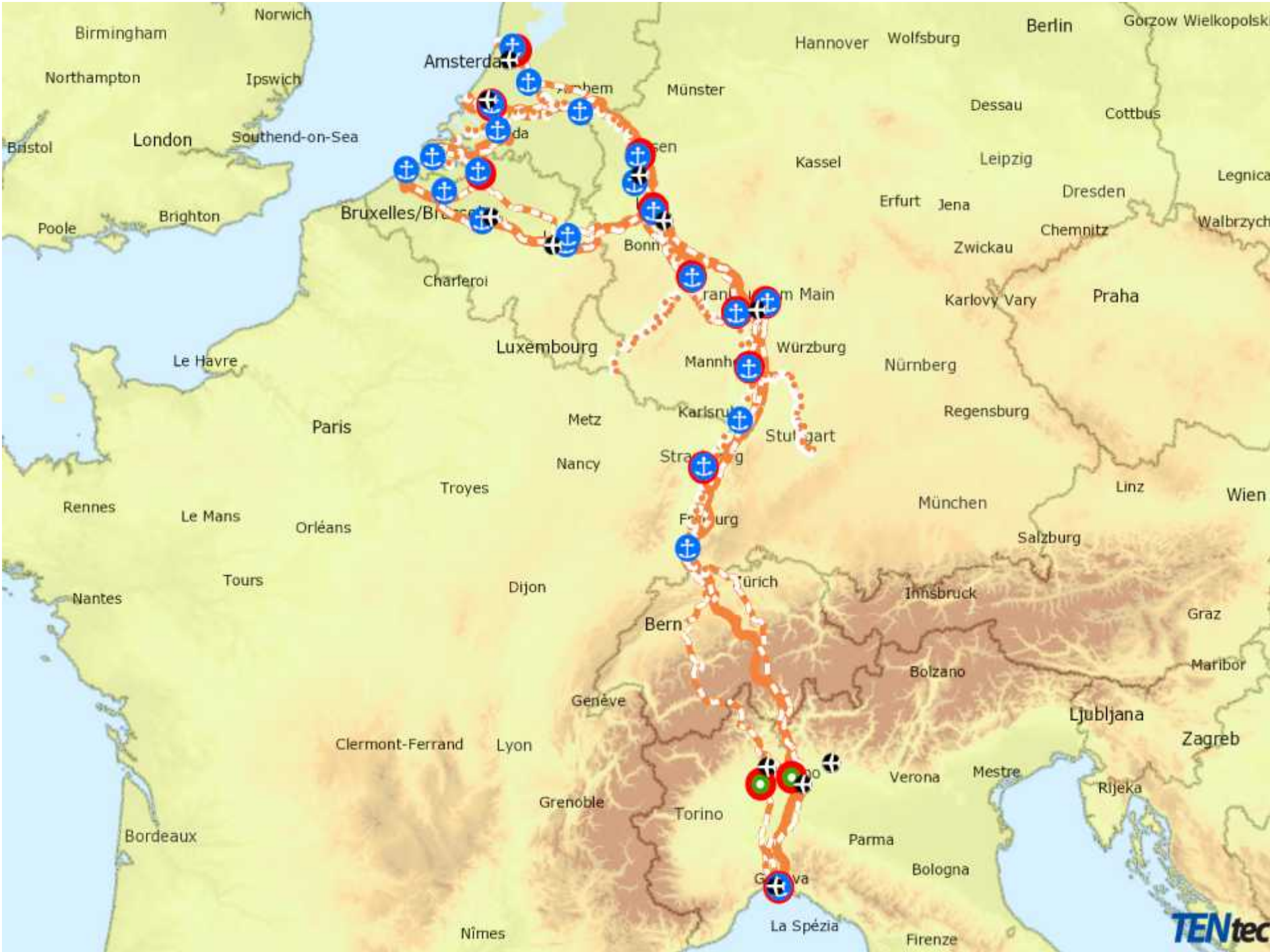


Paweł Wojciechowski

European Coordinator for the
Rhine-Alpine Core Network Corridor

TRAN Committee - European Parliament

24 September 2019





Corridor priorities

- Removal of critical bottlenecks:
 - ✓ implementation of rail cross-border projects between Zevenaar – Emmerich – Oberhausen, Karlsruhe – Basel, Chiasso – Milano and Domodossola – Novara
 - ✓ improvement of hinterland rail connections from seaports
- Improving compliance with the TEN-T requirements:
 - ✓ Minimum train length of 740m – 87% compliance but operational limitations exist
 - ✓ ERTMS deployment – 12% compliance rate but progress expected in line with EDP
 - ✓ Draught limitations on Rhine in Germany - reducing corridor compliance to 82%
- Pursue multimodality
- Promote innovative solutions (RIS, ITS, alternative fuels)
- Reduce external effects of transport, in particular rail noise
- Mitigate the consequences of and adapt to climate change
- Maintain existing infrastructure in good condition, in particular road and IWW
- Explore alternative financial instruments
- Integrate urban nodes into the corridor



Corridors and coordinators – how it works

- Unique and strong multilevel governance, combining bottom-up and top-down approaches
- Looking for common issues – looking for the highest European Value Added
- Breaking the silos mentality among nodes and sectors – seeking synergies with energy, IT and digitalisation, in the future even with defence
- CEF is participatory – setting priorities with Member States and negotiating grant agreements with beneficiaries in order to tie incentives (funding) with targeted deliverables
- Network industry specificity – first movers do not get a premium so we need to incentivise those who lag behind
- Mobility brings cohesion – stakeholders understand the importance of achieving at the same time the goals of territorial development and spatial planning
- Our partners:
 - ✓ EGTC – “one corridor – one strategy”, involving regions and cities
 - ✓ RFC – one-stop-shop for capacity allocation; push for longer/heavier trains
 - ✓ CCNR – sharing expertise and knowledge on IWW issues



European
Commission

Thank you for your attention



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Mobility and
Transport

CONNECTING
EUROPE

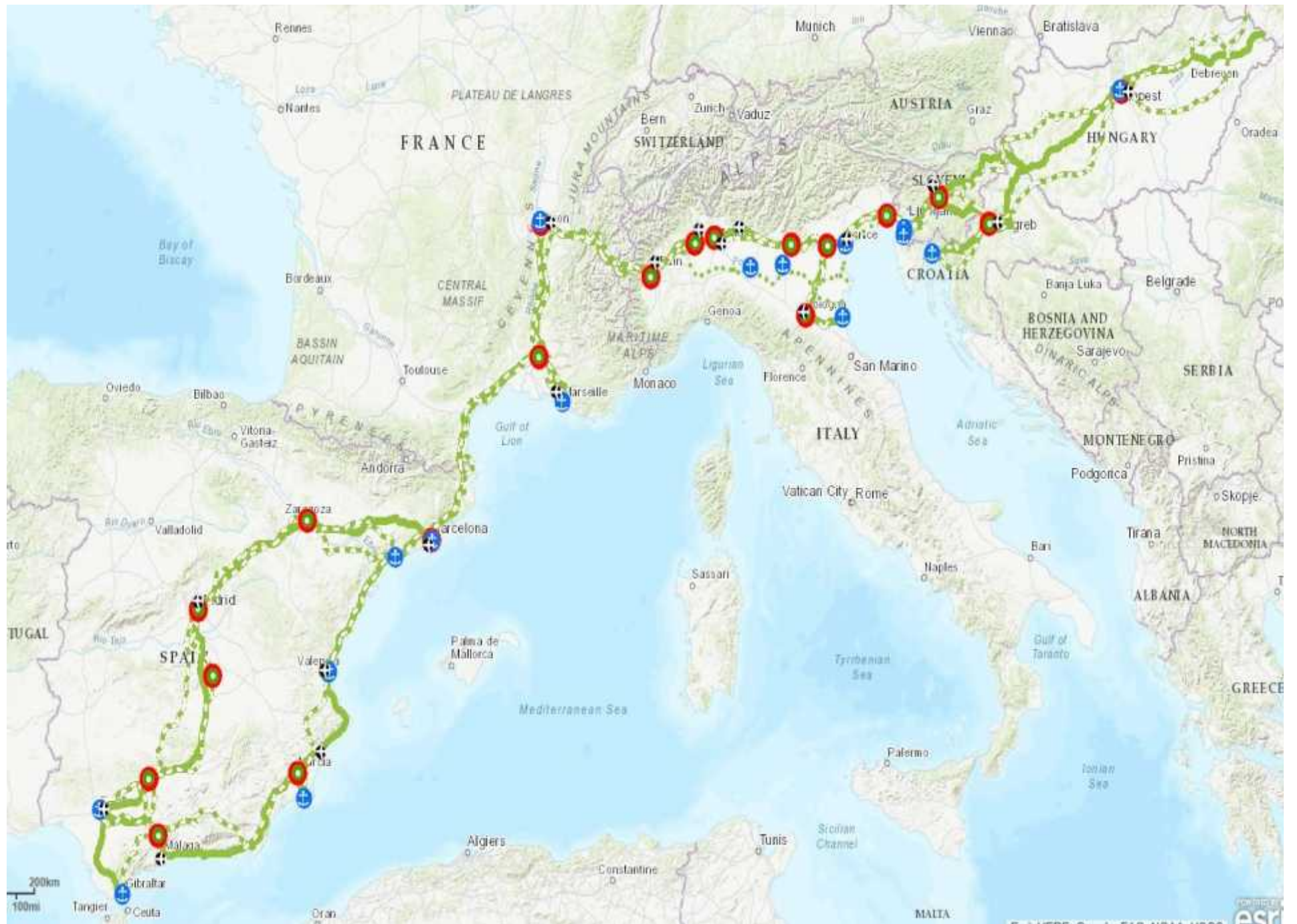


Iveta Radičová

European Coordinator for the Mediterranean Corridor

TRAN Committee - European Parliament

24 September 2019



Mediterranean Corridor characteristics

3000 km long

18% of EU's population and around 17% of EU's GDP

- 70 core nodes (congestion) and 12 highly competitive sea ports (connectivity to the core network crucial)
- CEF funds 142 projects and contributes € 3 billion.
- Challenges
 - -complete/improve cross-border sections (corridor approach)
 - -remove bottlenecks (eg.rail) hampering interoperability
 - -support horizontal actions aimed at transport decarbonisation



Pat Cox

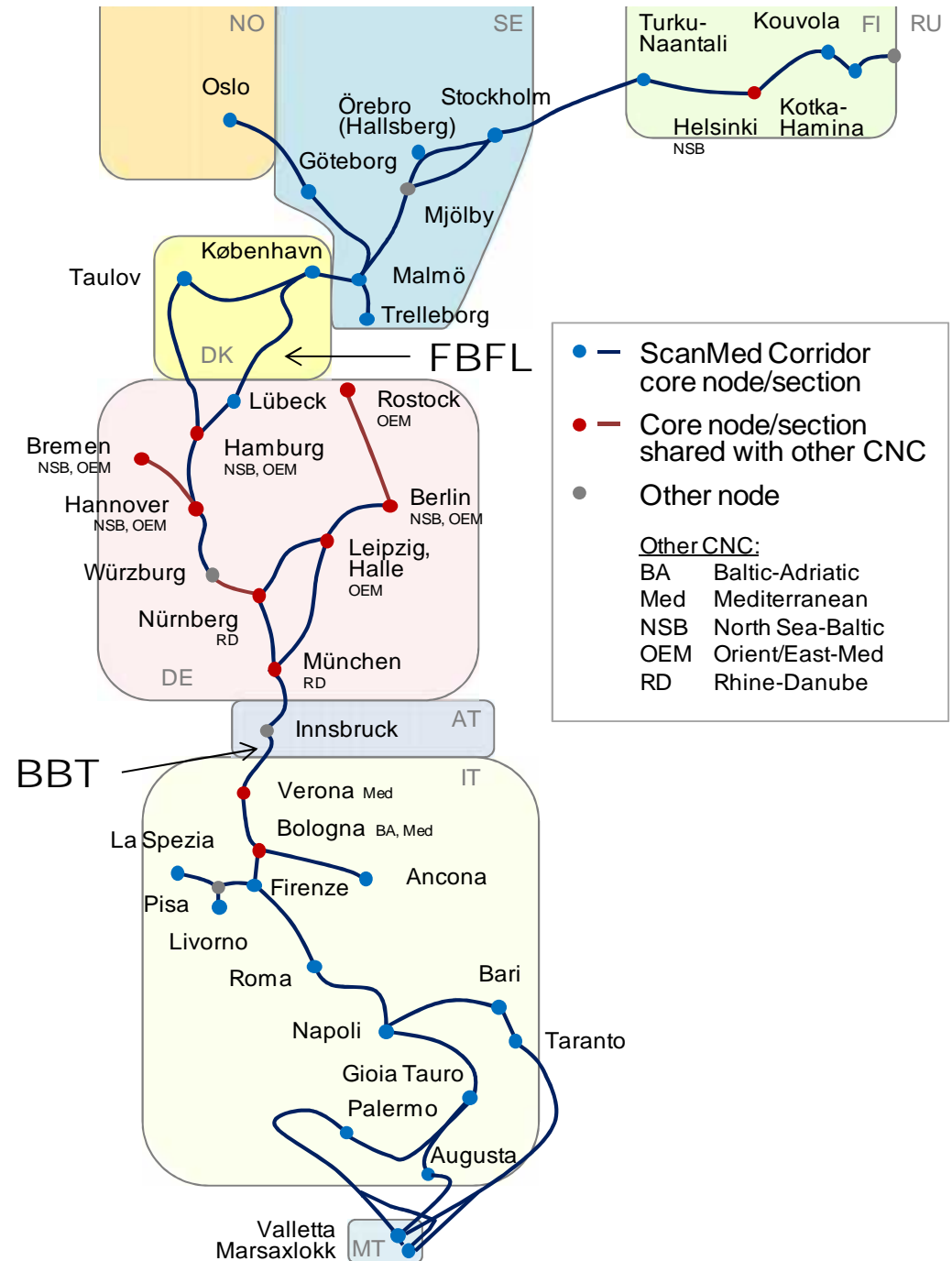
European Coordinator for the
Scandinavian – Mediterranean
corridor

TRAN Committee - European Parliament

24 September 2019

ScanMed corridor Alignment

- 7 Member States and Norway
- Longest corridor
- 9600 Km Rail,
- 6400Km Road,
- 91 nodes (Ports, Airports, Terminals, Urban areas)
- 2 major cross-border projects (BBT and FBFL)



The Fehmarn Belt fixed Link

- World's longest immersed underwater combined tunnel for road and rail traffic between Denmark and Germany (18km)
- Eliminate a major infrastructure and capacity bottleneck on ScanMed corridor
- Completion by 2028; Total costs ~ 7.1bn € (40% EU co-funding; ~ 600mill € to date only rail part)
- Significant travel time and distance reduction for passengers and freight (-160km, -1.5h HH-CPH)
- Creates new opportunities for local/regional commuters, tourists and trade in wider Copenhagen to Hamburg region
- Contributes to transport decarbonisation through modal shift

The Brenner Base Tunnel

- Key cross-border section of the TEN-T between Austria and Italy (Brenner corridor from Munich to Verona)
- Eliminates a major transport bottleneck in the Alps (current infrastructures at capacity limit)
- Longest railway tunnel in the world, 64 km in total
- To date 109/230 km excavated ($\frac{3}{4}$ exploratory, $\frac{1}{4}$ main)
- completion by 2028, costs ~ €8.7bn (40% EU co-funding; ~2bn € to date)
- Capacity increase on from 260 to up to 660 trains/day (+ longer, heavier and faster trains)
- 50% of heavy traffic could be shifted from road to rail (contributing to climate targets and relieving local population)