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Overall considerations
And the OEM Core Network Corridor

TEN-T Coordinators Hearing, European Parliament, Brussels 26 February 2018
The 3rd generation of Work Plans for the 9 Core Network Corridors are in their final stage of approval by the EU Transport Ministers.

This 3rd generation is focusing more on the review of the achieved projects and on the fine-tuning of the Corridors Project Lists to be realised by 2030 at the latest (incl. budget forecast, and funding possibilities).

It focuses on the current compliance of the networks with the TEN-T key performance indicators and it identifies infrastructure gaps and the priorities of the Coordinators for each Corridor.

A preliminary evaluation has been made about impact on climate and number of jobs created and the economic growth created by the infrastructure projects investments. (cumulated 13 million man*years jobs by 2030)
WELL FONCTIONING EU TRANSPORT SYSTEM

**OEM – 3rd Corridor Work Plan**

- 415 projects in the 9 countries, for which 140 are pure OEM projects
- Total investment cost estimated at 68b€ (info on 376 projects)
- 82% of projects are in the range of 1-500M€ investment cost
- 74 projects are located on cross-border sections with high EU added value
- 38% are railway projects
- 86 OEM projects received CEF grants for 1,99b€ for a total cost of 2,99b€
OEM – railway network state of play
OEM – IWW network state of play (GKE)
OEM – CEF railway investments
WELL FONCTIONING EU TRANSPORT SYSTEM

**Socio-economic effects of Infra investments**

- 68 billion€ are needed to realise the OEM Core Network Corridor by 2030.
- This global investment on the OEM over the period 2016 – 2030 would lead to:
  - 517 billion€ GDP increase.
  - 1,500,000 jobs x years created as direct, indirect or induced work opportunities.
- An additional in-depth study is ongoing to increase the accuracy of the scenario’s
Overcoming cross-border obstacles and improving railway efficiency

- Around 75% of CEF grants are supporting railway projects.
- On the OEM, crossing a borders with trains takes on average more than 10 hours per border!
- This is not compatible with public money funding to reduce travel times by some ten’s of minutes per 500M€ invested!
- Interoperability, administrative, obsolete rules, technical constrains, absence of mutual trust are the corner stones of the sector inefficiency, Average speed of trains is around 16km/h on the OEM! Conditionality's to investments are needed!
- This leads to justify the Rail Breakthrough initiative! (see K.Vinck)
OEM – railway cross border

Border HU/RO Lőkösháza-Curtici
Given reasons of delays (10 responses)

- Infrastructure manager: no access to other network
- Loco change
- Lack of waiting place (parking) on the border crossings (parking place rejected)
- Technical handover
- Internal operational reasons
- Border control
- Administrative issues
- Other external reasons

Legend:
- Never occurring
- Rarely occurring
- Normally occurring
- Very often occurring
- Always occurring

Study on the Orient / East-Med Core Network Corridor, DG MOVE, European Commission;
Contractor: IC consultenten / ITC / Panteia / Railistics / SYSTEMA / PwC
The next CEF – Why?

- We need to finalise all major EU cross-border projects that have started! One cannot leave when crossing the Rubicon! (€40 b)

- There is still a lot to be done to focus on cross-border infrastructure with high EU added value (e.g., Dresden-Praha, BBT, Seine-Schelde..)

- We need to tackle the missing links on the CNC networks and to improve connectivity with the comprehensive networks and urban nodes.

- We need to invest in the sustainability of transport (decarbonisation, congestion, alternative fuels, digitalisation..)

- We need « grants » to support what should not be realised without EU support or when PPP principles are not applicable (public services)