EU Transport policy, CEF and TEN-T
The example of the ScanMed corridor and Brenner Base tunnel

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Martin Zeitler – Adviser to ScanMed Corridor Coordinator Pat Cox

DG Mobility and Transport, Unit: Transport Networks
Overview

1. EU Transport policy
2. Transport sector challenges and White Paper
3. TEN – T policy
4. Corridors: The Scandinavian Mediterranean Corridor
5. The Brenner corridor and Base tunnel
6. The Connecting Europe Facility
7. Outlook
European Transport Policy

- Next to agriculture transport policy is a common policy area since 1957

- Internal market

- Infrastructure: since 1992 "Trans-European networks" part of the treaty → 2014-2020: €24bn from CEF (+300%) plus allocations from the cohesion funds

- Innovation: €6.3bn from Horizon 2020 (+50%)
Why A European Transport Policy?

➢ **EU Treaties**
  • Art. 3(3) TFEU: "The Union shall establish an internal market."
  • Title VI on Transport (Art. 90-100)
    • Art. 100: Title VI applies to rail, road and inland waterway transport. Co-legislators can extend provisions of title VI to sea and air transport
  • Title XVI on Trans-European Networks (Art 170-172)

➢ **2011 Transport White Paper**

➢ **Competition and environmental legislation**
Transport contributes to Commission priorities

1) A new boost for jobs, growth and investment

2) A connected digital Single Market

3) A resilient energy union with a forward looking climate change policy

4) A deeper and fairer internal market with a strengthened industrial base

9) A stronger global actor = relevant for transport policy and strategy
Trends and Challenges in the transport sector

➢ Transport is economically important both as a sector and a foundation for economic growth as an employer and as a pre-requisite for physical trade.

➢ EU Economy is dependent on transport.

(source: Pocketbook 2017)
Oil dependency increases costs...

- EU transport depends on oil for about 96%
- Global oil demand is projected to grow from 84 million of barrels per day in 2009 to 100 in 2035.
- Increasing demand will renew its pressure on oil prices despite resurgence of production (shale oil)

Source: Prometheus, NTUA (E3MLab)
... and leads to higher GHG emissions

Even if price of oil does not increase, the reduction of emissions requires a shift to alternative fuels

- transport accounts for about one fourth of GHG emissions
- By 2030, GHG emissions will be 25% higher than 1990 if business as usual

Source: PRIMES-TREMOVE and TREMOVE
Infrastructure: bottlenecks

at least 1% of GDP is lost in congestion
Poor infrastructure impedes growth

• Marked differences among countries, but generally declining trend in investment in transport infrastructure

• Ageing infrastructure increases costs and leads to congestion problems

• Some airports are becoming overcrowded

• Poor inter-modal connections of sea-ports lead to missed economic opportunities (Southern Europe)
Changing transport patterns with relevant economic consequences

- Households spend 13% of their budget on transport (2nd largest item)
- In some MS, less km driven with private cars. Vehicle purchases are decreasing and not only because of the crisis (congestion, oil price, competing expenditure)
- Greater use of high speed rail and aviation for medium-long distances.
- Alternative fuel vehicles in cities
- Sharing economy

Classification of individual consumption by purpose in 2011 (% of total)
- Housing, water, electricity, gas and other fuels
- Transport: Purchase of vehicles
- Transport: Operation of personal transport equipment
- Transport: Transport services
- Food and non-alcoholic beverages
- Alcoholic beverages, tobacco and narcotics
- Clothing and footwear
- Furnishings, household equipment and routine maintenance of the house
- Health
- Communications
- Recreation and culture
- Education
- Restaurants and hotels
- Miscellaneous goods and services
TEN-T Policy
Trans-European networks policy: Regulation (EU) 1315/2013

- Two layer structure of the transport network: core and comprehensive network
- Common targets for completion: 2030 core network – 2050 comprehensive network
- Agreed ambitious infrastructure standards to achieve interoperability and quality
- Greater focus on innovation, alternative fuels, standardised intelligent transport systems
- Corridors and Coordinators for the implementation
Requirements on the core network

➢ Road: expressways or motorways, availability of safe and secure parking areas, availability of clean fuels

➢ Rail: ERTMS Equipment, Electrification, European gauge

➢ Rail freight: 22.5 t axle load, 740m trains, 100Km/h line speed

➢ Availability of clean fuels in Sea and Inland ports as well as at airports
TEN–T Corridors: The Scandinavian Mediterranean Corridor
Core network corridors – targets

➢ Speed up the development of the core network

➢ Coordinate projects along the corridors

➢ Synchronise investments

➢ Include all concerned stakeholders
TEN-T Core network corridors
ScanMed corridor Alignment

- **Linear Infrastructure (segments):**
  - Road
  - Rail

- **Nodes:**
  - Seaports
  - Airports
  - Rail- Road terminals
  - Urban nodes (linking different infrastructures)

- **Inland waterways and inland ports are not part of the corridor**

- **Some segments are overlapping with other corridors**

Alignment according to EU-Regulation 1316/2013, Annex I, including core nodes according to EU-Regulation 1315/2013, Annex II.
## Overview ScanMed corridor

<table>
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<th>SE</th>
<th>DK</th>
<th>DE</th>
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### Country Shares

- **Rail**: [Graph](#)
- **Road**: [Graph](#)
- **Airports**: [Graph](#)
- **Seaports**: [Graph](#)
- **RRT**: [Graph](#)
- **Core Urban**: [Graph](#)
Corridor process and results so far

- Regular meetings of the corridor forum to inform stakeholders on progress
- Meetings of working groups on specific topics (ideas laboratories)
- Corridor "Consultants" undertaking detailed technical analysis of corridors
- Bilateral meetings and visits along the corridors by the coordinators
- Corridor studies and workplans giving a detailed analysis of the corridors
- Project lists detailing the investments planned on the corridors by 2030
- TENtec maps
Zoom in Brenner corridor
Number of heavy goods vehicles using the Brenner corridor has increased sharply over the years, reaching 2.5 million in 2018.

About 40% of freight traffic through the Alps currently goes through the Brenner pass.
Rail freight via Brenner, most likely routing, 2015

Current railway line has reached saturation

Source: CAFTA 2015
Targets

- Creation of a multimodal transport corridor between Munich and Verona
- Increase the capacity for passenger and freight transport on the rails
- Modal shift from road to rail (particularly for freight)
- High speed train relations (particularly for passengers)
- Efficient access routes to the tunnel
- Improved connectivity of and between the urban centres of the region
- A uniform operational concept along the corridor with harmonised rules and technical standards (rail)
Centrepiece the Brenner Base Tunnel

- One of the biggest and most important infrastructure projects in the EU
- When completed longest railway tunnel in the world, 64 km in total
- Scheduled to go into operation in 2028
- Total costs are estimated at €8.3-€9.3 billion
- Tunnel will increase rail capacity on the Brenner by up to 400 trains a day (from 260 today to up to 660)
- Longer, heavier and faster freight trains will improve rail freight efficiency
- Journey time between Munich and Verona will be cut from 5.5 to 3 hours
- The tunnel will consist of 3 tubes: two for railway traffic in each direction and one service tunnel.
- By June 2019, 103 km out of a total of 230 km of tunnels had been excavated
BBT co-financing

2014 CEF-Call ca. €1.2 bn. EU-co-financing:

- €878 Mill for works (40%)
- 302 Mill. € for studies (50%)

→ Additional funds have been made available through the TEN-T program prior to 2014 mainly for the access routes in Tyrol

→ Remaining costs are shared equally between Austria and Italy

→ EU remains fully committed also in the next financial period
Implementation: The Brenner Corridor Platform

• Brenner Corridor Platform (BCP) founded in 2007
• Chaired by European coordinator Mr Pat Cox
• Reunites all major institutions along the corridor
• Working groups elaborate and implement measures with the aim to shift more traffic from road onto the rails
• A Memorandum of Understanding of all Institutions was signed in 2009 and a renewed version in 2018
• Main feature of the Memorandum is the Brenner Action Plan with 50 concrete measures and intermediate steps on how to reach them
Connecting Europe Facility 2021-2027
General Objective

- to develop and modernise the trans-European networks in the fields of transport, energy and digital
- to facilitate cross-border cooperation in the field of renewable energy
- taking into account the long-term decarbonisation commitments
- and with emphasis on synergies among sectors
**Transport**  
€ 24,115 million
- Efficient and interconnected networks
- Smart (digital), sustainable (e.g. alternative fuels), inclusive, safe and secure mobility
- TEN-T adapted to military mobility requirements

**Energy**  
€ 8,650 million
- Integration of the internal energy market
- Interoperability of networks across borders & sectors
- Decarbonisation
- Security of supply
- Renewables cross-border cooperation

**Digital**  
€ 3,000 million
- Deployment of very high capacity & 5G digital networks
- Increased resilience and capacity of backbone networks on EU territories
- Digitalisation of transport & energy networks

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New Annex
New Annex 1

- Extension of the corridors capped at 15%
- Better connectivity of core ports
- Focus on cross-border and inland waterway
- Alignment with the rail freight corridors
- New – indicative list of cross-border sections on the comprehensive network
STRONGER ARTICULATION WITH THE CORE NETWORK CORRIDORS

An increased role for the European Coordinators and their work plans in the selection process of projects

- Selection of projects shall be based on award criteria defined in the work programmes and calls, and taking into account key elements set out in the Regulation.

- Where applicable, the assessment of the award criteria will ensure that:
  - proposed actions are consistent with the corridor work plans and implementing acts and
  - take into account the opinion of the responsible European Coordinator.
Outlook

- Project list updates: 2019 + 2021
- Updates of the work plans: 2020 + 2022
- Two corridor fora annually + ad hoc working groups (ideas labs)
- Revision process of the TEN-T guidelines:
  - 2019/20 Evaluation of the current TEN-T guidelines
  - 2020 potential further in-depth studies on specific topics
  - 2021/22 Impact Assessment and Proposal
- CEF calls:
  - 2019/2020 Re-flow calls
  - 2021 first call under CEF II
Further Information

Website: http://ec.europa.eu/transport/index_en.htm


Thank you very much for your attention!

Martin.Zeitler@ec.europa.eu