



European
Commission

THE TRANS-EUROPEAN TRANSPORT NETWORK

Common Progress Report

of the European
Coordinators

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On the first year of
implementation of the
core network corridors

April 2015

Transport



This report only represents the opinion of the European Coordinators
and does not prejudice the official position of the European Commission.



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INTRODUCTION

Transport is a policy pillar that can make a vital contribution to boosting the long-term competitiveness, sustainable growth and development of the internal market and the wider European economy. Efficiency improvements in the transport of people and goods within the internal market and between it and the wider world, enhanced deployment of intelligent transport systems and the greening of the sector and its infrastructure are key elements of the new TEN T policy. Short to medium term capital investment in transport infrastructure and systems generate a considerable direct and indirect employment effect at a time when joblessness remains stubbornly high in so many EU economies. Additionally, technological and systems innovation can be expected to foster the development of supporting business ecosystems specialising in the servicing and management of the ICT and sustainability challenges identified.

The Member States and the European Parliament agreed upon a new framework for transport infrastructure at the end of 2013: Guidelines for the development of the trans-European transport network and the Connecting Europe Facility. These two Regulations are an ambitious package that shall provide industry, business and citizens with a fully functional network, combining all transport modes for swift services, uniting Europe from north to south and from east to west, creating the backbone so much needed for continued economic growth and prosperity.

The Regulation has established clear implementation instruments: core network corridors and European Coordinators. The concept of the core network corridors is as an instrument that acts as the centre of gravity around which our work on modal integration, interoperability and coordinated development of infrastructure orbits. Nine geographical core network corridors define the core network of the TEN-T; the two horizontal corridors – the interoperable train safety system ERTMS and Motorways of the Sea (MoS) support network optimization. Coherence between these vertical and horizontal corridors – and their Coordinators – is crucial and on-going.

Corridor work plans

The process that will lead to implementation of the corridors has been laid down in a detailed manner and gives clear direction on what needs to be done to realise the work plans foreseen. This has been followed up by the decision of the European Commission of March 2014 to appoint European Coordinators for each of the core network corridors, ERTMS and MoS.

The corridor work plans are grounded in the collaborative efforts of the Member States and neighbouring countries, assisted by the European Commission and associated agencies, external contractors and chaired by the European Coordinator. They have been elaborated over the course of four consultative Corridor Fora, working group meetings in 2014 and the corridor studies, and have benefitted progressively from the input of numerous stakeholders.

The work done to date represents an important milestone in terms of defining the nature and the scale of the challenge that separately and collectively we are summoned to address in order to realise the objectives that have been set as a matter of common interest and shared responsibility. The work plans contain transport market studies and corridor specific recommendations. They address obstacles of physical, organizational and regulatory nature and propose ways to solve those.

Work plans reflect a benchmark of each core network corridor, identifying where they fail to meet the criteria as defined by the Regulation. They describe the process to meet these standards. This stage marks the end of the beginning as the governance system pivots from the definition and design phase, through the approval to the implementation phase. These work plans are now at the point of adoption.

The different work plans contain a genuinely common vision for transport infrastructure, shared by all Member States. This permits all relevant policy and infrastructure actors to move away from purely political choices and to base the network on solid grounds, linked to traffic flows between the main demographic and economic centres of interest – a shift from individual projects and nodes to core network corridors and intermodal urban nodes – from national patchworks to a pan-European network.

The first year of TEN-T

Last year, 2014, was a successful start for the nine core network corridors and the related horizontal priorities. We are pleased to report that major milestones have been achieved in terms of analysis of the corridors and most importantly in terms of involvement and co-ownership of the corridor process by a wide variety of stakeholders. The various studies, events, visits and bilateral exchanges have yielded the main outcome of this year namely – the approval of the work plans. With the full commitment and recognition that has been received for the work plans from Member States, we now have a reliable basis for our future work as European Coordinators.

The European Coordinators not only have worked separately but also collectively have met as a College of Coordinators on several occasions in 2014 and 2015. The purpose of these meetings was to ensure consistency and coherence across the separate work plans. A meeting was held at the European Investment Bank in Luxembourg in January 2015 to reflect on how traditional and innovative financial instruments may apply to the corridor logic. Last September the Italian Presidency invited European Coordinators to address the Informal Transport Council meeting in Milan. Having regard to the multiple corridors that cross given Member States, since the submission of work plans and prior to their final adoption, meetings at ministry and ministerial level between all the appropriate Coordinators have taken place in Berlin and Paris. These have been both positive and productive. Further such initiatives are foreseen.

We would like to take this opportunity to thank all those organisations and public officials who contributed such valuable time and insights to this challenging and complex exercise.

The approval of the work plans is however not the end of this process. On the contrary, it is only the start of a very interesting path to be travelled together with Member States and all other relevant stakeholders in order to realise the nine core network corridors, to ensure the full deployment of ERTMS, and to fulfil the ambitions of the Motorways of the Sea.

Looking ahead

The work plans as adopted are a first iteration, a point of departure that will require deeper exploration and refinement over the coming period. While this initial step establishes corridor alignment and identifies consistency and gaps with EU Guidelines, qualitative and innovative elements of a more complex character need to be further elaborated. In line with the Regulation a second iteration of the work plans will be prepared in 2016.

The focus on European added value and assessing and addressing cross border gaps, bottlenecks and deficiencies along the corridors will remain central. In addition the intention is progressively to encourage, integrate and blend other innovations through transport policy initiatives such as, for example, smart and sustainable urban transport, green corridors and intelligent traffic management systems. Investigation of interoperability and intermodality as core concepts for the development of urban nodes, ports, airports, rail-road terminals and inland waterways will be intensified. Further analysis and efforts will be undertaken regarding the environmental impact of corridor implementation

concerning noise pollution, the emission of greenhouse gases and their contribution more widely to combatting climate change. Systems innovation together with greater investment in transport infrastructure can address not just technical challenges but also can permit European industry and services to become global frontrunners for example in the use of digitalisation, automated vehicles and alternative fuels for transport. The core network corridors, the iterative work plans and the role of Coordinators, taken together, are vital implementation instruments to facilitate and encourage this process.

There is a strong commitment to learning by doing through the exchange of best practice. A March 2015 conference held in Innsbruck heard presentations from leading transport infrastructure projects in the EU. Discussion focused on best practices such as dedicated organisational structures, the establishment of special purpose vehicles, the alignment of public procurement rules on cross-border projects and authorisation procedures. In addition, the seven Ministers of Transport of the Alpine Region and the European Commissioner for Transport signed a joint declaration there. This aims to reinforce the Alps as a macro region and to contribute to the future delivery of appropriate Pan-Alpine strategies connected to the logic of core network corridors.

A key distinction between the coordination function now and in the past is the underpinning of the Connecting Europe Facility (CEF) whose greater financial resources enhance the grant based funding available to encourage corridor work plan implementation. Pending the completion of detailed internal and external evaluation, the outcome of the first call for proposals under the CEF is awaited. The call has been oversubscribed by more than three to one. This indicates both the pent up demand for infrastructure investment and also reveals the perceived investment needs of the respective project promoters. Mobilising additional sources of finance is an imperative. In addition to CEF grants it is hoped that some projects will be able to avail of funding from the European Fund for Strategic Investments (EFSI), as proposed by the European Commission's Investment Plan for Europe. The mobilisation of private finance, the use of innovative financial instruments and the blending of funding options have been discussed by the College of Coordinators. These discussions have been greatly assisted by the work of Coordinators Bodewig and Secchi and former Commission Vice-President Christophersen, whose policy paper will be transmitted to and discussed by the Transport Council of Ministers in June 2015. Implementing corridor work plans will require a judicious mix between 'quick wins' and identifying sustainable finance for longer term projects with time horizons stretching out to 2030 and beyond.

Rome was not built in a day. It will take time to realise the extent and depth of the ambitions set forth in the corridor work plans. A good start has been made but much more remains to be done.

Conclusion

The corridor logic now being embarked on should aim to find sufficient common cause to make the best use of the investments now planned across regional and national boundaries. It will require vision and leadership that is willing to challenge the inherited diversity from which it starts. As Coordinators, we are willing to encourage and assist such an endeavour, to help start and to accompany the policy journey towards defining and delivering the appropriate policy software, the kind of accompanying and flanking measures that can help to optimise the infrastructure investments now contemplated. This cannot be done from the outside. It will not happen because 'Brussels' wants it. It can only happen and succeed if the relevant national and regional political and administrative authorities want it to happen and commit themselves to take the necessary steps. The core network corridor concept, the Corridor Forum and the European Coordinator can facilitate but not dictate such an engagement.

There is now real momentum. We have a policy - the TEN-T Guidelines. We have a budget - the Connecting Europe Facility and the possibility of additional parallel innovative financial instruments. We have implementation instruments - the corridors, Coordinators and work plans. And crucially - we have political consensus for each of these things founded in an EU Regulation. Now we need to move from design to delivery. This will happen through the work plans that Member States have approved recently. We have identified critical gaps that unaddressed could prevent the brighter future for mobility and connectivity which beckons. We share this unique opportunity together to build something lasting and substantial, for the common good and for the betterment of the lives and chances of our citizens, on a scale and with a vision unmatched in the European Union's past. We have the vision, the targets and the motivation. It is time get on with the work.

Péter Balázs, European Coordinator for the North Sea-Mediterranean Corridor

Kurt Bodewig, European Coordinator for the Baltic-Adriatic Corridor

Laurens-Jan Brinkhorst, European Coordinator for the Mediterranean Corridor

Pat Cox, European Coordinator for the Scandinavian Mediterranean Corridor

Mathieu Grosch, European Coordinator for the Orient/East-Med Corridor

Ana Palacio, European Coordinator for the Rhine-Alpine Corridor

Karla Peijs, European Coordinator for the Rhine-Danube Corridor

Carlo Secchi, European Coordinator for the Atlantic Corridor

Brian Simpson, European Coordinator for Motorways of the Sea

Catherine Trautmann, European Coordinator for the North Sea-Baltic Corridor

Karel Vinck, European Coordinator for the European Rail Traffic Management System

CHALLENGES FACED IN 2014 – A SUCCESSFUL START OF THE CORE NETWORK CORRIDORS

The new mandate

The new legislative framework has foreseen a reinforced mandate for the European Coordinators, with new tasks and a concrete timeline. Nine core network corridors have been defined, each of them involving between four and nine different Member States and featuring the full range of transport modes. The Commission appointed the 11 Coordinators in March 2014¹, giving every Coordinator a precise mission for a four year period. Nine Coordinators coordinate action along the nine core network corridors and two Coordinators deal with two horizontal priorities: the European Rail Traffic Management System (ERTMS) and Motorways of the Sea (MoS).

Among the key tasks for 2014 has been the setting up a Corridor Forum for each of the corridors, and of working groups. In addition, the Coordinators were requested to prepare a work plan for each of the corridors and – following consultation within the Corridor Forum – to submit it by 22 December 2014 to the Member States concerned for their approval.

This new set-up of the corridors defines a much broader context than the former Priority Projects. It means hugely increasing challenges for the identification and implementation of projects as well as attractive prospects for seamless transport of high quality across the modes, to the benefit of commercial and private infrastructure users. Enormous investment efforts are needed to get there. The target of completing the core network by 2030 can be reached only with the firm commitment of all those responsible.

The European Coordinators started their mandates in either March or June 2014, after being heard by the European Parliament. The Coordinators have much appreciated the confidence Member States put in them when giving their formal agreement to their designation. Strong support provided by the European Commission is present – both in terms of administrative matters and of substance. The Directorate-General for Mobility and Transport (DG MOVE), in cooperation with the Innovation and Networks Agency (INEA), the Directorate General for Regional Policy (DG REGIO) and the European Investment Bank (EIB) are a vital pillar for the corridor work.

Setting up the structures: Corridor Forum and working groups

Stakeholder participation and consultation

The ambitious objective of completing the core network and its corridors by 2030 can only be achieved by involving and closely cooperating with a wide range of relevant stakeholders. The creation of ownership in this inclusive process is fundamental. Therefore, a wide variety of relevant stakeholders was identified and involved in the corridor activities throughout 2014. These players included:

- Member States representatives;
- Representatives of infrastructure managers/authorities (all transport modes);
- Regions, EU macro regions, European Groupings of Territorial Cooperation, and other territorial representatives.

¹ Commission Decision C(2014) 1568 final, 12 March 2014

Two main tools were used to guarantee that the voices of the above groups are heard and their expertise is taken on board in the corridor process: on the one hand the Corridor Forum meetings which served as a platform for communication, dialogue and leadership; on the other hand the (bilateral) contacts with these groups through missions and participation in (external) meetings and events.

Corridor Forum meetings and working groups

With the full approval of the Member States concerned, four Corridor Forum meetings were organized with a gradually increasing number of stakeholders for each corridor in Brussels in 2014. The Member States played a central role in these meetings as they decided on whom to gradually invite to the Forum meetings.

The First Forum meeting with the Member States representatives in April 2014 served as official kick-off of the corridor activities. Prior to the meeting, the consultants had presented a first progress report of their corridor study which was the basis for the discussions amongst Member States. In particular, Member States agreed during this first meeting on the possible stakeholders to be involved in the upcoming Corridor Fora and the timing for the elaboration of the corridor work plan and related study. This first meeting was also the moment to determine exactly the infrastructure belonging to the corridor. Overall, the first Forum meetings were a real success and created a harmonious and constructive cooperation atmosphere amongst Member States and Coordinators.

Based on the fruitful discussions in the first Corridor Fora and on further research, the consortia presented a second progress report at the beginning of June 2014. This report which included mainly the review of studies and a detailed outline of the corridors was discussed during the second Corridor Fora whose participants were extended to rail infrastructure managers, ports and inland waterway authorities and the respective Rail Freight Corridor upon approval by the Member States. Strengthening the links with the Rail Freight Corridors and using synergies was particularly appreciated by all participants.

A third Forum meeting was held at the beginning of October 2014 with the participation of representatives of the regions along the corridors and the airports and road infrastructure managers, in addition to the previously involved stakeholders. At the time of this meeting, the corridor consultants were able to present the first results of their multi-modal transport market studies which were received with high interest by all stakeholders. In addition, the third Fora aimed at agreeing on the objectives and the critical issues of the corridor.

Finally, the fourth Forum meetings involving all previously mentioned stakeholders took place in mid-November 2014 with the aim of concluding the analysis of each of the nine core network corridors and more specifically its final study that was to lead up to the work plans. Moreover, it was enriching for the discussions that specific presentations on ERTMS, ITS and innovation were given during those meetings.

In addition to the four Corridor Forum meetings, two working groups were facilitated – one dedicated to ports and inland waterways (with presentations of Motorways of the Sea) and another one dedicated to regions – which met adjacent to the third and fourth Forum meetings respectively.

Core network corridor studies as the analytical basis for the corridor work plans

To support the European Coordinators in the preparation of the corridor work plan – being the final outcome of the 2014 corridor activities – the European Commission launched nine corridor studies. These studies aimed at providing a scientific basis for the definition of the corridor work plan.

The studies were undertaken on a tender based analysis which however converged on request of the Member States as to best adapt to the common needs and the feedback received in the Corridor Forum meetings. In order to harmonise the work undertaken by the consultants, several joint meetings of the advisory teams of the Commission with all consultant leaders took place in Brussels. Those meetings particularly aimed at streamlining the process as requested along the Forum meetings. For instance, a common structure for all corridor studies was defined.

Each consultant group concluded in 2014 the following tasks:

- identification of stakeholders to be involved in the corridor activities as well as preparation, support and follow up of the meetings of the Corridor Forum;
- collection and review of all relevant and existing studies on the corridor as a whole or on sections and parts of the corridor;
- analysis of the relevant data on the infrastructure parameters and encoding of this data in the TENtec database;
- preparation of all elements of the study of the core network corridor, notably the corridor alignment, a transport market study, the definition of critical issues along the corridor and consequently of the corridor objectives and last but not least a list of planned investments.

CORRIDOR	LEAD EXPERT
Baltic-Adriatic Corridor	Leigh Fisher Ltd., Bologna (IT)
North Sea-Baltic Corridor	Proximare, Tallinn (EE)
Mediterranean Corridor	PWC, Rome (IT)
Orient/East-Med Corridor	IC Consulente, Vienna (AT)
Scandinavian-Mediterranean Corridor	KombiConsult, Frankfurt/M. (DE)
Rhine-Alpine Corridor	HaCon Ingenieursges. mbH, Hannover (DE)
Atlantic Corridor	TIS.pt, Lisboa (PT)
North Sea-Mediterranean Corridor	Panteia BV, Zoetermeer (NL)
Rhine-Danube Corridor	IC Consulente, Vienna (AT)

As the analytical work of the consortia progressed over time, the corridor consultants submitted in total three progress reports and one final report during 2014. Each report was used as the basis for the discussion with the stakeholders in the Corridor Forum meetings and thus enriched by the stakeholders' input.

Nine final corridor studies were issued by December 2014. Each corridor study included two important annexes: first of all, an indicative list of projects and investments which are planned for the completion of the core network corridor by 2030, together with their individual timing and financing. And secondly, a graphic illustration by means of maps of the compliance of the corridor network with the technical standards as defined by the TEN-T Regulation².

² http://ec.europa.eu/transport/themes/infrastructure/ten-t-guidelines/corridors/corridor-studies_en.htm

The European Coordinators have been grateful for the high-quality work and excellent collaboration throughout the year of the consultants' teams. Their analysis enabled the Coordinators to come to profound and scientifically based work plans.

Coordinators' missions and events

In order to gain acceptance and ownership of all stakeholders relevant for the corridor, the European Coordinators strived to be as transparent as possible when developing the corridor work plan. Apart from informing about the corridor work on a dedicated page per corridor on the Commissions' website and via press releases, they therefore looked for direct (bilateral) exchanges with the stakeholders, either through visits to the countries belonging to the corridor or by taking part in thematic events.

Various visits, mainly to the capitals along the corridor, have taken place throughout 2014. In a first place, exchanges with the Ministries of Transport, at ministerial level, prepared the ground for the setting up of the Corridor Fora and paved the way for the approval of the corridor work plan. Those missions were partly accompanied by technical visits of relevant projects along the corridor and helped to ensure that, at national level, the key stakeholders were informed about the corridor process and not taken by surprise at the end of 2014 when the final work plans were submitted to the Member States for their approval.

Main benefits of the process

Without any hesitation, 2014 was a huge success for the start of the corridors and important milestones were reached. The corridor studies led to a profound analysis of each corridor. The alignment of each corridor was exactly defined and stakeholders mutually agreed to it with only few issues for further action that have been specified in each of the work plans.

An in-depth check of the compliance of the corridors with the technical standards and requirements, as laid down in the TEN-T Regulation, was provided for. This resulted in precise maps which give a good overview of where the corridors stand in terms of compliance. Another important milestone was the transport market study which was a first of its kind as it involved all modes of transport along each corridor. Finally, a detailed overview of the investments needed on each corridor in order to achieve the EU target by 2030 was given. This list of projects is indicative only and non-exhaustive as it was a bottom-up exercise with inputs from various national stakeholders. Further projects will certainly still be emerging in the future.

Nevertheless, this evolving project list is exceptional as it defines for the first time a concrete budget that would be needed to realise each corridor. The projects listed in the corridor work plan can be financed by means of various financing sources, either public or private, local, regional, national or EU (including EIB, CEF, ERDF and Cohesion Fund) funding. The list of projects in the corridor work plan therefore goes clearly beyond the list of the pre-identified projects of the Connecting Europe Facility (CEF). The project lists already allow to better assess the financing needs of the coming years and to better evaluate the EU added value of projects. In this respect, these lists are also an important element for the implementation of the Juncker investment package because they probably present the most concrete project pipeline that exists in the transport sector so far.

Besides the analytical work, the established discussions in the Forum meetings and the many bilateral meetings led to a sound cooperation basis for future work. Trust in the corridor work was established and not only Member States gained real ownership of the process. The established Corridor Fora are perhaps one of the most striking examples that multimodality is in elaboration as it brought all modal actors together and led to a very constructive dialogue. It was also the first time that subjects of

innovation, ITS, sustainability and interoperability were brought in. At the same time, the exchange with the Rail Freight Corridors was strengthened.

Finally, a high political visibility of the corridors was reached through the participation of the European Coordinators in the Informal Council in Milano and various other coordinated visits, even with the joint participation of several of the European Coordinators, to Member States.

The work plans

Core network corridor work plans

On 22 December 2014, at the conclusion of the first year of core network governance, each European Coordinator submitted to the Members States concerned the work plan for the corridor (s)he is responsible for. The nine corridor work plans thereby follow a common and coherent structure, logically resulting also from a coherent approach that was applied for the elaboration of the nine corridor studies.

While taking into account the objectives and the general priorities of the TEN-T network, as set out in Regulation (EU) 1315/2013, each work plan looks at the specificities (*raison d'être*) of each corridor. It includes the description of the corridor's characteristics for each mode of transport, an analysis of the compliance to the required technical infrastructure parameters and the identification of bottlenecks, missing links, cross-border mismatches and level of infrastructure development in each Member State and, where applicable, in third countries. This resulted in precise maps which give a good overview of where the corridors stand in terms of compliance. Another important milestone was the transport market study which was a first of its kind as it involved all modes of transport along each corridor.

Until now there was no clear picture of the actual transport infrastructure condition across the European Union. The extensive activity of the European Coordinators allowed for a better understanding of the challenges and opportunities at the level of each corridor.

With the drafting of this first issue of the work plans a summary of the status of infrastructures, the identification of urgent interventions, not only as singular verification, but in a continuous mode through the corridor analysis has been achieved. Not only do the work plans address the issue of infrastructure but they also look at wider transport policy objectives, such as interoperability, multimodality and sustainability. They highlight the European importance of every single connection in a multimodal context that each Member State and each infrastructure manager has to take into account when being confronted with investment decisions.

The extensive list of projects, annexed to the work plans, plays an important role: firstly by identifying what are the ongoing interventions, secondly by proposing mature and complementary actions, thirdly by putting all these information in a context of costs and of a realistic timetable. This detailed overview of the investments needed on each corridor in order to achieve the EU target by 2030 has been established even if this list of projects is only indicative and non-exhaustive as it was a bottom-up exercise with inputs from various national stakeholders. Further projects will certainly still be emerging in the future.

It is this multimodal and interoperable dimension that provides a full picture which puts national transport programmes of every Member State in the wider European context where single state's interests are taken into account while addressing the needs and interests of neighbouring countries.

The work plans draw also a picture of the environmental challenges, addressing such issues as air and noise pollution, availability and use of clean fuels, greenhouse gas emissions. Impact on urban areas around major urban nodes along the corridors is also analysed. However these subjects have not yet been analysed exhaustively.

It also includes an outline on where each corridor stands in terms of interoperability and intermodality and which operational and administrative barriers are still to be faced. The work plans thus aim at providing a comprehensive overview of the strengths and weaknesses of the corridors.

Based on this in-depth analysis, the corridor work plans define the objectives for each corridor in line with the objectives and priorities of the TEN-T Regulation. Most importantly, each work plan includes detailed recommendations and development priorities for the corridor and defines the key projects for the removal of the identified bottlenecks.

For the Member States concerned by the respective corridors, it is wished for that the work plans provide investment guidance at national level, in return for the benefits to be drawn from the European network approach. Member States – closely cooperating with the respective European Coordinator – therefore, assume a vital role in developing and implementing the work plans. It was therefore of utmost importance that the work plans were received by Member States with a great satisfaction. Indeed, only few technical comments and factual corrections were made by Member States which allowed for a very smooth approval process. The approved work plans will now guide the work throughout the upcoming months and years.

The concept of the core network corridors was intended to bring about a paradigm shift in the planning and implementation of infrastructure projects, from a strictly national/regional perspective towards the European approach to investment in infrastructure. The work plans are the first step in this direction as they aim at achieving a better coordination of different projects on a trans-national basis, thereby maximising network benefits.

The work plans and their annexes, based on a lengthy and widely shared process, represent the necessary tool for Coordinators and for Member States to pursue a coherent development of the corridors. Work plans are living documents that will be regularly updated following major events and/or macro changes in transport needs.

Such major events are not only limited to external factors, but include inter alia call for proposals, like the one of the Connecting Europe Facility (CEF) Programme that has been closed on 3 March 2015. These are milestones where the evaluation and the awarding of projects will speed-up the development of each corridor, consequently requiring a new analysis of missing links, cross-border sections and nodes development to update the list of needed interventions.

Macro changes may also arise from external events like climate change analysis and future obligations, new energy sources development, cost of fuel or even changes in traffic flows.

Until now there was no clear picture of the actual transport infrastructure condition across the European Union. The intensive activity of the European Coordinators allowed for a better understanding of the challenges and opportunities at the level of each corridor.

Horizontal priority: ERTMS

The slow-moving developments in ERTMS over the last years have led to the conclusion of the European ERTMS Coordinator to introduce a Breakthrough Program for ERTMS that should give a boost to the European wide deployment. The deployment of ERTMS has reached the point of no return: there is no doubt anymore that ERTMS is the unique control and command system to be introduced in Europe. At the same time, we all need to be aware of the fact that it is the last chance to make it a success story: on the way to this point all involved parties have to give up something and need to be able to find a compromise with others.

The Breakthrough Program is introduced at the right time: technical stability has already been achieved, since Baseline 2 and Baseline 3 are available and constitute the legally binding specifications. Beside the – for many Member States – unrealistic deadlines of the current European Deployment Plan (EDP), the introduction of the nine multimodal core network corridors has reinforced the need to review the EDP and the deadlines defined in 2009: it is time to establish a more realistic European Deployment Plan with a definite time horizon of 2030 and an extended geographical scope (instead of six ERTMS Corridors it should cover nine corridors). Furthermore, the Commission provides a significant amount of contribution through the Connecting Europe Facility (CEF, up to € 1.1 billion only for ERTMS) and European Structural and Investment Funds (in total € 35-40 billion for transport). In addition, the CEF provides for financial instruments to promote substantial participation in infrastructure investment by private investors and financial institutions.

The European Coordinator for ERTMS proposed in his work plan a breakthrough program established on the basis of four principles. The first principle is the “Users first” and not “Designers first” approach that shall facilitate the competitive situation of the Railway Undertakings as users. Secondly, he urges the complete definition of standardised on-board equipment compliant with ETCS Baseline 3. Third principle indicates the entire priority and focus on deployment; finally the system cost reduction for ERTMS shall be one of the main objectives in the upcoming years achieved inter alia through harmonisation of rules.

The coherence between the ERTMS work plan and the corridor work plans has been guaranteed upfront by ensuring their compatibility, but with a clear separation of roles. Where the corridor work plans are descriptive in nature, highlighting the state of the art, the ERTMS work plan clearly proposes how to tackle this situation for each of the corridors, leading directly to the new Deployment Plans for each of the corridors with concrete completion deadlines. Specific focus is given to the cross-border sections that are crucial points of ERTMS deployment along the corridors.

Horizontal priority: Motorways of the Sea

In parallel with the corridor work plans and the ERTMS work plan, a work plan has been sent for Motorways of the Sea. The Regulation establishing the Guidelines for the trans-European transport network foresees in article 21.4 that a "detailed implementation plan" be presented by the European Coordinator for Motorways of the Sea two years after his designation. This implementation plan shall therefore be ready by March 2016.

In order to ensure the coherence between the developments that are ongoing for the nine corridors, the Coordinator presented in each of the Forum meetings the subject of Motorways of the Sea and the focus that shall be put in his future implementation plan. In parallel to the ERTMS work plan, the implementation plan will look in detail to all Motorways of the Sea along each of the corridors, analysing the hinterland connections and sea side connections in each of the core network ports of the corridor, ensuring the full functioning of the maritime dimension of each corridor and thereby

contributing to the modal shift along each corridor. Again, like for ERTMS, each corridor will describe the situation, but the implementation plan for Motorways of the Sea will propose the appropriate solutions.

Furthermore, the future implementation plan will continue to address the other main dimensions of Motorways of the Sea, being the accessibility to the entire trans-European transport network via all other core and comprehensive network ports, the environmental dimension of the maritime sea links of the trans-European transport network and the actions known under the term of "wider benefits", including aspects like navigability, education, icebreaking etc., described in article 21.3 of the Guidelines.

Motorways of the Sea are "Forum Conferences", where each one of them addresses a given priority and where the consultation and interaction with the stakeholders is done. The first Forum Conference took place in Gothenburg in November 2014 being attended by more than 200 stakeholders and focussing on the Environment/Reduced Emissions. Four more Forum Conferences are planned to feed the "detailed implementation plan".

Contacts

CORRIDOR	MEMBER STATES	EUROPEAN COORDINATOR	CONTACT	WEBSITE
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North Sea-Baltic	NL, BE, DE, PL, LT, LV, EE, FI (8)	Pavel Telička (CZ) until July 2014 / Catherine Trautmann (FR)	<i>vera.kissler@ec.europa.eu</i>	http://ec.europa.eu/transport/themes/infrastructure/ten-t-guidelines/corridors/northsea-baltic_en.htm
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Orient/East-Med	DE, CZ, SK, AT, HU, RO, BG, GR, CY (9)	Mathieu Grosch (BE)	<i>patrick.vankerckhoven@ec.europa.eu</i>	http://ec.europa.eu/transport/themes/infrastructure/ten-t-guidelines/corridors/orient-eastmed_en.htm
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