



**INFORMATION NOTE BY CATHERINE TRAUTMANN, NORTH-SEA BALTIC TEN-T CORRIDOR COORDINATOR**

*As a Coordinator for North Sea-Baltic Corridor of the Trans-European Transport Network (TEN-T), I am pleased that the European Commission on 29 June 2015 recommended several projects along the NSB core network Corridor for funding under the first CEF call launched in 2014. Given the high oversubscription of the call, there was simply not enough money for all projects and very good projects had to be rejected, also on the North Sea-Baltic corridor. The available €13.1 billion have been distributed to the key transport projects with high EU added value such as cross-border sections and major missing links.*

*In total, 17 projects located on the North Sea-Baltic Corridor have been proposed for funding by the European Commission with a global grant amount of 1.75 billion €. The vast majority of these funds have been requested under the Cohesion envelope. The projects will give a strong boost to the implementation of this dynamic corridor and I would like to thank all project promoters for their efforts in putting forward such high quality projects.*

*I am particularly pleased that the Commission welcomed the submission of the Rail Baltic application jointly by Lithuania, Latvia and Estonia, as well as the application by the Polish railway company for upgrades on the section from Warsaw to Białystok and recommended the projects for funding under the CEF envelope reserved for Cohesion Member States. The implementation of the Rail Baltic project is one of the key priorities of the EU transport policy. The Rail Baltic project is not only the largest infrastructure project ever undertaken in the history of the Baltic States; it is also one of the major cross-border missing links and priorities of the TEN-T and the CEF and of fundamental European importance. This has been again confirmed by the signature of a Joint Declaration of the five countries concerned (Finland, Estonia, Latvia, Lithuania, Poland) at the TEN-T Days in Riga on 22<sup>nd</sup> June, which was an important step forward.*

*Other rail projects on the corridor which were recommended for funding concern works on the railway line from Warsaw to Poznan and the development and extension of the North Sea-Baltic Rail Freight Corridor.*

*In the German part of the corridor, several projects on inland waterways, as well as a rail project (Oldenburg-Wilhelmshaven) have been recommended for funding, which will improve port hinterland connections along the corridor. Works to build a new maritime lock connecting the North Sea with the port of Amsterdam will also receive co-financing from the CEF, helping to remove a major bottleneck at the gateway of the North Sea-Baltic Corridor's inland waterway network.*

*Finally, some cross-border road projects ("Via Baltica" in Lithuania and Poland) and projects for the deployment of alternative fuels have also been selected for funding. A study on a hydrogen refuelling station network will be carried out by partners from Latvia, Estonia and The*

*Netherlands, as well as a study on deployment of alternative fuels along the NSB corridor in Poland.*

*The maritime dimension of the NSB corridor is also well reflected in the selection of several Motorways of the Sea projects which are relevant for the corridor, such as between the ports of Helsinki and Tallinn (increasing RoPax capacities), Helsingborg and Klaipeda (for LNG infrastructure deployment), Helsinki and Lübeck as well as between ports in Finland, Estonia, Belgium and Spain on scrubber installation and energy efficiency measures.*

*The implementation of the selected projects is one of the key priorities of the EU. The proposed projects will contribute to the main priorities for funding the removal of main bottlenecks and bridging of major cross-border missing links and priorities of the TEN-T and the CEF. They are of fundamental European importance and will contribute to growth and jobs. The funding decision for this first call will be formally adopted by the Commission before the end of July, after Member States have expressed their opinion on the proposal on July 10th.*

*At this moment in time, I encourage the countries along the corridor to consider coming up with additional projects identified as priority in my work plan for the next upcoming CEF Call 2015. It is critical to take into perspective that according to the CEF and TEN-T Regulations, if a Member State does not commit its national allocation by 1 January 2017, it risks losing it since it becomes available to all the other Cohesion Member States. Little time is therefore left for submitting good projects.*

*I am thus awaiting another set of projects of EU importance for the next CEF Call (preliminarily due November 2015).*

**Brussels, 1 July 2015**

*Further information:*

*The official press release of the European Commissioner for Transport, Violeta Bulc, as well as the list of projects proposed for funding can be downloaded here:*

[http://europa.eu/rapid/press-release\\_IP-15-5269\\_en.htm](http://europa.eu/rapid/press-release_IP-15-5269_en.htm)

*The work plan of the North Sea-Baltic Core network Corridor can be downloaded here:*

[http://ec.europa.eu/transport/themes/infrastructure/news/2015-05-28-coordinator-work-plans\\_en.htm](http://ec.europa.eu/transport/themes/infrastructure/news/2015-05-28-coordinator-work-plans_en.htm)