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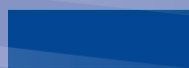
# Study on the Scandinavian- Mediterranean TEN-T Core Network Corridor

***3<sup>rd</sup> Phase***

***3<sup>rd</sup> Period***

*Final Report due in November 2023*

*Final 28 November 2023*



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## Disclaimer

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## Abbreviations

ATM	Air Traffic Management
bn	Billion
CEF	Connecting Europe Facility
CNC	Core Network Corridor according to Regulation (EU) 1316/2013
DG MOVE	European Commission – Directorate General for Mobility and Transport
EC	European Commission
EIA	Environmental Impact Assessment
ERTMS	European Rail Traffic Management System
ERDF	European Regional Development Funds
EU	European Union
GDP	Gross Domestic Product
ICT	Information and Communication Technologies
INEA	Innovation and Networks Executive Agency (EU)
IWW	Inland waterway
km	kilometre
KPI	Key performance indicator (set of indicators based on the TEN-T Regulation)
m	metre (for distances)
m	Million (for other)
MoS	Motorway(s) of the Sea
MoT	Ministry of Transport
MTMS	Multimodal Transport Market Study
MS	Member States of the European Union
n.a.	not available / not applicable
OEM	Orient / East-Med (Corridor)
OJ	Official Journal (of the European Union)
p.a.	per year / annual
RD	Rhine-Danube (Corridor)
RFC	Rail Freight Corridor
ScanMed	Scandinavian-Mediterranean (Corridor)
TEN-T	Trans-European Transport Network
TENtec OMC	European Commission's Information System to coordinate and support the TEN-T Policy (Open Method of Coordination)
TMS	Traffic Management System
ToR	Terms of Reference

Country Codes after ISO 3166, relevant for this report:

AT	Austria
DE	Germany
DK	Denmark
FI	Finland
IT	Italy
MT	Malta
NO	Norway
SE	Sweden

# 1 Abstract

## 1.1 Abstract in English language

The last phase of the Study on the TEN-T Corridor ScanMed focused on updating financial and maturity data of the projects included in the Project List, providing update for selected Key Performance Indicators (KPI) including their update in TENtec OMC and performing two Corridor Forum Meetings and Working Group Meetings. The Project List April 2023 included 954 projects worth €265.9bn of known costs. 333 (35%) with a total cost of €47.3bn (18%) were completed since the adoption of the TEN-T Regulation. The Corridor's rail KPI show generally a high rate of compliance despite the "intermodal gauge" which is available only on 70% of the lines, maximum speed for freight trains  $\geq 100\text{km/h}$  (89%) and in particular train length  $\geq 740\text{ m}$  (48%) which marks a real challenge for modal shift from road to rail

## 1.2 Abstract in French language

La dernière phase de l'étude sur le corridor RTE-T ScanMed s'est concentrée sur la mise à jour des données financières et de maturité des projets inclus dans la liste de projets, sur la mise à jour des indicateurs de performance clés (KPI) sélectionnés, y compris leur mise à jour dans TENtec OMC et sur la réalisation de deux forums sur le corridor. Réunions et réunions de groupes de travail. La liste des projets d'avril 2023 comprenait 954 projets d'une valeur de 265,9 milliards d'euros de coûts connus. 333 (35 %), pour un coût total de 47,3 milliards d'euros (18 %), ont été achevés depuis l'adoption du règlement RTE-T. Les KPI ferroviaires du Corridor montrent globalement un taux de conformité élevé malgré le « gabarit intermodal » qui n'est disponible que sur 70 % des lignes, la vitesse maximale des trains de marchandises  $\geq 100\text{ km/h}$  (89 %) et notamment la longueur des trains  $\geq 740\text{ m}$  (48 %), ce qui constitue un véritable défi pour le transfert modal de la route vers le rail.....

## 2 Introduction & Scope

The “Final Report” provides a management overview on activities carried out in the third period of the assignment. Its structure follows the Tasks of the Terms of Reference (ToR) which were performed by the Consortium according to the following structure. The Final Report for the first period was already provided in May 2020 and the Final Report for the second period was already provided in June 2022. Their content is not repeated here, since the scope and budget of the third period was quite limited. It focused on:

- Task 1: Updating specific rail and airport Key Performance Indicators in October 2023
- Task 3: Providing one further Project Implementation Report in June 2023
- Task 5: Preparing up to two Corridor Forum Meetings in June and November 2023 respectively and up to two working group meetings

**Figure 2-1: Overview of Tasks 1 to 5 and Responsible Partners**

Project and quality management “Study on TEN-T Core Network Corridor 5”		Responsible:
		KombiConsult
Task 1:	Further elaborating the Corridor knowledge base	Responsible: HaCon
Task 2:	Further refining of the project list	Responsible: KombiConsult
Task 3:	Monitoring and analysing the state of project implementation and reporting	Responsible: KombiConsult
Task 4:	Providing the elements for the updates of the work plan	Responsible: HPC
Task 5:	Preparing, supporting and following up of the meetings of the Corridor Forum and its working groups	Responsible: KombiConsult

Source: Contract

The “Final Report” for the third period is due in November 2023 according to the revised Time Plan and is provided herewith.

The documentation of the 19th Corridor Forum Meeting was provided after the meeting which took place on 14<sup>th</sup> November 2023.

### **3 Task 0 Project Management and general reports**

The 2<sup>nd</sup> period was closed by the acceptance of all Deliverables and payment of the respective amount in July 2022.

The 3<sup>rd</sup> period started with the signature of the Amendment N° 3 to the Contract on 24.08.2022.

The 9th management meeting was organised by the EC on 13.02.2023. The meeting was prepared by agreeing a draft presentation for the joint working group of Task 2+3. It was performed and documented thereafter. KombiConsult was responsible for the Minutes of Meeting.

Monthly Progress Reports were not requested for the 3<sup>rd</sup> period.

KombiConsult was involved in preparing, performing and documenting the Brenner Corridor Platform Plenary Meeting in Innsbruck on 16.05.2023 (1 of up to 2 working groups meetings under the extended assignment, Task 5).

The consultants jointly started the "narrow" updating of the Project List in February 2023 in order to provide for the Project Implementation Report 2023-1 in June 2023 (Task 3) and presented it to the Corridor Forum Members in June 2023.

The 18<sup>th</sup> Corridor Forum Meeting was prepared, performed in Brussels on 06.06.2023 and documented thereafter.

Specific rail and airport Key Performance Indicators, selected by DG MOVE for the 3<sup>rd</sup> period, were updated in TENtec OMC in October 2023 (Task 3) and presented to the Corridor Forum Meeting in November 2023.

A second working group meeting on "large projects" was prepared, results of the consultation were presented to the participants of the Corridor Forum in November 2023. However, it was jointly decided to postpone the meeting to a later date.

The 19<sup>th</sup> Corridor Forum Meeting was prepared, performed in Brussels on 14.11.2023 and documented thereafter.

The last and final deliverable is this Final Report.

## 4 Task 1 Further elaborating the Corridor knowledge base

The 3<sup>rd</sup> period focused on updating of technical parameters in TENtec OMC for 2021 and 2022 of the following 11 KPIs listed in Figure 4-1.

**Figure 4-1: List of compliance indicators for the 3<sup>rd</sup> period**

Compliance Indicators		TEN-T Compliance by end 2019 CNC Rates
Rail	Loading gauge ( $\geq$ P400)	40%
	Maximum train length ( $\geq$ 740m)	53%
	Max axle load ( $\geq$ 22,5 tonnes)	90%
	Line Speed ( $\geq$ 100km/h)	86%
	Track gauge (1435mm)	84%
	Electrification	90%
Airport	Connection to rail	70%
IWW	RIS implementation	94%
	Permissible height under bridges ( $\geq$ 5,25m)	83%
	Permissible draught ( $\geq$ 2,5m)	84%
	CEMT IV class ( $\geq$ IV)	96%

Source: TENtec team, generic data, beyond ScanMed

Since the first Corridor Study it was agreed that Inland Waterway (IWW) is not part of the ScanMed corridor analysis and is left out here.

The analysis was agreed to be limited to existing sections which are not compliant, yet and based on:

- the narrow update of the project list (PIR 2023-1),
- the data of the consultants, and
- the data from the network statements of the infrastructure managers.

Compared with 2021 the improvements for rail are the Danish section Vordingborg - Ringsted which is now „electrified“ (although no project was recorded in the Project List), in Italy the intermodal gauge and train length on sections Sarzana - Pisa and Poggio Rusco - PM Tavernelle (despite no project in the Project List) and in Sweden the Ockelbo - Kilafors (due to a project that was also include in the Project List).

However, also a worsening needs to be reported: In Sweden certain sections on the Bothnian corridor are no longer compliant with the  $\geq$ 100 km/h parameter. The same is true for the link to Augusta in Italy/Sicily. In both cases this is due to the interpretation of the respective Network Statements.



**Figure 4-2: Compliance Rail by Country and Parameter by July 2023**

TEN-T ScanMed		Status: 07/2023							
		All entries: %age of all sections fulfilling the respective standard							
TEN-T Technical Parameters	Standards <sup>1)</sup>	FI	NO	SE	DK	DE	AT	IT	Total
- thereof with freight traffic [km]		644	208	2.691	842	2.722	103	2.519	9.731
Traction	Electrified	97%	100%	100%	53%	91%	100%	100%	93%
	Diesel	3%	0%	0%	47%	8%	0%	0%	6%
	Others/Unknown	0%	0%	0%	0%	1%	0%	0%	0%
Track gauge <sup>2)</sup>	1435 mm	0%	100%	100%	100%	100%	100%	100%	95%
	other than 1435 mm	100%	0%	0%	0%	0%	0%	0%	5%
	Others/Unknown	0%	0%	0%	0%	0%	0%	0%	0%
Intermodal gauge <sup>3) 4)</sup>	≥ P/C 70/400	29%	100%	79%	98%	97%	100%	28%	70%
	< P/C 70/400	0%	0%	0%	0%	3%	0%	65%	18%
	Others/Unknown	71%	0%	21%	2%	0%	0%	7%	13%
Max operating speed <sup>3)</sup>	≥ 100 km/h	100%	22%	89%	98%	100%	74%	76%	89%
	< 100 km/h	0%	78%	11%	0%	0%	26%	21%	11%
	Others/Unknown	0%	0%	0%	2%	0%	0%	3%	1%
Max axle load <sup>3)</sup>	≥ 22.5 t	100%	100%	100%	98%	100%	100%	70%	92%
	< 22.5 t	0%	0%	0%	0%	0%	0%	29%	8%
	Others/Unknown	0%	0%	0%	2%	0%	0%	0%	0%
Maximum train length <sup>3)</sup>	≥ 740 m	95%	100%	8%	98%	100%	61%	2%	48%
	< 740 m	5%	0%	92%	0%	0%	39%	97%	51%
	Others/Unknown	0%	0%	0%	2%	0%	0%	0%	0%
ERTMS in operation	YES	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
	NO	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
	Others/Unknown	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.

Source: Hacon analysis October 2023

The ScanMed corridor shows generally high compliance rates for electrification which was further improved to 53% in DK leading to a compliance rate of 93% for the entire corridor. The track gauge 1435 mm is technically available on 95% of the corridors rail km despite in Finland. Finland is exempted from this obligation due to „isolated network“ so that the (legal) compliance rate is 100%. The „Intermodal gauge ≥ P/C 70/400“ improved to 28% in IT and thus reaches a compliance rate of 70% on the entire corridor . Maximum freight train operating speed ≥ 100 km/h worsened in SE and IT leading to a total compliance rate of 89%. The maximum axle load ≥ 22.5 tons parameter showed no change and remains at a high compliance rate of 92%. The parameter maximum train length ≥ 740 m improved slightly in SE and IT but still only reaches a compliance rate of 48% on the entire corridor. This is a real challenge for railway undertakings and their customers in view of the aimed at modal shift.

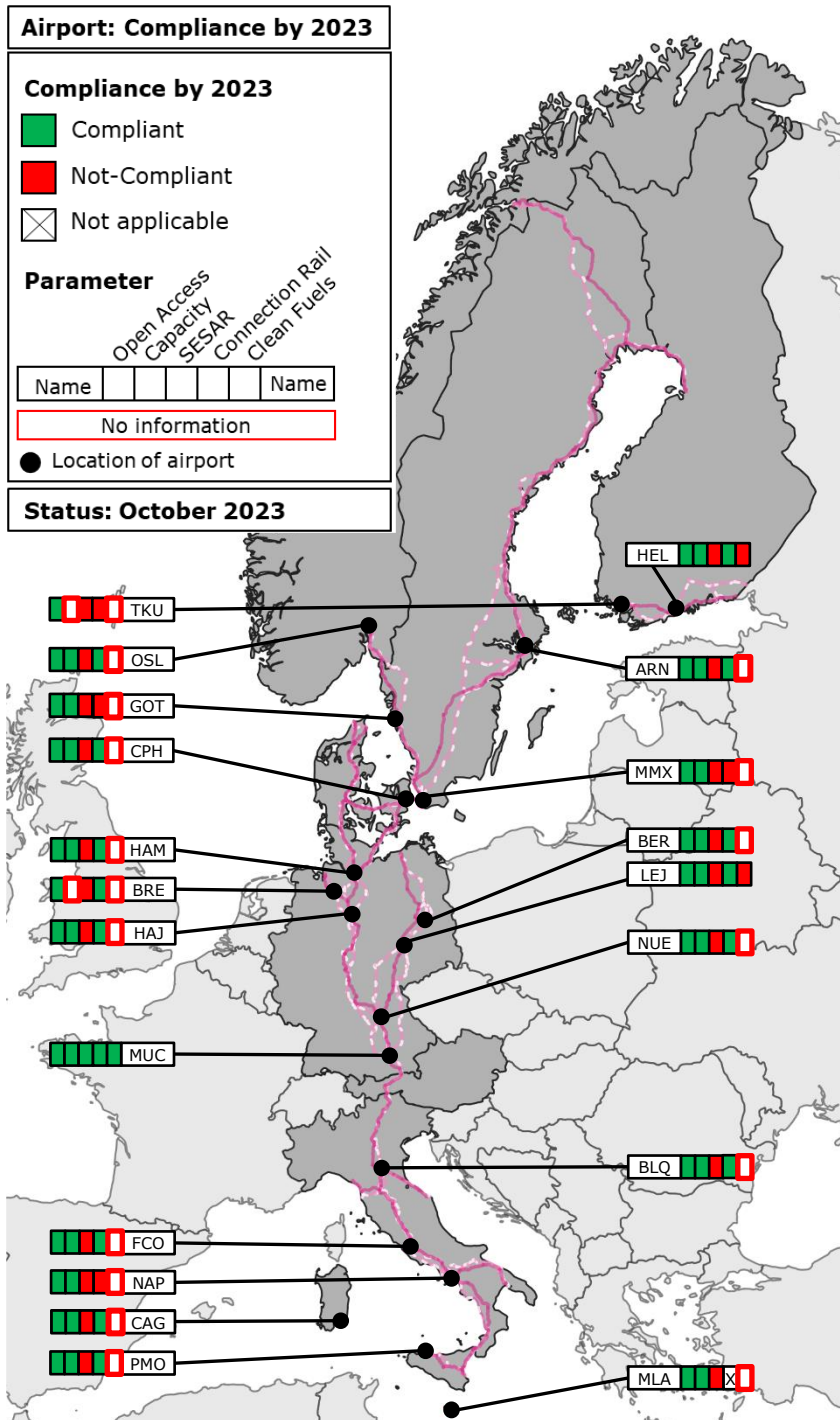
The main airports are already linked to rail after Helsinki airport got its direct station in 2015. Malta (MLA) is exempted according to Art. 57 of Regulation (EU) 1315/2013. The airports of Turku (TKU), Gothenburg (GOT), Malmö (MMX) and Naples (NAP) have no connection to rail but are not considered „main airports“ according to part 2 of Annex II of Regulation (EU) 1315/2013. Thus a 100% compliance rate is achieved.

**Figure 4-3: Rail Compliance Map by July 2023**



Source: Hacon analysis October 2023

**Figure 4-4: Airport Compliance Map by July 2023**



Source: KombiConsult analysis, October 2023; only the connection with rail parameter updated

## **5 Task 2 Further refining of the project list**

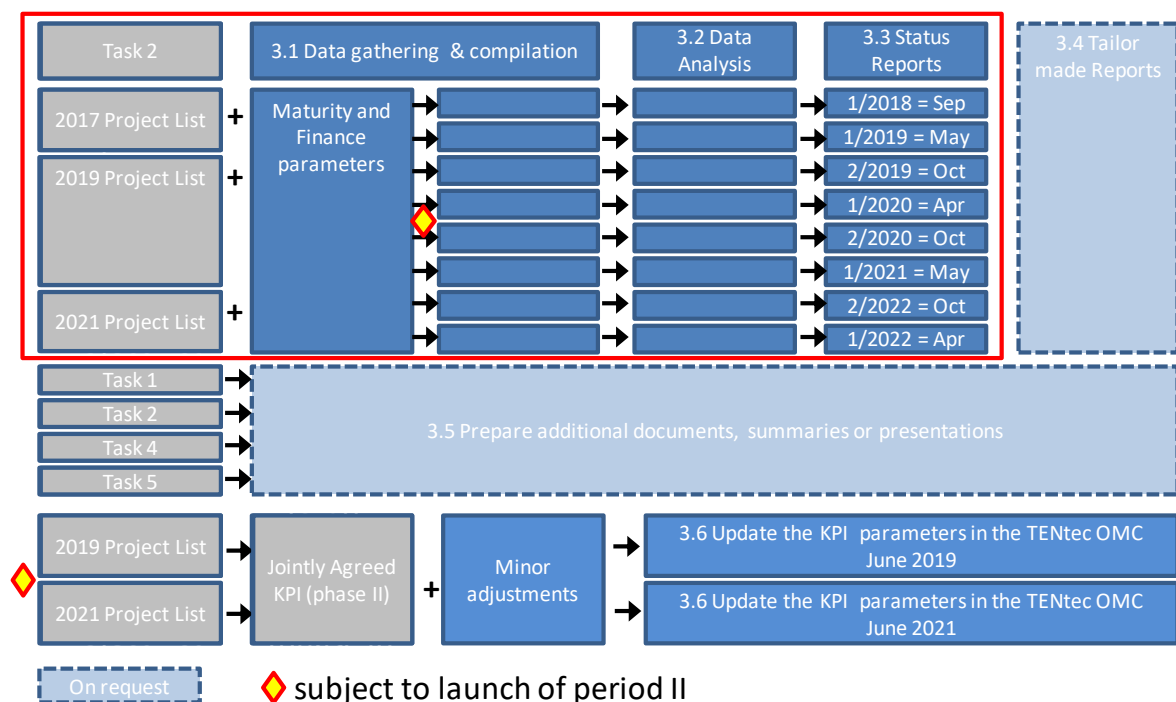
No activities were contracted for the 3<sup>rd</sup> period.

## 6 Task 3 Monitoring and analysing the state of project implementation and reporting

Task 3 builds on the requirement that biennial updating the entire project list and the Work Plan of the European Coordinators should be accompanied by a more frequent status analysis of the projects, which will allow the Commission and the Coordinator to counteract in case of inconsistencies and delays. Therefore, the implementing stages of projects and their financing shall be **monitored twice a year** throughout the study phases III and IV (June 2018 – May 2022), and one additional time in May 2023 in the framework of prolongation of phase IV.

The monitoring process will be a matter of Task 3.1, while Task 3.2 will analyse the progress of the projects with respect to the updated data, Task 3.3 finally will compile the results (reporting). Task 3.4 provides input to the Coordinator's missions and Task 3.5 prepares further documents including results from other tasks. Both Task 3.4 and 3.5 are subject to specific request. Additionally, Task 3.6 is foreseen by the Commission to derive the KPIs update based on TENtec OMC and to up-date the TENtec OMC with data from completed projects. The relation of the specific sub-tasks to Task 2, the updating of the entire project list (within Task 2) and the monitoring of progress on maturity and finance within Task 3.1, 3.2 and 3.3 as well as the other three sub-tasks of this Task 3 are visualized in the diagram below.

**Figure 6-1: Task 3 - Detailed work programme and interrelations**



Source: Consultant's presentation at Kick-off meeting, updated for Working Group Meeting on 12th of July 2018, confirmed in the 5<sup>th</sup> management meeting in May 2020

The "PIR"-reports are formal deliverables and due in Month September 2020 to April 2022, and June 2023. The first report (September 2018) included also considerations and agreement on the methodology, while further reports (every 6 month) have been prepared on the basis of the agreed methodology and include only the presentation of results in **Power Point format**. In order to present comparable results across the

nine Core Network Corridors the first Report was used as a template for all nine Corridors. The 2<sup>nd</sup> and further reports included the updated results per corridor.

Starting with the Project Implementation Report 2019-1 DG MOVE has requested to report also on the “**commercial delivery time**” as the outcome of Task 3.5. The report is provided in chapter 6 of all following PIRs respectively.

Since PIR 2021-2, reporting is based on the fully updated project list of 2021 which includes, for the first time, the projects on the “new alignment” of the Core Network Corridors. The “new alignment” is based on the Regulation (EU) 2021/1153 of the European Parliament and of the Council of 7 July 2021 establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014. The implications for the ScanMed corridor are far reaching and have led to the addition of certain new lines and nodes in Denmark and Sweden as well as – to a lesser extent – in Norway, Finland, Germany and Italy. Ongoing or planned projects on those lines were included.

The recent deliverable reports the results of the PIR 2023-1 which refers to the (narrow) project list update due in April 2023.

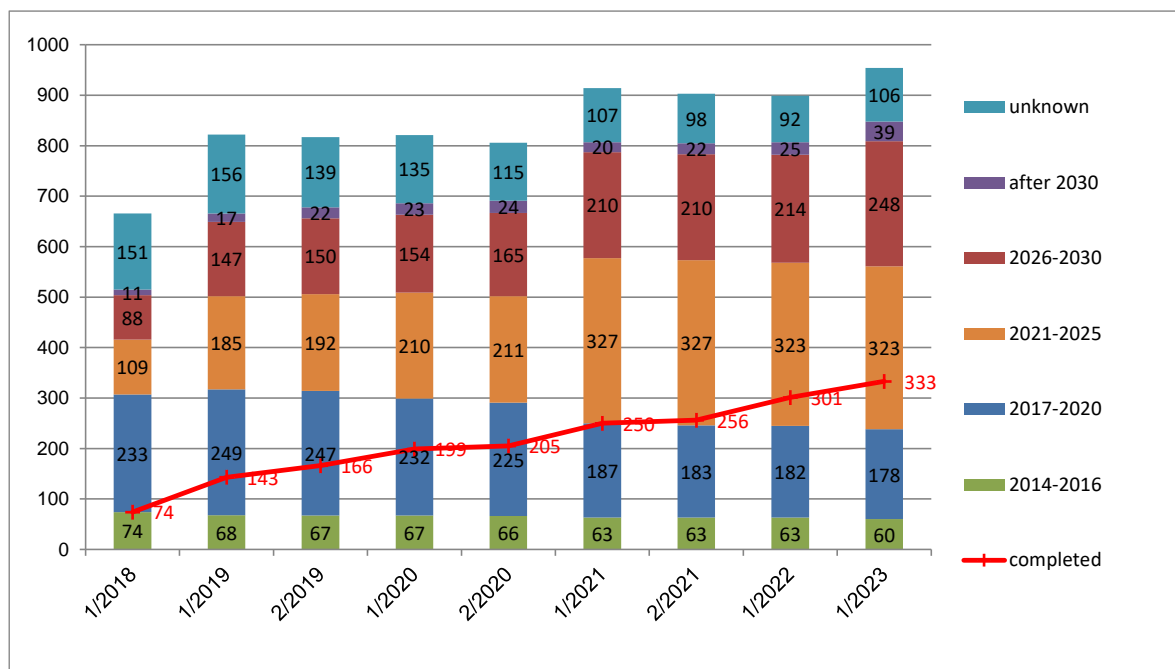
## 6.1 Task 3.1 Monitor the implementation of the Corridor projects equally

A joint working group (WG) across corridors and with the involvement of the EC has been established with the aim to agree upon a harmonized methodology. The methodology is included in the Inception Report.

## 6.2 Task 3.2 Analyse the progress of projects

The progress is analysed according to the joint methodology focusing on maturity and finance criteria.

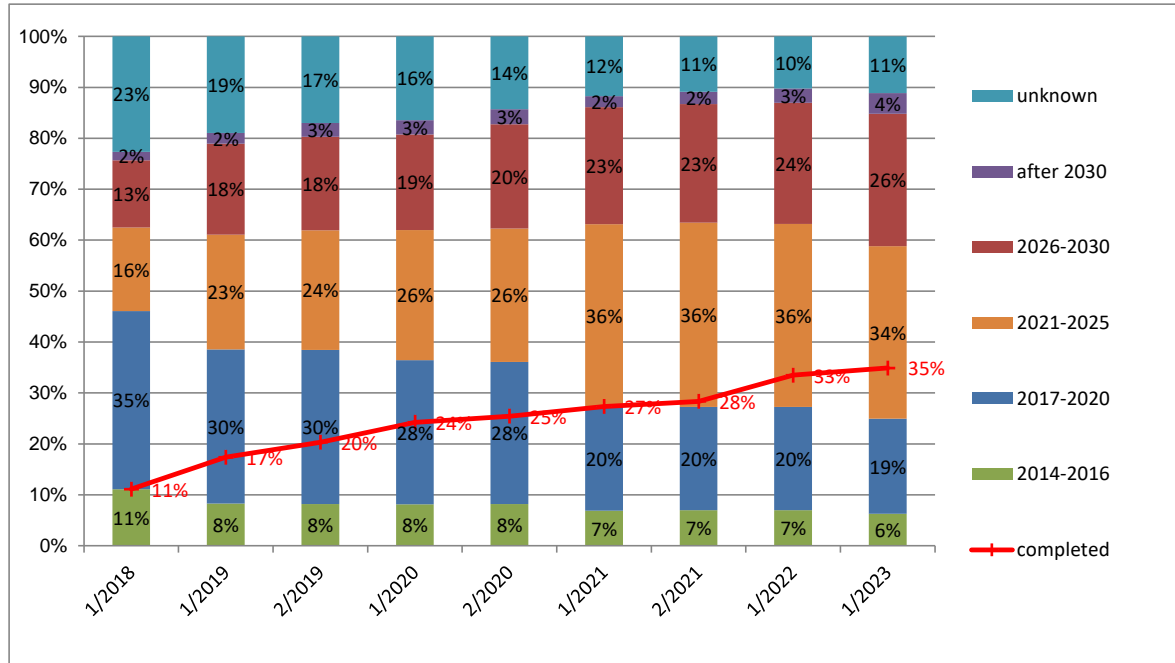
**Figure 6-2: Evolution of Maturity criteria “expected completion time” since the first Implementation Report (N° of projects)**



Source: KombiConsult analysis based on the 04/2023 Project List of CNC ScanMed

The graphic presents the number of projects per completion time cluster and the number of completed projects.

**Figure 6-3: Evolution of Maturity criteria “expected completion time” since the first Implementation Report (Share of projects)**



Source: KombiConsult analysis based on 04/2023 Project List of CNC ScanMed

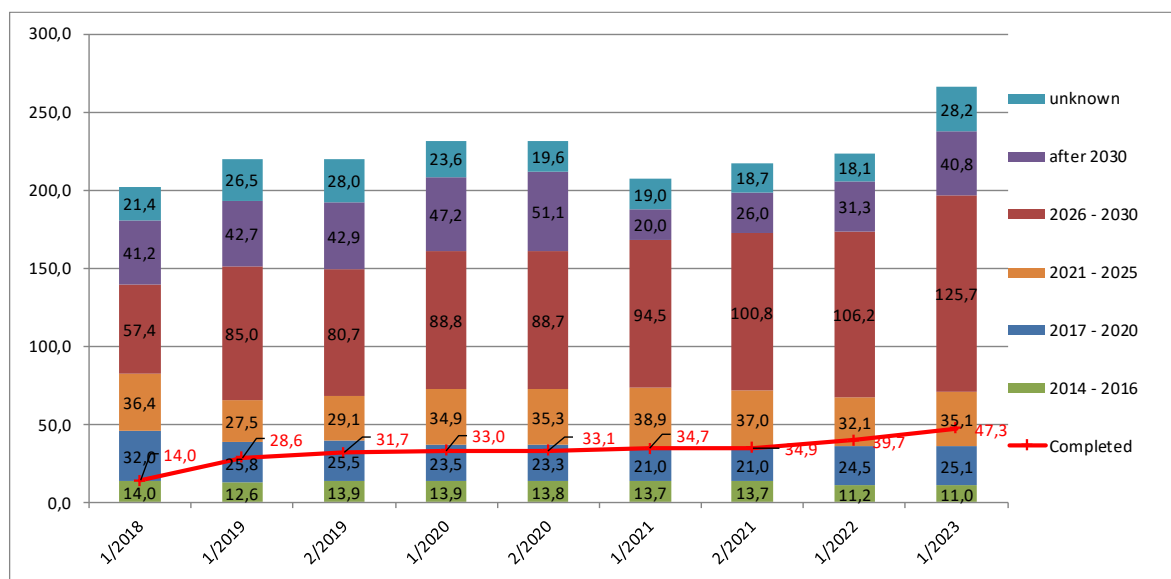
Both ways of presentation (see Figure 6-2, Figure 6-3) allow for monitoring and tracing the maturity criterion bi-annually (between 2028 and 2022), and only annually (between 2022 and 2023). In terms of numbers and starting with the first Project Implementation Report 1/2018, the main results of the current status of evaluation can be pointed out, as follows:

- Since the first Project Implementation Report, 288 ScanMed relevant projects have been added to the Project List. Considering that projects were deactivated meanwhile, this number might be higher. The number of projects relevant for the ScanMed corridor thus increased from 666 projects in the first Project Implementation Report up to 954 projects in the current Project Implementation Report;
- Since the first Project Implementation Report (project status 11/2017), further 259 projects were completed (project status 12/2022). The number of completed projects thus increased from 74 (11% share) to 333 projects (35% share), meaning about one third of the envisaged projects are completed now;
- The number of projects for which the completion time is unknown, decreased by 45 projects from 151 to 106, despite the fact that at least 288 projects were added to the project list meanwhile;
- The number of projects, for which the completion time is beyond 2030, increased from 11 to 39 projects;
- Projects with late (2026-2030, after 2030) finalisation particularly refer to transport mode Rail + Rail ERTMS with 143 projects in these time clusters, followed by Maritime (59) and Road (47);

- Most projects where the finalisation is unknown are of the same categories with 29 Rail + Rail ERTMS projects, followed by 22 Road projects and 18 Maritime projects;
- Of the 333 projects that are completed so far, most projects refer to project category Road (82), followed by Maritime (63), Rail + Rail ERTMS (61), Airport (41), MoS (40), and Multimodal (29).

As it was done for the number of projects, the overview for the project cost allocation by completion time clusters has changed after updating the project list in 2019, 2020, 2021 and will do so in 2022 respectively. For this reason, the graphical visualisation for the absolute costs (see Figure 6-4) and share of costs (see Figure 6-5) is based on the past and most recent (April 2023) project list data so far.

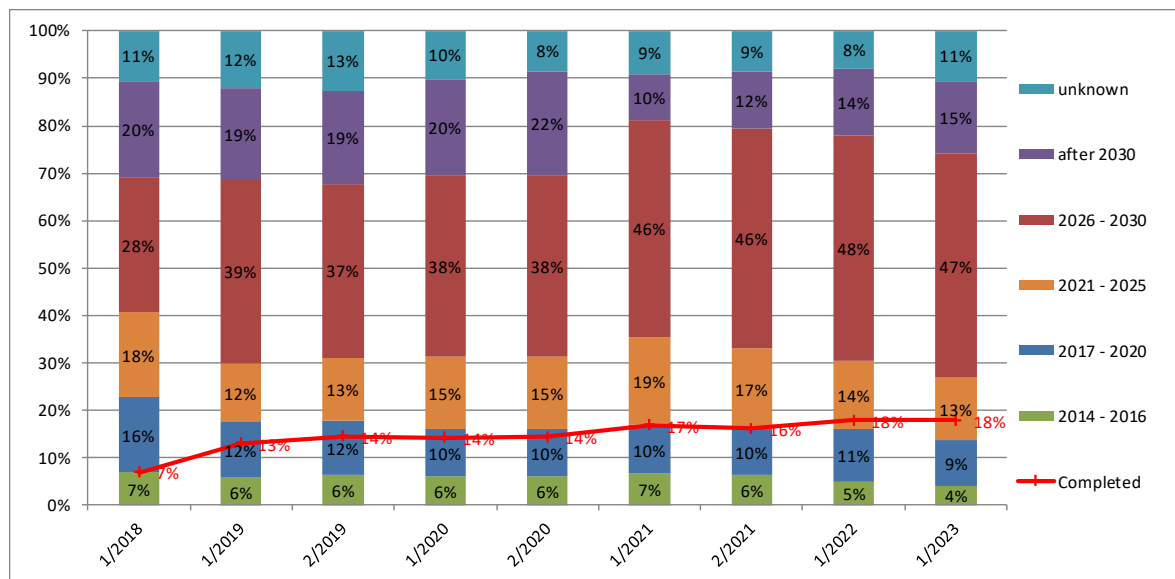
**Figure 6-4: Evolution of Total Cost (in Million €) by completion time cluster since the first Implementation Report**



Source: KombiConsult analysis based on 04/2023 Project List of CNC ScanMed



**Figure 6-5: Evolution of Share of Total Cost (in percentage) by completion time cluster since the first Implementation Report**



Source: KombiConsult analysis based on 04/2023 Project List of CNC ScanMed

All ways of presentation (see **Fehler! Verweisquelle konnte nicht gefunden werden**. Figure 6-4, Figure 6-5) allow for monitoring and tracing the project financial status criterion bi-annually. Starting with the Project Implementation Report 1/2018, the main results of the current status of evaluation are pointed out, as follows:

- Since the first Project Implementation Report, costs of completed projects more than tripled from about €14,0bn to currently €47,3bn, increasing its share from 7% to 18%;
- The project costs for timeframes 2014–2016, 2017–2020, 2021–2025 and “after 2030” decreased and only the project costs for “2026 – 2030” increased, which indicates a general delay in project completion, but also a considerable increase of projects in this timeframe. Nevertheless in terms of share this cluster is actually more or less stable since 2021;
- The project costs allocated to projects of which the completion time is not known increased from €21,4bn to €28,3bn since the first Project Implementation Report, after it decreased considerably from an all-time high of about €28,0bn in the report 2019-2 until the last report. It is still a high amount for projects where it is not known when they will be finished;
- As most projects with late (2026–2030, after 2030) finalisation particularly refer to transport mode Rail + Rail ERTMS (143 projects), they also represent by far the biggest cost share with €116,5bn, followed by Road (€22,4bn), Maritime (€11,0bn), Airport (7,7bn), and Multimodal (€7,3bn);
- Most costs allocated to projects where the project finalisation is unknown are also Rail + Rail ERTMS (€20,4bn), followed by Road (€2,8bn) and Maritime (€1,3bn)
- Of the 333 projects that are completed so far, most project costs refer to project category Rail + Rail ERTMS with €24,1bn, followed by Road (€14,1bn), Airport (€3,1bn), Maritime (€2,3bn) and MoS (€1,5bn).

### 6.3 Task 3.3 Prepare regular and ad-hoc project implementation status reports

Project Implementation Report 2023-1 was delivered in June 2023 and approved in the same month.

The PIR 2023-1 was presented in the Corridor Forum Meeting on 06.06.2023.

### 6.4 Task 3.4 Provide, upon demand, tailor made information for the Coordinator

No activities were contracted for the 3<sup>rd</sup> period.

### 6.5 Task 3.5 Upon specific request, prepare additional documents

DG MOVE requested (under Task 3.5 and according to their precise "Guidelines") to deliver information on "Commercial Delivery Times" every six month as part of the PIR. A proposal was sent for approval. It was applied so that the planned budget foreseen for Task 3.4 was fully used.

For the intermodal rail service B between a Baltic Sea Port and a freight hub in Northern Italy which focuses on general cargo the respective times and punctuality figures were obtained and monitored continuously.

**Figure 6-6: ScanMed Service B - Time Table Data 2022, and punctuality for reporting period**

Year	2022				2023			
	North-South		South-North		North-South		South-North	
Month	1-6	7-12	1-6	7-12	1-6	7-12	1-6	7-12
Departure time	09:20	09:20	02:57	02:57	n/a			
Pick-up time	12:00	12:00	03:30	03:30				
Journey Time hh:mm	26:40	26:40	24:33	24:33				
Average speed Km/h	≈ 48	≈ 48	≈ 52	≈ 52				
Punctuality (< 60 Min delay)	40%	39%	31%	33%				
N° of services > 20/month	260 Yes	245 Yes	260 Yes	244 yes				

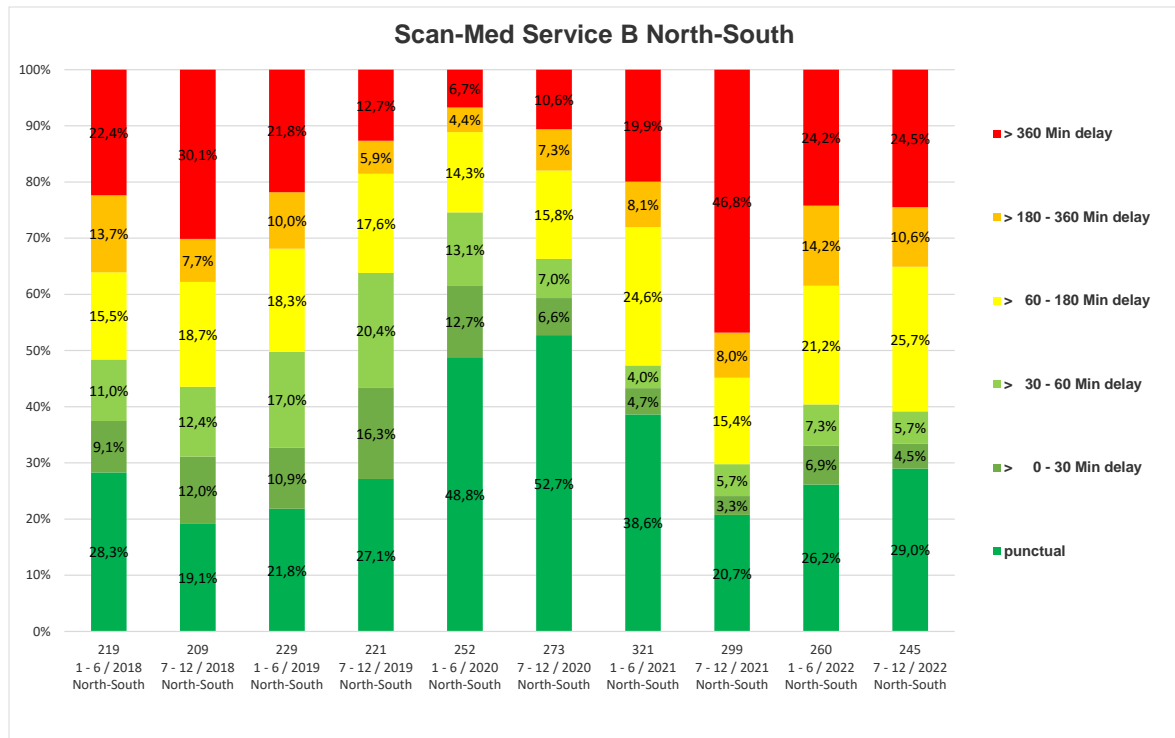
Source: KombiConsult analysis based on recent service agreement of freight forwarders

The evolution of punctuality is displayed in the following diagrams.

Punctuality of the south-north trains was usually better than the opposite direction despite the last period. Both directions showed a positive development until the 4th reporting period (2020), whereas the quality declined after that. For the north-south

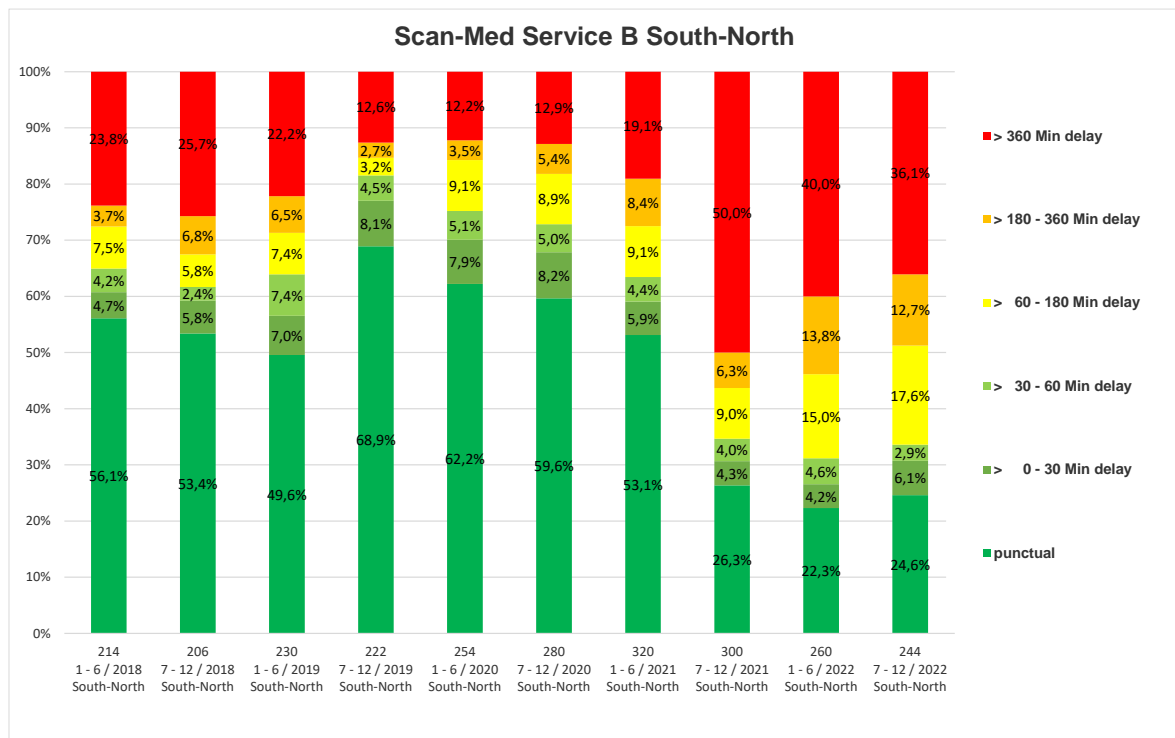
trains the punctuality - if a delay of one hour is accepted – decreased from 48% to 30% with a high of 75% in the first half of 2020, and for the opposite direction it decreased from 65% to 35%, despite a high of 81% in the second half of 2019. In the last two reporting periods, however, a small increase in overall punctuality and a significant reduction of dramatic delays of more than 6 hours could be observed.

**Figure 6-7: ScanMed Service B Direction North-South Evolution of Punctuality 1-12/2018 and 1-12/2022**



Source: KombiConsult analysis 04/2023

**Figure 6-8: ScanMed Service B Direction South-North Evolution of Punctuality 1-12/2018 and 1-12/2022**



Source: KombiConsult analysis 04/2023

## 6.6 Task 3.6 Update of the technical parameter data in TENtec OMC

The methodology was agreed upon in the Inception Report and was rolled out on the basis of the approved final project list by end of August 2019.

As in the previous periods the sections were shared among consultants/Corridors. The data identified for update (see Task 1) was uploaded to TENtec OMC in autumn 2023 with the usual problems (overwriting of data, non-acceptance of data, ...). No results per corridor were obtained from TENtec OMC so that the presentation in November 2023 was based on the uploaded data.

After the "TENtec in-built validation mechanism date" has expired the data are regarded as accepted.

## 6.7 Deliverables of Task 3, and progress achieved

Project Implementation Report 2023-1 was delivered and approved in June 2023.

## **7 Task 4 providing the elements for the updates of the work plan**

No activities were contracted for the 3<sup>rd</sup> period.

## **8 Task 5 Preparing, supporting and following up of the Corridor Forum and its working groups**

### **8.1 Task 5.1 Provide support for the organisation of 2 corridor forum meetings p.a.**

A 18th Corridor Forum Meeting was performed in Brussels on 06 June 2023. It focused on reports from DG MOVE on the update of the TEN-T revision, the role of urban nodes and resilience of the TEN-T network, and from CINEA on the CEF portfolio of the Corridor and planned calls. FS reported on the innovative financing scheme for the Palermo- Catania railway line and BBT on the influence of "inflation" on large projects. The consultants presented the Project Implementation Report 2023-1.

A 19<sup>th</sup> Corridor Forum Meeting was performed in Brussels on 14 November 2023. It focused on reports from DG MOVE (TEN-T revision), CINEA (CEF Portfolio) and DG Connect (5G corridors) as well as reports from the RFC ScanMed, Europe's Rail Joint Undertaking and "MOVE 21". The consultants presented the Key Performance Indicator's update.

### **8.2 Task 5.2 Organise on average up to 6 working groups meetings per year**

The numbering of meetings continues from the first and second period of the 3<sup>rd</sup> phase.

A 37th meeting was organised as Brenner Corridor Platform Chairs meeting jointly with the BCP Secretariat on February 14, 2023. It was documented accordingly.

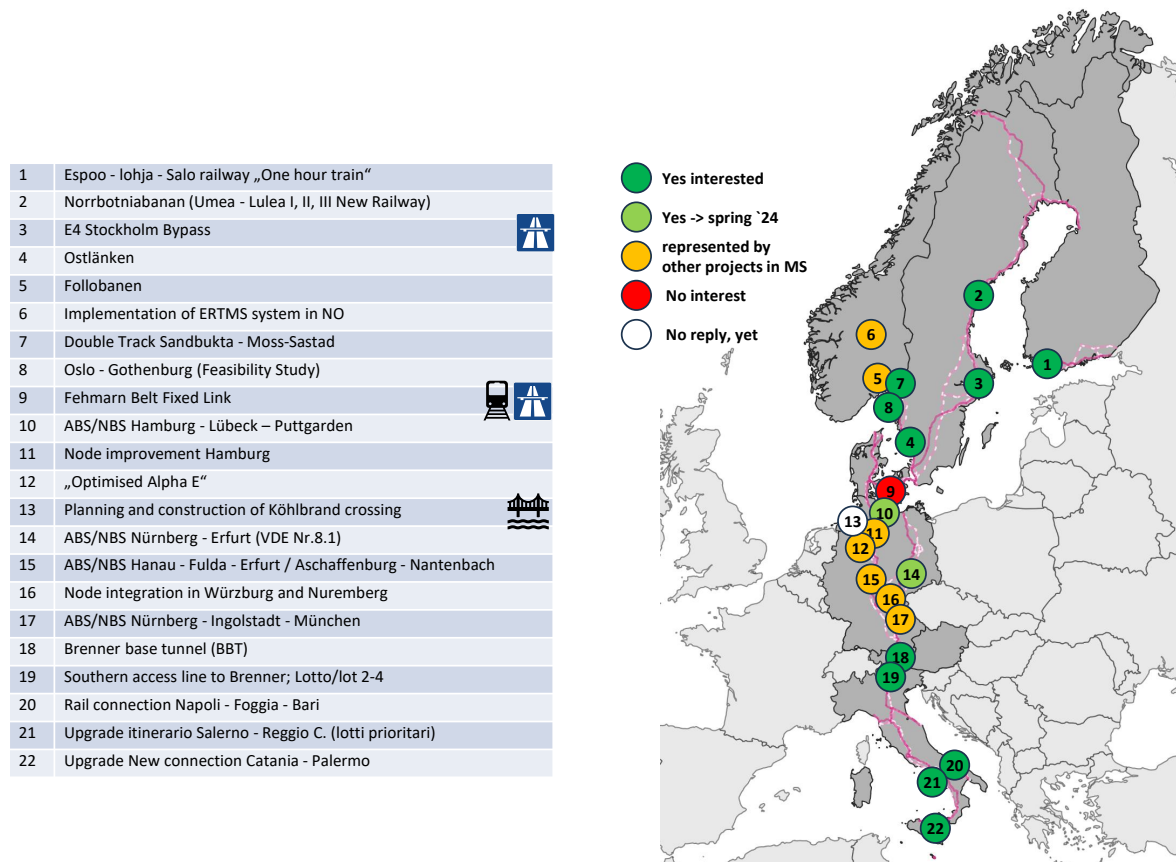
A 38th meeting was organised jointly with the Brenner Corridor Platform (BCP) as a BCP Plenary Meeting in Innsbruck on 16 May 2023. It was documented accordingly.

A 39<sup>th</sup> meeting was attended jointly with the RFC ScanMed to discuss progress towards establishing a Fehmarn Belt Platform on May 25<sup>th</sup>, 2023.

A 40<sup>th</sup> meeting was planned for 14 November 2023 at the occasion of the Corridor Forum Meeting in Brussels for the project managers of the "large projects". However the schedule of the envisaged participants and the coordinator prevented from it so that it was postponed to a later date.

The following figures shows the feedback obtained from 22 projects with a generally high interest in sharing the relevant experiences "peer-to-peer".

**Figure 8-1: Ideas Laboratory “Large Projects” - Feedback**



Source: KombiConsult analysis 10/2023

### 8.3 Task 5.3 Present the progress of the study

The progress of the study was presented at each of the corridor forum meetings.

### 8.4 Task 5.4 Manage and update the established list of stakeholders

The list of stakeholders taken from the 2015/2017 study, continued in the first and second period, is being updated continuously and was used for communication with the stakeholders.

## **9 Conclusions and Recommendation to the European Commission**

The TEN-T Regulation, the role of the European Coordinators and the studies supporting their activities have become an asset for engaging with the stakeholder community and finally completing the TEN-T Network by the given deadlines.

The timing of the validity of the Guidelines, the mandate of the Coordinator and the assignment of the consultants shall be harmonized with no interruptions in the future.