



EUROPEAN COMMISSION  
DIRECTORATE-GENERAL FOR MOBILITY AND TRANSPORT

**Baltic-Adriatic Core Network Corridor**  
The European Coordinator

Brussels, 1 July 2015

**INFORMATION NOTE OF THE EUROPEAN COORDINATOR**  
**Prof. Kurt Bodewig**

**Subject: Important financial boost for investments in transport infrastructure along the Baltic-Adriatic Corridor**  
*Results of the CEF Call for Proposals 2014*

On 29 June 2015, the European Commissioner for Transport, Violeta Bulc, announced the results of the biggest Call for Proposals ever under the Connecting Europe Facility (CEF), launched in 2014. Given that the available budget envelope was oversubscribed three times, strong focus and prioritisation was necessary to distribute the available 13.1 billion EUR to key transport projects with highest European added value.

As European Coordinator of the Baltic-Adriatic Corridor, I am very pleased that the Commission recommended several projects along my corridor for funding. I am proud that the **six Member States** involved in the **Baltic-Adriatic Corridor** (Poland, Czech Republic, Slovakia, Austria, Italy and Slovenia) were **very successful** in the context of this **extremely high competition for EU funding**. With this Call, we reached an important milestone in realising our Baltic-Adriatic Corridor. I am confident that these projects will perform to their best and deliver most European value. At the same time, I thank all involved stakeholders who have submitted well-prepared and mature project applications along my corridor for their engagement.

In total **16 projects** on the Baltic-Adriatic core network corridor have been proposed for funding by the European Commission with a recommended funding volume of **1.03 billion EUR**. The proposed projects will contribute to the main priorities of the TEN-T and the CEF by removing major bottlenecks along our Baltic-Adriatic Corridor and by upgrading the transport infrastructure to the TEN-T requirements.

It is worth to mention that the efforts made by the four **Cohesion Countries** in proposing good quality projects have paid out. In particular, Poland and Slovenia have already used up around half of their national allocation under the Cohesion envelope of the CEF in this first call. Important railway infrastructure projects will be implemented over the coming years, such as the modernisation and upgrade of the Polish E59 railway from Wroclaw via Poznan to Szczecin or the ETCS installation on the Petrovice u Karvine – Ostrava – Prerov – Breclav line in the Czech Republic. The ports building the start and end point of the corridor will also be boosted by projects such as the upgrade of the maritime link between Sweden and Poland or the improvement of the maritime accessibility and the hinterland connection of the North Adriatic ports. Almost 60 million EUR of funding have also been recommended for the Koralm railway line, one of the two missing links along the Baltic-Adriatic Corridor.

However, the huge success of the Call had as a consequence that good projects could unfortunately not be retained for funding. For instance, the submitted proposal of the Semmering Base Tunnel in Austria, even though of excellent quality and constituting the second missing link of the corridor, has not been selected for funding due to budgetary constraints. This project may however have very good chances to be financed by financial instruments.

I encourage the countries along my corridor, especially the Cohesion countries, to come up with additional projects identified as priority in my work plan for the **next upcoming CEF Call 2015** that will be launched most likely in December 2015. In particular, I ask Member States to concentrate on the **cross-border sections**. We still have important rail and road bottlenecks along the corridor. Member States shall therefore give due attention to the six rail and the two road cross-border sections which I have given highest priority in my corridor work plan.

I very much hope that Member States and project promoters will embrace the opportunity of upcoming Calls and come up with good and mature projects of EU importance. Indeed, I recall that a Cohesion Member State risks losing its national allocation to other Cohesion Member States if not used by 1 January 2017.

At the same time, not all projects will be able to be funded by grant money. I therefore wish to raise awareness for the Juncker investment plan (European Fund for Strategic Investment) and am devoted to assist Member States in looking for alternative, innovative financial schemes. In this context, I have recently published, together with my Coordinator colleague Prof. Carlo Secchi and Mr. Henning Christophersen, a report on how to make the best use of such **new financial schemes** for transport projects (**CBS report**).

#### 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 **corridor work plan** can be downloaded here:  
[http://ec.europa.eu/transport/themes/infrastructure/news/doc/2015-05-28-coordinator-work-plans/wp\\_ba\\_final.pdf](http://ec.europa.eu/transport/themes/infrastructure/news/doc/2015-05-28-coordinator-work-plans/wp_ba_final.pdf)
- The **Christophersen-Bodewig-Secchi report** (CBS report) on how to make the best use of financial schemes for transport infrastructure projects can be downloaded here:  
[http://ec.europa.eu/transport/themes/infrastructure/ten-t-guidelines/doc/2015\\_06\\_03\\_cbs\\_action\\_plan\\_final.pdf](http://ec.europa.eu/transport/themes/infrastructure/ten-t-guidelines/doc/2015_06_03_cbs_action_plan_final.pdf)