



#ConnectingEU
Tallinn, 21-22 September

**Informal Council
Connecting Europe Conference
Estonian Parliament**

Roundup 2017



EU2017.EE



*Mobility and
Transport*

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Informal Council Connecting Europe Conference Estonian Parliament

Roundup 2017



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Informal Council 20-21 September 2017

The informal Transport Council 20-21 September 2017 looked into transport infrastructure financing for the next financial period and was the opportunity for the Commission to present the Aviation Connectivity Index, a deliverable of the 2015 Aviation Strategy.

Discussions showed the success of the Connecting Europe Facility as the key tool for promoting infrastructure development and a deeper integration of the EU and the overall support of Member States for its continuation and strengthening in the next multiannual financial period.

Joint session of transport and energy ministers "Delivering the Energy Union and the Single Transport Area"

- **Opening by the Estonian Minister of Economic Affairs and Infrastructure Kadri Simson**
- **Intervention by the Vice-President of the European Commission Maroš Šefčovič**
- **Intervention of the Ministers**
- **Concluding remarks by Commissioners Arias Cañete and Violeta Bulc**

The Informal Council started with the **Joint Session of transport and energy ministers** looking into the achievements and the future of the Connecting Europe Facility (CEF) in the context of the reflection on the future of EU finances.

The discussion showed a consensus on the usefulness of CEF. Ministers viewed it as an EU programme of high added value that had worked successfully to remove bottlenecks in both transport and energy infrastructure, in particular by supporting projects connecting Member States. There was therefore consensus on the need to continue CEF in the next MFF period. A great number of delegations stressed that grants should continue to play the key role among financing tools, as most eligible projects, while having a high EU added value, lacked attractiveness to be realized on market terms alone. Several ministers saw a need to strengthen synergies between funding for the transport and energy sectors. In this regard, many Member States highlighted the rollout of alternative fuels infrastructure and charging stations for electric vehicles as an area where such synergies could be further exploited.

The Commission representatives (VP Šefčovič, Commissioner Bulc and Commissioner Arias Cañete) underlined that CEF was a very successful programme and crucial for supporting projects with high EU added value in the transport, energy and telecommunications sectors. While acknowledging that some adjustments would be considered for the future, VP Šefčovič stressed the importance of supporting innovation at EU level. Commissioner Bulc highlighted the significant CEF achievements and high

absorption rate of CEF funding in the transport sector (96% of CEF transport grant budget), including on the funds from the cohesion fund. She noted the importance of blending various sources of public and private funding to maximize leverage and efforts to streamline the rules. She further stressed that for the next MFF, grants could be used more for projects with high EU added value and measurable socio-economic-environmental benefits. Commissioner Arias Cañete highlighted contribution of CEF to ending the energy isolation of certain regions in Europe. He stressed that the focus of CEF in the energy sector was shifting towards electricity projects in line with decarbonisation objectives. All three Commission speakers underlined the potential to better exploit synergies between the various sectors eligible for funding under CEF, such as electro mobility.

Session of the transport Ministers “Air Connectivity providing for greater territorial cohesion in Europe”

This session was dedicated to aviation connectivity, a key element in bringing people and business together. Commissioner Bulc referred to the significant benefits of the EU internal aviation market launched 25 years ago, notably the tripled number of passengers carried on flights or the 330% rise in number of intra-EU routes that resulted in 131 billion Euro direct contribution to EU GDP and high employment throughout Europe. She noted that the launch of the Connectivity Index was a deliverable of the Aviation Strategy and through it the Commission was offering a tool to facilitate policy making. She noted that, while starting with aviation, the index could be developed to include other modes in the future and thereby become a tool for designing multimodal connectivity.

Following the interventions of Eurocontrol and of representatives of the aviation industry, delegations intervened and broadly supported the new tool acknowledging the benefits of market liberalisation in the aviation sector. However some nuances in the perspective on connectivity emerged, with some delegations linking it to social issues and emerging new business models in aviation and calling for rules and supervision of such practices, and others calling for PSO and state aid tools being facilitated as means to foster connectivity for peripheral regions. Some delegations called for the further development of the tool, notably to include high speed trains, and more generally supported the idea of using it to promote multimodality.

Second session of the transport ministers “Debating the future investment policy for transport beyond 2020”

- Opening by the Estonian Minister of Economic Affairs and Infrastructure Kadri Simson
- Keynote speech by the Commissioner for Transport Violeta Bulc
- Keynote speech by the Chair of the Transport and Tourism Committee of the European Parliament Karima Delli

Sub session 1

- Presentation on the best practices of the CEF implementation in the Cohesion member States by the European Coordinator for the North-Sea-Baltic Core Network Corridor Catherine Trautmann
- Presentation of a major cross-border TEN-T best-practice project Brenner base Tunnel by the CEO of BBT SE Konrad Bergmeister
- Intervention of the Ministers

Sub-session 2

- Intervention by the European Coordinator for the Scandinavian-Mediterranean Core Network Corridor Pat Cox
- Intervention by the Vice-President of the European Investment Bank Pim van Ballekom
- Intervention by the Vice-Chair of the Transport and Tourism Committee of the European Parliament Dominique Riquet
- Intervention of the Ministers

Building on the joint debate of the day-before, this session was an opportunity for the Commission, Member states, the EP/ TRAN Committee and TEN T coordinators to reconfirm the success of CEF in promoting the development of transport infrastructure and to call for CEF to be reinforced in the next MFF, including its grants component.

In all interventions there was consensus that CEF was one of the most successful financing tools of the EU and that its governance and corridor approach had proven very effective for achieving its objectives. Commissioner Bulc recalled the high absorption level already achieved and the fast delivery ensured by CEF. She highlighted the success of CEF funds leveraging additional investments (22.4 bn Euro of CEF funds expected to mobilise around 46.6 bn Euro overall investments in the EU). These were focused on policy objectives such as fostering low emission mobility, closing bottlenecks and building missing links. The Commission also referred to the complementarity of CEF with structural funds and the EFSI investment fund. TRAN Chair Karima Delli advocated for modern and renovated transport infrastructure to promote a more efficient and multimodal transport system that addresses environmental challenges and benefits from the digitalisation of transport. Recalling that mobility serves European citizens' interests, she also stressed that multimodality requires a behavioural change, and pointed out the need for pedagogy in this respect. On financing, while stressing that blending provides opportunities for financing, she underlined that blending should not entail a reduction of grants and of investment programmes. TRAN Chair K. Delli also underscored the need for a bigger contribution of EFSI to transport investments and clearly stressed the relevance of the cohesion funds for linking regions.

Member States confirmed the success of CEF, in particular as regards cross border projects which benefitted several member states and would otherwise have been difficult to finance. Many acknowledged the important role of the European Coordinators and expressed support for the Joint Declaration of the European Coordinators on the future of TEN T and CEF and the recommendations therein. They called for CEF and its governance to be preserved and strengthened in the next MFF considering the significant remaining financial needs for the completion of the TEN T core network by 2030. The call for grants to remain the key element of CEF was consensual, with some calling for cohesion funds not to diminish to the benefit of CEF. There was broad support for putting emphasis on horizontal priorities such as sustainability, including the promotion of alternative fuels, automated driving or ITS. In terms of other priority areas, some Member States preferred funds going to rail, while others noted that the development of road infrastructure still needed EU support. Some called, in addition to the core network, for projects on the TEN-T comprehensive network to be considered as well.

Concluding the debate, the Commission acknowledged the support for the continuation of CEF and, in view to upcoming budget negotiations, called for transport ministers to promote the achievements, including their socio-economic benefits, for sufficient funding to be allocated to transport in the next financial period. The EE Presidency confirmed that the results of the discussions would be reflected in formal council conclusions on TENT and CEF planned for adoption at the December Transport Council. conclusions on TENT and CEF planned for adoption at the December Council.

Connecting Europe Conference

21 September 2017

Workshop Journalists' seminar

Speakers:

- Olivier Silla, Head Of Unit Transport Investment, DG Mobility and Transport, European Commission
- Frédéric Versini, Deputy Head of Unit Transport Networks, DG Mobility and Transport, European Commission
- Dialogue with Violeta Bulc, European Commissioner for Transport (14:00–14:30)

A journalist seminar sponsored by DG MOVE took place. The aim of the seminar was to inform national media representatives about transport infrastructure policies in the EU, establish with them a long lasting relationship, and possibly have them reporting about what has been discussed in Tallinn. In this sense the seminar was a success, as after one week all the journalists invited to Tallinn have prepared news articles. In some cases more than one. In total, 23 media representatives from 17 EU countries were present at the seminar. The group was extremely motivated, active and curious from the very start: a dinner with Herald RUIJTERS on Wed 20th September. On Thursday they received two presentations by experts in the morning, then they were taken to the press conference of the Informal Council, which was in a different venue. Upon their return, they had the chance to have a dialogue with Commissioner Bulc. For the rest of the afternoon they had one to one interviews with CEOs, experts, and above all TEN-T Corridors Coordinators. Finally, on Friday 22nd September in the morning, they were taken to the Estonian E-showroom where they received several presentations about Urban mobility solutions. Again the conversation was engaging, with most of them asking many questions to the speakers. All journalists were asked to fill out an evaluation form, resulting in a high level of satisfaction for both organisation and content.

Workshop on “Showing the impact of the CEF Transport Programme – Dialogue with beneficiaries”, jointly organized by DG MOVE and INEA

Speakers:

- Maja Bakran, Deputy Director-General, DG Mobility and Transport, European Commission
- Dirk Beckers, Director, Innovation and Networks Executive Agency (INEA)
- Andreas Boschen, Head of CEF Department, INEA
- Marc Vanderhaegen, Head of Programme Support, Coordination & Communication Unit, INEA
- Kasper Bekker, Senior Analyst, Fehmarn
- Baiba Rubesa, Chairperson of the Management Board and CEO of RB Rail AS
- Jérôme Dezobry, Director, Canal Seine Nord Europe
- Paola di Giovanni, FPA Coordination Manager, SESAR Deployment Manager
- Patrick Gagnol, e-Mobility Project Manager, EDF

Dirk Beckers, Director of INEA, opened the workshop by highlighting that the demonstration of results and impact has become part of every EU-funded project's life-cycle, as EU citizens and decision makers are calling for more transparency and accountability regarding their investments. He stated the overall goal of the discussion: How can KPIs be measured at an acceptable cost and feed into Programme measurement?

What lessons can we learn from the ongoing projects and could this feed into a future measurement framework for the CEF Programme?

Maja Bakran, Deputy Director-General, DG MOVE, focussed her intervention on highlighting the efforts already deployed by DG MOVE on measuring the macro-economic effect of the completion of the core network. A macro-economic study was carried out on behalf of the Commission in 2015. It was updated in 2017 and came to the following conclusions:

Generation of about 13 million man-years of jobs until 2030
Additional 1.8% of GDP impact

In order to assess the impacts of TEN-T core network completion – until 2030 – on growth, jobs and decarbonisation, DG MOVE has commissioned a new study. Decarbonisation will be an additional important indicator: the role of the TEN-T as enabler of efficient, smart and sustainable transport solutions becomes more and more evident. It will be vital for future infrastructure development to fully integrate ITS systems and to provide infrastructure for alternative fuel solutions. This will be important for the transport sector to make a significant contribution to climate change objectives.

The results of this study will be available in 2018. DG MOVE will also use intermediary results to support the impact assessment for the CEF 2 proposal.

Marc Vanderhaegen, Head of Programme Support, Coordination & Communication Unit at INEA, gave a presentation focussing on the following elements:

The current performance framework for CEF Transport actions which is developed around the specific CEF Transport Objectives. Indicators include amongst others the number of bottlenecks, km of ERTMS deployment and number of alternative fuel supply points. The data is collected from the applicants at the moment of submission of the proposal and later monitored by INEA throughout the implementation. Prior to the workshop, INEA had circulated a questionnaire to its beneficiaries on the measurement of socio-economic indicators at project level. A limited number of replies for projects were received which can be summarised as follows: Most projects calculate relevant indicators at least ex-ante in order to be able to prove the added-value of their project at EU and at national level, using methodologies that vary widely. These indicators are then re-used for many different purposes, including communication and to obtain financing.

Marc highlighted the main challenges ahead:

- Define the best possible common measurement framework for all projects
- Establish a better link between specific transport objectives and global objectives

Andreas Boschen, Head of CEF Department at INEA moderated the panel discussion. Kasper Bekker, Head of Management Support at Femern A/S focussed his intervention on accelerating the impact of new infrastructure. He built on the experience with the Great Belt Bridge and the Øresund Bridge to show the added-value of a close cooperation with the regions and industry to prepare for the opening of the new Fehmarn belt fixed link.

Baiba Rubesa, CEO of Rail Baltica, highlighted in her intervention the main results from the recent Rail Baltica CBA. She distinguished in particular between quantifiable and unquantifiable socio-economic benefits.

Jérôme Dezobry, Director of Canal Seine Nord Europe (CSNE), presented the main impact of the project in terms of infrastructure performance (i.e. 550 000 lorries less on roads) and economic development (10 000 jobs per year during the 6 years of construction). He highlighted in particular the intended close monitoring of jobs creation through amongst others (social) clauses in the call for tenders.

Patrick Gagnol, e-Mobility Project Manager of EDF, presented the impact of the CORRIDOR and UNIT-e projects on the uptake of electric vehicle traffic in France and neighbouring countries. He highlighted the possibility to remotely monitor the uptake and developed further the potential CO2 savings per km in case of EV trips.

Paola di Giovanni, FPA Coordination Manager of the SESAR Deployment Manager, explained the objectives of the SESAR Deployment Manager which aims at improving the European Air Traffic Management performance by deploying SESAR solutions in a synchronised way. She highlighted the EU regulatory framework which sets up mandatory targets in the key performance areas of safety, environment, airspace capacity and cost efficiency. Furthermore, she outlined how CEF funded projects contribute to achieve those targets. Through CEF funding it is expected to reduce delays by 177 million minutes – equivalent to around 50% reduction per flights – and reduce CO2 emission by 6.3 million tonnes.

Following the individual presentations, the panel replied to three questions (out of a total of 20) submitted by the audience via the slido application:

List of sli.do questions (highest scored):

Question text

Project final cost compared to early budget shouldn't it also be an indicator? It shows the efficiency of the whole project management & quality of Studies.

Answer given by the panel: Such an indicator could provide information on the quality of project management. However, the main goal is to see the impact and socio economic benefits generated by the project for the European citizen.

How often do you measure during the realisation of the project? (And what do you do when positive effects decrease and negative effects increase?)

Answer given by the panel: Paola Di Giovanni answered that they measure regularly the performance and mitigating measures are taken if the positive effects decrease. However, the panellists agreed that negative effects can also stem from external factors which are not under the control of the Project Promoter.

Unmeasurable effects might make a bigger difference than purely economic ones. Shouldn't CEF focus more on wider social effects apart from job creation figures?

Answer given by the panel: The panellists underlined the importance of effects which cannot be monetised. The description of qualitative effects is also part of their project implementation.

Andreas concluded that it is very difficult to aggregate and to calculate properly the impact in terms of jobs, growth and CO2 emissions at corridor or network level from a bottom-up approach; each project is different and is using different methodologies and depends on different external factors (regulatory environment, network effects). Nevertheless, INEA and DG MOVE together with the beneficiaries should continue to assess whether there is scope to harmonise more the impact measurement, in which area, in which form and as from when.

10.40-10.45 Wrap-up and Conclusions

Dirk Beckers wrapped-up the workshop. He mentioned that the preparation for CEF2 provides an interesting opportunity to continue working on this subject from two sides: We need to look at how we are defining measurable objectives for the Programme We need to improve the collection of performance data from our projects.

He noted that the need to keep the costs of establishing a future performance measurement framework proportionate and assess it carefully against its added-value. He proposed additionally to continue the discussion at the next meeting of the CEF Transport INEA advisory group which gathers representative beneficiaries and Member States.

Workshop cross-border projects, governance and financing

Speakers:

- Kim Smedegaard Andersen, Managing Director of Sund & Bælt Partner and Technical Deputy Director in Femern A/S
- Raffaele Zurlo, CEO, BBT SE
- Baiba Rubesa, Chairperson of the Management Board and CEO of RB Rail AS
- Luděk Sosna, Director of the Strategy Department, Ministry of Transport, Czech Republic
- Jacob Heinsen, Permanent Secretary of State, Ministry of Transport, Building, and Housing, Kingdom of Denmark
- Harold Nyssens, Deputy Head of Unit Infrastructure and Regional aid, DG Competition, European Commission
- Silvia Angelo, Member of the Board, ÖBB-Infrastruktur AG
- Alessandro Jannetti, CFO, TELT SAS, Tunnel TransAlpin Lyon-Torino
- Frédéric Versini, Deputy Head of Unit Transport Networks, DG Mobility and Transport, European Commission

Frédéric Versini opened the session stating the relevance of cross border transport and mentioned the recently completed permitting study that examined the elements that could be improved. This workshop is the second of a set of three workshops being organised on the topic of cross-border projects. The first one on public procurement was held in Brussels and a third one will be organised on the 17th of October in Brussels. The workshop was divided into two parts, one on governance and a second one on financing. Frédéric Versini invited the audience to participate in the online public consultation on streamlining TEN-T, which is running until the 8th of November.

Raffaele Zurlo, CEO BBT SE presented the governance model used for this IT-AT cross-border project. The two companies have set up a special vehicle company to deal with the issues related to the project, according to the European council regulation. TFB and OBB are both part of the shareholders assembly. Looking back, setting up a joint venture, a single company from the start was definitely the right approach.

Baiba Rubesa, Chairperson of the Management Board and CEO of RB Rail AS (BR) reminded the audience that RB Rail is a joint venture established in Latvia according to the Latvian law with three shareholders coming from the three Baltic States. RB rail is the main implementing body.

Lessons learned:

It really takes time to agree on all the administrative aspects for such complex cross-border projects. It is fundamental to allocate sufficient time to design all the details.

It is important to have an agreement upfront for the entire duration of the project (implementation lasts usually a decade)

There is need of people with independent authority to deliver, people with right skills, and an EC person should be part of the board

There are several barriers regarding legal issues, differences in transposed national directives and national legislation. There is complexity in the legal framework. A common umbrella with KPIs and common principles could be defined. This should help the project promoters to implement and therefore considered a good idea. The role for the EC is primarily diplomatic, for example, if Finland is not part of the project but somehow related, the EC could act as a facilitator. There is also an operational role for the EC in the joint ventures to help implementing and to take decisions in a timely manner.

The main difficulties faced are:

Language differences, which implies translation costs

Different operational standards in 3 countries, moreover the 3 countries have to adopt it (here the EC should also play a role to facilitate swifter implementation)

EC could set a unique framework that can be agreed for a specific period of time for these cross border projects.

Kim Smedegaard Andersen, Managing Director of Sund & Bælt Partner and Technical Deputy Director in Femern A/S pointed that it is important to start early to connect with the people and with the political bodies and to have a thorough understanding of the systems. The role of European Coordinators should be concentrated on facilitation of the implementation. The EC brings the necessary stability to a project. This is very important, especially if one bears in mind that these processes take time and different countries/people are involved. In terms of good practice on their governance experience, Kim Smedegaard Andersen recommends to have a solid legal framework based on an intergovernmental agreement, both for construction and operation to be agreed before the construction starts. The countries have different sets of laws, so it is necessary to learn from each other right from the start. He also mentioned that these type of projects are becoming more and more complex and taking too much time, which is not an incentive to implement them.

Alessandro Jannetti, CFO, TELT SAS, Tunnel EurAlpin Lyon-Torino strongly suggests INEA/EC to change the way projects are implemented. The process is to sign the grant with the states only and the EC should be more involved in these problems. Each country has diverse rules of approving the projects and if the processes are very different, everything will take much more time. He gives as an example the different environmental rules in member States, although there is a common directive which is meant to be transposed similarly into national legal frameworks.

The Governments appointed one company as project promoter – TELT (similar to all other companies, a special vehicle company). Difference is that the management board is appointed by the French government and the CEO/CFO are appointed by the Italian government, not the same model of having half from one country and half from the other. They have two control committees for contracts above the EU threshold.

As a suggestion to streamline the process, a simplification of the legal framework is mentioned. He suggests to create a panel for these types of projects and to brainstorm. Languages and legislation are difficult barriers and common frameworks for the countries and EC assistance could facilitate the swifter implementation of these projects.

Luděk Sosna, Director of the Strategy Department, Ministry of Transport, Czech Republic explained the challenges ahead of the project concerning the construction of the high speed connection between Praha – Dresden. The project is still under development and a feasibility study is being prepared. A special entity was created with the role to promote and communicate. He addressed the issue of the complexity of cross-border projects which requires a lot of specific attention and sharing best practices is very important for those who are at the beginning of the road.

Jacob Heinsen, Permanent Secretary of State, Ministry of Transport, Building, and Housing, Kingdom of Denmark reminded the audience that the Femern Belt Fixed Link project will be financed via users' charges to vehicles, as it will benefit and will mostly be used by foreign operators, so it cannot be paid entirely by Denmark. It is subject to State aid control, according to the EU Treaty. He suggests to clearly identify the projects of EU importance as State aid compliant from the very beginning to create more certainty. Too many procedures complicate the implementation and create unnecessary delays – currently the projects require more time for implementation than some years before. He supports to speed up and simplify procedures and to have a "fast track procedure" for projects of common interest.

Harold Nyssens, Deputy Head of Unit Infrastructure and Regional Aid, DG Competition, European Commission commented that DG Competition is responsible for the State aid control. He believes that recent developments in the State aid policy have led to more legal certainty with the widening of the GBER and the new Communication on Notion of Aid. Currently, only a few projects have to pass to a more detailed screening – in line with the Commission's strategy to "be big on big things" and do not interfere too much where it is not needed. The Jaspers' initiative helps Member States to prepare State aid notification. Moreover, a procedure that takes in average 7 months seems reasonable compared to the life cycle of an infrastructure project.

Silvia Angelo, Member of the Board, ÖBB-Infrastruktur AG presented their financial figures and mentioned that they are a bit sceptical about the financial framework. Rail infrastructure needs a stable and long lasting financial framework and is not particularly suitable for financial instruments. Silvia Angelo emphasised the importance of cross-financing which is currently developed in Austria and also brought to the attention the elements of the derogation under the Stability and Growth Pact. Since the Austrian Railways are considered as part of the Austrian State, investments in large infrastructure projects should also be duly taken into consideration when debating the derogations.

Final conclusions

- A general framework with common rules and best practices came as a general suggestion of the panellists
- Regarding the involvement of the EC, a stronger involvement is requested; some recommend a role of facilitator/diplomatic, others as active parties e.g. having an EC representative in the advisory boards of the companies
- A benchmark of best practices is suggested by several panellists as useful to streamline the processes
- A common framework for the entire duration of the project's implementation is seen as a facilitating element - e.g. choice of the law of one country and apply to the entire project
- All procedures and permits should be done in parallel, a one-stop-shop is an interesting concept
- Stability and certainty of financing solutions is crucial for the smooth implementation of the large cross-border infrastructure projects.

Welcome address

- Jüri Ratas, Prime Minister of the Republic of Estonia

Keynote speech

- Maroš Šefčovič, Vice-President of the European Commission

Panel «Connecting Europe»

Discussion moderated by Henrik Hololei, Director General, DG Mobility and Transport, European Commission, between:

- Violeta Bulc, European Commissioner for Transport
 - Kadri Simson, Minister of Economic Affairs and Infrastructure of the Republic of Estonia
 - Karima Delli, MEP, Chairwoman of the TRAN Committee, European Parliament
- «Connecting Europe» is the slogan which guides our actions in view of realising the trans-European transport network by 2030 and 2050 respectively. Investing in transport infrastructure stands for stimulating economic growth and creating jobs and for accelerating our sustainable transition to low-emission mobility. It also stands for creating common European added value and bringing European regions closer together. The Connecting Europe Facility has been instrumental for achieving our main policy objectives of a sustainable, interoperable, competitive and digital transport network across borders, across Europe.

- The objective of this panel “Connecting Europe” was to work out the main achievements of the TEN-T policy and its related CEF instrument, with a view of having a sound argumentation for an even stronger CEF 2 in the upcoming financial perspectives. The debate was moderated by Henrik Hololei, Director General of DG MOVE. Panelists were Violeta Bulc, Commissioner for Transport, Kadri Simson, Minister of Economic Affairs and Infrastructure of the Republic of Estonia and Karima Delli, Chairwoman of the TRAN Committee of the European Parliament.
- Commissioner Bulc underlined that better connectivity means empowering European businesses and citizens. She invited the audience to think about what is still needed for businesses in terms of connectivity and digitalisation as to create jobs and growth. She also recalled that the transport sector undergoes major changes, e.g. by pushing for digitalisation and moving towards integrated logistics systems, automated driving and ticketing with new business models and models of sharing economy opening up. To grasp full benefit of those new directions, she emphasized that a sound dialogue with businesses is needed. She also underlined that European mobility will look very differently by 2030. With regard to the question of how to finance the necessary investments in infrastructure and innovation, Commissioner Bulc stated that we need a sound mix of grants, blending and innovative financial instruments. She asked to evaluate very carefully for which projects grants are absolutely necessary and which projects are sufficiently revenue generating to be financed by innovative financial instruments. She stated that the future CEF needs to continue building on creating European added value. Every single project will need to be evaluated against its European added value, e.g. in terms of job creation, decarbonisation, digitalisation. Commissioner Bulc concluded that the transport of the future has to be clean, safe and digital: clean, because the transport sector is still one of the biggest air and noise polluters; safe because every day 70 people die on our streets and digital because our transport networks are still hugely congested which leads to severe time losses.
- Minister Simson very much welcomed the positive results of the Informal Transport Council that took place prior to the Conference and emphasized that the transport ministers agreed largely that the CEF is a success story. She reported that there was a strong belief amongst Ministers that infrastructure projects need grant support, especially for projects that do not generate sufficient revenues (such as railway projects). She also pointed towards the major achievements of the TEN-T and CEF and cited as example that the Rail Baltica project connecting the three Baltic States with Poland and the rest of Europe would never be implemented without the financial support of the CEF and political support of the TEN-T Coordinator. Minister Simson concluded by putting particular emphasis on the need of peripheral regions to be connected to the rest of Europe.
- Chairwoman Delli emphasized that connectivity and mobility are of high European added value and a clear symbol of European values and joint vision. She called for a mobility that is inclusive, sustainable and secure. She also praised the governance of the TEN-T core network corridors with the European Coordinators acting as ambassadors. She wished to further boost the CEF since blending and innovative financial instruments cannot replace grants for certain projects and sectors. Karima Delli also called for a stronger share of transport projects under EFSI. She underlined that more money for transport infrastructure investments stands for growing economies, better environment and improved connectivity of European citizens. Finally, Karima Delli concluded by affirming that multimodality is the future and that some sectors such as the automotive sector need to be converted,

responding to the need of alternative fuels and digitalisation. Her wish and vision for the TEN-T and CEF was that the programme will be as known as Erasmus, as a strong European instrument which stands for the creation of unique European values.

Keynote speech

- Pim Van Ballekom, Vice-President of the European Investment Bank

Investing in and for Europe- 21 September 2017 Tallinn

Discussion moderated by Henrik Hololei, Director General, DG Mobility and Transport, European Commission, between:

- Pat Cox, TEN-T European Coordinator Scan-Med corridor
- Jerzy Kwieciński, State Secretary, Ministry of Economic Development, Poland
- Petri Sarvamaa, MEP, Vice-Chair of the BUDG Committee, European Parliament
- Sophie Barbier, Director European department, Caisse des Dépôts

This session has aimed at providing financing and funding orientations in the context of post 2020 Multi Annual Financing Framework, and also at stressing the mid-term achievements of the Connecting Europe Facility Programme.

Mr Pat Cox, European Coordinator, has presented the Joint Declaration of the European Coordinators on the future of the TEN-T, stressing that EU grants play a key role in funding of long-term transport infrastructure. Some projects of high EU value added do not receive sufficient interest from the market, because they do not immediately generate revenues, and therefore are not "bankable" from purely private sector point of view, or where the amount of financing requires an engagement of public authorities over several financial frameworks. Blending can be pursued as an interesting option for revenue-generating projects.

Mr Jerzy Kwiecinski, Polish State Secretary with Ministerial rank, in charge of Economic Development, has stressed a need for a possible modification of the TEN-T Network, so as to include other missing links into the Corridor approach. A consideration for including roads into CEF-financing could also be debated. These infrastructures are still needed in Central and Eastern Europe for an effective flow of people and goods. Mr Sarvamaa, the Vice-Chair of the BUDG Committee of the European Parliament, has expressed a very strong support in favour of strong and credible Connecting Europe Facility in the post-2020 to deliver on its ambitions of building the missing links, decarbonisation and digitalisation of Transport.

Finally, Ms Sophie Barbier, Director of European Affairs of Caisse des Dépôts, a French National Promotional Bank, has underlined that NPBs play a crucial role in long-term infrastructure financing, as they are pursuing a general development mission and public policy goals. They act not only as long-term financiers, but also as investors and maîtres d'ouvrages collaborating with promoters on the technical and financial aspects of the projects.

Mr Hololei thanked all the panellists, in particular the Chair of the Parliament for being supportive in defending the future Transport budget. He concluded this panel by stressing that in the future MFF, the budgets of Programmes that have demonstrated the highest value added in terms of integrating and consolidating the Single Market, contributing to the Climate Change objectives and responding to the global challenges of digitalisation will be the key priorities.

Debating future investment policy

Interactive debate with the audience, moderated by Pat Cox, TEN-T European Coordinator, with short statements from speakers:

- Giorgio Chiarion Casoni, Head of Unit Financing of climate change, infrastructure policies and Euratom, DG Economic and Financial Affairs, European Commission
- Ed Clarke, Co-founder and Director, Infracapital, infrastructure equity arm of M&G
- Thierry Déau, Founder/CEO, Meridian and Member of the EFSI Investment Committee
- Eero Pargmäe, Chief Commercial Officer, Tallinn Airport
- Paul Mazataud, Co-Chair PRIME subgroup on financing and Director SNCF Réseau
- Jens Larsson, Senior Manager Public Affairs, Gothenburg Port Authority
- Jan Bron, Deputy Major of the municipality of Hengelo
- Gediminas Almantas, CEO, Lithuanian Airports
- Christian Bevc, Managing Director, KfW IPEX-Bank GmbH, Global Head Transport & Social Infrastructure

This interactive session provided a good platform to gather views from a mixed audience and panellists spanning private and public sectors of transport and financing, on ways to improve the CEF instrument after 2020. The participation was active and encouraging about the continuation of the CEF after 2020 and reflected an emerging shift in favour of budgetary optimisation and crowding in private capital through blending. Positive messages were passed in support of sectorial financial instruments and their capacity to make EFSI more efficient.

Finding 1

There is scope to improve EU budgetary optimisation. It seems that the best way to improve the CEF instrument in the eventuality of "doing more with less" after 2020 is by keeping its current scope of priorities with blending set out as a backbone form of support, supplemented by grants and financial instruments.

Taking account of an increasing pressure "to do more with less" in the post-2020 period, the vast majority of the audience (58% of 73 votes) expressed support for the continuation of the CEF after 2020 in its current scope of priorities, with blending as a default form of support (42%) provided that it was supplemented by grants-only (42%) or by financial instruments with grants available only in justified cases (26%). This implies that the preferred way to improve the CEF is to shift away from grants-only support towards a blending approach allowing the bulk of finance to be provided privately, minimising overall public sector contribution. The second option (42%) is to keep the same level of support in the form of grants, blending and financial instruments, but reduce the number of priorities.

The Panel expressed strong support for the optimisation of the CEF budget. Investors strongly recommending for the EU to put in place a process whereby the EU grant would be considered only after a potential for market-based financing had been ruled out, following a careful assessment of a potential for revenue. Industry representatives also recognised the importance of private financing: railways were in favour of grants,

blending and financial instruments in order to cater for different investment needs in the rail sector. Other panellists, including port and airport representatives supported a larger share of private financing.

Finding 2

It is suggested that the blending approach in the scope of the CEF would deliver the highest EU added value if the Blending Call for proposals were launched more frequently and kept open to any private finance as opposed to combining CEF grants with EFSI only. Blending in the scope of the deployment of ERTMS is delivering and is desired, but overall subsidies for ERTMS should nonetheless be increased after 2020 if the deployment plan is to be met.

The audience was three times more in favour (29% out of 100 votes) of keeping CEF blending open to any private finance as opposed to reserving CEF grant exclusively for blending with EU financial instrument such as EFSI (10%). Targeting only EU priorities (cross-border or ERTMS) received strong support (26%) however opening the call to all modes of transport on a rolling basis (e.g. every 6 months for 3 years) obtained the largest share of votes (35%). This was echoed by the Panel, among whom a rail representative explained the rationale behind its decision to seek support in the form of CEF blending for the ERTMS deployment, which marked a real departure from long-standing reliance of rail sector on grants only.

Finding 3

The situation with CEF financial instruments in the transport sector is deemed not satisfactory. Improving regulatory framework would help a lot, but the best way to fix the situation seems to consist of a design of sectorial financial instruments, such as for ERTMS or SESAR or alternative fuels, and enhanced technical assistance to help the project promoters use financial instruments.

There was a consensus in the audience (92% out of 133 votes) that the situation with financial instruments was unsatisfactory. When asked about the possible ways to fix it, the audience was almost equally split about the proposed options, with preference (33%) given to sectorial instruments and enhanced technical assistance (32%). A significant number (27%) were in support of better regulatory framework conditions.

Finding 4

After EFSI was discussed, the views of the audience still considered that EFSI would be made more efficient if it was complemented by financial instruments specific to transport or if the eligibility of EFSI and CEF was completely aligned.

This somewhat contrasted with the views of the Panel who almost unanimously expressed support for a flexible as opposed to prescriptive application of EU-level financial instruments.

The majority of the audience (33% out of 89 votes) seemed to suggest that EFSI would be improved by sectorial focus expressed through complementarity with a financial instrument tailor-made to transport. This seems to go in line with a suggestion (26%) that EFSI would be improved if its eligibility was aligned completely with that of the CEF, although it was not specified in detail. Investment platforms were also deemed important for the improvement of EFSI (22%) while a significantly less audience (19%) thought that EFSI could be improved by opening the EFSI guarantee to the NPBs.

Eastern Partnership Ministerial meeting

Commissioner Bulc chaired this meeting that was also attended by DG Henrik Hololei (MOVE) and DDG Katarina Mathernova (NEAR) from the Commission side, 3 ministers (including Minister Omelyan for Ukraine) and 3 vice-ministers from the EaP region. Several EU MS were also represented (EE, at Ministerial level, PL, SI).

Commissioner Bulc put the emphasis on the need for a single coordinated pipeline of projects to enhance cross-border connectivity and to pave the way for decarbonisation, on agreeing with IFIs on a package to take advantage of the EIP and on progress on both administrative and regulatory reforms, referring to the 2020 deliverables. She also made strong plea for a substantial effort on road safety, where a clear work program to be developed in the framework of the EaP transport panel should help gathering comparable data, identify and eliminate black spots, develop an ITS programme and strive to a zero death vision.

DDG Mathernova stressed the importance of transport to create jobs and facilitate integration, and made clear, that the WB secretariat for the EaP transport panel would help identifying a single pipeline of projects and thus facilitate prioritisation, in line with the 2020 deliverables. She made clear, that the EIP would be a very relevant instrument to attract private investment also to the Eastern neighbourhood.

Minister Omelyan referred to a series of projects aimed at improving connectivity with the EU: Go Highway, a future highway around the Black Sea that benefits from the support of Greece and Bulgaria, the future direct rail connections with Hungary and Slovakia following the successful improvement of connections with Poland this year, and the railway of 5 capitals that should connect Kiev and Minsk with the Baltic countries. He also mentioned a test road for electric cars and the Ukrainian wish to ensure an inclusion of inland waterways including the Danube delta into the extended TEN-T. He also mentioned that 5% of the road fund would be devoted to road safety from 2018 on, and that Ukraine intends to cut the death toll by 50% by 2020 thanks to a range of actions (identifying black spots, developing indicators, working with the EIB on urban road safety, etc).

Gavin Dunnett, EIB Director made a strong case for a stable projects portfolio and a pipeline of well-prepared transport projects across the region; Sue Barrett, representing the EBRD showed its willingness to engage more in the region for a modern, safe and sustainable transport network, while Juan Gaviria, representing the Worldbank stressed the importance of better measuring corridor performance, of improving BCPs and road safety and of reforming state enterprises, notably in Ukraine.

Commissioner Bulc in her conclusions mentioned the idea to develop CEF, to involve EaP partners in the EU-China connectivity platform following China's agreement to develop a corridor approach and to develop cooperation on road safety that could lead to a joint declaration on this issue for the whole EaP region. She also invited the partners (at the occasion of a next ministerial meeting) to join EU MS in signing the Valletta declaration on road safety.

22 September 2017

Keynote speech

- Carlo Secchi, TEN-T European Coordinator Atlantic corridor
- Kurt Bodewig, TEN-T European Coordinator Baltic-Adriatic corridor

Keynote speech

- Dominique Riquet, Vice-Chair of the TRAN Committee, European Parliament

Keynote address

- CEF Transport Coalition

Delivering on TEN-T missing links and bottlenecks

Discussion moderated by Jean-Eric Paquet, Deputy Secretary-General, European Commission

Speakers:

- Herald Ruijters, Director Investment, Innovative & Sustainable Transport, DG Mobility and Transport, European Commission
- Raffaele Zurlo, CEO BBT SE
- Konrad Bergmeister, CEO BBT SE
- Baiba Rubesa, Chairperson of the Management Board and CEO of RB Rail AS
- Marian Bujor, General Manager of ILR Logistica Romania
- Sylvie Bretones, CFO VINCI Railways, subsidiary of VINCI Concessions

In his opening remarks, Jean-Eric Paquet referred to the key messages from President Juncker in his State of the European Union speech a week earlier – investment and growth are coming back in Europe, and there is traction to revisit the common European project. The concrete action plan presented by President Juncker for a united EU very much resonates with the TEN-T policy, mainly in the areas of multilevel governance and public-private cooperation to deliver on all sides: infrastructure, policy and services. Herald Ruijters picked up on this, underlining the European dimension of TEN-T as cross-border programme: it sets a clear focus and framework for cooperation on all levels, to move from a patchwork to a network. CEF is the key tool to deliver on larger and smaller projects, as well as the horizontal priorities to make the TEN-T greener and safer. EFSI can be more successful if there is a clear distinction which type of projects should use it, and which ones need to rely on grants.

Raffaele Zurlo stressed that the Brenner Base Tunnel project is delivering EU added value already in the construction phase – more than 1000 people from 11 countries are working together to deliver the project by 2027. Strong action at EU level and the support by the European Coordinators is key to make the implementation of such cross-border missing links as smooth as possible. This was echoed by Konrad Bergmeister, who sees the added value of the TEN-T in its mechanisms that push towards the integration of national regulations and the take-up of innovative technologies, developing best practices in cross-border project management, as well as building opportunities for mobility of the next generations, with a concrete impact in the regions and local ownership. For Baiba Rubesa, Rail Baltica will create a new economic corridor, acting as a catalyst for growth and jobs both in the construction phase and later through its operation. CEF demands high precision in the planning and implementation, thereby accelerating and providing legal certainty for complex cross-border projects. The administrative burden can nevertheless be quite high in cases where a number of national implementing bodies are involved, and the use of funds could be more streamlined in such cases.

Marian Bujor presented the CEF-supported multimodal project of the green port of Giurgiu on the Danube. It is a cooperation between a private company and two public entities and will lead to efficient interconnection of rail, road and inland waterway transport in the port of Giurgiu. A recently completed project was presented by Sylvie Bretones, speaking on behalf of VINCI Railways on the Tours-Bordeaux high-speed line completed after a - shorter than foreseen - construction period of 6 years. The project was implemented through a PPP and supported via several EIB tools and guarantee mechanisms at the national level, with the traffic risk taken on by the private sector. For Ms Bretones, EU support can help making projects more predictable and attractive for the private sector, in a context of several obstacles to private involvement in infrastructure investment, such as lack of capacity on the part of tendering authorities, regulatory changes and complex permitting procedures and lack of clarity on the statistical treatment of PPPs under state debt rules.

In the debate with the moderator, Herald Ruijters praised the long-term stability of the TEN-T policy framework as a means to deliver on the common objectives. Further opening to the other CEF sectors (ICT and energy) is needed to achieve a smart, green and safe network, but it should be acknowledged much more widely that CEF is already delivering: quick wins are realised with the installation of 3000 supply points for alternative fuels, deployment of ERTMS as single European standard for railway signalling and control, reduction of operational barriers on the Core Network Corridors, and the implementation of the first blending call. Asked about blending possibilities for railway projects such as the Brenner Base Tunnel, Raffaele Zurlo acknowledged that the interest of the private sector to get involved might grow as the construction advances. For Konrad Bergmeister, CEF should be used as an accelerator of a smart railway system through combination with telecommunication and energy infrastructure, harmonised operational regulations and a lifecycle approach including maintenance.

In the interactive debate with the audience, a number of interesting questions were raised. One participant highlighted the importance of linking the urban nodes and not to overlook light rail options, while another participant asked about the priority of everyday mobility. Baiba Rubesa agreed that it is necessary to take these dimensions into consideration and cited the example of the tram connection between Tallinn airport and the future Rail Baltica station, which has already been completed. The port of Giurgiu is in itself a last-mile project. Herald Ruijters explained that large infrastructure projects often involve also last-mile connections (giving the example

of the Stuttgart-Ulm project) and do not crowd out such investments. The European Commissioner announced that 2018 will be the year of multimodality.

Another question concerned the potential of the income generated by Eurovignette to contribute to the financing of transport infrastructure. Herald Ruijters confirmed that it could be a solution and some projects already use such mechanisms, and gave the example of Koper-Divača railway project that became possible thanks to Eurovignette. Linking CEF funding to the opening of domestic railway markets was also put forward by a member of the audience, and reacted upon by Sylvie Bretones, who considered it an interesting but politically sensitive idea.

One participant was afraid that permitting rules at the EU level would add further complexity rather than alleviating the burden for project promoters. Raffaele Zurlo and Konrad Bergmeister insisted that a European approach could ease the procedures, as a cross-border Corridor approach requires finding new solutions. Different ways of transposing EU directives already make cross-border project implementation highly complex. Baiba Rubesa also spoke in favour of specific regulations for cross-border projects, given the obstacles stemming from the differing regulatory environment in every Member State. Herald Ruijters confirmed that the Commission plans to come forward with a legislative proposal to streamline permitting and procurement in the first half of 2018.

Asked whether the involvement of private finance does not make projects more expensive, Sylvie Bretones explained that there is a cost of financing, but the private sector involvement also positively influences the performance and time for delivery of projects. She presented the financing structure of the Tours-Bordeaux project, and explained that the blending mechanism of public and private funding and guarantees, including the LGTT traffic guarantee mechanism, made the project feasible.

Jean-Eric Paquet commented on the question how CEF could be made more attractive compared to Chinese investment, that the debate on how to make sure that European interests are served when foreign investment steps in fully applies to the transport domain. Following a Commission initiative, Member States will be allowed to screen foreign investments in strategic objects.

In a final round, all participants were asked to express one recommendation for the next multiannual financial framework to be taken up by the European Commission and co-legislators in the European Parliament and Council of Ministers. Sylvie Bretones recommended working on the project pipeline and a one-stop-shop for complex projects. Marian Bujor praised the CEF as unique tool for modern infrastructure in the whole EU and to connect to neighbouring countries. Baiba Rubesa suggested including incentives for those deploying innovative solutions in infrastructure projects, while Konrad Bergmeister insisted on the need to complete what has been started, to increase funding for cross-border rail logistics, and to communicate on best practice examples. Raffaele Zurlo would like to see a simplification of procedures and continued pressure from the EU level for a strong cooperation across borders. Herald Ruijters invited all stakeholders to take part in the upcoming public consultations and the European Parliament to be bold in its approach.

The moderator concluded that CEF is a future-proof instrument that has a remarkable project pipeline, on which it delivers and which unites Europe. He invited participants to team up with partners to make it even more well-known, and thanked the panellists and members of the audience who participated in the interactive debate.

Delivering a smart and low-emission mobility

Speakers:

- Catherine Trautmann, TEN-T European Coordinator
- Aivars Starikovs, Member of the board of Latvian Hydrogen Association
- Anja Van Nielsen, CEO, Allego
- Martin Böhm, AustriaTech, General Secretary of C-Roads
- Neil Valentine, Head of Division, EIB

With the adoption of the Mobility Package Communication “Europe on the Move: An agenda for socially fair transition towards clean, competitive and connected mobility for all” in May 2017, the Commission has underlined the need for stepping up action. Particularly, it noted the need to further the deployment of a EU backbone infrastructure for recharging and refuelling of alternative fuels vehicles, with the aim of providing full coverage of the TEN-T corridors core network by 2025. At the same time, the TEN-T network is already supporting a harmonised approach to deployment of Intelligent Transport Systems (ITS).

The aim of this session was to illustrate the strong potential of the TEN-T core network corridors to support and drive forward the roll-out of suitable, accessible infrastructure for smart and low-emission mobility in the EU. For this purpose, the Commission has initiated the generation of “Flagship projects” – notably in areas such as ITS, digital mobility solutions and alternative fuels.

Moderated by Maja Bakran, Deputy Director-General of the Directorate-General for Mobility and Transport, European Commission, this session brought together representatives of project promoters, TEN-T corridor coordinators and the European Investment Bank to discuss needs and opportunities as well as the role and relevance of innovative financing to leverage the investment needed. The session consisted of several input statements and a panel discussion, enriched by public audience voting questions.

Key outcomes from the plenary session

Catherine Trautmann, TEN-T corridor coordinator, outlined in her introductory speech the potential of making full use of the TEN-T corridor concept to foster the roll-out of alternative fuels infrastructure. She underlined that the technologies are there, and that collaboration is now needed to stimulate cross-border continuity. In this context, she informed about the ongoing action to create a flagship project that will allow involvement of different users, break-up silos of transport, energy and ICT and enable learning about innovative financing.

All project promoters agreed that technology readiness is no longer a problem. Long-term policy certainty is needed as technologies are ready to be delivered, but the choice of technologies should be left to the market, argued Aivars Starikovs.

Anja van Nielsen supported this view and added that location selection is becoming now an emerging issue. Infrastructure operators need to be enabled to put the infrastructure in places where vehicle demand is, which in practice can be a cumbersome exercise. Furthermore, she stressed the need for openness, interoperability and price transparency of infrastructure: all technologies and network should be available to anyone, and there should be transparent information on availability, use and price information. Martin Böhm highlighted that all the needs raised by other speakers point to one key issue, which is collaboration. He noted that in the field of cooperative intelligent transport systems market and policy actors already made the next step:

All Member States, road transport operators and other actors formed the C-Roads platform to integrate corridor projects and harmonise cross-border cooperative intelligent transport services, which is the true value of the TEN-T and the Connecting Europe Facility.

Commenting on this broad picture from the point of view of the European Investment Bank, Neil Valentine emphasised that there is no shortage of support tools to projects. What is needed is a discussion between the project promoter and financing institutions about the project and its business model as such. He stressed that successful projects are embedded in a comprehensive approach that integrates the roll-out of the infrastructure into the broader municipal or regional mobility and transport context.

Voting from the plenary underlined the need to put more emphasis on public support on urban and sub-urban areas in the future. Catherine Trautmann welcomed this priority setting, as urban areas bring together the first-and-last mile connection of alternative fuels transport, energy and digital transport services. Urban areas need pilot approaches, where infrastructure installation follows demand by consumers.

Anja van Niersen stressed that in the future a coherent approach to infrastructure needs to be deployed even beyond urban in greater metropolitan areas for different modes (passenger and cargo transport by different vehicles). Securing the interoperability will provide the game change. Proprietary solutions will close down the market before the market has started. Martin Böhm agreed that the urban dimension needs to be strongly considered, as it links clean and smart transport. Aivars Starikovs added that public support should be made conditional upon the ability to support multi-modal solutions to increase chances of market scale.

In addition, conference participants highlighted the relevance of combining the use of grants, where needed, and the use of grants and their blending with loans where appropriate, but not to prioritise the one or other per se. Panel speakers underlined that this can indeed not be done in a “black-and-white-approach”: it is the context of the location, the economic environment and the maturity of the project and the related technology that determines the financial needs. Moreover, as Martin Böhm noted, there is a need to think further beyond alternative fuels infrastructure and consider its integration with digital infrastructure for future mobility services, where industry expects the infrastructure to be provided: in view of policy requirements for open and transparent access, grants will continue to be needed for the further development of the infrastructure.

Maja Bakran noted that the current planning under the National Policy Frameworks submitted under the Alternative Fuels Infrastructure Directive shows a variety of level of ambition, which can risk future coherence. Neil Valentine pointed to the value-added, but also the need, to organise better knowledge-sharing in the EU, where the Commission could organise a real service to market take-up in the Union. Martin Böhm noted that coordination is crucially facilitated by the Connecting Europe Facility (CEF); without CEF the Member States would most likely run isolated solutions at the expense of sector competitiveness and growth. But better action is needed to align harmonisation for scale of deployment with the different framework conditions in Member States, including transparent roadmaps facilitated at the European level.

Catherine Trautmann agreed that the opening of data is important, but it is even more important to correctly address the question of who is making business with the data, particularly for safety reasons. Intellectual property rights, legal aspects, standardisation processes (and their time delays) and approaches to collection and use of data need to be brought together. Anja van Niersen stressed that the variety of approaches in Member States still aggravate the creation of a level playing field that would enable further growth and innovation of companies. Lock in of technologies by market incumbants should not happen.

She also called for much more policy attention to the needs of reskilling employees and educating the right kind of future workforce in both the transport, energy and ICT sectors. The investments are considerable; and the EU needs to quickly address this challenge in order not to lose industries and employees. At the moment, the workforce is not ready. Neil Valentine agreed that once the conditions are right, the markets will scale quickly with complementary solutions, which require significant investment into knowledge and skills of people.

The session concluded that the principal policy framework conditions have been set with the Alternative Fuels Infrastructure Directive, the Intelligent Transport Systems (ITS) Directive and the overall TEN-T regulation, but implementations needs to address existing silos and foster better collaboration and coordination in transport, energy and ICT sectors. Human capital issues, business models and competition issues become more important relative to technology development and innovation support. Flagship actions in the TEN-T can act as real accelerators of this process and ensure coordination and collaboration to foster the roll-out of the infrastructure for the needed low-emission mobility transition as a continued standard in the Union.

Conference Conclusions

- Kadri Simson, Minister of Economic Affairs and Infrastructure of the Republic of Estonia
- Violeta Bulc, European Commissioner for Transport

Exhibition

The Connecting Europe conference exhibition showcased the successes of CEF, TEN-T, Horizon 2020 and other EU funding programmes that contribute to European transport infrastructure development. Nearly 60 stands exhibited European transport projects and beneficiaries on four floors of the conference venue:

- The ground floor was dedicated to air traffic management projects and associations, with such key players as SESAR Deployment Manager and Joint Undertaking at the centre. The Estonian Presidency welcome desk and the European Cyclist Association were also exhibiting on this floor.
- The first floor hosted road transport projects and large clusters of projects, such as fast and ultra-fast charging stations networks in Europe and hydrogen fuel projects. The European Commission was represented by the Directorate-General Mobility & Transport and the Innovation and Networks Executive Agency on this floor.
- The second floor showcased major rail projects, such as Rail Baltica, the Brenner Base Tunnel, the Fehmarn belt and ERTMS. A total of 11 stands exhibited some 15 projects.

- The third floor was dedicated to maritime, inland waterways, Motorways of the Sea and other water transport projects. 18 stands showcased over key 30 projects covering all of Europe.

Close to ten Horizon 2020 projects exhibiting at the conference showed Europe's commitment to create better synergies between transport research and implementation.

Over 1000 conference participants visited the exhibition. High level exhibition visitors included Vice-President Šefčovič, Commissioner Bulč, Mr Demetriades, Minister of Transport, Communications and Works of Cyprus, Dutch MEP Wim van de Camp and other key EU transport decision makers.

Rail Baltica

The Rail Baltica Business Network transnational debate "Rail Baltica – Future Railway for Business" took place in Tallinn as a side event of the Connecting Europe conference. More than 130 persons in the audience showed keen interest in the topics related to the new railway and its business potential.

Speakers and panellists of the event were: Mr. Henrik Hololei, Director General of the European Commission's Directorate-General for Mobility and Transport, Mr. Claudio Richardson, Managing Director of KÜHNE + NAGEL Estonia, Mr. Siim Kallas, Former Vice President of the European Commission for Transport, Mrs. Baiba Rubesa, Managing Director of the Rail Baltica joint venture RB Rail AS, Mr. Alberto Cozzi, Head of Special Projects at the Port of Trieste and Mr. Håkan Fagerstrom, Head of Cargo at Tallink Grupp.

Henrik Hololei, who gave the keynote speech, confirmed the highest level of confidence the European Commission is having in the Rail Baltica project and its importance. "For those who constantly moan about the lack of cargo, I want to say that if there is no infrastructure, then there also cannot be cargo. The harsh reality is that nobody will give you any new freight routes on a silver tray, this means a lot of work and this is what you – the business community - are best at. It is the obligation of the State to provide the opportunity and think ahead. Create infrastructure links and connect regions," he said.

The Managing Director of RB Rail AS, Baiba Rubesa explained that the new railway creates new business potential in several areas – both in the Baltics, as well as in the north-south and east-west shipments, passenger transport, but also due to modern multimodal ports and terminals. "Rail Baltica will indeed create a whole new economic corridor," she said.

Claudio Richardson from KÜHNE + NAGEL sees opportunities for Rail Baltica also on the New Silk Road. According to him, it is only a matter of time when Chinese goods will arrive by train directly to Northern Europe. "Estonia is the best possible destination in the region for the New Silk Road. That due to its geographical location, connections and adjacent markets, which in addition to the Baltics also include Finland and Sweden," he explained.

The Head of Cargo at Tallink Grupp, Håkan Fagerstrom said that today, there is so much cargo on Via Baltica, i.e. the highway leading from Czech Republic to Tallinn, that there are traffic jams and a lack of truck drivers. "These goods need a new passageway and that is where the opportunity opens for Rail Baltica. I see huge potential here, since the Far East already has a railway straight to Central Europe, which means that the quantity of goods carried on this road is increasing," said Fagerstrom. However, he added that, before the actual construction has not started, not a single entrepreneur really dares to count on Rail Baltica.

The non-profit organisation Rail Baltica Business Network was created to give entrepreneurs a better chance of express their opinion on the issues related to the new Rail Baltica railway, and to engage the business communities in the development of Rail Baltica and the mapping of the related business opportunities already from the early stage. Conclusion drawn from this side event is that entrepreneurs see Rail Baltica as a big business potential

Estonian Parliament Session I – EU Transport Policy

Discussion moderated by Henrik Hololei, Director General, DG Mobility and Transport, European Commission, between:

- Violeta Bulc, European Commissioner for Transport
- Kadri Simson, Minister of Economic Affairs and Infrastructure of the Republic of Estonia
- Karima Delli, MEP, Chairwoman of the TRAN Committee, European Parliament

In the aftermath of the transport Informal Council, the Commission representatives (Commissioner Bulc and Henrik Hololei) attended the meeting of the Chairpersons of the Economic Affairs Committees on transport in the Estonian Parliament.

Commissioner Bulc, EE Minister Simson and MEP Karima Delli discussed the importance and current challenges of transport connections in Europe and the related investments needs beyond 2020. The Commission recalled the key role of 'Connecting Europe' for the good functioning of the Single Market and Europe's long-term competitiveness and economic growth through an ambitious and efficient infrastructure and investment policy. The Commission emphasised the key role of TEN-T in enabling the shift to low-emission mobility solutions through the development of innovative and digital-based solutions, while benefiting people by ensuring safety and security. The efficiency of its governance and financing framework was also outlined as ensuring the best investment strategy and the development of key infrastructure projects on the European transport network. Representatives of national parliaments emphasised the need for an increased budget to ensure the completion of the network, and the key importance of grants in this respect, as well as the importance of ensuring continuity in the future for the full implementation of projects such as Rail Baltica.

Session II – EU Aviation Strategy – State of play

Discussion moderated by Jan Palmer, Vice-President, European Regions Airline Association (ERA); Nordica/Chairman of Council, regional Jet between:

- Henrik Hololei, Director General, DG Mobility and Transport, European
- Thomas Reynaert, managing Director, Airlines for Europe (A4E)
- Pavel Telička, Vice-President of the European parliament, Member of the Committee on Transport and Tourism

The Commission emphasised the key contribution of the aviation sector to the European economy and connectivity, the current challenges, notably related to capacity and efficiency, that are being tackled in the Aviation Strategy for Europe, and the need to deliver on the Single European Sky. The Commission underlined the specific role of the recent Air Connectivity Package in this respect and of other important files while underlining the work being done to address safety and security as well as environmental challenges. The Commission and Parliament representatives emphasised the need for quick progress on the negotiations of the EASA revision. The Commission came back on the presentation of its new air connectivity index in the Informal Council, its potential as a policy making tool and was encouraged to consider its multimodal application. Representatives from national parliaments called on the Commission to further promote the use of environmental-friendly technologies in aviation and of accommodating growing demand as well as to concentrate safety and security tasks in a single European agency and enquired about drones' regulation.

PHOTO ALBUM

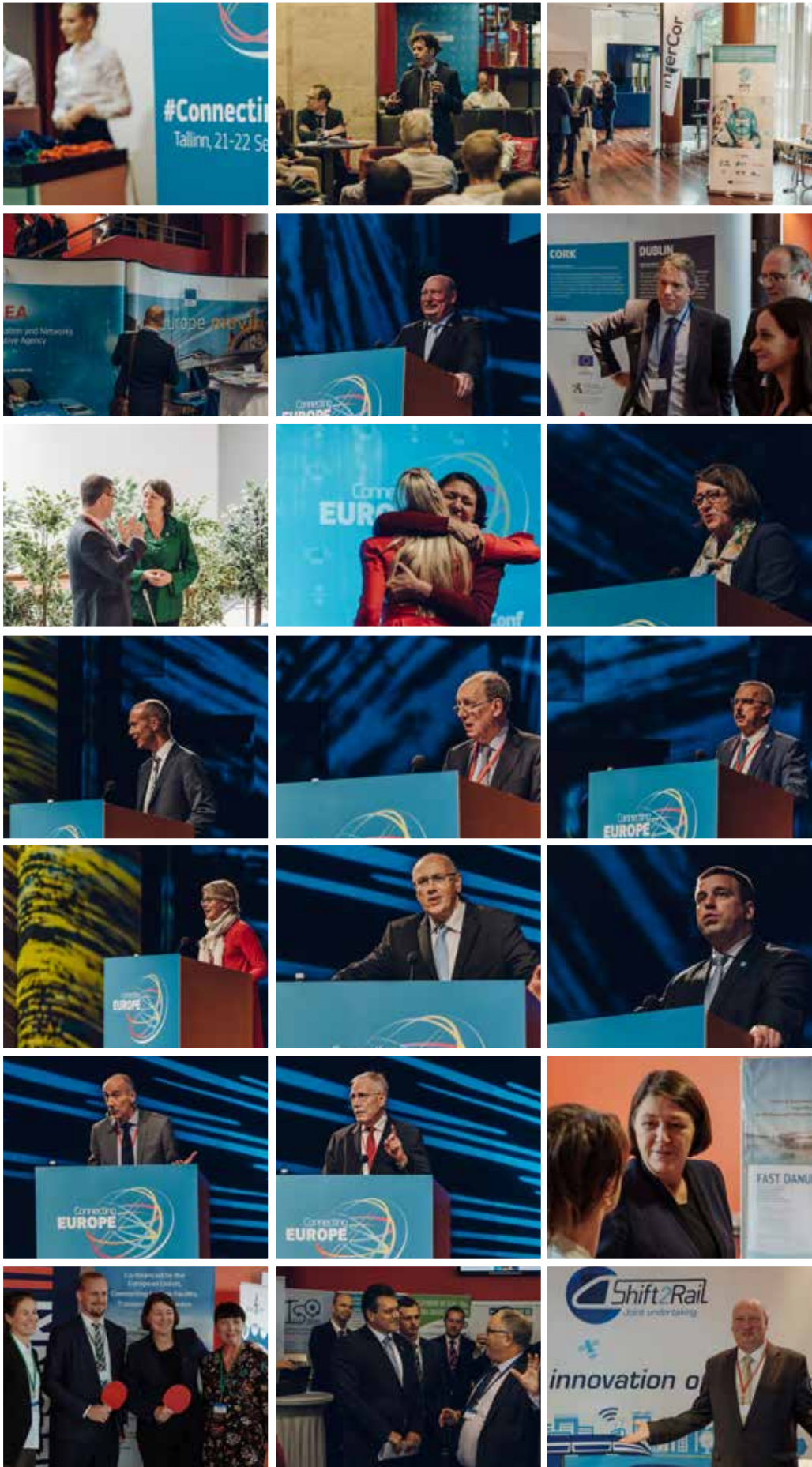


PHOTO ALBUM



PROGRAMME

Thursday, 21 September 2017

Time	Session	
08:30-09:30	Registration	
09:00-11:00	Journalist Seminar (closed session)	Press Café
Speakers:	<ul style="list-style-type: none"> • Olivier Silla, Head Of Unit Transport Investment, DG Mobility and Transport, European Commission • Frédéric Versini, Deputy Head of Unit Transport Networks, DG Mobility and Transport, European Commission • Dialogue with Violeta Bulc, European Commissioner for Transport (14:00-14:30) 	
09:30-10:45	Workshop: Showing the impact of the CEF Transport Programme - dialogue with beneficiaries	Plenary Room
Speakers:	<ul style="list-style-type: none"> • Maja Bakran, Deputy Director-General, DG Mobility and Transport, European Commission • Dirk Beckers, Director, Innovation and Networks Executive Agency (INEA) • Andreas Boschen, Head of CEF Department, INEA • Marc Vanderhaegen, Head of Programme Support, Coordination & Communication Unit, INEA • Kasper Bekker, Senior Analyst, Fehmarn • Baiba Rubesa, Chairperson of the Management Board and CEO of RB Rail AS • Jérôme Dezobry, Director, Canal Seine Nord Europe • Paola di Giovanni, FPA Coordination Manager, SESAR Deployment Manager • Patrick Gagnol, e-Mobility Project Manager, EDF 	
10:45-12:30	Workshop: Cross-border projects, governance and financing	Plenary Room
Speakers:	<ul style="list-style-type: none"> • Kim Smedegaard Andersen, Managing Director of Sund & Bælt Partner and Technical Deputy Director in Femern A/S • Raffaele Zurlo, CEO, BBT SE • Baiba Rubesa, Chairperson of the Management Board and CEO of RB Rail AS • Luděk Sosna, Director of the Strategy Department, Ministry of Transport, Czech Republic • Jacob Heinsen, Permanent Secretary of State, Ministry of Transport, Building, and Housing, Kingdom of Denmark • Harold Nyssens, Deputy Head of Unit Infrastructure and Regional aid, DG Competition, European Commission • Silvia Angelo, Member of the Board, ÖBB-Infrastruktur AG • Alessandro Jannetti, CFO, TELT SAS, Tunnel TransAlpin Lyon-Torino • Frédéric Versini, Deputy Head of Unit Transport Networks, DG Mobility and Transport, European Commission 	
12:30-14:30	Lunch	Halls 0, 1, 2, Café
	VIP Lunch	
14:30-14:40	Welcome address	Plenary Room
	<ul style="list-style-type: none"> • Jüri Ratas, Prime Minister of the Republic of Estonia 	
14:40-14:50	Keynote speech	Plenary Room
	<ul style="list-style-type: none"> • Maroš Šefčovič, Vice-President of the European Commission 	

PROGRAMME

Thursday, 21 September 2017

Time	Session	
14.50-15:45	Connecting Europe Discussion moderated by Henrik Hololei, Director General, DG Mobility and Transport, European Commission, between: <ul style="list-style-type: none"> • Violeta Bulc, European Commissioner for Transport • Kadri Simson, Minister of Economic Affairs and Infrastructure of the Republic of Estonia • Karima Delli, MEP, Chairwoman of the TRAN Committee, European Parliament 	Plenary Room
15:45-15:55	Keynote speech <ul style="list-style-type: none"> • Pim Van Ballekom, Vice-President of the European Investment Bank 	
15:55-16:45	Investing in and for Europe Discussion moderated by Henrik Hololei, Director General, DG Mobility and Transport, European Commission, between: <ul style="list-style-type: none"> • Pat Cox, TEN-T European Coordinator • Jerzy Kwieciński, State Secretary, Ministry of Economic Development, Poland • Petri Sarvamaa, MEP, Vice-Chair of the BUDG Committee, European Parliament • Sophie Barbier, Director European affairs department, Caisse des Dépôts 	Plenary Room
16:45-17:00	Coffee break	
17:00-18:30	Debating future investment policy Inter-ic and Financial Affairs, European Commission <ul style="list-style-type: none"> • Ed Clarke, Cofounder and Director, Infracapital, infrastructure equity arm of M&G • Thierry Déau, Founder/CEO, Meridian and Member of the EFSI Investment Committee • Eero Pargmäe, Chief Commercial Officer, Tallinn Airport • Paul Mazataud, Co-Chair PRIME subgroup on financing and Director SNCF Réseau • Jens Larsson, Senior Manager Public Affairs, Gothenburg Port Authority • Jan Bron, Deputy Major of the municipality of Hengelo • Gediminas Almantas, CEO, Lithuanian Airports • Christian Bevc, Managing Director, KfW IPEX-Bank GmbH, Global Head Transport & Social Infrastructure 	Plenary Room
16:30-18:00	Eastern Partnership Ministerial Meeting (closed session)	Hall 4
18:30	Transfers to Dinner venue, Gala Dinner	Lauluväljak

PROGRAMME

Friday, 22 September 2017

Time	Session	
08:30-09:00	Registration	
	Funding and financing transport priorities	
09:00-09:10	Keynote speech <ul style="list-style-type: none"> Carlo Secchi, TEN-T European Coordinator Kurt Bodewig, TEN-T European Coordinator 	Plenary Room
09:10-09:20	Keynote speech <ul style="list-style-type: none"> Dominique Riquet, Vice-Chair of the TRAN Committee, European Parliament 	Plenary Room
09:20-09:30	Keynote address <ul style="list-style-type: none"> CEF Transport Coalition 	Plenary Room
09:30-11:00	Delivering on TEN-T missing links and bottlenecks Discussion moderated by Jean-Eric Paquet, Deputy Secretary-General, European Commission Speakers: <ul style="list-style-type: none"> Herald Ruijters, Director Investment, Innovative & Sustainable Transport, DG Mobility and Transport, European Commission Raffaele Zurlo, CEO BBT SE Konrad Bergmeister, CEO BBT SE Baiba Rubesa, Chairperson of the Management Board and CEO of RB Rail AS Marian Bujor, General Manager of ILR Logistica Romania Sylvie Bretones, CFO VINCI Railways, subsidiary of VINCI Concessions 	Plenary Room
11:00-11:30	Coffee break	
11:30-13:00	Delivering a smart and low-emission mobility Discussion moderated by Maja Bakran, Deputy Director-General, DG Mobility and Transport, European Commission Speakers: <ul style="list-style-type: none"> Catherine Trautmann, TEN-T European Coordinator Aivars Starikovs, Member of the board of Latvian Hydrogen Association Anja Van Niersen, CEO, Allego Martin Böhm, AustriaTech, General Secretary of C-Roads Neil Valentine, Head of Division, EIB 	Plenary Room
13:00	Conference Conclusions	Plenary Room
	<ul style="list-style-type: none"> Kadri Simson, Minister of Economic Affairs and Infrastructure of the Republic of Estonia Violeta Bulc, European Commissioner for Transport 	
13:30	Lunch	Halls 0, 1, 2, Café

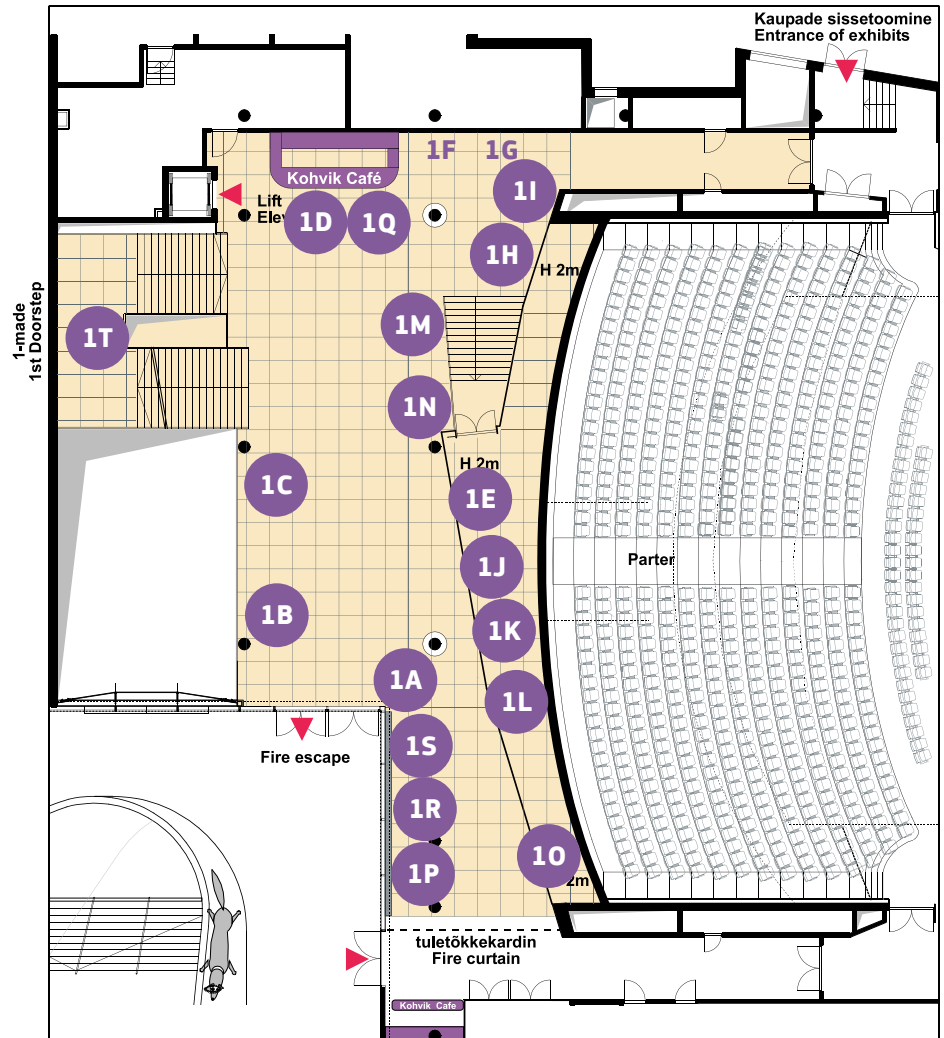
PROGRAMME

Friday, 22 September 2017

Time	Side Event	
14.30-17.00	Rail Baltica – future railway for business Rail Baltica Business network Panel Discussion	ARTIS Cinema Hall 1
	Speakers: <ul style="list-style-type: none"> • Henrik Hololei, Director General, DG Mobility and Transport, European Commission • Claudio Richardson, CEO Kühne + Nagel AS Panelists: <ul style="list-style-type: none"> • Siim Kallas, former Vice-President of the European Commission (transport portfolio 2009-2014) • Baiba Rubesa, Chairperson of the Management Board and CEO of RB Rail AS • Maša Čertalič, Head of Strategic development, Port of Koper, Slovenia • Alberto Cozzi, Special Projects Unit, Port of Trieste, Italy • Håkan Fagerström, Group Head of Cargo, Tallink Grupp, Finland 	

EXHIBITION FLOOR PLAN

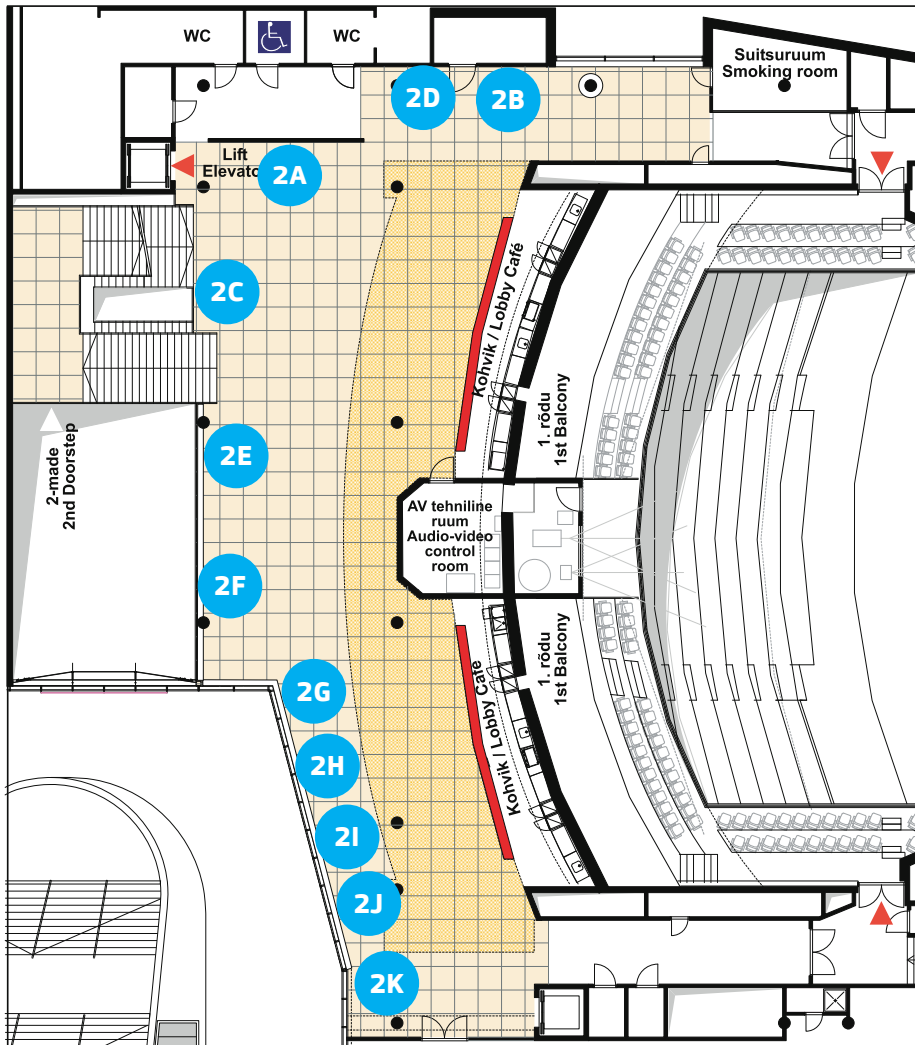
1-korrus / 1st Level



LEVEL 1 HALL: Road transport projects & friends

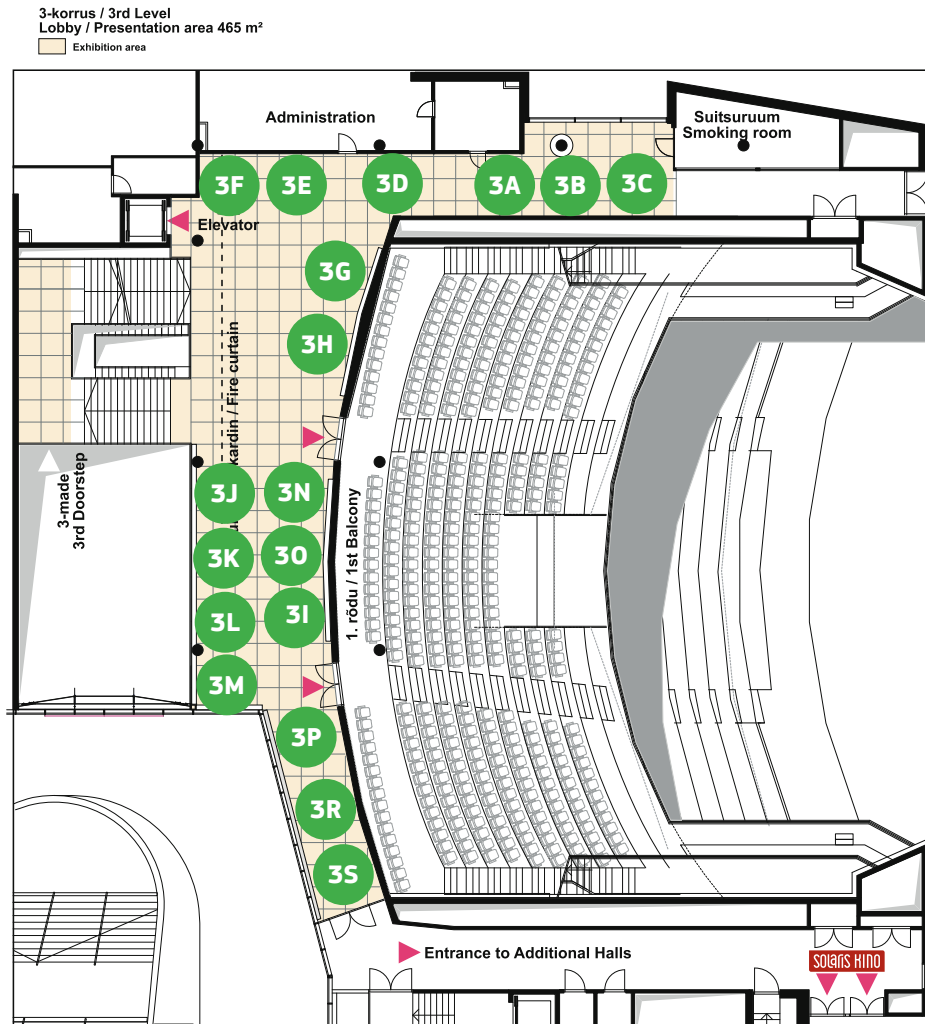
- 1A - MECOR
- 1B - EVA+, FastEVNet, EAST E, GREAT, Synerg-E & AdvancedEvNet
- 1C - ULTRA-E
- 1D - EV Fast Charging Backbone Network Central Europe
- 1E - H2Nodes
- 1F - SiLNGT
- 1G - LNGAFT
- 1H - Nordic Hydrogen Corridor
- 1I - HIT-2-Corridors
- 1J - Belfast Inter-modal Transport Hub, York Street Interchange, Removal of a Major Bottleneck at Newry/Warrenpoint
- 1K - VIA15
- 1L - Reinforcing the Baltic-Adriatic Corridor between Vienna and Brno by extending the Austrian A5 North motorway
- 1M - Innovation and Networks Executive Agency
- 1N - European Commission - Directorate-General for Mobility & Transport
- 1O - Setup and ITS connectivity of safe and secure truck parking areas in Romania
- 1P - InterCor
- 1Q - LNG Blue Corridors
- 1R - AUTOCITS
- 1S - SENSKIN
- 1T - Horizon 2020 projects

EXHIBITION FLOOR PLAN

Lobby / Presentation area 764 m²
 Exhibition area
 Exhibition area H 2m

LEVEL 2 HALL:
 Rail transport projects
 & friends

- 2A - ERTMS
- 2B - CoreLNGas hive
- 2C - North Botnia Line
- 2D - Shift2Rail
- 2E - Rail Baltica
- 2F - Brenner Base Tunnel
- 2G - Fehmarnbelt Fixed Link
- 2H - Ringsted - Fehmarn
- 2I - Studies and works for connections by rail of 4 existing freight terminals along the Mediterranean Corridor in Spain
- 2J - INTERMODEL EU
- 2K - NSB CoRe, TENTacle, Scandria2Act & FinEst Link

EXHIBITION FLOOR PLAN



LEVEL 3 HALL: Water transport projects

- 3A - Upgrade of Gabčíkovo locks
- 3B - FAST DANUBE
- 3C - EIBIP, Prominent, CLINSH & LNG Breakthrough
- 3D - High Performance Green Port Giurgiu
- 3E - Bothnia Bulk
- 3F - DOOR2LNG
- 3G - HEKLA, LNG in Baltic Sea Ports & Green InfraPort
- 3H - CEF-funded maritime projects in Ireland
- 3I - VAMP UP & INES
- 3J - GAINN4MOS, GAINN4SHIP INNOVATION, GAINN4CORE, GAINN4MED & POSEIDON MED II
- 3K - ELEMED
- 3L - CYnergy - CY
- 3M - CarEsmatic
- 3N - STM Validation, FAMOS, WINMOS 2, Mälarprojektet & Picasso
- 3O - TWIN-PORT 2
- 3P - NAPA4CORE
- 3R - ADRI-UP
- 3S - Fresh Food Corridors



Contact details:

European Commission – Directorate General for Mobility and Transport

Directorate B – Investment, Innovative & Sustainable Transport

Unit B1 – Transport networks

ec.europa.eu/transport/index_en.htm

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