

## **BELGIUM:**

Belgium has 3 Core Network Corridors crossing its country:

The **North Sea-Baltic Corridor** stretches from the North Sea ports Antwerp, Rotterdam, Amsterdam, Bremen and Hamburg through Poland to the Belarus border and to the Baltic countries' ports Klaipeda, Ventspils, Riga and Tallinn as well as to Helsinki. It covers rail, road, airports, ports, RRT's, inland waterway as the "Mittelland Kanal" and "Motorway of the Sea" links to Finland. The key project is "Rail Baltic(a)", a UIC standard gauge railway between north-eastern Poland, Kaunas, Riga and Tallinn.

The **Rhine-Alpine Corridor** connects the North Sea ports of Antwerp, Rotterdam and Amsterdam along the Rhine valley via Basel to Milan and the Italian port of Genova. It covers rail, road, airports, ports, RRT's and the Rhine as inland waterway. The key projects are the Alpine base tunnels Gotthard and Lötschberg and their access lines.

The **North Sea-Mediterranean Corridor** stretches from Belfast and the Irish ports of Cork and Dublin, as well as from the northern UK ports Glasgow and Edinburgh through Belgium, with a branch from Amsterdam and Rotterdam, via Luxembourg to Strasbourg and Basel and via Lyon to the southern French ports of Fos/Marseille. It covers rail, road, airports, ports, RRT's and the Dutch-Belgian inland waterway system as well as the Rhône river. The key project is the Seine-Escaut inland waterway.

The corridors and key projects which contribute to completing them are set out on the following page.

### **What are the key benefits?**

The multimodal TEN-T Core Network with the Core Network Corridors will strongly contribute to European cohesion and strengthen the internal market. A more competitive economy will produce higher employment. Enhanced multimodality on a better rail, inland waterways and maritime infrastructure within the multimodal TEN-T, as well as innovative technologies in the field of transport, will induce modal shift, reduce congestion on road, cut emissions of greenhouse and polluting gases and boost transport safety and security.

### **The new infrastructure policy in Europe**

Transport is vital to the European economy, without good connections Europe will not grow or prosper. The new European infrastructure policy will put in place a powerful European transport network across 28 Member States, connected to neighbouring countries and the rest of the world, to promote growth and competitiveness. It will connect East with West and replace today's transport patchwork with a network which is genuinely European.

The new policy triples EU financing to 26 € billion for transport in the period 2014 – 2020, at the same time it refocuses transport financing on a tightly defined core network. The core network will form the backbone for transportation in Europe's Single Market. By 2030, it will remove bottlenecks, upgrade infrastructure and streamline cross border transport operations for passengers and businesses throughout the EU. Its implementation will be pushed ahead by the setting up of 9 major transport corridors that will bring together Member States and stakeholders and will allow to concentrate tight resources and to achieve results.

The new TEN-T core network will be supported by a comprehensive network of routes, feeding into the core network at regional and national level. The aim is to ensure that progressively, throughout the entire EU, the TEN-T will contribute to enhancing internal market, strengthening territorial, economic and social cohesion and reducing greenhouse gas emissions.

Taken as a whole, the new transport network will deliver:

- safer and less congested travel
- smoother and quicker journeys
- as well as less impact on the climate.

**Projects that could receive financing from the "Connecting Europe Facility" (CEF):**

Taking into account the long-distance benefits of improvements in a corridor, the following tables comprise, apart from projects in the country concerned, also measures in corridor sections beyond its borders.

**Rhine – Alpine**

|   |      |                                  |
|---|------|----------------------------------|
| Basel – Antwerpen/Rotterdam - Amsterdam | IWW  | works for better navigability    |
| Liège                                   | Rail | port and airport rail connection |
| Zeebrugge – Gent – Antwerp - DE border  | Rail | Upgrading                        |

**North Sea – Mediterranean**

|                                       |                      |  |
|---------------------------------------|----------------------|--|
| Bruxelles/Brussel                     | Rail                 | studies and works (North-South connection for conventional and high-speed)                           |
| Maas, including Maaswerken            | IWW                  | Upgrading  |
| Albertkanaal/ Canal Bocholt-Herentals | IWW                  | Upgrading  |
| Terneuzen - Gent                      | IWW                  | studies, upgrading   |
| Zeebrugge                             | Port                 | locks: studies, interconnections (studies and works)   |
| Antwerp                               | Maritime, port, rail | locks: studies ongoing; port: interconnections (including second rail access to the port of Antwerp) |
| Rotterdam - Antwerp                   | Rail                 | upgrading rail freight line  |
| Canal Seine Nord; Seine - Escaut      | IWW                  | studies and works; upgrading including cross-border and multimodal connections                       |

|   |      |  |
|---|------|--|
| Antwerpen, Bruxelles/Brussels, Charleroi    | IWW  | upgrading                                  |
| Waterways upgrade in Wallonia               | IWW  | studies, upgrading, intermodal connections |
| Brussel/Bruxelles - Luxembourg - Strasbourg | Rail | works ongoing                              |
| Antwerp – Namur - LUX border – FR border    | Rail | upgrading of rail freight line             |

### Other

|  |              |      |                 |
|--|--------------|------|-----------------|
| Priority Projects as defined in Annex III of Decision 661/2010 (Prague - Linz, New High-capacity rail: Central Trans-Pyrenees crossing, "Iron Rhine" (Rheidt-Antwerpen)) | Cross-Border | Rail | studies ongoing |
|--|--------------|------|-----------------|