



European
Commission

THE TRANS-EUROPEAN TRANSPORT NETWORK

Common Progress Report

of the European
Coordinators

Péter **BALÁZS**

Kurt **BODEWIG**

Laurens Jan **BRINKHORST**

Pat **COX**

Mathieu **GROSCH**

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Carlo **SECCHI**

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Karel **VINCK**

Second Edition

May 2015 - December 2016

Transport

DECEMBER 2016

This report only represents the opinion of the European Coordinators
and does not prejudge the official position of the European Commission.

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Introduction

In a time when the European Union faces important challenges, transport remains a cornerstone of the European integration process and is firmly linked to several key political priorities of the Juncker Commission: Jobs, Growth & Investment, Internal Market, Digital Union as well as Energy Union and Climate. Smart, sustainable and fully interconnected transport networks are a necessary condition for the completion and well-functioning of the European single market and for linking Europe with the world market.

The concept of the core network corridors is now fully recognised by Member States and stakeholders as an instrument that acts as the centre of gravity around which our work on modal integration, interoperability and coordinated development of infrastructure orbits. Nine geographical core network corridors define the core network of the TEN-T; the two horizontal priorities – the European rail traffic management system ERTMS and Motorways of the Sea (MoS) support network optimisation. Coherence between these vertical corridors and horizontal priorities – and their Coordinators – is being ensured through various mechanisms that are described in the present report.

Second work plans delivering political messages on critical issues

The second Activity Report of the European Coordinators follows on the first Common Progress Report of April 2015. It presents in a consolidated manner activities of the Coordinators in the period running from May 2015 till December 2016. This period coincides with the development of the second version of corridor work plans, building up on the first work plans approved by Member States in May 2015. It led to the approval of second work plans in December 2016.

The **corridor work plans** are the main monitoring tool for the supervision of the Core Network Corridors (Article 47 of the TEN-T Regulation). For each Core Network Corridor an updated work plan provides a detailed overview on the progress achieved in implementing the Core Network Corridor.

The work plans are living documents and are – by their nature - regularly updated. Throughout the year 2015-2016 their analysis was progressively refined to address all issues relevant to achieve compliance with the technical standards set in the TEN-T Regulation as well as wider EU transport policy goals. Updating the work plans was based on a sound analysis of the corridors and the state of implementation of the ERTMS and Motorways of the Sea. This was done with the help of detailed studies carried out by external consultants under the supervision of DG MOVE.

This work led to the assessment of the progress made on the corridors, based on common **Key Performance Indicators** (KPI). The set of generic KPIs (see Annex I) allowed for comparability and an assessment based on objective criteria. For each corridor, the work plans show the rate of compliance with the KPIs. The list of projects was further refined for each corridor, giving a better overview of the investment needs (see Annex II). It allowed better understanding of how and in which way different projects are going to contribute to the completion of each corridor. Most importantly the revised work plans include relevant maps highlighting progress on the corridors and showing critical issues from the corridor perspective (see Annex III), with a focus on the more sustainable modes.

General elements of the second work plans, including maps identifying critical issues, were presented in June 2016 at the TEN-T Days in Rotterdam. They went through a thorough consultation period with Member States and the members of the Corridor Fora which contributed to improving the analysis. The work plans as such have been approved by Member States in December 2016.

As regards **ERTMS**, the second work plan of the European Coordinator was taking stock of what has been reached from the objectives of the Breakthrough Program (first Work Plan for ERTMS) over the last two years. It was presented at the TEN-T Days in Rotterdam in June 2016. As one of the objectives of the Breakthrough Program, a new European Deployment Plan (EDP) is being prepared and should take the form of an Implementing Regulation in accordance with Article 47(2) of Regulation (EU) No 1315/2013. The first draft was presented at the TEN-T Committee in September 2016. The Committee delivered a positive opinion in December 2016 in view of the subsequent adoption of the Implementing Regulation. The main objectives of this deployment plan are to provide a realistic ERTMS planning on the Core Network Corridors.

Regarding **Motorways of the Sea**, 2016 marked a first presentation of Motorways of the Sea Detailed Implementation Plan. The document was presented in June 2016 in the EP Transport Committee and at the TEN-T Days in Rotterdam. It outlines future priorities of the Motorways of the Sea policy by focusing on environment, integration of maritime policy into logistic chains (especially in the context of Core Network Corridors), safety, training and traffic management. The plan will be further consulted with Member States, European Parliament and industry stakeholders in order to establish a more specific MoS work program in the second half of 2017.

Activities of the Coordinators

The European Coordinators have not only worked separately but also collectively met in Seminars of Coordinators on several occasions in 2015 and 2016. They continued their close cooperation with Member States, regions and stakeholders. Numerous studies, events, visits and bilateral exchanges have taken place (see Annex IV).

The European Coordinators stepped up their efforts in particular as regards implementation of **cross-border projects**, such as Rail Baltic, Fehmarn Belt link or Seine-Escaut. Such projects are crucial for the seamless transportation across the continent. The Gotthard Base tunnel – the world's longest rail subterranean pass, located on the Rhine-Alpine corridor - has been opened this year in Switzerland. In parallel similar projects are being pursued between Lyon-Turin and across the Brenner, where the relevant Coordinators are closely involved. Due to complex nature of cross-border projects, a close relationship has been established between certain project promoters, allowing for exchange of best practices and experiences. This was the case - *inter alia* - for Brenner Base tunnel and Rail Baltic projects.

Meeting ministers, CEOs of major ports operators or infrastructure managers, regional authorities and other stakeholders, the European Coordinators were pursuing on their path as **Ambassadors of the Commissioner**. They proved once again to be instrumental for the coordination of most of the actors – at political and operational level – to deliver the corridors. Their main assets remained their ability to be present on the post and their availability to attend key operational meetings on a regular basis. Throughout their activities they enjoyed full political backing from the Commissioner for transport.

The European Coordinators put a constant pressure for the realisation of cross-border projects on the governments concerned and all relevant actors involved. They make relentless efforts to push these projects and identify suitable solutions to any obstacles or attempts to block their implementation. Their ability to closely monitor progress, to accompany the governing bodies and to directly address the relevant Ministers or decision-makers is perceived as a strong asset for the completion of these cross-border sections.

The role of the European Coordinators is also to engage with all relevant stakeholders, build consensus and public acceptance. From that perspective the role of **Corridor Fora** cannot be but underlined. Five rounds of Corridor Forum meetings were held in the period covered by this report. Corridor Fora were held in September and December 2015 and in March, September and December 2016. The first four of them, together with Corridor meetings at the TEN-T Days in Rotterdam in June 2016, provided an opportunity to deepen the insight into the development of the corridors. Those meetings allowed Member States and stakeholders to discuss and agree on the list of KPIs and to develop further the list of projects. Finally the second corridor work plans could be presented to stakeholders at the Corridor Fora of December 2016. Various working groups were held, either for a single corridor or jointly for several corridors. They concerned inland waterways and ports, regions as well as cross-border cooperation. It should be noted that as of 2016 rail-road terminals were invited to join corridor forum meetings.

The Coordinator for **ERTMS** has carried out a wide and comprehensive consultation of Member States and other stakeholders, such as infrastructure managers, railway undertakings, rail equipment industry over the last two years. The outcome of this consultation was his proposal for a realistic and binding ERTMS European Deployment Plan on which a positive opinion was delivered by the TEN-T Committee in December 2016.

The Coordinator for **Motorways of the Sea** organised three forum meetings both with Member States and industry stakeholders to gather their views with regard to future directions and priorities of the Motorways of the Sea policy. Meetings enabled to gather plethora of ideas that were summarized or highlighted in the first Detailed Implementation Plan.

Seminars of the European Coordinators were organised in October 2015, March 2016, May 2016 and November 2016. The purpose of these meetings was to ensure consistency and coherence across the separate work plans. In addition, a part of the meeting in March was held with a range of organisations and associations representing interests of different transport sectors.

The European Coordinators were present at the **TEN-T Days** in Riga (June 2015) and in Rotterdam (June 2016). Dedicated meetings for each corridor, as well as on ERTMS and MoS, were held. The Riga meeting was an excellent opportunity to present to the wider public the first ERTMS and corridor work plans. The Rotterdam edition allowed going into more details not only on the development of the corridors (by presenting the political maps) and the presentation of the first ever Detailed Implementation Plan for Motorways of the Sea policy but also on the wider aspects of transport policy, through the presentation of issue papers (see below). The TEN-T Days in Rotterdam were also devoted to detailed exchange of views between the project promoters and the EIB on possible use of innovative financial instruments for different projects. Where relevant, the European Coordinators participated in those discussions.

A common meeting was held at the **European Investment Bank** in Luxembourg in January 2016 to reflect on how traditional and innovative financial instruments may apply to the corridor logic. This meeting was also a great opportunity for the Coordinators to have a first reflection on how to streamline and facilitate permitting procedures in order to speed-up implementation of infrastructure projects, in particular those of cross-border nature.

The European Coordinators had an in-depth analytical **seminar with Commissioner Violeta Bulc** in October 2016. It was an opportunity to discuss complementarity of actions undertaken by the European Coordinators and by the Commissioner. They agreed on the priorities for the completion of the TEN-T network and the achievement of transport and mobility policy goals, namely: i) to promote low emission mobility and intermodality; ii) to ensure interoperability including the deployment of traffic management systems - ERTMS, SESAR, ITS and iii) to focus on cross-border sections to complete missing links and remove bottlenecks in the internal market. Commissioner Bulc and the European Coordinators also envisaged the coordinated actions – both at Member States and European level – to ensure firm commitment from all relevant actors with regard to timely and effective delivery of the TEN-T network.

Having regard to the multiple corridors that cross given Member States, meetings at ministry and ministerial level between all or most appropriate European Coordinators have taken place in several instances, such as in Berlin and Warsaw. These have been both positive and productive. Further such initiatives are foreseen. Common meetings were also held with different stakeholders. Examples of joint working groups between North-Sea Mediterranean and Atlantic Corridors as well as common meetings involving a corridor Coordinator and the Coordinator for Motorways of the Sea, can be quoted here.

Issue papers

Since the start of their mandates, the European Coordinators realised that facilitating the coordinated implementation of the corridors will not be sufficient to create a fully-functioning network without responding to broader economic, social and environmental challenges.

This led to undertaking the work on the Action Plan prepared in 2015 by the former Vice President Christophersen and European Coordinators Bodewig and Secchi (**CBS Report**)¹. This Action Plan emphasised the importance of simplifying procedures in optimising the investment environment for transport infrastructure projects.

Several recent developments are directly linked to the recommendations of the European Coordinators to increase clarity for project promoters and investors with regard to the statistical treatment of public private partnerships², to lower capital charges for insurers and banks' investments in infrastructure projects³, to provide greater legal certainty to public authorities and companies with regard to State aid rules for infrastructure projects⁴ as well as to identify regulatory and administrative barriers to the effective implementation of TEN-T core network projects and possible ways to streamline these procedures.

The European Coordinators continue to provide policy impetus to this agenda to encourage investment in transport infrastructure and facilitate TEN-T project implementation.

Following on this path seven other European Coordinators undertook additional comprehensive work to analyse the potential for integration of corridor development with certain transport policy issues, such as innovation/clean fuels, ITS, freight logistics or urban mobility (see Annex V).

¹ DG MOVE, Action Plan - Making the best use of new financial schemes for European transport infrastructure projects (2015)

² Eurostat and the European PPP Expertise Centre of the EIB (EPEC) on 29 September 2016 published a detailed guidance explaining Eurostat's interpretation of the ESA 2010 and MGDD (Manual on Government Deficit and Debt) 2016 rules

³ Amendments to Solvency II and/or Basel rules – see Communication "Capital Markets Union - Accelerating Reform", published on 14 September 2016

⁴Communication on the notion of aid http://ec.europa.eu/competition/state_aid/modernisation/notice_aid_en.html and draft updated general block exemption regulation (GBER) http://ec.europa.eu/competition/consultations/2016_gber_review/draft_regulation_en.pdf

Seeing the Core Network Corridors as **forerunners of an efficient, smart and sustainable transport system** for the next years and decades, the Coordinators arrived at a conclusion that infrastructure development (in the broadest sense) along these corridors shall enable future-oriented transport and mobility solutions. To some extent, the second generation of the work plans includes already projects and objectives which address such questions.

And, most importantly, there are clear **synergies** between their work on innovative infrastructure financing and the outcome of the Issues Papers' work: the projects addressed, often of smaller scope but with promising internal and external user benefits, involve potential for innovative financing schemes.

In two consultations undertaken in the course of the Issues Papers' drafting, a wide range of stakeholders (national, regional and local governments, infrastructure managers, transport operators, industry, European associations, civil society representatives etc.) showed great interest and made forward-looking contributions.

In their conclusions, the European Coordinators underline the innovative potential, the synergies for the whole transport system that are inherent in the corridor approach or the importance of user involvement and changing mobility behaviours and demands.

Key messages of the Issues Papers

- To enhance multi-modality and efficient freight logistics, terminal infrastructure, terminal accessibility and relevant ICT infrastructure need to be developed from a reinforced corridor-wide perspective, as well as with a better integration of users' needs and demand forecasts; selected corridors shall serve as test cases for the digitalisation of freight transport.
- To boost Intelligent Transport Systems, a coordinated ITS deployment beyond the so-called ITS corridors (also including in nodes) must be promoted; building on the C-ITS Platform and the Amsterdam Declaration, investment in digital infrastructure shall be stimulated to deploy cooperative intelligent transport services by 2019; new mobility services shall be enabled by enhancing data accessibility through national access points and by linking travel information services along corridors.
- To further boost new technologies and innovation in transport, the governance and cooperation structure of the corridors shall be used to the best of its possibilities to deploy results of research and innovation activities in line with strategic transport policy objectives, to boost common commitment of actors (researches, industry, TEN-T stakeholders) and to create strong "flagship" cases.
- To fully exploit the decarbonisation potential of the different options of alternative fuel propulsion systems - biofuels, electric, hydrogen and natural gas – and to ensure highest effectiveness of Directive 2014/94/EU on corresponding charging infrastructure, Member States' National Policy Frameworks⁵ need to be highly ambitious and cooperation across national borders needs to be reinforced; market take-up shall be stimulated through pilot action along corridors.
- To better integrate urban nodes into core network corridors, it is not only important to remove bottlenecks and missing links on TEN-T infrastructure in such nodes; a stronger connection with Sustainable Urban Mobility Plans can vitally contribute to improving "last mile" connections for people and freight; urban nodes shall make best use of their exemplary roles on multi-level governance and as forerunners of innovative and low-carbon solutions.
- Cooperation between the EU and third countries on transport infrastructure development is important in order to ensure continuity of the TEN-T and its corridors in different geographical areas and thereby to facilitate trade and international cooperation; this must also involve the common striving for coherent standards.

⁵ To be submitted to the Commission in accordance with Directive 2014/94/EU

The European Ministers for Transport took note of the Issues Papers in the Ministerial Declaration on implementing the Trans-European Transport Network adopted on 20 June 2016 in Rotterdam. All European Coordinators are committed to encouraging and supporting **relevant projects** along their corridors. Within their corridor governance system (fora, working groups), they put Issues Papers' topics on the agenda for discussion with stakeholders. They visit relevant decision-makers and project promoters on the spot and act as proponents and multipliers at various conferences.

The Issues Papers, as published in June, should be understood as a first step of a process that will continue steadily. It is a process that lives from, and moves forward with, the rich and varied inspiration from "the spot" and that takes up relevant transport policy challenges as they arise. Where it proves necessary, this action may also lead to political or legal follow-up – as the Action Plan on innovative financing did.

Looking ahead

Further refinement of the **work plans** is a necessity. Third work plans should be designed during the period 2017-2018 to encompass wider elements that relate to broader transport policy objectives as defined in the Issues Papers prepared by the European Coordinators. Those elements include for instance: impact on climate change and mitigation and adaptation measures, deployment of alternative fuels and innovative technologies, refined project lists, assessment of expected outputs in terms of economic growth, job creation, social or environmental benefits.

As regards **ERTMS**, the third work plan should focus on the still outstanding problems that hinder smooth ERTMS implementation, should allow presenting a list of prioritised sections and projects to be implemented beyond and to determine relatively precisely what volumes of investments are necessary and in which timeframe.

The Detailed Implementation Plan for **Motorways of the Sea** will be further developed. The objective is to have in place a document that is more specific, while following the three development pillars as identified in its first version. Motorways of the Sea as a horizontal priority covering in principle 329 ports that are on the core or comprehensive network shall be better embedded and linked to the concept of vertical corridors.

Close cooperation with Member States, regions and stakeholders will continue, notably in the framework of Corridor Fora and working groups. The European Coordinators are also expected to take an active role in the **Connecting Europe Conference** which is to take place in September 2017 in Tallinn.

The third generation of work plans will also be the sound technical and financial basis for defining the investment needs and pre-identified projects of common interest underpinning a **possible next CEF generation** in the on-coming multi-annual financial framework. Further analysis of projects developing the corridors led to identification of financial needs in the range of €700 billion. A qualitative assessment of these projects should follow, in order to provide a sound input for the future financial and regulatory framework and to determine their contribution to investments, jobs and growth.

In view of the huge funding gap between the investment needs and available resources, Coordinators will continue to be actively involved in mobilising the use of **innovative financial instruments** and the **blending** of funding and financing options. Another seminar of the European Coordinators with the European Investment Bank in January 2017 will be an opportunity to discuss those questions in details.

Conclusion

The corridor concept is now fully functioning. The Core Network Corridors have reached maturity and have become an instrument to facilitate coordinated implementation of the core network. The critical issues and the weak spots on every corridor have been clearly identified. Member States – through their involvement in the corridors – are pursuing a coordinated and synchronized approach with regard to investments in infrastructure. However political instability may lead to increased risk of slowing down the process in some Member States. Last but not least, implementation of ERTMS and Motorways of the Sea is being fully supported.

But as European Coordinators we see the need to strengthen the cooperation and speed up the implementation of certain cross-border projects, which are critical to the functioning of corridors. Therefore we call on the European Commission to consider proposing implementing acts in accordance with Article 47.2 of the TEN-T Regulation. Such work has already been undertaken with regard to the ERTMS. It could also be relevant for some of the major cross-border infrastructure projects.

Securing financing remains a critical issue. The budget of the Connecting Europe Facility instrument has been used to a great extent. We encourage the use of innovative financial instruments wherever feasible. From that perspective our participation in meetings with project promoters, EIB and potential investors – in the margins of the TEN-T Days in Rotterdam – was extremely useful. But for many projects financial instruments are not a viable option. As European Coordinators, we are convinced that through the corridor work plans and by having a detailed analysis of the projects on each corridor, we can also contribute to discussions on the next financial perspectives. We need another – stronger – CEF instrument which can support full implementation of the core network by 2030. A higher co-funding rate for cross-border projects may be one of the components of such instrument.

We look forward to moving the corridors forward. We will ensure that they play their important role in making the European transport system respond in a sustainable way to challenges of globalized economy. Core Network Corridors are a perfect tool to serve the goal of low-emission mobility of the future and contribute fully to the objectives of COP21.

Péter Balázs, European Coordinator for the North Sea-Mediterranean Corridor

Kurt Bodewig, European Coordinator for the Baltic-Adriatic Corridor

Laurens-Jan Brinkhorst, European Coordinator for the Mediterranean Corridor

Pat Cox, European Coordinator for the Scandinavian Mediterranean Corridor

Mathieu Grosch, European Coordinator for the Orient/East-Med Corridor

Paweł Wojciechowski, European Coordinator for the Rhine-Alpine Corridor

Karla Peijs, European Coordinator for the Rhine-Danube Corridor

Carlo Secchi, European Coordinator for the Atlantic Corridor

Brian Simpson, European Coordinator for Motorways of the Sea

Catherine Trautmann, European Coordinator for the North Sea-Baltic Corridor

Karel Vinck, European Coordinator for the European Rail Traffic Management System

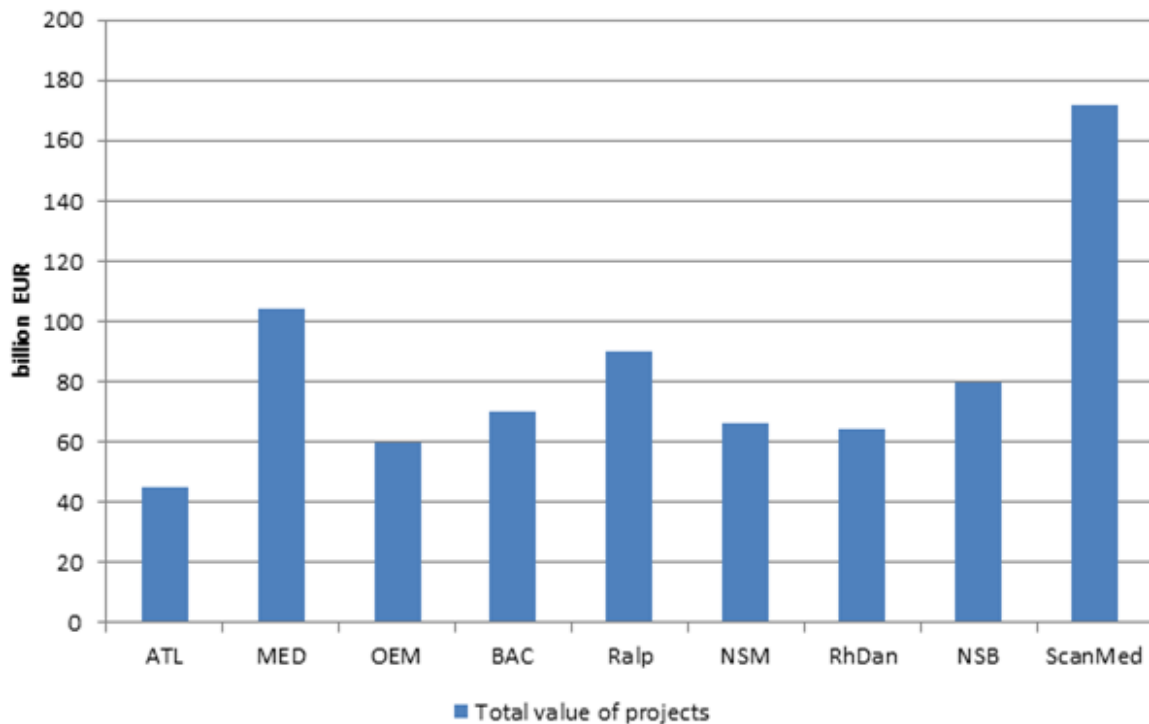
Annexes

Annex I – Generic KPIs

| Mode | KPI |
|---------------------------|--|
| Rail network | Electrification |
| | Track gauge 1435mm |
| | ERTMS implementation |
| | Line speed >=100km/h in accordance with Article 39.2a(ii) of the Regulation 1315/2013 |
| | Axle load >=22.5t |
| | Train length (740m) |
| Inland waterway network | CEMT requirement for class IV IWW |
| | Permissible draught (min. 2.5m) |
| | Permissible height under bridges (min. 5.25m) |
| | RIS implementation (% of km on which the minimum requirements set out by the RIS directive are met) |
| Road network | Express road/motorway |
| | Availability of clean fuels |
| Airport | Connection to rail |
| | Availability of at least one terminal open to all operators in a non-discriminatory way and application of transparent charges |
| | Availability of clean fuels |
| Seaport | Connection to rail |
| | Connection to IWW CEMT IV |
| | Availability of clean fuels |
| | Availability of at least one freight terminal open to all operators in a non-discriminatory way and application of transparent charges |
| | Facilities for ship generated waste |
| Inland ports | Class IV waterway connection |
| | Connection to rail |
| | Availability of clean fuels |
| | Availability of at least one freight terminal open to all operators in a non-discriminatory way and application of transparent charges |
| Rail Road Terminals (RRT) | Capability for intermodal (unitised) transshipment |
| | 740m train accessibility |
| | Electrified train terminal accessibility |
| | Availability of at least one terminal open to all operators in a non-discriminatory way and application of transparent charges |

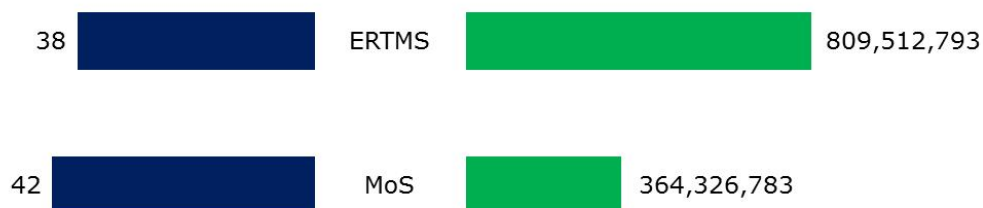
Annex II – Financial needs based on the list of projects

Total value of projects per CNC



What we have spent so far on ERTMS and MoS

CEF-T 2014-2015: Projects and Support to MoS and ERTMS



Annex III – Major critical issues/projects on Corridors and horizontal priorities

1. Atlantic

- Evora-Mérida, rail cross-border PT-ES
- Bordeaux-Bilbao, rail cross-border FR-ES
- Interoperability of railways, notably rail gauge (ES and PT) and ERTMS (FR and PT) and including cross-border Aveiro-Salamanca
- Motorways of the Sea and Short Sea Shipping along the Atlantic Coast
- Hinterland connections of ports

2. Baltic Adriatic

- Katowice-Žilina, Katowice-Ostrava and Opole-Ostrava, rail cross-border PL-SK- CZ
- Wien-Bratislava, rail cross-border AT-SK
- Graz-Maribor, rail cross-border AT-SI
- Brno-Wien and Katowice-Žilina, road cross-border CZ-AT and PL-SK
- Semmering Base Tunnel and Koralm railway line and tunnel, rail bottlenecks AT
- Hinterland connections of ports

3. Mediterranean

- Lyon-Turin; rail cross-border FR-IT
- Montpellier-Perpignan-Barcelona, rail cross-border FR-ES
- Trieste-Divača, rail cross-border IT-SI
- ERTMS and rail interoperability (notably between ES and FR)
- Hinterland connections of ports

4. North Sea Mediterranean

- Seine-Scheldt inland waterway canal and its access routes;
- Brussels-Luxembourg-Strasbourg(-Basel); rail cross-border BE-LU-FR
- Lyon node, rail bottleneck
- Development of inland ports (Paris Seine Métropole)
- Hinterland connections of ports

5. Orient East Med

- Navigability conditions on the River Elbe
- Dresden – Praha; rail cross-border DE-CZ
- Békéscsaba – Thessaloniki; rail cross-border and interoperability (HU-RO-BG-EL)
- Hinterland connections of ports

6. Rhine - Alpine

- Karlsruhe – Offenburg – Freiburg – Basel, rail cross-border DE-CH
- Zevenaar – Emmerich – Oberhausen, rail cross-border NL-DE
- Chiasso / Domodossola – Milano / Novara; rail cross-border CH-IT
- Hinterland connections of ports

7. Rhine Danube

- Navigability conditions on Danube (Bavaria: Straubing-Vilshofen; HU, Serbia and the section common to Romania and Bulgaria)
- Rail cross-border section Munich-Nuremberg-Prague
- Hinterland connections of ports

8. Scan Med

- Fehmarn Belt Fixed Link and access routes; rail cross-border DE-DK
- Brenner Base Tunnel and access routes; rail cross-border DE-AT-IT
- Hinterland connections of ports

9. North Sea Baltic

- Rail Baltic, rail cross-border EE-LV-LT-PL
- Amsterdam Sea Lock
- Interoperability of railways and speed increase
- Hinterland connection of ports

10. ERTMS:

- Close follow-up of the implementation of the new EDP by 2023 and its review by 2022
- Wider and faster availability of ERTMS baseline 3 products
- Funding and financing of the ERTMS deployment plan and locomotives, including availability of innovative financial instruments
- Implementation of the 4th railway package, including streamlining of type-approval and homologation procedures, as well as guaranteeing competitive environment for industry, users and infrastructure managers

11. Motorways of the Sea

- Availability of low-emission solutions (LNG, other alternative fuels, shore-side electricity, batteries)
- Better integration of MoS into nine Core Network Corridors (last mile port infrastructure on the sea-side)
- Funding and financing scheme for MoS Detailed Implementation Plan.

Annex IV – Overview of Coordinators' activities

| | Number of missions | Corridor Fora |
|-------------------------------------|--------------------|---------------|
| Catherine Trautmann - NSB | 36 | 5 |
| Peter Balazs - NSM | 25 | 5 |
| Pat Cox - ScanMed | 30 | 5 |
| Mathieu Grosch - OEM | 33 | 5 |
| Karla Peijs - RhDan | 30 | 5 |
| Carlo Secchi - ATL | 24 | 5 |
| Brian Simpson - MoS | 34 | 5 |
| Pawel Wojciechowski - RhAlp | 22 | 5 |
| Kurt Bodewig - BAC | 20 | 5 |
| Karel Vinck - ERTMS | 27 | N/A |
| Laurens Jan Brinkhorst - MED | 27 | 5 |

Annex V – The five Issue Papers

- Enabling multi-modality and efficient freight logistics
 - *Authors: Péter Bálázs and Karla Peijs*
- Boosting intelligent transport systems
 - *Authors: Pat Cox and Catherine Trautmann*
- Boosting new technologies and innovation
 - *Author: Catherine Trautmann*
- Effectively integrating urban nodes
 - *Authors: Catherine Trautmann, Mathieu Grosch*
- Extending cooperation with third countries
 - *Paweł Wojciechowski, Péter Bálázs and Laurens-Jan Brinkhorst*

Kurt Bodewig and Carlo Secchi did not directly participate in the Issue Papers' drafting since they were still engaged in follow-up activities of their "Action Plan: Making the best use of new financial schemes for European transport infrastructure projects". However, in several European Coordinators' Seminars dedicated to this subject, they contributed their experience and ideas

Karel Vinck and Brian Simpson, respectively responsible for the horizontal priorities of ERTMS and Motorways of the Sea, contributed indirectly through their participation in the brainstorming sessions for the Issue Papers. Given their broad horizontal priorities, both Coordinators have already a very wide responsibility and many Member States to cover, leaving them in this rather contributing role.



Contact details:

European Commission – Directorate General for Mobility and Transport
Directorate B - Investment, Innovative & Sustainable Transport
Unit B1 – Transport networks
http://ec.europa.eu/transport/index_en.htm
email: move-info@ec.europa.eu

Offices:
Rue Demot 28
1049 Brussels Belgium

