

## **GERMANY:**

Germany has 6 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 **Orient/East-Med Corridor** connects the German ports Bremen, Hamburg and Rostock via Czech Republic and Slovakia, with a branch through Austria, further via Hungary to the Romanian port of Constanta, the Bulgarian port of Burgas, with a link to Turkey, to Greek ports Thessaloniki and Piraeus and a "Motorway of the Sea" link to Cyprus. It comprises rail, road, airports, ports, RRT's and the Elbe river inland waterway. The main bottleneck is the railway section Timisoara – Sofia.

The **Scandinavian-Mediterranean Corridor** extends from the Finnish-Russian border and the Finnish ports of Hamina/Kotka, Helsinki and Turku-Naantali via a "Motorway of the Sea" to Stockholm and with a branch from Oslo, through southern Sweden, Denmark, Germany, where the ports of Bremen, Hamburg and Rostock are connected, western Austria to the Italian ports La Spezia, Livorno, Ancona, Bari, Taranto, Naples and Palermo and "Motorway of the Sea" links to Malta. It comprises rail, road, airports, ports, RRT's and "Motorway of the Sea" sections. The key projects are Fehmarnbelt fixed link and Brenner base tunnel.

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 **Atlantic Corridor** links the Spanish and Portuguese ports Algeciras, Sines, Lisbon, Porto and Bilbao through western France and, with a link from Le Havre and Rouen, to Paris and further east to Mannheim and Strasbourg. It covers rail, road, airports, ports, RRT's and the Seine as inland waterway. A main objective is enhancing railway interoperability by gauge change to UIC standard on the Iberian Peninsula.

The **Rhine-Danube Corridor**, connects Strasbourg and Mannheim via two parallel axes in southern Germany, one along Main and Danube, the other one via Stuttgart and Munich, and with a branch to Prague and Zilina to the Slovak-Ukrainian border, through Austria, Slovakia and Hungary to the Romanian ports of Constanta and Galati. It covers rail, road, airports, ports, RRT's and the inland waterway system of Main, Main-Danube Canal, the entire Danube downstream of Kelheim and the Sava river. The key projects are removing the bottlenecks along the inland waterways and the railway sections Stuttgart – Ulm and München – Freilassing.

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.

### North Sea – Baltic

PL Border - Berlin - Hannover - Amsterdam/Rotterdam	Rail	studies and upgrading of several sections (Amsterdam – Utrecht – Arnhem; Hannover – Berlin)
Wilhelmshaven - Bremerhaven - Bremen	Rail	Studies and works
Berlin - Magdeburg – Hannover, Mittellandkanal, West-German Canals, Rhine, Waal, Noordzeekanaal, IJssel, Twentekanaal	IWW	studies, works for better navigability and upgrading waterways and locks

**Orient/East-Med**

Dresden - Praha	Rail	studies for high-speed rail
Hamburg – Dresden – Praha – Pardubice	IWW	Elbe and Vltava studies, works for better navigability and upgrading

**Scandinavian – Mediterranean**

Fehmarn	Rail	studies ongoing, construction works Fehmarn Belt fixed link to start in 2015
København - Hamburg via Fehmarn: access routes	Rail	access routes DK to be completed by 2020, access routes Germany to be completed in 2 steps: one track electrification with the completion of the fixed link and two-track seven years later
Rostock	Ports, MoS	interconnections ports with rail; low-emission ferries; ice-breaking capacity
Rostock - Berlin - Nürnberg	Rail	studies and upgrading
Hamburg/Bremen - Hannover	Rail	studies ongoing
Halle – Leipzig – Nürnberg	Rail	works ongoing, to be completed by 2017
München – Wörgl	Rail	access to Brenner Base Tunnel and cross-border section: studies

**Rhine – Alpine**

Basel – Antwerpen/Rotterdam - Amsterdam	IWW	works for better navigability
Karlsruhe - Basel	Rail	works ongoing
Frankfurt - Mannheim	Rail	studies ongoing

**Atlantic**

Baudrecourt - Mannheim	Rail	upgrading
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**Rhine – Danube**

Rail connection Strasbourg - Kehl Appenweier	Rail	works interconnection Appenweier
Karlsruhe - Stuttgart - München	Rail	studies and works ongoing

München – Praha	Rail	studies and works
Nürnberg – Praha	Rail	studies and works
München - Mühldorf - Freilassing - Salzburg	Rail	studies and works ongoing
Nürnberg - Regensburg - Passau - Wels	Rail	Studies and works
Main – Main-Donau-Canal	IWW	studies and works on several sections and bottlenecks; inland waterway ports:multimodal interconnections with rail
Danube (Kehlheim - Constanța/Midia/Sulina)	IWW	studies and works on several sections and bottlenecks; inland waterway ports:multimodal interconnections

#### Other sections

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
Frankfurt – Fulda – Erfurt – Berlin	Bottleneck	Rail	studies
UA Border – Kraków – Katowice – Wrocław – Dresden	Other Core Network	Rail	works
Brunsbüttel - Kiel (Kiel-canal)	Other Core Network	IWW	Optimisation of navigation status
Ruhr area - Münster - Osnabrück - Hamburg	Other Core Network	Rail	upgrading of the section Münster - Lünen (doubletrack)