



## Individual project contribution to the Common european transport space

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# Today's agenda

- Introduction – the general context
- A single European Transport Area
- The Connecting Europe Facility
- The Corridors: Introduction and how these contribute to the general concept
- Q+A



# Introduction

- The transport industry is globalized (in terms of functional, business and regulatory terms)
- But also has local issues to address (administrative procedures, customs, taxation, immigration, safety and security, waste, health protection,...)
- EU has a vision to automate, improve and upgrade the industry





# A single European transport area

1. A true internal market for rail services
2. Completion of the single European sky
3. Capacity and quality of airports
4. A framework for inland navigation
5. Road freight issues
6. Multimodal transport of goods: e-Freight Create the appropriate framework to allow for tracing goods in real time, ensure intermodal liability and promote clean freight transport





# Promoting a European maritime transport area without barriers

- Unlike road transport, which has been reaping the benefits of the internal market since 1993, shipments of goods by sea between the ports of the European Union are treated in the same way as shipments to third countries.
- Maritime transport between Member States red tape (many documentary checks and physical inspections by the customs, health, veterinary, plant health and immigration control, ...)
- The paradox of goods shipped by sea between nearby ports are considered to have left the territory of the European Union as opposed to trucks (The TIR scheme)
- The introduction of the European maritime transport area
  - Eliminate or reducing numerous administrative procedures
  - Ship tracking systems to monitor the area
- The Blue Belt zone



# Motorways of the sea

- The European maritime transport area = the “motorways of the sea”
- Multi-modal concept: combination with other modes of transport,
  - Regular, high-quality services
  - An effective alternative to transporting goods only by road
  - A cleaner, more cost-effective solution for transporting freight which will reduce congestion at the main bottlenecks on Europe’s roads
  - Effective, viable links to the remoter regions of Europe.
- The private sector’s involvement
- Instruments including the TEN-T (trans-European transport network) and Marco Polo programmes enabled greater financial Community support to be given to developing motorways of the sea

# INEA's Programmes 2014-2020

- **CEF Transport (incl. Cohesion Fund allocation)**
- CEF Energy
- CEF Telecomms



- **H2020 Transport**
- H2020 Energy

**Marco Polo legacy from 2007-2013 period**  
(previously managed by EACI – now EASME)



**TEN-T legacy from 2007-2013 period**

**Management of some or all of the phases of programme implementation and stages in the project lifecycle**

[https://ec.europa.eu/inea/sites/inea/files/1.pm\\_workshop\\_db\\_17092015\\_final\\_0.pdf](https://ec.europa.eu/inea/sites/inea/files/1.pm_workshop_db_17092015_final_0.pdf)





# New TEN-T guidelines: Core Network Corridors (I/II)

- The proposal aims at achieving one of the 10 White Paper goals:
  - ✓ A fully functional and EU-wide multimodal TEN-T 'core network' by 2030, with a high quality and capacity network by 2050 and a corresponding set of information services
- Together with the comprehensive network – which remains the basis for the identification of TEN-T projects of common interest – the core networks incorporates those elements with the highest strategic importance for achieving the objectives of the trans-European transport network policy, and in particular:
  - ✓ shall contribute to coping with increasing mobility and to the development of a low-carbon transport system
  - ✓ shall be interconnected in nodes and provide for connections with neighbouring countries' transport infrastructure network





# New TEN-T guidelines: Core Network Corridors (II/II)

- The **Core network corridors** are the instrument to facilitate the coordinated implementation of the core network
- The idea of 'core network corridors' come out from the WP:
  - ✓ Europe needs a core network of corridors, carrying large and consolidated volume of freight and passengers traffic with high efficiency and low emissions, thanks to the extensive use of more efficient modes in multimodal combinations and the wide application of advanced technologies and supply infrastructure for clean fuels



# Management and evaluation needs for the Core network corridors:

- Need for a coordinated development and management of infrastructure, in order to lead to resource-efficient multimodal transport.
- Need for a coordinated approach with regard to infrastructure use and investments, so as to manage capacities in the most efficient way.
- Need for a comprehensive deployment of interoperable traffic management systems
- Multimodal infrastructure within core network corridors shall be built and coordinated, wherever needed, in a way to optimise the use of each transport mode and their cooperation.
- How Core Network Corridors should be managed:
  - The governance system of each corridor should be coordinated by an European Coordinator, designated by EC, which will chair the corridor platform
  - The European Coordinator shall draw up together with the Member States concerned a work plan for the activities to be fulfilled.
  - For each core network corridor, the MS concerned shall establish a corridor platform responsible



# The CEF: € 50 billion investment plan

## Connecting Europe Facility

Energy: € 9,1 bn

**Transport : € 31,7 bn**

(including €10 bn from Cohesion Fund)

Digital Networks: € 9,2 bn;





# The CEF for Transport (€31.7 bn)

- ✓ Innovative financial instruments: € 2 bn (leverage effect up to 15 or 20 could generate investments of € 30bn to € 40bn)
- ✓ Grant Component : €19.7 bn (average co-funding rate 20% could generate € 98.5 bn)
- ✓ Grants from Cohesion Fund: €10 bn (average co-funding rate 85% could generate €11.5 bn)

TOTAL POSSIBLE AMOUNT OF INVESTMENTS  
THAT COULD BE GENERATED:  
€140 – 150 BN





# The Corridors

- 9 major transport corridors that form a core transport network and act as the economic life-blood of the Single Market.
- The funding will remove bottlenecks, revolutionise East West connections and streamline cross border transport operations for businesses and citizens throughout the EU.
- EU financing for transport has tripled to €26 billion for the period 2014-2020 (compared to €8 billion for 2007-2013), under the new Connecting Europe Facility (CEF)
- The most radical overhaul of EU transport infrastructure policy since its inception in the 1980s.
- The new core network, to be established by 2030, will connect:
  - 94 main European ports with rail and road links
  - 38 key airports with rail connections into major cities
  - 15,000 km of railway line upgraded to high speed
  - 35 cross border projects to reduce bottlenecks







# Overview

CORRIDOR	MEMBER STATES	EUROPEAN COORDINATOR
Baltic-Adriatic	PL, SK, CZ, AT, SI, IT (6)	Kurt Bodewig (DE)
North Sea-Baltic	NL, BE, DE, PL, LT, LV, EE, FI (8)	
Mediterranean	ES, FR, IT, SI, HR, HU (6)	Laurens Jan Brinkhorst (NL)
Orient/East-Med	DE, CZ, SK, AT, HU, RO, BG, GR, CY (9)	Mathieu Grosch (BE)
Scandinavian-Mediterranean	FI, SE, DK, DE, AT, IT, MT (7)	Pat Cox (IE)
Rhine-Alpine	NL, BE, DE, FR, IT (5)	Ana Palacio (ES)
Atlantic	PT, ES, FR, DE (4)	Carlo Secchi (IT)
North Sea-Mediterranean	IE, UK, FR, NL, BE (5)	Péter Balázs (HU)
Rhine-Danube	FR, DE, AT, CZ, SK, HU, HR, RO, BG (9)	Karla Peijs (NL)
ERTMS	All MS with railways	Karel Vinck (BE)
Motorways of the Sea	All maritime MS	Brian Simpson (UK)





# The Scandinavian-Mediterranean Corridor

- The [Scandinavian-Mediterranean Corridor](#) is a crucial north-south axis for the European economy. Crossing the Baltic Sea from Finland to Sweden and passing through Germany, the Alps and Italy, it links the major urban centres and ports of Scandinavia and Northern Germany to continue to the industrialised high production centres of Southern Germany, Austria and Northern Italy further to the Italian ports and Valletta. The most important projects in this corridor are the fixed Fehmarnbelt crossing and Brenner base tunnel, including their access routes. It extends, across the sea, from Southern Italy and Sicily to Malta.





# The North Sea-Baltic Corridor

- The [North Sea-Baltic Corridor](#) connects the ports of the Eastern shore of the Baltic Sea with the ports of the North Sea. The corridor will connect Finland with Estonia by ferry, provide modern road and rail transport links between the three Baltic States on the one hand and Poland, Germany, the Netherlands and Belgium on the other. Between the Odra River and German, Dutch and Flemish ports, it also includes inland waterways, such as the "Mittelland-Kanal". The most important project is "Rail Baltic", a European standard gauge railway between Tallinn, Riga, Kaunas and North-Eastern Poland.



# The North Sea-Mediterranean Corridor

- The [North Sea-Mediterranean](#) Corridor stretches from Ireland and the north of UK through the Netherlands, Belgium and Luxembourg to the Mediterranean Sea in the south of France. This multimodal corridor, comprising inland waterways in Benelux and France, aims not only at offering better multimodal services between the North Sea ports, the Maas, Rhine, Scheldt, Seine, Saone and Rhone river basins and the ports of Fos-sur-Mer and Marseille, but also better interconnecting the British Isles with continental Europe.



# The Baltic-Adriatic Corridor

- The [Baltic-Adriatic Corridor](#) is one of the most important trans-European road and railway axes. It connects the Baltic with the Adriatic Sea, through industrialized areas between Southern Poland (Upper Silesia), Vienna and Bratislava, the Eastern Alpine region and Northern Italy. It comprises important railway projects such as Semmering base tunnel and Koralm railway in Austria and cross-border sections between PL, CZ and SK.



# The Orient/East-Med Corridor

- The [Orient/East-Med Corridor](#) connects the maritime interfaces of the North, Baltic, Black and Mediterranean Seas, allowing optimising the use of the ports concerned and the related Motorways of the Sea. Including Elbe as inland waterway, it will improve the multimodal connections between Northern Germany, the Czech Republic, the Pannonian region and Southeast Europe. It extends, across the sea, from Greece to Cyprus.



# The Rhine-Alpine Corridor

- The [Rhine-Alpine Corridor](#) constitutes one of the busiest freight routes of Europe, connecting the North Sea ports of Rotterdam and Antwerp to the Mediterranean basin in Genoa, via Switzerland and some of the major economic centres in the Rhein-Ruhr, the Rhein-Main-Neckar, regions and the agglomeration of Milan in Northern Italy. This multimodal corridor includes the Rhine as inland waterway. Key projects are the base tunnels, partly already completed, in Switzerland and their access routes in Germany and Italy.



# The Atlantic Corridor

- The [Atlantic Corridor](#) links the Western part of the Iberian Peninsula and the ports of Le Havre and Rouen to Paris and further to Mannheim/Strasbourg, with high speed rail lines and parallel conventional ones, including also the Seine as inland waterway. The maritime dimension plays a crucial role in this corridor.



# The Rhine-Danube Corridor

- The Rhine-Danube Corridor, with the Main and Danube waterway as its backbone, connects the central regions around Strasbourg and Frankfurt via Southern Germany to Vienna, Bratislava, Budapest and finally the Black Sea, with an important branch from Munich to Prague, Zilina, Kosice and the Ukrainian border.



# The Mediterranean Corridor

- The [Mediterranean Corridor](#) links the Iberian Peninsula with the Hungarian-Ukrainian border. It follows the Mediterranean coastlines of Spain and France, crosses the Alps towards the east through Northern Italy, leaving the Adriatic coast in Slovenia and Croatia towards Hungary. Apart from the Po River and some other canals in Northern Italy, it consists of road and rail. Key railway projects along this corridor are the links Lyon – Turin and the section Venice – Ljubljana.





# Contribution to the Common Space

- Cohesion:
  - Improving the infrastructure quality and standards with the target to comply with the technical standards
  - Improving interconnection in all urban nodes along the corridor between TEN-T and local and regional transport infrastructure, for both passenger and freight traffic.
- Efficiency:
  - Removal of the main bottlenecks, ensuring the timely completion of the ongoing projects, improving the cross-border connections, completing the modernization of the infrastructure, upgrading specific links and nodes
  - Interoperability of national transport networks (ERTMS, ITS, VTM and e-Maritime services, SESAR) and their further technological advancement;
  - Optimal integration and interconnection of all transport modes, especially improving the “last mile” connections to ports, airports and rail-road terminals;
  - Promotion of economically efficient, high-quality and competitive transport, contributing to the development of intra and extra EU trade, through the Adriatic and Baltic ports as gateways to the main third commercial partners.
- Sustainability:
  - Developing an integrated and multi-modal sustainable transport system, contributing to the objectives of low carbon and clean transport, fuel security, reduction of external costs of transport (especially for highly populated areas) and protection for environmentally sensitive areas
- Users' benefits:
  - Meeting the mobility and transport needs of its users within the Union and in relation with third countries, improving the performance of the transport system for its users, reducing congestion and expanding the infrastructure capacity when necessary;
  - Ensuring safe, secure and high-quality standards, for both passenger and freight transport; supporting mobility even in the event of natural or manmade disasters, and ensuring accessibility to emergency and rescue services;
  - Improving accessibility for elderly people, persons with reduced mobility and disabled passengers





- [http://ec.europa.eu/transport/wcm/video/VP\\_Kallas\\_CoreNetworkCorridors.mp4](http://ec.europa.eu/transport/wcm/video/VP_Kallas_CoreNetworkCorridors.mp4)





# End of Session

Thank you for your attention!

Q&A