

12th Florence Intermodal Forum

Investing into transport infrastructures. Where to focus?

27 October 2023

Sala Europa - Villa Schifanoia, Via Boccaccio 121 - Florence

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Matthias Finger | Deputy Director Transport Area FSR, Florence School of Regulation

Introduction

The first 'Community Guidelines' for the development of the trans-European network were adopted in July 1996. These guidelines incorporated a 'Master Plan', detailing the connection of major national road, rail and waterway networks between Member States, with the aim of relieving major European bottlenecks by addressing issues such as capacity restrictions and cross-border incompatibility.

The guidelines were amended in 1999 to include rules for the granting of EC and EU funding of Trans-European Transport Network (TEN-T) projects. These TEN-T guidelines incorporated a series of flagship 'Priority Projects' and allocated priority status according to their strategic importance and/or significant scale.

In 2009, the EC took the decision to launch a TEN-T policy review, with a view to further developing TEN-T policy ahead of the (then upcoming) budgetary period, 2014 to 2020. The review assessed successes and failures of TEN-T policy between 1996 and 2009.

In 2014 a new set of TEN-T guidelines were introduced, thus setting out a clear path forward for investment and action between 2014 and 2030. This new policy is built upon the concept of an integrated, multimodal, core network of corridors, linking major nodes through key rail, road, inland waterway, maritime and air transport connections.

To support the transition to a cleaner, greener and smarter mobility in line with the European Green Deal and the Sustainable and Smart Mobility Strategy, the Commission also proposed to revise the TEN-T Regulation of 2013. Accordingly, the Commission made its initial legislative proposal for a revised regulation in December 2021. The new TEN-T regulation shall be adopted by the end of 2023 and become operational as of 2024. It aims to make the EU's transport network safer, more sustainable, faster, and more convenient for its users. To address the missing links and modernise the entire network, quality standards should be increased. For this, major TEN-T passenger rail lines should allow trains to travel at 160 km/h or faster by 2040. Canals and rivers must ensure good navigation conditions for a minimum number of days per year. Trans-shipment terminals should be improved, and piggyback services should become possible on the TEN-T's rail network. All major cities should develop sustainable urban action plans to promote zero-emission mobility. In addition, the transport infrastructure needs to become fit for both civil and defence use.

The Smart and Sustainable Single European Transport Area requires not only a strong political will but even more so substantial investments. The challenges European transport has been facing as of lately are unprecedented (Covid-19 and the war in Ukraine, to name a few). This is in addition to the ongoing challenges of digitalisation and decarbonisation.

Draft Programme

27 October

08.45 - 09.00 Welcome coffee

09.00 - 09.30 **Setting the scene**

Matthias Finger | Deputy-Director, FSR Transport, EUI (introductory remarks)

Philippe Chantraine | Acting Head of Unit, Transport Investment (B2), DG MOVE

09.30 - 10.50 **Session A – Building the trans-European network for a Single Market**

What is missing?

Godfried Smit | Secretary General, European Shippers' Council, Brussels

Delphine Grandsart | Research Officer, EPF Europe

Irmtraut Tonndorf | Communications and Marketing Director, Hupac

Ismail Ertug | Representative for Sustainable Mobility Europe, Deutsche Bahn AG

Round Table Discussion

10.50 - 11.10 Coffee break

11.10 - 12.30 **Session B – Sustainable and Smart Transport**

What are the investment priorities?

Harvey Chandler | Senior Policy & Public Affairs Manager, GIIA

Giovanni Aldeghe | Senior Loan Officer, European Investment Bank

Andrea Minuto Rizzo | Head of European and International Institutional Affairs, FS Italiane

Malika Seddi | Secretary General, Asecap

Round Table Discussion

12.30 - 13.30 Lunch break

13.30 - 14.50 **Session C – Financing new public objectives**

For which public policy objectives could investments be mobilized?

Loreta Maskaliuviene | Vice minister, Ministry of Transport and Communications, Lithuania

Adrian Mazur | Director of Transport Strategy Department, Ministry of Infrastructure Poland

Alberto Mazzola | Executive Director, CER

Carole Coune | Secretary General, AERRL

Round Table Discussion

14.50 - 15.10 Coffee break

15.10 - 15.50 **Session D – The way forward: priorities and responsibilities**

Are there new institutional entities that could solicit investments?

Ivo Cré | Director Policy and Projects, Polis Network

Linda Thulin | Rail Freight Corridor Scanned

Françoise Guaspere | Senior Policy Advisor, Île de France Representative Europe

Round Table Discussion

15.50 - 16.15 **Synthesis and Concluding Remarks**

Juan Montero | Director Transport Area FSR, Florence School of Regulation

Philippe Chantraine | Acting Head of Unit, Transport Investment (B2), DG MOVE

Matthias Finger | Deputy Director Transport Area FSR, Florence School of Regulation

Participants

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| Giovanni Aldeghi | European Investment Bank, Luxembourg |
| Harvey Chandler | Global Infrastructure Investor Association, GIIA, United Kingdom |
| Philippe Chantraine | European Commission, DG MOVE, Belgium |
| Carlos Corts | European Rail Supply Industry Association, UNIFE, Belgium |
| Paolo Costa | Università Ca' Foscara Venezia, Italy |
| Carole Coune | Association of European Rail Rolling Stock Lessors, AERRL, Belgium |
| Ivo Cré | Polis Network , Belgium |
| Koen Cuypers | Port of Antwerp-Bruges, Belgium |
| Ismail Ertug | Deutsche Bahn AG, Germany |
| Matthias Finger | Florence School of Regulation, Italy |
| Natalia Gortazar | Florence School of Regulation, Italy |
| Delphine Grandsart | European Passengers Pederation, EPF, Belgium |
| Françoise Guaspere | Île de France Representative Europe, Belgium |
| Aigi Kasvand | European Commission, Belgium |
| Darius Kowsar | SNCF Reseau/PRIME, France |
| Franciszek Łabno | Centralny Port Komunikacyjny, Poland |
| Loreta Maskaliuviene | Ministry of Transport and Communication Lithuania, Lithuania |
| Adrian Mazur | Ministry of Infrastructure, Poland |
| Alberto Mazzola | Community of European Railway and Infrastructure Companies, CER, Belgium |
| Andrea Minuto Rizzo | Ferrovie dello Stato Italiane, Italy |
| Juan Montero | Florence School of Regulation, Italy |
| Jurgita Norkiene | Ministry of Transport and Communications, Lithuania |
| Francesco Rotoli | European Union Agency for Railways, ERA, France |
| Jose Samino | EU Railways Twinning project, Ukraine |
| Malika Seddi | Asecap, Belgium |
| Godfried Smit | European Shippers Council, Netherlands |
| Linda Thulin | RFC Scanmed, Austria |
| Irmtraut Tonndorf | Hupac, Germany |
| Sophie Trampf | European Commission, Belgium |