

# Financing New Public Objectives

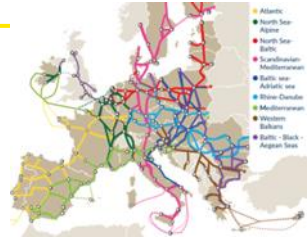
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# TEN-T - Revision



## 14 December 2021 - a new proposal for the TEN-T guidelines revision

### A balanced and ambitious proposal with some critical issues:

- Gradual development of the TEN-T in three steps: 2030 (Core), 2040 (Extended Core) and 2050 (Comprehensive) with different infrastructure requirements \* *exemptions apply on isolated networks and by a request from a MS (cost-benefit analysis and impact on interoperability)*
- European Transport Corridors - Nine 'ETCs' that integrate the former Core Network Corridors with the Rail Freight Corridors and reinforced role for their Coordinators

Apart from the other modes of transport provision, a strong focus has been put on railways (Chapter III, Section 1 of the proposal)

- ERTMS : core network deployment by 2030, remaining TEN-T deployment by 2040, class b system on the entire TEN-T decommissioned by 2040, radio based ERTMS deployment by 2050
- Infrastructure requirements - (electrification, minimum speed, axle load, P400) - financing and market need should be considered

### Other rail related topics:

- Maritime ports requirements - connected with rail/road (2050 for Comprehensive-ports and 2030 for Core-ports) □ CER, rail connections should become a priority
- Multimodal freight terminal - better connectivity
- Urban Nodes - Better and more precise definition and integration of Urban Nodes into the TEN-T with several obligations

# TEN-T - Railway focus

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## ❑ Overall vision:

- to create a highly competitive and fully interoperable rail freight network
- to develop a high performance rail passenger network across Europe

## ❑ To this aim:

### • introduction of new / reinforced standards:

- ✓ at least 160 km/h line speed for passenger railway lines of the core and extended core network
- ✓ Electrification, standard gauge (new Lines and migration plan), axle load 22.5 T on the three networks
- ✓ facilitating the carriage of semitrailers on rail to promote intermodal transport (P400 standard)

- firm push for ERTMS deployment latest by 2040 for extended core and comprehensive network and introduction of legally binding deadline for decommissioning national (class B) systems by 2040
- operational performance targets for rail freight services along the rail freight lines of the European Transport Corridors by 2030

(limited dwelling time at border crossings; punctuality at scheduled time)

# TEN-T - Institutional Iter

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## Council

the 5 of December, under the CZ Presidency, the Council adopted its common position (general approach) that limits the ambition of the EC proposal mainly on ERTMS and Infrastructure requirements (more flexibility and postponements)

## European Parliament

**2 co-Rapporteurs:** Thaler (AT-EPP) and Riquet (FR-Renew)

**Shadow Rapporteurs:** Garcia Munoz (ES-S&D), Dalunde (SE-Greens), Campomenosi (IT-ID), Zile (LV-ECR), Kountoura (GR-Left)

In October Draft Report (Rapporteurs 214 ams) were published by the two co-Rapporteurs: priority to core-network completion; confirming implementations dates on ERTMS; confirming requirements on electrification, axle load, p400, minimum speed, 740m (with international DCM); DCM with ERA, slight review of dwelling time; limitation of definition of isolated networks; stop EU funding with projects delays.

In November MEPs tabled TRAN amendments (ams 215-1872) covering all articles with different and divergent proposals

From December technical and shadow meetings to find an agreement on the most important points (compromise amendments).

The 13 of April TRAN Committee adopted the Report and the 19 of April the EP Plenary gave the green light (with no vote) to the parliamentary mandate to start the interinstitutional negotiations

**Trilogues** started on the 24 of April, 3 of May first operative trilogue (chapter 1), 2 October the last one chapters I-II-IV-VI. EP and Spanish Minister said TEN-T file is a priority

Hopefully an **adoption** of the new TEN-T Regulation by end 2023/beginning 2024

# TEN-T - Financial Focus

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## CEF 2014-2020:

- Overall budget of €30.04 billion
- **Transport: €22.4 billion**

## CEF 2021-2027 (Regulation (EU) 2021/1153):

- Overall budget of **€33.71 billion**.
- **Transport: €25.81 billion** (€11.286 billion under the CEF cohesion envelope). €1.56 billion will finance major rail projects between cohesion countries
- Energy: €5.84 billion
- Digital: €2.07 billion

**Cohesion Policy 2021-2027**

**18 B€**

**Recovery and Resilience Facility 2021-2026**

**50 B€**

# TEN-T - Rail sector priorities

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- Synchronised and harmonised ERTMS Deployment (art.17)
  - I. More and a stable funding system,
  - II. better coordination between CEF (DG MOVE/CINEA), ERA, MS, manufactures, RUs and IMs in view of the new TEN-T Regulation deadlines
  - III. better coordination concerning TSI updates
  - IV. ERTMS Taskforce in DG MOVE
- The High speed master plan (art. 13)
- Intermodal Connections to ports, airports, terminals and urban nodes
- Bigger and more stable funding system

# TEN-T - High Speed focus

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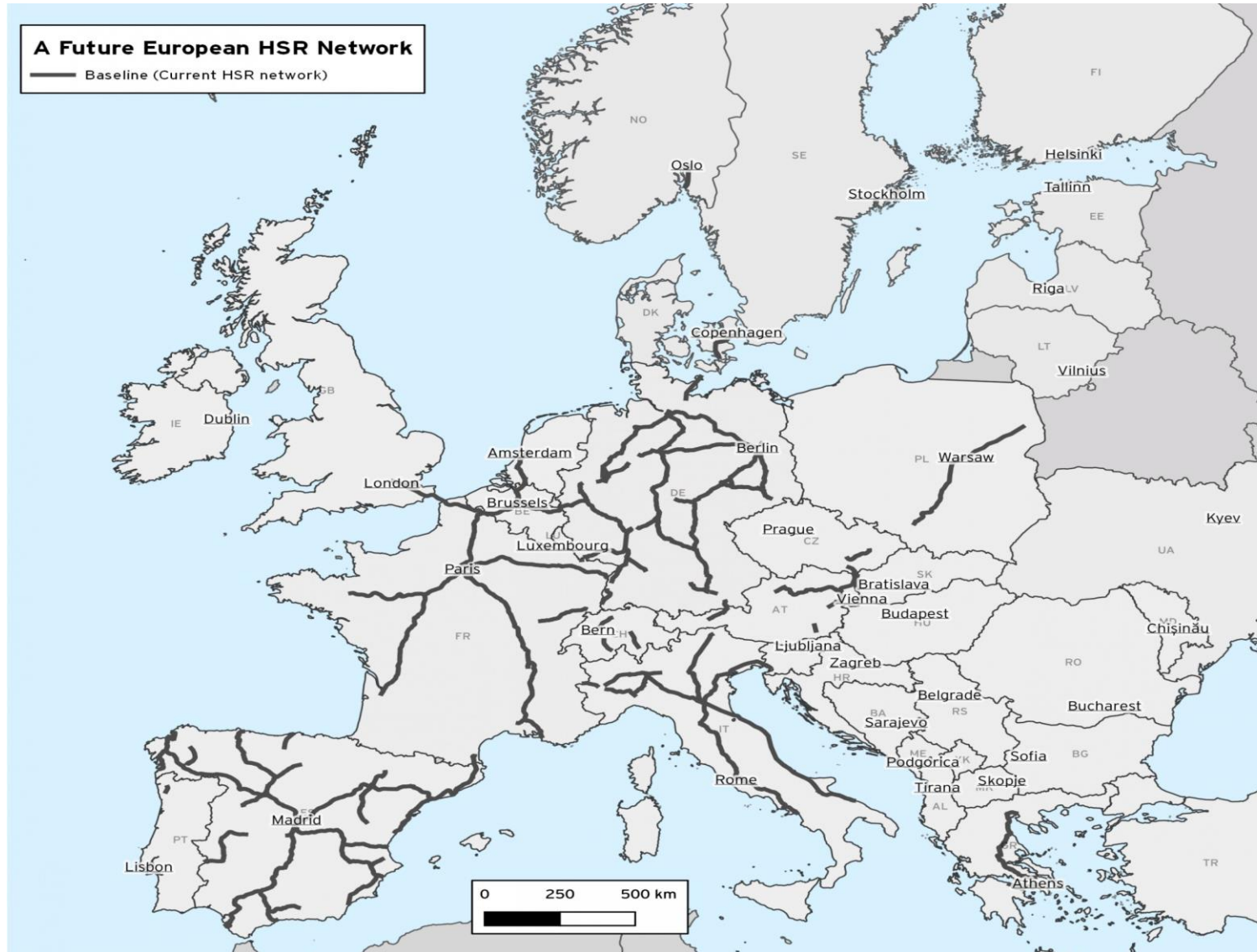
- The TEN-T revision must be an opportunity to push for an integrated and coherent European high speed network
- European regional high speed lines should be part of an integrated European masterplan from which to draw when planning new projects
- The European Parliament, in its position now to be negotiated with the Council, has made an important step forward:

In art 13 (General priorities for the European Transport Corridors) the following paragraph has been approved by EP TRAN Committee

*By ... [date six months after the entry into force of this Regulation], the Commission shall complete a study on connecting all Union Capitals, chosen major cities and metropolitan areas with a railway high speed line network. The study shall be developed in cooperation with the Member States which will consult with stakeholders, and especially railway infrastructure managers. The study shall identify the financial instruments to finance the construction of the network. The conclusions of the study shall become the basis for the Member States to develop a European high speed network.*

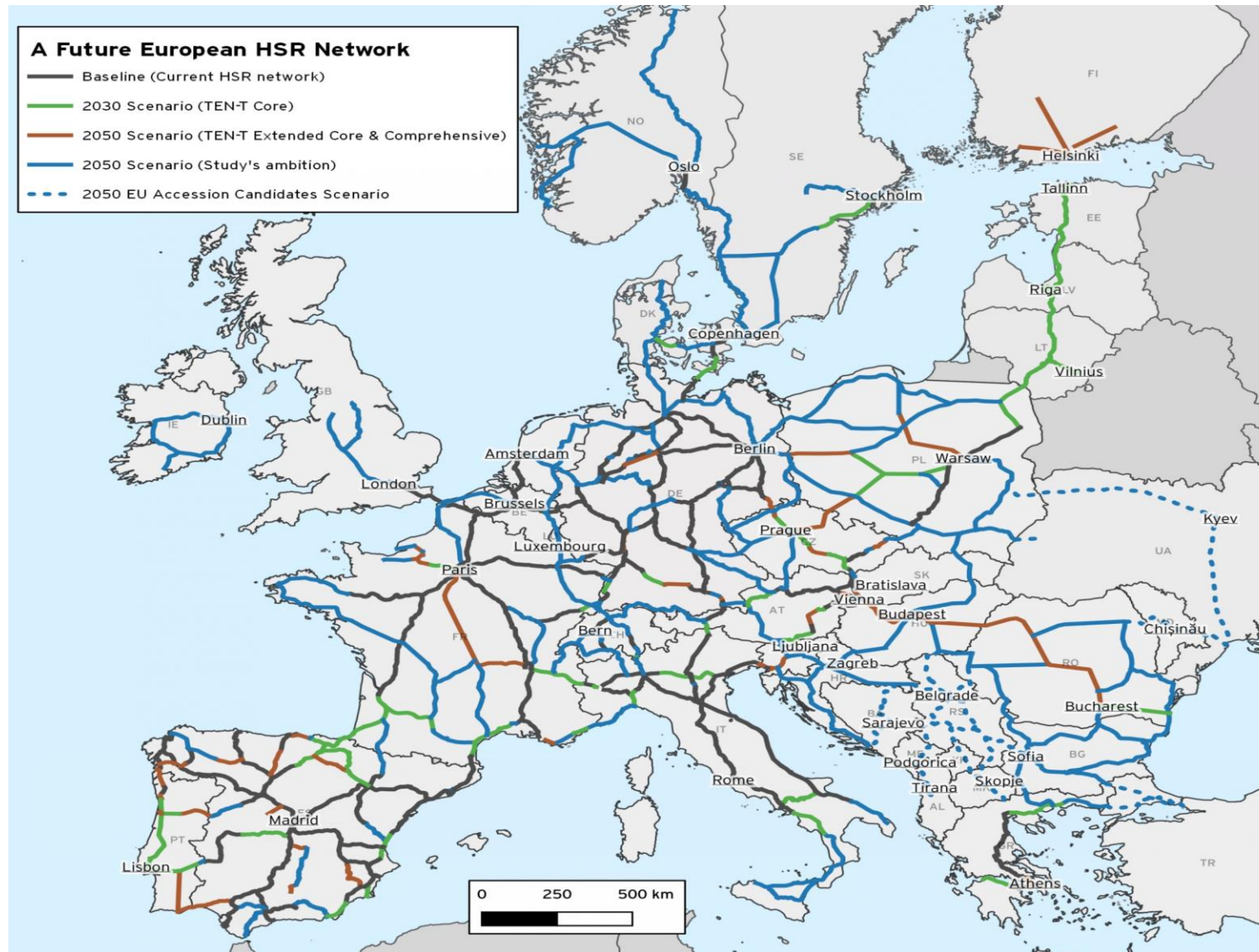
- **Financial resources must be developed starting from CEF III and beyond**

# TEN-T - A Future European HSR network

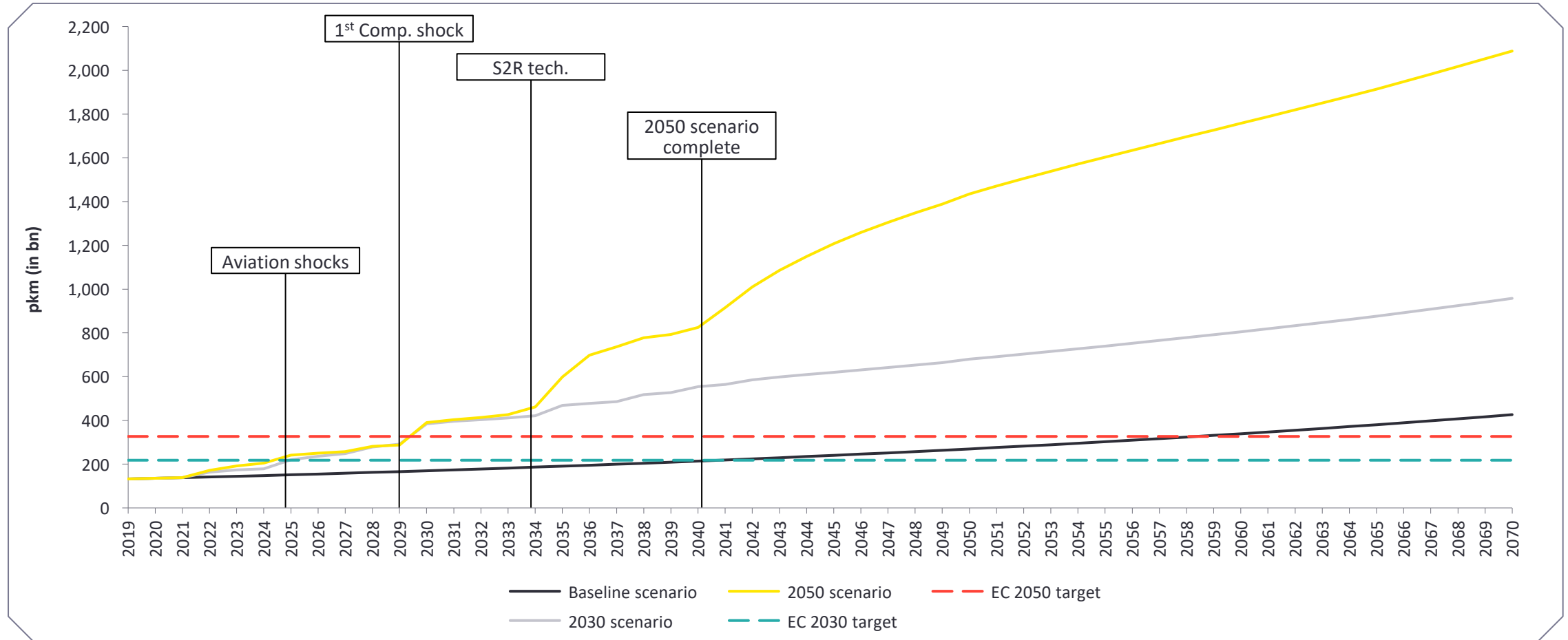




# TEN-T - A Future European HSR network



# TEN-T - Demand Evolution - High-Speed Rail



- ▶ No action will delay reaching the European Commission targets.
- ▶ A massive investment and a concerted effort from policy makers and the railway industry will considerably increase demand for HSR.
- ▶ Main shocks are competition among operators in the HSR market, the deployment of railway technology and the construction of new HSR infrastructure.

# 4. 2050 scenario - Findings

	<p>Saved CO2 Emissions</p> <p><b>5 bn tonnes</b></p>		<p>Net Present Value</p> <p><b>€ 836 bn</b></p>		<p>Benefit/Cost Ratio</p> <p><b>4</b></p>		<p>Job-Years created</p> <p><b>1.5 million</b></p>
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