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Monitoring of the developments in pan-European transport networks:

The European Commission briefing on the progress made in developing the Trans-European Transport Network

Note by the secretariat

I. EU Budget: Commission proposes increased funding to invest in connecting Europeans with high-performance infrastructure (06/06/2018)

1. As part of the next long-term EU budget 2021-2027, the European Commission in June 2018 proposed to renew the 'Connecting Europe Facility', with a budget of €42.3 billion to support investments in the European infrastructure networks for transport (€30.6 billion), energy (€8.7 billion) and digital (€3 billion).

2. This represents a 47% increase compared to 2014-2020 (Comparison in current prices for EU-27 in 2014-2020 vs. EU-27 in 2021-2028. The increase is of 29% in constant prices of 2018.), showing the EU's commitment to a well-connected and integrated Union where citizens and businesses can fully benefit from free movement and the single market. For 2021-2027, the Commission is proposing to strengthen the environmental dimension of the Connecting Europe Facility, with a target of 60% of its budget contributing to climate objectives. This will help reinforce the Energy-Union, fulfil the EU's commitments under the Paris Agreement and consolidate Europe's global leadership in the fight against climate change.

3. The Commission's proposal aims to better integrate the transport, energy and digital sectors, in order to accelerate the decarbonisation and digitalisation of the EU's economy. Clean mobility solutions – such as electric mobility – for instance require a close

integration between the transport and energy sectors. Other examples include autonomous mobility, energy storage and smart grids.

A. Transport: safe, clean and connected mobility

4. The Connecting Europe Facility will support smart, sustainable, inclusive, safe and secure mobility, in line with the 'Europe on the Move' proposals and the EU's transport infrastructure policy. It will for instance help with the decarbonisation of transport by prioritising environmentally friendly modes (such as rail transport) and the development of charging points for alternative fuels. A stronger emphasis on the modernisation of the network was also proposed, notably to make it safer and more secure. As a concrete expression of European solidarity, part of the budget (€11.3 billion) will be reserved for Member States eligible to the cohesion fund.

5. For the first time ever, the Connecting Europe Facility will also support civilian-military dual use transport infrastructure with €6.5 billion. The objective is to adapt Europe's transport network to military requirements and to improve military mobility in the EU. This will make an important contribution to a fully-fledged Defence Union by 2025, which is a political priority of this Commission. The proposal delivers on the Joint Communication from November 2017 and Action Plan from March 2018.

6. With the Connecting Europe Facility Regulation, the Commission proposes to adapt the trans-European core network corridor to ensure better connectivity of core ports and cross-border projects.

Next Steps

7. A swift agreement on the overall long-term EU budget and its sectoral proposals is essential to ensure that EU funds start delivering results on the ground as soon as possible. Ongoing large-scale infrastructure projects would otherwise be strongly impacted by delays. In the transport sector this would affect flagship projects such as the rail links Rail Baltica, Brenner Tunnel, Lyon-Turin, Evora-Merida, etc. Rail Baltica must for instance be able to launch the major procurements it needs for construction in 2021. This is crucial for the completion of a project that will help connect five million people in the Baltic. An agreement on the next long-term budget in 2019 would provide for a seamless transition between the current long-term budget (2014-2020) and the new one and would ensure predictability and continuity of funding to the benefit of all.

II. EU-China Summit: deepening the strategic global partnership for transport

8. At the third meeting of the EU-China **Connectivity Platform**, held in the margins of the [Summit](#) and chaired for the EU by Commissioner Violeta **Bulc**, the two parties reaffirmed their commitment to transport connectivity on the basis of respective policy priorities, sustainability, market rules and international coordination.

9. The exchanges focused on:

- the policy cooperation based on the Trans-European Transport Network (TEN-T) framework and the Belt and Road initiative, involving relevant third countries between EU and China;
- cooperation on transport decarbonisation and digitalisation, including in international fora such as the International Civil Aviation Organisation (ICAO) and the International Maritime Organisation (IMO);

- cooperation on investment projects based on sustainability criteria, transparency and level-playing field to foster investment in transport between EU and China.
10. The joint [agreed minutes of the Chairs' meeting](#) are available, along with the [list of European transport infrastructure projects](#) presented under the EU-China Connectivity Platform.
 11. See also: [EU-China Connectivity Platform Short-Term Action Plan](#)

III. Rail: Better contingency management one year after Rastatt incident

12. Due to an incident near the German city of Rastatt one year ago, on 12 August 2017, a highly used rail track section was closed for all traffic for nearly two months. The section is part of the Rhine-Alpine rail freight corridor and connects the ports of Rotterdam, Hamburg and Antwerp to Switzerland and Italy, it is one of the busiest rail freight routes in the EU. Since alternative routes were limited in capacity and by interoperability, the incident led to very significant financial losses and was detrimental to rail freight.

13. The European Commission swiftly reacted to this incident and gathered key stakeholders to find European solutions, quickly establishing measures to mitigate such incidents more effectively in the future.

14. The resulting Handbook for International Contingency Management describes standards that will - in case of an international disruption - allow for the continuation of rail traffic at the highest possible level. It assures better information on the status of the disruption, on actions taken, on alternatives and on traffic flow impacts.
