



Rhine-Alpine Core Network Corridor

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Regional meeting in Milano, 12 April 2016

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- Italian sections of the corridor
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The Rhine-Alpine Core Network Corridor

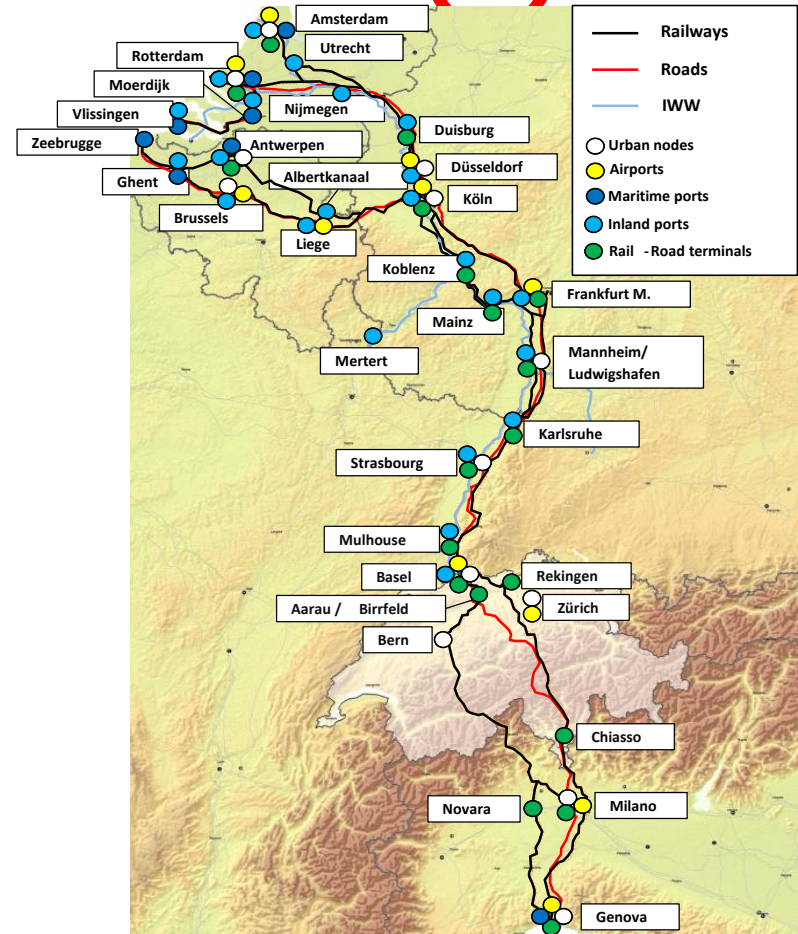
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Nine core network corridors defined in the CEF Regulation



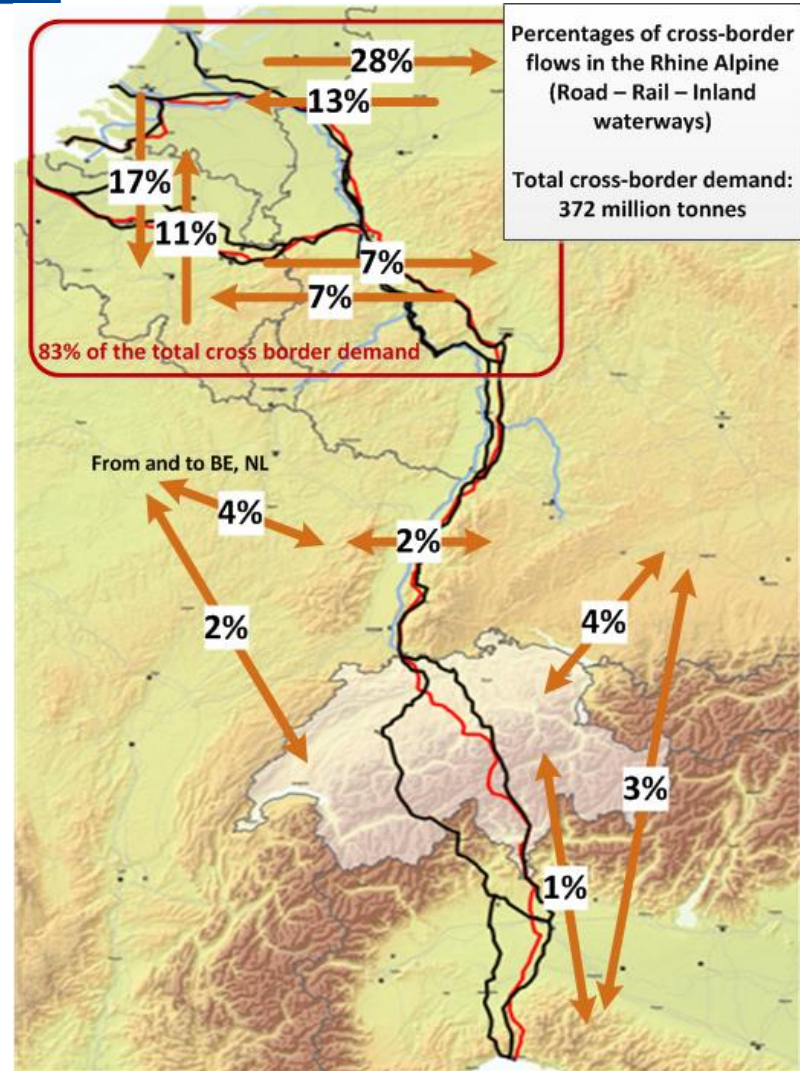
Corridor characteristics (1)

- *5 Member States and Switzerland*
- *13 urban nodes*
- *11 airports*
- *8 seaports*
- *22 inland ports*
- *20 Rail-Road Terminals*



Corridor characteristics(2)

- Over 1 billion tonnes of freight transported annually
- Corridor regions generate 19% of EU's GDP
- Corridor catchment area covers 13% of EU's population
- Presence of major industrial centres: chemical, pharmaceutical, steel, automobile, energy,...



Corridor work plan: agreed priorities

1. Improving **compliance with certain TEN-T requirements**, mostly for rail and inland waterways;
 - A. Minimum train length of 740 meters – 87.3% of network is compliant
 - B. Minimum line speed of 100 km/h – 92.9% of network is compliant
2. Implementing the large **rail cross-border projects** between:
 - A. NL-DE: Zevenaar – Emmerich - Oberhausen,
 - B. DE-CH: Karlsruhe – Basel
 - C. CH-IT: Chiasso – Milano and Domodossola - Novara
3. Investing in **ERTMS** along the corridor (currently 12% rate of deployment)
4. Reduce **external effects of transport**, in particular the rail noise pollution;
5. Promote **innovative solutions** (RIS, ITS, deployment of LNG infrastructure);
6. **Maintain existing infrastructure in good condition**, in particular road and inland waterways;



Italian sections

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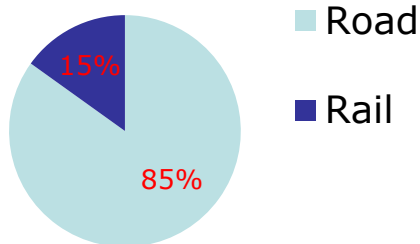
Characteristics (1)

- **Economic heart of Italy** with the regional GDP per capita above the EU average
- **Important nodes** of Milano, Genova and Novara
- Key southern **access routes to the Swiss Alpine crossings**: Chiasso – Milano and Domodossola – Novara
- Important **terminals of the Rhine-Alpine Freight Corridor**, such as Gallarate and Busto Arsizio

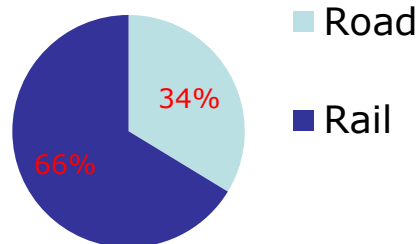
Characteristics – Alpine crossings

Transport of goods - modal split by country:

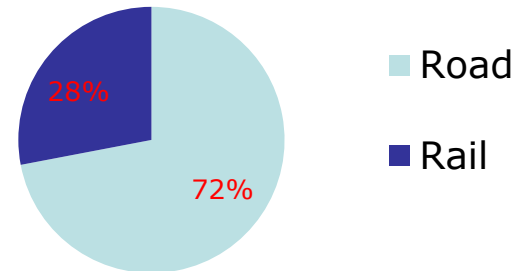
France



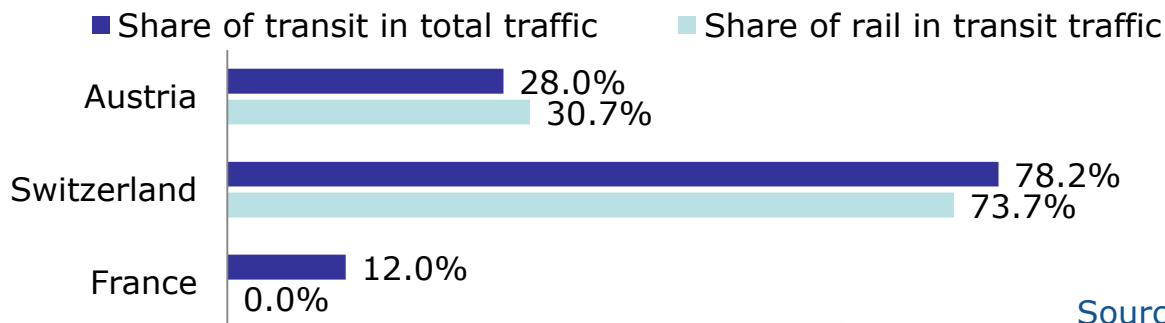
Switzerland



Austria



Share of transit (including transit by rail) by country:



Source: ALPINFO 2013

Challenges

From the corridor perspective **they mostly relate to rail transport:**

- *Improve the southern accessibility of Swiss rail tunnels*
- *Accommodate 740-meter long trains*
- *Implement ERTMS*
- *Address the issue of a limited loading gauge*

More ideas from your side...?



Financing

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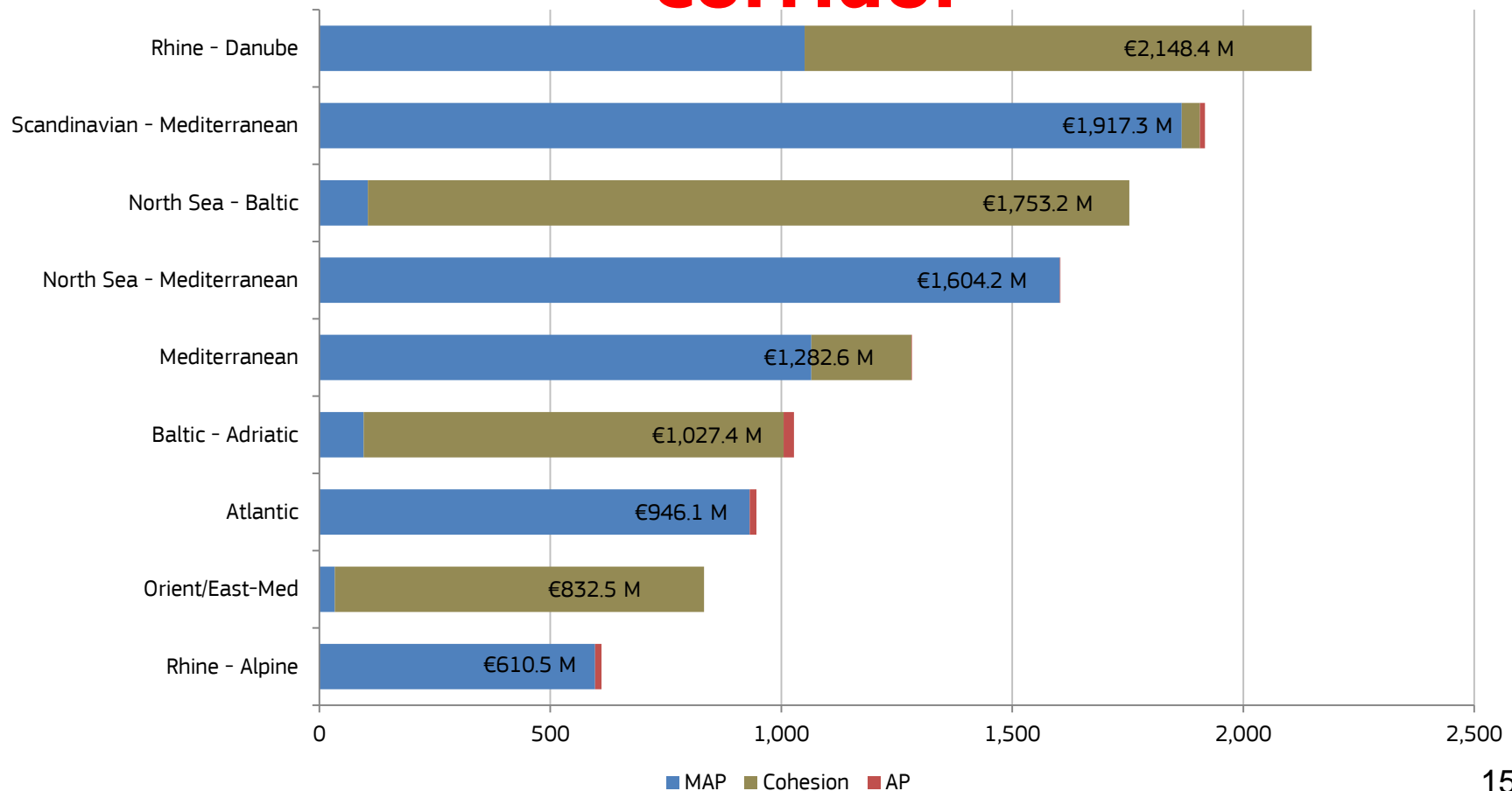
High investment needs

- **175 projects** (including 30 in Switzerland) have been initially identified which would be needed for the development of the Rhine-Alpine Corridor until 2030
- Estimated total volume of investments of around **60 billion EUR by 2030**
- **2014 CEF Call** provided ~**610 million EUR** of funding for Rhine-Alpine
- **2015 CEF Call** funding limited to **1.1 billion EUR** under General envelope (of which 715 million reserved for SESAR and ERTMS)

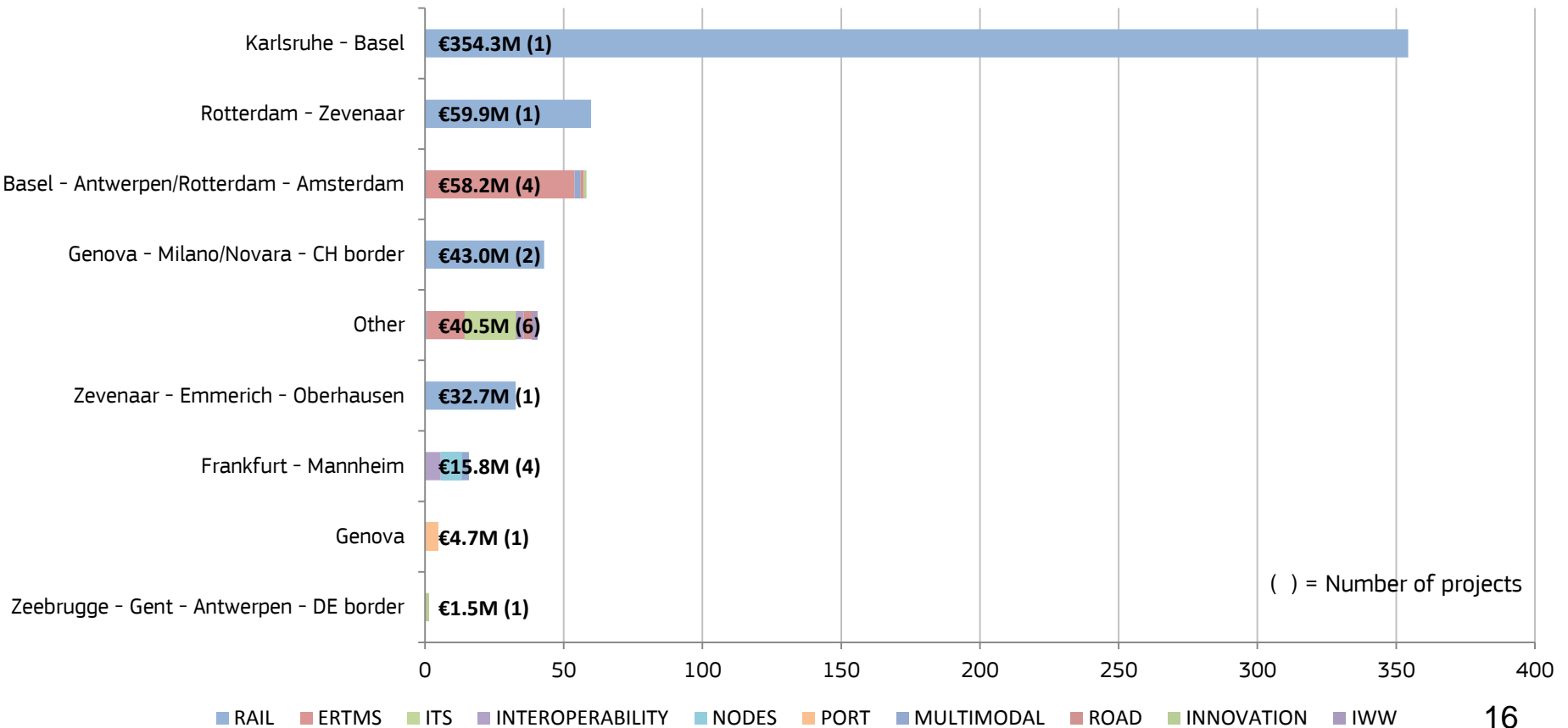
Project list

- ✓ **Corridors shall facilitate the coordinated implementation of the Core Network**
- ✓ List of CEF in Annex I, part I, with pre-identified projects with a perspective up to 2020.
- ✓ Longer list of projects necessary to deliver the corridor is now being updated on the basis of agreed KPIs. It shall allow to map out the corridors in terms of maturity, completion dates, interoperability and the infrastructure requirements.
- ✓ The long list has a focus up till 2030, date of completion of the Core Network.
- ✓ There is no direct link between the two lists: being in the long list is not a guarantee for financial support and vice-versa ¹⁴

Recommended CEF 2014 funding per corridor



Rhine – Alpine CEF funding per section/mode



Widening the scope for PPP, maximizing the use of EU grants: pooling & blending

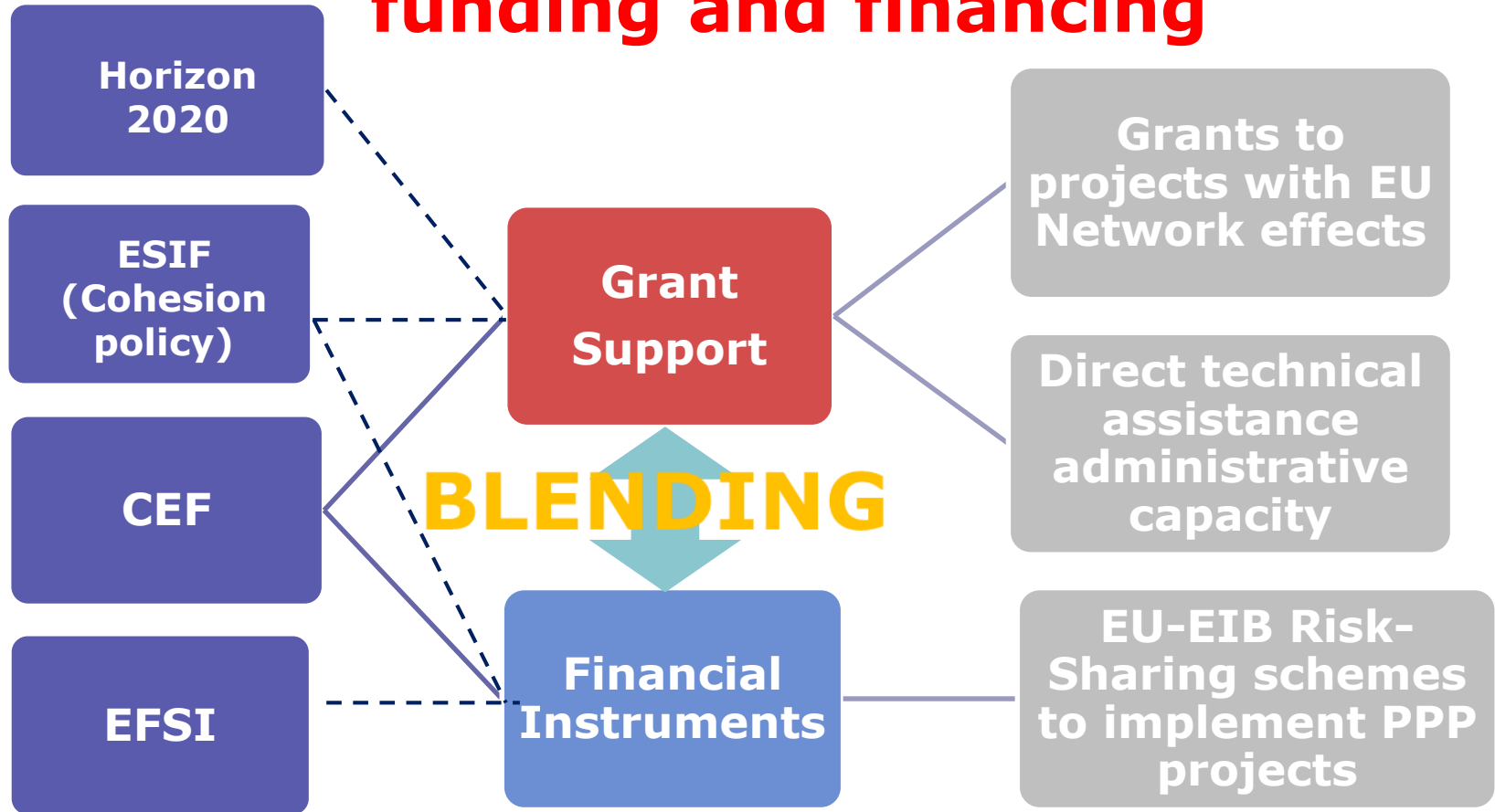
(From the CBS Report):

*The **European Commission** and the **EIB** should facilitate the*

a) blending (minimum grant + IFIs), and

b) pooling** of grants from ESFI and Connecting Europe Facility (CEF) combined with financial instruments and products from the CEF and the EFSI, maximising, when appropriate, the **benefits from aggregation and risk diversification...

Synergies between different sources of funding and financing





Thank you!