



The North Sea-Baltic Core Network Corridor and the Rail Baltica Global Project

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External cost of transport in the EU

- Total external costs of transport in the EU28 are estimated at about 1000 billion EUR annually - almost 7% of the GDP of the 28 EU Member States.
- This relates to accident costs (29% of the total costs), congestion costs (27%) and environmental costs (44%, counting effects on climate change, air pollution, noise, well-to-tank and habitat damage).
- Projections (EU reference scenario) show an increase in the total freight transport activity by about 58% (or 1.2% per year) between 2010 and 2050.

Source: EC study on „Sustainable Transport Infrastructure Charging and Internalisation of Transport Externalities“ (June 2019)



EU White Paper on Transport (2011)

- 10 goals to achieve a competitive and sustainable transport system with a reduction of at least 60 % of greenhouse gas emissions in the transport sector by 2050 with respect to 1990
- Goals concern all aspects of EU transport policy: multimodality, modal shift, infrastructure, alternative fuels, digitalisation, market incentives etc.



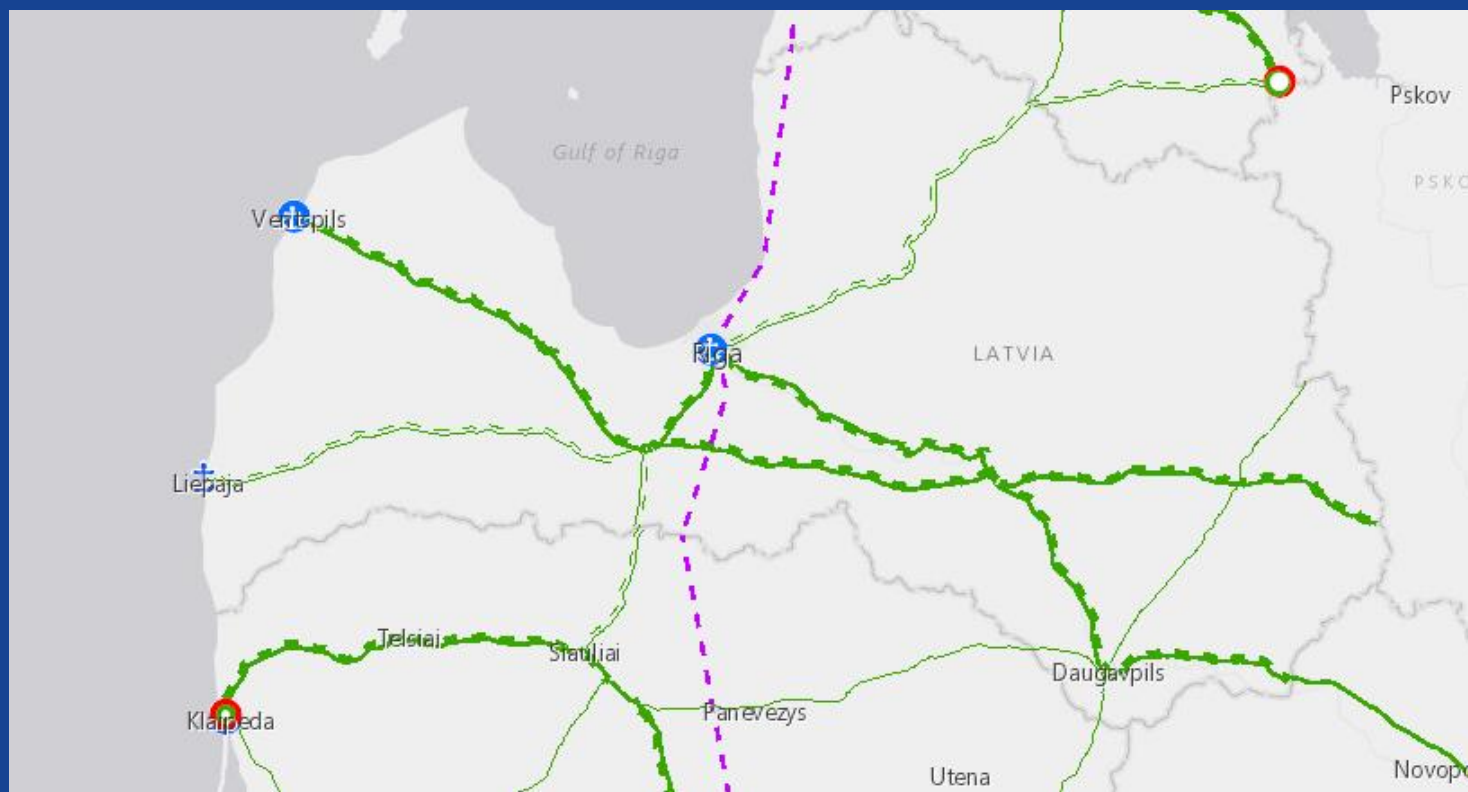
TEN-T – main policy objectives

An efficient and sustainable transport network to:

- Complete the **EU internal market** by ensuring seamless physical connections between all Member States, creating missing links and removing bottlenecks
- **Shape and facilitate mobility** by offering more sustainable transport solutions to operators and passengers, also through traffic management systems and innovative technology
- **Boost economic growth** by allowing greater transport and business opportunities across the EU



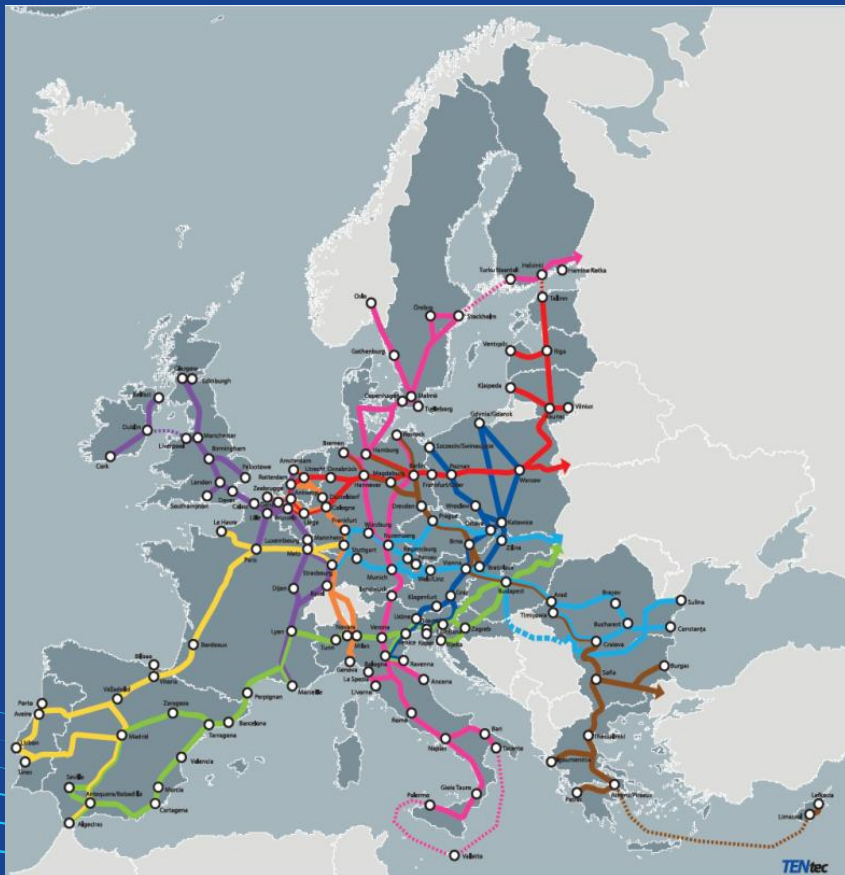
**TEN-T in Latvia:
Railways;
Ports
RRT**





European
Commission

The nine Core Network Corridors



- Baltic-Adriatic Corridor
- North Sea-Baltic Corridor
- Mediterranean Corridor
- Orient/East-Med Corridor
- Scandinavian-Mediterranean Corridor
- Rhine-Alpine Corridor
- Atlantic Corridor
- North Sea-Mediterranean Corridor
- Rhine-Danube Corridor



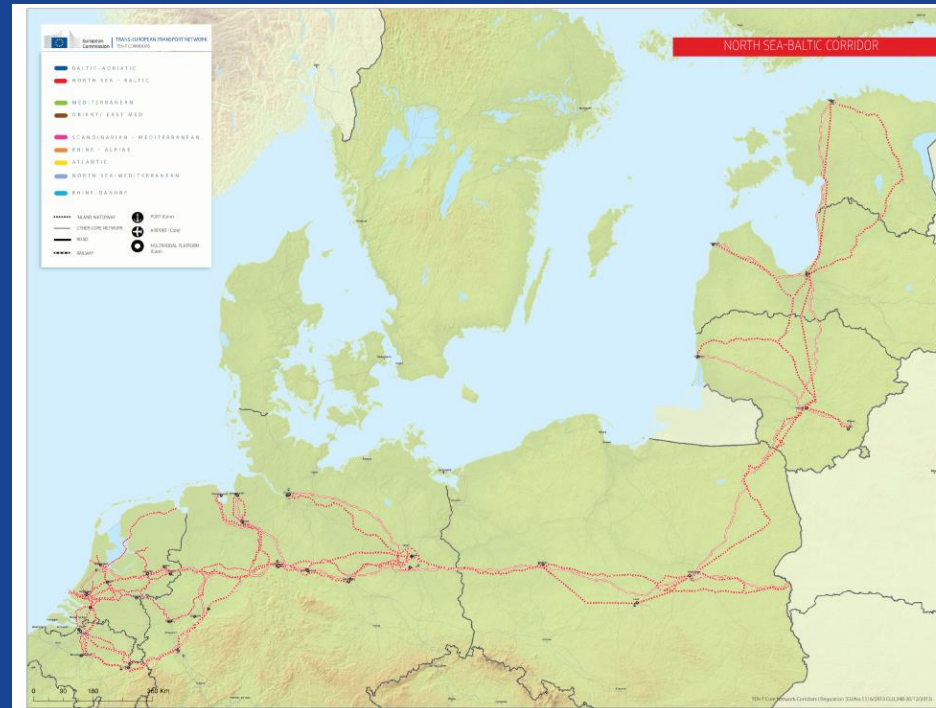
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The North Sea-Baltic Core Network Corridor

- 8 Member States
- 17 urban nodes
- 16 airports
- 32 ports
- 17 Rail-Road Terminals
- 8 border crossings





TEN-T investment needs and EU funding

- Estimated investment needs in the TEN-T core network in 2016-2030: EUR 750 billion (North Sea-Baltic Corridor: 111 bn)
- For the whole TEN-T including the comprehensive network and other transport investments, the investment needs are estimated at about EUR 1.5 trillion.
- Main EU instruments to support transport infrastructure:
 - Connecting Europe Facility: 22.4 bn EUR in 2014-2020, 30.6 bn proposed for 2021-2027 (of which 6.5 bn for military mobility)
 - European Structural and Investment Funds : 70 bn EUR in 2014-2020 programmed for transport
 - European Fund for Strategic Investments (EFSI): 21.4 bn EUR mobilized for transport projects so far



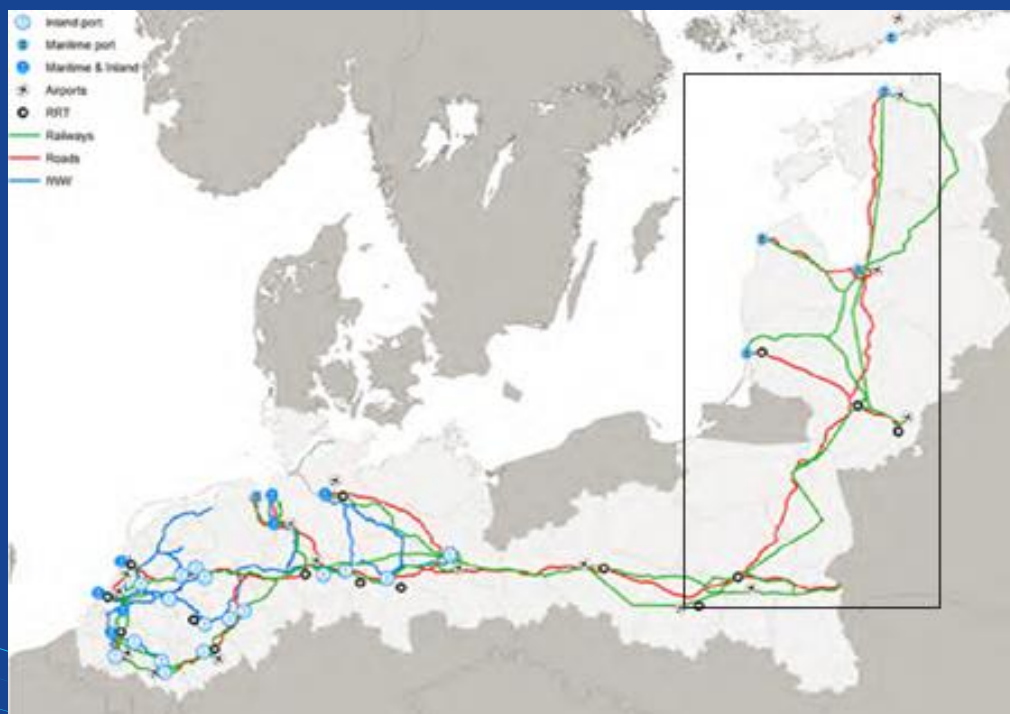


Connecting Europe Facility – state of play

- Grant support of EUR 22.8 billion has already been allocated since 2014 to 756 transport projects through 15 calls for proposals.
- A share of 88% of this funding contributes to the development of the core network and a share of 77% has been allocated to rail projects.
- These projects will contribute to the removal of 282 bottlenecks by 2023, mainly in the rail sector, and improve thousands of km of railways and inland waterways.
- The NSB Corridor benefits from 3.1 bn EUR of CEF co-funding so far (2nd highest figure among the Corridors).
- Reflow calls are planned to reallocate funds from projects which have failed to deliver as planned.



Rail Baltica – the key missing link on the North Sea-Baltic Corridor





Support from Connecting Europe Facility to Rail Baltica

- *Rail Baltica* has been allocated substantial support through the 2014, 2015 and 2016 CEF calls
 - EUR 788M granted to joint project of the Baltic States for the first stage of implementation (2015-2020)
 - EUR 800m granted to PKP PLK S.A. for upgrades on the existing line in Poland (Warsaw – Sadowne – Czyżew – Białystok – Ełk sections)
- The implementation schedule was laid down in a Commission Implementing Decision : (EU) 2018/1723



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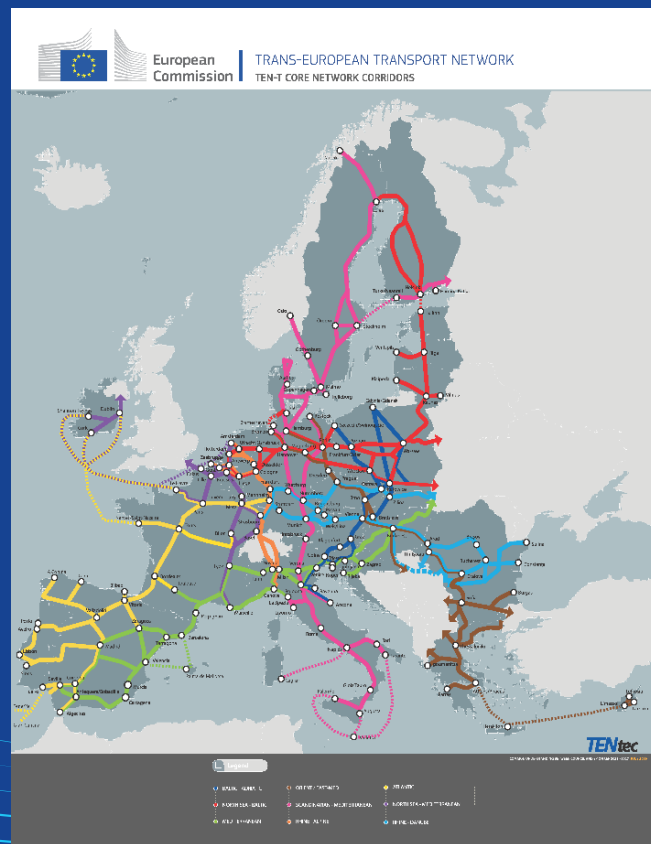
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Why Rail Baltica?

- Geostrategic opportunity to connect the Eastern part of the Baltic Sea Region to Western Europe and truly integrate Baltic States into the EU;
- *Rail Baltica* connects capital cities, ports, economic centres and other strategic objects;
- Mobilisation of the regions along the railway which are currently disadvantaged economically (GDP multiplier in the Baltic States evaluated at 2bn EUR, socio-economic benefits at 16.2 bn EUR)
- Modal shift in the long-distance traffic - shift of lorries from road to rail is projected at 30-40%, and the CO2 emissions and air pollution reduction benefits exceed 6 billion EUR over the period up to 2055 in the Baltic States
- Largest railway infrastructure project in the Baltic countries over the last 100 years, one of the largest infrastructure projects in the region (job creation during construction in the Baltic States: 13.000 direct jobs, 24.000 indirect jobs)



Extension of the TEN-T Corridors in 2021

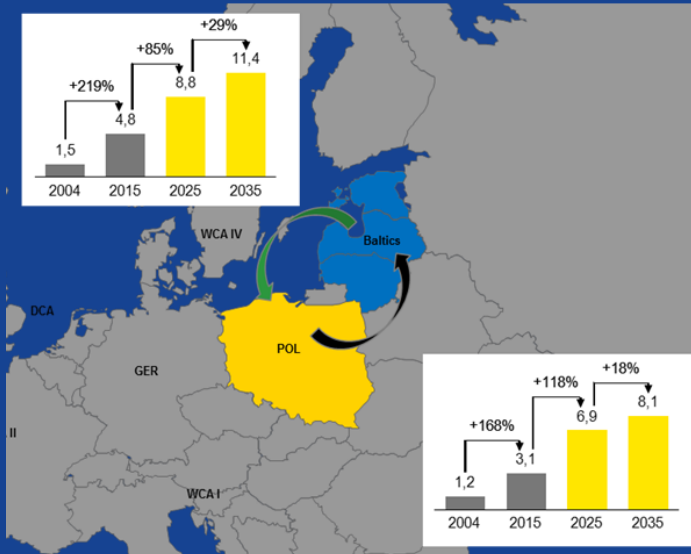


[Schematic map based on the partial agreement on the Connecting Europe Facility 2021-2027 reached in March 2019 between the European Parliament and the Council]

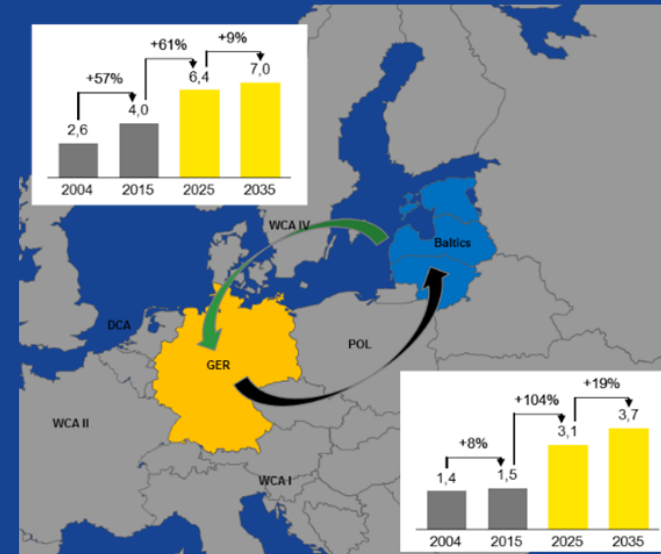


Projected trade increase of the Baltic States with Poland and Germany

Trade with Poland



Trade with Germany



Source: CBA for Rail Baltica project, EY 2017

Customer expectations

- Mature businesses require railway productivity improvements
- Dynamic small-to-medium enterprises expect high service quality, including reliable on-time deliveries, integrated logistical services and cost levels
- Most of all, companies expect Rail Baltica to set a new service standard in the railway sector and its management practices, optimize logistic flow control and establish an effective link with Central Europe

Source: Study conducted by the Rail Baltica Business Network



Conclusion





Thank you for your attention!

More info:

<http://ec.europa.eu/transport>

<http://ec.europa.eu/invest-eu>

<http://www.eib.org/invest-eu>

<https://ec.europa.eu/inea>

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