Meeting
of the Scandinavian-Mediterranean Core Network Corridor
Online, 24 June 2021, 8:45 – 12:15

Minutes of Meeting (draft)

Participant List
See Annex.

Agenda

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|      | • of the Workshops for “Bothnian Gulf” and “STRING” in May 2021 |
| 4    | State of Play of the TEN-T CNC study, by Consultant team  
|      | • General overview on study progress and ongoing tasks  
|      | • Results of the Project List Update (Task 2) of May 2021  
|      | • The way towards elements of the Work Plan V (Task 4)  
|      | Questions and Answers; Feedback from CF members |
| 5    | (Draft) Results of the TEN-T Impact Assessment by Martin Zeitler, DG MOVE |
| 6    | Report from recently completed Projects on the ScanMed Corridor  
|      | Questions and Answers; Feedback from CF members |
| 7    | Upcoming activities, by Martin Zeitler, Political Advisor of the European Coordinator  
|      | • European Year of Rail/ Connecting Europe Express  
|      | • First CEF-II Call  
|      | • Ideas Laboratories / virtual meetings with the Coordinator  
|      | • 16th Corridor Forum Meeting in November 2021 |
| 8    | A.O.B. (e.g. news from stakeholders) |
| 9    | Conclusions & wrap-up, by the European Coordinator Pat Cox |

Meeting place
online
1 Opening and welcome

The European Coordinator Pat Cox welcomed the participants, recapitulated that the last meeting in March presented the corridor analysis, while the current meeting will be on the analysis of the project list and the meeting planned for November on the elements of the fifth Work Plan. He invited the stakeholders to raise any issue they might have on the status of the analysis of the project list as soon as possible.

He explained that stakeholder involvement over the past months took place through macro-regional meetings. Two meetings (Bothnian corridor and regions around STRING) took place that have been a great success. The meetings were well prepared and attended and saw informative and meaningful presentations. He explicitly thanked the organisers and presenters and explained that this type of hybrid meetings is likely to be continued in the future. He further announced that two more meetings (Brenner region and Mediterranean region) are scheduled for the first half of July.

Subsequently the coordinator briefly presented the events he attended over the past months (Palermo port conference, Oresund Metro conference, Fehmarnbeltdays, meeting with FI Minister, Europafortum North-Sweden).

2 Tour de corridor

The about 90 participants and the “online” set up did not allow to introduce each participant so that it was just explained that stakeholders from the relevant institutions of the ScanMed Corridor according to the new alignment were invited and are present in the meeting (see Annex 0, slide 4).

3 Adoption of the Agenda and the Minutes of the Meeting

The agenda of the Corridor Meeting was adopted without any changes and so were the minutes of meeting of the 15th Corridor Forum Meeting (March 2021), the meeting on the Bothnian Corridor (May 2021) and STRING (May 2021).

4 State of play and interim results of the ongoing TEN-T CNC study

Uwe Sondermann, KombiConsult, lead consultant of the ScanMed CNC study contractor consortium, presented the results on the completed and/or ongoing tasks as follows (see presentation in Annex 0):

- General overview of study progress
- Project List update (Task 2)
- Project Implementation reporting (Task 3)
- The way towards the Work Plan V (Task 4)

With the support of the stakeholders, Member States and Commission a list of projects for the nine core network corridors was established. The list includes 3.909 projects of which 914 are relevant for ScanMed (slide 19). The overlapping of projects with other corridors shows the network character of the TEN-T corridors. Although the highest number of projects is in the rail/ERTMS category an almost equally high number of maritime and MoS projects demonstrates that the ScanMed corridor has an important maritime dimension.
Since the adoption of the TEN-T Regulation in 2013 37% of the time towards the target year of 2030 has passed but only 27% of the projects are completed, and the share of costs of those projects is only 16%. In conclusion, despite the progress made a delay in implementing the full project list is likely from today’s point of view.

The consultants have assessed the contribution of the project list projects to the Key Performance Indicators (KPI) and to the completion of missing links and “non-compliant” sections. If no project in the project list can be identified an “additional” project is proposed by the consultants instead. For the ScanMed corridor 99 additional projects were identified, which are 33 more than in the 2019 analysis. 30 road projects (mainly in Sweden), 25 airport projects (mainly on alternative fuels) and 21 multimodal, 12 rail and 11 maritime projects are included (Annex 0, slide 45-50).

One of the reasons for the increase in additional projects is also that 740 (81%) of the projects in the Project List do not contribute to any of the KPIs of the TEN-T Regulation. More projects are contributing to additional indicators such as the elimination of a current or potential capacity bottleneck, the upgrade of a single-track section to double track, the Good Navigation Status or other.

Projects with the end date “not known” or after 2030 and at least one KPI to be achieved have been highlighted in the presentation and are proposed to appear as critical also in the Work Plan. The slides (66+67) shown in the meeting mistakenly mentioning 750m a the target length for freight trains however according to the TEN-T Regulation this target is 740m. The slides have been corrected (Annex 0, slide 66-67).

In addition 300 (of 914) Projects are falling under the “Sustainable and Future Oriented Mobility” definition of the Commission and 66 projects classify as “Rail Breakthrough” projects.

In the “Question and Answers” section it was clarified that the line speed threshold of min. 100 km/h applies only to freight trains while for passenger trains no such threshold is fixed in the current TEN-T Regulation.

The question on “alternative fuels”, green fuels” and to what extent “climate friendly” fuels can be defined could not be treated in the meeting in particular as the TEN-T Regulation classifies LNG, CNG, Hydrogen and electricity as alternative fuels but does not consider their production or distribution.

The consultants were asked to make one more narrow Project List update (only maturity and finance data) which will be taken into account for the analysis of Work Plan V as well and together with the full list update presented in May and subject of this meeting. Corridor stakeholders and Member States will receive the respective part of the list end of July/beginning of August with a reporting deadline in Mid-September 2021 (Annex 0, slide 88-89).

The elements of the Work Plan have been defined by the Commission and will be presented in the November Corridor Forum Meeting.

5 (Draft) Results of the TEN-T Impact Assessment

Martin Zeitler informed that the report was sent to the Regulatory Scrutiny Board (EU), an independent body of the European Commission that assesses the quality of all draft impact assessments. The report builds on the evaluation and the feedback obtained from stakeholders during various consultation rounds. It confirms the ambition to complete the core network by 2030 and the comprehensive network by 2050 and takes into account the “Green Deal” and
"Sustainable and Smart Mobility Strategy" objectives. It addresses also the aspect of resilience of the infrastructure highlights the role of urban nodes and proposes to lift synergies between the TEN-T and Rail Freight Corridors. Depending on the feedback of the Scrutiny Board it is planned to present a legal proposal for a revised TEN-T regulation by end of 2021.

6 Report from recently completed projects on the ScanMed Corridor

6.1 EIB project examples along ScanMed & EIB financing under “Invest EU”

Claus Eberhard, EIB, presented the state of play of actions implemented on the ScanMed corridor under previous Programme (see Annex 1). In the port of Hamburg the new Kattwyk bridge, a double track rail bridge, and three smaller measures with a total cost of €340m were co-financed from CEF and by an EIB loan of €150m. The bridge is now open. On the Napoli – Bari rail corridor (311 km) through the Apennine mountains the present project entails upgrading and doubling of 121 km of railway line, which are part of the 215 km Napoli - Foggia line.. The works will deliver an increase of line capacity, a maximum design speed to 200 km/h and the construction of 5 new stations and 9 new stops. The project costs are €6.3bn and the EIB loan is €2,0bn.

He further explains that “Invest EU” is the continuation of EFSI and gives EU budget guarantees of €75 billion. Eligibilities and conditions are currently being finalised. More competition for loans are to be expected in the future for sustainable transport projects on TEN-T (cleaner, safer, smarter). Lending for rolling stock increased from 33% to 60% between 2017 to 2020 (mainly due to new entrants, night trains, BEV and Hydroelectric trains). In the banks view the financing of ERTMS should ideally be continued under CEF II blending.

Asked on the payback periods and interest levels Claus Eberhard replied that the payback periods are relatively long (up to 50 years possible) and that the interest rates are lower than what commercial banks offer and thus interesting for non “AAA” countries.

6.2 GAINN4MED

Valeria Cipollone, responsible for projects in the RAM – Logistica, Infrastrutture e Trasporti Spa presented the GAINN4MED project which is coordinated by the Italian Ministry of Transport but involving private sector stakeholders in the deployment of alternatives fuels (LNG and CNG) for land and maritime transport (see Annex 2). From the initially planned 6 stations two were realized namely in Sommacampagna (near Verona) and Napoli. The projects included also the development of multimodal cryogenic containers, real life trials and a skills building platform.

6.3 Clean Fuels Projects and Events

Jürgen Neumüller, Joint Spatial Planning Department Berlin-Brandenburg, presented the outcomes of the Baltic Sea Region Access Clean Fuels meeting on 9th of June and the collaboratively governed transition to zero emissions (see Annex 3). He pinpointed to the Interreg Programme period 2021-2027 which, at least for the “Central Europe” region matches with the ambitions to cooperate for a greener and better connected Europe. He presented ideas which resulted from the activities in the Scandria®Alliance such as clean fuels, hydrogen infrastructure, public transport and urban freight which may be subject to project proposals. He invited interested stakeholders to join forces in this respect.
7 Information on the upcoming Coordinators activities (European Coordinator)

7.1 European Year of Rail
Martin Zeitler, DG MOVE, updated the information about the European Year of rail and the TEN-T Days. Here the ambition is to organise three trains circulating across Europe in September and October. The indicative timing is included in the main presentation (Annex 0, slide 109). The European Coordinator will most likely participate in the Rome to Innsbruck and Copenhagen – Stockholm part.

Martin invited the stakeholders to consider organising regional events and to inform the Commission about such activities. A form to be completed for the purpose is attached to the Minutes of meeting (Annex 4).

7.2 State of the Working Groups of the ScanMed CNC Corridor Forum
Martin Zeitler, DG MOVE, presented (see Annex 0, slide 111/112) shortly the future meetings including the Corridor Forum Meeting planned for the last week of November.

8 Any other business
Reiner Nagelkrämer, German Ministry of Transport and Digital Infrastructure, announced that he will retire in the next month. Pat Cox and other participants thanked Reiner for his contribution to the meetings and the TEN-T, CEF- and corridor activities over the last years.

9 Conclusions / wrap-up (European Coordinator)
The European Coordinator, Mr Pat Cox, thanked everyone for the excellent presentations, highlighted a few aspects such as the MS, CEF and EIB financial support, that LNG and hydrogen are currently in a phase of moving from pilot to large scale role out, announced that the (narrow) Project List update will run from end of July to Mid of September 2021, invited the participants to raise any issue relevant for the Work Plan and closed the meeting at 12:15.

Minuted by Uwe Sondermann (KombiConsult)

Annexes:
- Presentations as indicated above