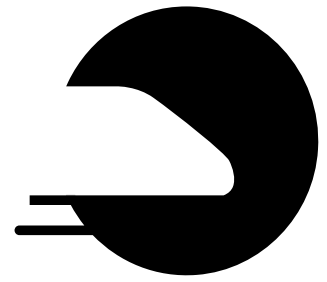
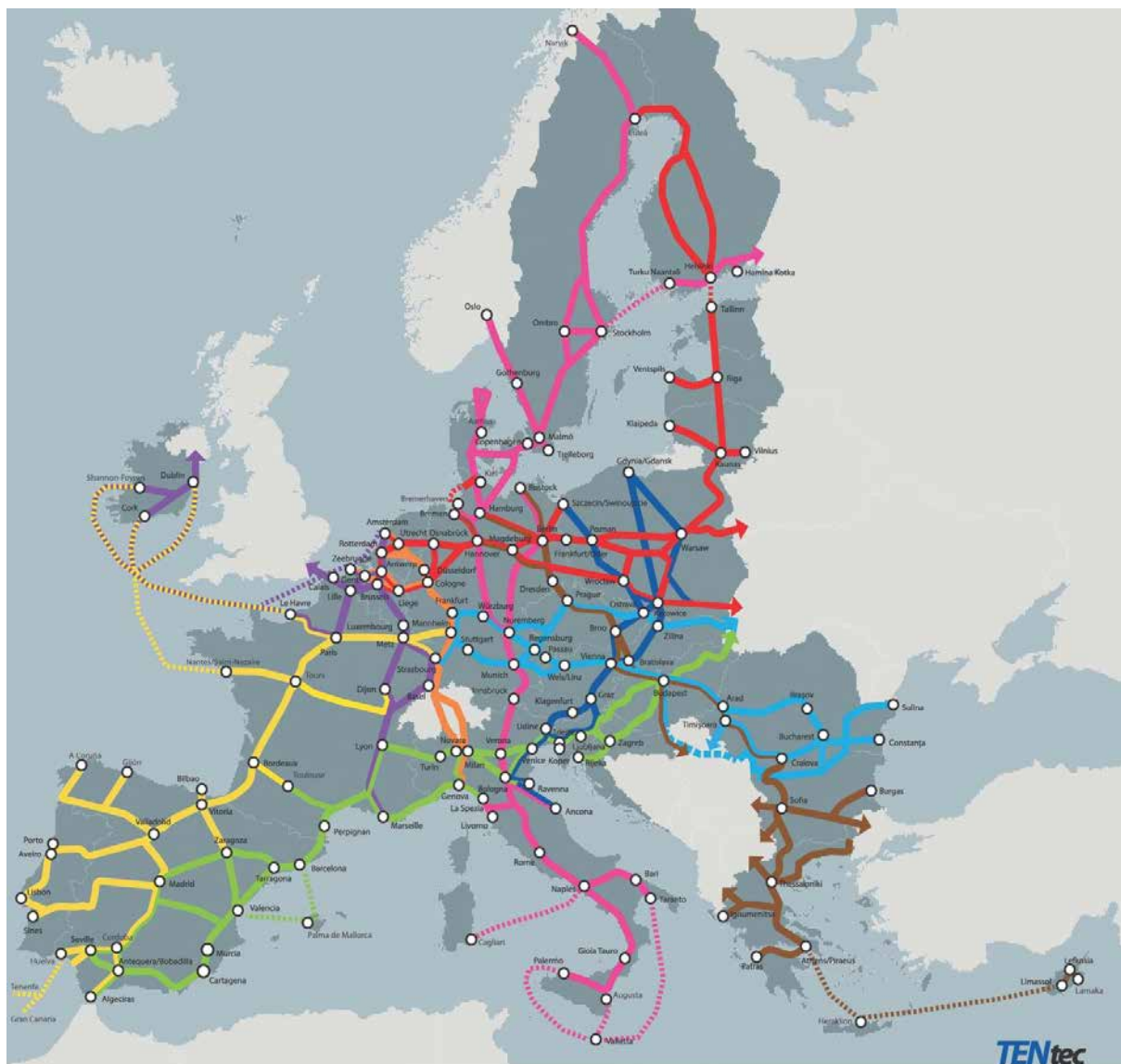


Fact sheet 4: An EU Budget Back on the Rails



Development of railways altogether cannot be fostered without significant co-financing from the EU and with an integrated approach based geographically on the core corridors within TEN-T.



What is the challenge?

A revised **TEN-T Regulation** has come up and infrastructure is at the very core of railroad development in Europe.

For what railways are concerned we observed the importance of nodes in the whole TEN-T network. And those nodes are a matter that leads to local development, to responsibility at local and regional level sourcing in solutions of intermodality.

For the mobility transition or for the modal shift, local and regional authorities can make use of funds from the Cohesion Fund, the Just Transition Fund (JTF), the European Regional Development Fund (ERDF) and the EU Recovery and Resilience Facility (RRF).

However, these funds are not nearly enough to enable authorities to fulfil their role in making mobility more sustainable.

We support the proposal to extend funding from the budget for the **Connecting Europe Facility (CEF)** for the trans-European transport networks (TEN-T) to first/last-mile solutions, including multi-modal hubs, park and ride facilities and safe active infrastructure for walkers and cyclists; stresses that TEN-T funding should also support public and collective transport infrastructure projects such as renovation of bus stations, or solutions to promote intermodal transport. The railways are at the core of these developments.

Expanding the TEN-T network will require urban nodes to play a bigger role. These nodes currently receive only 1% of CEF funding and need to be better defined so that they can be eligible for co-financing. Urban nodes are part of a broader network of connections. The supporting role

nodes play in active mobility and public transport must be documented and supported.

Thus local authorities representing urban nodes should be routinely involved in meetings of the “corridor forums” of the TEN-T core network where they are located, most especially in Central and Eastern Europe. The European Commission should also better define investment that will be eligible in the urban nodes under the “railway lines” and “multimodal passenger hubs” priorities of CEF calls for proposals.

Finally, the list of urban nodes of the TEN-T network should be extended during the planned revision of the network in autumn 2021 because it drastically limits the potential to mobilise funding.

What could be a solution and which upcoming policy processes to watch out for?

For rail, the **Connecting Europe Facility (CEF)** is the key financing instrument for bridging missing links, removing bottlenecks and improving harmonisation and interoperability on the TEN-T Core Network, thus increasing the competitiveness and market share of the European rail system.

CEF funds are needed to complete the TEN-T network (or extend it when justified by market needs), including the finalisation of major on-going TEN-T projects, and to support the digital transformation of rail operations, especially ERTMS on board and on track.

The Resilience and Recovery Facility is another important financial instrument that could help the railways deliver and ensure the Core and

Comprehensive Networks. It is also important to include important missing infrastructure routes and cross-border connections based on a case-by-case analysis in the TEN-T core network.

Again, the focus should also be made on last-mile connections in urban areas. Proper and interoperable rail connections with neighbouring third countries such as the Balkans, Eastern Europe and countries in Asia should be fostered as it is a prerequisite for seamless rail freight and passenger traffic.

TEN-T Policy must be extended to the Balkans. In general, funding for rail infrastructure development should become more predictable well in advance in order to reduce and better align temporary capacity restrictions to ensure best capacity use.