



Bundesministerium  
für Verkehr und  
digitale Infrastruktur

## Working Group Meeting of the Scandinavian- Mediterranean Core Network Corridor Macroregion „STRING“

### The German National Transport Plan Federal Transport Infrastructure Plan (FTIP)

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Fazilität „Connecting Europe“



## The German Federal Transport Infrastructure Plan (FTIP)

- National Instrument: Federal Transport Infrastructure Plan (FTIP);
  - Drawn up by the Federal Government (FG responsible for construction and maintenance of federal transport infrastructure)
  - Road, rail, inland waterways (ports, airports not included but their hinterland connections)
  - Framework program and planning tool
  - No funding plan or program
  - Covers maintenance (reconstruction/replacement), upgrading and new construction of infrastructure
  - Identifies infrastructure requirements and evaluates the viability of projects
- Traffic flows and forecast
- Key issue: identification and removal of bottlenecks



## The German Federal Transport Infrastructure Plan (FTIP)

### Transport Forecast 2030: Key assumptions (2010 to 2030)

- Population: 80,2 to 78,2 mio
- Workforce: 41,5 to 39,7 mio
- GDP : + 1,1 % p.a.
- Export: + 3,6 % p.a.
- Import: + 4,0 % p.a.
- Cars: 631 to 694 (per 1000 habitants)
- Passenger transport + 12 %
- Freight transport + 38 %



## FTIP Implementation / Financing

- Cabinet, Parliament / upgrading acts and requirement plans XII/2016
- BMVI has to draft five-year plans for the implementation of the requirement plans.
- Investment Plan: represents a planning framework for investments in the three modes of transport in the five-year period; (not a financing instrument).



## FTIP Results / Priorities

- > 1.000 projects, volume approx. € 270 bn, 49% road, 42% rail, 9% IWW, top priority: replacement and maintenance ~ 70%
- Upgrade, replacement and new construction: focus on completion of ongoing projects, removal of bottleneck on main axes and in core nodes, reduction of inadequate accessibility
- Ranking:
  - Ongoing/definitely planned projects (to be completed as fast as possible).
  - Categories for new projects:
    - first priority – removal of bottlenecks (VB-E)
    - first priority (VB)
    - Potential first priority
    - second priority (WB)
  - Elimination of bottlenecks in corridors and nodes with highest traffic load (highways 2000, rail 800 km).
  - VB/VB-E to be implemented until 2030



## Bottlenecks 2030 (without intervention)





## FTIP: Identification and Assessment of Projects

- More than 2.000 projects (upgrading and new construction) have been notified for evaluation (road 1.500; rail 400; IWW 45).
- Broad public participation.
- 4 major criteria for project assessment:
  - Cost-benefit analysis
  - Environmental impacts
  - Spatial impact assessment
  - Urban development assessment
- Comparison of the network with and without the project in 2030 (forecast)



## FTIP TEN-T Share

- Core network corridors will benefit from the FTIP with > 60 bn EUR. We invest a total by 2030
    - 34 billion Euros in road
    - 25 billion Euros in rail and
    - 3 billion Euros in IWW.
  - Approximately 70 % (> 140 bn Euro) of our budget for maintenance → largest part in the TEN axes (highest traffic loads).
  - Most of our major projects are on the corridors. All pre-identified rail projects in the annex of the CEF are part of the new railway extension Act.
- Broad consistency CEF priorities / national priorities





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Federal Transport Infrastructure Planning:

<https://www.bmvi.de/EN/Topics/Mobility/Transport-Planning-Investment/Federal-Transport-Infrastructure-Plan/federal-transport-infrastructure-plan.html>

FTIP 2030:

<https://www.bmvi.de/SharedDocs/EN/Articles/G/federal-transport-infrastructure-plan-2030.html>



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