



# TEN-T Coordinators' Position Paper **CONNECTING EUROPE**

A transport funding and financing that is  
adapted to the challenges ahead

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*Connecting Europe Days 2024*

# CONNECTING EUROPE

A transport funding and financing that is adapted to the challenges ahead

## TEN-T Coordinators' Position Paper

1. TEN-T as the backbone of the Single Market and essential for the twin transition
2. Recommended way forward to complete the TEN-T
3. Next MFF: a transport funding that is adapted to the needs
4. Key Recommendations for the EU's transport financing



APRIL 2024

# 1. TEN-T as the backbone of the Single Market and essential for the twin transition

## INVESTMENT NEEDS

- TEN-T core network by 2030 ~ **EUR 515 bn.**
- TEN-T core & extended network by 2040 (incl. new TEN-T requirements) ~ **EUR 330 bn.**
  - Cross-border projects : ~ **EUR 110 bn** (out of total ~ EUR 200 bn => 45% already completed)
  - National major projects with EU relevance: ~ **EUR 100 bn** (out of total ~ EUR 140 bn => 30% already completed)
- TEN-T smarter and more sustainable: ~ **EUR 65 bn** (AFIR, SESAR, ITS, EFTI etc.)

## RESILIENCE

On top: additional challenges & costs for adapting the network to climate change and Military Mobility

## 2. Recommended way forward to complete the TEN-T

Finding new ways to finance TEN-T

Attracting more private investments

*De-risking private investments through regulatory reforms*

*Exerting public means to boost innovation and leverage private investments*

Increase own resources

More effective EU funding

*Simplified*

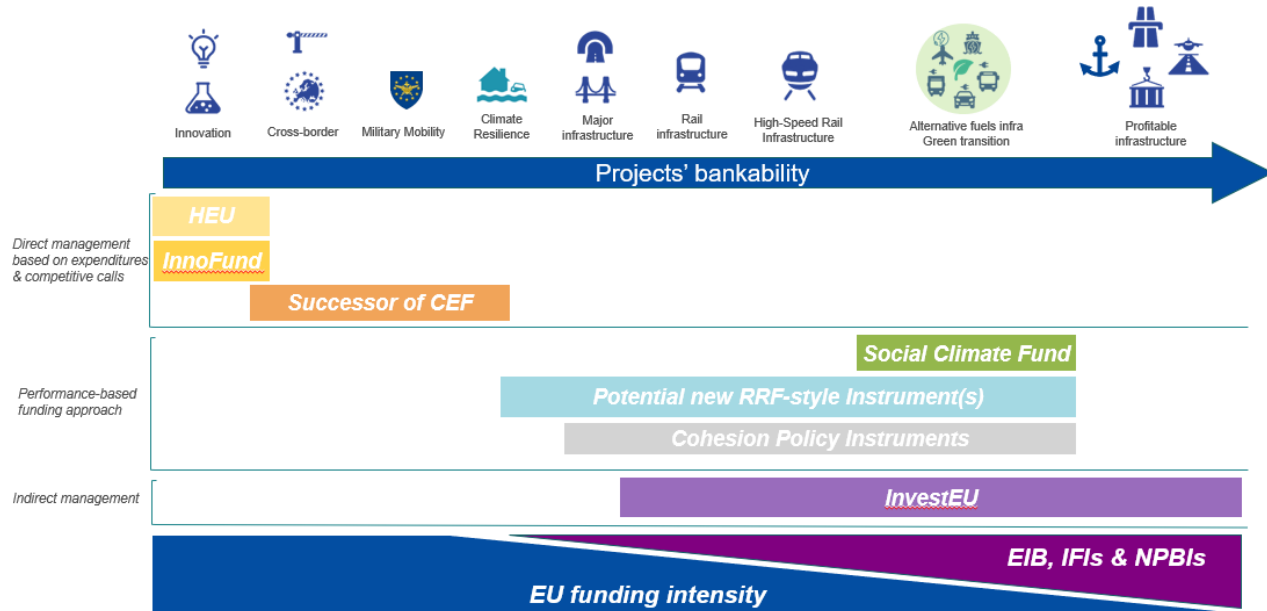
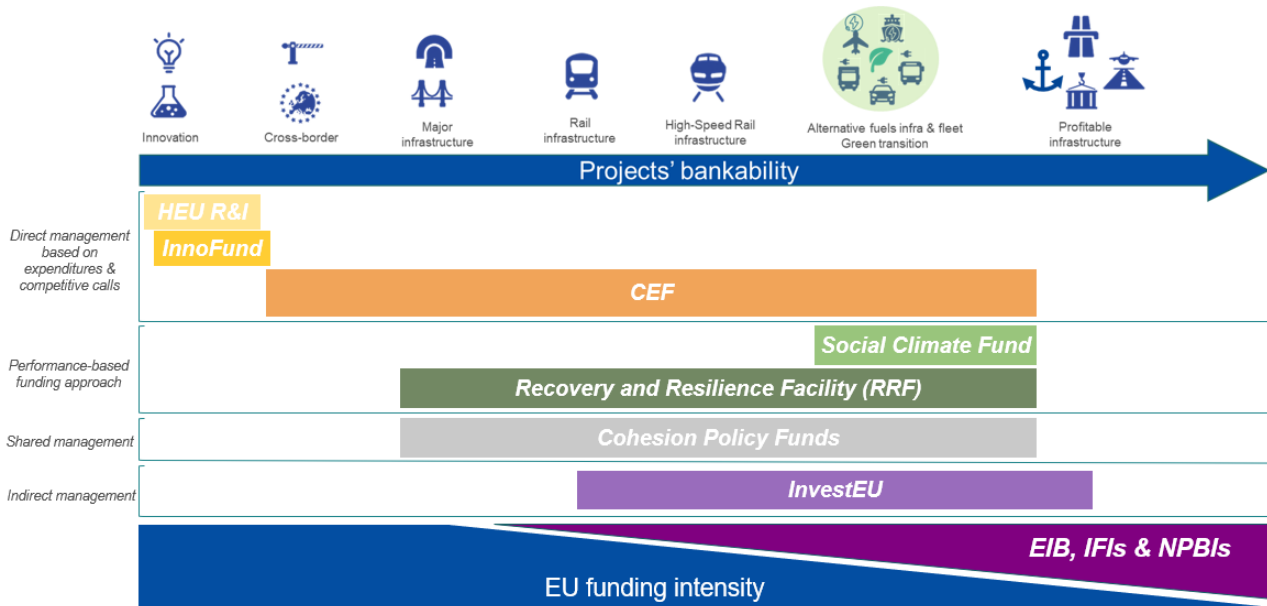
*Synergetic*

*Better Targeted*

### 3. Next MFF: a transport funding that is adapted to the needs

Overview of **current** EU funding instruments with their objectives

Proposed set-up of EU funding instruments under the **new MFF**



# Key Recommendations for the EU's transport financing

1. To reinforce the **successor of CEF** with a focus on **cross-border projects** & priorities;
2. **Military mobility** should become a fully-fledged pillar of the **successor of CEF**;
3. the **successor of CEF** should be operated with a project-based approach allowing **COM to select the best projects** contributing to priorities defined at EU level;
4. Part of the **successor of CEF** budget should be **earmarked for cross-border flagship projects**;
5. **Funding instruments** should become more **complementary and transversal**;
6. RRF-style” **performance-based funding approach** should be applied more broadly, i.e. for national transport investments (such as national sections of the TEN-T), alternative fuels infrastructure and climate resilience;
7. **InvestEU** to be closely aligned with **policy-driven projects**
8. Commission should provide more **long-term legal and funding certainty** about projects, e.g. through the use of **Implementing Decisions for TEN-T Corridors**

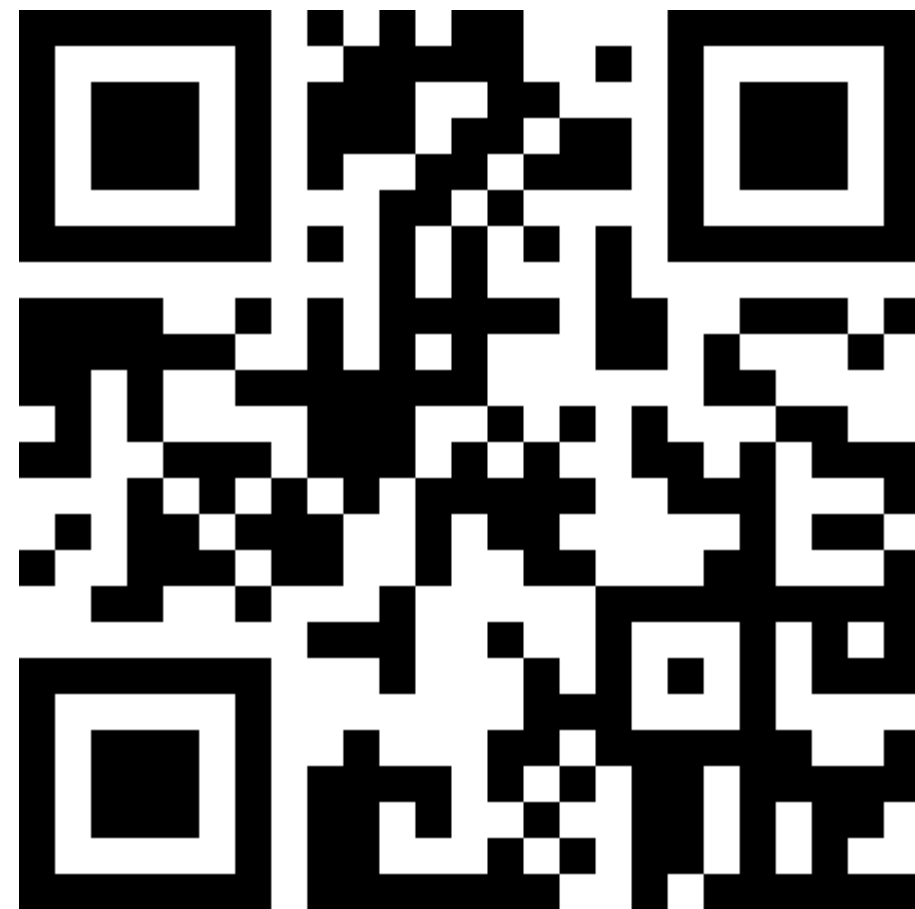
# CONNECTING EUROPE

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## TEN-T Coordinators' Position Paper



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# Thank you



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