



**EUROPEAN COMMISSION**

DIRECTORATE-GENERAL FOR MOBILITY AND TRANSPORT

Scandinavian-Mediterranean European Transport Corridor

The European Coordinator

**Minutes of Meeting**

**3<sup>rd</sup> Meeting of the Corridor Forum  
Scandinavian Mediterranean European Transport Corridor  
Thursday, 20 November 2025, 09:45-13:15  
CCAB2D, Brussels**

**Agenda**

N°	SUBJECT
1	<b>Opening, welcome and activities since last Meeting</b> by <i>Mr Pat Cox, European Coordinator for the ScanMed ETC</i>
2	<b>Tour de table</b> – Introduction by the participants
3	<b>Adoption of the Minutes of the 2<sup>nd</sup> ETC Forum Meeting, June 2025</b>
4	<p><b>Presentation by Consultants team on the works achieved/tasks ahead</b></p> <ul style="list-style-type: none"> <li>▪ Draft elements of the Work Plan for the ETC ScanMed</li> <li>▪ Process for ETC ScanMed Project List Update 2026</li> <li>▪ Reminder of Newsletter</li> </ul> <p><b>Questions and answers</b></p>
5	<b>Presentation of the Clean transport corridor initiative</b> by <i>Mr. Rein Juriado, DG MOVE B4</i>
	<b>Coffee Break</b>
6	<b>Presentation of operational KPIs</b> by <i>Stefano Marcoccio, Rail Freight Corridor ScanMed</i>
7	<b>High Speed Rail – presentation of the Commission’s communication</b> by <i>Martin Zeitler, DG MOVE Advisor</i>
8	<b>Overview of latest CEF Call results and ScanMed Project Portfolio</b> by <i>Thomas Lazzeri, CINEA</i>
9	<p><b>Exchange of views with ScanMed Corridor stakeholders</b></p> <ul style="list-style-type: none"> <li>▪ Fehmarn Belt Fixed Link and its access lines by <i>Antje Below, (German) Federal Ministry of Transport, International Investment Programs, European Transport Networks Division</i> <i>Kristoffer Bang Refberg, Chief Adviser, (Danish) Ministry of Transport, Centre of International Affairs, and</i> <i>Lars Friis Cornett, Director, Femern A/S in Germany</i></li> <li>▪ Brenner Base Tunnel and its access lines by <i>Peter Endrizzi, Secretary of the Brenner Corridor Platform and Sandro Francesconi, BBT SE</i></li> </ul> <p><b>Questions and answers</b></p>

10	<b>A.o.B.</b> <ul style="list-style-type: none"> <li>▪ Connection between Oslo and Stockholm – Location study „Nobel-track“ by <i>Jonas Karlsson, CEO of Oslo-Sthlm 2.55 AB</i></li> </ul>
11	<b>Conclusions, wrap-up and upcoming activities, by Pat Cox, the European Coordinator for the Scandinavian-Mediterranean European Transport Corridor</b>
	<b>End of the meeting</b>

## List of Participants

See Annex

## Conclusions

### 1. Opening and welcome

The European Coordinator Pat Cox welcomed the participants to the third official meeting of the Scandinavian Mediterranean European Transport Corridor established under the 2024 TEN-T Regulation.

The Coordinator then gave an overview of the agenda and provided a short overview of the Commission’s proposal for the next Multiannual Financial Framework (MFF) 2028 – 2034:

The proposal was presented on 16 July 2025 and foresees a complete overhaul of the various European funding programmes streamlining and harmonising them.

For transport a separate budget was safeguarded under the **Connecting Europe Facility III**. The Commission proposes to allocate € 51.5 bn mainly to finalise the cross-border sections of the TEN-T network. This also includes € 17.651 for military mobility.

Other priorities are developing smart (e.g. traffic management systems), resilient (e.g. climate resilience), decarbonised and sustainable (e.g. alternative fuels infrastructure) infrastructures and to improve the connections with third countries.

There will be other funding sources for developing our TEN-T network, especially the national sections for example through the

- **National and Regional Partnerships**, which receive the bulk of the money in the new MFF,
- the **European Competitiveness Fund**, which will focus on supporting clean, multimodal and digitalised, safe transport and mobility solutions or
- the **new Horizon Europe Programme** which focusses on ambitious technology driven projects that boost the EU’s strategic autonomy through research, development and deployment of e.g. Clean Aviation & Automated Transport and Mobility.

He underlined that this is only the Commission proposal and that negotiations with the Council and the Parliament are now ongoing likely until the very end of 2027.

With respect to his own main activities since the last Forum meeting in June 2025 he highlighted:

- o **Fehmarnbelt Platform (FBP) steering committee and plenary meeting Copenhagen, 27-28 August 2025**

In Copenhagen he chaired the first plenary session of the Fehmarn Belt Platform. It has been a long way to bring the platform to life, to give it shape and focus and to populate the different working groups with the right experts and stakeholders. He is very grateful that the RFC ScanMed took up this task and is driving the development of the platform further.

The platform activities built on the work done by Femern A/S teams already. It aims to create a forum where different stakeholders together may raise issues that are important to the success of the Fehmarn belt fixed link and its northern and southern access lines as part of the entire northern European transport network. The work in the platform aims towards minimising the operational, technical, and legal barriers for seamless operation of international cross-border rail services.

The main focus of this year's event was to officially start the work of the platform and present first results from the working groups. Furthermore, updates on the state of play of the project and the hinterland connections as well as on the capacity situation along the corridor from Germany to southern Sweden was reported.

- o **Urban Mobility Days Vilnius, 30 September 2025**

At this years Urban Mobility days in Vilnius, a session dedicated specifically to the urban nodes of the ScanMed corridor was organised within the framework of the study.

The aim of the meeting was on the one hand to get to know the urban nodes on the ScanMed corridor better and to give them an overview of the requirements for urban nodes in the TEN-T Regulation. But more importantly to hear from them about their concerns, about how they see the interface of TEN-T and urban mobility and what are best practice examples in this regard. For this reason, three SUMP contact points from Malta, Sweden and Denmark were invited to present their views. Insights into Sustainable Urban Mobility Plans and urban mobility planning in the city of Hamburg and some information on the Scandria Alliance's Plattform-Project „BSR Urban Mobility“ were exchanged. Given the experience from this years' event the idea is to repeat such meetings regularly in line with the schedule of the Urban Mobility days.

- o **250 years Malmö as a port city conference Future-proofing Our Port Cities, Malmö 1 October 2025**

Following the Urban Mobility Days, the Coordinator travelled to Malmö where he had the chance to participate to the “Future-Proofing Our Port Cities” conference organised at the occasion of the 250th anniversary of the port of Malmö. In the session titled “Ensuring connectivity: developing a sustainable European transport network” he explored the question of: “How is the strategic importance of ports developing in the EU transport

network”. The keynote speech addressed the role of ports along the ScanMed corridor and in the following panel discussion participants explored questions of funding, climate resilience, military mobility and modal shift.

**o Brenner Corridor Platform plenary, Verona 4-5 November 2025.**

Beginning of this month the Coordinator chaired the annual Brenner Corridor platform (BCP) plenary meeting in Verona which was prepared by the secretary Peter Endrizzi and the chairs of the Working Groups.

The BCP's key objectives is the implementation of a fully interoperable corridor. Therefore, a number of solutions have already been developed for example on uniform braking scheme, the abolition of the second person in cabin rule in Italy and the reduction of existing border controls that now are gradually implemented.

It also became clear that the Brenner corridor, which runs across two national borders, serves as an ideal test ground for the implementation of a Single European Railway Area. The solutions developed in the BCP directly feed into this work, helping for example the ERA to adapt their rules and regulations and scale them up to EU level.

The meeting also updated on the state of play of infrastructure development along the corridor, highlighted the need to increase the number and/or capacity of terminals along the corridor and informed on ongoing initiatives to better coordinate the rail and road works along the corridor which is extremely important for the railway undertakings exploiting the line.

The Coordinator then closed his remarks and handed over to Uwe Sondermann to guide through the remainder of the meeting.

**2. Tour de table – Introduction by the participants**

Given the size of the group the tour de table was skipped.

**3. Adoption of the Minutes of the 2nd ETC Forum Meeting**

The second meeting under the revised TEN-T Regulation was performed on 23.06.2025 and documented; the documentation is still available at <https://www.kombiconsult.com/en/2025/11/21/3rd-scanmed-etc-corridor-forum-meeting-november-20-2025/>.

The Minutes of Meeting distributed on 19.08.2025 were adopted.

**4. Presentation by Consultants team on the work/tasks ahead**

**Uwe Sondermann, KombiConsult for the consultant team**, presented the draft list of contents of the New Generation Work Plan and recapitulated the steps of the corridor study which build on each other and will finally lead to elements of the Workplan (see **Annex 0, slide 52, 54**). The content is currently drafted to be accepted by the Advisors and the European Coordinator. Afterwards it needs to be technically agreed upon by the

ministries and finally politically adopted by the respective Ministers in charge of infrastructure. Corridor Forum Members shall receive a presentation in the 4<sup>th</sup> Forum Meeting scheduled for June 26. However, in addition to what was already presented in June the following facets were highlighted:

- Maps: fast DC recharging points, hydrogen refuelling as well as LNG/CNG stations in 2023 with gaps marked for the respective corridor sections.
- In the reporting time from 01.01.2024 to 31.08.2025 in total 27 projects worth €2.8bn were completed. The 10 projects in FI/SE count for 50% of these costs (€1.5bn). DK invested € 0,8 bn, IT €0,5bn and DE contributed with <€50m for the RRT in Lübeck. The 17 rail projects costed €2.2 bn and include the large works projects “Varberg double track” and “Göteborg Port Line and Marieholm bridge” in SE as well as “Electrification Fredericia – Aarhus” (DK), but also studies preparing for larger investments such as the “Bothnian Corridor: Luleå – Oulu”.
- The compliance maps for 2030/2040 show the state of the infrastructure after completing the known projects with respect to parameters selected by the Commission: rail (electrification, axle load, standard gauge) and road (separation of carriageways, no crossings at grade). A small section in northern Jutland linking the ports, the Marktredwitz – Regensburg line (DE) call for further electrification, whereas some sections in the south of Italy need to be improved for 22.5 t axle load. Road incompliances are noted in particular in Northern Sweden with respect to “crossing at grade” but also separation of road carriageways. But also, the other countries show deficits. It was explained that this is without prejudice to potential exemptions MS might request in the future.
- With the maturity of the projects and other analysis based on project list data the consultants have developed “early warning indicators” which signal if a project is behind schedule or risks to miss the TEN-T deadlines. Details of the methodology and the results were already presented in June, but the commenting round with the MS brought interesting results (**Annex 0, slide 68-70**): In reply to RFI’s remark in the last Corridor Forum meeting, a detailed investigation was made into the RFI project “upgrade to P/C80 (loading) gauge” ;here significant progress was reported and significant additional parts of the network will become operational well before the deadlines. Also, the airport data needed to be corrected although some airports are still in need of improvement for “connection with rail”, “providing pre-conditioned air supply”, MFT open to all users” and alternative aircraft fuels.
- The financing and funding chapter showed the results for the present project list of 206 ongoing or planned projects with a total cost of €160.7bn. 75% of these projects improve or achieve a Regulation KPI. 70% of these projects plan to deliver by 2030 while 46 projects are scheduled for after the target date or the date is “unknown”. For the 94% of the projects where the cost is known the majority of funding (74%) is provided by the corridor countries and only 6% from EU grants of which half is from CEF and the other half from other European

sources. If the present funding rate is applied to all projects the total EU funding need is about €9.4bn.

- Uwe Sondermann reported also resilience measures along the corridor, referencing climate adaptation study to stress urgency and cost implications of inaction.
- He highlighted the next project list update (**Annex 0, slide 76 -79**) which will involve project promoters (organisations responsible for the implementation of infrastructure projects) and corridor countries, according to the agreed timing in January 2026. In addition to the project promoters which have already projects in the list, a few ports and airports which may have not yet been included will be involved too. All ports and airports of the ScanMed corridor will receive the project list so that they can include data on their mature projects, if these are fulfilling the “Gate keeping Rules”.
- By presenting nice charts on the multimodal passenger hubs received from another EU study for this purpose he quoted from Newsletter N° 4 the wise sentence of the recently retired Jacob Vestergaard “Infrastructure is not about concrete and steel – it is about people”. If you want to read more subscribe for the newsletter [https://ec.europa.eu/newsroom/mytent\\_t/user-subscriptions/4110/create](https://ec.europa.eu/newsroom/mytent_t/user-subscriptions/4110/create)

### **Questions/Answers session**

**Pat Cox** highlighted that the Work Plans should be approved by June 2026 the latest in order to feed into the negotiations on the transport budget of the next multi-annual financial framework. For that purpose, we need to be able to show real projects of high maturity and strategic importance. Removing out-of-scope projects has significantly reduced the list, allowing to better focus on the promotion of priority projects along the corridor. Future CEF funding will strongly emphasize cross-border connections, including maritime links. He clarified that as Corridor Coordinator, he focuses on landside connections of the ports, while the EMS Coordinator addresses seaside connections.

**David Sutton, Malta**, remarked that Malta was missing on the map of Multimodal Passenger Hubs (MPH) although its hubs are linking road and air, road and sea (ferries) and cars and busses.

### **5. Presentation of the Clean transport corridor initiative**

**Rein Juriado, DG MOVE B4**, presented the reasoning and scope of the clean transport corridor initiative (see presentation in **Annex 1**). Accelerating truck recharging infrastructure rollout is crucial for decarbonising road freight while improving the competitiveness of EU-based truck manufacturers. Project promoters face problems of grid congestion or lack of grid access, lengthy permitting procedures and lack of site availability. Road hauliers lack confidence that infrastructure will be there in time, and Distribution System Operators (DSO) lack an overview of upcoming demand. In order to overcome this “chicken-and-egg” situation the Clean Transport Corridor Initiative aims to establish seamless zero-emission freight corridors by 2030. Initially it will focus first on

two selected TEN-T pilot corridors, namely ScanMed and North Sea Baltic corridors. It is recently backed on a Declaration signed by nine Ministers and will provide roadmaps by March 2026.

### **Questions/Answers session**

In the discussion **Michael Andergassen**, Transport Department of the Autonomous Province of Bozen/Bolzano, commented that the province has participated in the data gathering for the initiative and already operates a megawatt recharging station on its territory. He also noted that Italy has not signed the ministerial declaration. **Pat Cox** raised the issue of grid congestion (DSO), which appears to be a universal challenge, also affecting renewable energy distribution, and asked if there is a strategy to address this. Rein Juriado confirmed the relevance of the energy grid and replied that discussions are ongoing within the Commission with colleagues from DG Energy and agencies, and will involve also the Member States, which have been asked to work closely at national level with energy agencies and transport authorities. **Paal Iversen**, Norwegian Ministry of Transport, suggested involving Norway, as its share of electric trucks and rollout of recharging stations would be a valuable addition to the pilot corridor. Rein Juriado agreed to discuss further, noting Norway's impressive progress, especially in electric car adoption.

Uwe Sondermann thanked the contributors for the issues raised and Rein for the replies.

### **6. Presentation of operational KPIs**

Uwe Sondermann introduced the subject by reminding that previously the RFC operational figures have been regularly presented as dashboard quoted from the annual reports, but that Article 19 of the revised TEN-T Regulation changed the legal basis and made it quite complex. **Stefano Marcoccio, MD of the RFC ScanMed**, presented the methodology agreed upon across all rail freight corridors and their umbrella organisation and provided the most recent results for ScanMed (see presentation in **Annex 2**).

There are “50+ reasons” for long dwelling times on cross-border sections, planned and not planned, caused by all stakeholders involved in the rail freight transport and also caused by external reasons. There is usually no clear and expedite way to distinguish between border-related procedures and those unrelated to the border so that an automatic calculation would not be possible. Therefore the “Real dwell time” = the total time the train stopped at the border is measured and accompanied by some additional information such as the comparison with the planned = scheduled dwell time. For the northern border crossings of the ScanMed corridor either no data exists or there is no physical stop at the border itself. The Kufstein (DE/AT) border is close to the target value of the TEN-T Regulation i.e. 25 minutes while the Brenner (AT/IT) border in 2024 was not only above the target for the planned time (45 minutes) but even more for the real dwell time (71 minutes), although a small improvement was reported for the first ten months of 2025.

A common methodology was also agreed upon between the RFCs for the “arrival at destination. Here the TEN-T Regulation requires that the delay should not exceed 30

minutes for reasons attributes to the infrastructure managers of the Union”. Reasons for delay are coded according to the UIC leaflet 450-2 and for ScanMed Norway (Banenor) is explicitly included in the analysis. For January 2025 “RFC3” = ScanMed reported a 66% punctuality, which is the third highest compared to other RFCs. 15% of the delays are attributable to the IMs (the highest share of all RFCs). These are preliminary information as the data capturing needs to be improved.

For the KPI that freight trains shall be allowed at least 740 m length the regulation distinguishes between single and double track lines and the RFC is reporting where the infrastructure is ready to allow this already in 2025 and plans to achieve it by 2030 in the form of a (non scaled) metro map called “jumping jack” due to its appearance. The map is however “work in progress”.

### **Questions/Answers session**

**Niels Selsmark**, Danish Civil Aviation and Railway Agency and Danish member of the RFCs Executive Board, praised the work done. Pat Cox picked up the “50+ reasons” of dwell times and asked which are the most significant ones. Stefano replied that the analysis is currently ongoing in the Train Performance Management (TPM) working group

Uwe Sondermann thanked the contributors for the issues raised and Stefano for the informative presentation and prompt replies.

## **7. High Speed Rail – presentation of the Commission’s**

**Martin Zeitler**, **DG MOVE Advisor**, presented the European Commission’s communication “Connecting Europe through High-Speed Rail” (HSR) of 5.11.2025 (see presentation in **Annex 3**). HSR has been identified key for economy and cohesion, citizens and businesses as well as the climate. Targets of doubling traffic by 2030 and connecting major urban nodes with > 200 km/h lines in order to get back on track and help Europe’s rail industry to maintain global leadership. The HSR network shall allow much shorter travel times on main routes and offer affordable and competitive services as an alternative to short-haul flights and long car trips. Key deliverables include:

- Binding milestones: Corridor Implementing Decisions (2027) for coherent infrastructure priority setting and investment planning on the network- covering speeds, funding and financing;
- Mobilise financing: New EU Financing Strategy supported by investors' commitments in a 'HSR Deal' by 2026;
- Rolling stock & facilities: Enable innovative financing for rolling stock and review/enforce fair access to service facilities (2026);
- Interoperability & safety: adopt new ERTMS plan and propose revised ERA Regulation to boost digitalisation, safety & efficiency (2026);
- Passenger focus: Propose new legislation to simplify ticketing and strengthen protection for multi-operator trips (2026);

In comparison to the present rail infrastructure investments of about €40bn per year the HSR investments are calculated at €345bn to complete the TEN-T HSR network by 2040 and €546bn for a “250+ km/h network by 2050”.

In the proposed timeline Martin highlighted the milestones relevant for the Corridors namely the launch of consultation process led Corridor coordinators in 2025, to adopt the ETC corridor work plans in mid 2026, to prioritize HSR projects in the CEF reflow call, to identify investment priorities in 40 airports and multimodal hubs, to adopt a new ERTMS deployment plan in 2026, and, in 2027, set binding timelines for bottleneck removal in Corridor implementing decisions and identification of very high-speed sections.

### **Questions/Answers session**

**Michael Andergassen**, South Tyrol, asked if there will be an action plan for Night Trains, noting major difficulties and that it seem to work only with public funding, and he highlighted challenges for new entrants in the market based on high start-up costs and difficulties, and asked if the Commission plans to financing for start-up phase. **Martin Zeitler** replied that points will be checked in detail; the HSR plan already outlines elements for new entrants but those are still work in progress.

Upon Uwe’s remark Martin clarified that 160 km/h is only the TEN-T minimum speed requirement, but higher speeds will be pursued wherever possible.

**Barbara Rubino**, Italian Road Administration ANAS and Member for Italy of the Executive Board of Conference of European Directors of Roads (CEDR) understood – from the recent EC Commission communication on HSR – that the Commission will prioritize HSR in CEF reflow call and proposal for CEF III and argues that the corridor is multimodal and attention should also be paid to road port connection, upgrading of roads with respect to bridges, viaducts and tunnels, ITS deployment and safety. **Martin Zeitler** replied that CEF III is still only a proposal under negotiation but the current multimodal approach will not be abandoned. The proposed new CEF-Regulation allows flexibility with details set in (multi-) annual work programmes and it can be expected that there will be room to finance ITS and safety measures on roads, as well.

Uwe Sondermann thanked the contributors for the issues raised and Martin for the explanative presentation and prompt replies.

## **8. Overview of the latest CEF call results and ScanMed project**

**Thomas Lazzeri**, CINEA, gave an overview of the latest CEF Call results and ScanMed Project Portfolio (see presentation in [Annex 4](#)).

The 2024 MAP Call resulted in support for 94 projects with a total EU contribution of €2.76bn, of which the by far majority (77%) is for “rail” projects. The ScanMed harvest is small since only one road, six rail and four maritime projects (12%) with a total EU contribution of €131m (5%) were selected. Thomas also reported on the AFIF 2<sup>nd</sup> cutoff results which will distribute €601.1m to mainly road and maritime projects, delivering in total about one thousand electric charging points for light duty vehicles (150 kW) and two thousand HDV chargers (350 kW) as well as 586 “mega watt chargers” and 38 H2

refuelling stations. 16 European airports are funded for electrifying their ground handling services and 24 maritime ports benefit to financing greening activities.

With these new projects the total portfolio cumulates to 237 projects with a total CEF funding of €5.15bn.

### **Questions/Answers session**

**Uwe Sondermann** asked why the airports are financed to electrify their ground handling fleet which should be in their own interest and Thomas replied that such details would need to be investigated by the respective experts at CINEA.

**Pat Cox** raised the issue of unused funds, the “use it or lose it” principle is applied and when the re-flow will become clearer. Thomas replied the currently reviewing options for unused funding are ongoing. Decision is to be taken by DG MOVE.

Uwe Sondermann thanked Thomas for the explanative presentation and prompt replies.

## **9. Exchange of views with ScanMed Corridor stakeholders, incl. questions and answers**

In previous corridor forum meetings this agenda topic was used to present recent achievements, challenges and plans to address those for a variety of projects. However, in this meeting the two main global projects are back on the agenda since recent media news call for a formal update of the Corridor Forum by the respective Member States and project promoters.

For the global project **Fehmarn Belt Fixed link, Antje Below, (German) Federal Ministry of Transport, International Investment Programs, European Transport Networks Division** reported for the **German hinterland connections**, that on 25.07.2025 German Railways have informed about a delay in the planning which will shift the completion of the rail sections beyond 2029. The reasons are complex permitting procedures, availability of resources and that the proposed “acceleration measures” (see presentation and minutes of meeting of 2<sup>nd</sup> Corridor Forum meeting in June 2025) will not deliver the wanted effect. Since also Sund&Baelt have announced a delay for the immersed Fehmarnbelt tunnel beyond 2029, the Ministers of Transport of Germany, Patrick Schnieder and Denmark, Thomas Danielsen have exchanged the matter on 29.10.2025. They re-iterated the validity of the State Treaty of 2008, confirmed the collective agreement to implement the Fehmarn Belt Fixed Link, commissioned the implementation bodies to propose a realistic time schedule and agreed to a personnel meeting onsite in early 2026.

**Kristoffer Bang Refberg, Chief Adviser, (Danish) Ministry of Transport, Centre of International Affairs**, confirmed this status and explained that the special ship which will be used to transport and immerse the tunnel elements has not become available, yet, and that a delay of 1,5 years is very likely. He introduced **Lars Friis Cornett, Director, Femern A/S in Germany** who presented the technical details of the Fehmarn Belt Tunnel and the Danish hinterland connections (see presentation in **Annex 5**).

Within the last five years the Danish coastline on the isle of Lolland changed drastically with the building of the production plant and harbour. Twelve out of 70 standard tunnel elements and all ten special elements have been built and are “parked” in the harbour. He also explained the role of the special purpose ship which will transport the elements from the harbour to the place where they are connected to the immersed tunnel. The tunnel portal on the Danish (land) side is progressing. Also on the German side the tunnel portal is under construction under the responsibility of Femern A/S. The visitor centres on both sides are frequently used to communicate the projects needs and progress. Further projects on the Danish side are the rail connections on the island of Lolland, the Storstrøm bridge linking Falster and Zealand (road completed in 2025, rail in 2027) and the railway to Ringsted where the Danish hinterland railway connects with the main east-west railway line.

For the Brenner global project, which is also made of sections in different countries, **Peter Endrizzi, Secretary of the Brenner Corridor Platform**, presented the essentials of the progress that was also presented by the three infrastructure managers DB InfraGO, ÖBB Infrastruktur and RFI in the BCP Plenary meeting in Verona beginning of November 2025 (see presentation in **Annex 6**).

The Brenner global project covers the full stretch from Munich to Verona; for planning, permitting and construction it is split into several (17) sections with a dedicated or shared responsibility. The “German part” between Munich and the DE/AT border includes the line upgrade Munich-Trudering – Grafing (line upgrade, block compaction/ETCS implementation) and the new construction of the line Grafing – border DE/AT (2-track new line for mixed traffic and design speed of 230 km/h, route length of approx. 70 km, four tunnels). For the latter the preferred route alignment for referral by the Federal Parliament (Bundestag) has been determined and handed over to the Ministry of Transport. The referral was postponed from autumn to “winter 2025/26”. The German Bundestag will decide on the variant to be implemented.

The “Austrian part” stretches from the border DE/AT to the Brenner Base Tunnel. It includes the section Schafftenau until the tie-in Radfeld (21 km of which 14.5 km in double track tunnels, mixed operation and design speed of 230 km/h). It shall bypass the railway hub of Wörgl. The construction permit decision is expected in 2025 so that a start of operation is expected in 2039. The section Kundl/Radfeld – Baumkirchen has a length of 41 km and is in operation since 2012. Class B signalling will be dismantled to operate in “ETCS-only” as of September 2026.

The “Italian part” stretches from Franzensfeste/Fortezza to Verona and includes – in the sequence of advancement - the section Fortezza – Ponte Gardena (Lot 1) which is under construction with the Forch window tunnel (completed), Funes window tunnel (excavation started in June 2025) and the Chiusa/Klausen window tunnel (excavation ongoing). Lot 2 is the Bolzano/Bozen bypass from Bronzolo/Branzoll to Prato all’Isarco/Blumau (mainly in tunnels) where detailed planning is carried out. The Trento bypass (Lot 3A) is following with a length of approx. 17 km which is currently under construction. The Lot 3B is the Rovereto bypass for which 3 alternatives were considered the “Documento di Fattibilità delle Alternative Progettuali” (feasibility document on planning alternatives) with the final

decision to realize Alternative 3 (undercrossing of Rovereto in an about 23 km long tunnel). Lot 4 is about the Northern Entry to Verona between Pescantina and the line crossing (“bivio”) near San Massimo (approx. 9.5 km) which shall provide additional capacity, reduce acoustic impact and a new railway stop. It’s in the detailed planning and public debate state. Lot 5 Bronzolo/Branzoll – Trento Nord, Lot 6 Rovereto – Pescantina and Lot 7 Ponte Gardena/Waidbruck – Prato all’Isarco/Blumau are new line sections in the preliminary planning phase. All new sections are also connected to the existing line in order to bring them into operation stepwise with the final goal of a “4 track line”.

Finally, **Sandro Francesconi, BBT SE**, presented the status of the Brenner Base Tunnel itself (see presentation in **Annex 7**). Its main objective is to create a new railway infrastructure that avoids the steep and curvy mountain lines, provides sufficient additional capacity, allows faster passenger rail services and longer and heavier freight trains for the efficient movement of passengers and goods. Of the almost 230 km of tunnels of the two main lines, the service- and access tunnels more than 90% (206 km) have already been excavated. In Austria the construction lots H21 Sill gorge and H41 Sill gorge – Pfans excavation of main tunnels are completed. On 18.09.2025 the “historical breakthrough” for the Brenner Base Tunnel was celebrated in the presence of representatives of the European Commission and the Italian and Austrian government as well as 1,000 guests. Technically the Austrian lot H53 Pfans – Brenner and Italian lot H61 Mules were connected at the state border. In Italy lot H71 Isarco River underpass is fully completed. Next to the completion of the tunnel works also the activities on the railway outfitting are progressing. Next steps are to complete the railway equipment authorisation/tender design update within 2026; the design and build tender in 2026/27, construction design in 2027/28 and finally the railway construction works in 2028-2032. The European Coordinator thanked all presenters for sharing their insights into the projects.

### **10.A.o.B.**

With 27 projects completed by 31.08.2025 and several works projects progressing it’s time to look also for new projects in the pipeline. The “Nordic triangle” with a direct railway link between Oslo and Stockholm is back on the TEN-T corridor map and thus on the agenda with an innovative “non conventional planning” approach for the connection Örebro and Karlstad which was presented by **Jonas Karlsson, CEO of Oslo-Sthlm 2.55 AB** (see presentation in **Annex 8**).

Based on preliminary studies of Trafikverket completed in 2017 a new company was founded by Swedish and Norwegian regions and municipalities directly affected by the traffic in order to push the planning forward. The „Nobel-track“ between Örebro and Kristinehamn will compose of a 65 km new railway line much shorter than the conventional line via Hallsberg and Laxa. The novelty is that the localisation study is carried out by Oslo-Sthlm 2.55 while Trafikverket only participates in the steering group and provides technical support. Public consultation in which different routes will be assessed will continue in 2026 with the final report scheduled for 09/2026. The benefit of

the new line is shorter travel time and more frequent train services. The line does not only link the capitals, but also regional hubs and the centre of Swedish defence industry. With a positive outcome the EIA will be completed in 01/2027 so that mobilisation of private sector funds and European support can start with the ambition of construction in 2030-2034.

Uwe Sondermann awarded Jonas with the Noble prize for the fastest project pitch and handed over to Martin Zeitler which updated the participants on:

- Military Mobility Package, adopted by the Commission on 19/11/2025
- Regulation on the use of railway infrastructure capacity Trilogues concluded on 19/11/2025
- Revision of the EU Public Procurement Directives – call for evidence/public consultation open until 26 January 2026

Details can be found following the links provided in **Annex 0**, page 102.

The advanced time did not allow for Q/A and discussion of further issues under this topic.

### **11. Conclusions, wrap-up and upcoming activities by Pat Cox**

The European Coordinator thanked the speakers for their presentations and the audience for their participation in the discussion. He then announced his next activities with respect to the ScanMed ETC (see **Annex 0**, page 104).

### **The 4th Corridor Forum meeting will take place in Brussels on the 25.06.2026.**

The European Coordinator thanked the consultant for the preparation and participants for their contributions and concluded the meeting at 13:30.

For the Minutes of Meeting: (Klaus-) Uwe Sondermann

Annexes: Presentation as marked above