

**Van:** Frank Menger

**Onderwerp:** TEN-T/BO-MIRT position paper van de CER belangenclub in Brussel; waar is Noordoost-Nederland? HSL core network (Lelylijn) Amsterdam - Groningen - Bremen - Hamburg?

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**Bijlagen:** [2021-09-17 CER Rail Infrastructure Investment for the Green Deal.pdf](#)  
[CERFactsheet\\_TEN-T.pdf](#)

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Geachte leden van de Staten en gemeenteraden,

De belangenbehartiger van de nationale spoorbedrijven waaronder de NS heeft rond de Green deal een persbericht uitgegeven. Maar vreemd een hele hoek wordt dus niet op de juiste wijze dan bediend. Spreken zij zich niet tegen?

Het gaat om het volgende persbericht: <https://www.cer.be/media/press-releases/no-green-deal-without-investments-rail-infrastructure>

De informatie kan u ook vinden als bijlage bij deze mail. Maar wat gaat u doen als volksvertegenwoordiger?

Met vriendelijke groet,

Frank Menger

## Press release

Brussels, 16 September 2021



# No Green Deal without investments in rail infrastructure

The European Commission will hold today a conference on Rail Infrastructure Investment for the Green Deal, on the occasion of the arrival of the [Connecting Europe Express](#) in Bucharest. Speaking at the event, Dr. Alberto Mazzola, Executive Director of the Community of European Railway and Infrastructure Companies (CER), will stress the critical importance of investment in rail infrastructure and the EU-added value it creates, by directly contributing to the common European objectives of decarbonisation, digitalisation, and increased competitiveness.

Investment in rail infrastructure supports the creation of the single market with increased mobility of citizens and goods, as well as seamless mobility and accessibility for all users. **Furthermore, it directly contributes to economic growth, employment, and cohesion.**

By investing in infrastructure, notably by contributing to the completion of the Trans-European Network for Transport (TEN-T) on missing links and bottlenecks, but also by enhancing consistent deployment of ERTMS, homogenous electrification, financing of interoperable and energy efficient rolling stock, 5G deployment and by enabling a high-frequency European high-speed rail network connecting major urban centres, **it is possible to shift to zero-emission mobility.**

There is a need to rethink the way in which the European Union supports the deployment of ERTMS technology, both on track and on board. CER agrees with the economic analysis of the European Court of Auditors and calls on all EU decision-makers to increase funding while streamlining and strengthening ERTMS governance and decisively accelerating its deployment.

The EU should continue its support to rail projects through the Connecting Europe Facility, Cohesion Fund and European Regional Development Fund, and Member States must ensure that the Recovery Fund includes recovery for railways, thus also contributing to modal shift.

**CER Executive Director Alberto Mazzola** looks forward to an interesting debate on these topics, noting: *"One of the European Commission's policy priorities is greening transport as outlined in the European Green Deal. Railways are the backbone of sustainable mobility in Europe and without sufficient support there will be no Green Deal."*

The Commission Conference 'Rail Infrastructure Investment for the Green Deal' will be live streamed from the [Connecting Europe Express website](#) as of 13:30 CET.

To find out more about rail in the TEN-T, you can view the new CER fact sheet available [here](#) on the CER website.

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Brussels, 16 September 2021



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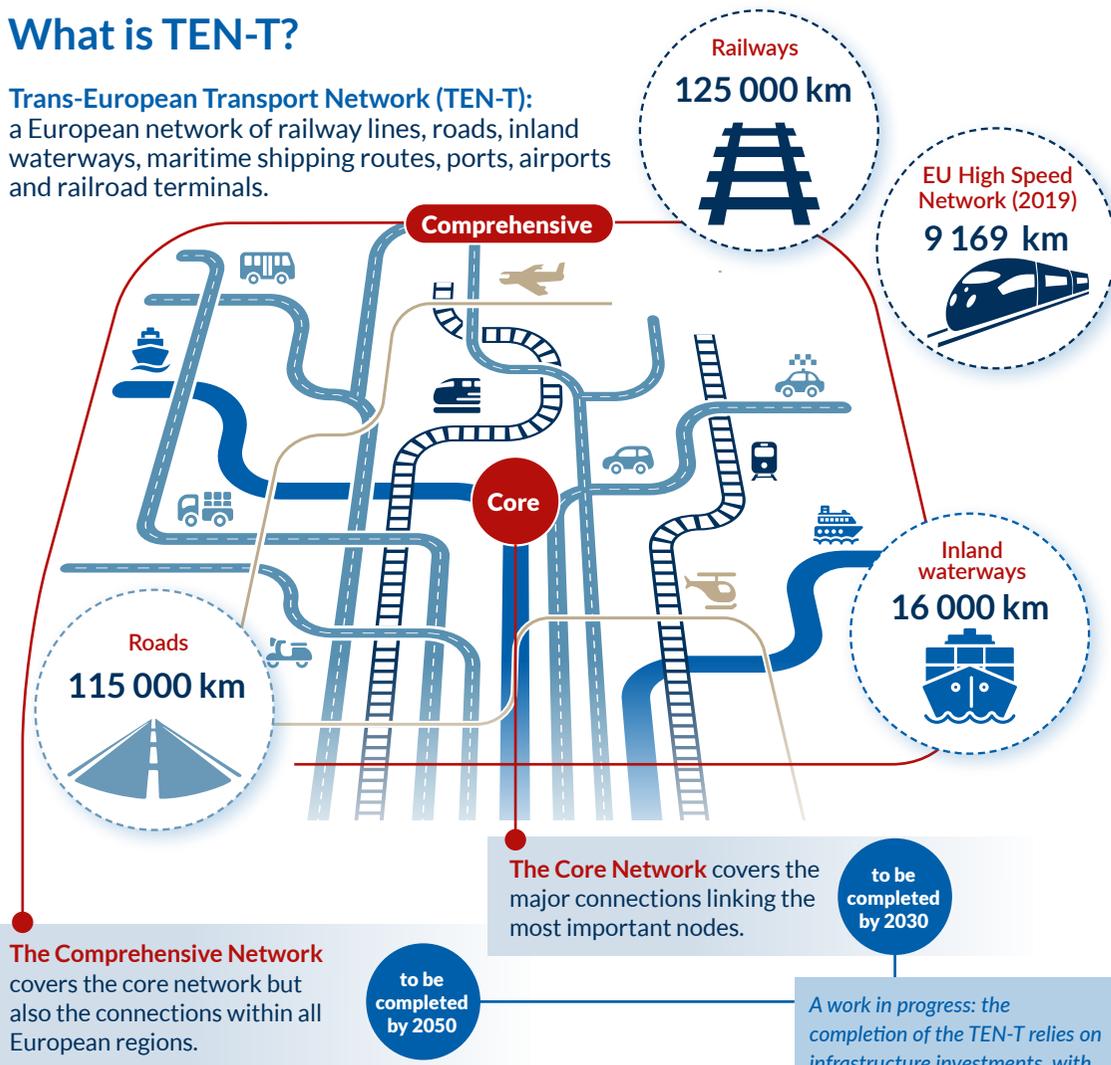
### About CER

The Community of European Railway and Infrastructure Companies (CER) brings together around 70 railway undertakings, their national associations as well as infrastructure managers and vehicle leasing companies. The membership is made up of long-established bodies, new entrants and both private and public enterprises, representing 73% of the rail network length, 76% of the rail freight business and about 92% of rail passenger operations in EU, EFTA and EU accession countries. CER represents the interests of its members towards EU policymakers and transport stakeholders, advocating rail as the backbone of a competitive and sustainable transport system in Europe. For more information, visit [www.cer.be](http://www.cer.be) or follow us on Twitter [@CER\\_railways](https://twitter.com/CER_railways) or [LinkedIn](https://www.linkedin.com/company/cer).

# The Trans-European Network for Transport: joined up mobility for a connected Europe

## What is TEN-T?

Trans-European Transport Network (TEN-T): a European network of railway lines, roads, inland waterways, maritime shipping routes, ports, airports and railroad terminals.

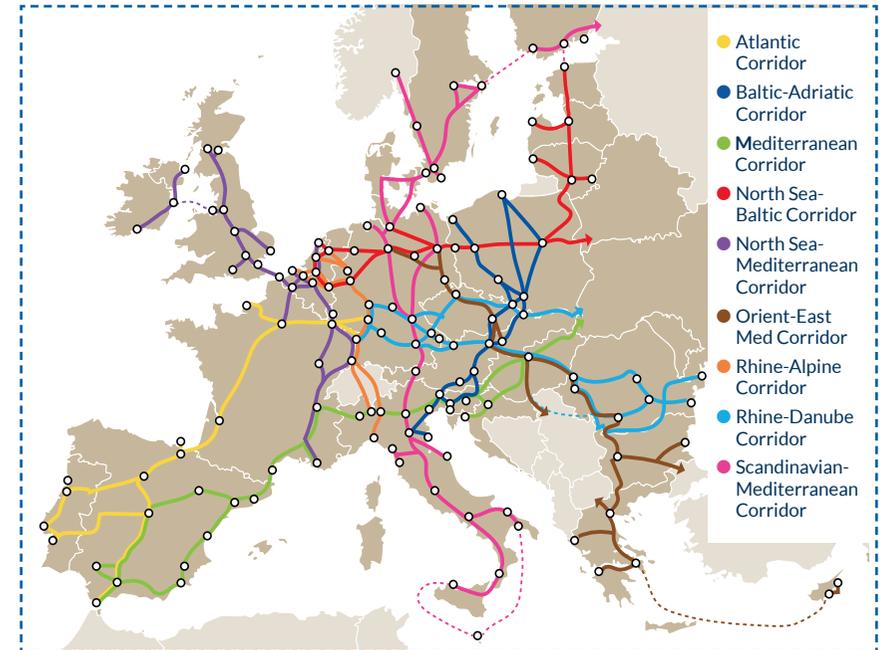


### Policy objectives:

- Close gaps and remove barriers
- Transport people and goods effortlessly around Europe
- Improve the use of infrastructure
- Reduce the environmental impact of transport

## The 9 TEN-T Corridors

9 TEN-T corridors are intended as seamless routes across Europe for both passenger and freight transport.



## What are RFCs?

**11 Rail Freight Corridors (RFCs):** Partly coinciding with several TEN-T corridors, RFCs serve the specific needs of international rail freight traffic.



### Policy objectives:

- Facilitate rail freight carrying goods across Europe
- Support economic growth
- Help rail freight to compete with polluting modes such as trucks

## Why is the TEN-T important?

Beyond infrastructure development, TEN-T policy supports:

**Economic growth & employment:** stimulating long-term growth and jobs

**DYK** An extra 1% of GDP investment in infrastructure leads to at least 1.5% extra GDP in four years (IMF estimate)

**DYK** Completing the TEN-T Core Network will generate over EUR 6 trillion of GDP and 15 million jobs by 2030

**Decarbonisation:** enabling net-zero greenhouse gas emissions from transport by 2050

**Environmental protection:** reducing transport's impact such as noise pollution and protecting citizens from air pollution

**Digitalisation, innovation and automation:** modernising Europe's transport sector

**Connecting Europe:** ensuring balanced accessibility for all EU regions

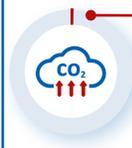
## TEN-T & RAIL

### Why is rail important for the TEN-T?

Rail is vital as the backbone of a **sustainable transport system**.

**DYK** Rail emits **9x less CO<sub>2</sub>** than other modes

**0.4%** of EU transport emissions come from rail to carry **18%** of Europe's freight and **8%** of passengers.



Rail helps forge a **European identity and shape common values** through accessible city to city travel.

**DYK** Since 2018, **70,000** 18-year olds have interrailed for free thanks to the DiscoverEU programme.



Rail **complements other transport modes** and efficiently relieves pressure on congested roads.

**DYK** **1** freight train has the capacity of over **40** trucks.



Investing in rail infrastructure (tracks, tunnels, stations etc.) has a **major positive impact on the economy**.

**DYK** Railway infrastructure investments generate...

**€ 39 billion** of gross value added.



**→ A strong and attractive rail network connecting passenger and freight terminals can serve as the backbone of a sustainable transport ecosystem for generations to come.**

### Investing in rail for a sustainable TEN-T

**Numerous projects**, from major works to smaller upgrades, are progressively building the TEN-T vision for rail.

Game changers like a single **European Rail Traffic Management System (ERTMS)** need to be accelerated for a truly interoperable rail network.

**High-speed rail** projects need to find the right support to achieve a European high-speed network linking European capitals, major urban nodes and airports.

A FEW EXAMPLES:

**PBKAL (Paris-Brussels-Köln-Amsterdam-London):** Europe's first cross-border high speed rail project. Substantial reductions in journey times, provide passengers with a real alternative to air and road transport.

**Rail Baltica:** the largest railway infrastructure project in the Baltics for 100 years linking the capitals of Estonia, Latvia, Lithuania and Poland from 2026, promoting a modal shift from road to rail, reducing emissions and traffic accidents.

**TELT (Lyon-Turin):** the main project of the whole Mediterranean corridor, completing the missing link to connect southwestern Europe with Central and Eastern Europe.

**Brenner Base Tunnel:** the world's longest underground rail connection, removing key bottlenecks between Austria and Italy from 2026, increasing rail capacity by up to 400 trains per day and reducing travel time between Munich and Verona from 5.5 to 3 hours.



**→ Massive investments** are still needed to connect railways, both physically and digitally, and with other transport modes, increasing both inter- and multimodality.

**→ Now more than ever**, with a global climate emergency and clear EU climate objectives to meet, it is vital to invest in green transport like rail at the heart of the TEN-T.