

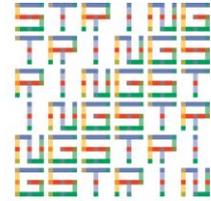


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Joint statement by the regional political leadership behind the Brenner Base Tunnel and the Fehmarn Tunnel on transport as an essential part of the next European Multiannual Financial Framework

Transport is a core pillar of modern European society. A well-functioning transport network in the EU is the backbone of our societies supporting our businesses and citizens to trade, work and travel across Europe.

With this statement the representatives from South Tyrol and Tyrol, Italy and Austria and the partners of STRING from Sweden, Denmark and Germany ask the governments and parliaments in Italy, Austria, Sweden, Denmark and Germany as well as the European Parliament to take into account the following aspects when entering into discussions on the next EU Multi Annual Financial Framework.

- Investments into European infrastructure projects will be vital also in the future. The TEN-T together with the Connecting Europe Facilities offers a good framework for ensuring a well-functioning and connected European transport system.
- The required infrastructure investments needed for the TEN-T are extensive and cannot be financed by Member States and public resources alone. New innovative funding sources must be sought. However, it is clear that some projects, particularly large scale cross border projects, would never be initiated or take place without EU grant aid.
- The Brenner crossing and the Fehmarn Belt Fixed link are as prioritized projects not only for Italy and Austria or Denmark and Germany but for the EU at large, and the projects will require the availability of EU grant funding also in the next financing period in order to safeguard their financial viability.
- Greening of the transport sector has never been more important. Therefore member states need to promote availability of funding resources for reducing greenhouse gas emissions and greening the transport sector also in the next MFF.

The policy framework for the Trans-European Transport Network (TEN-T) together with the funding instrument, the Connecting Europe Facility (CEF), provides a strong basis for creating an efficient and sustainable transport system that connects all countries and regions of Europe. The network benefits of cooperating within the TEN-T and CEF frameworks have been greatly demonstrated in our regions.

The investment needs for the TEN-T are substantial. It is clear that public resources will not be able to deliver all major investments alone but will in some cases require seeking alternative financial solutions such as private partner support and blending of public funding and private capital.

With this said, finance via grant aid will remain of the greatest importance, particularly for some of our large-scale infrastructure projects. Complex cross border projects and investments into infrastructure that traditionally lack a clear revenue stream, such as railway projects, will remain dependent on strong public support. These investments often represent crucial cross-border sections, missing links or bottlenecks that impair the smooth functioning of the whole transport network.



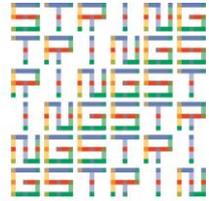


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The Brenner Tunnel and The Fehmarn Belt Tunnel are of strategic importance to one of the important core corridors in Europe: The Scandinavian Mediterranean Corridor. The flow of goods and the mobility of people will improve dramatically when these two important projects are inaugurated in 2026 and 2028 and hence the mobility and prerequisites for growth as well as a more climate friendly transport system along this central axis from North to South Europe will be in place.

The EU support for the two projects are strong, with the projects being the two highest prioritized projects in the Scandinavian Mediterranean Corridor. The EU Commission has also demonstrated this support by already granting 589 million EUR CEF support to the Fehmarn Belt Fixed Link and 1180 million EUR to the Brenner Base Tunnel of for the period 2016 to 2019.

Greening of the transport system is not an option – it is an obligation. Transport is the second biggest greenhouse gas-emitting sector after energy and is responsible for around a quarter of EU greenhouse gas emissions. In fact transport emissions would need to fall by 67 % by 2050 to meet the goals of the EU. The successful introduction of cleaner transportation solutions on a large scale remains critical to the success of the European Union goals for reducing both the dependence of fossil fuels and their negative effect on the environment.

With these arguments the signatories of this Joint Statement urge the Danish, German, Swedish, Italian and Austrian Governments and Parliaments as well as the European Parliament to do all in their power to ensure a strong financial framework for infrastructure in the next MFF period to sustain the two most important projects in the Scandinavian Mediterranean Corridor and ensure their successful and timely completion.

Steen Bach Nielsen
Chairman of STRING
Region Zealand (Denmark)

Josef Geisler
Deputy Governor and Regional Minister for Agriculture and Road Infrastructure
Tyrol (Austria)

Florian Mussner
Regional Minister for Transport and Mobility
South Tyrol (Italy)

