Rail Baltica | TUNNEL EURALPIN LYON TURIN | BBT | SOCIÉTÉ DU CANAL SEINE-NORD EUROPE | Co-funded by the European Union

25 June 2025
Brussels, Belgium

To:
European Commission

Ms. Ursula von der Leyen
President of the European Commission

Mr. Raffaele Fitto
Executive Vice-President of the European Commission
Cohesion and Reforms

Mr. Maros Sefcovic
Commissioner Trade and Economic Security
Interinstitutional Relations and Transparency

Mr. Apostolos Tzitzikostas
Commissioner for Sustainable Transport and Tourism

Mr. Piotr Serafin
Commissioner for Budget, Anti Fraud and Administration

European Parliament

Ms. Roberta Metsola
President of the European Parliament

CC:
European Coordinators for TEN-T Corridors

Ms. Catherine Trautmann
European Coordinator for the North Sea–Baltic Corridor

Mr. Mathieu Grosch
European Coordinator for the Mediterranean Corridor

Mr. Pat Cox
European Coordinator for the Scandinavian–Mediterranean Corridor

Mr. Paweł Wojciechowski
European Coordinator for the North Sea–Mediterranean Corridor

Rail Baltica

TUNNEL EURALPIN LYON TURIN

BBT

SOCIÉTÉ DU CANAL SEINE-NORD EUROPE

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JOINT STATEMENT ON EUROPEAN INFRASTRUCTURE CROSS BORDER PROJECTS

Rail Baltica (Estonia, Latvia, Lithuania),

Turin–Lyon (Italy–France),

Brenner Base Tunnel (Italy–Austria),

and **Canal Seine–Nord Europe** (Seine Escaut)

A strong and centrally coordinated EU rail and inland waterway infrastructure budget for cross-border infrastructure

Europe's cross-border transport infrastructure is the backbone of its economic integration, geopolitical stability, and climate resilience. Major **Trans-European Transport Network** (TEN-T) cross-border projects: **Rail Baltica** (linking the Baltic States: Estonia, Latvia, Lithuania, with Poland and indirectly Finland), the **Tunnel Euralpin Lyon-Turin (TELT)** between Italy and France, the **Brenner Base Tunnel** between Italy and Austria, and the new major inland waterway project integrated into the European cross-border network, the **Canal Seine-Nord Europe** in Seine Escaut network France/Belgium - are at the heart of these efforts.

These flagship projects aim to strengthen the European internal market, facilitate strategic mobility, support decarbonization efforts, and enhance Europe's strategic autonomy - by bringing the people of Europe physically closer together than ever before.

The revised TEN-T policy, which holds significant strategic importance for the joint development of the EU transport system, came into effect in the summer of 2024. Advancing this policy - particularly by ensuring the timely completion of the European Transport Corridors - is a fundamental pillar in building a sustainable, intelligent, and resilient European transport network. The regulation focuses on modernizing the entire network, establishing quality standards, and addressing critical gaps and bottlenecks in transport infrastructure.

A redirection of European transport funding towards National Single Plans risks jeopardizing or delaying completion of major cross-border infrastructure projects that serve the entire European Union. Ensuring the timely completion of major cross-border infrastructure projects that serve the entire **European Union** depends on **maintaining a coordinated and strategic approach to transport investment**. While national priorities are important, a fragmented investment landscape could lead to uncertainties, inefficiencies, and delays - potentially reducing the overall European added value at a critical moment. The TEN-T policy is a long-term commitment that requires stable and targeted EU funding to close critical gaps, eliminate bottlenecks, and complete missing links. A **European-level perspective** helps to make the most efficient use of financial resources while delivering results that go beyond individual national interests.

Call for Action

On behalf of Rail Baltica, Tunnel Euralpin Lyon-Turin, Brenner Base Tunnel, and Société du Canal Seine-Nord Europe, we urge the European Commission, Member States, and the European Parliament to:

1. **Preserve and strengthen a centrally managed Connecting Europe Facility III (CEF III), with increased financial and coordination ambition to support the completion of cross-border infrastructure projects;**

2. **Prioritize European Transport Corridors as strategic investments in Europe's connectivity, resilience, competitiveness, and strategic mobility;**

3. **Ensure stable and long-term funding for cross-border transport projects, avoiding reliance on fragmented national budgets and rewarding best practices in sustainability;**

4. **Reduce administrative burdens and excessive conditionalities that could delay critical projects - especially those already in the construction phase - while respecting the subsidiarity of public promoters to support public acceptance of the projects;**

5. **Encourage collaboration between the public and private sectors in infrastructure investment, while ensuring sufficient European Union (EU) co-financing to de-risk major projects with long lead times.**

Rail Baltica, Tunnel Euralpin Lyon-Turin, Brenner Base Tunnel, and Société du Canal Seine-Nord Europe are not just transport projects; they are essential European commitments to a stronger, more competitive, and more connected Union. Europe cannot afford to scale back its ambition at a time when strategic infrastructure is more important than ever. The completion of these projects is a fundamental requirement for Europe's long-term economic, social, environmental and geopolitical interests.

Rail Baltica is poised to do more than merely cut travel times in half on the route from Tallinn to Warsaw - it symbolizes a major step toward full European integration. The project made significant progress in 2024, entering large-scale construction across all three Baltic States. By the end of 2025, 43% of the mainline is expected to be construction ready and in construction. Rail Baltica has engaged over 400 suppliers across Europe, with committed financing exceeding €4 billion, solidifying its role as a transformative infrastructure initiative for the region.

The projected benefits of the project are expected to outweigh the required investment by half, contributing an additional €48 billion to the Baltic region's GDP. Given the current geopolitical situation, Rail Baltica also enhances the region's defense capabilities and is a critical component of NATO's eastern flank. In recognition of growing investment needs and the ambitious 2030 implementation deadline, Rail Baltica has adopted a phased implementation approach. The first phase focuses on delivering an operational cross-border corridor linking Estonia, Latvia, and Lithuania with Poland.

The **Lyon-Turin Base Tunnel**, managed by Tunnel Euralpin Lyon Turin (TELT), is a pivotal infrastructure project that forms part of the Mediterranean Corridor, aimed at enhancing rail connectivity between Italy and France.

As of December 2024, significant progress has been made - nearly a quarter of the planned 164 km of galleries had been excavated, with construction actively progressing under 100% of the civil works contracts already awarded and approximately 2,800 people working on construction sites in both France and Italy; thanks to the new Turin–Lyon railway line, up to one million trucks per year will be removed from the roads, significantly improving the efficiency and safety of cross-border transport, with project completion scheduled for 2033 and ongoing efforts focused on meeting this timeline. Completion is scheduled for 2033, with ongoing efforts to meet this timeline.

The Brenner Base Tunnel is managed **by BBT SE**, a European public limited company responsible for constructing a railway tunnel between Austria and Italy. This high-capacity railway project aims to resolve the bottleneck at the Brenner Pass and enable a modal shift from road to rail, as the existing infrastructure has reached its capacity limits.

As of December 2024, over 81% of the total tunnel system between Fortezza (Italy) and Innsbruck (Austria) has been excavated. Engineering design services for the railway equipment in the base tunnel are ongoing, with full completion of the railway infrastructure targeted for 2032.

With more than 1,300 workers currently active across three construction sites in Austria and Italy, and strong EU co-financing, the BBT is not only a key enabler of sustainable mobility but also a strategic asset for European cohesion and resilience. The BBT will significantly enhance both freight and passenger transport along the Scandinavian–Mediterranean Corridor, facilitating the shift from road to rail.

The Société du Canal Seine-Nord Europe is in charge of constructing the **Canal Seine-Nord Europe**, the missing link in the cross-border project **Seine-Escaut**, as recognized in the European Commission Implementing Decision (EU 2024/1888) of 10 July 2024. This cross-border project includes other extending capacity projects, like MAGEO on the river Oise, 3 new locks on Walloon backbone, and new inland ports.

The Canal Seine-Nord Europe has reached several key milestones. The 107km long of infrastructure was authorized in terms of environnemental impact and reduction in 2024. Preparatory works are nearing completion. The fist lock is currently under construction, and the first bridges were delivered in May 2025. More than 600 people are working for the project, contributing to local economic development in the regions along the route.

We support the objectives set by the **European Commission**, as outlined in the mission letter of Commissioner Mr. Tzitzikostas, to develop an action plan for ensuring that the missing sections of the Trans-European Transport Corridors are completed by 2030, and to establish a European high-speed rail network that connects capitals and regions - highlighting the importance of cross-border projects.

We encourage the European Commission, in cooperation with the Member States benefiting from these cross-border projects, to prioritize flagship initiatives that deliver high European added value.

We are fully committed to achieving these goals and meeting the requirements necessary to complete cross-border infrastructure for strategic mobility, passenger transport, and freight movement. We welcome the inclusion of new high-speed railway connections in the revised Trans-European Transport Network (TEN-T), particularly in regions where such links have yet to be developed and where they will significantly improve transport connectivity.

Rail Baltica | TUNNEL EURALPIN LYON TURIN | BBT | SOCIÉTÉ DU CANAL SEINE-NORD EUROPE | Co-funded by the European Union

We call upon the European Commission, the European Parliament, and the Member States to reaffirm their commitment to a unified and well-funded European transport network by ensuring that the next Multiannual Financial Framework (MFF) provides the financial foundation necessary for the completion of these vital projects. Together, let us build a transport network that is future-proof, integrated, and a cornerstone of Europe's long-term integration, resilience, and competitiveness.

Marko Kivila
CEO, RB Rail AS, the joint venture of the Rail Baltica Global Project

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President, Tunnel Euralpin Lyon-Turin (TELT)

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