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For media

European cross-border infrastructure projects urge the EU to preserve a unified transport investment strategy

The leaders representing four of Europe's strategic cross-border infrastructure projects – Rail Baltica, TELT - Tunnel Euralpin Lyon–Turin, BBT - Brenner Base Tunnel, and Canal Seine–Nord Europe – have issued a joint statement calling on the European Commission, the European Parliament, and EU Member States to maintain a strong, centrally managed approach to infrastructure funding under the Connecting Europe Facility III (CEF III).

They warn that redirecting EU transport funding toward fragmented national plans could delay the timely completion of key Trans-European Transport Network (TEN-T) corridors. These corridors are essential not only for Europe's economic integration but also for its climate goals and geopolitical stability.

Rail Baltica, a flagship TEN-T project, is a vital missing link connecting the Baltic States with Poland and the broader European rail network — strengthening regional cohesion and strategic North-South connectivity. **Marko Kivila, CEO of RB Rail AS, Rail Baltica joint venture**, said: “Europe's cross-border infrastructure projects are not just investments in concrete and steel — they are the physical manifestation of European unity, strategic mobility, and sustainable growth. With construction now underway across all three Baltic States, we are moving from design to delivery — but we need continued, coordinated EU support.”

The statement outlines five main recommendations: strengthen the Connecting Europe Facility III, prioritize European Transport Corridors, ensure long-term and stable funding, reduce administrative burdens that could delay construction, and encourage public-private collaboration with sufficient EU co-financing.

Daniel Bursaux, President, and Maurizio Bufalini, General Manager, of TELT, said: “The cross-border section of the new Lyon-Turin railway line is now in full construction with 11 active construction sites, 25% of tunnels excavated and more than 3000 workers. The institutional and administrative commitment of the two countries up to the smallest local communities in Maurienne and Val di Susa is the cornerstone of this project, which is destined to change the transport system both on the axis of the Mediterranean Corridor and between Milan and Paris. Policies combined with European financial continuity are the decisive leverage to get to infrastructure commissioning, ensuring territorial cohesion and strengthening rail competition.”

The **Brenner Base Tunnel (BBT)** is one of the most important infrastructure projects in Europe, connecting the two countries **Austria and Italy**. The high-capacity railway infrastructure will play a key role in shifting transalpine traffic from road to rail.

Gilberto Cardola and Martin Gradnitzer, CEOs for Italy and Austria at BBT SE, emphasized the significance: “The Brenner Base Tunnel is a flagship project for modal shift in the heart of Europe, aiming to make freight and passenger transport through the Alps more efficient, faster, and environmentally friendly. With over 86% of excavation works completed to date, and thanks to strong stakeholder support and substantial EU co-financing, this project stands as a model for how large-scale infrastructure can drive regional resilience and European cohesion, with a strong focus on sustainability.”

The Canal Seine–Nord Europe project also highlighted its recent construction milestones. **Xavier Bertrand, President of the project, said:** “This canal is more than just a transport project — it is a new economic and ecological corridor that will revitalize Northern France and Belgium.” **Jérôme Dezobry, Director General of the Canal Seine–Nord Europe, added:** “With the first bridges completed and the first lock under construction, the Canal Seine–Nord Europe is entering a decisive phase — we need the EU’s long-term commitment to keep it moving.”

The signatories expressed strong support for Commissioner Apostolos Tzitzikostas’s mission to complete the missing links in the TEN-T corridors and to build a connected high-speed rail network across Europe.

Marko Kivila, CEO of RB Rail AS, said: “Europe must act with unity and urgency. These projects are not national — they are European. Their success depends on a shared vision, shared ambition, and shared investment.”

In addition to calling for continued European commitment, the project leaders affirmed their own responsibility: they are fully committed to implementing their plans, meeting key milestones, and ensuring that these cross-border projects are completed on time and to the highest standards. Together, the four infrastructure projects represent crucial investments in Europe’s long-term competitiveness, resilience, and connectivity.

For background

Rail Baltica is one of Europe’s largest greenfield high-speed rail projects, aiming to improve connectivity, enhance regional security, and support economic growth in the Baltic States. The new railway will link Estonia, Latvia, and Lithuania with Poland - and indirectly with Finland - integrating the region into the broader European rail network. Fully electrified and built to the European standard gauge of 1,435 mm, Rail Baltica will feature the European Rail Traffic Management System (ERTMS) and comply with all relevant EU standards. With a design speed of 249 km/h, it will cut travel times between the Baltics and major European cities by more than

half. The project will provide modern infrastructure for passenger, freight, and military mobility - boosting accessibility and promoting business, tourism, and cultural exchange. Rail Baltica will position the Baltic region as a vital link in European trade and cooperation. www.railbaltica.org

TELT is the Franco-Italian public promoter responsible for the construction and the management of the cross-border section of the Lyon-Turin freight and passenger rail link. The company is 50% owned by the Italian state, through Ferrovie dello Stato Italiane (FS), and 50% by the French state. www.telt.eu

The Brenner Base Tunnel is a low-gradient railway tunnel connecting two States and is the central part of the new Munich-Verona railway corridor. It is 55 km long and runs between Innsbruck (Austria) and Fortezza (Italy). In May 1994, a railway bypass was inaugurated south of Innsbruck, the so-called 'Inn Valley Tunnel'. This 12.7 km long tunnel will be connected to the Brenner Base Tunnel. Passenger and freight trains travelling on this route will not only pass through the BBT tunnel but also through the Inn Valley Tunnel, for several kilometres. This line will therefore be 64 km long in total. With travel times significantly reduced — from 80 to 25 minutes for passenger transport and from 105 to 35 minutes for freight — the high-capacity railway tunnel will offer a compelling alternative for freight logistics and open up new travel opportunities for passengers. www.bbt-se.com

Canal Seine–Nord Europe: A project-based company and contracting authority, Société du Canal Seine-Nord Europe (Seine-Nord Europe Canal Company) was founded in 2016 as a Government Industrial and Commercial Public Body (Établissement Public Industriel et Commercial de l'État). On April 1, 2020, it became a Local Public Body (Établissement Public Local). Xavier Bertrand is Chairman of the Supervisory Board, with Nadège Lefebvre as Vice-Chairwoman. Jérôme Dezobry serves as Chairman of the Management Board. www.canal-seine-nord-europe.fr