



This European conference is another step in the process of shaping Europe's core network corridors. It is being organised by the European Economic and Social Committee (EESC) together with the Region of Lombardy and a group of Italian stakeholders, in close cooperation with the European Commission (DG MOVE).

The core network corridors have now been mapped and the Connecting Europe Facility has already allocated most of the resources it had earmarked for them. The European coordinators are implementing the measures and actions set out in the work plans. They highlight the importance of using ITS, efficient management and promoting future-oriented clean transport solutions. Many key questions regarding infrastructure and regulatory issues still need to be addressed. The conference focuses mainly on the core network in central and southern Europe, and dialogue between authorities and civil society aiming to develop and improve the corridor.

The conference will begin with keynote speeches by high-level policy makers and civil society representatives, followed by three parallel workshops which will give you an opportunity to take part in detailed discussions:

- Better dialogue for better solutions (governance, including corridor intersection and focusing on projects in the region where participatory dialogue could provide clear added value and improve implementation).
- Financing solutions (including CEF, EFSI and structural/regional funds, PPP solutions).
- Efficient, smarter and greener transport solutions and corridors.

The conference aims to demonstrate the potential of participatory dialogue between authorities and civil society as a problem solver and a means to gain support for Core Corridors projects.

The conference will take place at Palazzo Lombardia, close to the Milano Centrale and Porta Garibaldi railway stations.

Venue:

The Lombardy Region  
 (Palazzo Lombardia - entrance N4, 1st floor, Sala Marco Biagi)  
 Piazza Città di Lombardia 1  
 20124 Milan  
 ITALY

## PROGRAMME

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### 24 October

#### 14.30 Registration and coffee

#### 15.00 Opening session: **Alberto Mazzola**, Member of the European Economic and Social Committee (EESC)

**Welcome address: Roberto Maroni**, President of Lombardy Regional Government

##### Keynote speeches:

**Graziano Delrio**, Italian Minister for Transport  
**Pat Cox**, European Coordinator for the TEN-T Scandinavian-Mediterranean Corridor  
**Herbert Dorfmann**, Member of the European Parliament  
**Stefan Pan**, Vice President of Confindustria (employers' association)  
**Susanna Camusso**, Secretary General of CGIL (labour union)  
**Renato Mazzoncini**, CEO Ferrovie dello Stato Italiane  
**Pierre Jean Coulon**, President of the TEN section, EESC

*Interpreting available in Italian, English, French and German*

#### 16.30 Coffee break

#### 17.00 Major EU projects

**Carlo Secchi**, European Coordinator for the TEN-T Atlantic Corridor  
**Thomas Buehler**, Director South of Alptransit Gotthard  
**Britt Andresen**, Chief Researcher at Oresundsinstitutet  
**Maurizio Gentile**, CEO RFI, Special Commissioner for the government for the Naples–Bari line  
**Paolo Fioletta**, Special Commissioner for the government for the Turin–Lyon line  
**Ezio Facchin**, Special Commissioner for the Brenner Tunnel access routes  
**Iolanda Romano**, Special Commissioner for the government for the Giovi Third Tunnel

*Interpreting available in Italian, English, French and German*

#### 18.30 Networking reception

### 25 October

#### 08.30 Registration and coffee

#### 09.00 Parallel workshops

##### **Session 1 - Better dialogue for better solutions**

**Chairman:** **Raymond Hencks**, Member of the EESC

**Speakers:** **Ezio Facchin**, Special Commissioner for the Brenner Tunnel access routes

**Costanzo Jannotti Pecci**, President of Confindustria Campania

**Raffaele Zurlo**, Chief Executive Officer BBT

**Walter Huber**, President H2 South Tyrol

**Kasper Bekker**, Senior Analyst Femern A/S

**Willy Smeulders**, Member of the Board of the European Passengers' Federation

*Interpreting available in Italian, English and French*

##### **Session 2 - Financing solutions**

**Chairman:** **Alberto Mazzola**, Member of the EESC

**Speakers:** **Wim Loyaerts**, New Products and Special Transactions, EIB

What is a good transport project from the funding and financing points of view ?  
Which are the EU programs and the amounts that are supporting the Transport Core Network and EIB role?  
Can EFSI contribute to them ?

**Paolo Emilio Signorini**, Secretary General, Liguria Region

**Formattato:** Tipo di carattere: Non Grassetto

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What is a good transport project from the Region point of view ?  
The right start is half of the funding project? Is that correct?  
Liguria and Regions in general can contribute financially to the realization of projects?  
Consensus is possible when interests are shared. Is that the case in your Region?  
How to structure tax payers (public funding) and user payers in the Genova Milano connections?  
**Lanfranco Senn**, Professor at Bocconi University  
What is a good transport project from the funding and financing points of view ?  
Large amount of liquidity in EU is today idle. What can we do to mobilize it for transport infrastructure?  
EU Insurances manage huge value of assets, but only 1% in transport. Can we change it ? at what conditions?  
Can PPP help to develop transport projects and at what conditions?

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**Formattato:** Inglese (Stati Uniti)

**Marc Ribó**, International Affairs Unit, Abertis Infraestructuras  
What is a good transport project for an infrastructure manager?  
What is the risk you need to assess and count when you take over an infrastructure?  
Can you elaborate on your recent experience in Italy and Spain?  
What is next in Italy and in Europe for your company?

**Formattato:** Inglese (Stati Uniti)

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*Interpreting available in Italian and English*

### Session 3 – Efficient, smarter and greener transport solutions and corridors

**Chairman:** **Stefan Back**, Member of the EESC

**Speakers:** **Lina Wells**, Strategic planner, Swedish Transport Administration

**Paolo Costa**, President of Venice Port Authority

**Nicolas Bour**, Director of Voies Navigables de France

**Marco Sanguineri**, Planning and Development Director of Genoa Port

**Antonio Donato**, Special Commissioner for the Port of Augusta

*Interpreting available in Italian and English*

10.30 Coffee break

10.40 Parallel workshops

#### Session 1 - Better dialogue for better solutions

**Chairman:** **Raymond Hencks**, Member of the EESC

**Speakers:** **Paolo Fioletta**, Special Commissioner for the government for the Turin–Lyon line

**Mario Virano**, General Director TELT

**Sandro Plano**, Mayor of Susa

**François Lépine**, Deputy Vice President, Comité pour la Transalpine Lyon-Turin

**Oliviero Baccelli**, Professor at Bocconi University

**Ida Cappelletti**, Operations Manager, Transpadana

**Alberto Milotti**, Managing Director, ZAILOG - Interporto Quadrante Europa Verona

*Interpreting available in Italian, English and French*

#### Session 2 - Financing solutions

**Chairman:** **Alberto Mazzola**, Member of the EESC

**Speakers:** **Antonella Baldino**, Head of Development Finance, Cassa Depositi e Prestiti

What is a good transport project for the CDP to fund and finance?

Which are the CDP programs and the amounts that are supporting the Transport Core Network ? Can this change and at what conditions?

Can blending of different sources, TEN, State, ESID, EFSI, and private money increase substantially investments ? to what extent? At which conditions?

How CDP is contributing to EFSI and how this can help contribute to them ?

How to speed investments, off public balance or on balance ?

Did you have a problem of state aid for infrastructure

**Iolanda Romano**, Special Commissioner for the government for the Giovi Third Tunnel

**Kaj V. Holm**, Treasury Director Øresundsbron

What is the funding history of the bridge?

**Formattato:** Tipo di carattere: Non Grassetto

-How to structure tax payers (public funding) and user payers?  
Was there and is there a general consensus for the project?  
What can you suggest to realize, fund and finance other large scale projects ?

**Formattato:** Tipo di carattere: Non Grassetto

**Antonio Cancian**, President and CEO of Rete Autostrade Mediterranee  
What is a good transport project for Ram ?  
How is RAM using CEF, EFSI ESIF and PPP for ports and logistics?  
How can you align benefits and funding?

**Formattato:** Inglese (Stati Uniti)

**Jörg Saalbach**, Director of Interregional Alliance for the Rhine-Alpine Corridor EGTC  
What is a good transport project for RALP Alliance ?  
Consensus is possible when interests are shared. Interregional Alliance should help to develop consensus? How?  
Can also help develop funding?

**Formattato:** Inglese (Stati Uniti)

*Interpreting available in Italian and English*

**Formattato:** Inglese (Stati Uniti)

### Session 3 – Efficient, smarter and greener transport solutions and corridors

**Chairman:** **Stefan Back**, Member of the EESC

**Speakers:** **Claudio Tarlazzi**, National General Secretary Uiltrasporti

**Roberto Tulipani**, Director southern region, Passenger Swiss Federal Railways SBB

**Guillaume Moreno**, Policy Analyst Conference of Peripheral Maritime Regions of Europe

**Julianna Orbán Máté**, Director of Via Carpatia EGTC

**Tiina Tuurnala**, Deputy Director General, Finnish Transport Agency

*Interpreting available in Italian and English*

#### 12.30 Concluding speeches/ comments

**Pierre Jean Coulon**, President of the TEN section, EESC

**Pat Cox**, European Coordinator for the ScanMed Corridor

**Alessandro Sorte**, Regional Minister for Infrastructure and Mobility of the Lombardy Regional Government

**Alberto Mazzola**, Member of the EESC

*Interpreting available in Italian, English, French and German*

#### 13.00 End of the conference



## SESSIONS

### Session 1 - BETTER DIALOGUE FOR BETTER SOLUTIONS

A transparent and structured exchange of views between civil society and European, national and local authorities ensuring access to information is the best way to ensure public acceptance and support for TEN-T projects.

*"A dialogue should be multilayer and involve national, regional and local levels of both civil society and government. Civil society is to be understood in a large sense, including but not restricted to, business, employers, employees, users, NGOs and academia."*

*"A dialogue must ensure a two way communication. It must provide an opportunity for the European and national authorities to communicate on proposals and policy actions. At the same time it must provide in particular civil society as well as regional and local level government with an opportunity to connect with the Commission, the EESC, national government and other relevant institutions."*

## Session 2 - FINANCING SOLUTIONS

The governance system is a key driver of efficient implementation and development of the work plans for the Core Network Corridors and so is a step toward coordinated cross-border planning in the corridors to achieve coherent capacity and avoid bottlenecks.

*"Considering the soft law character of the governance system, built on the consensus of the Member States and the infrastructure owners as a necessary prerequisite for the basic decisions on infrastructure development and new building EU co – financing becomes particularly important. In the opinion of the EESC EU co – financing must consistently be used as a means to arrive at agreed construction agreements and their timely completion."*

*"Likewise the financial restraints for the TEN-T projects on European level which might create insufficient incentives for Member States to engage in these projects. The EESC is concerned by the slight budgetary resources available at EU level and the slow pace and unclear prospects under which alternative financing mechanisms such as project bonds and private public partnerships seem to be developing."*

*"The EESC recommends careful and selective use of Public Private Partnerships (PPP) in the funding of TEN-T financing, taking into account the different level of experiences among the Member States in using PPP and recognising the need to mobilise EU financial instruments (e.g. structural and cohesion funds, TENs, EIB) as part of a consistent funding strategy, that pulls together EU, national public and private funding."*

## Session 3 – EFFICIENT, SMARTER AND GREENER TRANSPORT SOLUTIONS AND CORRIDORS

*"The EESC welcomes the adoption of the Paris Agreement by the 21st session of the Conference of the Parties (COP21) to the United Nations Framework Convention on Climate Change, and of the intended nationally determined contribution (INDC) of the EU and its Member States, committing to a reduction in domestic greenhouse gas (GHG) emissions of at least 40% by 2030 and by 80 to 95% by 2050 compared to 1990 levels."*

*"In any event, application of the polluter-pays principle will not be sufficient to guarantee the transition to a low-carbon society, making additional measures – such as increasing energy efficiency, promoting electromobility, car-sharing and comodality, developing alternative energy sources, developing environmental quality standards and, above all, promoting public transport –all the more important."*

Green Transport Corridors aim to reduce environmental and climate impact while increasing safety and efficiency. The objective of reducing transport-related GHG emissions by 60% can therefore still be considered to be relevant and in line with the EU's general objective under COP 21, provided the associated measures and initiatives are implemented urgently and with the necessary determination.

Characteristics of a green transport corridor could include:

- Sustainable logistics solutions with documented reductions of environmental and climate impact and high levels of safety, quality and efficiency;
- Integrated logistics concepts with optimal utilisation of all transport modes (co-modality).

Implementation of the green transport corridors may require:

- Political support at all levels
- New engineering solutions
- New business models
- Cooperation (industry/academia/government).

## WHO IS INVITED?

Civil society and stakeholders and other parties along the core network in central and southern Europe, such as businesses, clusters, regions, authorities and NGOs involved in the deployment and expansion of smart, efficient and green corridors are invited, as well as representatives of all TEN-T core corridors.

Please follow this [link](#) to register for the conference. The deadline for registration is 12 October 2016.

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### Venue

The conference will take place at Palazzo Lombardia (entrance N4, 1st floor, Sala Marco Biagi), close to the Milano Centrale and Porta Garibaldi railway stations.

Address:

The Lombardy Region  
Piazza Città di Lombardia 1  
20124 Milan  
Italy

### Hotels in the vicinity of conference venue

[Andreola Central Hotel](#)

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[Four Points Sheraton Milan Center](#)

Codice campo modificato

[Hotel Michelangelo](#)

Codice campo modificato

[Hotel Principe Di Savoia](#)

Codice campo modificato

[Hilton Milan](#)

Codice campo modificato

[JNA Hotel Century](#)

Codice campo modificato

### More information

E-mail: [Cerimoniale@fsitaliane.it](mailto:Cerimoniale@fsitaliane.it)

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Tel.: +390644103128; +390644103253

European Economic and Social Committee

TEN section secretariat

E-mail: [TEN-t.dialogue@eesc.europa.eu](mailto:TEN-t.dialogue@eesc.europa.eu)

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Tel.: + 32 2 546 8457

### Conference language regime and simultaneous interpreting

Simultaneous interpreting into/from Italian, English, French and German will be laid on for the opening and closing plenary sessions. Parallel workshop 1 will be held in Italian, English and French, while parallel workshops 2 and 3 will be held in Italian and English. The conference materials will be available in Italian and English.

### Follow-up

The findings of the conference will feed into the EESC's and European Commission's ongoing work on these topics.

## TALKING TRANSPORT

You are invited to take part in the conference in Milan but you are also welcome to join the [Talking Transport platform](#), a newly revamped EESC website intended to promote structured dialogue between civil society and public authorities on transport issues. This dialogue will improve understanding and acceptance of policy measures and the quality and efficiency of the decisions to be taken.

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The Talking Transport platform aims to trigger dialogue even before the event in Milan by enabling users to exchange views, ask questions or raise specific problems.

[Join in](#) and make your voice heard!

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