



Austrian Infrastructure Operators Advocate the Continuation of the Centrally Coordinated EU Funding Programme ‘Connecting Europe Facility’

The European transport infrastructure is the backbone of the single market and trade with non-EU countries. A well-functioning trans-European transport infrastructure that is aligned with needs and equipped for future challenges therefore contributes significantly to the competitiveness of Austrian companies. The signatory organisations that build and operate transport infrastructure in Austria need the EU Connecting Europe Facility programme in the transport sector for the coordinated implementation and further development of trans-European transport infrastructure, to ensure cross-border interoperability and to eliminate existing bottlenecks in both the physical and digital infrastructure.

As four of the nine ‘European transport corridors’ run through Austria, EU co-financing from the above-mentioned programme for the improvement of national and cross-border transport infrastructures were obtained. Specific examples include:

- **Rail:** Brenner Base Tunnel, Koralm tunnel, expansion of track between Stadlau and Marchegg, expansion of Freudenaus container terminal in Vienna and the ERTMS in accordance with Directive 96/48/EC of 23 July 1996 on the interoperability of the trans-European high-speed rail system.
- **Road:** Karawanken tunnel, expansion of the stretch between Vienna and the Czech Republic, as well as ITS for roads in accordance with EU Directive 2010/40/EU of 7 July 2010 on the framework for the introduction of intelligent transport systems in road transport and for their interfaces with other modes of transport, e.g. C-Roads and C-ITS
- **Waterways:** Improvement of waterway infrastructure, e.g. as part of the FAIRway projects, shore power systems, development of alternative fuel supply and flood protection in the ports and implementation of the master plan for the Port of Linz as well as information services for inland navigation in accordance with the Directive on River Information Services 2005/44/EC e.g. RIS-COMEX
- **Air:** Alternative Fuel Infrastructure Facility/electrification of airfield infrastructure, Air Traffic Management: ‘Initial’ and ‘Extended Airport Operations Plan and integration with the Network’/Single European Sky; digitalisation measures/5G campus network at Vienna Airport

The Austrian infrastructure operators are following the current EU documents on the reorientation of the multiannual financial framework 2028-2034 with regard to transport infrastructure funding with great concern, as the EU programme mentioned at the beginning is no longer referenced and is to be replaced by individual national plans.

Position of the Austrian Infrastructure Operators on the Planned Future

EU Transport Infrastructure Funding (MFF 2028-2034)

Only a dedicated, centrally managed funding programme - such as the 'Connecting Europe Facility' - can efficiently ensure the coordinated and harmonised development of an interoperable trans-European core and overall network in the transport sector from the perspective of Austrian operators. This programme is particularly important for cross-border projects and initiatives in which several member states are working together on a future-proof and interoperable transport network. This applies in particular to the development of common standards and harmonisation of technologies as well as to the buildout of cross-border systems and the coordinated implementation/according to joint corridor-wide master plans. In addition, a strong European funding framework is also essential for local transport infrastructure operators so that they can adapt their infrastructure to European standards, develop sustainable mobility solutions and efficiently integrate their networks into the trans-European transport network.

However, it is not just about expanding and improving the infrastructure in Austria; the export-orientated Austrian economy and tourism in Austria require the coordinated elimination of infrastructural bottlenecks in the transport routes to and from Austria.

Especially in uncertain times, the Austrian economy and tourism cannot afford to strive for less connectivity, less internal cohesion and less Europe. A European approach offers added value by harmonising efforts, pooling financial resources and thus achieving results that national individual plans alone cannot achieve.

The Austrian infrastructure operators support the transition to an EU budget that is more flexible and agile. However, this nonetheless requires long-term strategic and stable investment planning with centralised coordination at European level if it is to function properly.

The Austrian infrastructure operators therefore take the liberty of urging the addressees of this statement to emphasise the importance of a centrally managed infrastructure funding programme and to opt for an approach that strengthens the Austrian economy and thus Europe, maintaining a strong and centrally coordinated European funding programme for transport that gives priority to investments with high European added value and does not jeopardise the future of the European transport network and thus of Austria as a business location.

Signatories:

- [ASFINAG](#)
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