**Potential actions on tunnels safety and security**

The European Commission offers currently two opportunities for financing projects related to safety and security in transport tunnels:

**1) The CONNECTING EUROPE FACILITY (CEF)**

**Background**

This is thefinancial facility for the development of the Trans-European Transport Network (TEN-T). The TEN-T Guidelines and the CEF are governed by Regulations 1315/2013 and 1316/2013.

Last 11 September the European Commission, through the Executive Agency INEA, launched a call for proposals with a budget of 11,9 billion euro:

[http://inea.ec.europa.eu/en/news\_\_events/newsroom/cef-transport-%80119-billion-to-improve-european-connections.htm](http://inea.ec.europa.eu/en/news__events/newsroom/cef-transport-%EF%BF%BD119-billion-to-improve-european-connections.htm))

Eligible projects are both construction works and studies related to the TEN-T.

There are two main calls, the “[Annual Call](http://inea.ec.europa.eu/en/cef/cef_transport/apply_for_funding/2014-cef-transport-annual-call.htm)”, and the **“**Multiannual Call” (MAP)

On the MAP Call there are two interesting opportunities:

1. The topic “Safe and secure infrastructure”, under the [Funding Objective 2](http://inea.ec.europa.eu/en/cef/cef_transport/apply_for_funding/2014-cef-transport-multi-annual-call-funding-objective-2.htm), which includes studies assessing the safety performance level and the compliance with the Directive on tunnel safety works, which is necessary to upgrade tunnels to comply with Directive 2004/54/EC. This topic apparently concerns only to road tunnels
2. The topic “Rail interoperability” of the [Funding Objective 1](http://inea.ec.europa.eu/en/cef/cef_transport/apply_for_funding/2014-cef-transport-multi-annual-call-funding-objective-1.htm). This topic concerns the interoperability of the rail system as set out in Directive 2008/57/EC, and more particularly the Technical Specifications for Interoperability (TSI) including safety on railway tunnels, railway system compliance with Interoperability and Safety Directives (including TSIs other than TAF/TAP) and TEN-T Guidelines.

In both cases, proposals must be submitted either by the national Ministries of Public Works or by delegated bodies (i.e. railways operators). Private or public projects promoters could submit proposals, but they must be endorsed by the Ministry of Public Works.

Projects could address either studies or works on sections of the TEN-T network. The transnational sections of the corridors of the Core Network (f.i. Brenner and the Lyon-Turin sections) have the maximum priority. The Spanish Pajares tunnel belongs to the Core Network and the European Commission has recognized that this section belongs to the connection of the Atlantic Corridor with the Port of Gijon. The Pajares section has consequently high priority or, may be, maximum priority.

Proposals submitted to the CEF must demonstrate that the execution of the project (or study) will facilitate the implementation of the TEN-T section. Note that research projects are excluded on CEF, so any proposal on tunnel safety should be presented as a study related with “*transport infrastructure and telematic applications as well as measures promoting the efficient management and use of such infrastructure and permitting the establishment and operation of sustainable and efficient transport services*”.(See art. 2, Scope, of Regulation 1315/203)

Proposals could be submitted by a single Member State (Pajares) or by at least the two MS of the transnational sections (Brenner and Lyon-Turin). The deadline for projects submission is 26 February 2015.

**Potential actions in this field:**

The PTTP suggests that construction and engineering companies could try to promote studies and works in the two areas:

* Safety and Security on Tunnels, under [Funding Objective 2](http://inea.ec.europa.eu/en/cef/cef_transport/apply_for_funding/2014-cef-transport-multi-annual-call-funding-objective-2.htm)**.**
* Projects related to TSI-SRT on Pajares, Brenner and Lyon-Turin railway tunnels.
* Comments:
* For this type of projects it will be necessary to mobilize either the Ministries of Public Works, or the railway operators
* The CEF could finance 50% of the studies, and the remaining 50% should be financed by the MS. Nevertheless, it should be noted that most of the studies should be necessarily made as part of the global project of the tunnels, because “*The TSI shall be fully applicable to the trans-European conventional rail system, and the trans-European high-speed rail system, account being taken of Article 2 of Commission Decision 2008/163/EC*”. This means that the MS or the Rail Operator must implement a study on the compliance of the rail tunnel with the TSI-SRT.
* The 2014 Call of the CEF could fund activities developed as of 1 January 2014.

**The 2014 CEF Transport Call Info Days**

The INEA Agency in cooperation with DG MOVE celebrated last 9 and 10 October an Info-Day about the 2014 CEF Calls. The Agenda and presentations are available at:

<http://inea.ec.europa.eu/en/news__events/events/2014_cef_transport_info_day.htm>

The CEF call is however quite complex, so it is recommended to concentrate the reading on the presentations from Gudrun Schulze (Safe and Secure Infrastructure) and Gerhard Troche (Interoperability). The chaiman of the PTTP attended the event, and would be happy to answer to any question about it.

2) THE HORIZON 2020 PROGRAMME

HORIZON 20202 refers to research and innovation, whereas CEF is aimed to deployment and implementation. There are synergies between both programs, but each of them has its own specificities.

“Safe tunnels” could be eligible on two H2020 sections, either on “Secure societies: Protecting freedom and security of Europe and its citizens” of the Security area, or on the section “Smart, green and integrated transport” of the Transport area.

Last 10 October, the chairman of the PTTP had a meeting with the Policy Officer of DG MOVE responsible for Research and Innovative Transport Systems. The possibility to support a “topic” on the HORIZON WP 2016/2017 dealing with “Secure and safe tunnels” was appreciated by the Commission policy officers.

The 2015 Call on “Secure societies” includes several topics on “Critical infrastructures protection” (CIP), for which Risk Analysis and Risk Management are important components. Nevertheless the topics DRS-13-2015, DRS-14-2015 and DRS-15-2015 of the “Secure societies” Work Programme do not match conveniently with a specific topic on “Safe tunnels” and it would be necessary a substantial change of the project approach. The advantage is that the call is expected for 2015.

The Policy officer of DG MOVE considered that the issue of “Safe tunnels” would be better treated on the “Transport” area. DG MOVE considers that “resilience” and “safety” of the infrastructures, both on the construction, maintenance and operation phases, will be a strategic objective on the transport Work Programme 2016-2017.

Preparation of the Work Programme 2016-2017 in the Transport area. The Commission (DG MOVE) has started to draw the strategic objectives and now is consulting the public.

Moreover, it is important either to attend or to address public organizations and stakeholders on the events organized by the European Commission. In particular, it would be very important to get support for the Safe Tunnels topic during the Conference on “Transport safety: societal challenges, research solutions” that will take place in Genoa the 4-5 December 2014, convened by the Italian Presidency and the European Commission

<http://ec.europa.eu/programmes/horizon2020/en/news/first-announcement-save-date-conference-transport-safety-societal-challenges-research-solutions>

If any of you is planning to attend this conference, we think that it could be a place to propose the topic and to address the European Commission officials about this issue.

Note that the HORIZON transport programme will be managed by the INEA Executive Agency, same as CEF.

**Meeting, on 10th October 2014 with the policy officer in DG MOVE responsible for Research and Innovative Transport Systems**

1. **Proposal of a topic on “Safe and safety on long rail tunnels of the transeuropean transport network**

DG MOVE is now preparing the strategic orientation of the Work Programme 2016-2017 and is open to hear from stakeholders, political and professional organizations. Consequently it is a very good moment for approaching policy officers and for discussing future topics.

The “Policy officer” reports that the WP 2014-2015 was very broad, with a big number of topics and focusing on equipment (rolling stock and others). DG MOVE has already received the input from the “Advisory Group” that proposes as the main lines for the WP of 2016-2017 to concentrate efforts on ( ??),climate change and safety. The first reflections of DG MOVE are to select as strategic objectives “resilience” and “safety” on the infrastructures, with holistic approach on construction, maintenance and operation.

The proposal of a “topic” on “Safe and Safety on tunnels”, and in particular on the long rail tunnels of the transeuropean network, was welcomed. The Policy officer agrees that there is a big potential for Research and Innovation and that fits with the Commission thoughts.

1. **The Conference of Genoa, on 4-5 december 2014**

Under the Italian EU presidency, the European Commission is organizing a Conference on “**Transport safety: societal challenges ,research solutions**”. The Commission would like to facilitate the participation of the public. It is intended to focus the Conference more on the discussions than on the official presentations and to give the floor to the public.

It would be important to raise in the Conference the issue of “Safety and security on long rail tunnels” and to hold discussions on this topic. It is expected to draft conclusions and a final declaration of the Conference, which would include the inputs from the workshops. This declaration would be an important input for the Commission in the definition of the Work Programme 2016-2017, which should be published by the end of the year.

For the time being, there have been announced participants from the road sector and in a lesser extent from the rail sector. Representatives from the maritime sector are welcomed.

1. **A topic on “Risk analysis and risk management” on rail tunnels**

The section “Secure societies-Protecting freedom and security of Europe and its citizens” of H2020 (Area of Security) includes on the Call 2015 several topics on “Critical infrastructure protection”. In particular the topics DRS-13-2015, DRS-14-2015 y DRS-15-2015 (for more details see <http://ec.europa.eu/research/participants/data/ref/h2020/wp/2014_2015/main/h2020-wp1415-security_en.pdf> ).

Risk analysis and risk management are important tools for critical infrastructure protection and it would be possible to introduce a proposal covering the topics covered by the IRISMART project. Nevertheless, the DG MOVE policy officer considers that the topic of IRISMART is more transport-oriented and that it would be better evaluated on the Transport area of H2020.

1. **The management of the “Smart, green and integrated transport” section of H2020**

The management of the transport area of H2020 will be transferred to the INEA agency, but DG MOVE will continue to be responsible of the policy definition and decision making.

The INEA agency will manage also the “Connecting Europe” programme for the development of the Transeuropean transport Network

1. **Other issues**

The Commission is going to make a revision of the Directive 2004/54/EC which establishes minimum safety requirements for tunnels in the trans-European road network and 2008/96/EC providing an EU-wide basis for road infrastructure safety management, in order to solve the existing missing on safety conditions on the entry of the tunnels (following the accident of the Belgium bus).