



TEN-T Policy Review

European Commission,
Directorate General for Mobility
and Transport (DG MOVE):

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for Mobility
and Transport

EUROPEAN COMMISSION

15 years of development...

- 1993 TEN policy into the EC Treaty
- 1995 Financial Regulation to support TEN projects
- 1996 TEN-T Guidelines adopted to determine the network and the priorities covering the EU15
- 2004 Major revision of the TEN-T Guidelines to integrate the 10 + 2 new EU member states
- 2006 Communication on the extension of the major TEN-T axes to the neighbouring countries

... which continues

2009 Green Paper on the Future of the TEN-T
2011 Revision of the Guidelines

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Planning of the TEN-T policy (1)

- **Before 1996** : infrastructure planning in the EU was the responsibility of each Member State;
 - Priorities were decided at national level – few real european projects;
 - Large areas of the EU remained isolated from the core of the Union;
 - Lack of interoperability between the nat. networks
- Weaknesses of the network leading to inefficiencies and overscosts in transport.
- Commissioner Kinnock declared that it was now time to shift from a « **patchwork to a network** »;

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Planning of the TEN-T policy (2)
Well defined, solid methodology

- TEN-T is a key element for the good functioning of the Single market, to ensure the free movement of goods and persons.
- From mid '90s : **strong guiding role of the EC**
- Setting up of **common priorities** :
 - (1) to remove bottleneck and missing links : interconnecting the networks => **30 priority projects identified.**
 - (2) to remove technical barriers(*) : **implementing interoperability** (in rail road and air transport in particular);
 - (3) Making the choice of the less environmental harmful transport modes : **rail and inland waterways** account for 85% of the total budget allocated to TEN-T projects

(*) For instance in rail : 15 MS = 12 different signaling systems in 1995

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Implementation of the TEN-T policy (1)
Targeted financial support

- Dedicated budget for TEN-T projects:

1995-1999 :	1.875 M€
2000-2006 :	4.160 M€
2007-2013 :	8.000 M€ ca.
- Cost of the 30 priority projects ca. € 250 billion
- EU financial support targeted on key sections of the priority projects
 - » Border-crossing sections
 - » Major bottlenecks with cross-border implications
- EC instruments to facilitate public-private partnerships
 - » EIB support
 - » Other EU funds (ERDF – Cohesion) are also supporting the development of TENs in specific areas

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Implementation of the TEN-T policy (2)
Strong coordination

- Designation of **European Coordinators** for the major cross-border priority projects as well as Motorways of the Sea and inland waterways
- Establishment of **sectoral agencies** (EMSA, EASA...) to deal with technical issues
- Establishment of a **TEN-T Executive Agency** to manage the projects and to support the Member states in the effective project delivery and implementation

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TEN-T policy review: Following Steps

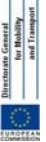
Elaboration of a transparent, scientific based strategic Planning Methodology for TEN-T core network, on the base of:

- studies,
- results and recommendations of expert groups,
- consultation with member states within TEN-T committee.

Communication of the Commission (May 2010 – presented in Zaragoza)

Identification of "core network"

Commissions Proposal (late 2010 or early 2011)
=> Decision of European Parliament and Council




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The core network

To enhance "EU added value", the TEN-T core network shall:


- correspond to objectives laid down in the Treaty (internal market, competitiveness, cohesion, sustainability);
- connect all EU main nodes (gateway ports, MS capitals, big cities); reflect major long-distance traffic flows;
- integrate all modes of transport;
- remain stable over a reasonably long period;
- allow projects to be derived top-down;
- comprise a "conceptual pillar" (supplementary infrastructure measures) New TEN-T layer
- Emphasise european added value of the projects



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Open Questions and Tasks


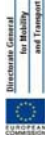
- The right balance to establish between cohesion, internal market efficiency objectives;
- The correct balance to establish in evaluation of proposals, between economic and environmental factors;
- The determination of relevant thresholds for node sizes, transport distances and traffic flows;
- The identification of concrete infrastructure projects and determination of priorities at project level;
- The review of the comprehensive network.
- How to connect the EU « core network » with the network of our neighbours?



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External dimension of the TEN-T – First step: connecting the neighbours



1. Northern Dimension Partnership on Transport and Logistics (Northern Axis)
2. Central Axis
3. Western Balkan Core Regional Network
4. Turkey – TINA (Transport Infrastructure Needs Assessment)
5. TRACECA (Transport Corridor Europe-Caucasus-Asia)
6. Mediterranean Axes

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External dimension of the TEN-T – Second step: Euro-Mediterranean networks


Example: GTMO5+5 road network


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External dimension of the TEN-T – Third step: Connecting with Africa

Trans-African Road Transport corridors



African Railways





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● Next step: new network partnership with neighbouring countries?

- Possible areas of cooperation :
- Identification of priority projects for interconnecting TENs and their networks -> need to take into account new TEN-T concepts;
- Support to project governance/selling TEN-T concept
- Developing interoperability
- Security/Safety (air –sea transport)
- Border crossing improvements.
- Research issues : decarbonization

