Trans-European Transport Network

Framework Programme 2014-2020

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The EU TEN-T Framework

Strategic framework

- **White Paper for Transport**

Policy framework

- **Revised TEN-T Guidelines**

Funding framework

- **Connecting Europe Facility**
- **Cohesion Fund**

The White Paper for Transport

* ***60% reduction of CO2 for transport sector by 2050***

* ***30% of road freight over 300 km should shift to other modes such as rail or waterborne*** *transport by 2030,*

* ***Complete a European high-speed rail network*** *by 2050*

* ***Majority of medium-distance passenger transport should go by rail*** *by 2050*

* *A* ***fully functional and EU-wide multimodal TEN-T 'core network'*** *by 2030,*

* ***Connect all core seaports to the rail freight network*** *by 2030*

Key elements of the new TEN-T policy

- *Support implementation of Transport White Paper through new infrastructure policy, including:*
  - **Dual layer approach based on an objective methodology: core and comprehensive network**
  - **High level standards for all infrastructures**
  - **Common deadlines to achieve network (2030/2050)**
  - **Corridors and Coordinators for implementation**
- *New legislation: Regulation (EU) No 1315/2013*

The new TEN-T maps

A core and comprehensive network based on a single European methodology

- **Comprehensive network** to ensure accessibility to all regions
- **Core network** focussing on strategically most important parts
- **Delegated acts** to adapt the comprehensive network according to traffic flows (inclusion/ exclusion of nodes)
- **Maps** are contained in Annex I to the Regulation

TEN-T Network

Comprehensive and Core Network

Inland waterways and ports

TEN-T Network

Comprehensive Network

Railways, ports, rail-road terminals

Core Network

Railways (freight), ports, rail-road terminals

TEN-T Network

Comprehensive network

Railways and airports

Core Network

Railways (passengers) and airports

TEN-T Network

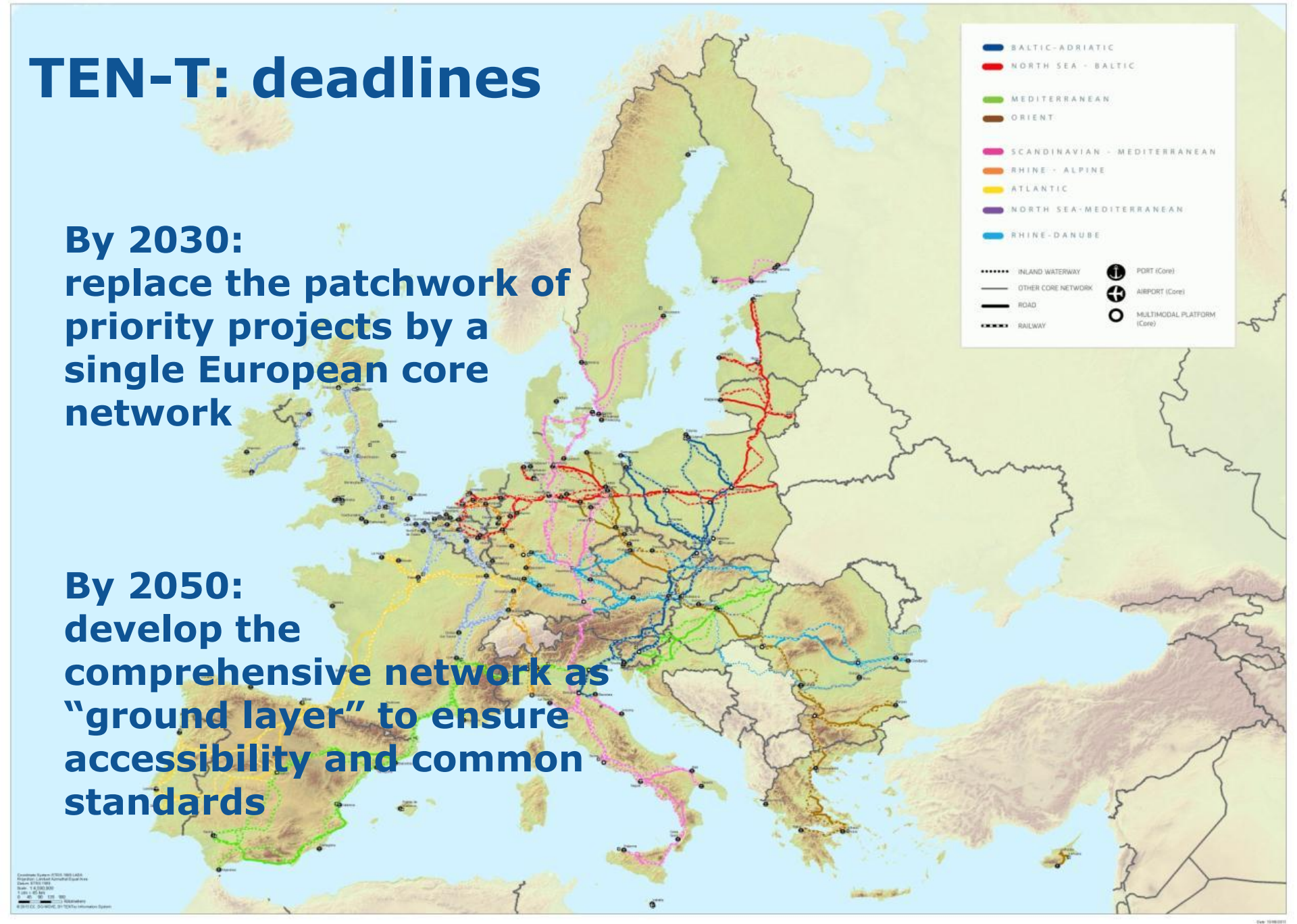
Core and Comprehensive networks

Roads, ports, rail-road teminals and airports

TEN-T: deadlines

By 2030:
replace the patchwork of priority projects by a single European core network

By 2050:
develop the comprehensive network as "ground layer" to ensure accessibility and common standards



European Commission

TEN-T standards
Rail

Comprehensive Network

Electrification

ERTMS

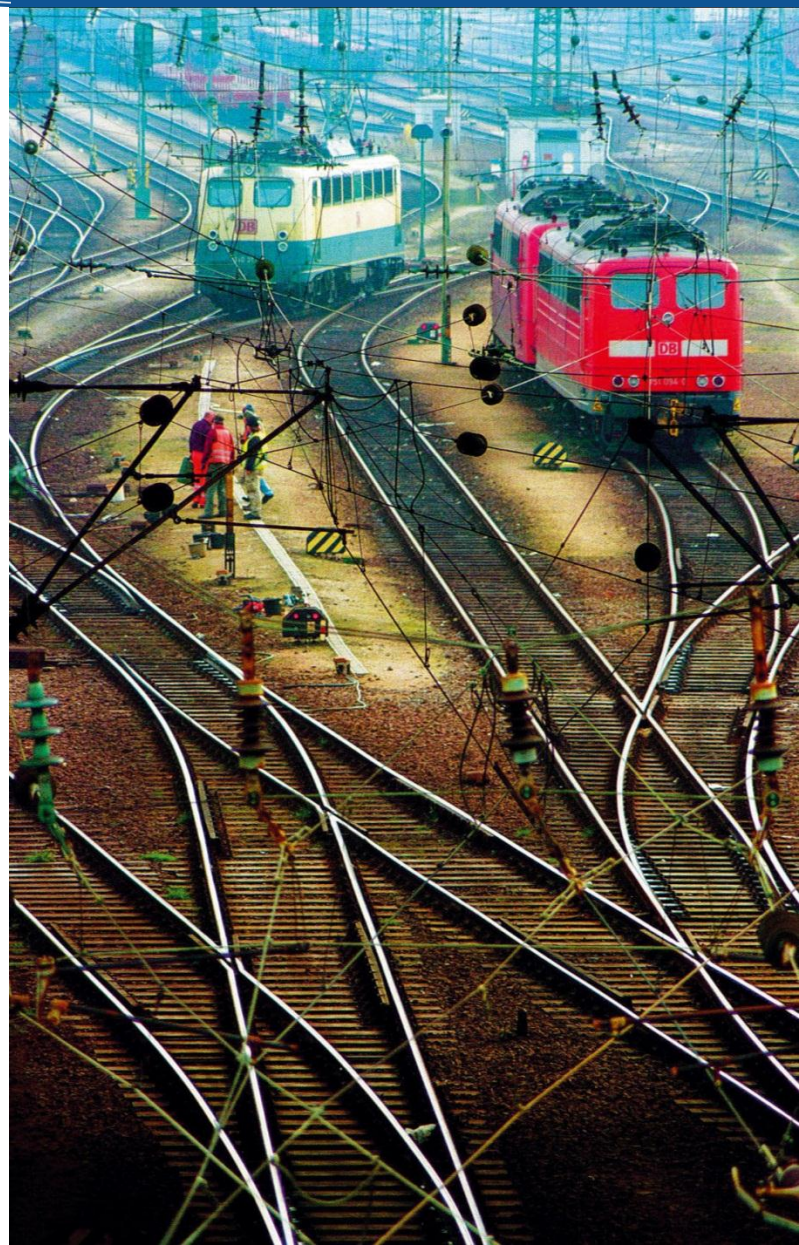
1435mm gauge

Connection with freight terminals

Core Network

[see Comprehensive network plus]

freight lines (>100 km/h, 750m train length, 22,5t axle load)



Transport

European Commission

TEN-T standards
Roads

Comprehensive Network

High quality roads i.e. motorways, expressways, conventional strategic roads

Core Network

[see Comprehensive network plus]

Rest areas on motorways all 100 km including appropriate parking space for commercial road users

Availability of clean fuels

TEN-T standards

Inland Waterways & other modes

Comprehensive Network

Implementation and deployment of telematic applications (RIS, VTMIS, e-maritime services, SESAR)

Connection of airports and ports to TEN-T network

Core Network

[see Comprehensive network plus]

Availability of clean fuels at airports and ports

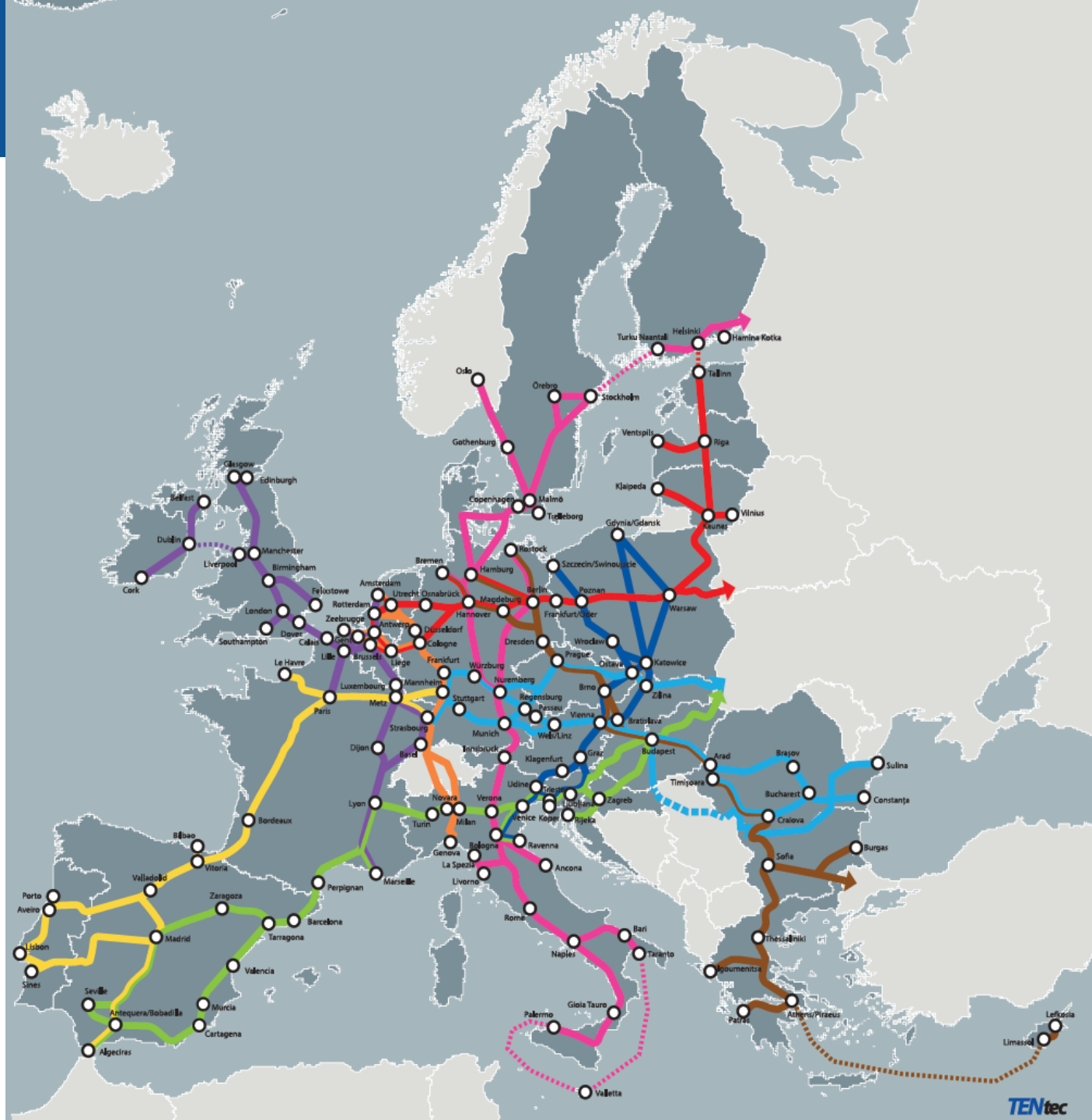
Connection of ANNEX II ports and airports to TEN-T network by 2030/2050

The implementation tools

Coordinators and Core Network Corridors

- **9 Core Network Corridors defined until 2020**
- **Support the implementation** of the core network
- **Synchronise investments** in order to optimise network benefits
- **Multimodal, involving at least 3 Member States**
- **Flexible governance structures**
- **Involvement of stakeholders**
- Core Network Corridors **aligned with Rail Freight Corridors**
- **Coordinators for ERTMS and Motorways of the Sea**

The 9 core network corridors defined in the CEF



How to design a corridor

1. Nomination of Coordinators
2. Analysis of the Corridor
3. Consultation of Corridor Forum
4. Drawing up work plan
5. Approval of work plan by Member States
6. Implementing decision

Core Network Corridors

- Baltic – Adriatic
- North Sea – Baltic
- Mediterranean
- Orient / East-Med
- Scandinavian – Mediterranean
- Rhine – Alpine
- Atlantic
- North Sea – Mediterranean
- Rhine - Danube

Rhine Danube Core Network Corridor

From Strasbourg (France)

Rail & road

- ***Across Germany, Czech Republic and Slovakia to the Ukrainien border***
- ***Across Germany, Austria, Slovakia, Hungary, Bulgaria & Romania till Costanta***

Inland waterway

- ***Rhine, Main, R-M-D canal, Danube till Black Sea & Sava rivers, including Serbia***

Including ports, airports and intermodal nodes

TEN-T at the service of other transport policy objectives

*A **unique framework** for the promotion of the whole European transport system*

- TEN-T Guidelines and CEF set a strong basis for EU funding of a broad range of transport policy actions
- Other EU funds may also support TEN-T/ transport policy objectives

TEN-T at the service of other transport policy objectives

*A **unique framework** for the promotion of the whole European transport system*

Opportunities for far more than funding:

- identifying and spreading "best practices" along corridors
- marketing corridor brands
- stimulating sustainable services for passengers and freight
- making corridors the forerunners of transport policy objectives

TEN-T at the service of other transport policy objectives

*A **unique framework** for the promotion of the whole European transport system*

- Close cooperation with the Directorate General for Regional Policy (**DG-REGIO**)
- In particular through the implementation of the European Commission **Strategy for the Danube River Basin Region**

EU Strategy for the Danube River Basin Region

Integration of National Transport Systems:
EU and non-EU Member States
Logistics &
Multimodality
Access to the region:
Airports & Ports

Multimodal approach...

Let's focus on inland waterways

Danube Strategy

Inland Waterways Transport (IWT)

High potential for sustainable inland navigation

- *Removal of existing bottlenecks to ensure proper level of navigability*
- *Respect of environmental legislation also using the "Joint Statement Principle"*
- *Implementation of NAIADES programme*
- *Market needs*
- *Innovative technologies (ships, engine, RIS)*
- *Training and career opportunities*

Multimodal Approach

Inland Waterways Transport (IWT)

- ***To integrate IWT into the Transport Network***
- ***To implement and integrate Internatonal and National Policies***
- ***To develop modern multimodal ports***
- ***To develop innovative technology (RIS, engine, fuel, barges) for interoperability***

External dimension of the TEN-T

- *TEN-T guidelines now include specific provisions on the cooperation with neighbouring countries*
  - **Actions** contributing to the implementation of **Projects of Common Interest (strictly in the EU interest) on the territory of neighbouring countries** can be supported through **grants and/or financial instruments**
  - The **eligibility** of projects is defined on the basis of the **indicative maps** included in Annex III to the Regulation on TEN-T Guidelines
  - For instance, projects in **Serbia on the Danube river**, at the border with Romania and Croatia, are eligible

Thank you for
your attention!