

An European Framework for Sustainable Mobility for 2020 and beyond – the TENT Core Network (and CEF)

LNG as part of the Trans-European Network policy – *LNG High level Seminar Constanta*

European Commission, DG MOVE
Jose ANSELMO TEN-T Policy, Motorways of the Sea (MoS)

CONSTANTA
25 January 2013

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WHITE PAPER Outline

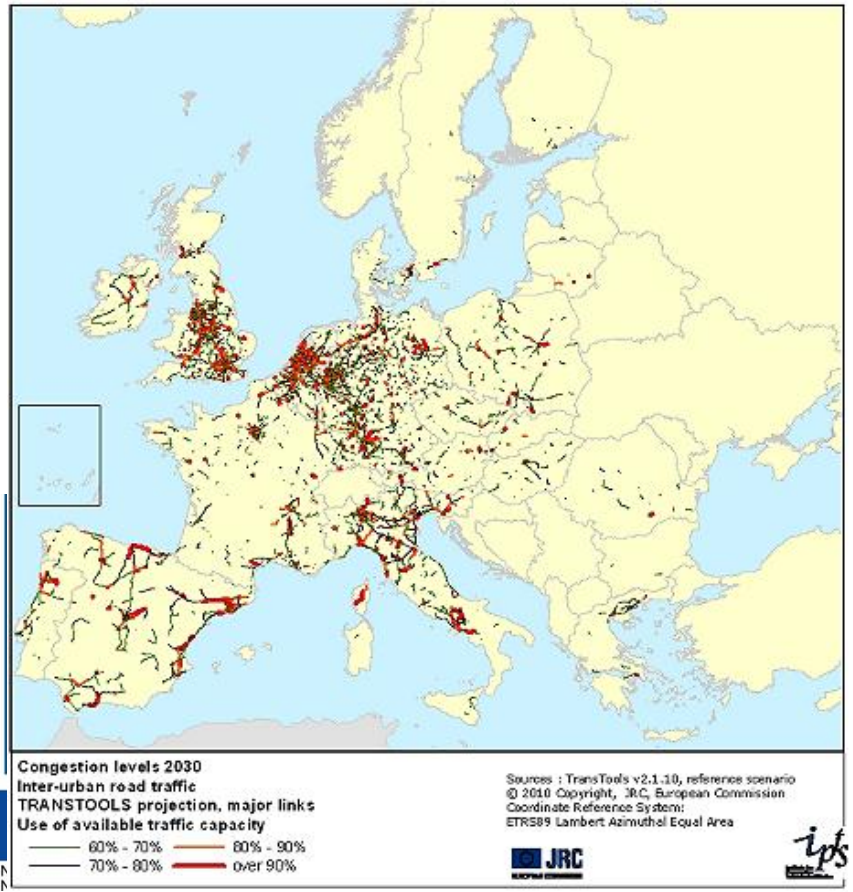
- Challenges ahead
- A vision for the European transport system of 2050
- 1 target (-60% of GHG emissions) and 10 indicative goals/benchmarks to guide policy action
- How to do it – 4 “i”s and 40 actions
- [Internal Market, Innovation, Infrastructure and International]

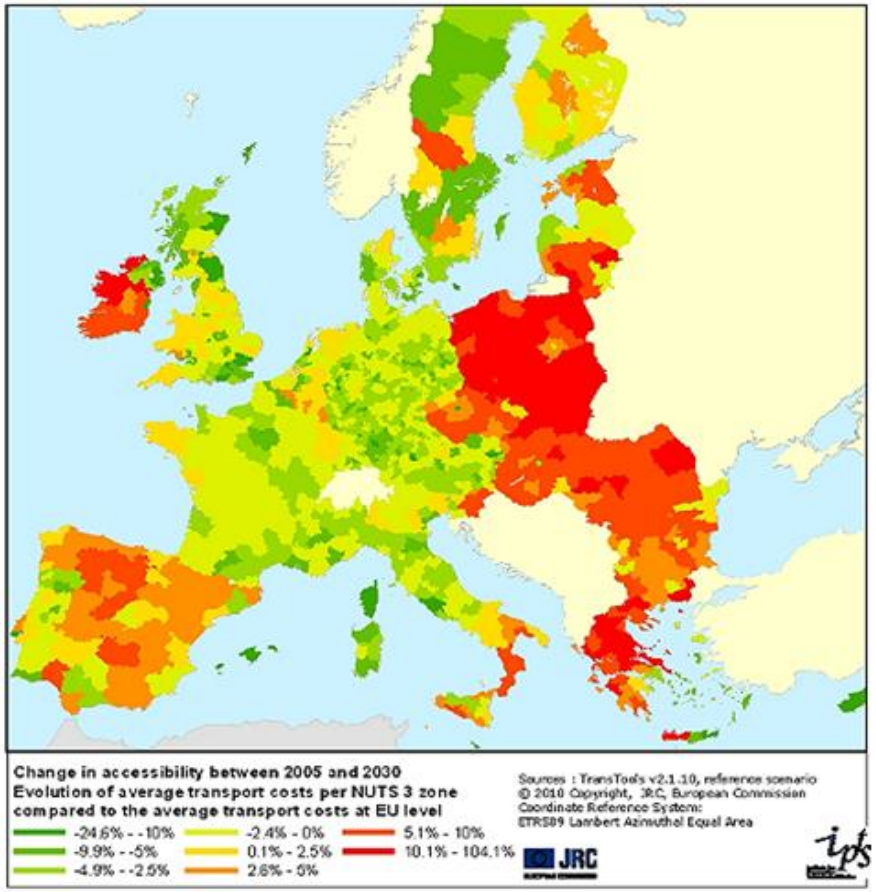
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Growing congestion and poorer accessibility

- Fuel costs and congestion levels are expected to rise significantly by **2030**, leading to further divergences in accessibility



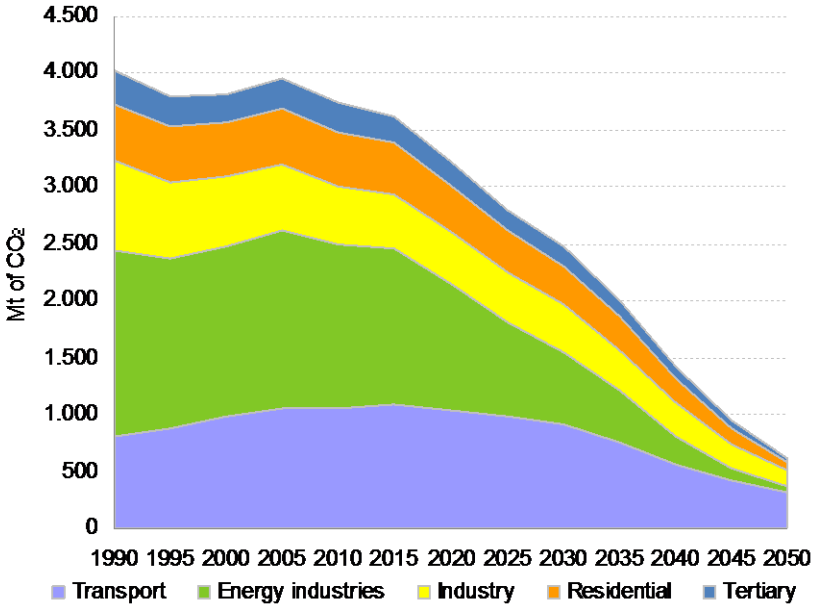


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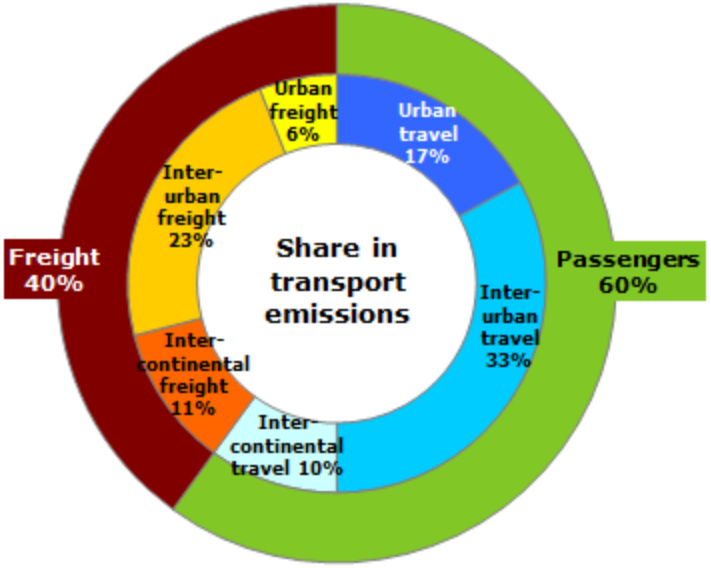
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A tight carbon budget for the transport sector

- In October 2009, the European Council showed support for the objective of reducing GHG emissions in the EU by 80 to 95% by **2050** compared to 1990 levels



Source: PRIMES, NTUA (E3MLab)



Source: PRIMES-TREMOVE and TREMOVE

- Transport accounts for about one fourth of GHG emissions: **60%** comes from passenger transport, one quarter is urban, less than one quarter is inter-continental and over half is medium-distance

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The vision

	Passengers	Freight
Long-distance travel and intercontinental freight	• Adequate capacity and improved overall travel experience (efficient links between airports and rail, minimum hassle for personal security screening…)	• **High global maritime standards** • **More efficient hinterland connections for ports** • **Modern vessels and cleaner fuels for shipping**
Intercity travel and transport	• Seamless multimodal travel (online multimodal info and ticketing, multimodal hubs…) • Quality service and enforced passengers' rights • Near-zero casualties for road	• Paperless logistics • Multimodal long-distance freight corridors • No barriers to maritime transport • Cleaner trucks on shorter distances
Urban transport and commuting	• Non-fossil mobility (Clean and efficient cars; Higher share of public transport; Alternative propulsion for urban buses and taxis; Better infrastructure for walking and cycling)	• Better interface between long distance and last-mile • Freight consolidation centres and delivery points • ITS for better logistics • Low-noise and low-emission trucks for deliveries

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Infrastructure:

- Revision of TEN-T (2011) based on the creation of a ‘core network’ and on a corridors’ approach. Over € 1.5 trillion investments for 2010-2030**.**
- A single framework to use coherently money in TEN-T, cohesion and structural funds. Conditionality of funding will ensure focus on EU priorities and adoption of new technologies (2011)
- Single management structures for rail freight corridors
- Guidelines for the application of infrastructure costs to passenger cars (2012). In a second stage, a framework for the internalisation of costs to all road vehicles







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The new TEN-T Guidelines

- Implement the White Paper Policies (e.g, Maritime Transport + Ports policy)
- Support the Development of a European Mobility Network [Freight and Passengers]
- Structure a Comprehensive TEN-T Network (2050) and a Core Network (2030) Leading to Full modal integration
- 2014-2020 – implementation via the “Connecting Europe Facility” : 10 Corridors + 3 Horizontal Priorities + Priority segments
  - **MOS - 3rd horizontal priority + Airports**

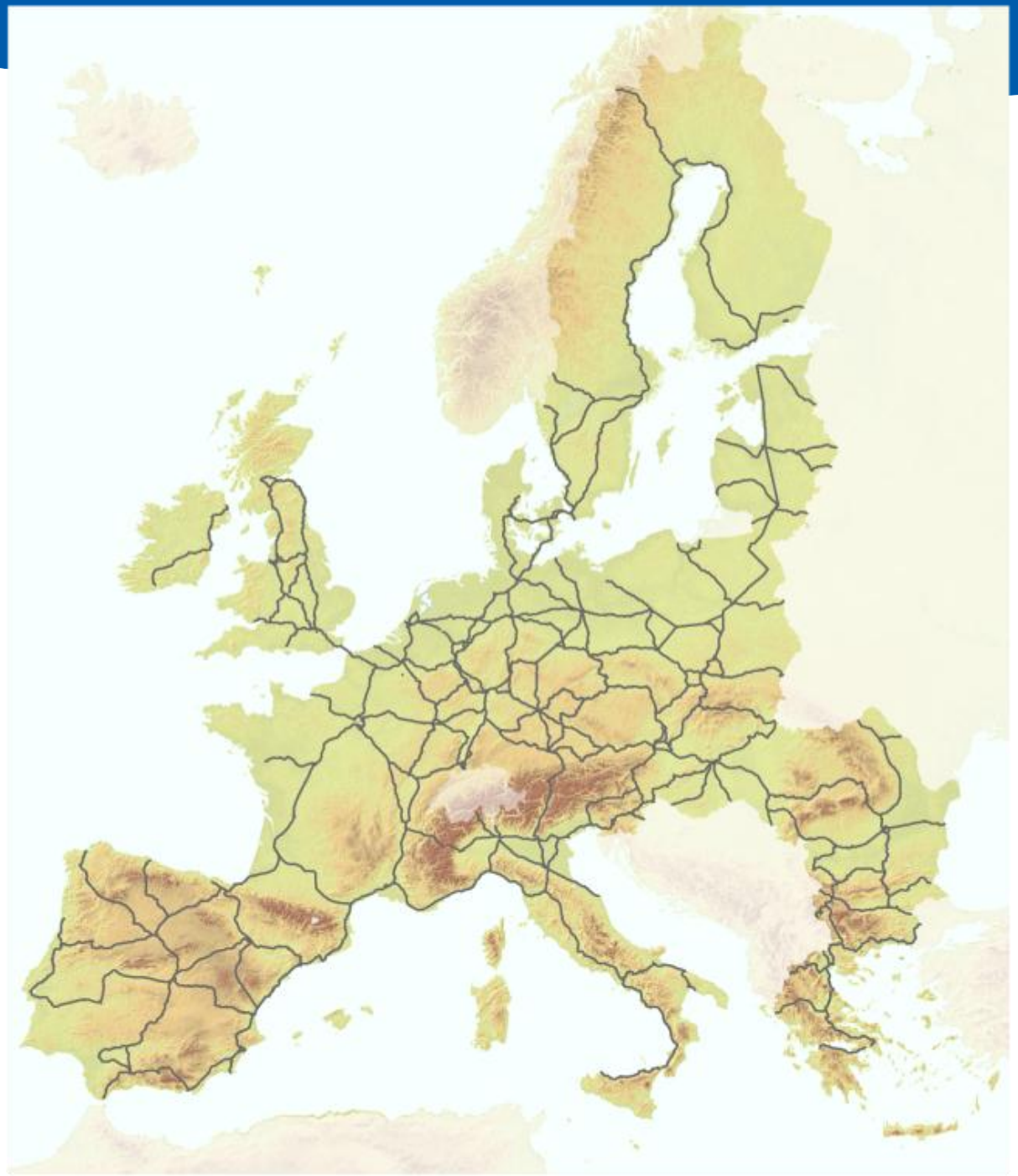
Motorways of the Sea are the Maritime Dimension of the new TEN-T !

(like an underlying 11th Corridor ? Blue corridors ??)

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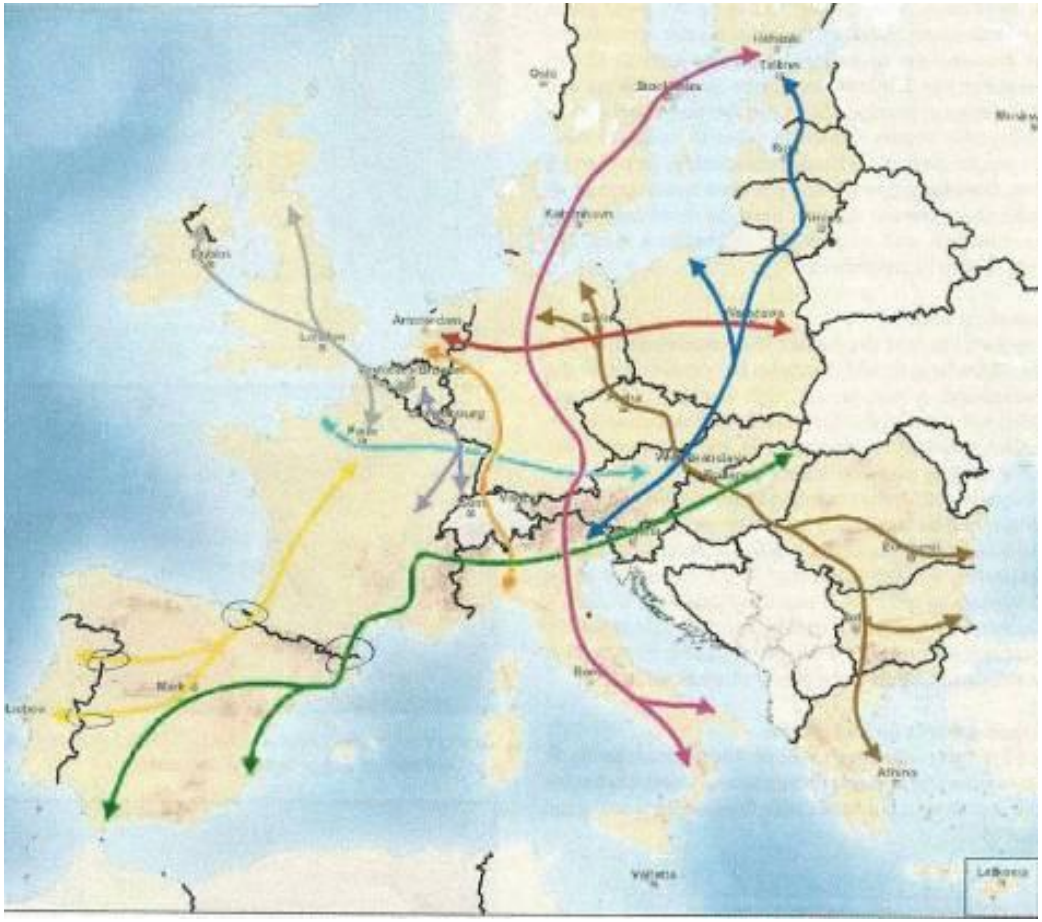
2030 –
a European core network



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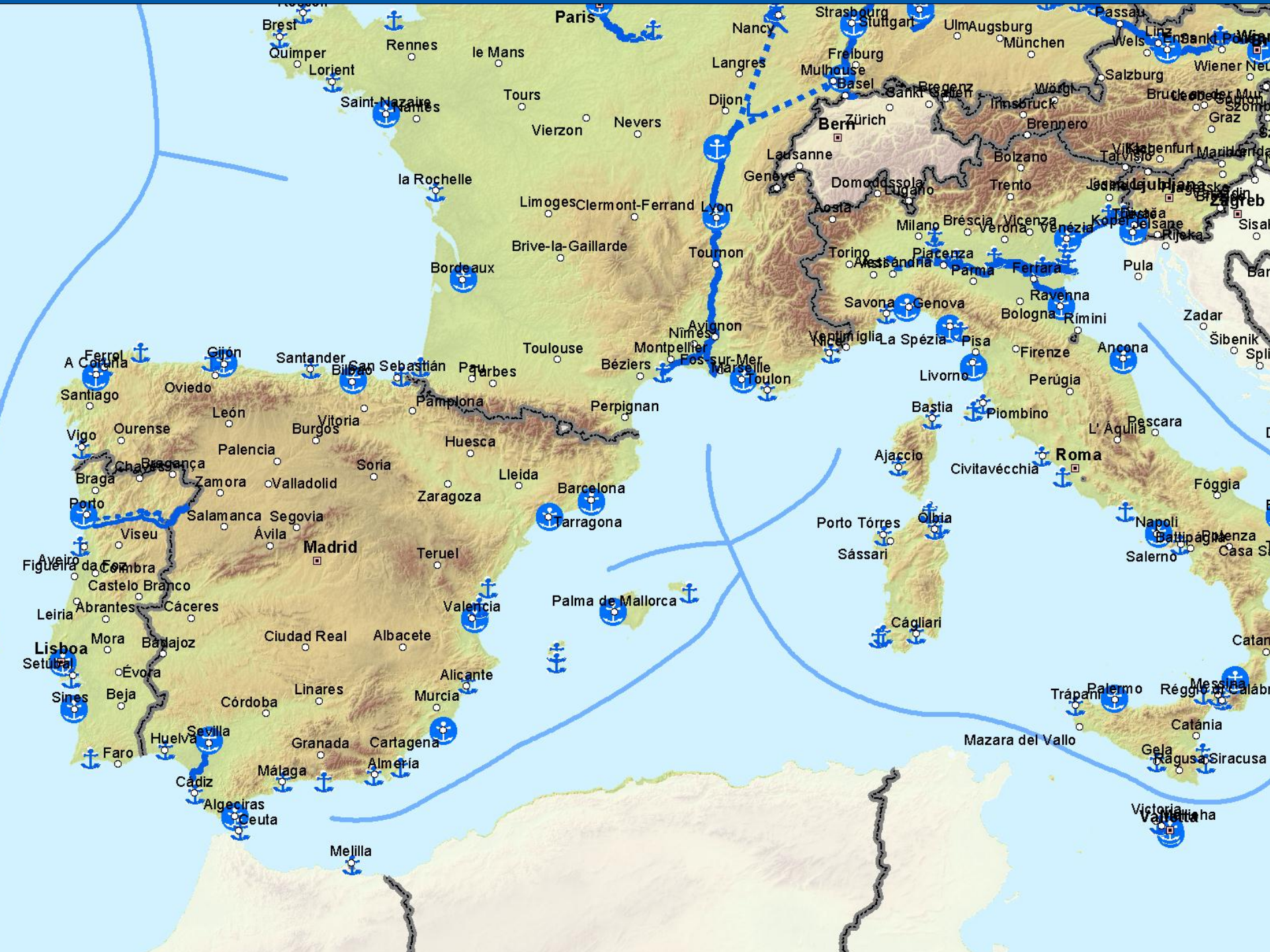
10 Core network Corridors

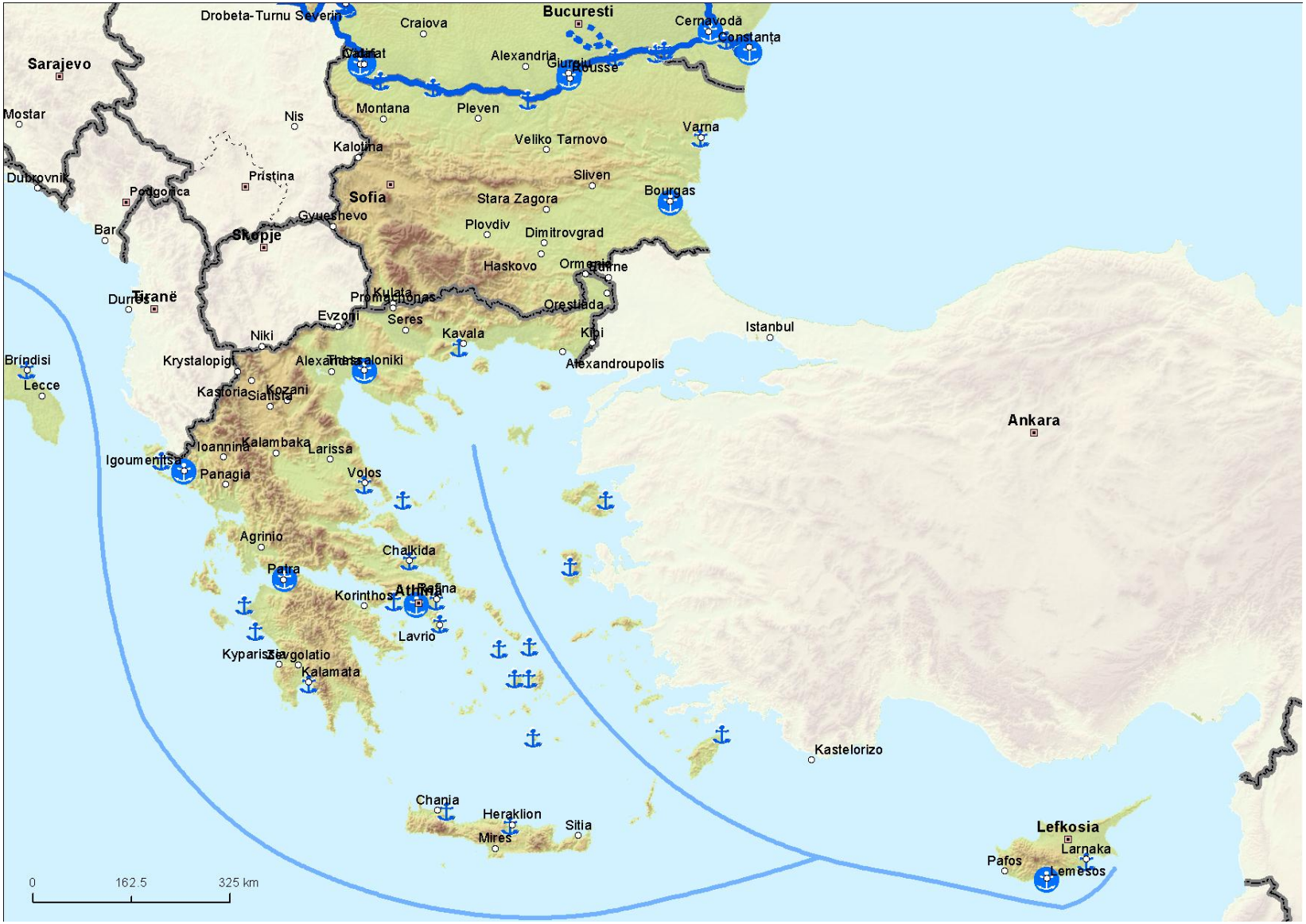


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TRANS-EUROPEAN TRANSPORT NETWORK
Comprehensive & Core Networks:
Inland waterways and ports
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Core		Compr.	Core	
	Inland Waterways / Completed	⚓	⚓	Ports
	Inland Waterways / To be upgraded			
	Inland Waterways / Planned			

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TRANS-EUROPEAN TRANSPORT NETWORK

Comprehensive Network: Railways, ports and rail-road terminals (RRT)
Core Network: Railways (freight), ports and rail-road terminals (RRT)

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9



Compr.	Core		Compr.	Core		Compr.	Core	
		Conventional rail / Completed			High speed rail / Completed			Ports
		Conventional rail / To be upgraded			To be upgraded to high speed rail			RRT
		Conventional rail / Planned			High speed rail / Planned			

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TRANS-EUROPEAN TRANSPORT NETWORK
Comprehensive Network: Railways and airports
Core Network: Railways (passengers) and airports
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Compr.	Core		Compr.	Core		Compr.	Core	
		Conventional rail / Completed			High speed rail / Completed			Airports
		Conventional rail / To be upgraded			To be upgraded to high speed rail			
		Conventional rail / Planned			High speed rail / Planned			

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Comprehensive & Core Network:

Roads, ports, rail-road terminals and airports

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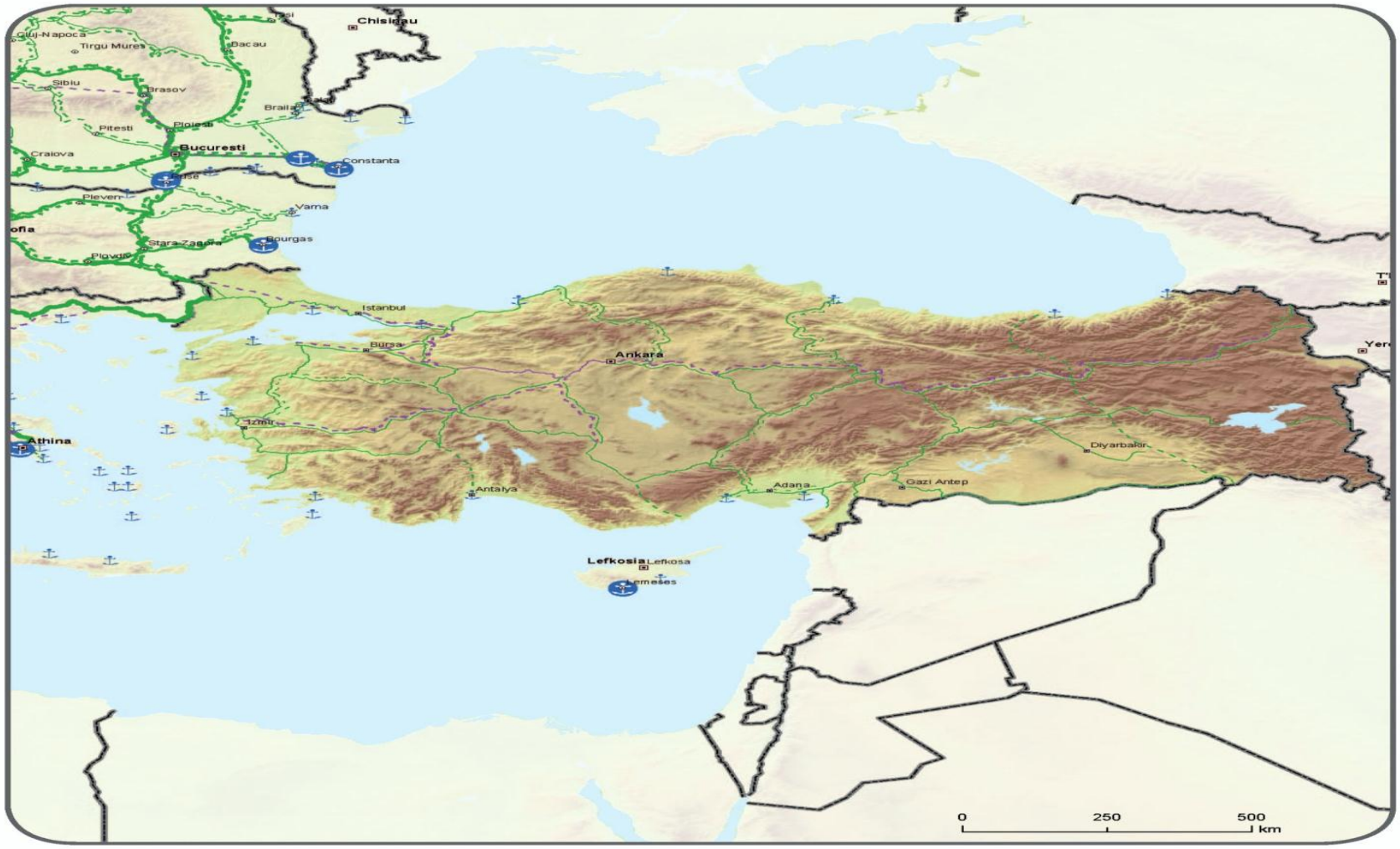
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Compr.	Core		Compr.	Core		Compr.	Core	
		Road / Completed			Ports			Airports
		Road / To be upgraded						
		Road / Planned			RRT			

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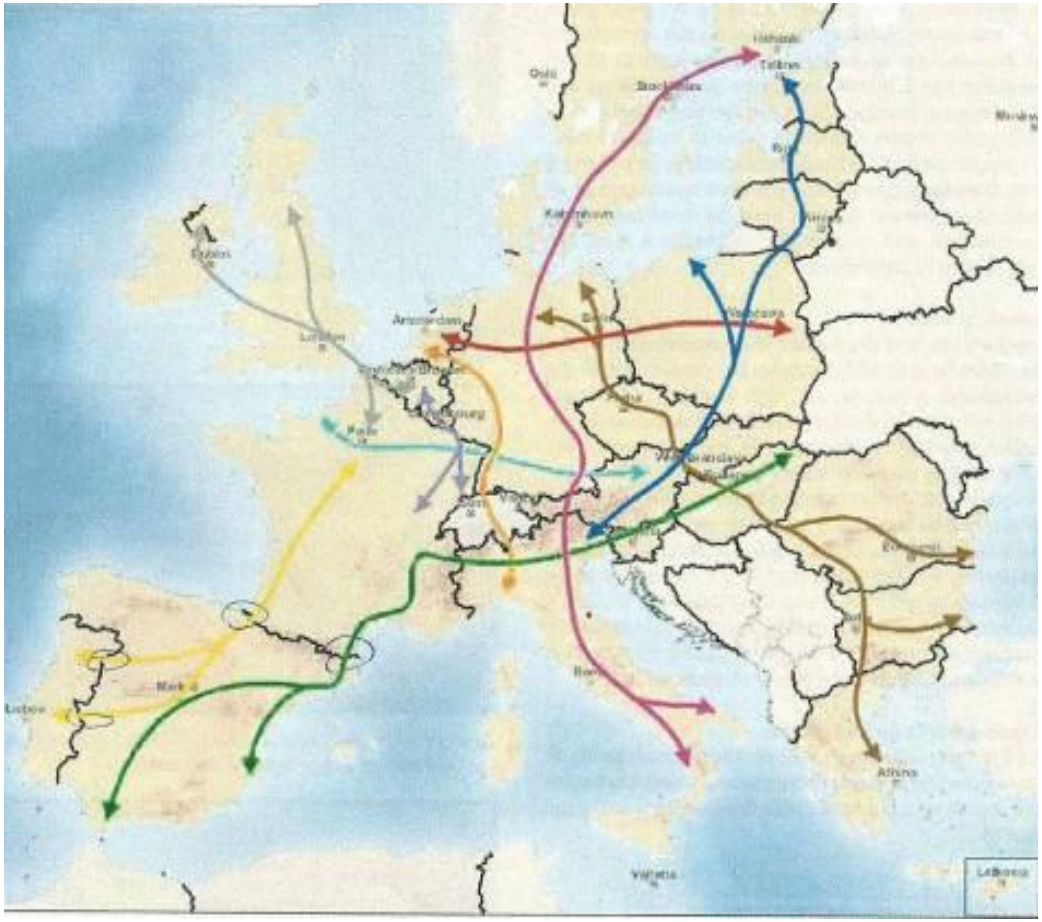
TRANS-EUROPEAN TRANSPORT NETWORK
Indicative Extension to Neighbouring Countries
Comprehensive Network: Railways, ports and rail-road terminals (RRT)
Türkiye



Compr.	Core		Compr.	Core		Compr.	Core	
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10 Core network Corridors



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MoS 2012 and beyond

- Maritime component of the priority corridors:
  - Connecting corridors
  - Connecting corridors and Core network ports
  - Connecting Core network ports
  - Connecting those above and the ports of the comprehensive network
- Development of Maritime Infrastructure, i.e.:
  - Safety and Protection of the Environment at Sea and Training
  - Port infrastructure (inc. conn. to hinterland)

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MoS 2012 and beyond (2)

- **LNG deployment:**
  - **Infrastructure**
  - **Standards**
  - **Pilot tests for shore based instalations**
  - **bunkering and ship equipment)**
  - **Master plan for investment and deployment, etc**
- **SINGLE WINDOW**
  - **Reporting Directive**
  - **Standards**
  - **Institutional requirements**
  - **Industrial requirements**
- **WHO will do WHAT , WHEN and for HOW MUCH**

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MoS ONGOING Projects – 2012
SECA

- **ECAS: LNG deployment : Pilot Project – DK Led (retrofitting vessels, standards)**
- **ECAS (2) : LNG Deployment : Port Deployment Masterplan – Baltic Sea Ports Organisation**
- **ECAS: Use of Scrubbers (Trelleborg/Rostock with TT Lines) – and facilities in ports**
- **Framework for investment and critical mass for change**
- ***COSTA – addressing use of LNG (ATL/MED/BS)***

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DEALING WITH LNG MEANS ….

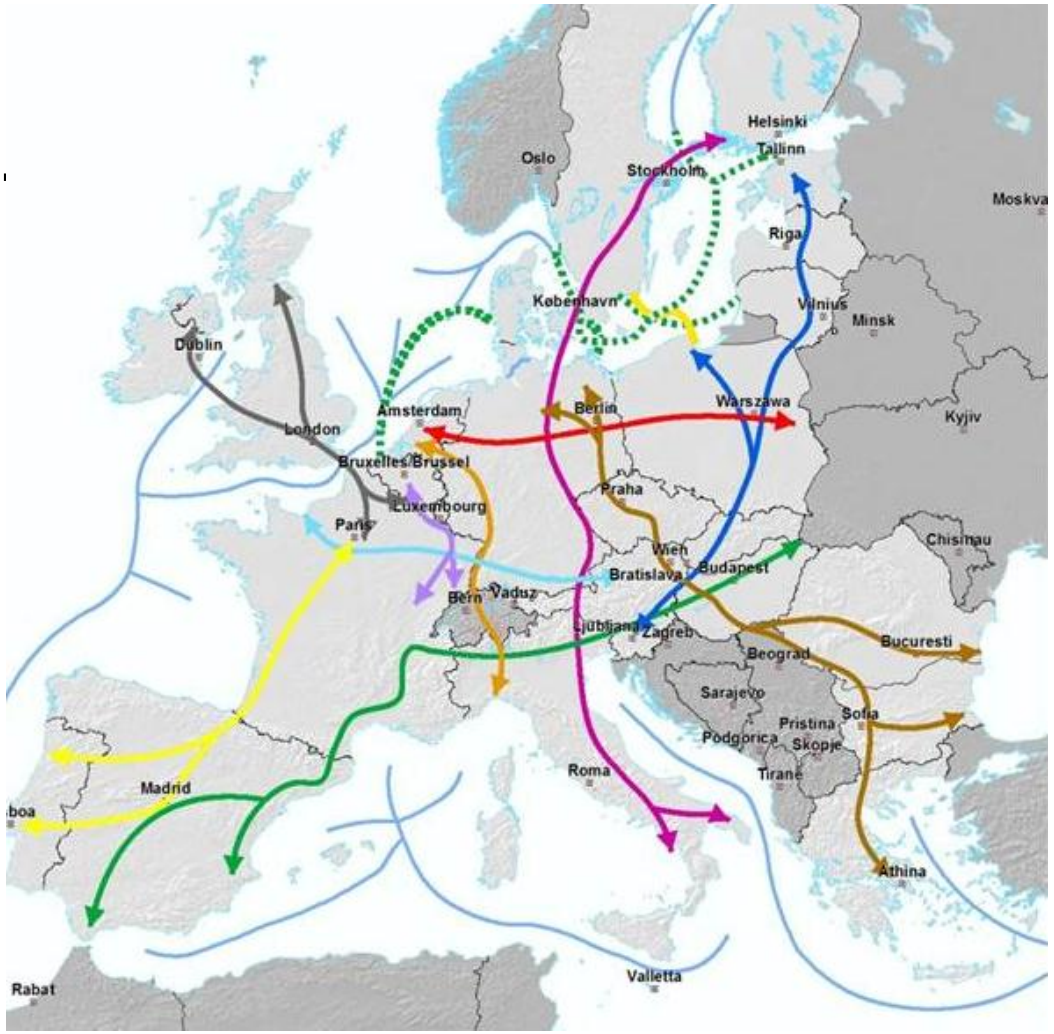
- *A common and integrated approach:*
  - *international standards & regulations (e.g. IMO)*
  - *pre-deployment best practices (e.g. TEN-T MoS)*
  - *shared plans (e.g. agreed masterplan)*
- *Harvest on on-going activities:*
  - *Baltic experience - maritime (2015)*
  - *EU non Baltic – maritime (2020)*
- *Robust co-operation between TEN-T projects:*
  - *COSTA (LNG Masterplan): technology issues and regulatory studies "adapted/transferred" to other LNG masterplan exercises*
  - *River-Sea connection: make sure that solutions are compatible*

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No Corridors without Sustainability

- LNG, e-Cars…



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TEN-T - Calls 2013
WHEN & how MUCH !!

- *Exploiting synergies:*
  - *Other funding Mechanisms: EIB, MEDA, Accession, Marco Polo*
  - *HELPDESK (TEN-TEA +), Commission Services – to help potential applicants (many preconceived ideas…)*
  - *Global Funding AP + MAP – app 1.3 b€*
  - *Annual: 200 M€ (ports) /(closing 28 Feb 2013)*
  - *MAP: MoS min 85 M€ (indicative)*
  - *MAP Call opening* ***28 OCT*** *12012 and CLOSING* ***25 MARCH*** *2013*

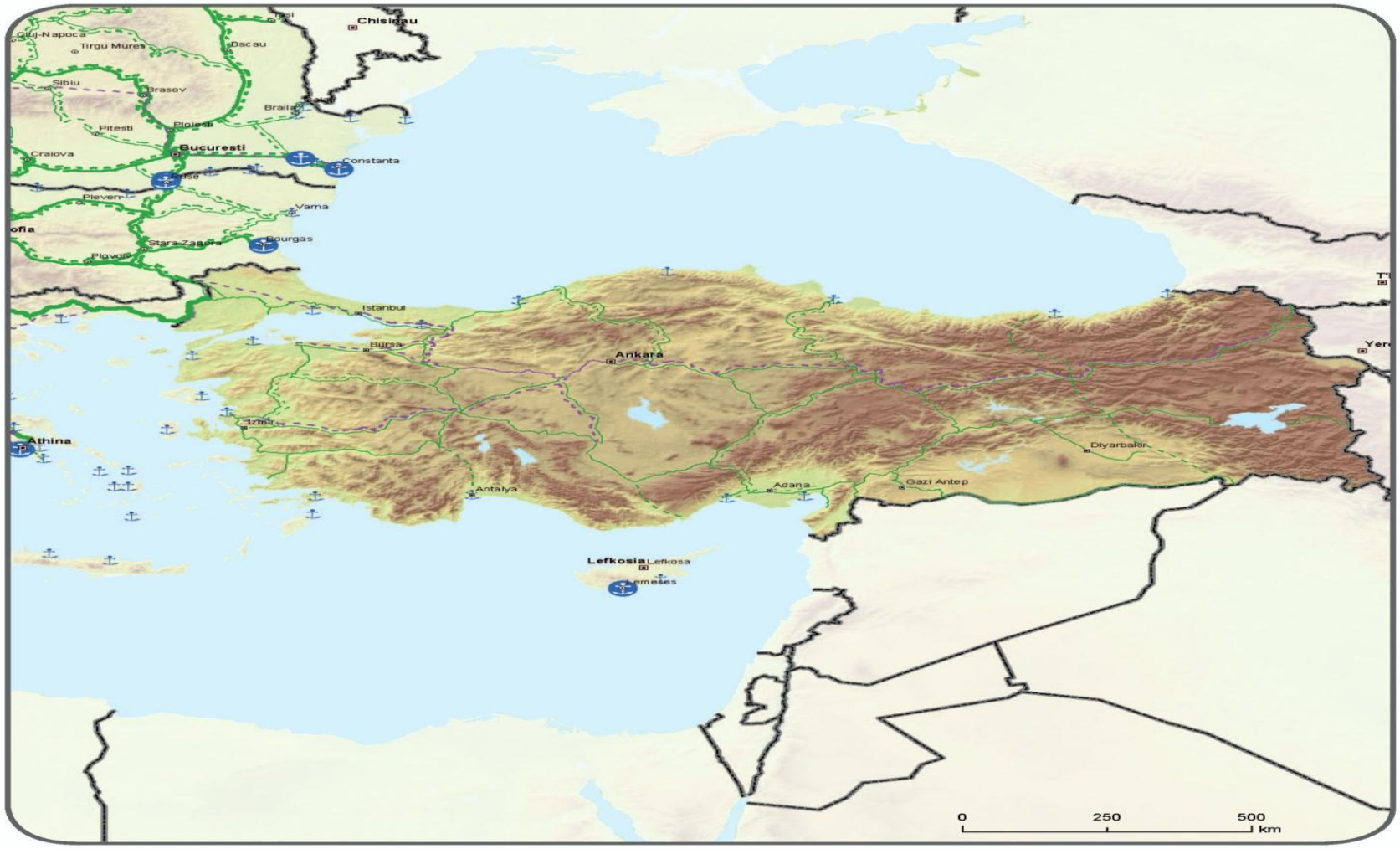
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Indicative Extension to Neighbouring Countries
Comprehensive Network: Inland waterways and ports
Türkiye



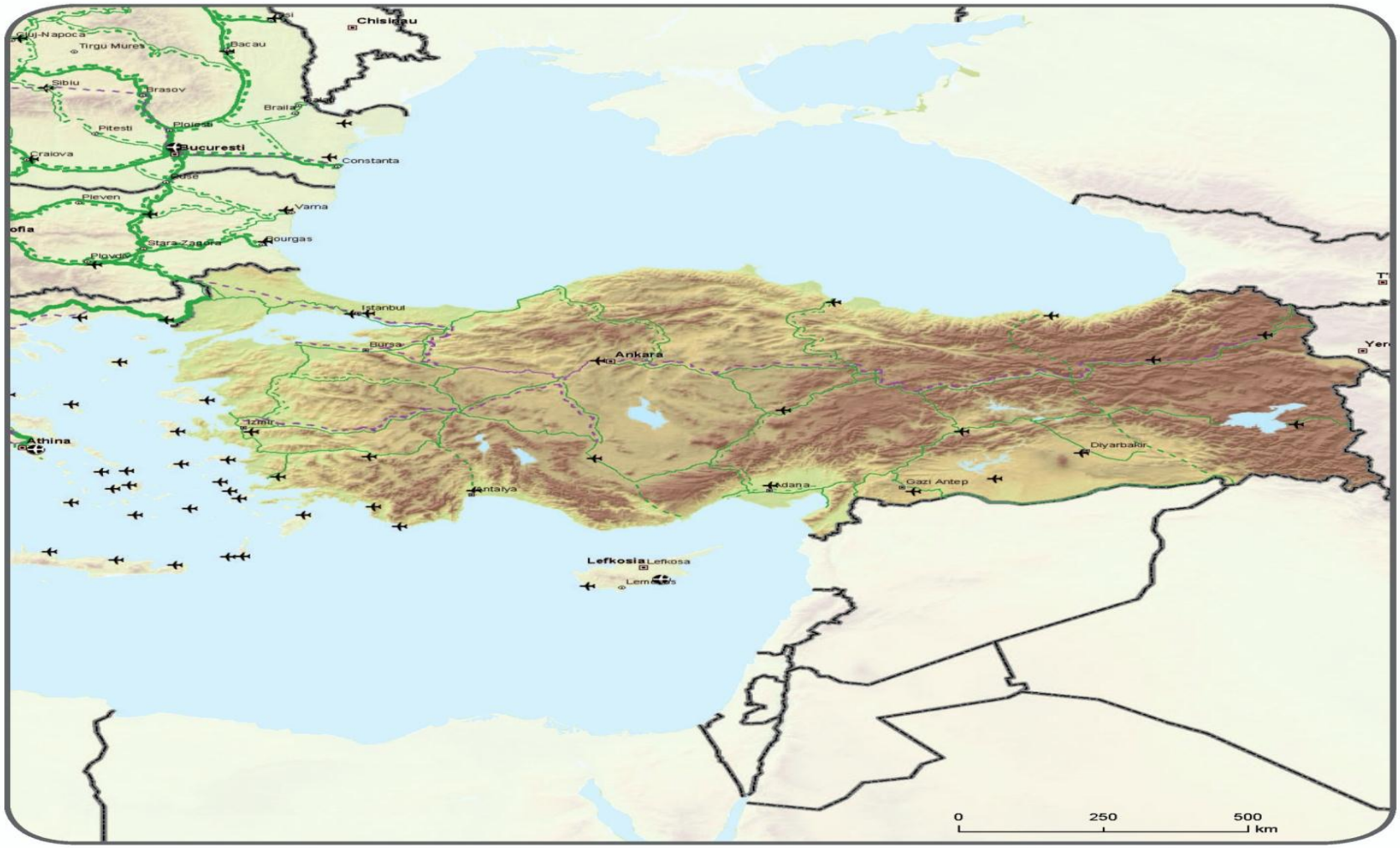
TRANS-EUROPEAN TRANSPORT NETWORK
Indicative Extension to Neighbouring Countries
Comprehensive Network: Railways, ports and rail-road terminals (RRT)
Türkiye



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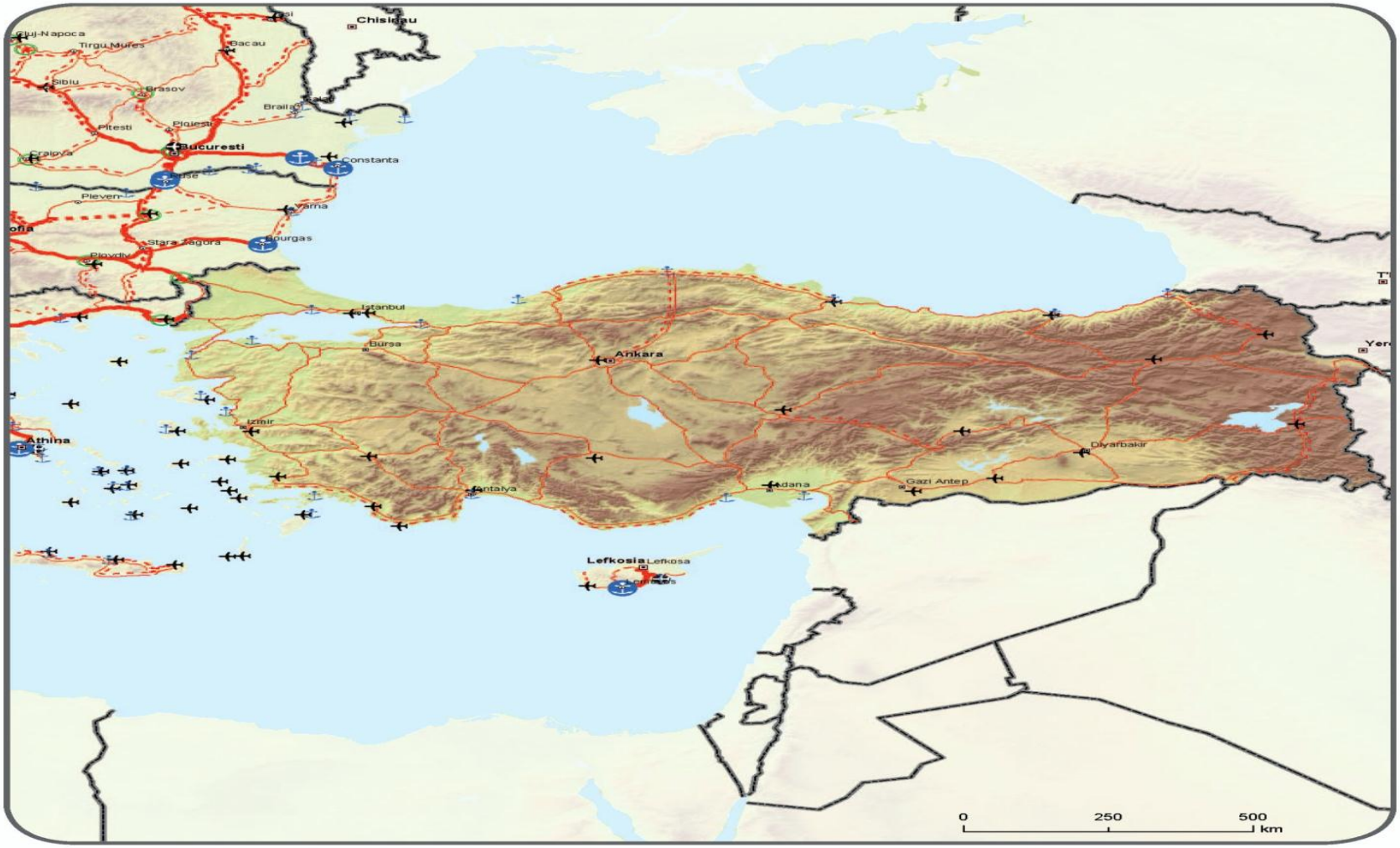
TRANS-EUROPEAN TRANSPORT NETWORK
Indicative Extension to Neighbouring Countries
Comprehensive Network: Railways and airports
Türkiye



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TRANS-EUROPEAN TRANSPORT NETWORK
Indicative Extension to Neighbouring Countries
Comprehensive Network: Roads, ports, rail-road terminals and airports
Türkiye



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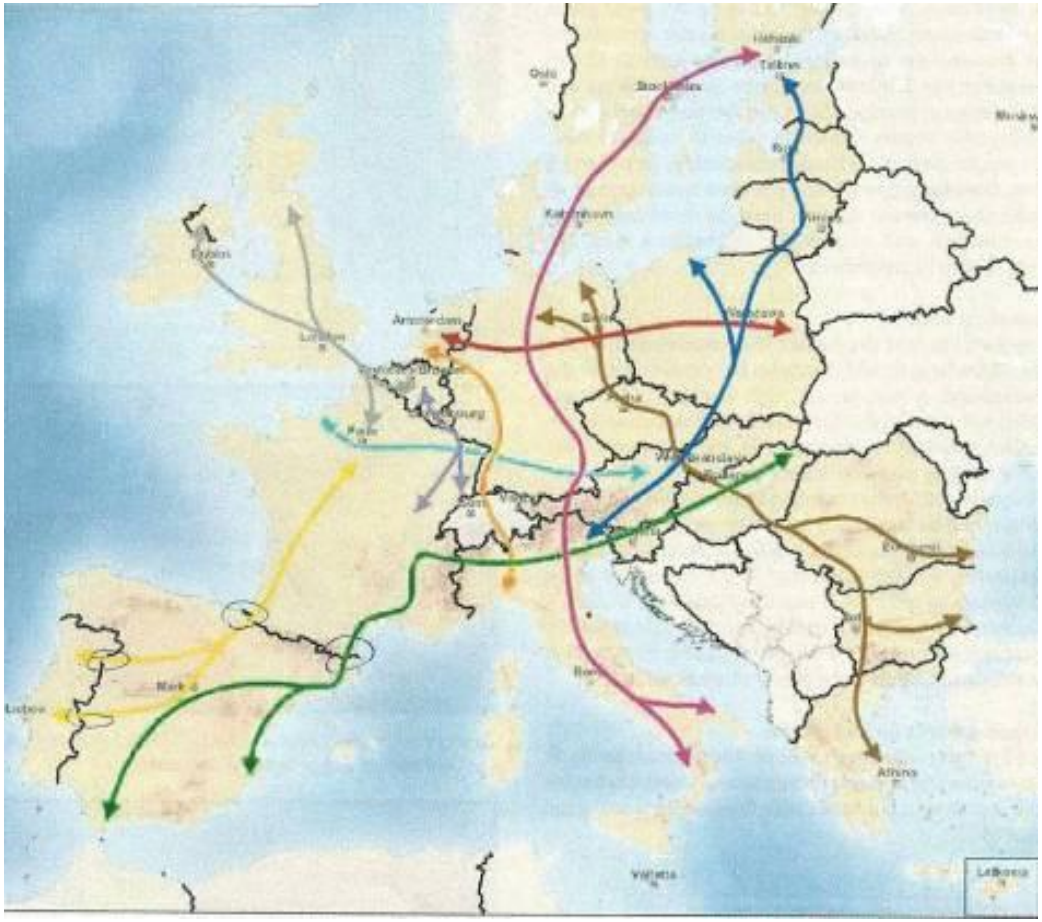
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10 Core network Corridors



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Thank you for your attention!

