



The trans-European transport network policy & the work of European Coordinators


Exchange of views



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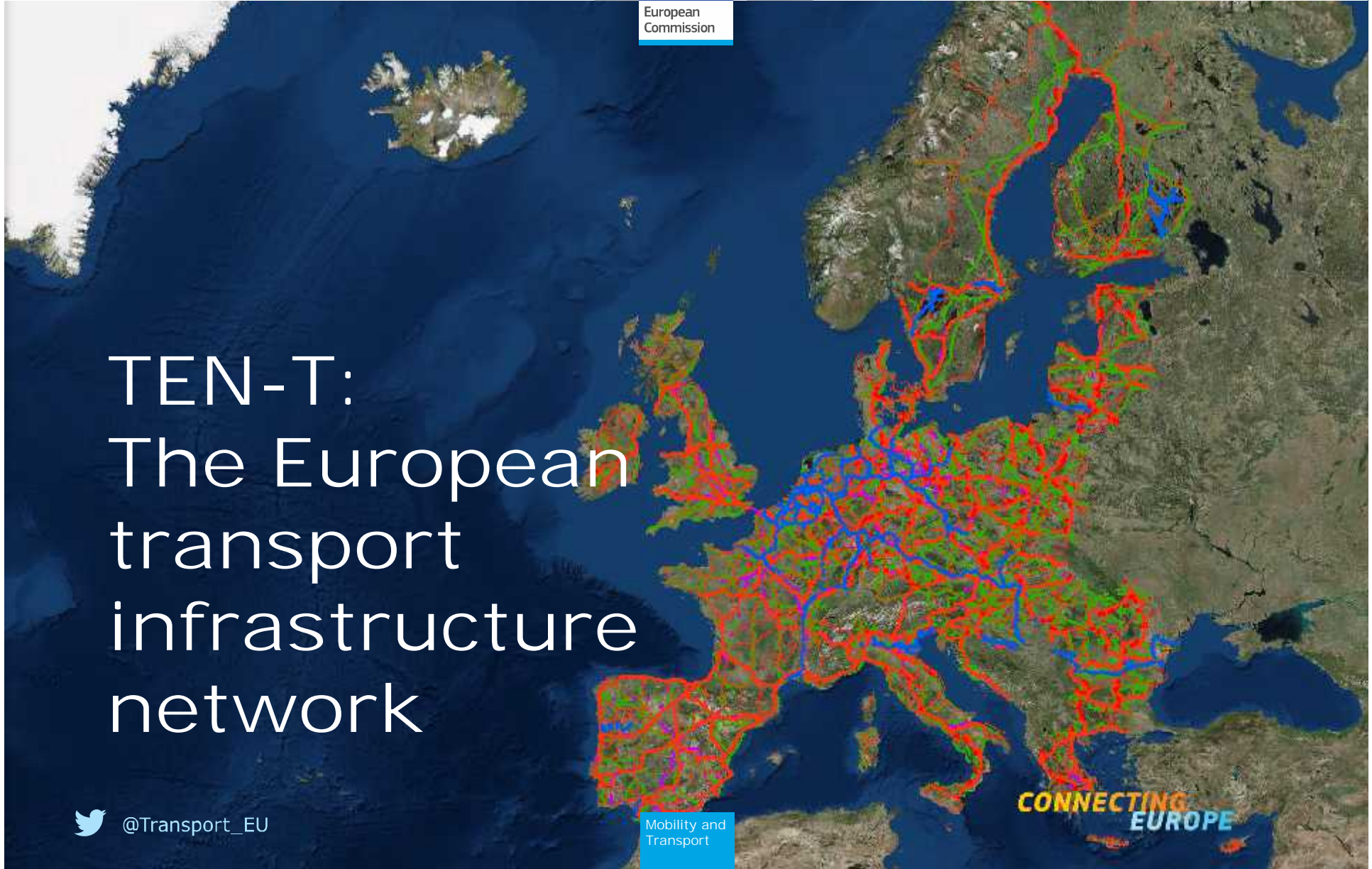


TEN-T: The European transport infrastructure network

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Mobility and
Transport

CONNECTING
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Overview

The Trans-European Transport Network (TEN-T):

- Current TEN-T comprises around 125 000 km of railways (ca. 95% already exist), 115 000 km of roads (ca. 95% already exist) and around 16 000 km of inland waterways (some sections require updating).
- Core network to be completed by 2030 - comprehensive network to be completed by 2050
- Estimates suggest that completing the TEN-T core network would generate up to 1.6% additional GDP in 2030, and create up to 7.5 million jobs.

Key challenges:

- Delays in key cross-border infrastructure projects (e.g. related to complex permitting)
- Interoperability to overcome technical barriers



TEN-T: Key enabler of an inclusive, innovative and decarbonised transport system

- Ensuring balanced accessibility for all regions of the European Union
- Displaying coherent infrastructure requirements and harmonised standards for all modes to enable barrier-free connectivity
- Integrating smart and innovative infrastructure components (ITS, digitalisation) to strengthen efficiency and keep pace with transport innovation
- Incorporating alternative fuel infrastructure in line with relevant EU legislation
- Paying due attention to transport nodes as enablers of seamless multi-modal solutions for passengers and freight
- Taking account of the particular importance of urban nodes as origin and destination of TEN-T transport flows



Core network: Most strategic part of the TEN-T

Challenges of the 2030 completion target

- Estimated financial needs until 2030: 550 – 600 billion Euro
- All Member States must give highest priority to TEN-T investments
- Continuous commitment to TEN-T projects is vital for achieving a fully completed network and enabling efficient transport operations
- Combining larger “traditional” projects with the wide range of smaller projects is the basis for sustainability and service quality
- Mobilising financing from Member States, other public and private sources

European Coordinators

- Facilitating cooperation between all stakeholders along TEN-T Corridors
- Stimulating action through various initiatives
- Presenting work plans on the basis of thorough technical analysis and stakeholder dialogue

The 9 core
network
corridors
defined in the
Connecting
Europe Facility
(CEF)





Review of the TEN-T Regulation

- Launch of the review on 27 March 2019 at the Informal Transport Council in Bucharest
- Will include :
 - An evaluation study to be completed in spring 2020;
 - A public consultation which ended in July 2019;
 - Targeted consultations from September 2019 to May 2020.



- Results of the survey to be presented at the TEN-T days in May 2020.
- Could lead to a proposal for a revision in the first Semester 2021. Would be one of the main transport legislation proposal in the new mandate.

Main issues to be addressed in the review:

- Planning of the network (including urban nodes and links with third countries);
- Features of the network (standards, interoperability, new mobility concepts, military mobility);
- Network use (infrastructure development and transport operations, maintenance);
- Network implementation (corridors, coordinators, reporting, implementing acts).



Connecting Europe Facility (CEF): Transport



- The following priorities have been agreed for CEF 2021-2027 in the Common Understanding:
 - Completion of the TEN-T network (60% of general envelope and 85% of cohesion envelope).
 - Modernisation of the existing infrastructure (40% of general envelope and 15% of the cohesion envelope).
 - Development of civilian-military dual-use transport infrastructure in line with the Action Plan on Military Mobility (dedicated military mobility envelope).
- In line with long-term decarbonisation commitments, a target of 60% of CEF expenditure contributing to climate objectives has been set
- Facilitation of synergies amongst the three CEF sectors: transport, energy and digital further supporting digitalisation and decarbonisation



Open proposal: TEN-T streamlining

- EP: 1st reading in 02/2019
- Objectives of the Commission proposal:
 - To establish one-stop-shops for project promoters along the TEN-T to speed up the application processes
 - To establish integrated procedures leading to one comprehensive decision (instead of several decisions)
 - Setting deadlines with a maximum timeframe
- Issues:
 - (i) the role of the designated authority; (ii) binding timeframes; (iii) the scope of application; (iv) the type of legal act