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The new trans-European transport network policy

Jean-Eric PAQUET
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TEN-T policy today

7 of the 30 Priority Projects have been completed and many sections of the other PPs are in use.

Some of these are highly successful: PBKAL, Öresund, West Coast Main Line, Paris-Stuttgart, Milano-Napoli, Sevilla-Madrid-Barcelona, ...

Offering alternatives for citizens and business

A completed and functional network could offer high added value for the EU and be the backbone of the EU internal market

What are the main problems?

TEN-T today remains a patchwork of national networks: it are the cross-border sections that are missing first of all and still today;

The links between the different modes of transport are very weak: ports, airports, logistic platforms need to be integrated to the various modes;

The national systems hamper a true functional network: operational rules and technical systems (interoperability) block the internal transport market.

What are the solutions?

*From a patchwork to a **network**: realise the missing links (cross-border, bottlenecks)*

*Make the network **intermodal**: link in the nodes that allow exchange between transport modes*

*Make the network **interoperable**: ERTMS, RIS, ITS, SESAR, VTMIS and operational rules*

***Use** the existing infrastructure **better**: most networks are nearly completed, but not for rail and inland waterways*

*Make a **stringent framework** for realising the network*

Impact assessment

Large consultation process carried out between 2009 and 2011

Consequences of a scenario of unchanged policies

- **Free movement of goods to remain constrained by the low level of infrastructural interconnectivity between the European markets**

Limiting the choice for consumers and the size of market for enterprises, especially for small businesses.

- **Specific concerns for the peripheral areas of Europe.**

Increased divergence in accessibility at regional level. Economic activity likely to continue to show concentration in central EU regions, adverse impact on economic growth and job creation in peripheral regions

Policy Options: Defining the options

*25 possible options combining several planning and implementation approaches were assessed in a preliminary assessment, of which 2 were selected for comparison with Reference scenario (**Option 0**):*

- **Option 1, combining**

- an approach to planning that largely continues with the current policy, though with certain amendments in the light of the experience accumulated (“Essen 2”)

- with a reinforced coordination approach to implementation

- **Option 2, combining**

- a stronger approach to planning coordination, by means of identification of an optimised configuration of the strategic “Core Network” of the TEN-T with the same reinforced coordination approach to implementation.



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Comparison of options

- The IA showed the **general economic and social positive effect** on EU of Option 1, but with the risk of being unbalanced, depending on the list of selected new PPs
- Option 2 to have an increased positive impact** compared to 1, stronger positive impact on interconnectivity and accessibility due to the methodology used in defining the network
- On Environmental impacts**, both options would improve the efficiency of the transport system and promote more sustainable transports, but rebound effect for both options
- Impact on land-use and biodiversity to be negative for both options. In option 1 the selection of new Priority Projects to lead to the building of new infrastructure, But in Option 2, efforts to optimally interconnect existing infrastructure.

	Option 1	Option 2
Economic Impacts		
Impact on transport sector		
- Modality and efficiency of the Transport system	+	++
- Congestion & travel times	+	++
- Administrative burden	+	++
General economic impacts		
- Trade with Neighbouring and 3rd countries	+	++
- Economic growth	+	++
- Innovation	+	++
- EU competitiveness	+	++
Social impacts		
Employment and Jobs		
- Jobs related to infrastructure investments	++	++
- Effects on employment in the transport sector	+	++
Public Health and Safety		
- Road Safety	+	++
Accessibility & territorial cohesion	+	++
Environmental impacts		
Emissions		
- Climate change	=	+
- Air pollution	++	++
- Noise	=	+
Energy use	+	+
Land-use	-	-

A new Regulation for TEN-T

*A Regulation and not a Decision any longer:
changed context and clear addressees*

*Two layer approach: core network and
comprehensive network*

- Comprehensive network will cover the entire EU territory, accessibility for all citizens and businesses
- Core network: a selection of the most important parts of the network to be realised as a priority until 2030

*Infrastructure standards to ensure interoperability
and high quality*

Implementation tools

Core Network Corridors

- Starting from the main entry points into the EU: ports, airports and border crossing points
- Integrating major missing links
- Covering at least three Member States; at least one corridor per Member State
- Taking into account existing Rail freight corridors and Priority Projects

Coordinators

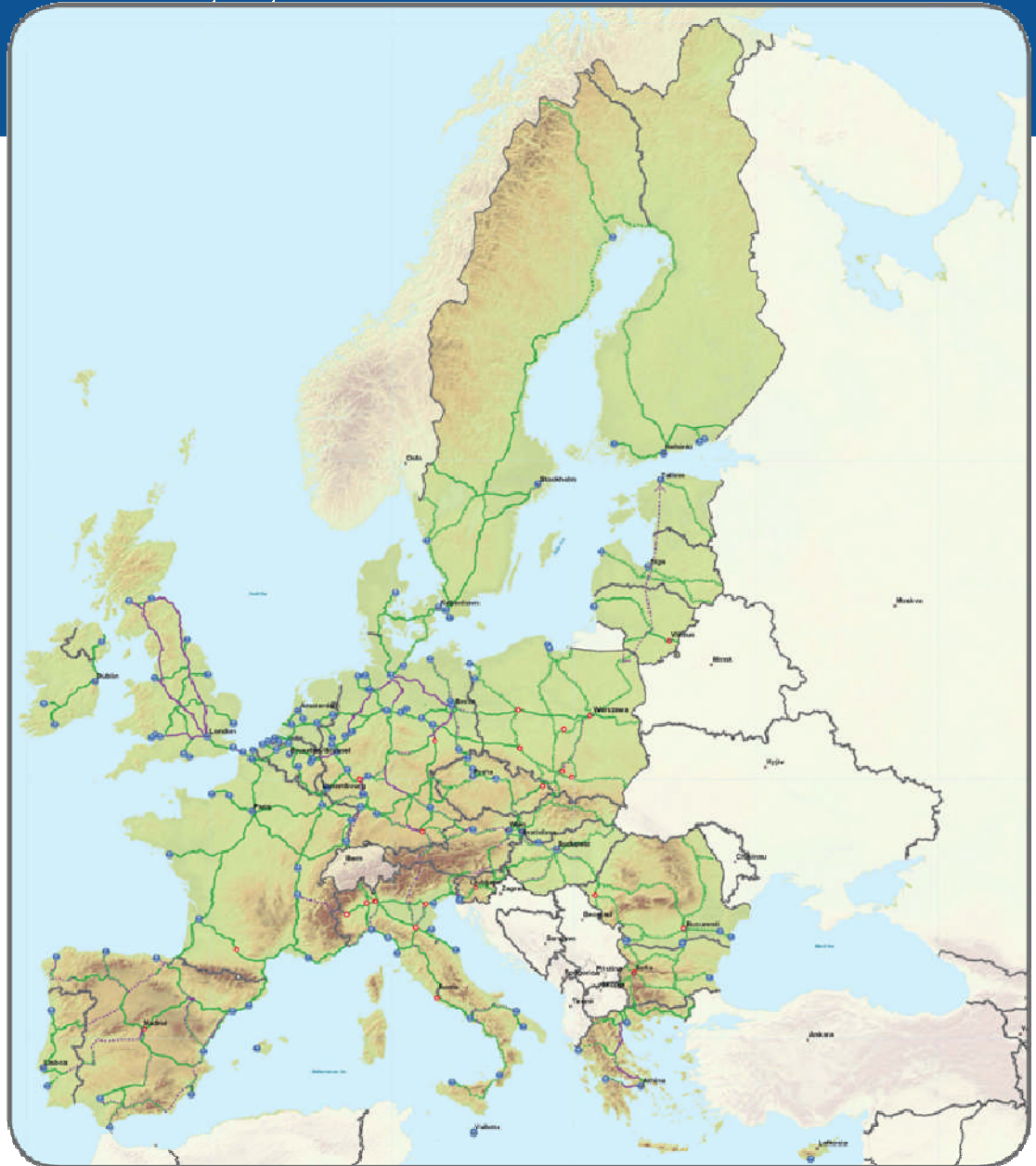
- Key players in the context of the trans-European networks
- Enhance cooperation between national, regional and local authorities and other stakeholders on projects that have particular (often political) problems during planning and construction phase

Connecting Europe Facility

- 31.7 bn Euro
- List of pre-identified projects for period 2014-2020

Core network:

- Rail: freight
- Rail-road terminals
- Ports



TEN-T CORE NETWORK INCLUDING CORE NETWORK CORRIDORS

