



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

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Directorate General
for Mobility
and Transport



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For Mobility and Transport

Contents

- **Policy Review**
- **TEN-T Guidelines**
- **Core Network: Blueprint for 2030**

White Paper 2011: Horizon Transport 2050

- White Paper 2001 → modal shift
- Revision 2006 → co-modality
- White Paper 2011 → modal integration

In line with the “Europe 2020” Strategy

Main Objectives of the White Paper

General objectives:

- **Develop sustainable fuels and engines**
- **Optimise logistics chain**
- **Increase efficiency of transport**

Main Objectives of the White Paper

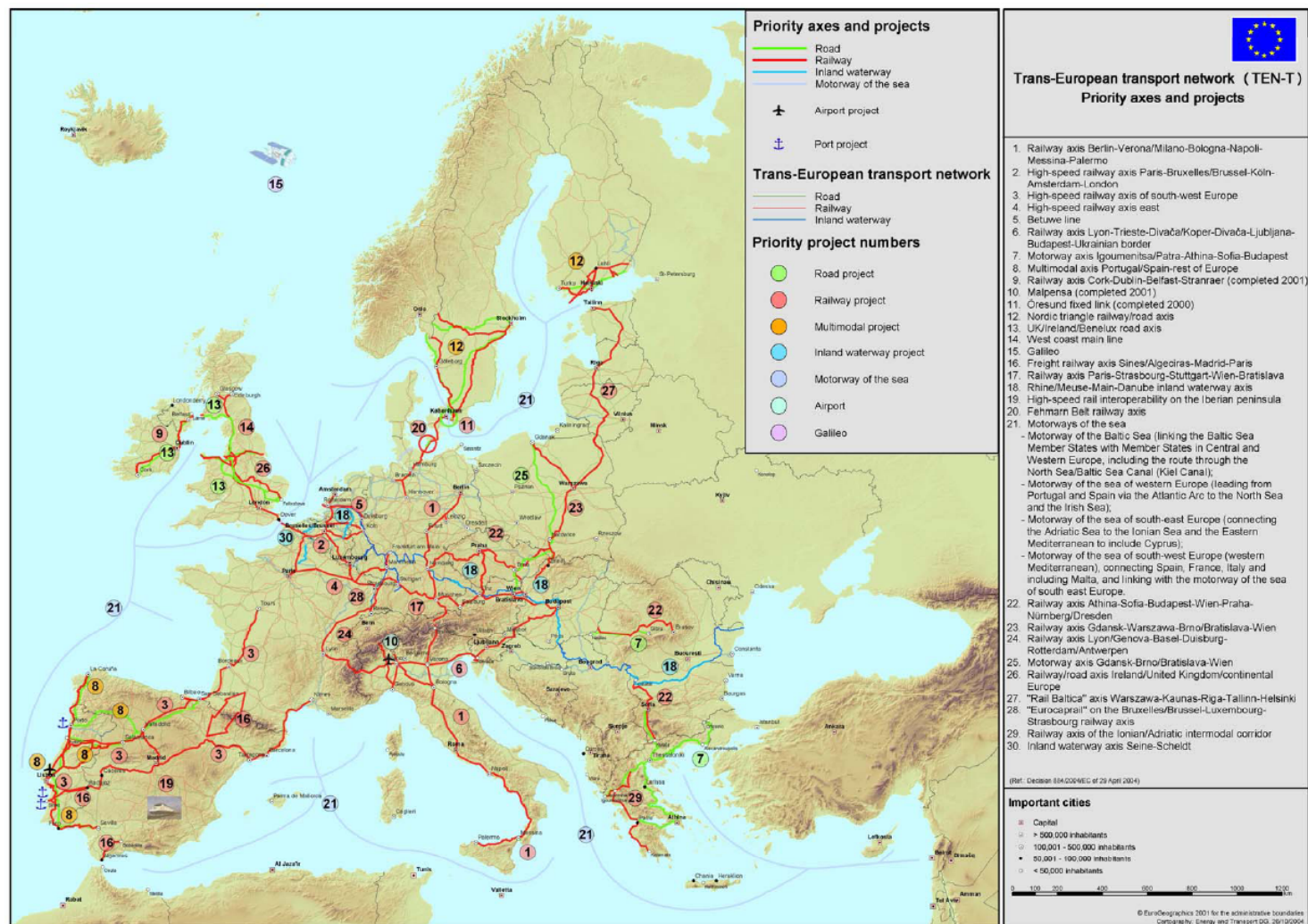
Specific objectives:

- **reduce transport emissions by 60 %**
- **eliminate conventional fueled vehicles from cities (2030: 50 %)**
- **use 40 % low carbon aviation fuel**
- **reduce maritime transport emissions by 40 %**
- **achieve a modal share of 50 % (2030: 30 %) of rail and iww in medium and long distance transport (> 300 Km)**
- **triple the high speed railways network by 2030**

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30 Priority Projects 2004



What are the main issues at stake?

- **TEN-T today remains a patchwork of national networks: cross-border sections are missing foremost;**
- **Road network is very advanced, rail and inland waterways are not;**
- **Links across modes of transport are weak: ports, airports, logistic platforms need to be well connected to the various modes;**
- **National operational rules and technical systems (interoperability) block the internal transport market.**

What are the solutions?

- From a patchwork to a network: fill missing links (cross-border, bottlenecks)
- Make the network multimodal: link in the nodes that allow exchange between transport modes
- Make the network interoperable and efficient: ERTMS, RIS, ITS, SESAR, VTMS and operational rules
- Make a more binding framework for realising the network

New TEN-T Guidelines

- **"Projects of common interest": arising from a strong and all-encompassing network policy and addressing both the enhancement and management of existing infrastructure and the filling in of missing links**
- **Two network layers with complementary functions and specific strategic objectives**
- **Clear prioritisation with a view to project implementation**
- **"Corridors" as a proven and further developed instrument for project implementation**
- **Strong link between network policy and relevant financial instruments, notably the MFF**

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**

TODAY.....

- **Bottlenecks, missing links and inefficient capacity management as an obstacle to smooth traffic flows**
- **Remaining imbalances in infrastructure endowment and, consequently, in access to markets and prosperity**
- **Inadequate infrastructure connections with neighbouring and other third countries**
- **Lack of innovation, especially with a view to low carbon technologies**

The patchwork today



We need to do better

- **The existing patchwork of priority projects will be replaced by a single European core network**
- **Core network corridors will effectively boost core network implementation**
- **The comprehensive network as “ground layer” to ensure accessibility and common standards**

The Comprehensive Network

**Revision of the existing Comprehensive Network
(road, rail, inland waterways, ports, airports, ...):**

- **upgrading of maps, according to implementation progress**
- **addition of “missing links” to close gaps**
- **ports and airports: new selection criteria defined**
- **new “multimodal layer”: logistic platforms included**
- **basis for Core Network**

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The Core Network

- multimodal and coherent, including ports and airports
- linked to infrastructures beyond EU member states
- reflects the main long-distance / international traffic flows (passengers / freight; existing / potential)
- corresponds to long-term needs (~ 2030)
- allows investment needs and projects to be derived top-down

Obligations:

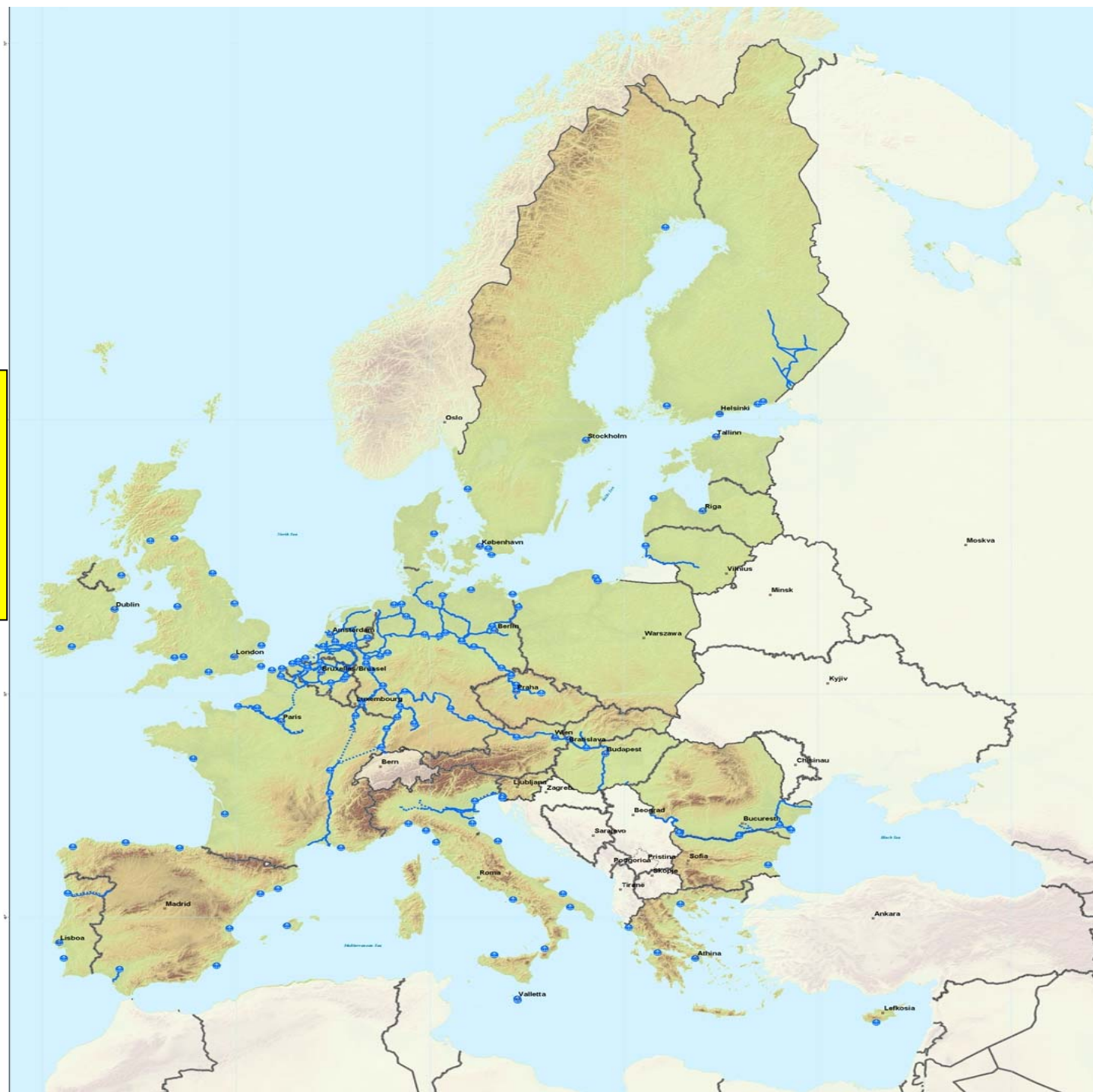
- implementation by 2030
- integration of major airports into rail system by 2050

**2030 –
European
rail
Core Network**



2030 – European IWW Core Network

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Helping business and people move freely and smoothly....

- **The core network will link up 85 important economic centres and their airports, 138 sea and inland ports and 28 cross-border points with third countries**
- **Rail, road and inland waterway connections between these nodes will carry traffic flows of highest strategic importance**
- **High infrastructure standards, including ITS and innovative equipment, make the core network the pioneer for Europe's transport infrastructure development**

Streamlining core network implementation

- « Corridors » as an instrument for coordinated core network implementation
- Identification of 10 corridors in the « Connecting Europe Facility »
- Innovative governance structures with « European Coordinators » in a pivotal role
- Emphasis on efficient infrastructure use and coherent, demand-driven project implementation

10 Multimodal *Core network* Corridors



Finding the money

- 500 billion Euros for the completion of the core network until 2030
- 250 billion Euros of this needed until 2020
- Member States and other public and private entities as project promoters and main investors
- Europe to contribute 31,7 billion Euros grant money: Connecting Europe Facility (CEF)

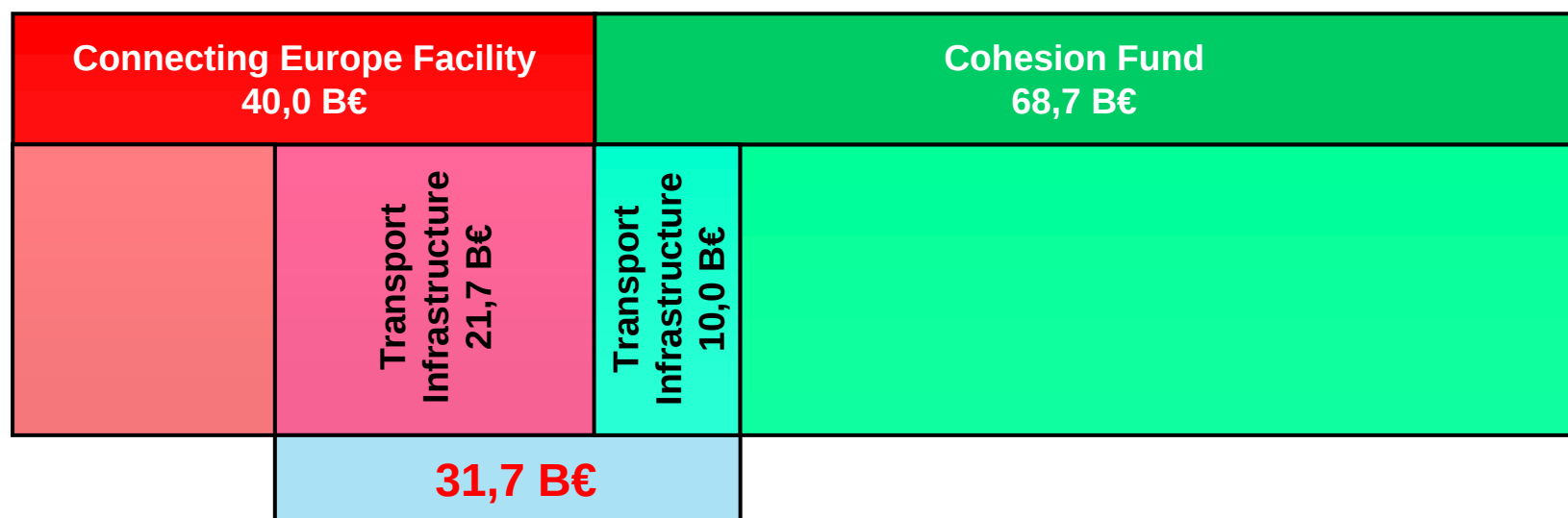
Investment Needs and Funding Tools

TEN-T Investment Needs:

Total (Comprehensive + Core Network) 1.500 B€

Core Network Corridors (2030): 500 B€

Budget 2014 – 2020 for EU Transport Infrastructure according to Commission Proposal of 29 June 2011 (MFF):



Funding/Financing of the rest:

national funds, private money (PPP), IFI's (loans), operation revenues

CEF: EU funding rates

- **Up to 50% EU co-financing for studies**
- **Up to 20% for works**
- **Up to 30% for bottlenecks**
- **Up to 40% for cross border projects (rail & IWW)**
- **Up to 50% for ITS projects**
- **Up to 85% in Cohesion countries**

CEF: EU funding rates

Works		All MS	Cohesion countries
Rail	Cross border	40%	80-85%
	Bottleneck	30%	80-85%
	Other projects of common interest	20%	80-85%
Inland waterways	Cross border	40%	80-85%
	Bottleneck	30%	80-85%
	Other projects of common interest	20%	80-85%
Inland transport connections to ports and airports (rail and road)		20%	80-85%
Development of ports		20%	80-85%
Development of multi-modal platforms		20%	80-85%
Reduce rail freight noise by retrofitting of existing rolling stock		20%	20%
Freight transport services		20%	20%
Secure <u>parkings</u> on road core network		20%	20%
Motorways of the sea		20%	20%
Traffic management systems	ERTMS (rail)	50%	80-85%
	Other modes	20%	80-85%
Cross border road sections			80-85%

A photograph of two barges on a canal. The barge in the foreground is dark blue with 'ANEX' written on its side. The barge in the background is also dark blue. The canal is bordered by green grass and trees. The sky is overcast.

Thank you for your kind attention

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