



The Connecting Europe Facility & the revised TEN-T Guidelines

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The Connecting Europe Facility & the TEN-T Guidelines: a new network policy

- A look at the past and present TEN-T Guidelines and financing
- The new TEN-T Guidelines
- The Connecting Europe Facility



- 1 Railway axis Berlin-Verona/Milano-Bologna-Napoli-Messina-Palermo
- 2 High-speed railway axis Paris-Bruxelles/Brussel-Köln-Amsterdam-London
- 3 High-speed railway axis of south-west Europe
- 4 High-speed railway axis east
- 5 Betuwe line
- 6 Railway axis Lyon-Trieste-Divaca-Koper-Divaca-Ljubljana-Budapest-Ukrainian border
- 7 Motorway axis Igoumenitsa/Patra-Athina-Sofia-Budapest
- 8 Multimodal axis Portugal/Spain-rest of Europe
- 9 Railway axis Cork-Dublin-Belfast-Stranraer (completed 2001)
- 10 Malpensa (completed 2001)
- 11 Oresund fixed link (completed 2000)
- 12 Nordic triangle railway/road axis
- 13 UK/Ireland/Benelux road axis
- 14 West coast main line
- 15 Galileo
- 16 Freight railway axis Sines/Algeciras-Madrid-Paris
- 17 Railway axis Paris-Strasbourg-Stuttgart-Wien-Bratislava
- 18 Rhine/Meuse/Main-Danube inland waterway axis
- 19 High-speed rail interoperability on the Iberian peninsula
- 20 Fehmarn Belt railway axis
- 21 Motorways of the sea
- 22 Railway axis Athina/Sofia-Budapest-Wien-Praga-Nürnberg/Dresden
- 23 Railway axis Gdansk-Warszawa-Bno-Bratislava-Wien
- 24 Railway axis Lyon/Genova-Basel-Duisburg-Flottenem/Antwerpen
- 25 Motorway axis Gdansk-Bno-Bratislava-Wien
- 26 Railway/road axis Ireland/United Kingdom/continental Europe
- 27 Rail Baltica axis Warszawa-Kaunas-Riga-Tallin-Helsinki
- 28 Eurocapital on the Bruxelles/Brussel-Luxembourg-Strasbourg railway axis
- 29 Railway axis of the Ionian/Adriatic intermodal corridor
- 30 Inland waterway axis Seine-Scheldt

Priority Project sections (roads)

- Completed
- Completed in 2010
- Works ongoing
- Works to start between 2011 and 2013
- Works to start after 2013

Priority Project sections (rails)

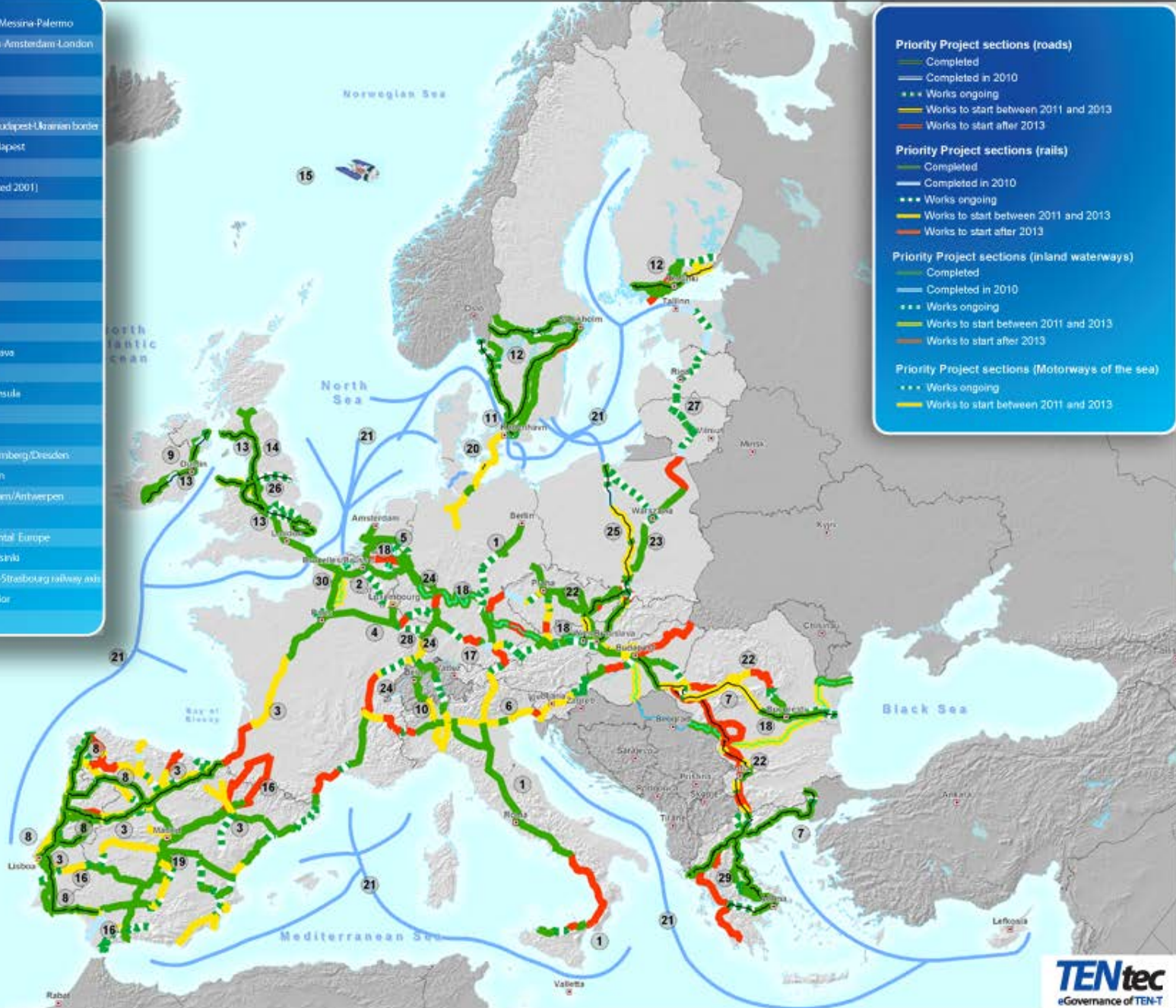
- Completed
- Completed in 2010
- Works ongoing
- Works to start between 2011 and 2013
- Works to start after 2013

Priority Project sections (inland waterways)

- Completed
- Completed in 2010
- Works ongoing
- Works to start between 2011 and 2013
- Works to start after 2013

Priority Project sections (Motorways of the sea)

- Works ongoing
- Works to start between 2011 and 2013



Cartography: CG-MOVE, November 2011
 © IIC, DG MOVE, TEN-T Information System 2007-2011
 © P. van Geographica 2011 for the administrative boundaries



The successes of the policy today

- 7 out of 30 major projects (Priority Projects) have been completed and many sections of the others are in use.
- Very successful: PBKAL, Öresund, West Coast Main Line, Paris-Stuttgart, Milano-Napoli, Nordic Triangle, Sevilla-Madrid-Barcelona, ...
- Offering alternatives for citizens and business.
- A completed and functional network could offer high added value for the EU

Funding and financing today

- *Trans-European Transport Network budget*
 - €8 billion for 2007-2013
 - Concentration on cross border sections and bottlenecks of Priority Projects
 - LGTT and Marguerite
 - Use it or lose it !
- *Other sources:*
 - Regional Funds
 - European Investment Bank
 - National funding
 - Public Private Partnerships



Analysing the problems of the policy

- **A patchwork of national networks:** the cross-border sections are still missing today.
- The **road network** is nearly completed, but not the **rail and inland waterways networks**.
- The **links between modes** of transport are weak: ports, airports, logistic platforms need to be integrated.
- The **national systems** need to be integrated for a true functional network (operational rules and technical systems).

What are the solutions?

- From a patchwork to a network: realise the **missing links** (cross-border, bottlenecks)
- Make the **network multimodal**: link in the nodes
- Make the **network interoperable**: ERTMS, RIS, ITS, SESAR, VTMISS and operational rules
- Better use of existing infrastructure

The key elements of the Commission proposal

- *Support implementation of Transport White Paper through new infrastructure policy including:*
 - **Dual layer approach based on an objective methodology: core and comprehensive network**
 - **Ambitious standards for all infrastructures**
 - **Common deadlines to achieve network (2030/2050)**
 - **Corridors and coordinators for implementation**
 - **Regulation instead of decision**



High standards

- Rail: **ERTMS**, 22.5 t/axle, electrification, 750 m train length, 100 km/h line speed
- Inland Waterways: **RIS**, class IV
- **Airports**: rail and road links into the network
- **Ports**: rail and road links into the network
- Road: **ITS**, parking facilities
- To be realised **by 2030** for the Core Network



TRANS-EUROPEAN TRANSPORT NETWORK
Core & Comprehensive Network: Inland waterways and ports
DANUBE REGION

Ref. EC Proposal COM(2011) 650/Final 3 of 06/02/2012



Inland Waterways Core Network

0 100 200 400 Kilometers

Core	Compl. Core	Ports
Inland Waterways / Completed	Inland Waterways / To be upgraded	Ports
Inland Waterways / Planned		



TRANS-EUROPEAN TRANSPORT NETWORK
Comprehensive Network: Railways, ports and rail-road terminals (RRT)
Core Network: Railways (freight, ports and rail-road terminals) (RRT)
DANUBE REGION

Ref: EC Proposal COM(2011) 650/Final 3 of 06/02/2012



**Rail Freight
Core Network**

0 100 200 400 Kilometers

Map data © 1994-2012 TomTom

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

TENec

TENec

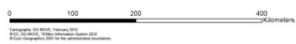


TRANS-EUROPEAN TRANSPORT NETWORK
Comprehensive Network: Railways and airports
Core Network: Railways (passengers) and airports
DANUBE REGION

Ref. EC Proposal COM(2011) 650/Final 3 of 06/02/2012



Rail Passengers Core Network



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		








**Road
Core Network**





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

What has happened so far?

	Council	EP Transport Committee
Maps and methodology		
Standards	Watering down standards and limiting them to the core network	Kept most of standards also for comprehensive network
Deadlines	<ul style="list-style-type: none"> • Reformulated 2030 deadline • Financial reserve • 2050 not binding 	

What has happened so far?

	Council	EP Transport Committee
Corridors and coordinators	<ul style="list-style-type: none"> • Very limited approach • "Working groups" instead of corridor platform • Development plan by Commission and approved by MS • No implementing decision 	<ul style="list-style-type: none"> • Strengthened approach • Involvement of regional and local entities • Rail freight corridors to be aligned • Coordinators for ERTMS + Motorways of the Sea • Obligatory implementing decision
Regulation		

What comes next?



Vote in
Plenary
(May/June?)

Confirmation
by Council
(June?)

Publication and
application
(Autumn)

Informal
trilogues
(February,
March,
April)



TEN-T CORE NETWORK & CORRIDORS

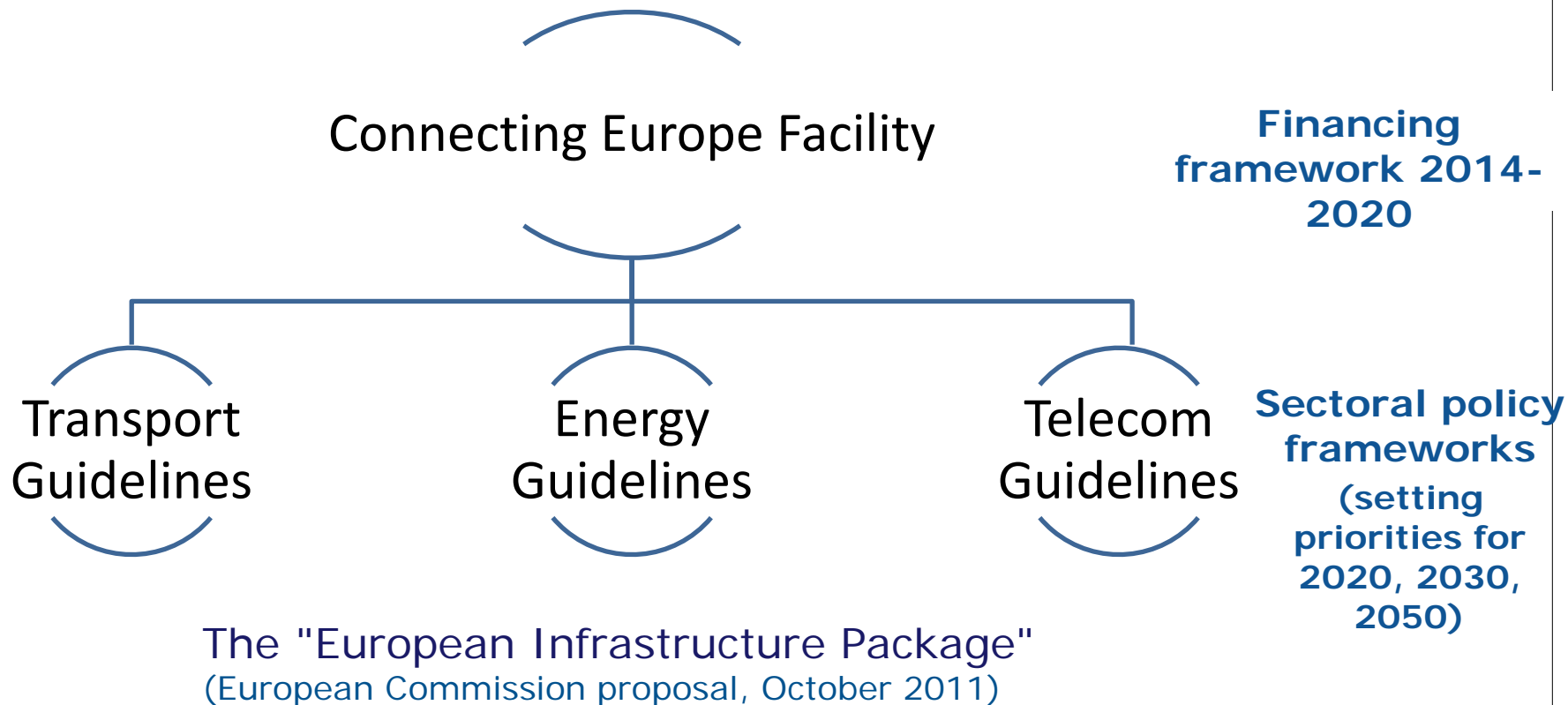
RAILWAYS AND/OR INLAND WATERWAYS



- BALTIC-ADRIATIC
- WARSAWA-BERLIN-AMSTERDAM/ROTTERDAM-FELIXSTOWE-MIDLANDS
- MEDITERRANEAN
- HAMBURG/ROSTOCK-BURGAS/TR. BORDER/PIRAEUS-LEFKOSIA
- HELSINKI-VALETTA
- GENOVA-ROTTERDAM
- LISBOA-STRASBOURG
- DUBLIN-LONDON-PARIS-BRUSSEL/BRUXELLES
- AMSTERDAM-BASEL/LYON-MARSEILLE
- STRASBOURG-DANUBE
- OTHER CORE NETWORK SECTIONS

Connecting Europe Facility

One instrument – three sectors



Investment needs identified for the European Transport System

*€1.5 trillion of investment needs
by 2030*

TEN-T alone: €500 billion by 2020

Core Network alone requires €250 billion by 2020

- **Estimate based on discussions with MS on their project portfolio**



Connecting Europe Facility:

€23.174 billion for transport

- (including €10 Billion from Cohesion Fund)

Connecting Europe Facility does not replace or displace cohesion policy funding.



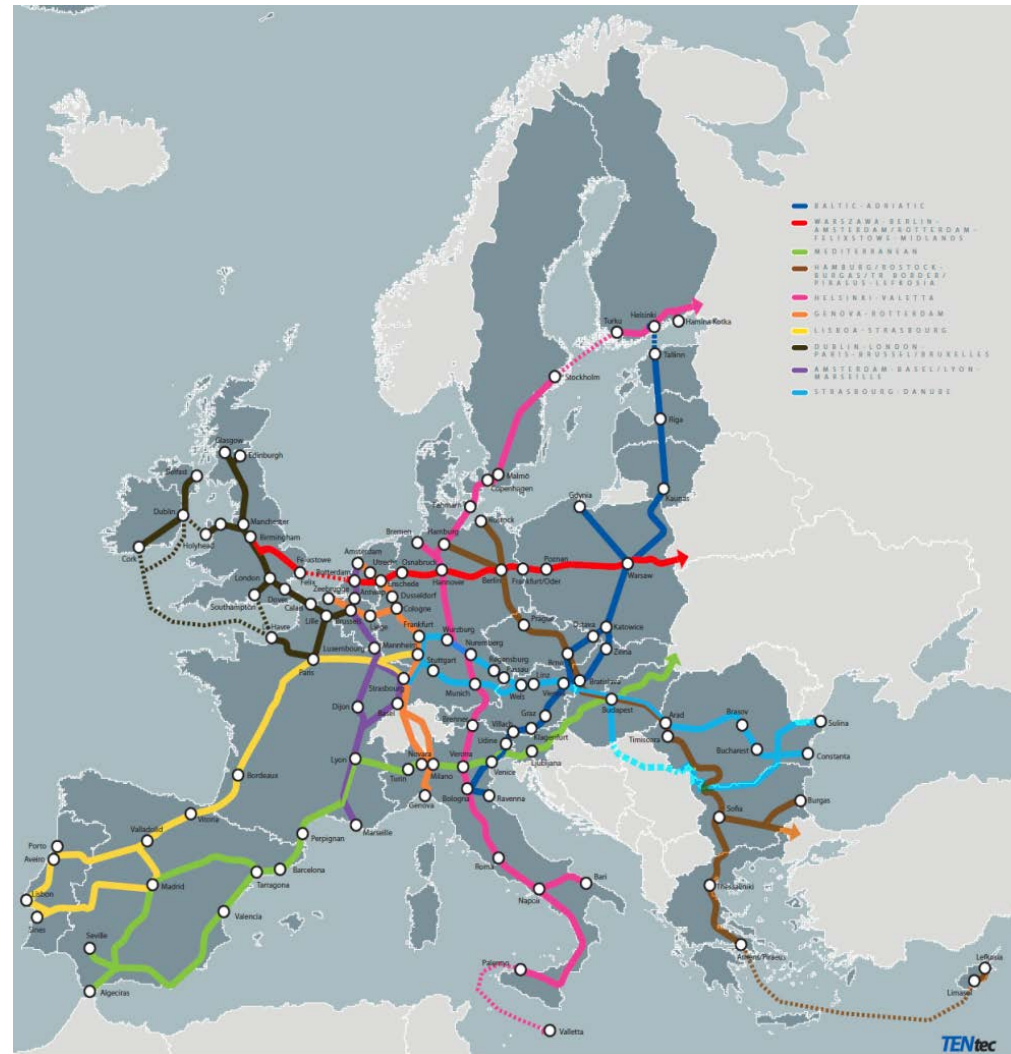
- **Cohesion Fund will have €24 billion for TEN-T projects + ERDF available for secondary or tertiary connectivity**
- **Coordination with CEF to be ensured through Common Strategic Framework and partnership Agreements**

The Connecting Europe Facility: eligibility

80 – 85 % of available budget for pre-identified projects listed in Annex 1

- **3 horizontal priorities, 10 core network corridors, and other important cross-border sections**
- **delegated act foreseen to amend list**

15 – 20 % for other projects of the core and comprehensive networks (IFIs)



The Connecting Europe Facility: co-funding rates (including EP and CM amendments)



Types of Projects		Council		Parliament	
		All MS	Cohesion Fund MS	All MS	Cohesion Fund MS
(a) Studies (all)		50%	80-85%	50%	80-85%
(b) Works on					
Rail	Cross border	40%	80-85%	40%	80-85%
	Interoperability	40%	40%	40%	40%
	Bottleneck	30%	80-85%	30%	80-85%
	Other projects of common interest	20%	80-85%	20%	80-85%
Inland waterways	Cross border	40%	80-85%	40%	80-85%
	Bottleneck	30%	80-85%	40%	80-85%
	Other projects of common interest	20%	80-85%	20%	80-85%
Development of ports		20%	80-85%	20%	80-85%
Development of multi-modal platforms		20%	80-85%	20%	80-85%
Reduce rail freight noise by retrofitting of existing rolling stock		20%	20%	20%	20%
Freight transport services		20%	20%	20%	20%
Secure parkings on road core network		20%	20%	20%	20%
Motorways of the Sea		30%	30%	30%	80-85%
Traffic management systems	ERTMS (rail) (+ RIS & VTMS – Council proposal), all land based TMS for EP	50%	80-85%	50%	80-85%
	Other modes or on-board for EP	20%	80-85%	20%	80-85%
Cross border road sections		10%	80-85%	none	80-85%
New technologies and innovation for all modes of transport		20%	20%	20%	80-85%



Thank you for
your attention