Review of the TEN-T Policy
The trans-European transport network

The TEN-T network aims to contribute to:

- the smooth functioning of the internal market
- strengthening economic and social cohesion
- ensuring the sustainable mobility of persons and goods under the best possible social, environmental and safety conditions
- integrating all modes of transport
Trans-European Transport (TEN-T) network development

- 1996 TEN Guidelines for EU 15 (14 priority projects)
- 2004 guidelines revision - EU27 (30 PPs)
- 2007 new Financing regulation 2007-2013
- 2007 Communication on the extension of the major TENs axes to neighbouring countries
- 2009 Green paper
- 2010 Further review of the TEN guidelines
Green Paper: A review of the trans-European transport network policy

- Time for change
  - New political circumstances call for new approaches: climate change objectives, an enlarged Union (from initially 15 to 27 Member States), Europe’s new global role;
  - Achievement of current and future objectives of common transport policy requires an efficient, better integrated infrastructure basis;
  - TEN-T to genuinely support logistics and co-modal services for passengers and freight, help meet mobility needs but containing CO2 emissions;
  - TEN-T to be more than the sum of 27 national infrastructure networks, to demonstrate true European added value;
  - TEN-T to better connect Europe to its neighbours and the world.
Green Paper: A review of the trans-European transport network policy

Build on past and face future challenges

» 15 years of TEN-T policy have brought noticeable results – e.g. progress with high-speed rail projects, deployment of rail interoperability or the preparation of key ITS projects;

» Future policy needs to show continuity while learning lessons from past problems (implementation delays, mis-match between planning ambitions and instruments);

» ‘Tradition’ needs to be combined with innovation. The long-term approach inherent in major infrastructure projects needs to be complemented by greater flexibility and responsiveness to evolving service needs;

» Traditional side: more attention to rail connections to ports, inter-modal terminals, links between long-distance and urban transport etc.;

» Innovation: technological and institutional? (infrastructure and vehicle related, charging).
Green Paper: A review of the trans-European transport network policy

The way ahead in the Commission’s view

» Strengthen the European dimension in TEN-T planning
» Make the TEN-T a genuine basis for all relevant transport policy objectives
» Aim at better coherence between planning ambitions and implementation capacities
» Review the whole range of instruments for policy implementation – financial and non-financial – to make sure they are as effective as possible
» Ensure well coordinated action at Community level and stimulate all other actors – national and regional, public and private – to commit themselves to contribute to timely completion of the TEN-T
Green Paper: A review of the trans-European transport network policy

- Options for TEN-T development

1. Dual layer: comprehensive network and priority projects (status quo)

2. Single layer: Priority projects only, possibly connected to a priority network

3. Dual layer: comprehensive network and core network
Green Paper: some terminology pointers

- Core Network - a representation of infrastructure of vital importance in relation to policy objectives: facilitation of internal market, cohesion, connection to third countries. Also an expression of the TEN-T’s reinforced status at the heart of the European common transport policy.
  NOT A REFERENCE TO THE CENTRAL EUROPEAN LAND AREA!
- Comprehensive Network - modal outline plans and traffic management systems as included in current TEN-T guidelines
- Priority projects – the 30 projects identified in the current TEN-T guidelines
- Priority network – based on priority projects (in current or even an amended form) and with possible additions of interconnections to form a genuine network rather than 30 discrete elements
- Conceptual pillar – a complement to the geographical pillar. Will enable incorporation of current and future transport objectives in the identification of projects of common interest
Transeuropean Networks Energy & Transport

Priority axes and projects

- Road
- Railway
- Inland waterway
- Motorway of the sea
- Airport project
- Port project

Trans-European transport network

- Road
- Railway
- Inland waterway

Priority project numbers

- Road project
- Railway project
- Multimodal project
- Inland waterway project
- Motorway of the sea
- Airport
- Galileo

Trans-European transport network (TEN-T)

1. Railway axis Berlin-Verona/Milan-Bologna-Napoli-Messina-Palermo
3. High-speed railway axis of south-west Europe
4. High-speed railway axis east
5. Bari-Cvia
6. Railway axis Lyon-Triolet-Dijon/Leipzig-Dresdner-Leipzig-Budapest-Ukrainian border
7. Motorway axis Igoumenitsa-Patra-Athens-Sofia-Budapest
8. Multimodal axis Portugal/Spain-east of Europe
9. Railway axis Cork-Dublin-Belfast-Stavanger (completed 2001)
10. Malpensa (completed 2001)
11. Copenhagen fixed link (completed 2022)
12. Nordic-fixed railway/railroad axis
13. UK/Scandinavia road axis
14. West coast main line
15. Ontario fixed track line
16. Freight railway axis Sines/Algiers-Madrid-Paris
17. Railway axis Porto-Strasbourg-Stuttgart-Vienna-Bratislava
18. Rhine/Meuse-Main-Danube inland waterway axis
19. High-speed rail interoperability on the Baltic peninsula
20. Far East coast railway axis
21. Motorways of the sea

- Motorways of the Baltic Sea (linking the Baltic Sea Member States with Member States in Central and Western Europe, including the route through the North Sea/Baltic Sea Canal (Kiel Canal))
- Motorways of the sea of western Europe (leading from Portugal and Spain via the Atlantic Axis to the North Sea and the Irish Sea)
- Motorways of the sea of south-west Europe (connecting the Adriatic Sea to the Ionian Sea and the Eastern Mediterranean to include Cyprian)
- Motorways of the sea of south-west Europe (connecting Spain, France, Italy and including Malta, and linking with the motorway of the sea of south-east Europe)
22. Railway axis Athens-Sofia-Budapest-Wien-Proha-Nürnberg/Dresden
23. Railway axis Gdansk-Warszawa-Tirana-Brussels/Wien
25. Multimodal axis Odense-Bremen/Bratislava-Wien
26. Railway/road axis Ireland/United Kingdom/continental Europe
27. "HaClip" axis Warsaw-Riga-Tallinn-Pärnu
28. "European" on the Brussels/Bruxelles-Luxembourg-
29. Railway axis of the Basin/Adriatic intermodal corridor
30. Inland waterway axis Sète-Scheibl

Important cities
- Capital
- Major cities
- >500,000 inhabitants
- 100,001 - 500,000 inhabitants
- 50,001 - 100,000 inhabitants
- <50,000 inhabitants

©Europæische Union. Alle Rechte vorbehalten (2006)
Global dimension of the TEN-T – **First step: connecting the neighbours**

1. Northern Dimension Partnership on Transport and Logistics (Northern Axis)
2. Central Axis
3. Western Balkan Core Regional Network
4. Turkey – TINA (Transport Infrastructure Needs Assessment)
5. TRACECA (Transport Corridor Europe-Caucasus-Asia)
6. Mediterranean Axes
Consultation procedure

- Consultation procedure closed on 30 April 2009;
- Answers received: 290;
- Publication of results foreseen for July 2009.

Green Paper Contributions

- Citizens and non registered org: 58%
- Public authorities: 28%
- Registered organisation: 14%
First results

- Most in favour of maintaining the comprehensive network;
- Relative majority in favour of option 3 (EP supports option 3);
- Question how to ensure continuity with the past and also a greater degree of flexibility;
- Methodology for priority network requires in-depth analysis;
- The « conceptual pillar » should be further defined. It could include horizontal measures;
- Coordinators are strongly supported.
- Necessity to ensure adequate financing
Next Steps

- Report on the Consultation (July 2009)
- Council conclusions (11 June 2009)
- Stakeholders conference (October 2009)
- 6 Expert groups (Sept 09- Jan 2010)
- Communication (spring 2010)
- Possible legislative acts in 2010
Thank you for listening!

Further information on the Green paper on DG TREN website under Public Consultations page.