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Monitoring of the developments in pan-European transport networks:

**The European Commission briefing on the progress made
in developing the Trans-European Transport Network**

The European Commission briefing on the progress made in developing the Trans-European Transport Network

Transmitted by the European Commission

I. Infrastructure - TEN-T - Connecting Europe

1. The Commission adopted 4/02/2016 new maps of the extension of the trans-European transport network (TEN-T) to Iceland, Norway and the countries of the Western Balkans.

2. For the Western Balkans region, the maps reflect an important agreement with the EU as regards the connectivity within the region and with the EU as a whole. This core network will provide a common reference for deploying and coordinating investments and traffic optimisation measures along strategic transport routes. These indicative maps were prepared with the concerned countries and endorsed at the Western Balkans 6 Summit in Vienna on 27 August 2015.

3. Adjustments were made to the existing maps for Iceland and Norway in order to reflect more accurately the alignment of the network on the ground, in accordance with the TEN-T criteria. They are based on a high level agreement reached within the European Economic Area (EEA) Joint Committee.

II. Commission receives funding applications worth €13bn and invites project promoters to make use of Investment Plan.

4. The European Commission and the Innovation and Networks Executive Agency (INEA) have closed on 17/02/2016 the second call for proposals of the Connecting Europe Facility (CEF), worth more than €7.6 billion to finance key transport projects in the European Union. 427 project proposals were received, totalling €12.96 billion of requested EU funding. An optimal use of CEF funding is an integral part of the Commission's Investment Plan and delivers on President Jean-Claude Juncker's agenda of growth and job creation. The applications having the highest European added value will be shortlisted.

III. Commission adopts new rules for access to rail infrastructure

5. On 7/04/2016 the Commission adopted rules to create fair conditions for new train services making better use of the available rail infrastructure. Throughout the EU, rail service markets are characterised by dominant operators, which in some cases have close ties with infrastructure managers. Railway undertakings can block infrastructure for many years by way of framework agreements with infrastructure managers. In such a situation, the new rules will give better chances to operators that provide new services to get access to particular important lines thereby creating new opportunities for employment and investment. In consequence, this will render the rail market more competitive allowing business to better adapt to the changing needs of shippers and passengers.

6. Interested companies will be informed about the remaining capacity and the opportunity to conclude such contracts. The Commission's implementing regulation provides common criteria for concluding and modifying such agreements in case of conflicting capacity requests. Infrastructure managers should regularly see with their clients if they still need a specific capacity, whereas the duration of such agreements can be as long as five years or more. Where more than one manager is concerned with a train run, they are supposed to remain in contact to protect the value of a framework agreement for the train operator.

7. The rules will apply from December 2016 onwards. In the coming weeks, EU negotiators are expected to finalise discussions on the 4th Railway Package, which aims to also make railways more responsive to market and consumer demands.

IV. European Commission injects €6.7 billion in transport infrastructure to boost jobs and growth

8. On 17/06/2016 the European Commission firmly delivered on President Juncker's top priority of creating jobs and boosting growth in the European Union, by unveiling a list of 195 transport projects that will receive €6.7 billion of funding under the Connecting Europe Facility (CEF).

9. This investment is expected to unlock additional public and private co-financing for a combined amount of €9.6 billion. The selected projects will notably contribute to the digitalisation and decarbonisation of transport, in line with the broader political agenda of this Commission. The Member States eligible for the Cohesion Fund received almost 85% of the funding, which will help bridge the infrastructure disparities across the EU.

10. Selected projects are primarily located on the core trans-European transport network (TEN-T). Among the beneficiaries are flagship initiatives such as the rehabilitation of the Brasov Sighisoara rail section in Romania, the railway connection Aveiro Vilar Formoso in

Portugal, the development of a standard gauge railway line in the Rail Baltic corridor, the implementation of the SESAR Deployment Programme and the modernisation of railway line E30 (the Zabrze – Katowice – Krakow section) in Poland.

V. TEN-T Days 2016: Stimulating innovative investment in transport infrastructure

11. On 20–21 June Ministers from 22 European Union Member States and over 2,800 transport experts and CEOs joined the 2016 edition of the high-level transport conference "TEN-T Days" in Rotterdam. This edition covered the development, implementation and financing of the Trans-European Transport Network, with a particular focus on the Commission's Investment Plan for Europe.
