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**Monitoring 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

Submitted by the European Commission and the secretariat

A. Launch of the EU's new infrastructure policy

1. Transport is vital to the European economy: without good connections Europe will not grow or prosper. The new EU infrastructure policy will put in place a powerful European transport network across 28 Member States to promote growth and competitiveness. It will connect East with West, North with South and replace today's transport patchwork with a genuinely European network.

2. As of December 2013 the European Union possesses a new legislative package that will guide the development of transport infrastructure and transport policy of the Union for the years to come. The package consists of two major elements – the TEN-T guidelines¹ and the Regulation establishing the *Connecting Europe Facility*². The first legal act identifies the existing and planned transport infrastructure of EU importance (the trans-European transport network – TEN-T) along with the necessary standards to ensure interoperability and compatibility of relevant elements, whereas the second one governs EU

¹ Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU.

² Regulation (EU) No 1316/2013 of the European Parliament and of the Council of 11 December 2013 establishing the Connecting Europe Facility, amending Regulation (EU) No 913/2010 and repealing Regulations (EC) No 680/2007 and (EC) No 67/2010.

funding for the period 2014–2020 dedicated for the development of EU-wide transport network. It should be emphasised that the available EU funding for the period 2014–2020 has been tripled to €26 billion in comparison with the previous programming period.

3. The new TEN-T has a dual-layer structure. It will consist of comprehensive network and of core network. The comprehensive network will ensure accessibility and connectivity of all regions in the European Union whereas the core network will consist of those parts of the comprehensive network that are of the highest strategic importance for achieving the objectives for the development of the TEN-T. Increased importance has also been given, in the new TEN-T policy, to the connection between the EU and third countries.

4. The aim is to ensure the completion of the core network by 2030 and of the comprehensive network by 2050. In order to maximise the results, the highest possible level of coordination of undertaken actions has to be assured. Therefore, the implementation will be pushed ahead by the establishment of nine core network corridors.

5. The core network corridors are an implementation instrument that will assure the timely and concerted completion of the core network. The corridor approach is a method of coordination and synchronisation of actions and projects undertaken by various actors involved on a transnational basis; the network benefits are maximised this way. The corridors will also address wider transport policy objectives as facilitation of interoperability and promotion of modal integration in transport operations. For each of the corridors a European Coordinator is designated whose role is to facilitate the coordinated implementation of the core network corridor.

6. Following the adoption of the legislative package, in March 2014 the European Commission nominated a European Coordinator for each of the nine core network corridors. It has also nominated European Coordinators for two horizontal priorities: the European Rail Traffic Management System and Motorways of the Sea. European Coordinators were chosen based on their knowledge of issues related to transport and financing, as well as on their experience of European institutions.

7. Currently, the European Coordinators, assisted by the Corridor Fora grouping the Member States and relevant stakeholders involved, are preparing a detailed analysis of each corridor, in particular the compliance of the existing infrastructure with the TEN-T legal requirements and identification of main bottlenecks and missing links. Once this exercise is accomplished, the Corridor Work Plan will be drafted. This document will identify inter alia the existing bottlenecks and missing links along the corridor particularly hampering cross-border traffic flows and will include an action plan and a pipeline of projects, aiming to enhance the overall functioning of the corridors. The Corridor Work Plans shall be prepared by 22nd December 2014 and will be then submitted for the concerned Member States' approval. Afterwards, the Coordinators' role will be to monitor the synchronised implementation of investments along the corridor.

8. On the funding side of the policy, the European Commission has recently started the implementation of the *Connecting Europe Facility*. The action will be concentrated on those components of the infrastructure that present the highest European added value – cross-border sections, missing links, multimodal connecting points, major bottlenecks and promotion of interoperability. CEF investments are programmed via annual and multi-annual work programmes, which specify the set of priorities and the total amount of financial support to be committed for each of these priorities in a given year. The first work

programmes, resourced with 12 billion €, have been adopted in March 2014³. The next step will be the launch of calls for project proposals.

9. The first calls for proposals under the Connecting Europe Facility pursuing the objectives set out the work programmes are to be launched in September 2014; they are to be followed by further calls in the coming years. It is estimated that the level of investment needed for the core network for 2014–2020 amounts to €250 billion. Therefore the Commission will make sure that only the best projects with highest EU added value receive EU funding, and it will seek a combination between the CEF and other relevant EU instruments, notably the European Structural and Investment Funds, "Horizon 2020" (the funding instrument in the field of research and innovation) as well as the Instrument for Pre-Accession and the European Neighbourhood Instrument.

10. Concerning the CEF, 80 to 85 per cent of the €26 billion for the next financial period 2014–2020 will be used to support:

(a) Projects along the nine corridors on the core network that have been pre-identified in the part I of the Annex to the CEF Regulation. The above mentioned bulk of the funding will also be available for a limited number of other sections projects of high European added value on the core network pre-identified in the same way;

(b) Horizontal projects — mostly IT related — such as funding for the technological dimension of the Single European Sky Air Traffic Management System (SESAR), or the European Rail Traffic Management System (ERTMS) which must be used throughout the major transport corridors.

The remaining part of the funding (15-20 per cent) can be made available for other projects of common interest, including for a limited number projects on the comprehensive network (up to 5 per cent of the CEF financial envelope). This includes a 40 million € envelope for "projects to connect the trans-European transport network with infrastructure networks of neighbouring countries.

11. Further information on the development of the implementation of the EU transport infrastructure policy can be found at the EC's website: http://ec.europa.eu/transport/themes/infrastructure/index_en.htm.

³ Commission Implementing Decision of 26.3.2014 establishing a Multi-Annual Work Programme 2014 for financial assistance in the field of Connecting Europe Facility (CEF) - Transport sector for the period 2014-2020, C(2014) 1921 final.

Commission Implementing Decision of 26.3.2014 establishing an Annual Work Programme 2014 for financial assistance in the field of Connecting Europe Facility (CEF) - Transport sector, C(2014) 1919 final.