TEN-T POLICY REVIEW

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Helmut Adelsberger
European Commission,
Directorate General for Mobility and Transport (DG MOVE)

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Trans-European Transport Network (TEN-T) development up to 2009

1996   TEN Guidelines for EU 15  (14 priority projects)
1997   Pan-European Corridors I - X
1999   TINA ("Transport Infrastructure Needs Assessment")
2001   (minor) Guidelines revision
2004   Guidelines revision  =>  EU27  (30 priority projects)
2004/2007   EU enlargement
2007   new financing regulation 2007-2013
2007   Communication on the extension
       of the major TEN axes to neighbouring countries
TEN-T 2004 Comprehensive Network
TEN-T 2004: 30 Priority Projects

Transeuropean Networks Energy & Transport
Axes to Neighbouring Countries (2007)
Reasons for TEN-T Policy Review

The 15 years were characterized by significant changes in economy, the geopolitical environment and general transport policy, e.g.:

- development of economy, markets and of traffic demand:
  - liberalisation
  - globalisation
  - energy crisis
  - economic downturn
  - market share losses of rail
- EU enlargement 2004 / 2007 (TINA networks becoming TEN-T);
- “de-carbonisation” as a major Community objective;
- existing 30 priority projects not result of strategic planning;
- lack of integration of other relevant EU policy objectives in TEN-T planning;
- funding problems and delays in project implementation.
Green Paper
“Towards a better integrated Trans-European Network at the service of the common transport policy”

Three options:

1. Dual Layer: comprehensive network and priority projects (current structure, with amendments)

2. Single Layer: priority projects, possibly in extended form

3. Dual Layer: comprehensive network and “core network”: “core network” consisting of:
   - geographical network (maps)
   - supplementary innovative infrastructure measures according to the objectives of EU transport policy:
     - environmental issues (climate change),
     - innovation and new technologies (energy, de-carbonisation; ITS),
     - safety and security, etc.
Green Paper

Comments, opinions and position papers to the Green Paper:

- Public Consultation
- Report by the European Parliament
- Council Conclusions
- Opinions of the Committee of the Regions and of the European Economic and Social Committee

Strong support for option 3 (comprehensive + core network), which is being further developed.
Expert Groups

Expert Group 1: Methodology for network planning
Expert Group 2: Integration of Transport Policy
Expert Group 3: Technology
Expert Group 4: Connections to third countries
Expert Group 5: Funding and financing
Expert Group 6: Legal aspects, non-financial issues

Expert Groups 1 + 4: Strategic Network Planning
Expert Groups 2 + 3: Supplementary Infrastructure Measures
Expert Groups 5 + 6: Project Implementation and legal issues
Network Planning Methodology

Expert Groups 1 + 4: Proposal for strategic network planning:

- Comprehensive Network;
- Core network:
  - selection of main nodes (incl. all MS capitals, etc.),
  - selection and routing of links,
  - links to third countries (via ports, airports, land corridors).

Assessment:
- Multi-Criteria Analysis (MCA).

Questions still open:
- thresholds for selection of nodes,
- thresholds for transport distances,
- weights for MCA application.
The Comprehensive Network

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

- Upgrading of maps, according to progress of implementation since last revision;
- Addition of “missing links” to close gaps, mainly in new Member States;
- Removal of dead ends or isolated links, if not specifically justified;
- Ports and airports: to be further discussed.

Proposals shall come mainly from Member States.

Importance of the Comprehensive Network:
- Basis for Core Network (which will be a subset)
- Basis for other EU policy fields (e.g. cohesion policy, regional funds)
The Core Network

The core network (a subset of the comprehensive network) shall:
- be multimodal and coherent, spanning the entire Community;
- be made up of nodes and links of high strategic importance and include the main ports and airports (gateways);
- be linked to infrastructures beyond EU member states;
- reflect the main long-distance / international traffic flows (existing / potential);
- correspond to the long-term needs of the Community and remain stable over a reasonably long period;
- include the “Motorways of the Sea”;
- include supplementary infrastructure measures;
- allow investment needs and projects to be derived top-down (unlike the existing 30 priority projects).
Supplementary Infrastructure Measures

- nodal and logistic infrastructure (multimodality, interoperability, …)

- traffic information and management systems (ITS, ERTMS, RIS, SESAR, …)

- infrastructure for innovative propulsion systems (electric, hydrogen => de-carbonisation)

- safety and security

- sustainability
Core Network Planning: Main Nodes

Main Nodes are:
- Vertices (cornerstones) determining the network polygon,
- Intra- and intermodal interfaces.

Cities:
- MS Capitals,
- other big cities, e.g. “MEGA’s”, city clusters):

Gateway ports, port clusters, RoRo ports, MoS-ports:
- Main entrance and connection points for freight;
- Linkage of relevant passenger ferries;
- Main nodes when not part of main city nodes.

Hub Airports:
- Main entrance points for passengers (and air cargo);
to be connected with rail network (local / regional access),
HS rail to replace short-distance flights;
- As parts of city nodes in all cases, no main nodes on their own.
Possible City Nodes and Port Clusters

(MS, candidate countries and EEC capitals, « MEGA’s » and port clusters without RoRo and MoS ports)
Core Network Planning: Links

Links shall connect main nodes in the most efficient way:

- Stringing maximum of intermediate nodes (acc. to size or importance and corresponding detour);
- Using infrastructure existing or being implemented;
- Bundling as far as possible
- Avoiding detours which traffic flows would not follow
- Taking into account possible capacity constraints;
- Splitting e.g. to separate rail passenger – freight (different speeds and alignment parameters!)

Intermediate nodes:
- smaller cities (optimization: importance vs. detour),
- ports, airports, freight terminals, industrial clusters, …
Network Optimisation and Assessment

Cost-Benefit Analysis (CBA)
not applicable because:
- not all relevant indicators can be monetized;
- some only with certain arbitrariness;

Multi-Criteria Analysis (MCA)
problem of arbitrariness of weights and indicators;

Other, more sophisticated methods:
- integrate impact calculation and allow including rebound effects:
  - Spatial Computed General Equilibrium Model (SCGE),
  - System Dynamics Modelling (SDM).

Impact Assessment (IA) is mandatory.
Open Questions to TEN-T Planning

- The “right balance” to establish between cohesion and internal market efficiency objectives;
- The relationship between long-distance infrastructure, cohesion and regional development objectives;
- The “right balance” to establish in evaluation of proposals, between economic and environmental factors;
- The determination of relevant thresholds for node sizes, transport distances and traffic flows;
- The identification of concrete infrastructure projects and determination of priorities at project level;
- The review of the comprehensive network.
TEN-T Financing

Current Regulation:
- TEN-T Comprehensive Network: max. 10 %;
- TEN-T Priority Projects, national sections: max. 20 %;
- TEN-T Priority Projects, cross-border sections: max. 30 %.
(It has to be noted that these values are theoretical maxima.)

Future Regulation (?, discussions still ongoing):
- probably more flexible contributions;
- probably concentration on projects with high EU added value (including supplementary infrastructure measures);
- probably better coordination with other sources, e.g. Cohesion Fund.

Commission Working Document

Introduction

The Green Paper Follow-up
- Results of 1st Public Consultation in parallel “Commission Staff Working Document

The Methodology of TEN-T Planning
- Planning the Comprehensive Network
- Planning the Core Network
- Innovative Infrastructure Measures

TEN-T Implementation
- Assessment, prioritization and non-financial instruments
- Funding

The Legal and Institutional Framework of the TEN-T Policy Review

Comments

This document initiates the 2nd Public Consultation.
2nd Public Consultation

Questions:

Core Network Planning:
- Are principles and criteria adequate and practicable?
- Do supplementary infrastructure measures contribute to future-oriented transport system?
- What role could TEN-T planning play in context with “Europe 2020” strategy?

Implementation:
- In what way can EU funding better be coordinated?
- How can EU funding be coordinated with private financing?
- Can EU funding framework close the implementation gap?

Legal and Institutional Framework:
- How can TEN-T policy benefit from new legal instruments?

Deadline: 15 September 2010
The “Spirit of Zaragoza”

A consensus has been found on the needs to:

- develop a European infrastructure policy serving transport policy needs as basis of emerging European transport system
- move from a patchwork of partly completed national sections to a truly connected interoperable, sustainable, user-friendly, safe TEN-T Core Network, enhancing European added value
- focus on cross-border sections
- Reconcile competitiveness and territorial cohesion, both between old and new MS and between centre and periphery
- Include effective connections to third countries and the rest of the world
TEN- T Policy Review

Green Paper
04.02.2009

Expert working groups
1st half 2010

Commission Working Document
04.05.2010

TEN-T Days Zaragoza: 08/09.06.2010

(White Paper on Future of Transport)

Draft Guidelines (EC Proposal) : 1st half of 2011

Decision by Council and EP
2011 …
THANK YOU FOR YOUR KIND ATTENTION!

Helmut Adelsberger
DG MOVE

helmut.adelsberger@ec.europa.eu