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Consultations on the next steps in the operationalization of Euro-Asian transport corridors

The trans-European transport network (TEN-T)

DG Mobility and Transport, Unit B1: Transport Networks

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Kristoffer Bang Refberg

Adviser to the European Coordinator

European Commission, DG MOVE, B.1



The trans-European transport network policy

- Objectives and legal basis
- The "design" of the TEN-T (core and comprehensive networks)
- The underlying planning methodology
- Identification of TEN-T projects
- Core network corridors as a coordination and implementation instrument



TEN-T policy: Objectives and legal basis

Objectives of trans-European networks policy

- Facilitating the free circulation of goods, services and citizens in the internal market
- Enabling smooth global transport flows, in accordance with increasing needs
- Stimulating economic, social and territorial cohesion within the EU; enhancing accessibility for all citizens
- Creating the infrastructure basis for an efficient, safe and sustainable transport system
- Promoting decarbonisation and innovation as well as common standards and interoperability



TEN-T policy: Objectives and legal basis

The Treaty on the Functioning of the EU, calling for:

- The establishment and development of trans-European networks for transport, energy and telecommunication
- "Union Guidelines", adopted by the EU legislator (defining fields of EU action, setting priorities and establishing the basis for TEN-T project identification)
- Interoperability of infrastructures
- Cooperation with third countries in areas of mutual interest
- A financial instrument in support of TEN-T projects (implemented by Member States and other investors)



TEN-T policy: Objectives and legal basis

Union Guidelines for TEN-T Development

- A shared commitment to completing a full-scale multi-modal transport network
- A strong stance on coherent standards and infrastructure requirements
- A call upon EU Member States and other stakeholders to concentrate investments on the commonly agreed network
- An obligation to meet implementation deadlines
- A framework to regularly accommodate technical, societal, political and economical evolutions



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The design of the TEN-T

Basic principles

- The network builds on existing infrastructure in Member States and addresses projects for completion (missing links), upgrading and qualitative enhancement
- Connectivity at border crossings and facilitation of major EU transport flows are key objectives
- Major ports and airports as well as selected land connections link up with Third Countries
- Member States maintain sovereign rights on planning, budgeting and implementation of projects



The design of the TEN-T The dual layer network concept

The comprehensive network (horizon 2050) for:

- balanced infrastructure endowment in all parts of the Union,
- accessibility of all regions, including outermost ones,
- a "comprehensive" basis for infrastructure standards and requirements in all modes
- Identification and prioritisation of action in nodes
- Definition of "soft" and qualitative infrastructure components

The core network (horizon: 2030) as

- the part of the comprehensive network with the highest strategic importance and highest implementation priority



The planning methodology for the core network

- The first genuinely European planning methodology,
 - developed with the support of a group of experts from Member States, universities, various stakeholder groups
 - subject to Europe-wide consultation processes
- Actively participating in consultation processes: European regions and cities, economic operators, infrastructure managers and transport operators in all modes, citizens
- Environmental organisations at EU and national level as key stakeholders
- Transport market analyses at EU and national levels taken account of



The planning methodology for the core network

Identifying main nodes:

Urban nodes – nodes for passengers and freight transport

- Capitals of EU Member States
- Metropolitan European Growth Areas (ESPON Atlas 2006)
- Larger Urban Zones (LUZ), exceeding 1 million inhabitants
- The main city of an island or a group of islands, forming a NUTS (Nomenclature of Territorial Units for Statistics) 1 region with at least 1 million inhabitants
- Main border crossing points between EU Member States and neighbouring non-EU State (selected on the basis of traffic volumes)



The planning methodology for the core network

Identifying main nodes: Nodes for freight transport

- Sea or inland ports with an annual transshipment volume above 1% of the total trans-shipment volume of EU ports
- Seaport Clusters (conditions: common hinterland connections, common management or complementary functions)
- The largest seaports (volume-wise) along a continuous coast line of insular States and non-insular NUTS 1 regions
- Airports with an annual freight volume above 1% of the total airfreight volume of the EU
- Further ports and rail-road terminal were identified on the basis of the multi-modal connectivity function

The planning methodology for the core network

The geographical extension of the core network:

- 67.402 km of railway lines (12,7 % green field projects)
- 49.741 km of roads (motorways and expressways; 3,3 % green field projects)
- 15.715 km of inland waterways (6% requiring upgrading)

- 88 urban nodes
- 161 ports
- 93 airports
- 116 rail-road terminals

The planning methodology for the core network

Highest infrastructure standards:

- No exemptions from the Technical Specifications for Interoperability (TSIs) on infrastructure;
- E.g. full line electrification, full ERTMS deployment, 22,5 tons axle load, 740 m train length
- Availability of "clean fuel" charging infrastructure for all modes
- Safe and secure parking areas for heavy goods vehicles at regular distances

Identification of TEN-T "projects of common interest"

- As a general principle: Any activity that contributes to the completion of the comprehensive network is a "project of common interest"
- Missing links, at border crossing points or on other parts of the network (usually visible on maps)
- Upgrading measures to reach established quality standards (e.g. electrification, ERTMS) or higher capacity standards
- Construction or upgrading of multi-modal connecting points
- ITS equipment for all transport modes (including, where relevant, certain on-board components)
- Infrastructure for innovative fuel vehicles (e.g. charging)

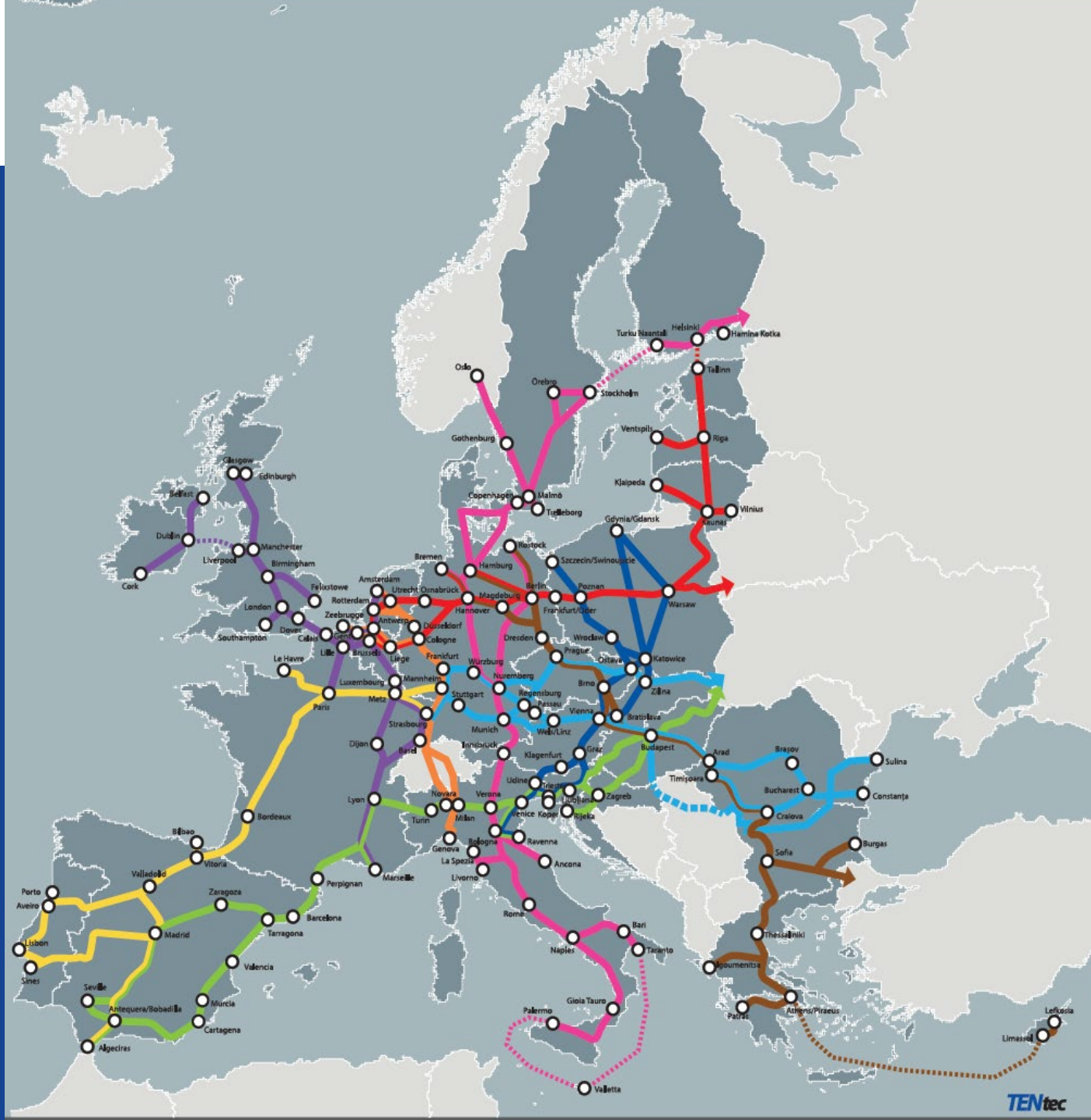


Core Network Corridors: Coordinating and facilitating the implementation of the TEN-T

- The trans-European transport network (TEN-T) defines the network
- The Connecting Europe Facility (CEF) is the main funding instrument
- The European Coordinators facilitate the implementation of the TEN-T through the governance of core network corridors

TEN-T

Core Network Corridors





Core network corridors: Implementing the projects

- Around 3000 projects have been identified so far along the core network corridors, as a result of corridor analyses
- Further projects remain to be identified on other core network parts
- An undefined number of projects is to be generated in fields such as intelligent transport systems, alternative fuel infrastructure etc.
- Estimated total cost of core network projects identified so far:
550 – 600 billion Euro until 2030.



Core Network Corridors: Coordinating and facilitating core network implementation

- An implementation instrument to facilitate coordinated, resource-efficient and timely realisation of "projects of common interest" along corridors
- European Coordinators on the top of corridor coordination activities and interlocutors for stakeholders and governments
- A new form of EU governance: "corridor fora" led by the bringing together actors from different sectors
- A centrepiece of EU action on TEN-T policy implementation



Pursuing indicative network extensions

The Western Balkans Region

- **Commission Delegated Regulation of 4 February 2017, defining core and comprehensive networks**

The Eastern Partnership Region

(Armenia, Azerbaijan, Belarus, Georgia, Moldova, Ukraine)

- **Commission Delegated Regulation of 9 December 2018, defining core and comprehensive networks**
- **Indicative TEN-T Investment Plan, co-authored by European Commission and World Bank (18 January 2019)**

- identifying short and long-term transport projects (horizon 2030);
accounting for 13 bn Euro investment



Thank you for your attention