

Future fundamental review of the TEN-T policy

Green Paper

The trans-European transport network's policy, introduced into the EU Treaty 15 years ago with the objectives of providing the infrastructure basis necessary for the internal market, helping ensure accessibility, and boosting economic and social cohesion, has already brought a number of noticeable results. These include for example the full or partial completion of major high-speed rail projects, steps towards the gradual achievement of interoperability in the railway sector (by eliminating technological barriers at national borders), the development and deployment of major European projects in the field of intelligent transport systems, the interconnection of national networks through promotion of cross-border projects and the removal of bottlenecks on major trans-national axes. € 400 billion have been invested so far in the framework of the TEN-T policy of which almost 30 % has come from Community sources.

In spite of positive results, the implementation of many projects has been delayed for various technical and financial reasons. Furthermore, new challenges – climate change, Europe's growing international role, its relations with its neighbours, technological innovation, an increasing need for efficient and safe transport services – call for a strongly integrated trans-European transport network that gives forward-looking responses. This justifies a fundamental review of the TEN-T policy, starting with a Green Paper that sets out possible options for the further development of this policy and seeks to engage experts' and stakeholders' views on the broadest possible basis.

The proposed Green Paper summarises the Commission's assessment of the TEN-T policy implementation so far and sets out options for its future development in the light of the new challenges. It will bring infrastructural needs of the common transport policy more into focus, thereby addressing issues like: How to better interconnect and integrate all transport modes in order to enable efficient, safe, secure and sustainable co-modal transport services for passengers and goods. How to reflect measures towards an optimised infrastructure use (e.g. deployment of intelligent transport systems, pricing and taxation) in TEN-T planning. How to strengthen a truly European planning approach that concentrates on key Community objectives while taking due account of national rules and procedures as well as of the need for commercial freedom in responding to market needs. How to reflect, in the TEN-T, future needs of new technologies in the transport and energy sectors. How to reinforce Europe's infrastructure connections both to Europe's neighbours and to the wider world (in particular sea ports, carrying the overwhelming part of the Community's international trade flows). How to enhance the effectiveness of the instruments for policy implementation – both financial and non-financial.

The timetable is the following:

During 2008: collecting ideas and views on relevant issues and takeholder conference was held Oct 2008.

Green Paper was published at the end Jan 2009 to:

- summarize the Commission's assessment of the TEN-T policy implementation
- set out options for its future development in the light of new challenges and opportunities such as climate change, technological innovation, instruments for delivery
 - Launch a consultation process

The Commission is asked to adopt this Green Paper which will subsequently be subject to a public consultation, foreseen to last until 30 April 2009.

2010 intention to present proposals for a *revision of the TEN Guidelines*

More information regarding the Green paper on DG TREN website:

http://ec.europa.eu/transport/infrastructure/index_en.htm