



# ● TEN-T POLICY REVIEW

**UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE**  
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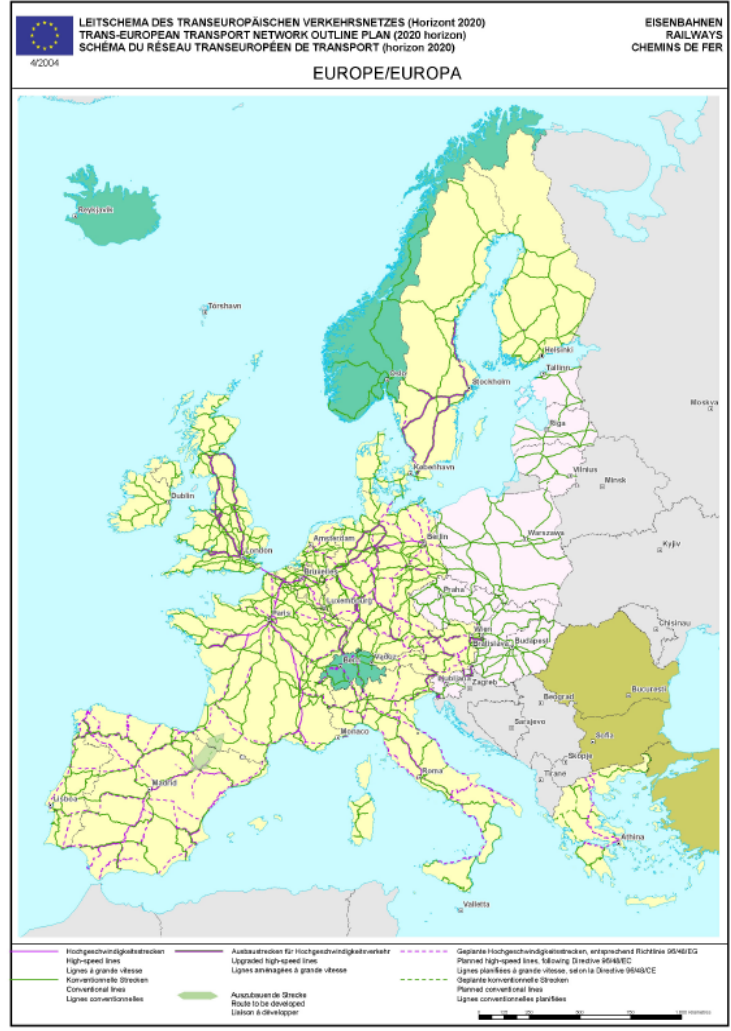
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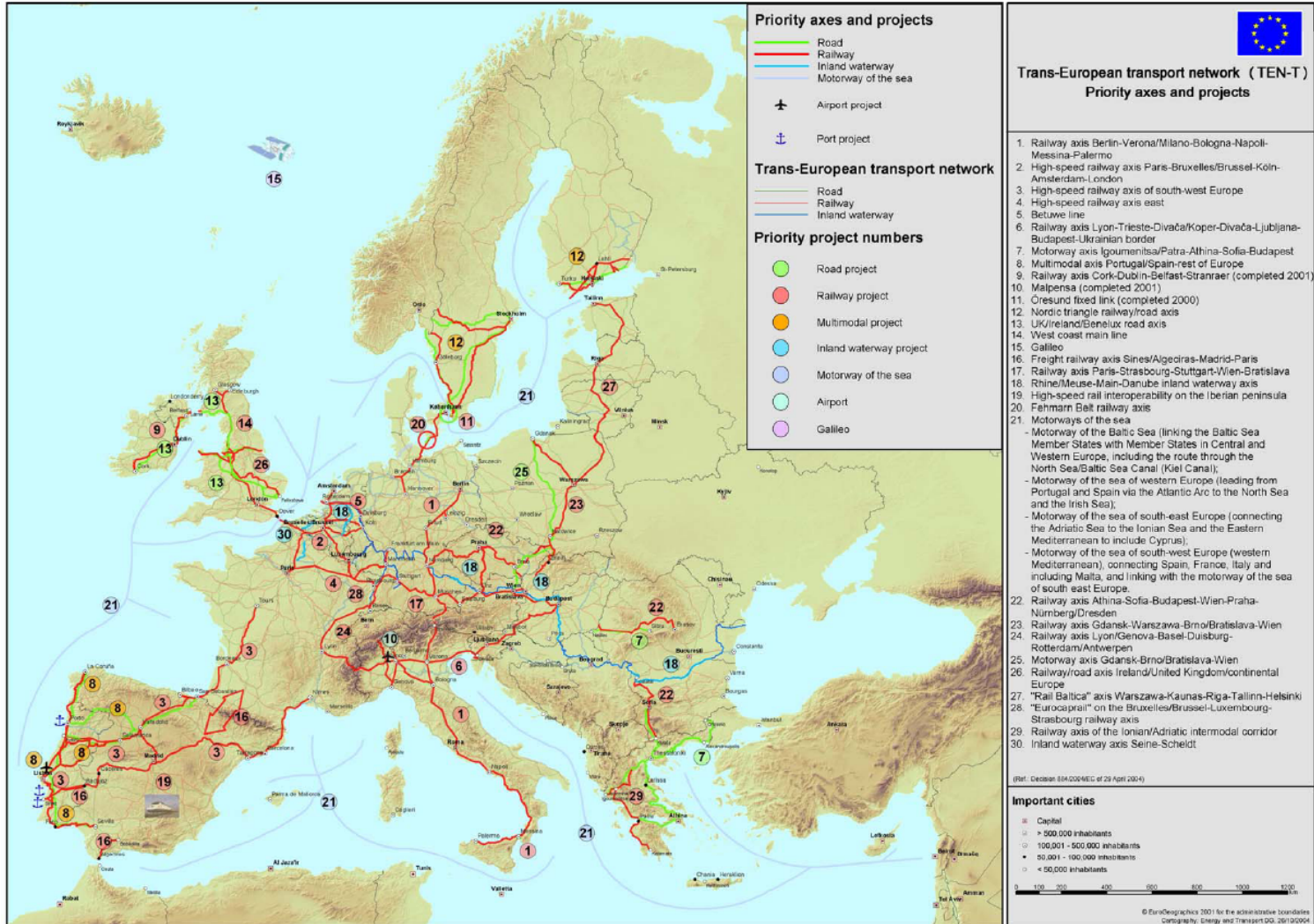
# Trans-European Transport Network (TEN-T) development up to 2009

- 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

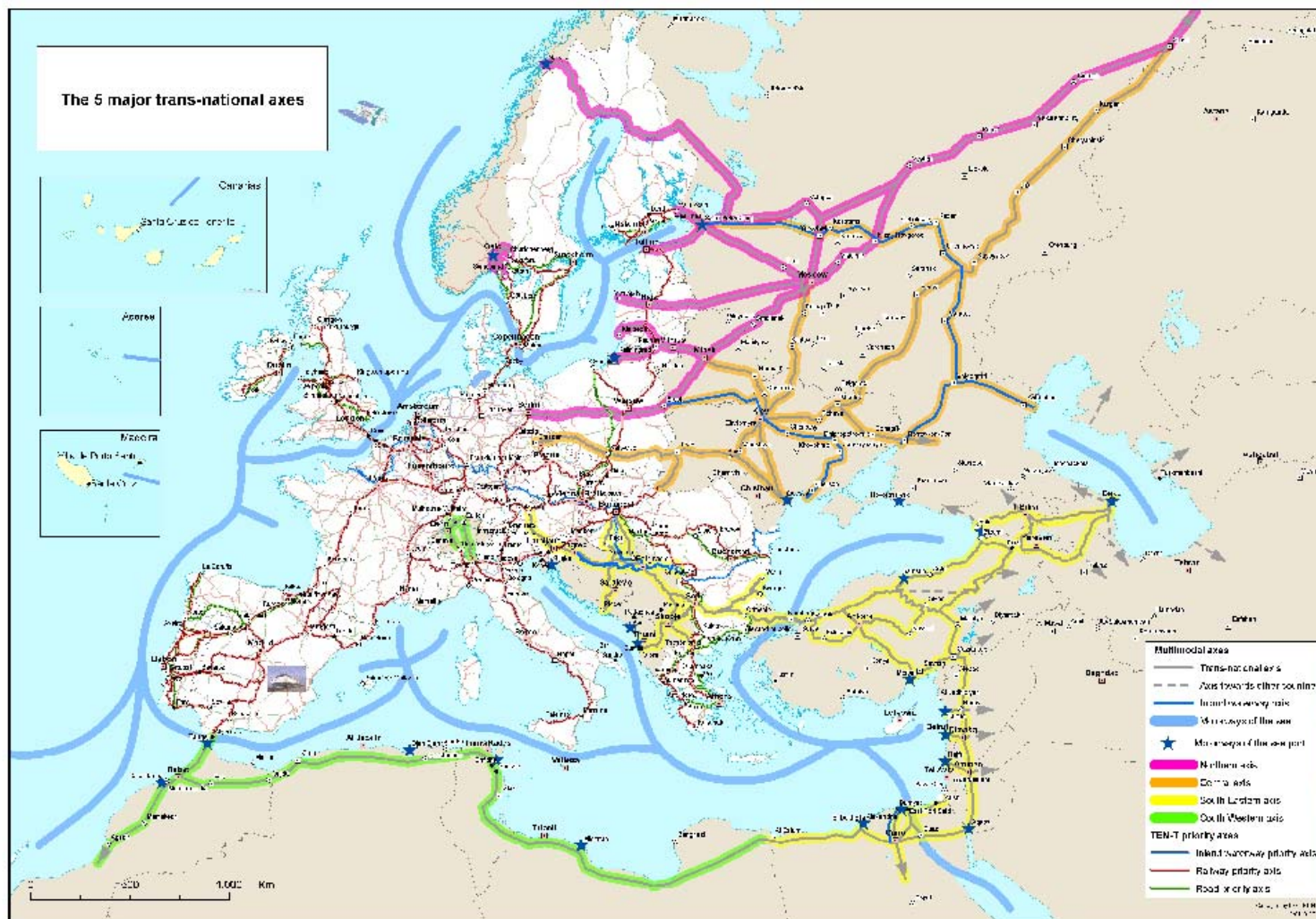


# TEN-T 2004: 30 Priority Projects





# 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):

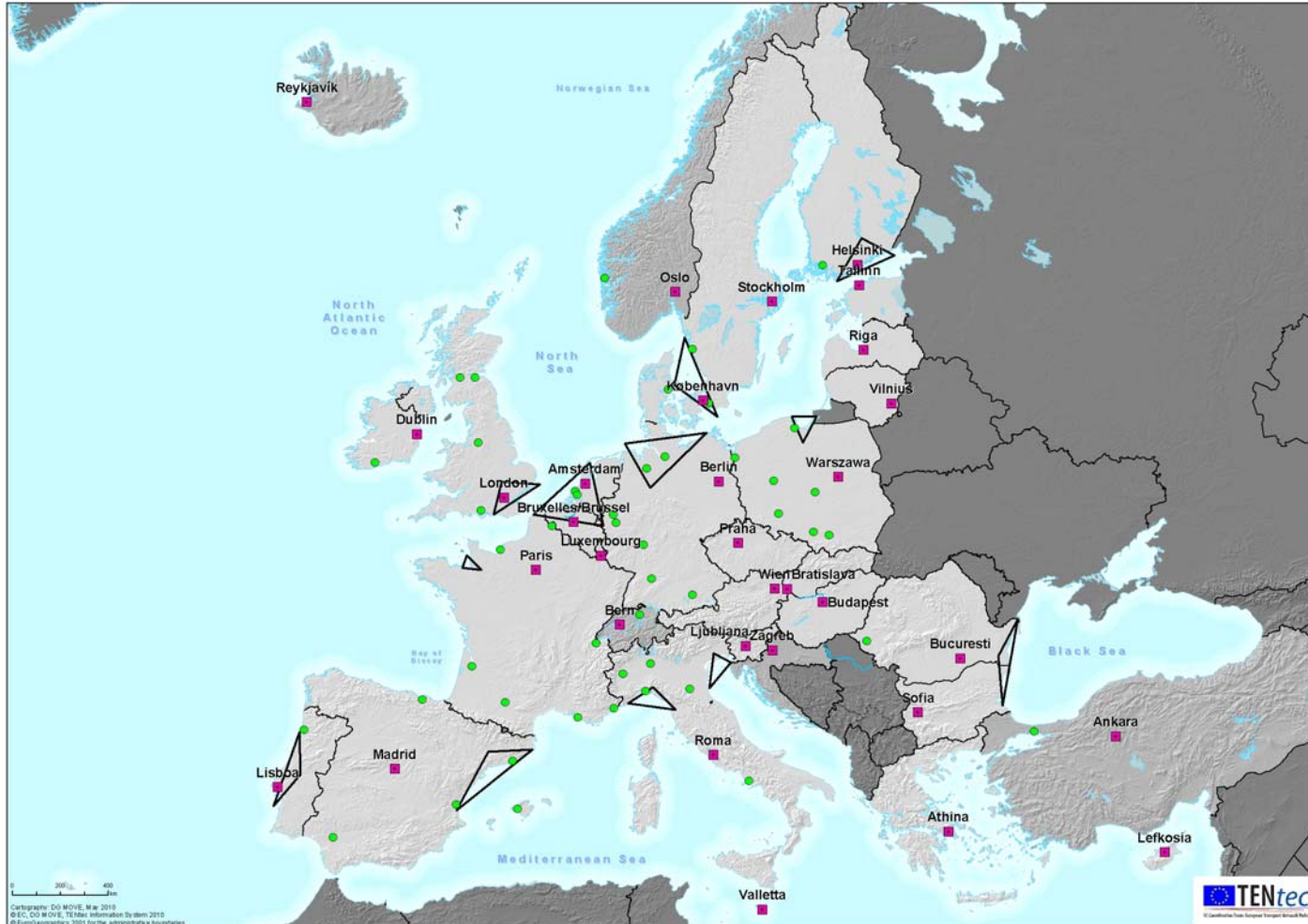
## Gateway ports, port clusters, RoRo ports, MoS-ports:

- 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.

**New TEN-T Guidelines and TEN-T Financing Directive possibly combined.**

# Commission Working Document

## Introduction

### The Green Paper Follow-up

- Results of 1<sup>st</sup> 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 2<sup>nd</sup> Public Consultation.**

# 2<sup>nd</sup> 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**

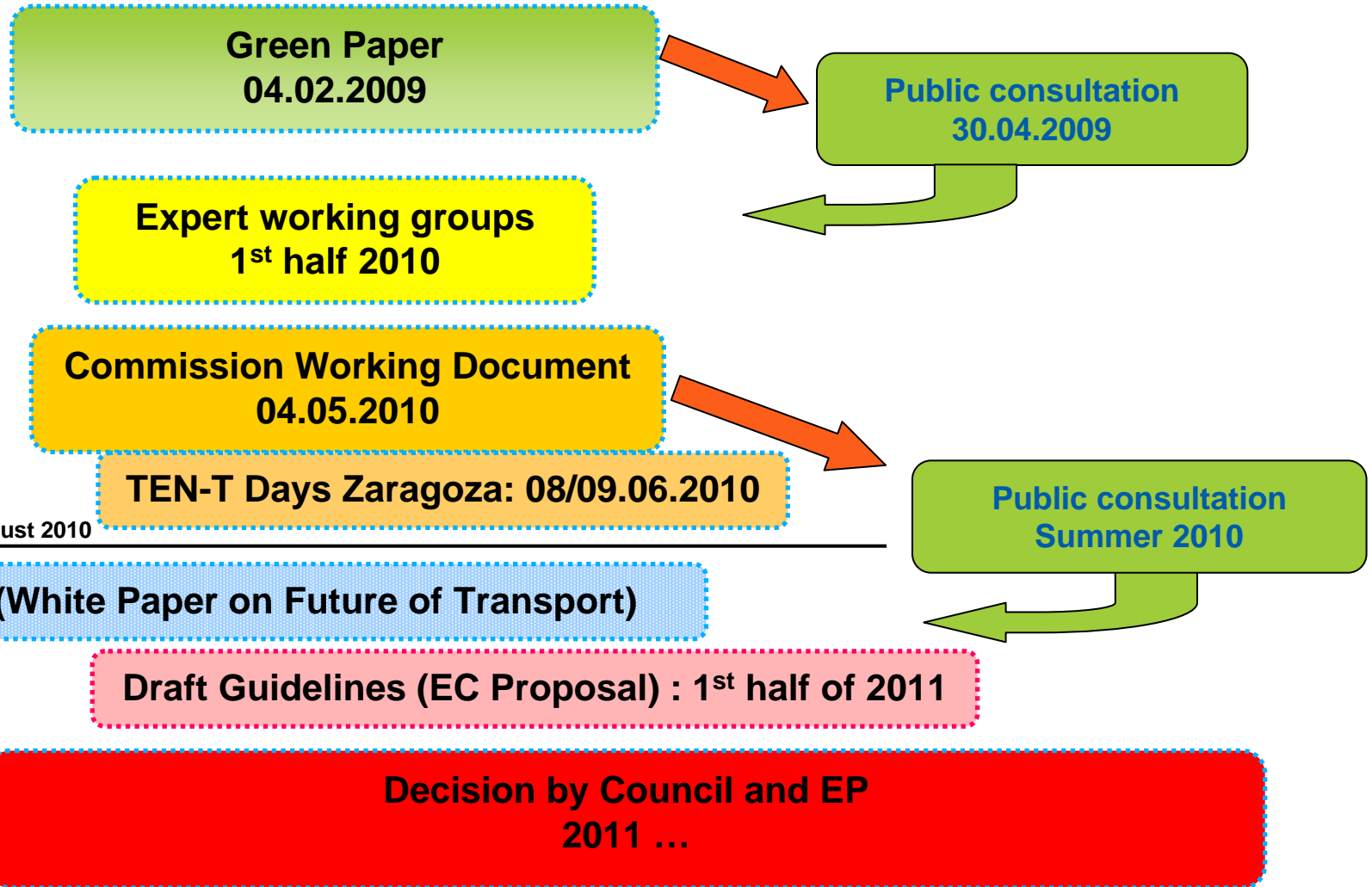
**focus on cross-border sections**

**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



**THANK YOU  
FOR YOUR KIND ATTENTION!**

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