



# **THE NEW TRANS-EUROPEAN TRANSPORT NETWORK POLICY**

## **LEGISLATIVE PROPOSALS FOR NEW TEN-T GUIDELINES AND THE CONNECTING EUROPE FACILITY**



# A new infrastructure policy as the fundament of the 2050 transport system

- Transport is fundamental to a strong European economy and expected to grow significantly by 2050:
  - Freight transport by 80%
  - Passenger transport by more than 50%
- Transport needs to contribute substantially to Climate Change objectives
  - CO2 emissions from transport are foreseen to go down by 60 %
- Infrastructure policy needs to support both challenges



# 20 years of TEN-T policy .....

## A success story for:

- The first-ever transport network planning at European level
- The bringing together of all transport modes in a common framework
- The boosting of intelligent transport systems for efficient infrastructure use, with the birth of genuinely European projects
- The concentration of efforts – by Member States and the Union – on the implementation of the 30 priority projects
- A progressing European high-speed railway network which opens up a new quality of cross-border passenger services
- An established European policy valued and promoted by Member States, third countries and a large stakeholder community



## 20 years of TEN-T policy .....

### **A good time to draw lessons, notably with regard to:**

- The pace of project implementation and network completion
- The value generated by Union action
- The results obtained in relation to key policy objectives: facilitation of the internal market, cohesion and accessibility
- The completeness of the infrastructure policy in relation to the Union's transport policy objectives
- The commitment of all actors involved
- And, not least, the clarity and practicability of its legal bases

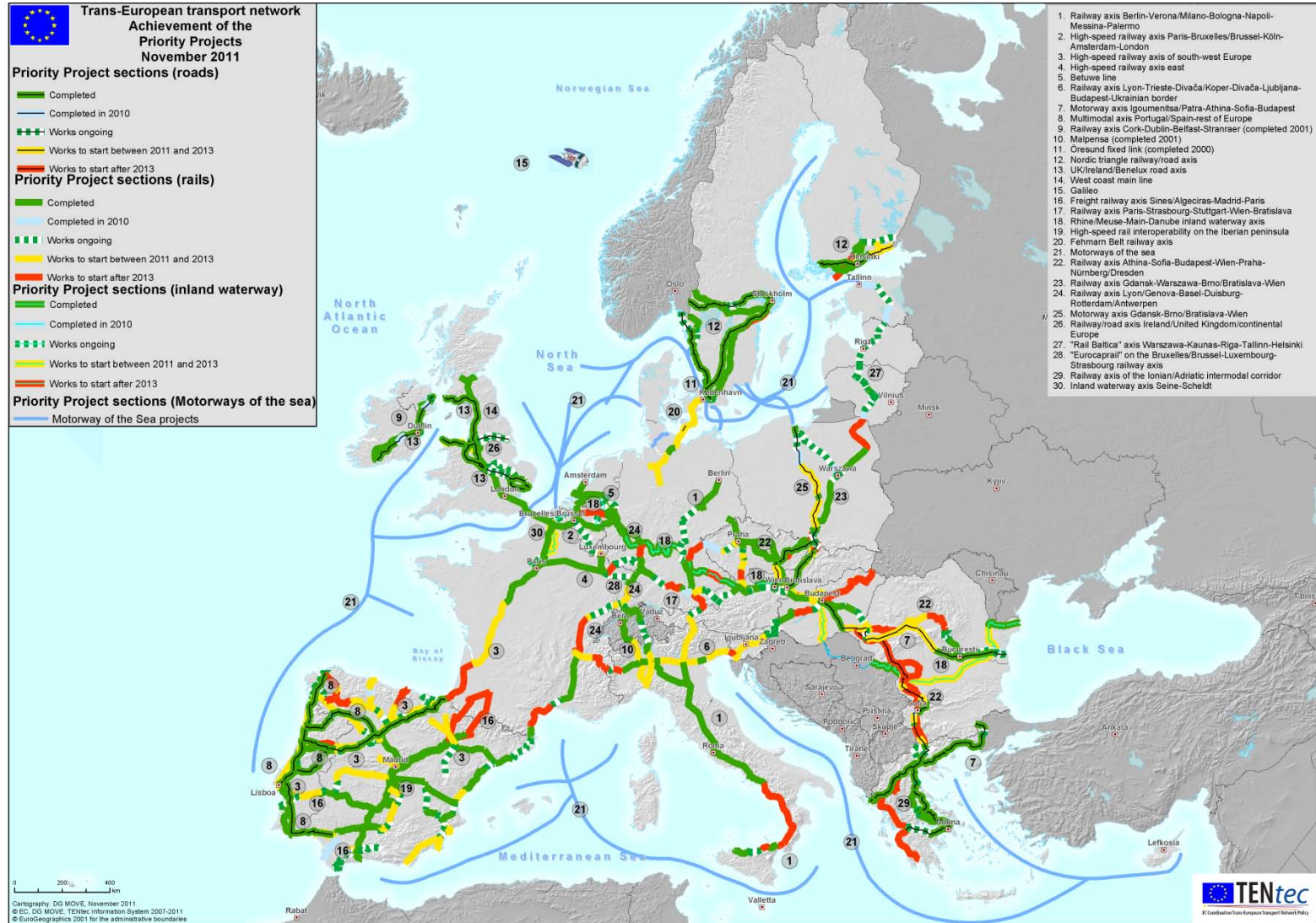


# A renewed policy approach for the new challenges

- Better integration, more intelligence and innovation to meet growing transport demand while reducing the carbon footprint
- Coherent infrastructure requirements (with due consideration for geographical particularities) for smooth, safe, secure and high-quality transport flows
- A genuine network policy, with the network management as a central element and a transparent basis for project identification
- Strong emphasis on territorial integration for balanced access to markets throughout the Union
- Valorization of the growing global dimension of transport
- A core network in the focus of Union action



# Priority projects of the current TEN-T Guidelines



**TEN-T**

Trans-European Transport Network



## The TEN-T Core Network ....

- Results from a commonly agreed planning methodology
- Links up 85 important economic centres and their airports, 138 sea and inland ports and 28 cross-border points with third countries
- Includes rail, road and inland waterway connections between these nodes which will carry traffic flows of highest strategic importance
- Features high infrastructure standards, including ITS and innovative equipment, which make the network a pioneer for Europe's transport infrastructure development



## Amongst other things, the core network ...

- Enhances the role of waterborne transport and multimodal infrastructure:
  - Key maritime ports are recognized as part of the TEN-T infrastructure of highest strategic importance
  - Maritime ports form part of Core Network Corridors, thereby becoming potential members of « Corridor Platforms »
  - All class IV inland waterways are included in the core network
  - Connections between transport modes (ports, airports, rail-road terminals) and their access routes are given special attention





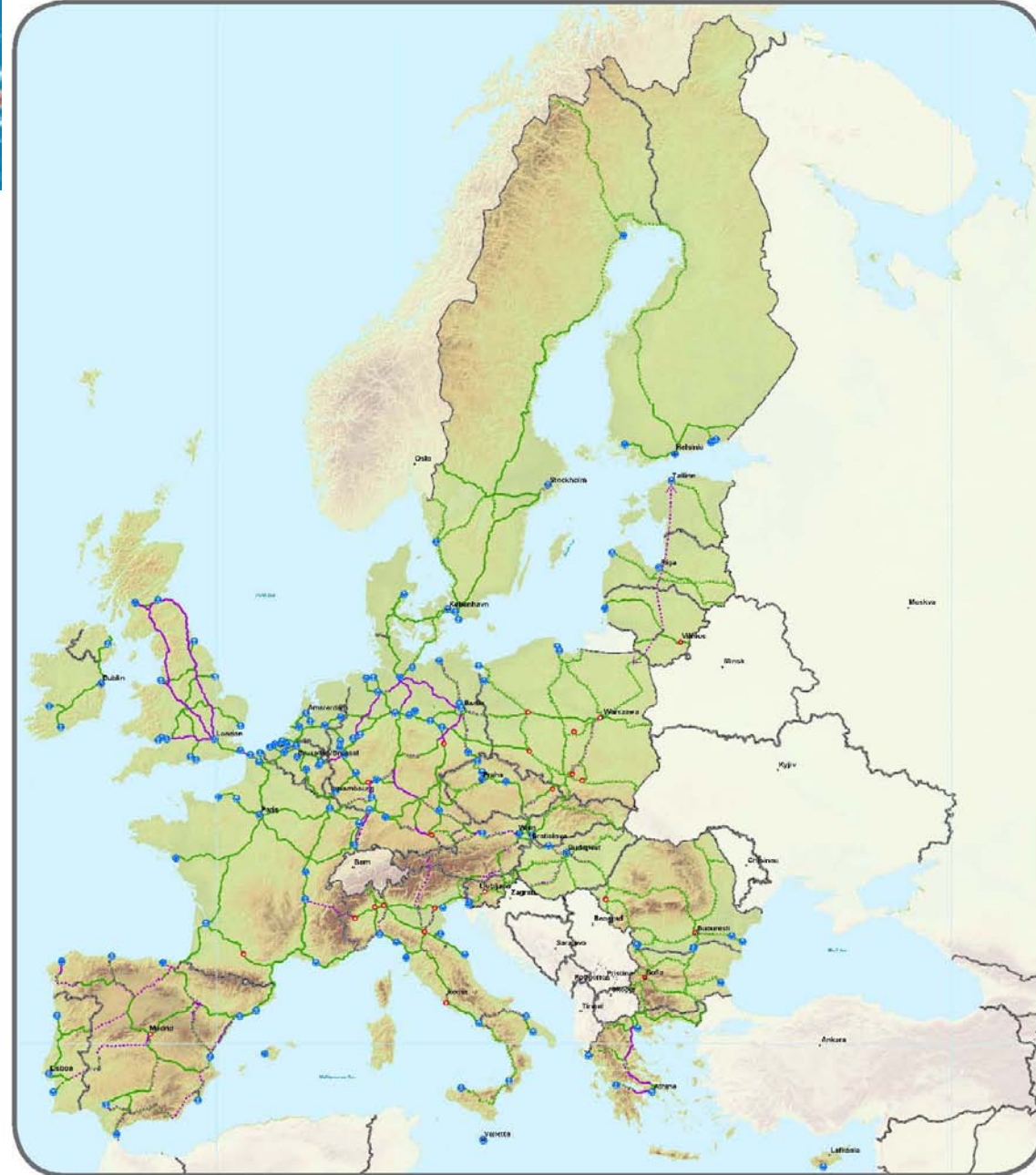
# Streamlining core network implementation

- Core network completion is aimed at by 2030
- Core network implementation is in the centre the Union's instruments
- Core Network Corridors are proposed as an instrument for coordinated core network implementation
  - Identification of 10 corridors in the « Connecting Europe Facility »
  - Innovative governance structures with « European coordinators » in a pivotal role
  - Emphasis on efficient infrastructure use and coherent, demand-driven project implementation



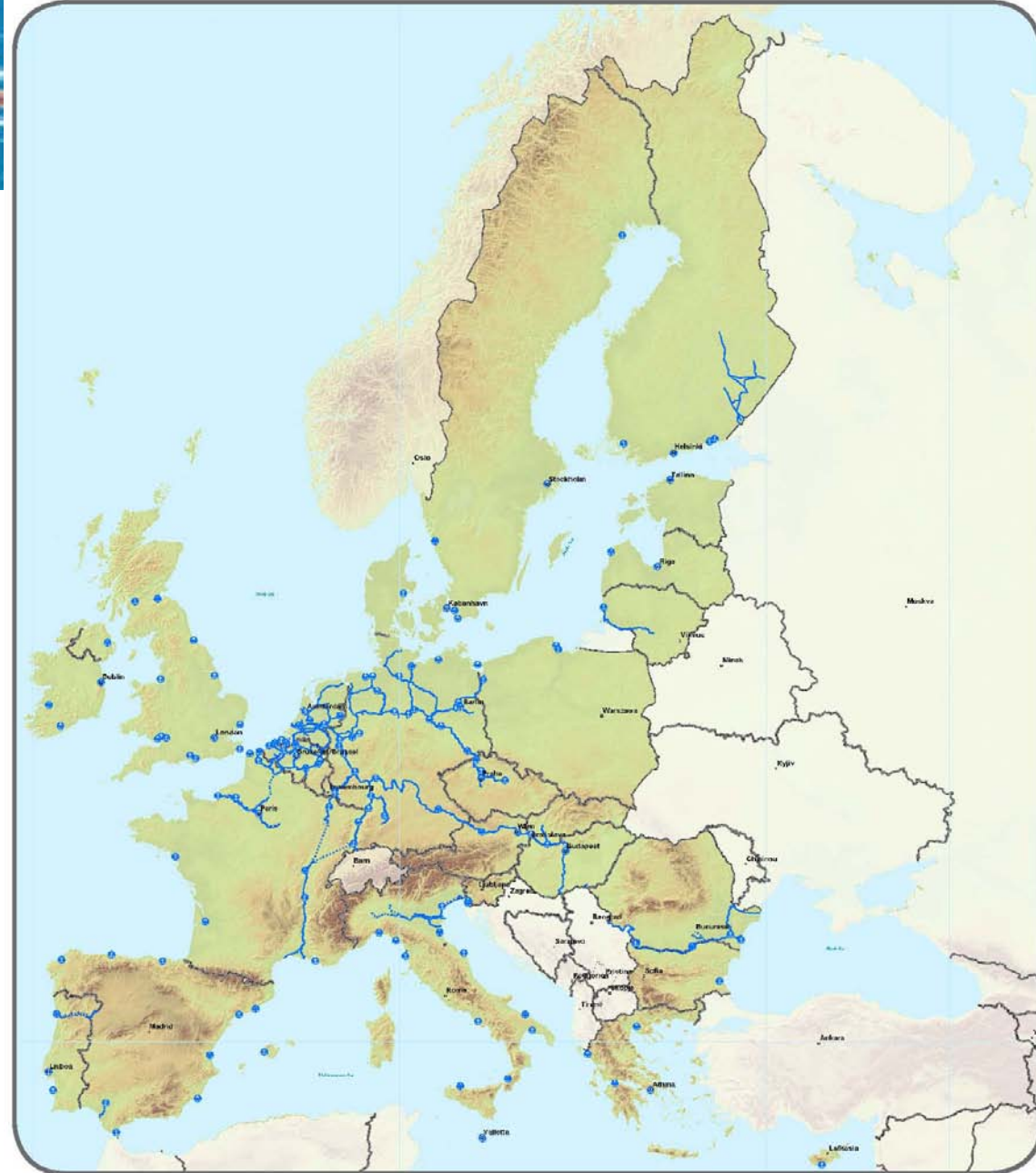
# 2030 – a European core network

Railways (freight),  
ports and rail-road  
terminals





# 2030 – a European core network Inland waterways and ports





# 2030 – a European core network

Roads, ports rail-road  
terminals & airports





# The comprehensive network for broad access to the core network

- The “Ground Layer” of the dual network structure
- Resulting from a common planning methodology and intense bilateral discussions with Member States
  - A new type of criteria for ports, airports and multi-modal terminals
- Ensuring access to all regions (including peripheral and ultraperipheral ones)
- Full completion, in accordance with stipulated infrastructure requirements, aimed at for 2050



## Motorways of the Sea

- An area of special importance within the maritime section of the new Guidelines
- Consisting of short sea shipping routes between at least two Member States, corresponding ports, associated equipment, intelligent transport systems / information and communication technologies
- Motorways of the sea may a) form part of a core network corridor, b) link two or more core network ports and their hinterland connections or c) link a core network port and ports of the comprehensive network



# Finding the money

- 500 billion Euros for TEN-T implementation until 2020
- 250 billion Euros of this needed for the core network
- Member States and other public and private entities as project promoters and main investors
- Europe to contribute 31,7 billion Euros grant money: Connecting Europe Facility (CEF)



# Boosting investment with the CEF

- 31.7 billion, out of which 10 billion specifically for Cohesion countries
- 80 – 85 % for core network corridors, 3 horizontal priorities and other important cross-border sections
- 15 – 20 % for other projects of the core and comprehensive networks
- Innovative financial instruments
- Further 24 billion Euros under the Cohesion Fund





## EU funding rates

- Up to 50% EU co-financing for studies
- For works up to 20% (e.g. exploratory works for a major tunnel)
- Increased co-financing for cross border projects for rail and waterway up to 40 %.
- ITS projects - co-financing up to 50%
- Up to 85% in Cohesion countries