



Directorate-General
for Energy
and Transport



EUROPEAN
COMMISSION

● Review of the TEN-T Policy

European Commission,
Directorate General for Energy and Transport

Informal document No. 25
Agenda item 2a

The trans-European transport network

The TEN-T network aims to contribute to:

- **the smooth functioning of the internal market**
- **strengthening economic and social cohesion**
- **ensuring the sustainable mobility of persons and goods under the best possible social, environmental and safety conditions**
- **integrating all modes of transport**

● **Trans-European Transport (TEN-T) network development**

- **1996 TEN Guidelines for EU 15 (14 priority projects)**
- **2004 guidelines revision - EU27 (30 PPs)**
- **2007 new Financing regulation 2007-2013**
- **2007 Communication on the extension of the major TENs axes to neighbouring countries**
- **2009 Green paper**
- **2010 Further review of the TEN guidelines**



Green Paper: A review of the trans-European transport network policy

- **Time for change**

- » **New political circumstances call for new approaches: climate change objectives, an enlarged Union (from initially 15 to 27 Member States), Europe's new global role;**
- » **Achievement of current and future objectives of common transport policy requires an efficient, better integrated infrastructure basis;**
- » **TEN-T to genuinely support logistics and co-modal services for passengers and freight, help meet mobility needs but containing CO2 emissions;**
- » **TEN-T to be more than the sum of 27 national infrastructure networks, to demonstrate true European added value;**
- » **TEN-T to better connect Europe to its neighbours and the world.**





Green Paper: A review of the trans-European transport network policy

- **Build on past and face future challenges**
 - » **15 years of TEN-T policy have brought noticeable results –e.g. progress with high-speed rail projects, deployment of rail interoperability or the preparation of key ITS projects;**
 - » **Future policy needs to show continuity while learning lessons from past problems (implementation delays, mis-match between planning ambitions and instruments);**
 - » **‘Tradition’ needs to be combined with innovation. The long-term approach inherent in major infrastructure projects needs to be complemented by greater flexibility and responsiveness to evolving service needs;**
 - » **Traditional side: more attention to rail connections to ports, inter-modal terminals, links between long-distance and urban transport etc.;**
 - » **Innovation: technological and institutional? (infrastructure and vehicle related, charging).**





Green Paper: A review of the trans-European transport network policy

- **The way ahead in the Commission's view**
 - » **Strengthen the European dimension in TEN-T planning**
 - » **Make the TEN-T a genuine basis for all relevant transport policy objectives**
 - » **Aim at better coherence between planning ambitions and implementation capacities**
 - » **Review the whole range of instruments for policy implementation – financial and non-financial – to make sure they are as effective as possible**
 - » **Ensure well coordinated action at Community level and stimulate all other actors – national and regional, public and private – to commit themselves to contribute to timely completion of the TEN-T**





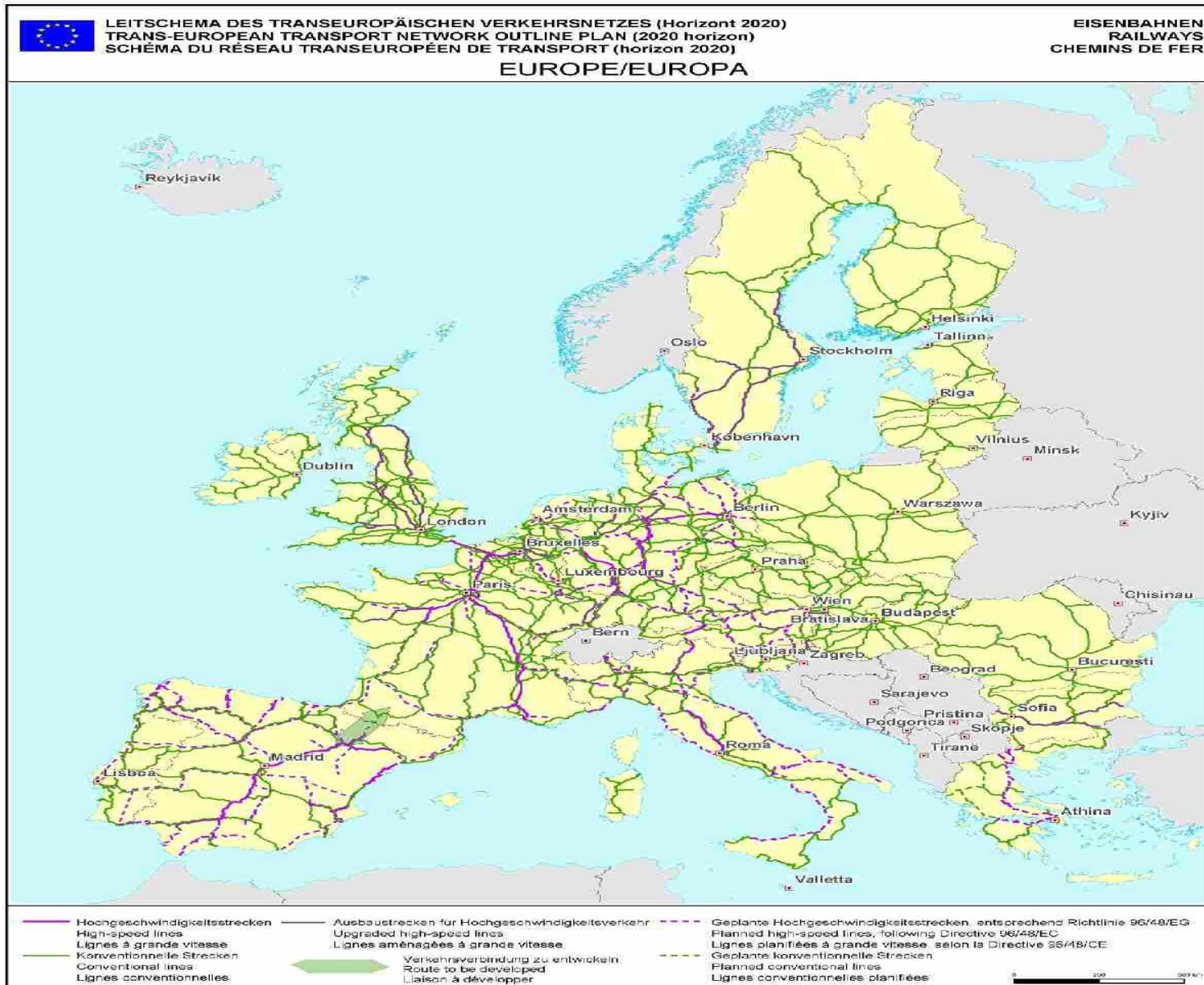
Green Paper: A review of the trans-European transport network policy

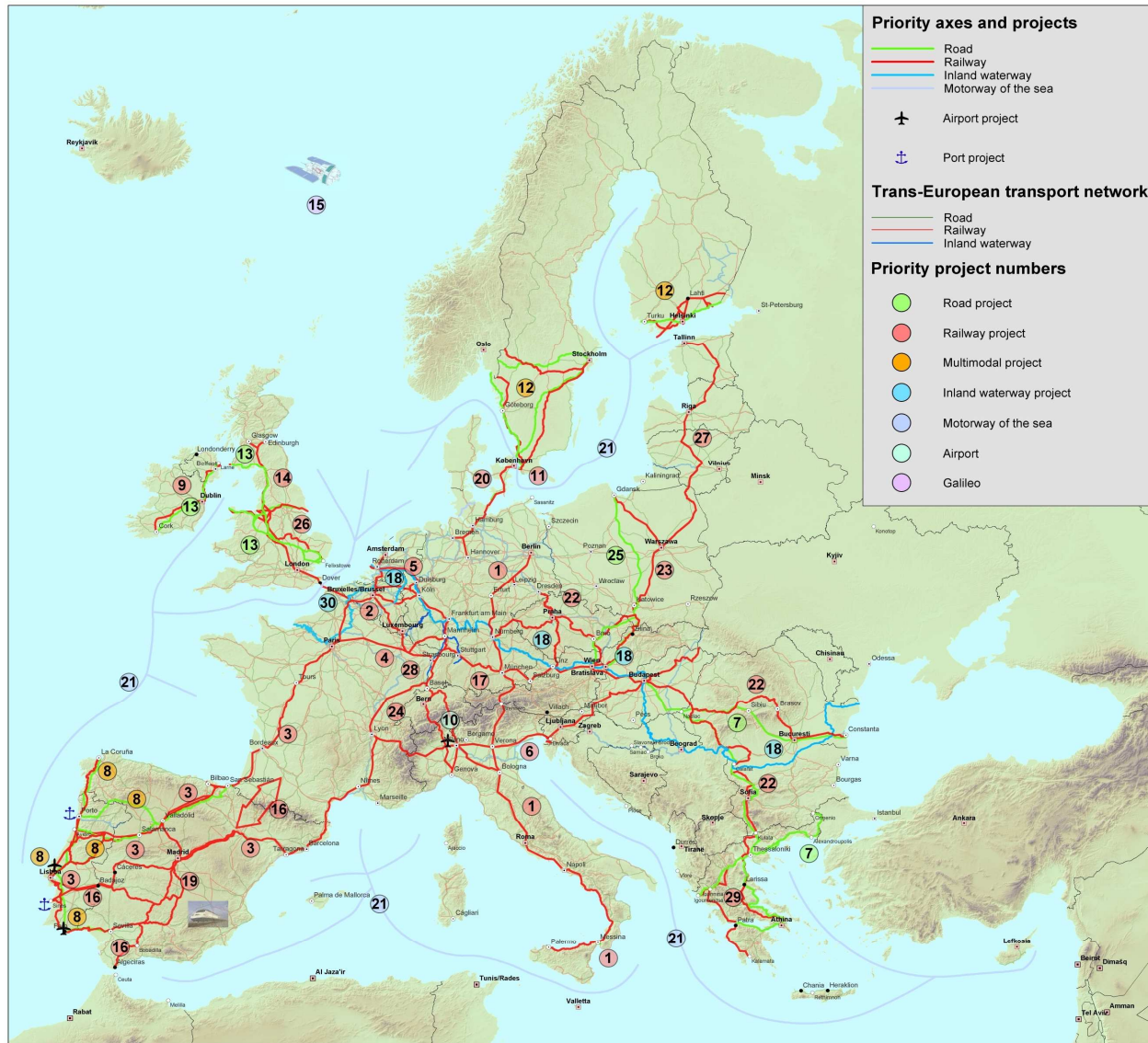
- **Options for TEN-T development**
 - 1. Dual layer: comprehensive network and priority projects (status quo)**
 - 2. Single layer: Priority projects only, possibly connected to a priority network**
 - 3. Dual layer: comprehensive network and core network**



● Green Paper: some terminology pointers

- **Core Network** - a representation of infrastructure of vital importance in relation to policy objectives: facilitation of internal market, cohesion, connection to third countries. Also an expression of the TEN-T's reinforced status at the heart of the European common transport policy.
NOT A REFERENCE TO THE CENTRAL EUROPEAN LAND AREA!
- **Comprehensive Network** - modal outline plans and traffic management systems as included in current TEN-T guidelines
- **Priority projects** – the 30 projects identified in the current TEN-T guidelines
- **Priority network** – based on priority projects (in current or even an amended form) and with possible additions of interconnections to form a genuine network rather than 30 discrete elements
- **Conceptual pillar** – a complement to the geographical pillar. Will enable incorporation of current and future transport objectives in the identification of projects of common interest





Priority axes and projects

- Road
- Railway
- Inland waterway
- Motorway of the sea

✈ Airport project

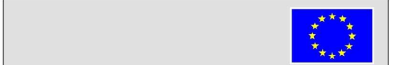
⚓ Port project

Trans-European transport network

- Road
- Railway
- Inland waterway

Priority project numbers

- Road project
- Railway project
- Multimodal project
- Inland waterway project
- Motorway of the sea
- Airport
- Galileo

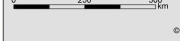


**Trans-European transport network (TEN-T)
Priority axes and projects**

1. Railway axis Berlin-Verona/Milano-Bologna-Napoli-Messina-Palermo
2. High-speed railway axis Paris-Bruxelles/Brussel-Köln-Amsterdam-London
3. High-speed railway axis of south-west Europe
4. High-speed railway axis east
5. Betuwe line
6. Railway axis Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border
7. Motorway axis Içmuntzsa/Patra-Athina-Sofia-Budapest
8. Multimodal axis Portugal/Spain-rest of Europe
9. Railway axis Cork-Dublin-Belfast-Stranraer (completed 2001)
10. Malpensa (completed 2001)
11. Oresund fixed link (completed 2000)
12. Nordic triangle railway/road axis
13. UK/Ireland/Benelux road axis
14. West coast main line
15. Galileo
16. Freight railway axis Sines/Algeciras-Madrid-Paris
17. Railway axis Paris-Strasbourg-Stuttgart-Wien-Bratislava
18. Rhine/Meuse-Main-Danube inland waterway axis
19. High-speed rail interoperability on the Iberian peninsula
20. Fehmarn Belt railway axis
21. Motorways of the sea
 - Motorway of the Baltic Sea (linking the Baltic Sea Member States with Member States in Central and Western Europe, including the route through the North Sea/Baltic Sea Canal (Kiel Canal);
 - Motorway of the sea of western Europe (leading from Portugal and Spain via the Atlantic Arc to the North Sea and the Irish Sea);
 - Motorway of the sea of south-east Europe (connecting the Adriatic Sea to the Ionian Sea and the Eastern Mediterranean to include Cyprus);
 - Motorway of the sea of south-west Europe (western Mediterranean), connecting Spain, France, Italy and including Malta, and linking with the motorway of the sea of south east Europe.
22. Railway axis Athina-Sofia-Budapest-Wien-Praha-Nürnberg/Dresden
23. Railway axis Gdansk-Warszawa-Bрно/Bratislava-Wien
24. Railway axis Lyon/Genova-Basel-Duisburg-Rotterdam/Antwerpen
25. Motorway axis Gdansk-Bрно/Bratislava-Wien
26. Railway/road axis Ireland/United Kingdom/continental Europe
27. "Rail Baltica" axis Warszawa-Kaunas-Riga-Tallinn-Helsinki
28. "Eurocaprail" on the Bruxelles/Brussel-Luxembourg-Strasbourg railway axis
29. Railway axis of the Ionian/Adriatic intermodal corridor
30. Inland waterway axis Seine-Scheldt

(Ref.: Decision 884/2004/EC of 29 April 2004)

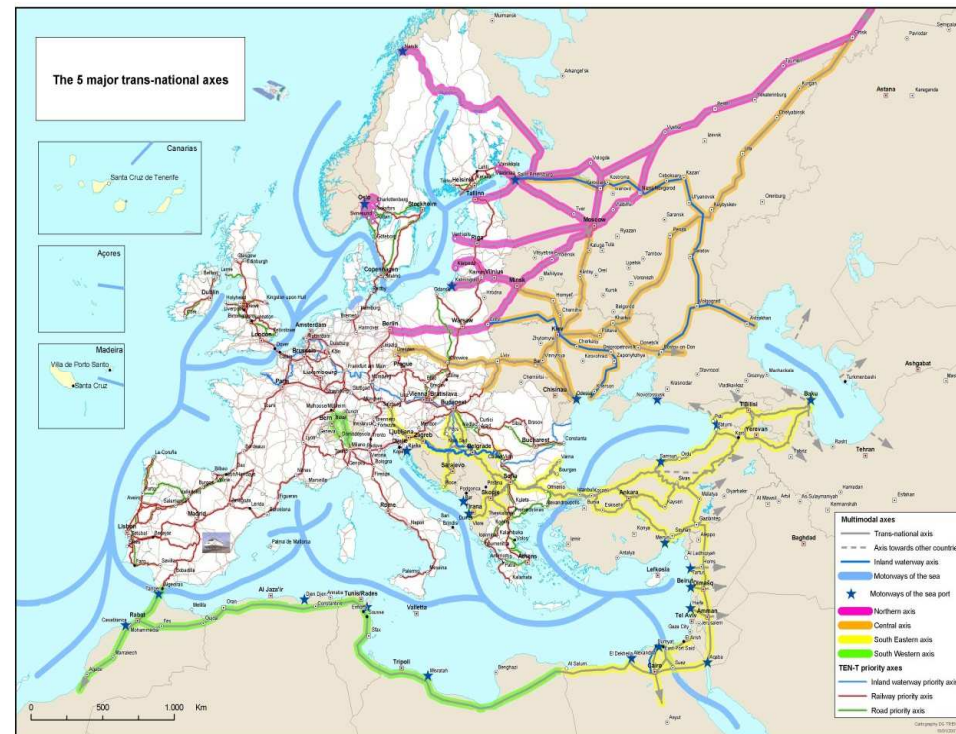
- Important cities**
- ⊠ Capital
 - > 500,000 inhabitants
 - 100,001 - 500,000 inhabitants
 - 50,001 - 100,000 inhabitants
 - < 50,000 inhabitants



© EuroGeographics 2001 for the administrative boundaries
Cartography: Energy and Transport DG, 26/10/2004

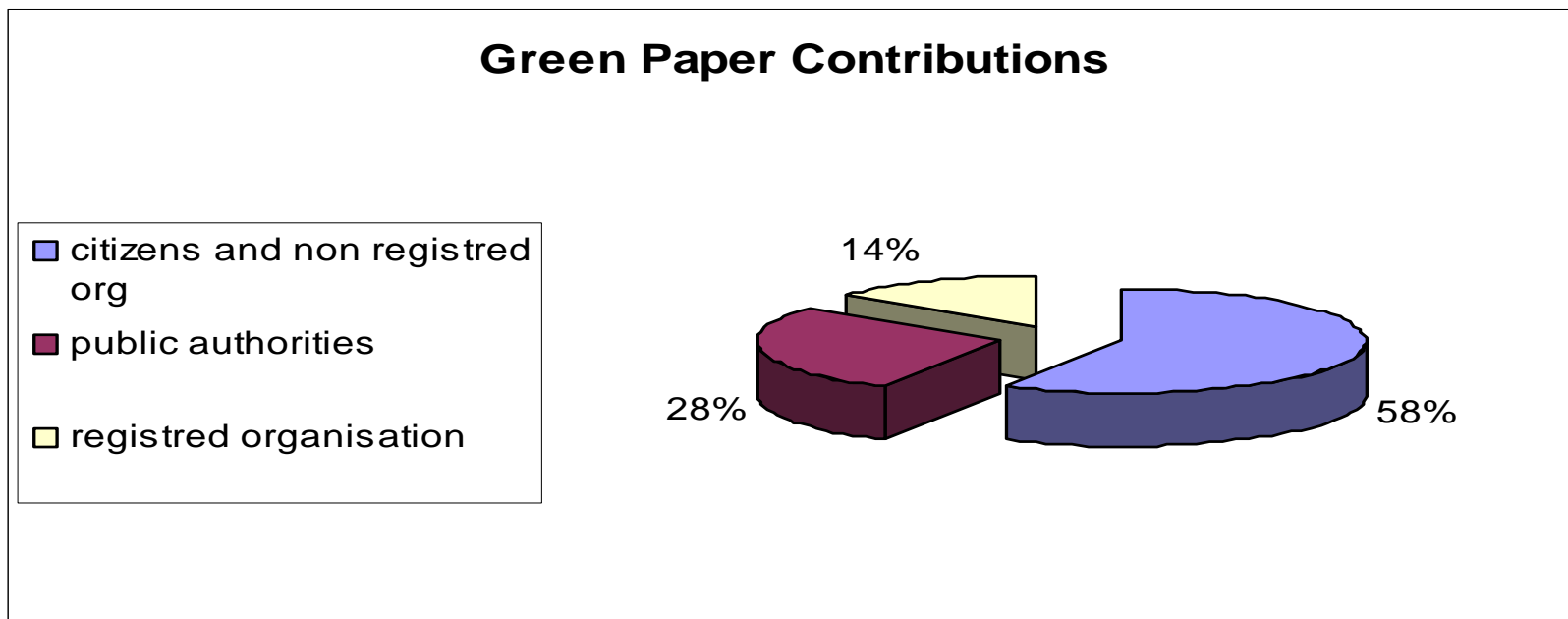
Global dimension of the TEN-T – *First step: connecting the neighbours*

1. Northern Dimension Partnership on Transport and Logistics (Northern Axis)
2. Central Axis
3. Western Balkan Core Regional Network
4. Turkey – TINA (Transport Infrastructure Needs Assessment)
5. TRACECA (Transport Corridor Europe-Caucasus-Asia)
6. Mediterranean Axes



● Consultation procedure

- Consultation procedure closed on 30 April 2009;
- Answers received : 290;
- Publication of results foreseen for July 2009.



First results

- **Most in favour of maintaining the comprehensive network;**
- **Relative majority in favour of option 3(EP supports option 3);**
- **Question how to ensure continuity with the past and also a greater degree of flexibility;**
- **Methodology for priority network requires in-depth analysis;**
- **The « conceptual pillar » should be further defined. It could include horizontal measures;**
- **Coordinators are strongly supported.**
- **Necessity to ensure adequate financing**



Next Steps

- **Report on the Consultation (July 2009)**
- **Council conclusions (11 June 2009)**
- **Stakeholders conference (October 2009)**
- **6 Expert groups (Sept 09- Jan 2010)**
- **Communication (spring 2010)**
- **Possible legislative acts in 2010**





Thank you for listening!

**Further information on the Green paper
on DG TREN website under Public
Consultations page.**