



EU Transport Policy in CEF and the TEN-T & White Paper

EU transport policy CEF and the TEN-T

Roundtable discussion

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Martin Zeitler – Adviser to ScanMed Corridor Coordinator Pat Cox

DG Mobility and Transport, Unit: Transport Networks

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Overview

- 1. EU Transport policy**
- 2. Transport sector challenges and White Paper**
- 3. TEN – T policy**
- 4. Corridors: The Scandinavian Mediterranean Corridor**
- 5. The Connecting Europe Facility**
- 6. TEN-T review process**

European Transport Policy

- **Next to agriculture transport policy is a common policy area since 1957**
- **Internal market**
- **Infrastructure: since 1992 "Trans-European networks" part of the treaty → 2014-2020: €24bn from CEF (+300%) plus allocations from the cohesion funds**
- **Innovation: €6,3bn from Horizon 2020 (+50%)**

Why A European Transport Policy?

➤ **EU Treaties**

- Art. 3(3) TFEU: "The Union shall establish an internal market."
- Title VI on Transport (Art. 90-100)
 - Art. 100: Title VI applies to rail, road and inland waterway transport. Co-legislators can extend provisions of title VI to sea and air transport
- Title XVI on Trans-European Networks (Art 170-172)

➤ **2011 Transport White Paper**

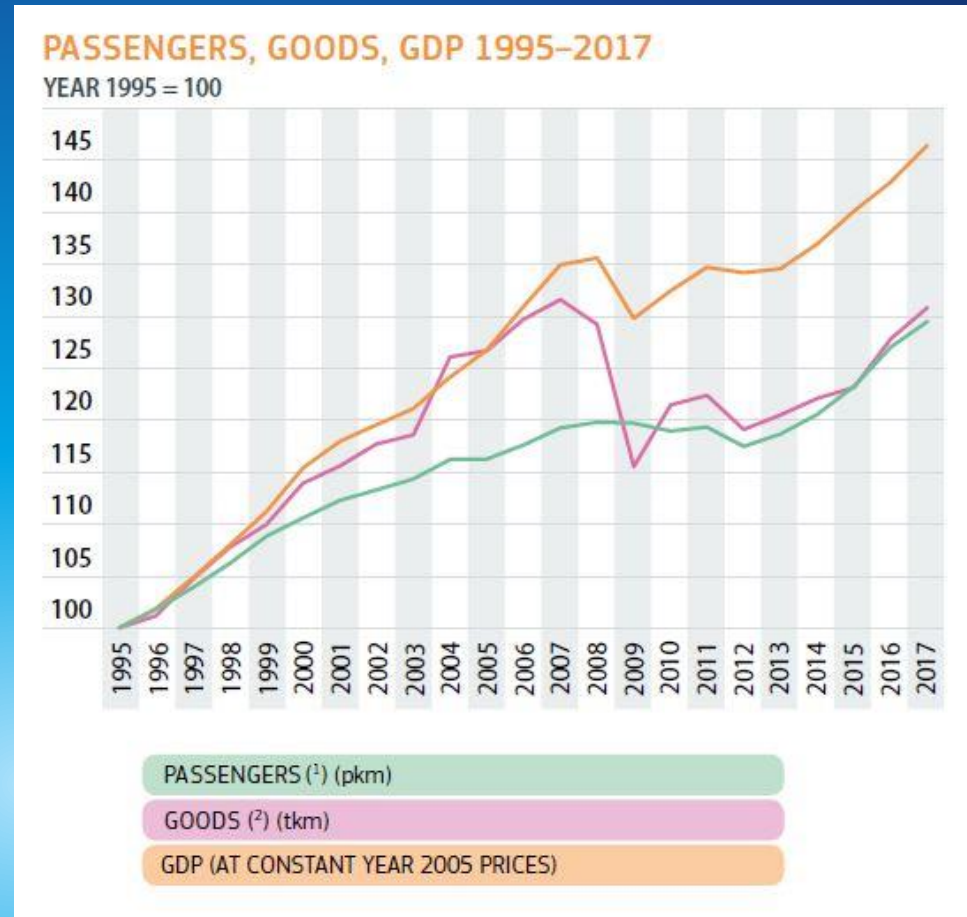
➤ **Competition and environmental legislation**

Transport contributes to Commission priorities

- A European Green Deal
- A Europe fit for the Digital age
- An economy that works for the people
- A stronger Europe in the world
- Promoting our European way of life

Trends and Challenges in the transport sector

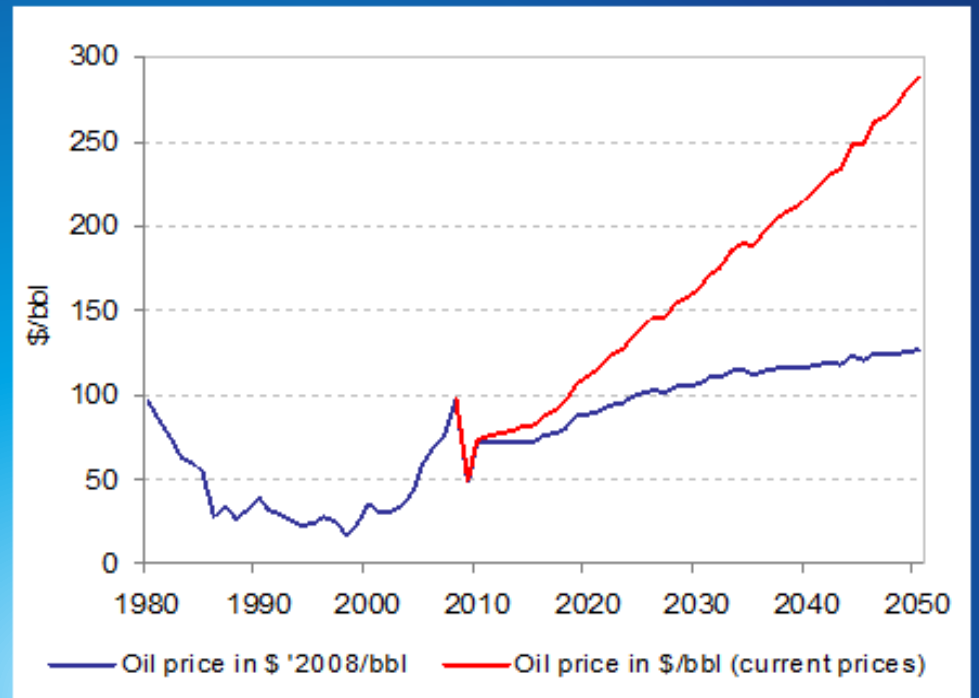
- Transport is economically important both as a **sector** and a **foundation** for economic growth as an employer and as a pre-requisite for physical trade
- EU Economy is dependent on transport



(source: Pocketbook 2019)

Oil dependency increases costs...

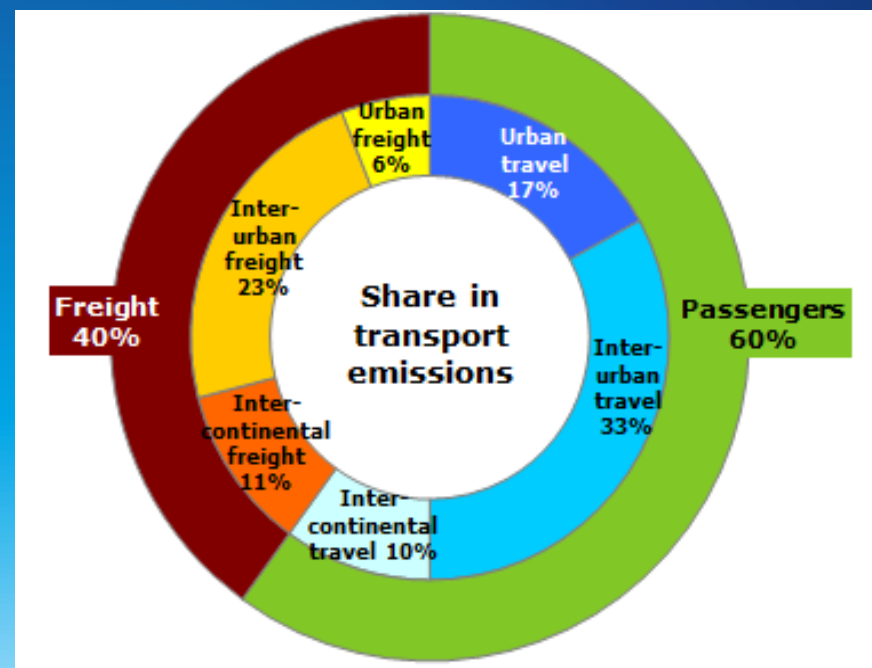
- EU transport depends on oil for about 96%
- Global oil demand is projected to grow from 84 million of barrels per day in 2009 to 100 in 2035.
- Increasing demand will renew its pressure on oil prices despite resurgence of production (shale oil)



Source: Prometheus, NTUA (E3MLab)

... and leads to higher GHG emissions

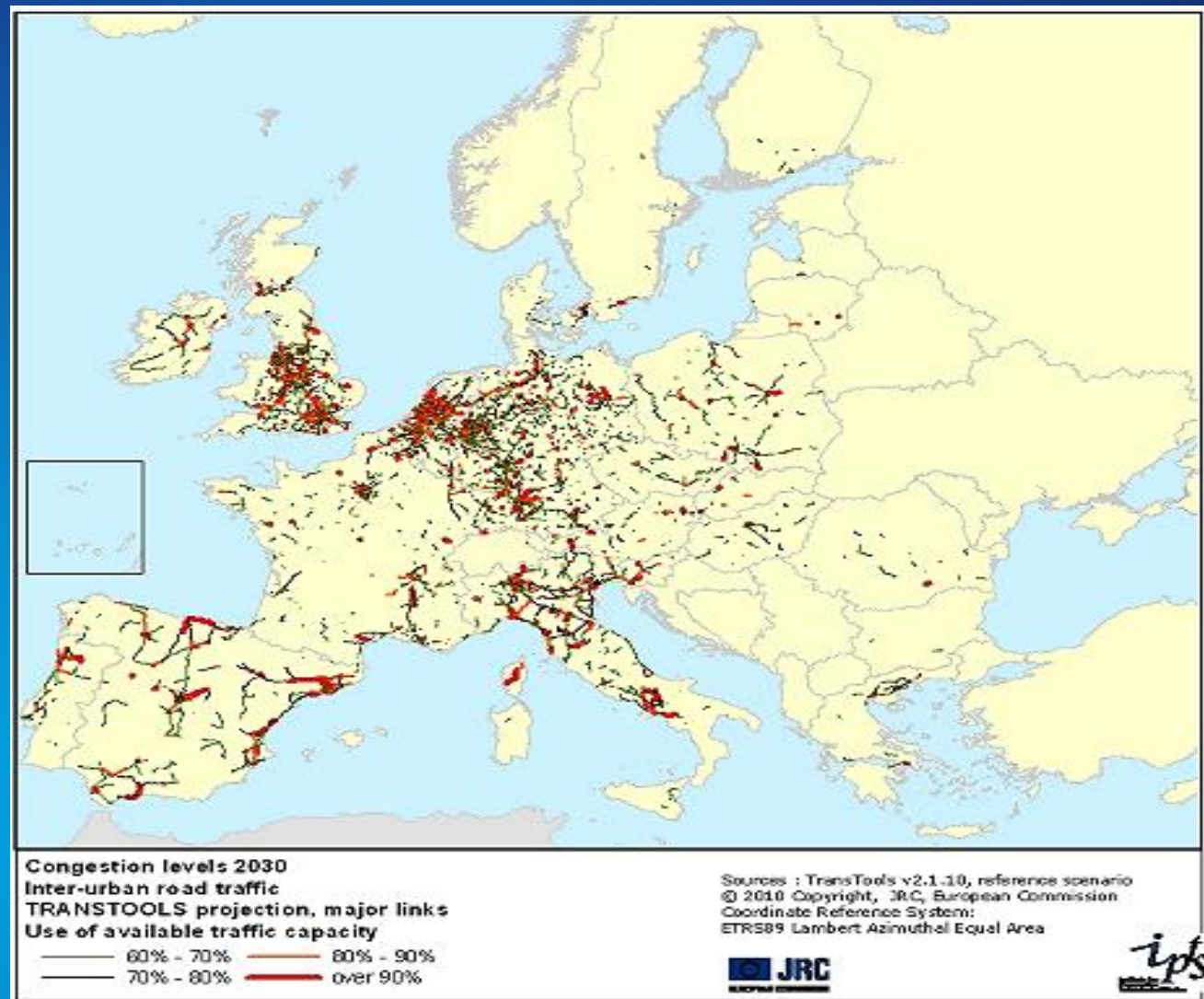
- Even if price of oil does not increase, the reduction of emissions requires a shift to alternative fuels
 - transport accounts for about one fourth of GHG emissions
 - By 2030, GHG emissions will be 25% higher than 1990 if business as usual



Source: PRIMES-TREMOVE and TREMOVE

Infrastructure: bottlenecks

at least
1% of GDP
is lost in
congestion

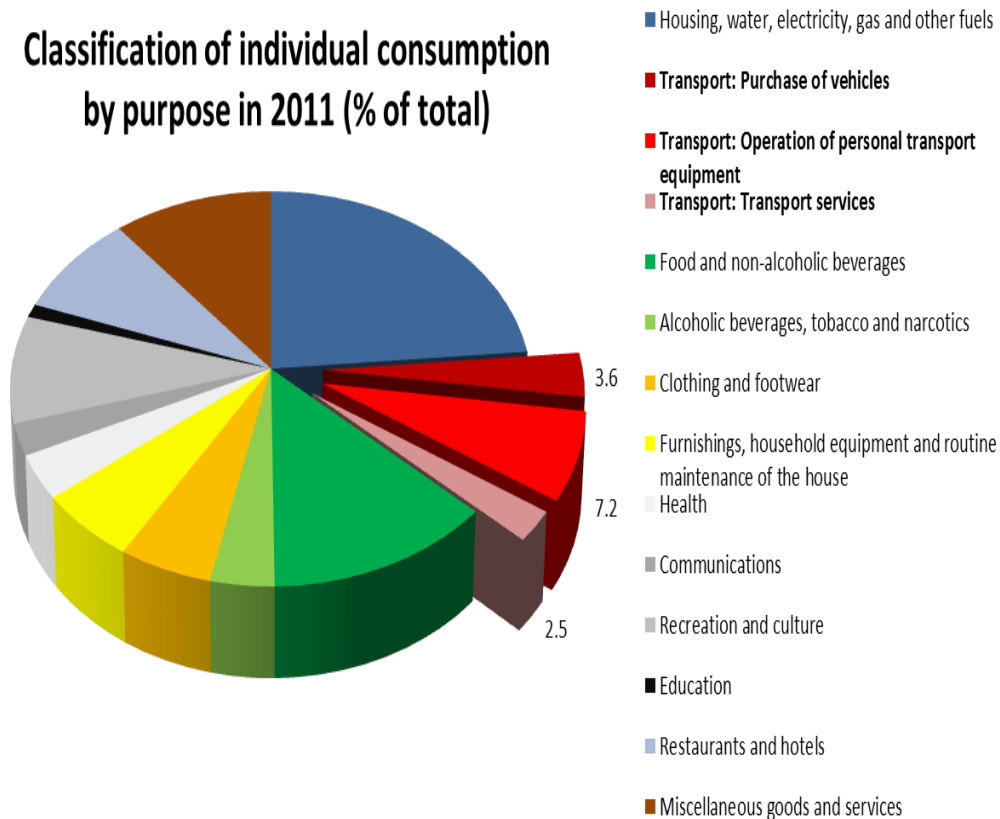


Poor infrastructure impedes growth

- Marked differences among countries, but generally declining trend in investment in transport infrastructure
- Ageing infrastructure increases costs and leads to congestion problems
- Some airports are becoming overcrowded
- Poor inter-modal connections of sea-ports lead to missed economic opportunities (Southern Europe)

Changing transport patterns with relevant economic consequences

Classification of individual consumption by purpose in 2011 (% of total)



- Households spend 13% of their budget on transport (2nd largest item)
- In some MS, less km driven with private cars. Vehicle purchases are decreasing and not only because of the crisis (congestion, oil price, competing expenditure)
- Greater use of high speed rail and aviation for medium-long distances.
- Alternative fuel vehicles in cities
- Sharing economy



TEN-T Policy



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Trans- European networks policy: Regulation (EU) 1315/2013

- **Two layer structure of the transport network: core and comprehensive network**
- **Common targets for completion: 2030 core network – 2050 comprehensive network**
- **Agreed ambitious infrastructure standards to achieve interoperability and quality**
- **Greater focus on innovation, alternative fuels, standardised intelligent transport systems**
- **Corridors and Coordinators for the implementation**

Requirements on the core network

- **Road: expressways or motorways, availability of safe and secure parking areas, availability of clean fuels**
- **Rail: ERTMS Equipment , Electrification , European gauge**
- **Rail freight: 22.5 t axle load, 740m trains , 100Km/h line speed**
- **Availability of clean fuels in Sea and Inland ports as well as at airports**



TEN-T Corridors: The Scandinavian Mediterranean Corridor



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Core network corridors – targets

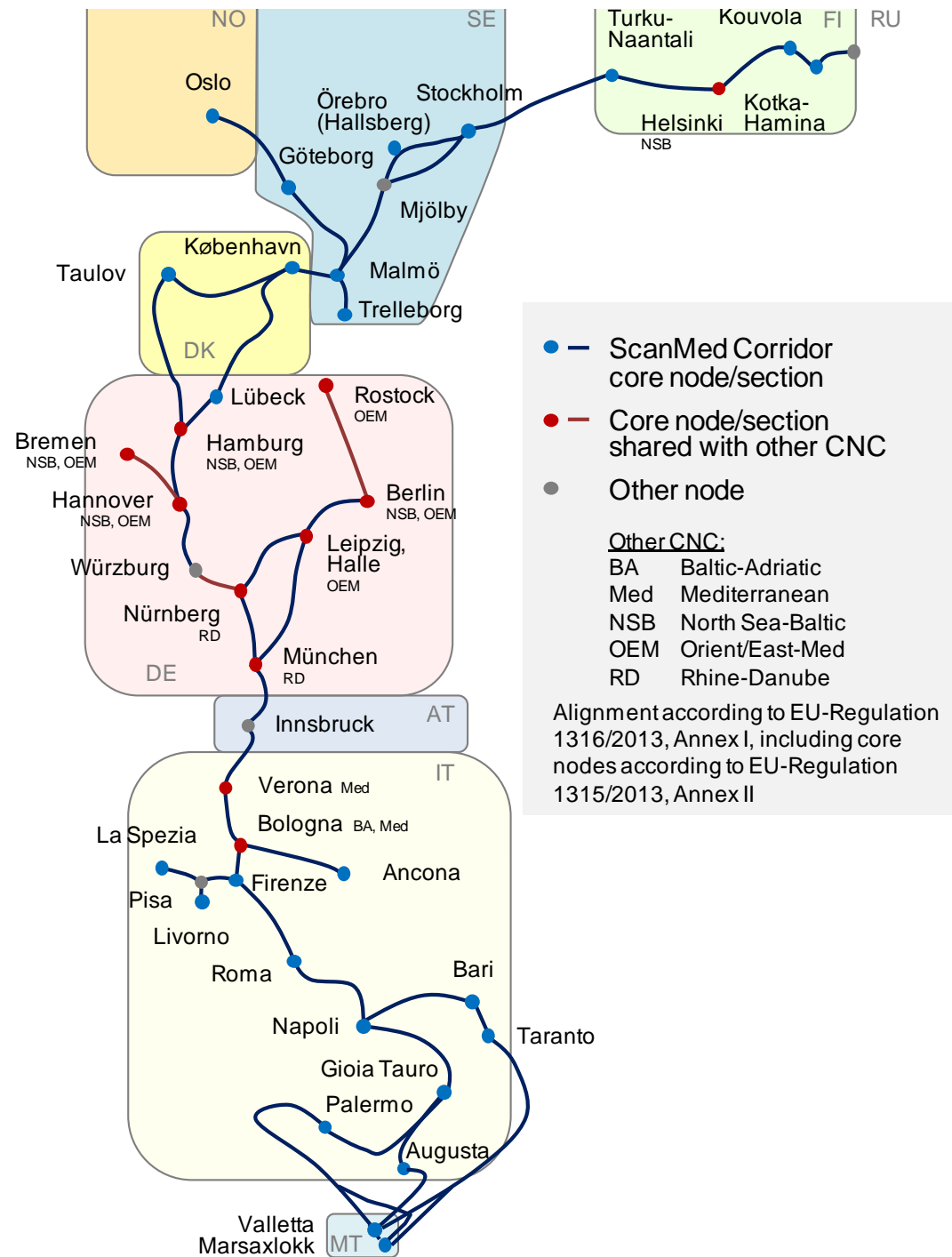
- **Speed up the development of the core network**
- **Coordinate projects along the corridors**
- **Synchronise investments**
- **Include all concerned stakeholders**

Focus on:

- **cross border projects**
- **removal of bottlenecks and**
- **construction of missing links and of interconnecting nodes**

ScanMed corridor Alignment

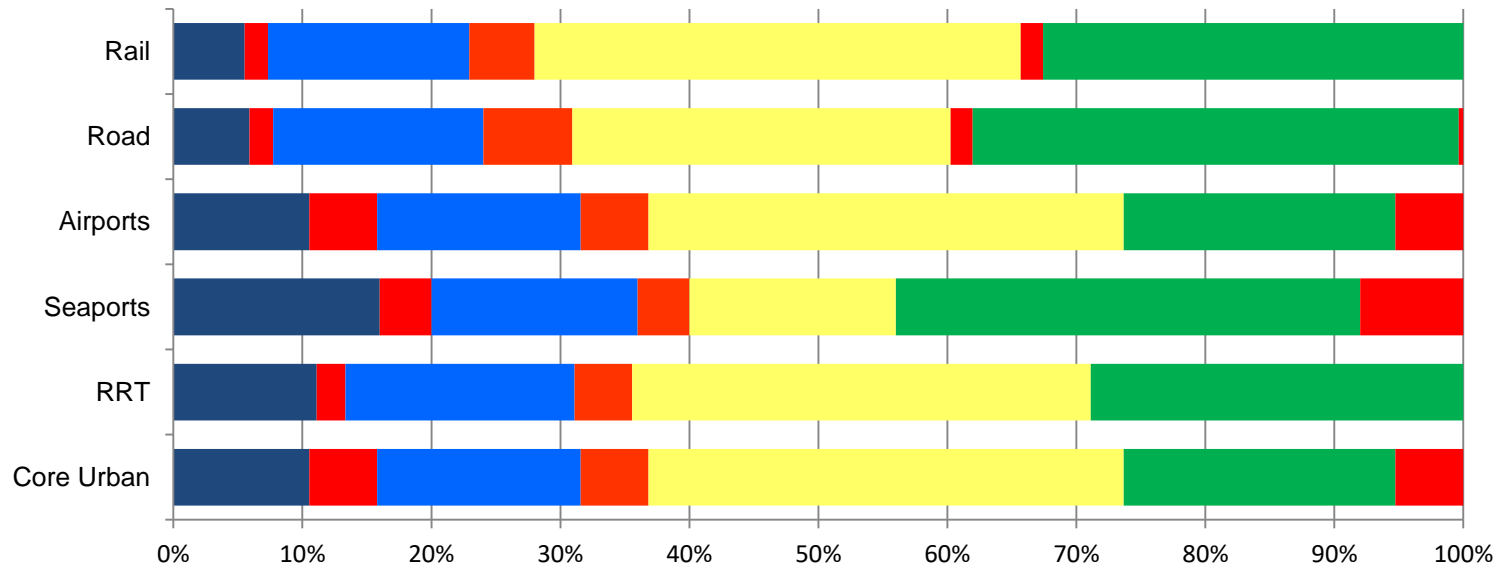
- **Linear Infrastructure (segments):**
 - Road
 - Rail
- **Nodes:**
 - Seaports
 - Airports
 - Rail- Road terminals
 - Urban nodes (linking different infrastructures)
- **Inland waterways and inland ports are not part of the corridor**
- **Some segments are overlapping with other corridors**



Overview ScanMed corridor

Mode/Node	Dimension	FI	NO	SE	DK	DE	AT	IT	MT	Total
	Color Code	FI	NO	SE	DK	DE	AT	IT	MT	
Rail	network length [km]	518	169	1.462	476	3.532	163	3.053	-	9.373
Road		376	116	1.039	440	1.869	109	2.401	22	6.372
Airports	number	2	1	3	1	7	-	4	1	19
Seaports		4	1	4	1	4	-	9	2	25
RRT		5	1	8	2	16	0	13	-	45
Core Urban		2	1	3	1	7	0	4	1	19

Country Shares





Corridor process and results so far

- **Regular meetings of the corridor forum to inform stakeholders on progress**
- **Meetings of working groups on specific topics (ideas laboratories)**
- **Corridor "Consultants" undertaking detailed technical analysis of corridors**
- **Bilateral meetings and visits along the corridors by the coordinators**
- **Corridor studies and workplans giving a detailed analysis of the corridors**
- **Project lists detailing the investments planned on the corridors by 2030**
- **TENtec maps**



Connecting Europe Facility



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Funding: The Connecting Europe Facility

First Infrastructure fund for Europe: Transport, Energy, Telecommunication

- **€22.4 bn. for TEN-T projects (vs €8bn in 2007-2013!)**
 - **€11.3 bn. for cohesion member states**
 - **€11.1 bn. for all 28 EU member states**
 - **Focus on corridor projects but not only: cross border and sustainable projects are preferred**
- **2019 Reflow call 1.4bn € open until 26 February 2020**
- **One further call planned for 2020 with remaining budget**

CEF support to the ScanMed corridor

- **90 CEF projects (12 completed) with a volume of 2.36bn on the corridor addressing Work Plan priorities:**
 - **Capacity issues** - Missing links Fehmarnbelt fixed link and Brenner Base tunnel
 - **Different standards** - ERTMS
 - **Environnemental aspects** – Greening of infrastructure
 - **Public - private co-operation** – Blending calls



CEF 2021-2027



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General Objective



- to develop and modernise the trans-European networks in the fields of transport, energy and digital
- to facilitate cross-border cooperation in the field of renewable energy
- taking into account the long-term decarbonisation commitments
- and with emphasis on synergies among sectors

Transport € 24,115 million

- Efficient and interconnected networks
- Smart (digital), sustainable (e.g. alternative fuels), inclusive, safe and secure mobility

€ 6,500 million

- TEN-T adapted to military mobility requirements

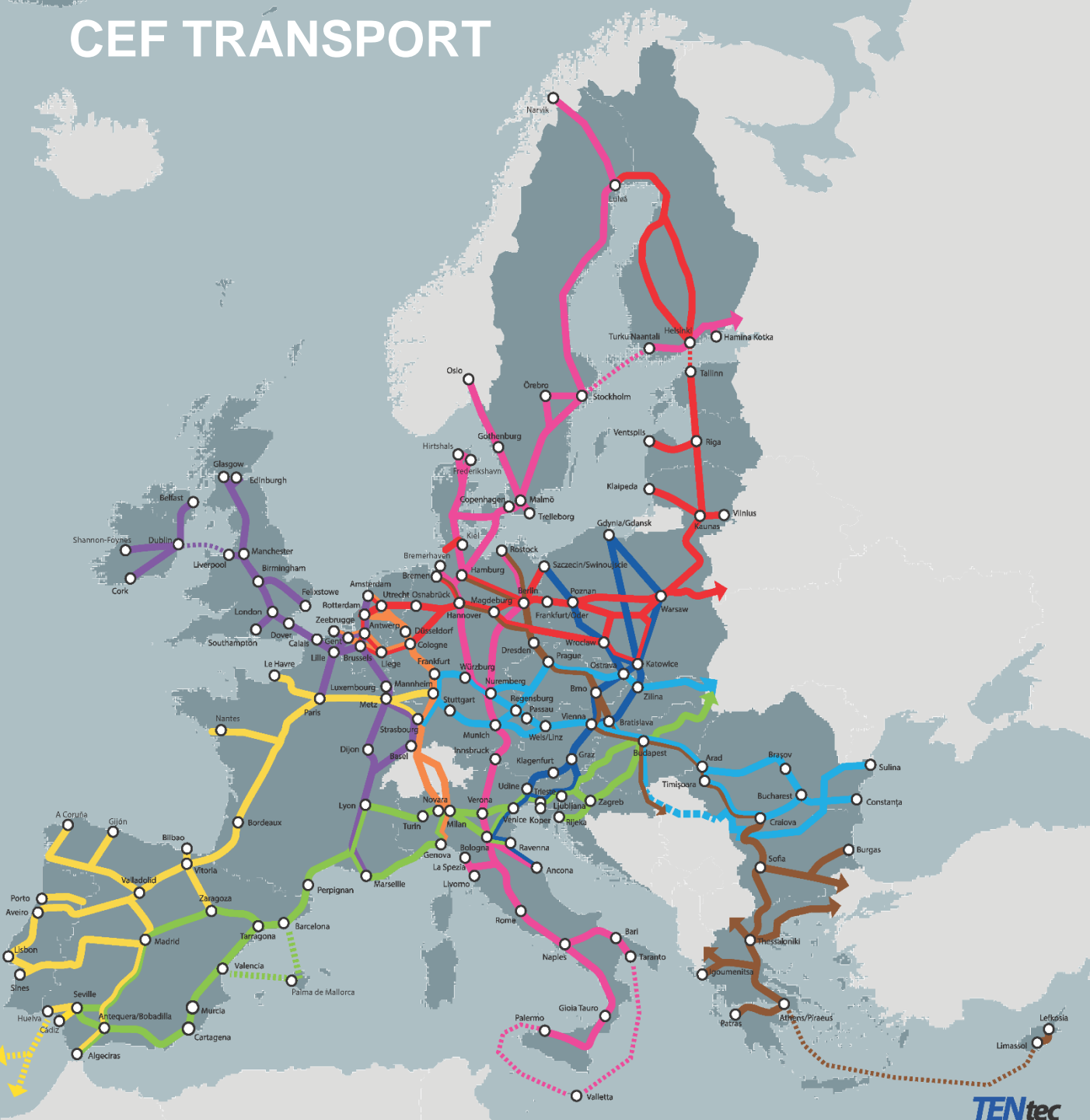
Energy € 8,650 million

- Integration of the internal energy market
- Interoperability of networks across borders & sectors
- Decarbonisation
- Security of supply
- Renewables cross-border cooperation

Digital € 3,000 million

- Deployment of very high capacity & 5G digital networks
- Increased resilience and capacity of backbone networks on EU territories
- Digitalisation of transport & energy networks

CEF TRANSPORT



New Annex

WHAT ARE THE SPECIFIC OBJECTIVES? (1)

1. Development of the network

60%

- **75% - Core Network Corridors:** Cross-border & missing links
- **10% - Other sections of the Core network :** Cross-border & missing links
- **15% - Comprehensive network specific sections:** cross-border links & outermost regions

2. Modernisation of existing network

40%

- **Core and Comprehensive network :**
Smart (digital – interoperability), **sustainable** (e.g. alternative fuels), **inclusive** (e.g. freight transport services), **safe and secure TEN-T** (e.g. MoS, ERTMS, SESAR)

WHAT ARE THE SPECIFIC OBJECTIVES? (2)

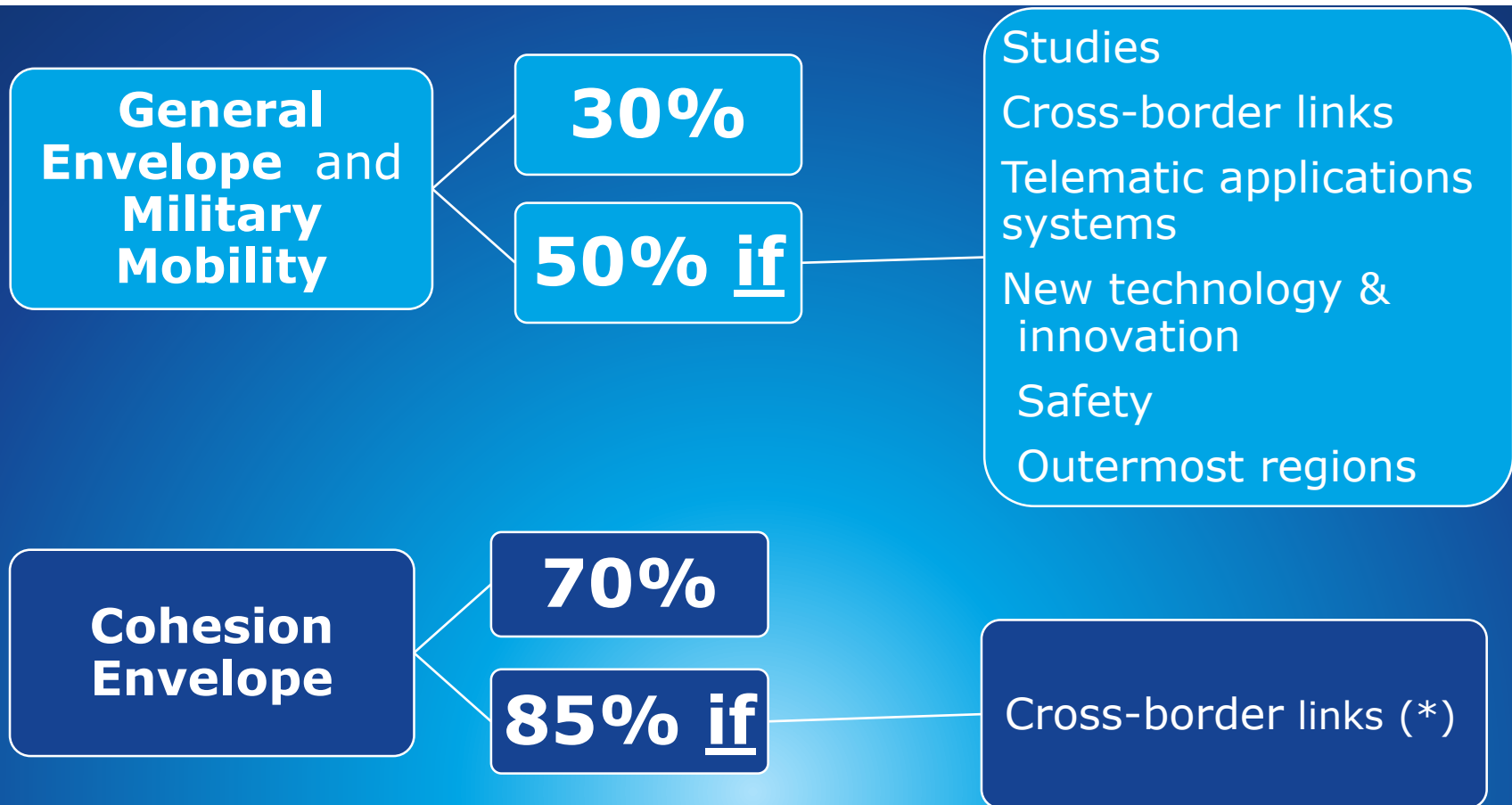
3. Military Mobility

- **Core and comprehensive networks:**
- Actions supporting TEN-T infrastructure
 - to adapt it to military mobility requirements
 - to enable a civilian-military dual-use of the infrastructure

Based on the Action Plan on Military Mobility

- 2018: Military requirements to be defined
- 2018: Identification of the gaps between technical TEN-T requirements & military mobility requirements needed
- 2019: Identification of the Dual use projects

MAXIMUM CO-FINANCING RATES



Only maximum co-funding rates in Basic Act
More detailed rates in the work programmes

STRONGER ARTICULATION WITH THE CORE NETWORK CORRIDORS

An increased role for the European Coordinators and their work plans in the selection process of projects

- Selection of projects shall be based on **award criteria** defined in the work programmes and calls, and taking into account key elements set out in the Regulation
- Where applicable, the assessment of the award criteria will ensure that:
 - proposed actions are **consistent with the corridor work plans and implementing acts** and
 - take into account **the opinion of the responsible European Coordinator**



Evaluation of the TEN-T Guidelines



Reviewing TEN-T policy: Objectives

- **Evaluating all provisions of the TEN-T Regulation (N° 1315/2013)**
- **Focusing in particular on four areas:**
 - ✓ Network planning (planning method, core and comprehensive networks)
 - ✓ Infrastructure features (standards, equipment, quality requirements)
 - ✓ Interrelation between infrastructure and its use / transport operations
 - ✓ Implementation instruments (core network corridors, reporting, coordinators workplan etc.)
- **Strengthening the TEN-T as enabler of a sustainable, safe, smart and efficient transport system in the light of fundamental changes in the transport system overall**
- **Taking account of geo-political developments**

Reviewing TEN-T policy: The approach

- **Review and analysis of existing literature and other relevant materials**
- **Taking account of all relevant developments in related EU policies in transport and beyond, e.g.**
 - climate protection
 - environment
 - energy
 - digitalisation
 - health and social issues
 - international relations
- **Stakeholder consultations**



Strengthening integration with other transport policy fields

Especially with a view to making a significant contribution to decarbonising transport, activities are going on in a wide range of transport policy areas.

Currently, the following evaluations are ongoing, in close coordination with the TEN-T evaluation:

- Regulation on Rail Freight Corridors
- Urban Mobility
- Alternative Fuel Infrastructure
- ITS
- Transport Policy White Paper

As well as ongoing activities in the field of MoS and ERTMS

Consultation activity as a key evaluation tool

- Broad set of consultation activities also using the results of recent consultation activities in related policy areas covering a broad range of stakeholders
- Open public consultation, targeted stakeholder consultations, workshops, case studies, final conference
- OPC took place between mid-April and mid July 2019 (600+ contributions received)
- Targeted stakeholder consultations, as of Q4 2019
- Addressing the 5 evaluation criteria: effectiveness, efficiency, relevance, coherence and EU added value, with a particular focus on the main areas (design, features, use and implementation)

Case studies as a specific form of the targeted stakeholder consultation

- **A number of case studies are foreseen in order to assess in how far the current regulation is able to cope with the situation in a certain area, concerning notably:**
 - **The role of urban nodes in TEN-T policy**
 - **Core network corridors as a tool to facilitate the coordinated implementation of the core network**
 - **Infrastructure standards and requirements**
 - **Infrastructure for a future oriented mobility system**
 - **Digitalisation and innovation**
 - **TEN-T requirements from a “European passengers perspective”**
 - **Infrastructure quality requirements, resilience, life-cycle approach**
- **Case studies to be carried out by proven experts in the respective field focussing on specific evaluation criteria (to be defined)**



Reviewing TEN-T policy: The process

- Evaluation study, carried out by an external consultant; study period: April 2019 – 2nd quarter 2020
- Presentation and discussion of results at 2020 TEN-T Days: 13 – 15 May 2020, Croatia
- Staff Working Document: Publication Summer 2020
- Deepening on specific issues (such as planning method, stakeholder reporting, status of national infrastructure policy, TEN-T policy in relation to third countries, high-speed rail etc.) throughout the process
- Depending on the outcomes of the review process: Preparation of a legislative proposal for a revision of the TEN-T Regulation



Further Information

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

Infographics: http://ec.europa.eu/transport/facts-fundings/infographics/index_en.htm

Scoreboard: http://ec.europa.eu/transport/facts-fundings/scoreboard/index_en.htm

Maps: <http://ec.europa.eu/transport/infrastructure/tentec/tentec-portal/map/mobile.html>

3rd Workplan:

https://ec.europa.eu/transport/sites/transport/files/180322_work_plan_wpIII_final_web.pdf

INEA website with call details: <https://ec.europa.eu/inea/en/connecting-europe-facility/cef-transport/apply-funding/2019-cef-transport-map-call>

**Thank you very much for your
attention!**

Martin.Zeitler@ec.europa.eu