

# REVISION PROCESS OF THE TEN-T IN THE EUROPEAN COMMISSION

PARTICIPATION OF THE TRANSPORT  
WORKING GROUP OF THE INTER  
MEDITERRANEAN COMMISSION

Genoa, June 3rd, 2008

# Revision Process of the TEN-T in the European Commission

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- The Transport's Director of the CRPM, Mr. Patrick Anvoin, got a request from Mr. Edgar Thielmann, responsible for TEN in DG TREN, in order to present the European Commission with some ideas for the publication of a Green Book on the trans-European transport networks (TEN-T), which is expected to be published by the end of 2008.
- The ambition of this Green Book is to carry out an evaluation of the needs of TEN until 2030, although, in financial terms, the revision of TEN will be carried out for the period 2014-2030.

# Participation of the transport workgroup

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The Commission has invited the CRPM to present contributions regarding the establishment of new definitions or concepts, rather than the identification of new infrastructures:

- The contributions must be different from those carried out by the CRPM in 2003-2004 (which consisted on the presentation of a global demand of the CRPM, resulting from the integration of all the priority projects of the geographic commissions).
- The budgetary context is uncertain beyond 2013 (during the last negotiation, the Commission requested 20 billions of Euros and only got 8).

# Reflecting on Policy developments on TEN-T (I)

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- **1990:** Commission adopts first action plan on trans-European networks (transport, energy and telecommunications).
- **1993:** Treaty of Maastricht: policy of promoting the interconnection and interoperability of TENs
- **1994:** Essen European Council endorses list of 14 TEN-T ‘specific’ projects, drawn up by a group chaired by then Commission Vice-President Henning Christophersen.
- **1996:** Decision No 1692/96/EC of the European Parliament and of the Council of 23 July 1996 on Community Guidelines for the development of the trans-European transport network (first )
- **2001:** White Paper on Transport: “European Transport Policy for 2010: time to decide”. European Councils meetings in Goteborg, Barcelona and Brussels called on the Community institutions to adopt the revised guidelines

# Reflecting on Policy developments on TEN-T (II)

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- **2001:** First limited revision of Guidelines proposed by the Commission
- **2003:** A revised proposal issued by the Commission. High-Level Group on the TEN-T set up by the Commission (so called Van Miert Group)
- **2004:** Based on recommendations of the Group's report the Commission proposed new revised proposals for TEN-Ts guidelines and for the TEN-T financial regulation
- **2004:** Revised guidelines and financial regulation adopted, with a list of 30 priority projects (including the original 14) and a higher maximum funding rate of 20 % in certain cases.
- **2005:** Nomination of the first six European coordinators
- **2005:** A group chaired by former Commission Vice-President Loyola de Palacio due to propose axes linking TEN-T to neighbouring countries outside the EU.

# Status of development of the TEN-T

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Fifteen years after the Maastrich Treaty and the Essen Summit development of TEN-T is stagnating:

Reasons:

- Insufficient account of the TEN-T dimension on the part of the decision-makers in the MS
- Inadequate financial resources dedicated to the TEN-T from public (national and Community) and private sources
- Difficulties with coordination of resources and the management of the projects (fragmentation)

Delays in the completion of effective trans-European connections, in particular cross-border sections, are likely to seriously handicap the competitiveness of the Union, the Member States and peripheral regions which would not be able to profit fully from the beneficial effects of the internal market.

# Cost of the TEN-T network

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- In 2004, the total cost of completing the 30 priority axes by 2020 was estimated at EUR 225 billion, including EUR 112 billion to complete the 14 original projects.
- The latest information available from Member States at the beginning of 2005 indicates that the total remaining investment required has increased to EUR 252 billion.
- By 2020 the total cost of completion of TEN-T (including the projects of common interest but not identified as priority projects) amounts to €600 billion.
- Decision No 1364/2006/EC, investments necessary to complete interconnections with neighbouring countries are about EUR 28 billion between 2007 and 2013 for the priority projects alone.
- European financial reference amount of EUR 8.013 million for transport for the period 2007 to 2013, which only represents a tiny part of the necessary budget for completion of the priority projects

# New EU Approach

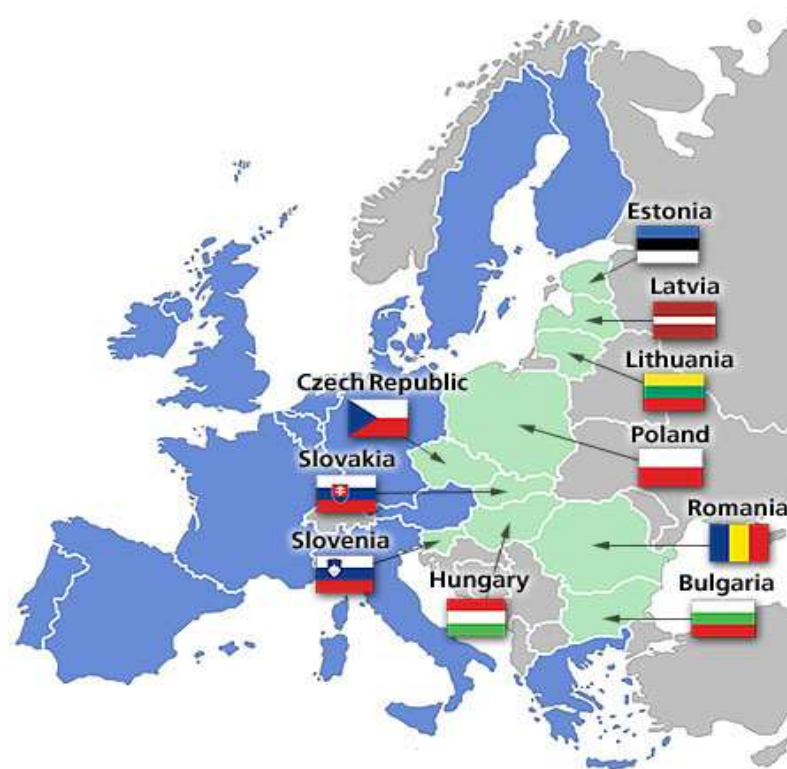
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- Completing the trans-European transport networks (TEN-Ts) in an enlarged EU
- Greater coherence at European level of investment decisions
- Ensuring a more efficient use of the infrastructure
- Introduce territorial criteria in the selection of the TEN, given that several countries (The Netherlands, Poland,...) have already positioned themselves for it. That way, the financial support for the TEN should not be identical in different geographical situations, such as peripheral regions.
- Overcoming the present limitations on public financing
- Promoting the greater involvement of Public Private Partnerships (PPP)

# Completing the trans-European transport networks (TEN-Ts) in an enlarged EU

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What is the future of the Pan-European transport corridors?



# Then Baltic Sea Commission Approach

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Some preliminary comments which have been discussed in the Baltic group:

- In general, the approach to define TEN-T corridors has not been fully convincing so far. Seen from outside, it seems to be based more on lobbying than on objective findings.
- A modified cost-benefit approach which respects cohesion principles and leads to a ranking of would-be transport projects could be a possible solution.
- Regular ferry services are working like bridges, which means that future TEN-T corridors should incorporate those ferry services which run frequently (e.g. at least twice a day).

# Proposal of criteria to be evaluated by the group

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First block: Territorial criteria of strategic interest to the regions, to the debate.

## Cohesion of the peripheral regions

- To evaluate the economic development potential that the transport networks can create in the peripheral regions, enhancing the TEN-T on the extremes of the Mediterranean, in such a way that development induced in non member countries do not determine the competitiveness of more peripheral regions.
- To evaluate, on top of the economic potential that infrastructures induce in the Regions, the incremental value on the start situation; that is, favoring investments in the peripheral regions of current less economic potential, and that don't generate enough resources to self-finance, as can happen in some more central regions with access to a larger volume of traffic.
- To evaluate the proposals improving the appeal of the transport nodes of peripheral regions impelling the development of logistical activities of support to the ports operative.

# Proposal of criteria to be evaluated by the group

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First block: Territorial criteria of strategic interest to the regions, to the debate.

## Connectivity of the transport networks

- To favor proposals that encourage the connectivity with nodes of the Sea Highways, encouraging short sea shipping to those destinations.
- To subsidize, in the SH contests, not so much the frequency and service capacity of the high-capacity way, that should be competitive regarding other transport modes in order not to induce inefficiencies, but granting priority to the lines of short sea shipping connecting the regions with the sea way of high capacity.
- To promote intermodality, specially the port-railway one.

# Proposal of criteria to be evaluated by the group

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First block: Territorial criteria of strategic interest to the regions, to the debate.

## Global dimension

- To identify the entry nodes to Europe of the traffics with each world region, by goods type, the current ones and those wished to be enhanced as such in the mid term, according to criteria of economic development, reduction of congestion and sustainability.
- To adapt the administrative processes in the main entry and exit nodes, favoring the specialization of transport infrastructures to the regions of origin and destination of the traffics.

# Proposal of criteria to be evaluated by the group

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Second block: General concepts and definitions, of easy consensus, on the improvement of the service and the technological development, the environment preservation and sustainability.

## Congestion reduction

- To impulse technologies that make it possible to collect traffic data from close communication ways in order to contribute with information on traffic management that avoids or delays the congestion of the ground communication ways
- To push the definition of criteria to the distribution of that information (control centers, authorities, security, sanitary assistance); make public information on the state of the ways in real time.

## Service quality encouragement

- To introduce criteria regarding user service in the definition and process of concession of new infrastructures
- To impulse the development of services of added value to the user (for example the transmission of information and connectivity).

# Proposal of criteria to be evaluated by the group

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Second block: General concepts and definitions, of easy consensus, on the improvement of the service and the technological development, the environment preservation and sustainability.

## Dynamical security

- To develop new criteria of dynamical security in the design of infrastructures.
- To promote the technification of the traffic control centers, based on best practices in leading countries.
- To develop connectivity between infrastructures and users: sending and reception of information, service provision.

## Climate Change

- The analyzing and cataloguing of energy trace of the existing transport infrastructures.
- To implement criteria of evaluation of energy trace in processes of definition of infrastructures, favoring the lesser impact ways.

# Proposal of criteria to be evaluated by the group

Second block: General concepts and definitions, of easy consensus, on the improvement of the service and the technological development, the environment preservation and sustainability.

## Energy consume

- To implement criteria of energy saving in the building, exploit and maintenance of land ways.
- To research on building materials and processes lesser energy consuming.
- To impulse processes of maintenance lesser energy consuming and of low impact on the service level of the infrastructure (avoiding the closure of the way in order to carry out maintenance tasks).
- To promote energy recovery in the operation of the way (electricity generation in tunnels, as an example).

## Fauna and flora affectation

- To analyze the impact of the transport infrastructure on the local flora and fauna.
- To study and protect the ecosystems generated under the protection of those same transport infrastructures.
- To generate common visual codes in order to signal areas of special interest (cultural, biological, higher accident risk...)



