



EU Transport policy in TEN-T

CEF and the TEN-T from an Arctic perspective

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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. **Outlook**

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**

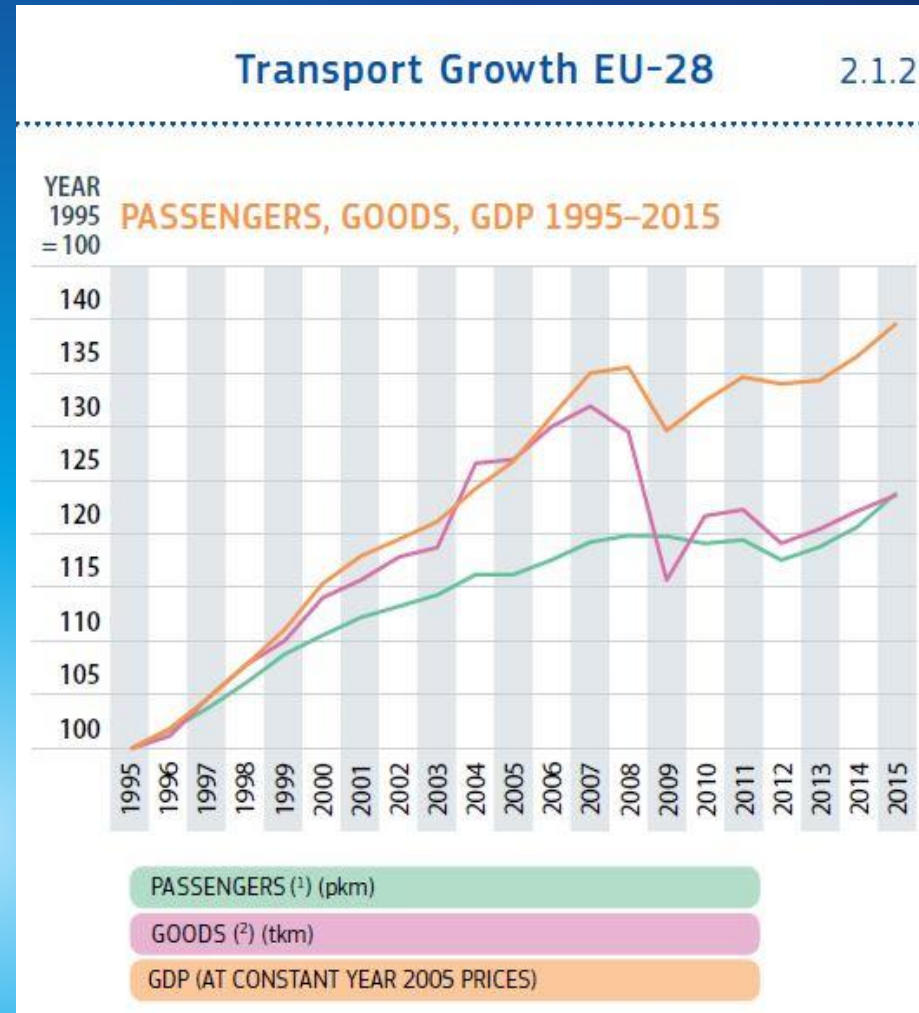
➤ **Competition and environmental legislation**

Transport contributes to Commission priorities

- 1) A new boost for **jobs, growth and investment**
- 2) A connected **digital** Single Market
- 3) A resilient **energy union** with a forward looking **climate change** policy
- 4) A deeper and **fairer internal market** with a strengthened industrial base
- 9) A stronger **global actor** = relevant for transport policy and strategy

Trends and Challenges in the transport sector

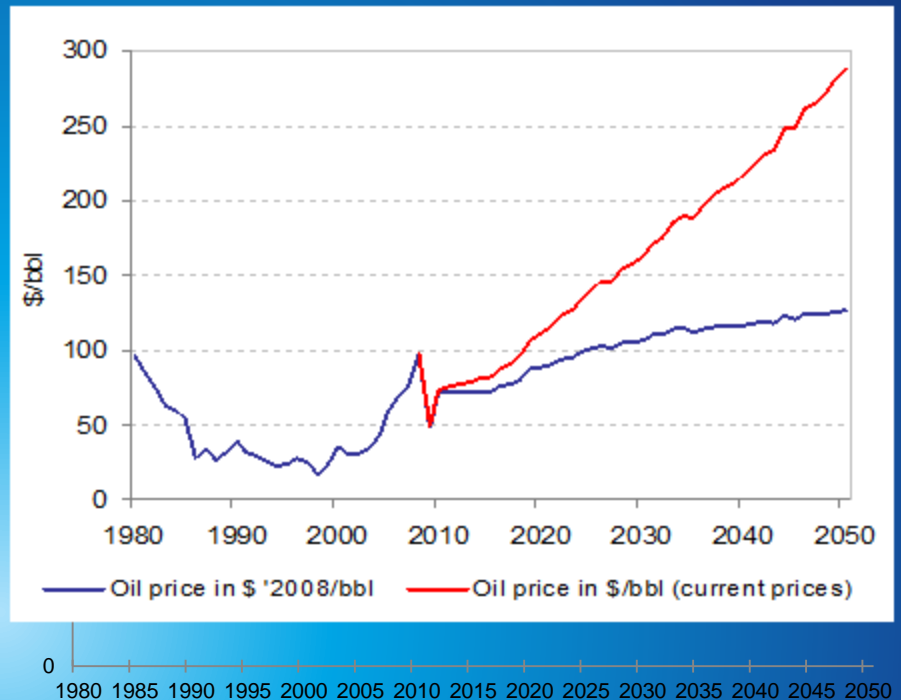
- Transport is economically important both as a **sector** and a **foundation** for economic growth as an employer and as a pre-requisite for physical trade
- EU Economy is dependent on transport



(source: Pocketbook 2017)

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)

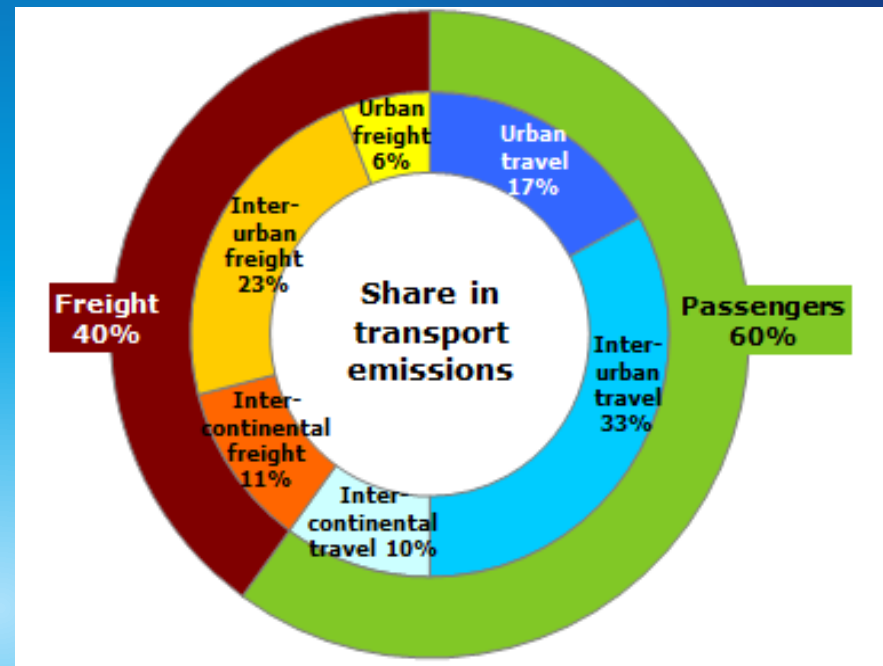


Source: Prometheus, NTUA (E3MLab)

... and leads to higher GHG emissions

Even if price of oil does not increase, the reduction of emissions requires a shift to alternative fuels

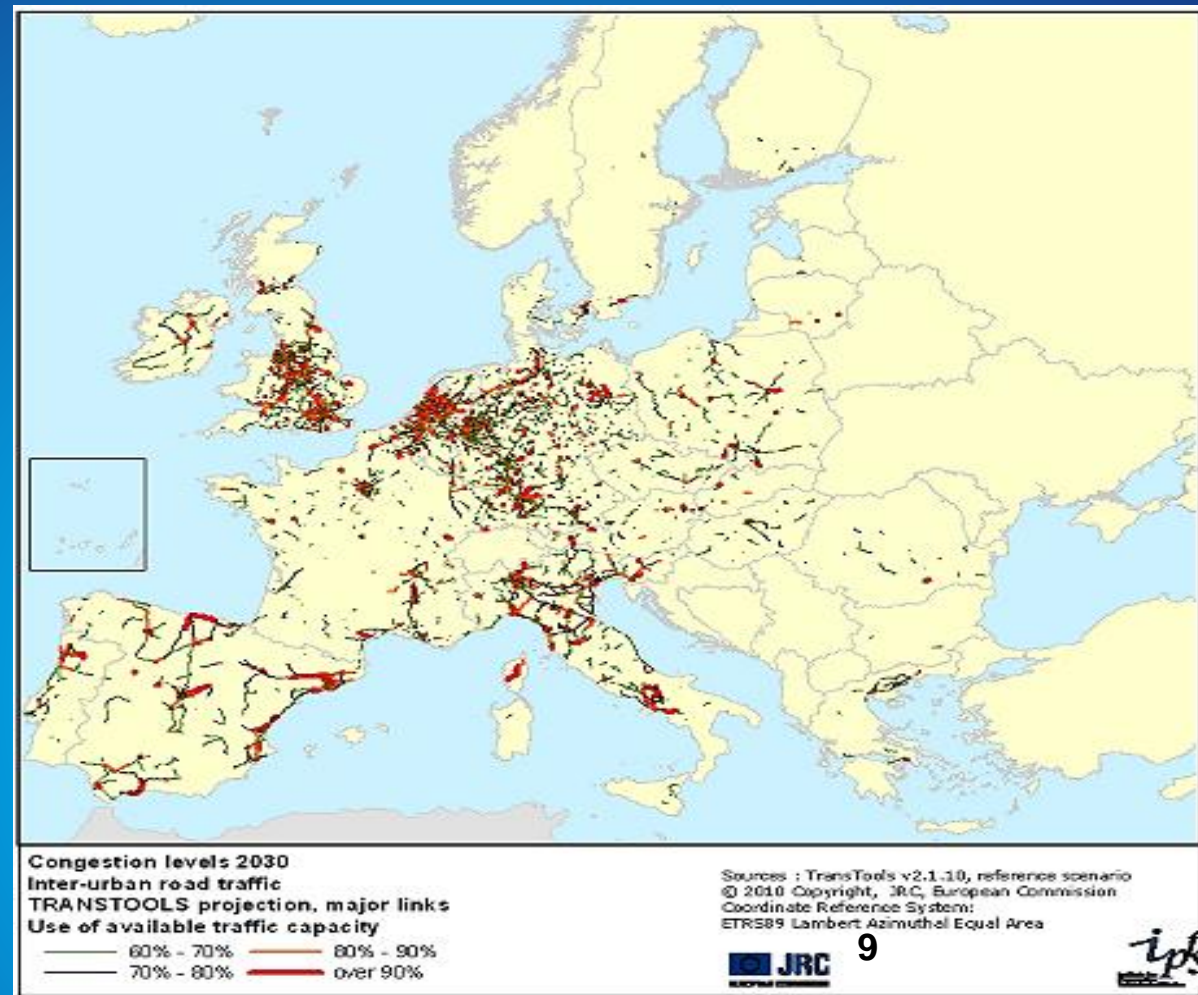
- transport accounts for about one fourth of GHG emissions
- By 2030, GHG emissions will be 25% higher than 1990 if business as usual



Source: PRIMES-TREMOVE and TREMOVE

Infrastructure: bottlenecks

at least
1% of GDP
is lost in
congestion

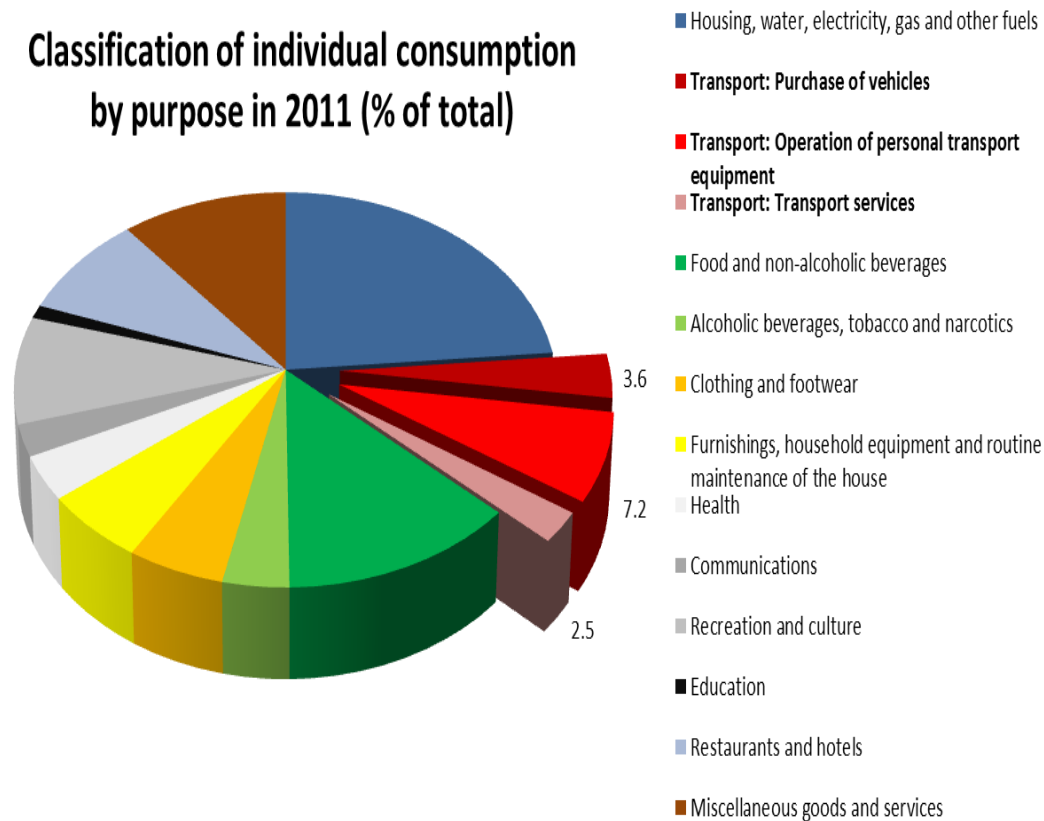


Poor infrastructure impedes growth

- 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**

TEN-T Core network corridors



ScanMed corridor Alignment

Linear Infrastructure (segments):

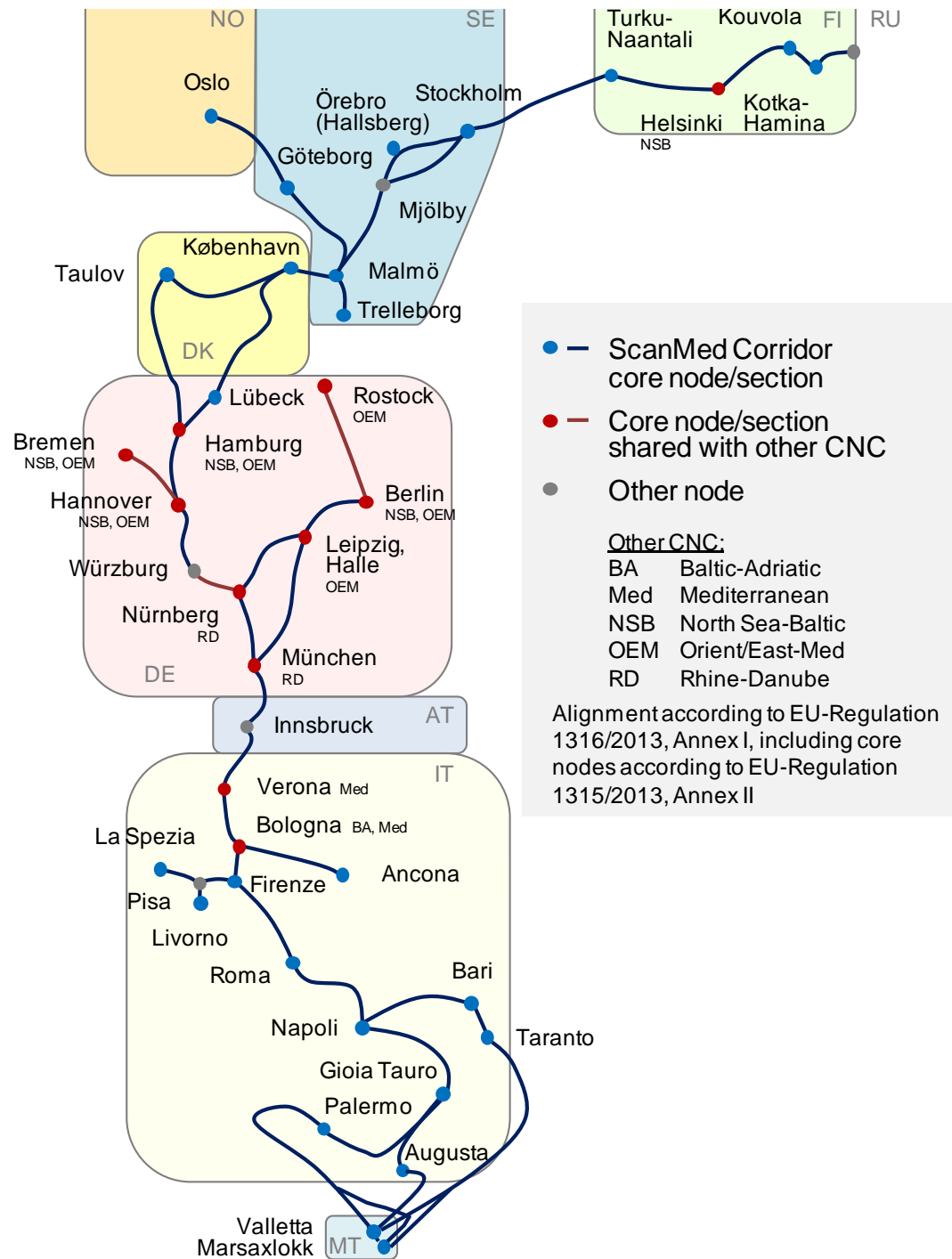
- Road
- Rail

Nodes:

- Seaports
- Airports
- Rail- Road terminals
- Urban nodes (linking different infrastructures)

Inland waterways and inland ports are not part of the corridor

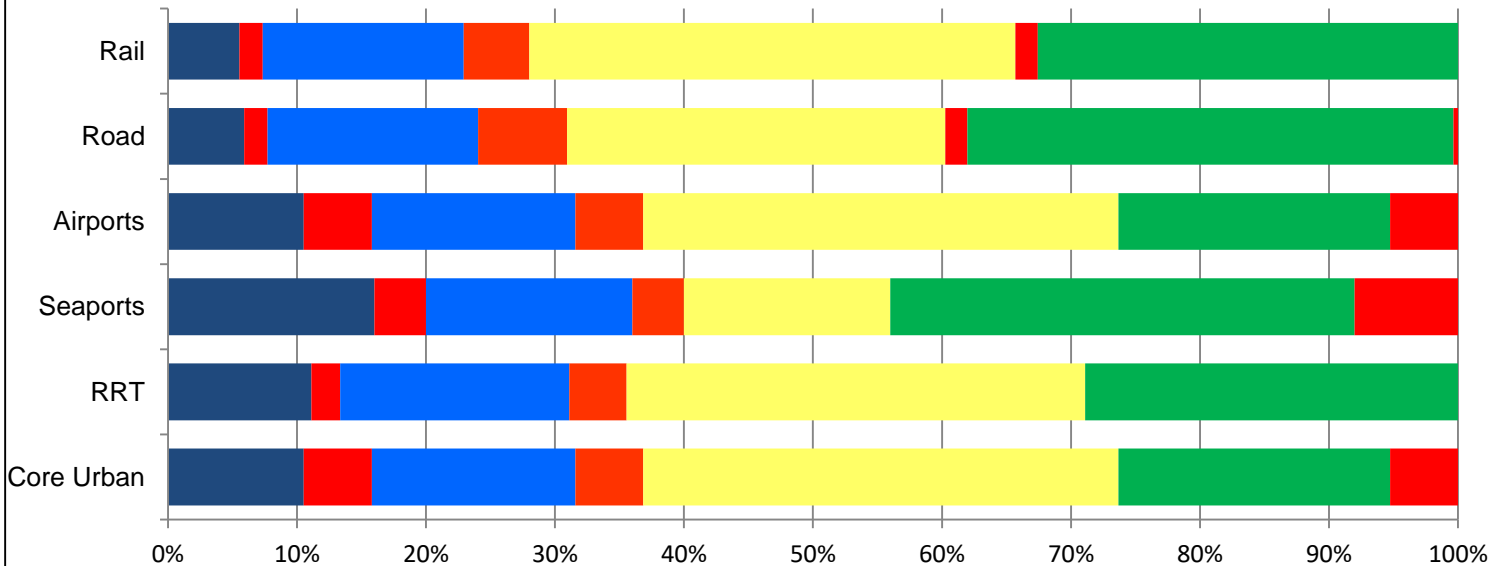
Some segments are overlapping with other corridors

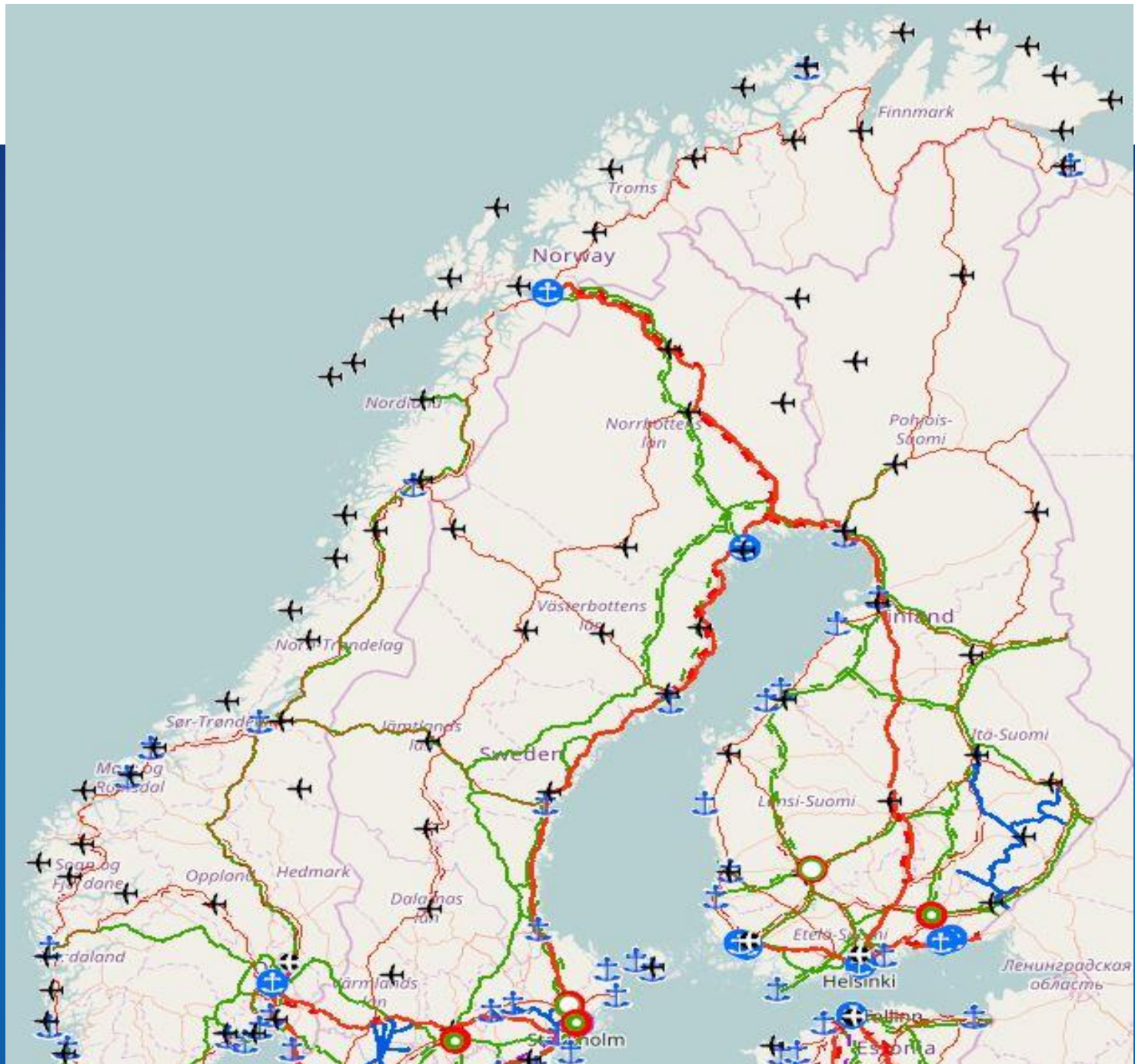


Overview ScanMed corridor

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

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 MS**
- **€11.1 bn. for all 28 EU member states**
- **Focus on corridor projects but not only: cross border and sustainable projects are preferred**

CEF support to the ScanMed corridor

- CEF catalyses investments up to €6.1bn & addresses Work Plan priorities:
 - **Capacity issues** - Missing links Fehmarnbelt and Brenner
 - **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

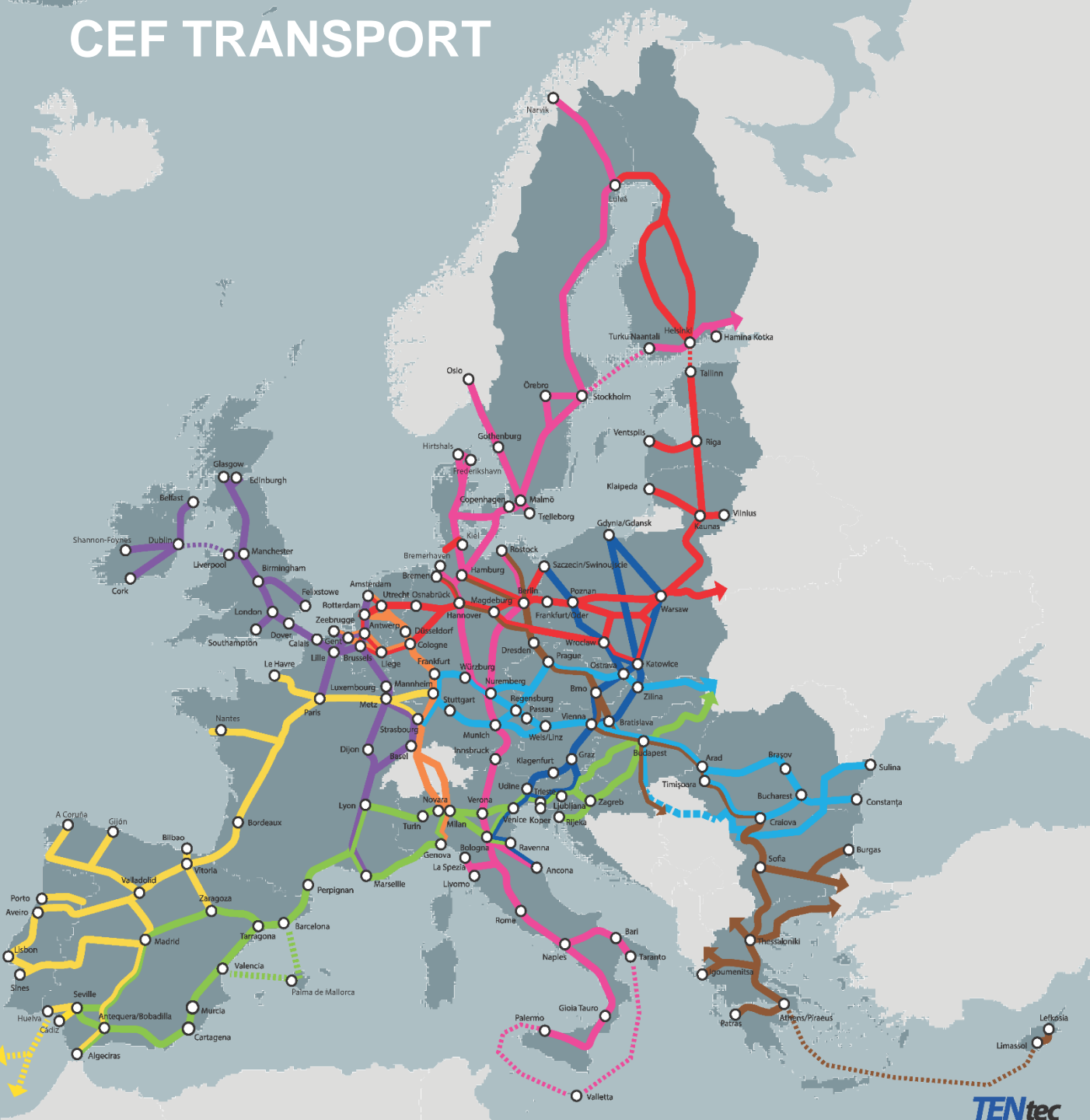
Energy € 8,650 million

- 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

New Annex 1

- **Extension of the corridors capped at 15%**
- **Better connectivity of core ports**
- **Focus on cross-border and inland waterway**
- **Alignment with the rail freight corridors**
- **New – indicative list of cross-border sections on the comprehensive network**

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)

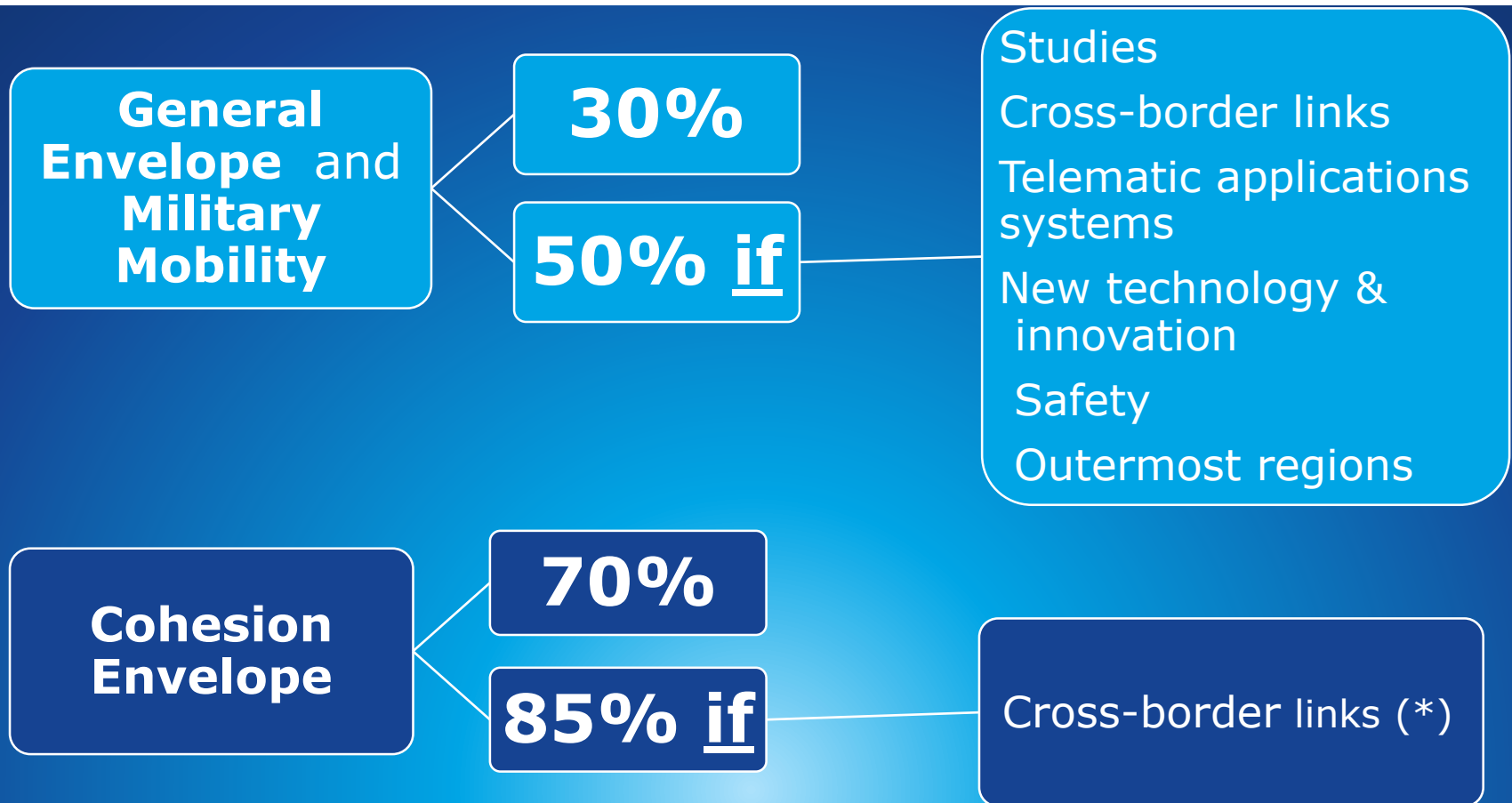
3. Military Mobility

- **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**

Outlook

- **Project list updates: 2019 + 2021**
- **Updates of the work plans: 2020 + 2022**
- **Two corridor fora annually + ad hoc working groups (ideas labs)**
- **Revision process of the TEN-T guidelines:**
 - 2019/20 Evaluation of the current TEN-T guidelines
 - 2020 potential further in-depth studies on specific topics
 - 2021/22 Impact Assessment and Proposal
- **CEF calls:**
 - 2018 CEF call on multimodality (ongoing) → €450mill. available (deadline for submissions 24 October)
 - 2019/2020 Re-flow calls
 - 2021 first call under CEF II

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_wp_iii_finalweb.pdf

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

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