



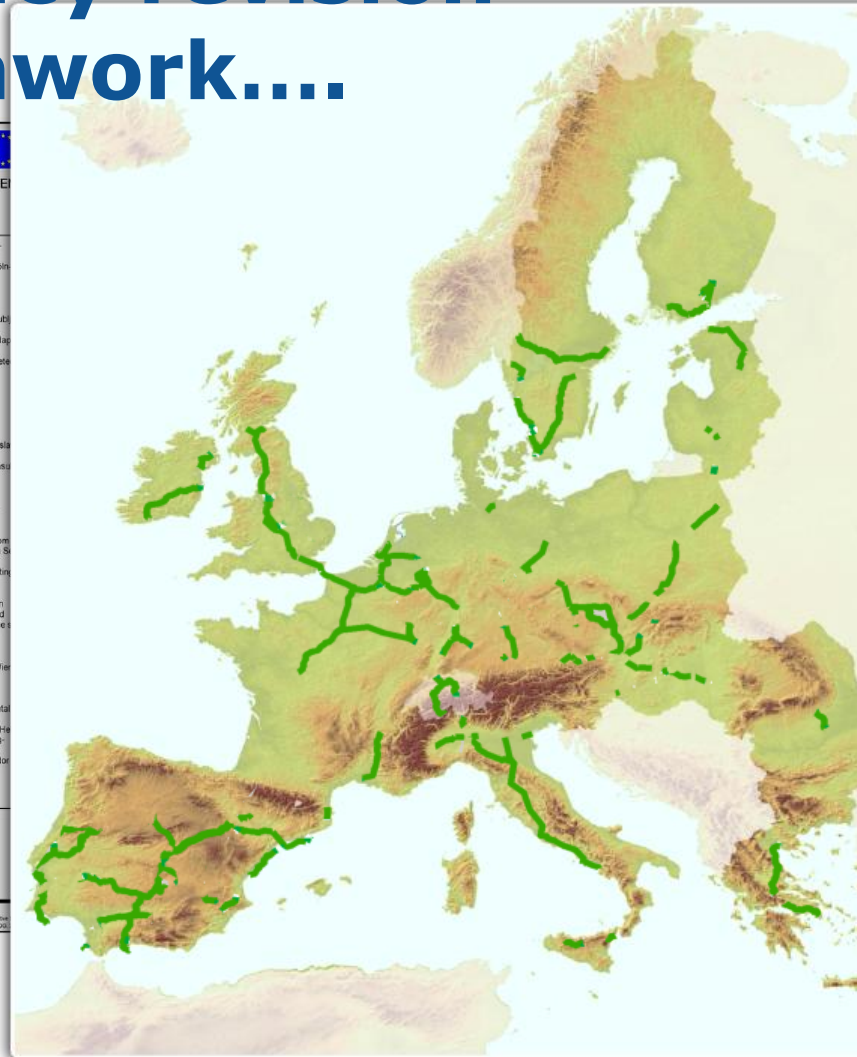
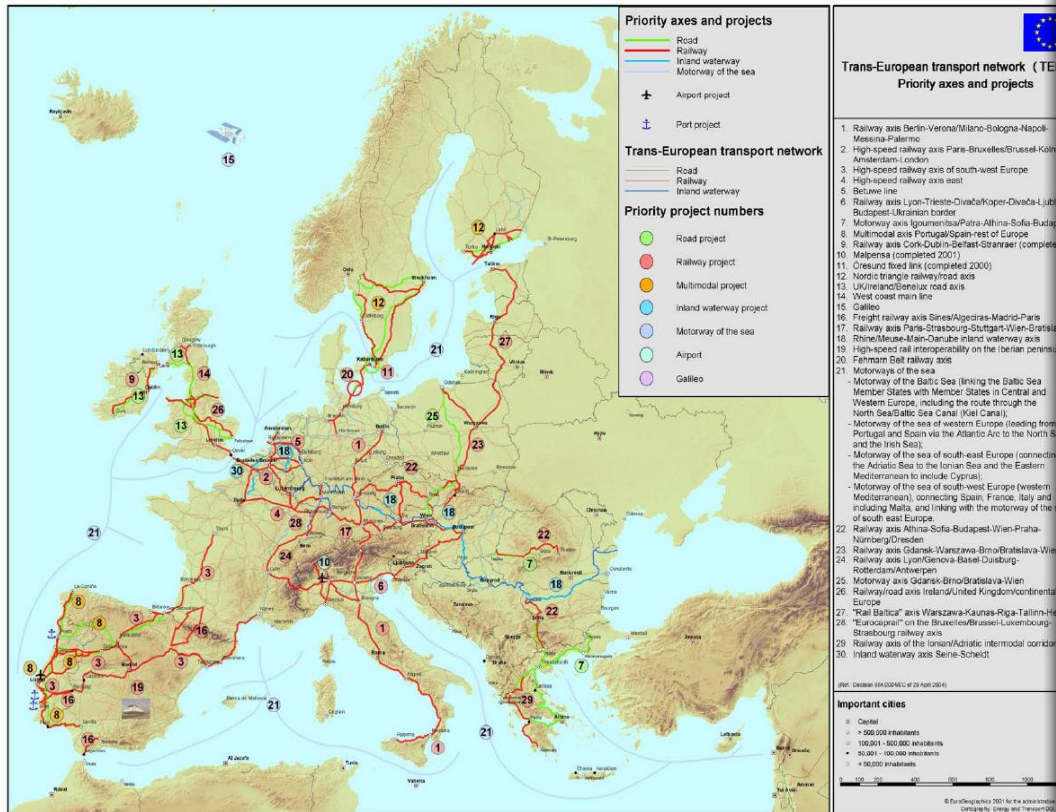
Connecting Europe

**The external dimension in
the revised Trans-European
Transport Network (TEN-T)
Policy**

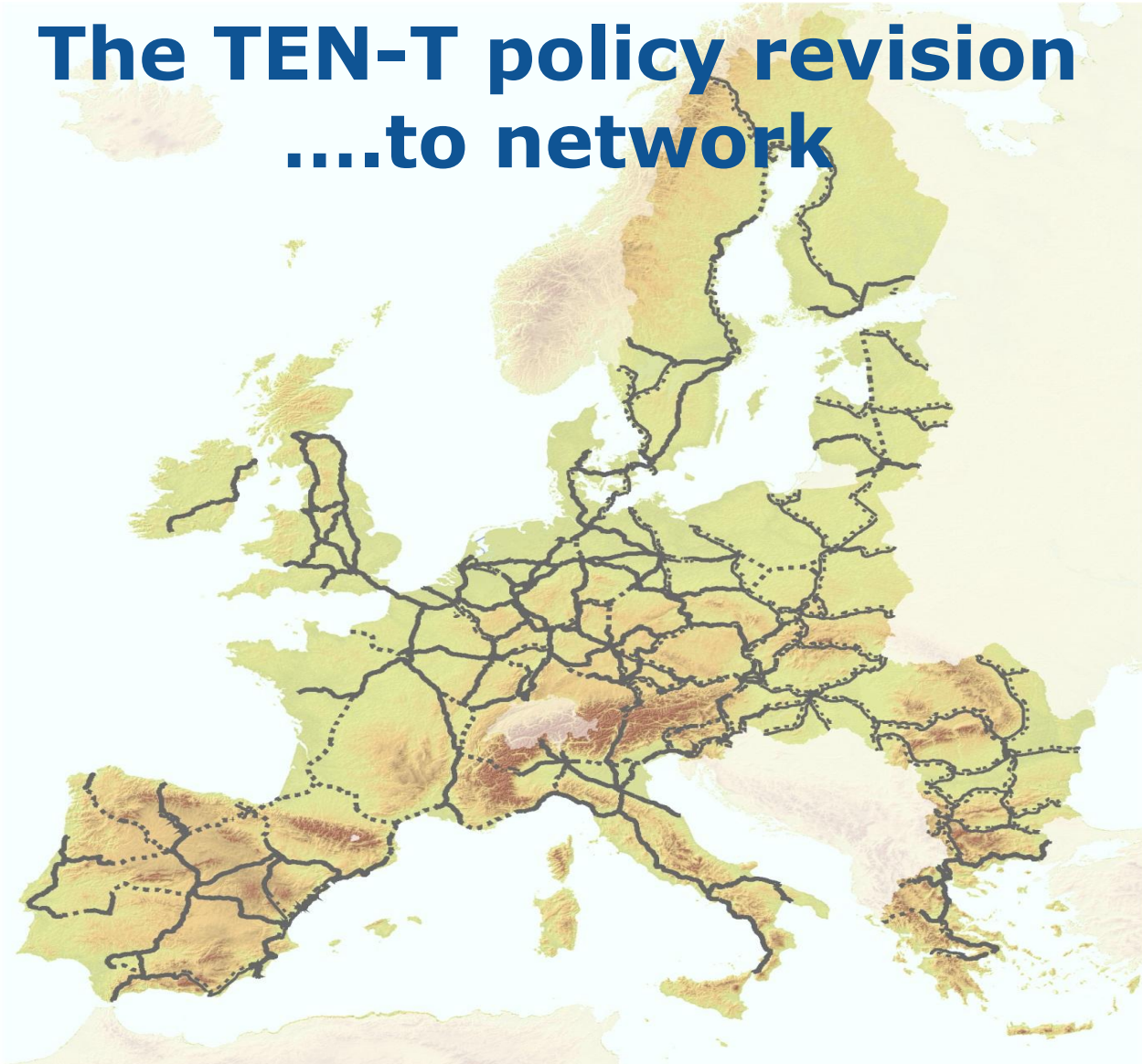


European
Commission

The TEN-T policy revision From patchwork....



The TEN-T policy revisionto network



The comprehensive TEN-T

Revision of the existing TEN-T (road, rail, inland waterways, ports, airports, ...):

- upgrading of maps;
- addition of “missing links” to close gaps;
- removal of dead ends or isolated links;
- new selection criteria defined for ports and airports (average-based quantity thresholds, geographical criteria);
- new “multimodal layer” (road-rail terminals included).

The core TEN-T

Urban main nodes, including ports and airports serving them

- the capitals of all Member States
- the MEGA's = "METropolitan Growth Areas" (ESPON atlas 2006),
- conurbations, city clusters > 1 M inhabitants (basis: "Larger Urban Zones" ("LUZ") acc. to Urban Audit);

Ports (if not qualified as part of a primary city node):

- annual throughput > 1 % of the EU total (bulk, non-bulk)
[interpolation: $\text{bulk}/\text{threshold for bulk} + \text{non-bulk}/\text{threshold for non-bulk} > 1,0$];
- the largest one per each NUTS 1 region with access to sea, per each continuous coastline;

Border crossing points to neighbouring countries:

- One per mode between each EU Member State and each neighbouring non-EU Member State

The core TEN-T

A subset of the Comprehensive Network

Socio-economic and geographical criteria for the selection of nodes

Transport driven for the selection of links

Includes the "Motorways of the Sea"

Focused on environmental and technological aspects for the detailed shape and outfit of the network

To be achieved by 2030 (commitment undertaken by Member States)

Need for more focused efforts to connect the TEN-T externally

High traffic volumes on many land connections between the EU and neighbouring countries, as well as via ports with the rest of the world

Limited acknowledgement of the importance of enhancing these connections and making them more efficient in current TEN-T legislation

- Only 3 out of 30 TEN-T Priority Projects include links to the neighbouring countries

- Most of the major EU seaports are not part of the Priority Projects

- No mention among priorities or financial support provisions

No formal link between the TEN-T policy framework and external cooperation in the field of transport infrastructure

Current TEN-T Guidelines provision (Decision 661/2010 EU)

Art. 2.2.(h)

"The network must [...]

be capable of being connected to the networks of the European Free Trade Association (EFTA) States, the countries of Central and Eastern Europe and the Mediterranean countries,

while at the same time promoting interoperability and access to these networks, insofar as it proves to be in the Union's interest"

New TEN-T Guidelines proposal (COM (2011) 650)

Art. 8 "Cooperation with third countries"

"1. The Union may support projects of common interest to connect the trans-European transport network with infrastructure networks of third countries [...]

2. ...may cooperate with third countries to promote projects of mutual interest..."

New TEN-T Guidelines proposal (COM (2011) 650)

Art. 3 "Definitions"

- (a) **'project of common interest'** - any piece of planned, existing or any modification of existing transport infrastructure that complies with the provisions of Chapter II and any measures providing the efficient management and use of such infrastructure;
- (b) **'project of mutual interest'** - a project involving both the Union and one or more third countries which aims to connect the trans-European transport network with the transport infrastructure networks of those countries to facilitate major transport flows;
- (c) **'third country'** - any neighbouring country and all other countries with which the Union may cooperate to achieve the objectives pursued by the TEN-T Guidelines Regulation;
- (d) **'neighbouring country'** - country coming under the European Neighbourhood Policy including the Strategic Partnership, the Enlargement Policy, the European Economic Area or the European Free Trade Association;

New TEN-T Guidelines proposal (COM (2011) 650)

Art. 8 "Cooperation with third countries"

"1. The Union may support projects of common interest [...]which seek to:

- (a) connect the core network at border crossing points;*
- (b) ensure the connection between the core network and the transport networks of the third countries;*
- (c) complete the transport infrastructure in third countries which serve as links between parts of the core network in the Union;*
- (d) implement traffic management systems in those countries."*

!Link to Art. 7.2 (b & c) in CEF Regulation

New TEN-T Guidelines proposal (COM (2011) 650)

Art. 8 "Cooperation with third countries"

"2. The Union May cooperate with third countries to promote projects of mutual interest. These projects shall seek to:

(a) promote the interoperability between the trans-European transport network and networks of neighbouring countries;

(b) promote the extension of the trans-European transport network policy into third countries;

(c) facilitate air transport with third countries, in particular by extending the Single European Sky and air traffic management cooperation;

(d) facilitate maritime transport and promote motorways of the sea with third countries."

! Link to art. 8.5 TEN-T Guidelines

New TEN-T Guidelines proposal (COM (2011) 650)

Art. 8 "Cooperation with third countries"

"5. The Union may use existing or set up and use new coordination and financial instruments with neighbouring countries, such as the Neighbourhood Investment Facility (NIF) or the Instrument for Pre-Accession Assistance (IPA), for the promotion of projects of mutual interest.

6. The Union may cooperate with international and regional organisations and bodies to achieve any objective pursued by this Article."

New TEN-T Guidelines proposal (COM (2011) 650)

Art. 47 "Nodes of the core network"

"1. The nodes of the core network are set out in Annex II and include:

- urban nodes, including their ports and airports;*
- maritime ports;*
- border crossing points to neighbouring countries."*

! The most relevant border crossing points: one per mode between each Member State and each neighbouring country; in total 46 border crossing points are listed in Annex II to the Guidelines.

Connecting Europe Facility (CEF) proposal (COM (2011) 650)

Art. 7 "Eligibility and conditions for financial assistance"

"2. In the field of transport [...] in the form of grants, only the following actions shall be eligible to receive Union financial aid under this Regulation: [...]

(b) studies for projects of common interest as defined in Art. 8(1)(b) and (c) of Regulation (EU) No xxxx/2012 [TEN-T Guidelines];

(c) actions supporting projects of common interest as defined in Article 8(1)(a) and (d) of Regulation (EU) No xxxx/2012 [TEN-T Guidelines];"

Connecting Europe Facility (CEF) proposal (COM (2011) 650)

Art. 7 "Eligibility and conditions for financial assistance"

*Actions involving a cross-border section or a part of such a section shall be eligible to receive Union financial aid **if there is a written agreement between the Member States and third countries concerned** relating to the completion of the cross-border section.*

No written agreement needed when a project is necessary to link to the network of a neighbouring Member State or a third country but does not actually cross the border (i.e. only on the territory of the Member State).

Connecting Europe Facility (CEF) proposal (COM (2011) 650)

Art. 2 "Definitions"

(4) **'studies'** - activities needed to prepare a project implementation: preparatory, feasibility, evaluation, testing and validation studies, including in the form of software;

- any other technical support measure, including prior action to define and develop a project and decide on its financing, such as reconnaissance of the sites concerned and preparation of the financial package;

(6) **'action'** - any activity necessary to implement a project of common interest and is independent financially, technically or over time;

Connecting Europe Facility (CEF) proposal (COM (2011) 650)

Art. 9 "Conditions for participation"

"1. Proposals may be submitted by one or several Member States, international organisations, joint undertakings, or public or private undertakings or bodies established in Member States.[...]

4. Where it is needed to achieve the objectives of a given project of common interest, third countries and entities established in third countries may participate in actions contributing to the projects of common interest.

They may not receive funding under this Regulation, except where it is indispensable to achieve the objectives of a given project of common interest.

When this is necessary to implement more effectively relevant actions contributing to projects of common interest in third countries ... funding under this Regulation may be pooled together with funding covered by other relevant Union regulations.

In such a case the Commission may decide, through an implementing act, on a single set of rules that should apply for implementation."

Connecting Europe Facility (CEF) proposal (COM (2011) 650)

Art. 10 "Funding rates"

Studies:

- up to 50% of eligible costs;

Actions:

*up to 40% for cross-border sections on rail and inner waterways
(no road!);*

*up to 50% for European Rail Traffic Management System (ERTMS)
implementation;*

*up to 20% for other traffic management systems (air/SESAR,
road/ITS, inner water ways/RIS, maritime/VTMS).*

Connecting Europe Facility (CEF) proposal (COM (2011) 650)

Ch. V Financial instruments. Art. 16 "Actions in third countries"

Actions in third countries may be supported by the financial instruments if it is necessary for the implementation of a project of common interest.

Caveats

- The above are provisions of the two Regulations as proposed by the Commission
- These provisions may be subject to modifications during the process of consideration of the proposals by the EU Council and the European Parliament and the negotiations between the two institutions in the process of co-decision for the adoption of the two new EU pieces of legislation

Next steps

March 2012 - Transport Council to adopt a "general approach" on TEN-T Guidelines

June 2012 - Transport Council to adopt a "general approach" on CEF Regulation

Dec/Nov 2012 - *TRAN Committee of the European Parliament to adopt reports on the TEN-T Guidelines CEF Regulation respectively*

January 2013 – *"1st reading" by the European Parliament*
Multiannual Financial Framework negotiations

2013 - *Expected adoption*



Thank you for your kind attention!

http://ec.europa.eu/transport/infrastructure/revision-t_en.htm

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