The trans-European transport network (TEN-T) - methodology for the definition of the network -

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1. **TEN-T policy** – key elements; dual-layer network

2. **TEN-T planning methodology**: principles for update of the comprehensive network and definition of the core network in Eastern Partnership countries

3. **Maps** of the updated TEN-T comprehensive network and of the proposed core network

4. **Discussions and agreement on the next steps**
Key elements of the TEN-T policy

• New maps – dual-layer approach:
  • a **comprehensive** and a **core network**
• Common deadlines to achieve the network:
  • **2030** for the core network
  • **2050** for the comprehensive network
• Ambitious **standards** for all infrastructures, detailed in the TEN-T Regulation

**TEN-T Guidelines: Regulation (EU) No 1315/2013**
External dimension of the TEN-T

TEN-T Guidelines:

- **Specific provisions** on the cooperation with third countries (Art. 8)

- **Maps of indicative extension** of the TEN-T comprehensive network to neighbouring countries (Annex III, Delegated Acts) and border-crossing points

- **Possibility to update/adapt/add** indicative maps

- **Initiative to define a Core Network** in the neighbouring countries

- **Distinction made between third and neighbouring countries**

- **Projects of common interest** with high European added value
TEN-T: dual-layer network

Comprehensive network (horizon: 2050)
- multimodal basic layer of the TEN-T
- balanced infrastructure development
- accessibility of all regions, including outermost ones
- coherent basic standards throughout the network
- traffic management systems; interoperability

Core network (horizon: 2030)
- sub-set of the comprehensive network of highest strategic importance
- highest implementation priority
TEN-T planning methodology

- Commission **Staff Working Document SWD(2013) 542** of 7 January 2014

- First **real European network planning methodology**, aiming to also provide support to neighbouring countries in identifying a strategic network on their territory

- Combination of **geographical and economic criteria**

- Identification of **nodes** as skeleton of the network

- **Multi-modal connections** between nodes, based on traffic flows
1\textsuperscript{st} step: 
Update of TEN-T comprehensive network

- Update on the basis of requests/discussions and data sent electronically
- Scope: implement necessary corrections and/or adaptations after completion of sections of the network and/or increase/decrease in traffic volumes
2nd step: Definition of a TEN-T core network

2-step approach:

1) Preliminary identification of main nodes of the core network, based on available statistics
   - Capital city; cities above 1 million inhabitants
   - Ports above 1% of the total transhipment volume of all EU seaports
   - Airports with an annual passenger/airfreight volume of min. 1% of the corresponding EU total
   - Ports, airports corresponding to urban nodes
   - Largest seaport of a country with access to sea, where no port fulfils above criteria

2) Identify links between the primary main nodes
TEN-T core network: rail and road links

- Highest importance for long-distance traffic
- Deadline for implementation: 2030
- Connection of neighbouring main urban nodes by road and rail
- Links should be as straight and direct as possible, to follow the relevant long-distance traffic flows
- Links should follow infrastructure already existing, under construction or planned
- Land-based core network links (road, rail) are complemented by "Motorways of the Sea"
3. Maps of the updated TEN-T comprehensive network and of the proposed TEN-T core network

4. Discussion and agreement on the next steps
Thank you for your attention!

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Useful information: