

# Trans-European transport network: development

2011/0294(COD) - 19/10/2011 - Legislative proposal

**PURPOSE:** the coordinated creation and development of a trans-European transport network.

**PROPOSED ACT:** Regulation of the European Parliament and of the Council.

**BACKGROUND:** the planning, development and operation of trans-European transport networks contribute to the attainment of major Union objectives, such as the smooth functioning of the internal market and the strengthening of economic and social cohesion and also have the specific objectives of allowing the seamless and sustainable mobility of persons and goods and ensuring accessibility for all regions of the Union. These specific objectives should be achieved by establishing interconnections and interoperability between national transport networks in a resource-efficient way.

Growth in traffic has resulted in increased congestion on international transport corridors. In order to ensure the international mobility of goods and passengers, the capacity of the trans-European transport network and the use of this capacity should be optimised and, if necessary, expanded by removing infrastructure bottlenecks and bridging missing infrastructure links within and between Member States.

Five main problems need to be tackled at EU level:

- (1) missing links, in particular at cross-border sections, are a major obstacle to the free movement of goods and passengers within and between the Member States and with its neighbours;
- (2) a considerable and enduring disparity in quality and availability of infrastructure between and within the Member States (bottlenecks);
- (3) transport infrastructure between the transport modes is fragmented;
- (4) investments in transport infrastructures should contribute to achieve the goals of reduction of greenhouse gas emissions in transport by 60% by 2050;
- (5) Member States still maintain different operational rules and requirements, in particular in the field of interoperability, which add to the transport infrastructure barriers and bottlenecks.

These new guidelines, which will replace Decision 661/2010/EU, seek to establish a complete and integrated trans-European transport network, covering all Member States and regions and providing the basis for the balanced development of all transport modes in order to facilitate their respective advantages, thereby maximising the value added for Europe of the network.

In the light of the challenges for the TEN-T policy, also identified by the [White Paper Roadmap to a Single European Transport Area Towards a competitive and resource efficient transport system](#), these Guidelines will define a long-term strategy for the TEN-T policy up to 2030/2050.

**IMPACT ASSESSMENT:** the Impact Assessment identifies four specific objectives for addressing the problem of a fragmented network. This involves, on the one hand, enhanced coordination in EU planning and the designing of a sound governance structure to secure implementation of an optimal network configuration.

Two policy options were the result:

- option 1, combining a planning approach largely based on the current policy, though with certain amendments in the light of the experience gained, with a reinforced coordination approach to implementation;
- option 2, combining a stronger approach to planning coordination, through identification of an optimised configuration for the strategic "core" of the TEN-T, with the same reinforced coordination approach to implementation. The Commission considers that this second option, because of the stronger coordination at both planning and implementation levels, would have an overall higher impact.

**LEGAL BASIS:** Article 172 of the TFEU.

**CONTENT:** the proposed Regulation will repeal and replace Decision 661/2010/EU on Union guidelines for the development of the trans-European transport network. This proposal aims to establish and develop a complete TEN-T, consisting of infrastructure for railways, inland waterways, roads, maritime and air transport, thereby ensuring the smooth functioning of the internal market and strengthening economic and social cohesion.

To achieve these objectives, two fields of action are envisaged:

- the first field of action is "conceptual planning": the gradual implementation of the TEN-T network by means of a dual-layer approach, consisting of a comprehensive network and a core network. The comprehensive network constitutes the basic layer of the TEN-T. It consists of all existing and planned infrastructure meeting the requirements of the Guidelines. The comprehensive network is to be in place by 31 December 2050 at the latest.

The core network overlays the comprehensive network and consists of its strategically most important parts. It constitutes the backbone of the multi-modal mobility network. It concentrates on those components of TEN-T with the highest European added value: cross border missing links, key bottlenecks and multi-modal nodes. The core network is to be in place by 31 December 2030 at the latest.

- the second field of action concerns the implementation instruments. The Commission has developed the concept of core network corridors, taking due account of the rail freight corridors. These corridors will provide the framework instrument for the coordinated implementation of the core network. In terms of scope, the core network corridors will in principle cover three transport modes and cross at least three Member States. If possible, they should establish a connection with a maritime port.

In terms of activities, the core network corridors will provide a platform for capacity management, investments, building and coordinating

multi-modal transshipment facilities, and deploying interoperable traffic management systems.

The proposal includes the following key aspects:

Guidelines: the Guidelines set the framework for identifying projects of common interest. These projects contribute to the development and establishment of TEN-T through the creation, maintenance, rehabilitation and upgrading of infrastructure, through measures to promote the resource-efficient use of infrastructure and by enabling sustainable and efficient freight transport services. With a view to cooperation with third and neighbouring countries, the European Union may promote projects of mutual interest.

The comprehensive network is specified by:

- maps;
- infrastructure components;
- infrastructure requirements;
- priorities for promoting projects of common interest.
- freight terminals, passenger stations, inland ports, maritime ports and airports will connect transport modes in order to allow multi-modal transport;
- urban nodes form key elements in the comprehensive network as connecting points between the different transport infrastructures.

Core network:

- the guidelines lay down specific requirements for the core network, in addition to the requirements for the comprehensive network, for example availability of alternative fuels. The Commission will monitor and evaluate the progress made in implementing the core network;
- core network corridors are an instrument for implementing the core network. They are to be based on modal integration and interoperability and lead to coordinated development and management;
- European Coordinators will facilitate the coordinated implementation of the corridors, in cooperation with corridor platforms to be established by Member States concerned;
- each corridor platform will establish a multi-annual development plan, including investment and implementation plans, as a management structure. Based on this information the Commission will adopt implementing acts (decisions) for each corridor.

Lastly, the proposal calls for regular revision of the annexes by means of delegated acts in order to update the maps of the comprehensive network. It also envisages a review of the core network by 2023.

BUDGETARY IMPACT: the proposal will not entail any additional cost for the EU budget.

It should be noted that in the context of the [Communication on the Multi-annual Financial Framework 2014-2020](#), the Commission has announced the creation of a new instrument at EU level, the "[Connecting Europe Facility](#)", which will finance EU priority infrastructure in transport, energy and digital broadband. The facility will have a single fund of EUR 50 billion for the period 2014-2020, of which EUR 31.7 billion will be allocated to transport, out of which 10 billion will be ring fenced for related transport infrastructures investments inside the Member States eligible under the Cohesion Fund.

DELEGATED ACTS: the proposal contains provisions enabling the Commission to adopt delegated acts in accordance with Article 290 of the TFEU.