



Delivering TEN-T Infrastructure Connecting Europe

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Why does transport matter?

- Transport sector accounts for 9% of EU Gross Value Added (5% only for services)
- 20 million people employed – more than 9% of EU workforce
- 13% of household consumption expenditure
- Machinery and transport equipment account for 40% of EU goods exports – transport services represent 17.3% of EU service exports
- Economic benefits: mobility needs of 500 million Europeans, flows of goods for 11 million companies, international trade. **IMF: 1% GDP in infrastructure leads to 1.5% increase in GDP.**
- Infrastructure shapes mobility and help address negative externalities (fatalities of road safety; GHG emissions, noise, congestion)





Policy framework





TEN-T – main policy objectives

An efficient and sustainable transport network to

- Complete the **EU internal market** by ensuring seamless physical connections, creating missing links and removing bottlenecks
- **Accessibility and connectivity** of all European regions – social values
- **Shape mobility** by offering alternative routes on a more sustainable basis to operators and passengers – clean and efficient transport
- **Boost economic growth** by allowing greater transport and business opportunities
- **Facilitate mobility and reduce congestion** through traffic management systems and innovative technology





- 20% CO₂ emissions
from transport by 2030

- Global solutions to reduce emissions (IMO, ICAO)
- Polluter pays principle
- Modal shift

DECARBONISATION



deployment
of connected vehicles
on European roads by 2019



- Intelligent Transport Systems (ERTMS, SESAR, VTMS, RIS)
- Collaborative Economy
- Drones

DIGITALISATION



INNOVATION



GLOBAL LEADERSHIP

INVESTMENT



- Innovative financing mechanisms (EFSI)
- Infrastructure investment (CEF)
- Strategic Research and Innovation

CEF €24 bn for 2014-2020



PEOPLE

- Safety and Security
- Passenger Rights
- Jobs

Halving road deaths by 2020



Ambitious long-term strategy

A dual-layer network based on a single European methodology

- Core network: **2030** – focusing on strategically most important parts
- *Comprehensive network*: **2050** – ensuring accessibility to all regions



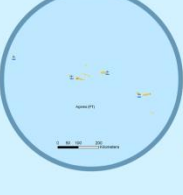
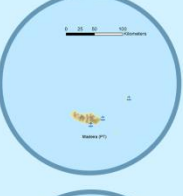
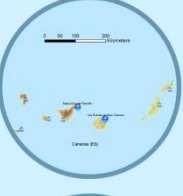
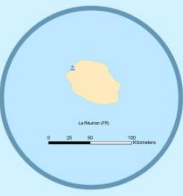
European Commission

TRANS - EUROPEAN TRANSPORT NETWORK

Comprehensive Network: Railways, ports and rail-road terminals (RRT)
Core Network: Railways (freight), ports and rail-road terminals (RRT)

Compr. - Core		Compr. - Core		Compr.	Core
	Conventional rail / Completed		High speed rail / Completed		Ports
	Conventional rail / To be upgraded		To be upgraded to high speed rail		RRT
	Conventional rail / Planned		High speed rail / Planned		

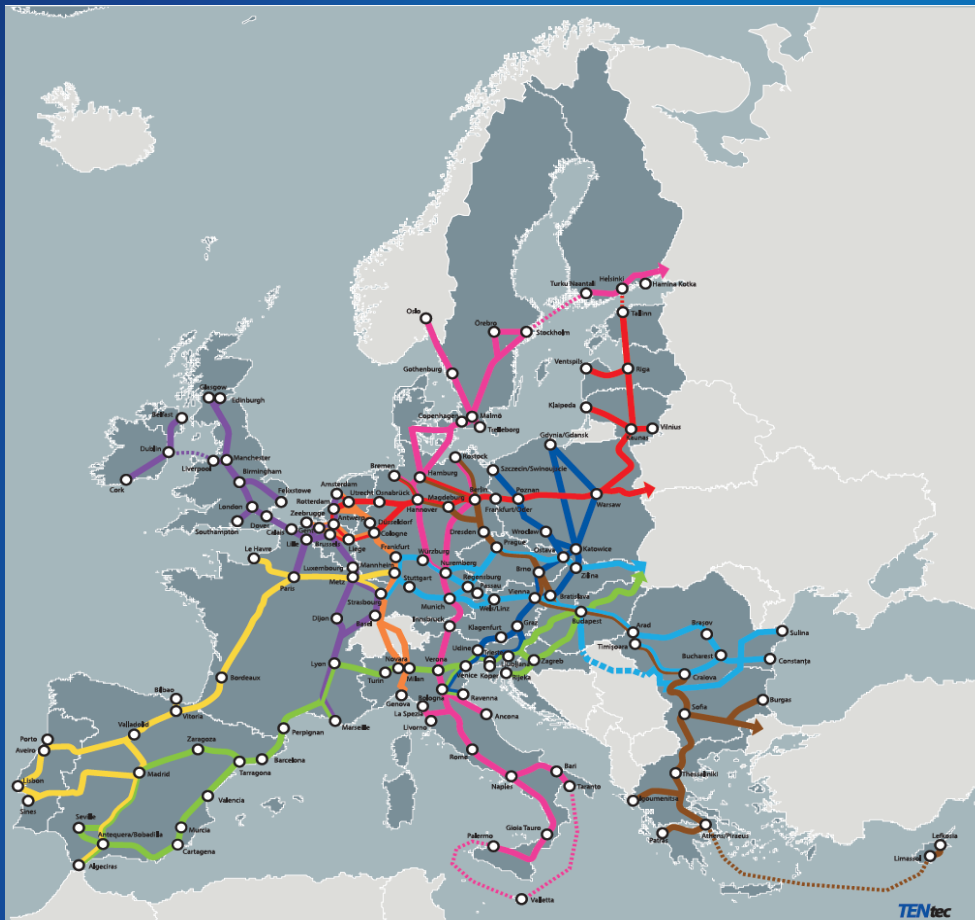
Regulation (EU) No 1315/2013 O.J. L348 - 20/12/2013



Coordinate System: ETRS 1989 LADA
 Projection: UTM, Spherical Earth Area
 Datum: ETRS 1989
 Scale: 1:4,500,000
 UTM Zone: 38N
 Datum: ETRS 1989
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Implementing tools



- Core Network Corridors
- Horizontal priorities
- Common standards
- European Coordinators
- Multi-layer governance
- Work plans

Rhine-Danube

North Sea-Baltic

Mediterranean

Scandinavian-Mediterranean

Balkan-Mediterranean

Orient/East-Med

North Sea-Mediterranean

Atlantic

Rhine-Alpine

11 European coordinators





Funding support: Connecting Europe Facility - Transport

Budget: €24.05 billion, including €11.3 billion transferred from the Cohesion Fund to CEF

Grants – priorities:

- TEN-T Corridors and core network:
 - Cross-border, missing links, bottlenecks
 - Pre-identified projects
- Horizontal priorities:
 - Interoperability, innovation, ERTMS...
 - Sustainable modes of transport (rail, IWW)

Innovative financial instruments and blending

Corridor process



CEF selection process



Where are we on TEN-T implementation ?

First progress report - 19 June 2017



Main results for 2014-2015

Technical implementation

*Compliance of the core / comprehensive network
with the TEN-T requirements*

> 75%

- Rail: electrification, track gauge and line speed
- IWW: Class IV CEMT, RIS implementation
- Ports: connection to rail

< 75%

- Rail: ERTMS, axle load and train length
- Roads: express road/motorway
- IWW: permissible draught
- Ports: connection to IWW Class IV
- Airports: connection to rail

What is next ?

Debating challenges, priorities and ambition



Investment needs and expected results





Estimated investment needs

Core Network Corridor work plans

- On-going update of the project list – further quality improvement
- Total planned investment on the nine Core Network Corridors from 2016 until 2030 amounts to €607 billion
- Investments from 2016 until 2030 needed for realising the core network in its totality are expected to amount to roughly **€750 billion**

Member States

- The investment needs over the period 2021-2030 can be summed up to at least EUR **500 billion for the TEN-T core network** (broadly in line with the Commission's estimate, excluding UK)
- About EUR **1.5 trillion investment** needs including the TEN-T comprehensive network and other transport investments.



Expected impacts of investments: jobs, economic growth, decarbonisation

- The investment necessary to develop the nine Core Network Corridors until 2030 could generate some **EUR 4,500 billion of cumulated GDP** over that period.
- This would mean **1.8% additional GDP** in 2030 compared to 2015.
- The number of job-years created by the implementation of the 9 Core Network Corridors could reach around **13,000,000 job-years**.
- The completion of the Core Network Corridors is expected to lead to an overall **reduction of CO2 emissions of about 7 million tons** between 2015 and 2030.



Joint Declaration of the European Coordinators on the future of TEN-T and CEF

- A scenario for a more efficient and more integrated Europe
- Build on the successes of CEF – call for a strong EU support with an increased grant budget for EU added value investments
- Greater use of blending
- CEF as the main instrument for infrastructure financing
- Key political messages :
 - Stimulating growth and jobs – investment for the real economy
 - Modernising the transport « software »
 - Sustainable transition to low emission mobility
 - Protecting People and creating common values with EU citizens
 - Connecting the World





Next steps and events

- Mid-Term Evaluation of Connecting Europe Facility
- TEN-T days in Ljubljana in April 2018
- Commission proposals for next MFF (May 2018) and instruments for transport investments (summer 2018)



Thank you for your attention

