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The corridor approach in the TEN-T policy and core network corridors

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TEN-T development since 1996

1996	**TEN Guidelines for EU 15 (Dec. 1692/96/EC): dense basic network + 14 Priority Projects (“Essen”)**
1997	**Pan-European Corridors I – X (“Helsinki Corridors”)**
1999	**TINA (= “Transport Infrastructure Needs Assessment”)**
2004	**Guidelines revision - EU27 (Dec. 884/2004/EC): dense basic network (“old” MS) + TINA network (“new” MS) + 30 Priority Projects (“Van Miert”)**
2007	**Extension of the major TEN axes to neighbouring countries (“De Palacio”: COM/2007/0032)**
2010	**Recast of the TEN-T Guidelines (Dec. 661/2010/EU)**
ongoing:	**TEN-T Policy Review**

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Deficiencies of present TEN-T's

Since 1996 and 2004 significant changes in the fields:

- **geopolitical environment,**
- **economy,**
- **environment and climate policy,**
- **general transport policy.**

The existing Priority Projects

- **do not reflect a European planning perspective (rather investment than common market and cohesion needs),**
- **rather form a patchwork than a network,**
- **are not sufficiently connected with neighbouring countries and the rest of the world,**
- **do not integrate transport policy objectives,**
- **do not take into account environmental and climate needs,**
- **lack multimodality, interoperability, technological innovation,**
- **overlap with other concepts (PETC's, De Palacio axes, ERTMS and rail freight corridors),**
- **show deficits in implementation.**

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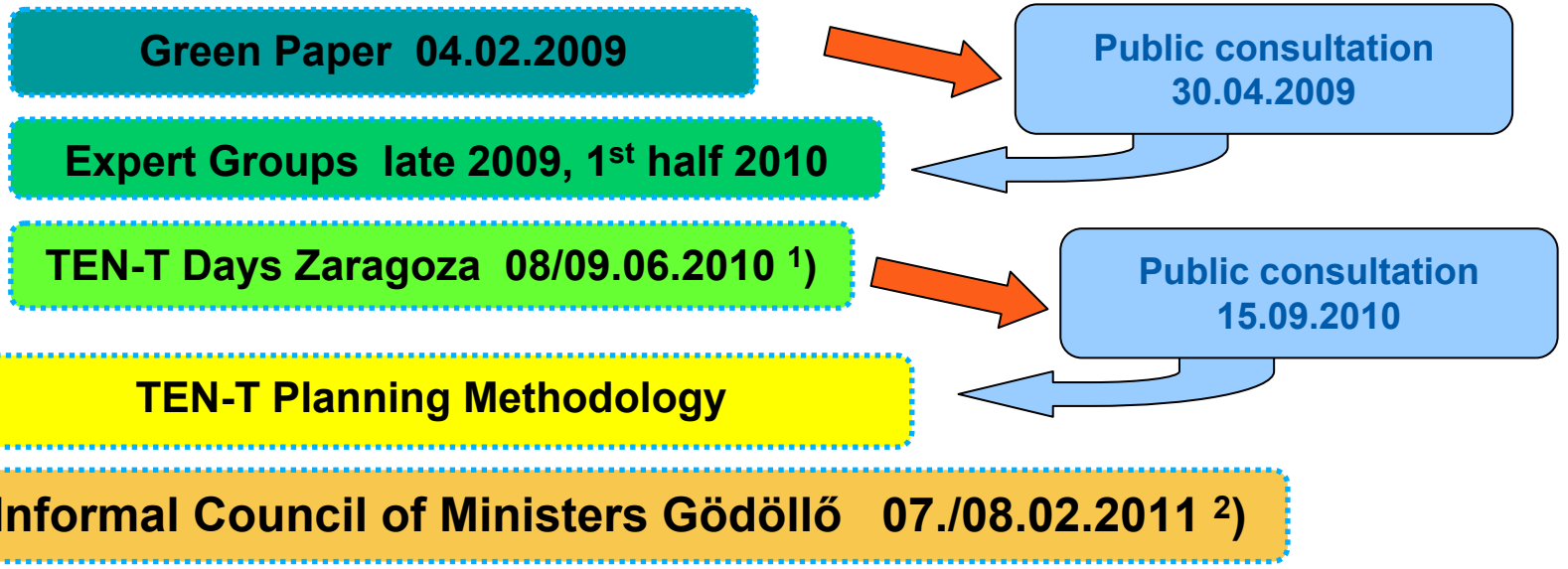
TEN-T Policy Review – the process



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1) COM(2010) 212 final

2) SEC(2011) 101 final

Dual layer structure of the TEN-T

Basic layer: **Comprehensive Network**

Top layer: **Core Network**

Comprehensive network:
dense network,
for regional connection and access,
defined by Member States,
to be implemented by 2050 (by Member States).

Core Network:
highest strategic importance,
backbone of multimodal EU transport system,
identified by the Commission (using a rational methodology)
to be implemented by 2030 (with EU support)

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The Comprehensive Network

Function and importance of the Comprehensive Network:

- **basis of Core Network (which will be a subset);**
- **basis for Structural and Cohesion policy;**
- **connecting regions to the Core Network which are not located at it:**
  - **access from such regions to Core Network,**
  - **distribution of accessibility effects into such regions (e.g. enhanced productivity).**

Revision of the Comprehensive network ("bottom up"):

- **upgrading of maps,according to progress since last revision;**
- **addition of "missing links" to close gaps (mainly in new Member States);**
- **removal of dead ends or isolated links, if not specifically justified;**
- **ports and airports: new selection criteria defined (quantity thresholds, geographical criteria);**
- **new "multimodal layer" includes road-rail terminals.**

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The Core Network

The Core Network (a subset of the comprehensive network) has been made up of nodes and links of high strategic importance including the main ports and airports (gateways).

Main properties and objectives of the Core Network:

- **result of a European planning perspective ("top down")**
- **coherence, spanning the entire Community, incl. "MoS": "from patchwork to network";**
- **connection with to infrastructures beyond EU Member States;**
- **multimodality;**
- **inclusion of innovative technologies (traffic management, de-carbonisation);**
- **accordance with main long-distance / international traffic flows (passengers / freight; existing / potential);**
- **stability over a reasonably long period (~ 2030);**
- **allow investment needs and projects to be derived top-down.**

Obligations of Member States: implementation by 2030.

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Main Nodes (1)

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

   Urban main nodes include all multimodal infrastructure serving them if qualified for the Comprehensive Network
   (sea and inland ports, road-rail terminals, airports)

2. **Ports (if not qualified as part of an urban main node):**
   - **annual throughput > 1 % of the EU total (bulk, non-bulk):**
     interpolation: $\frac{\text{bulk}}{\text{threshold for bulk}} + \frac{\text{non-bulk}}{\text{threshold for non-bulk}} > 1{,}0$**;**
   - **the largest one per each NUTS 1 region with access to sea, per each continuous coastline;**

3. **Border crossing points to neighbouring countries:**
   - **One per mode between each EU Member State and each neighbouring non-EU Member State (except EEA countries CH and NO)**

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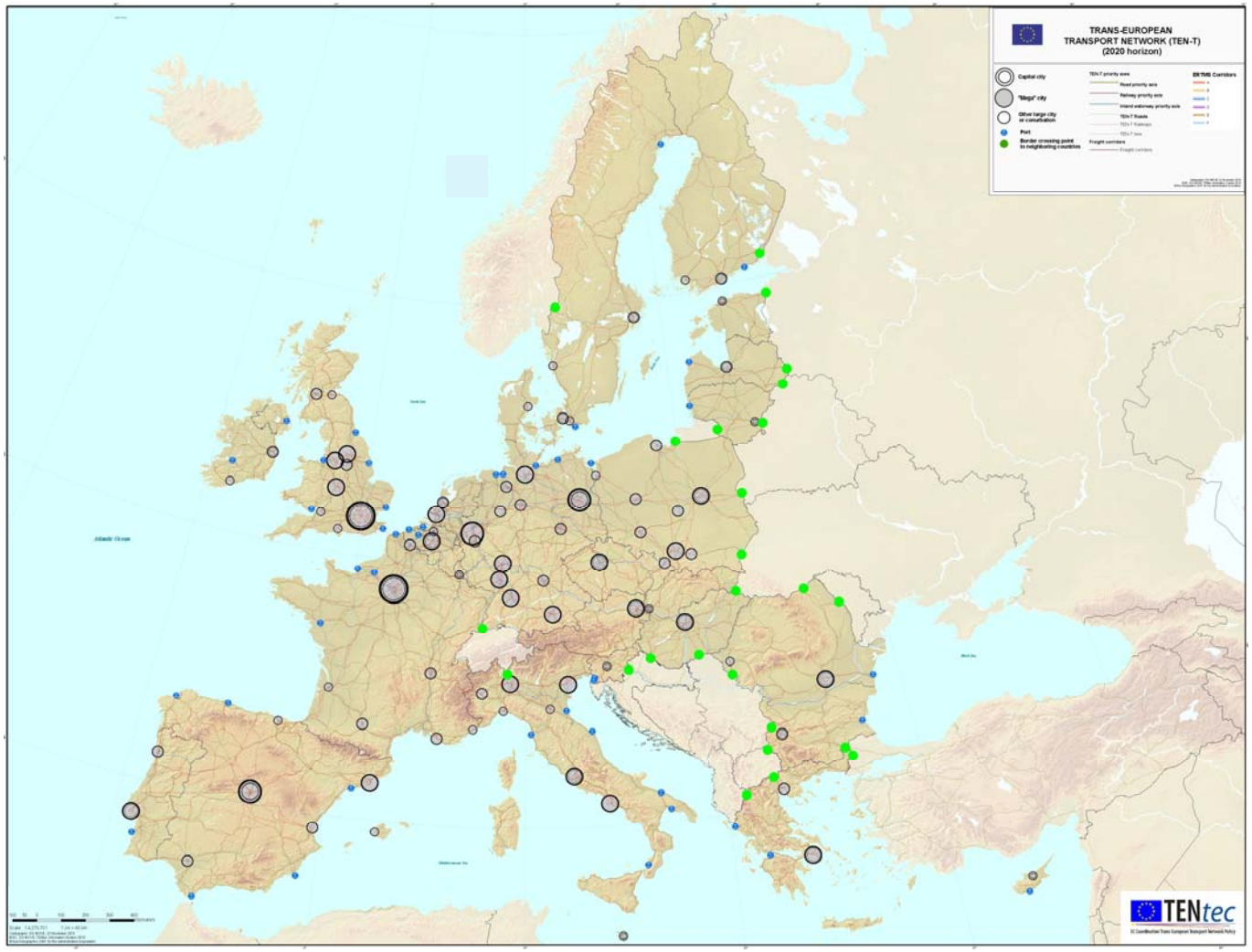
Main Nodes (2)



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Core Network Links (1)

Linking urban main nodes:

- **"Neighbouring" urban main nodes shall be connected by links (of the Comprehensive Network, with appropriate parameters), following relevant traffic flows.**
  Urban main nodes are considered as "neighbouring", if connected by predominantly direct traffic flows (i.e. not through other urban main nodes at lesser distance).
- **More distant urban main nodes to be connected indirectly.**
- **Traffic shall be bundled, preferably using infrastructure existing or under implementation (if traffic flows would follow and capacities are sufficient);**
- **Links between urban main nodes which do not exist or do not have the required technical parameters (e.g. gradients), shall be foreseen for the Core Network only if feasible by 2030.**
- **On rail, separation of passengers and freight may be considered, taking account of technical parameters of the line.**

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Core Network Links (2)

Linking port main nodes (if not part of urban main nodes):

- **Core Network seaports shall be connected by Core Network links to the one urban main node, to which the dominant traffic flow is directed**

- **Core Network seaports shall not be connected with each other by Core Network links, unless such a connection is part of a link between urban main nodes or between another seaport and the corresponding urban main node.**

Linking border crossing points to neighbouring countries:

- **Such border crossing points shall be connected by Core Network links to urban main nodes according to dominant traffic flows.**

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The Core Network

Example:
Core Network
Railway (Passengers)

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Core Network Baltic Region (1)

INLAND WATERWAYS, PORTS

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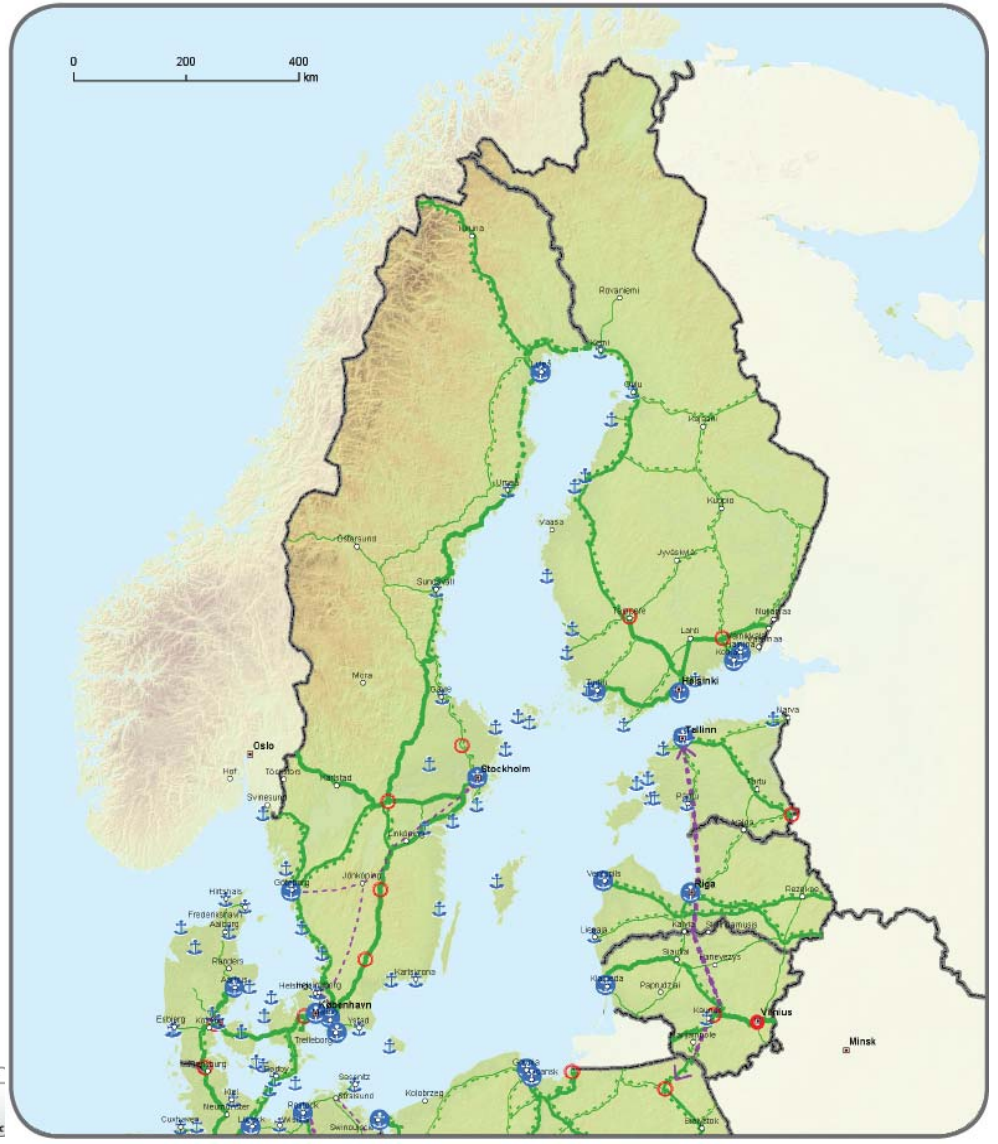
Core Network Baltic Region (2)

RAIL FREIGHT, PORTS, RRT



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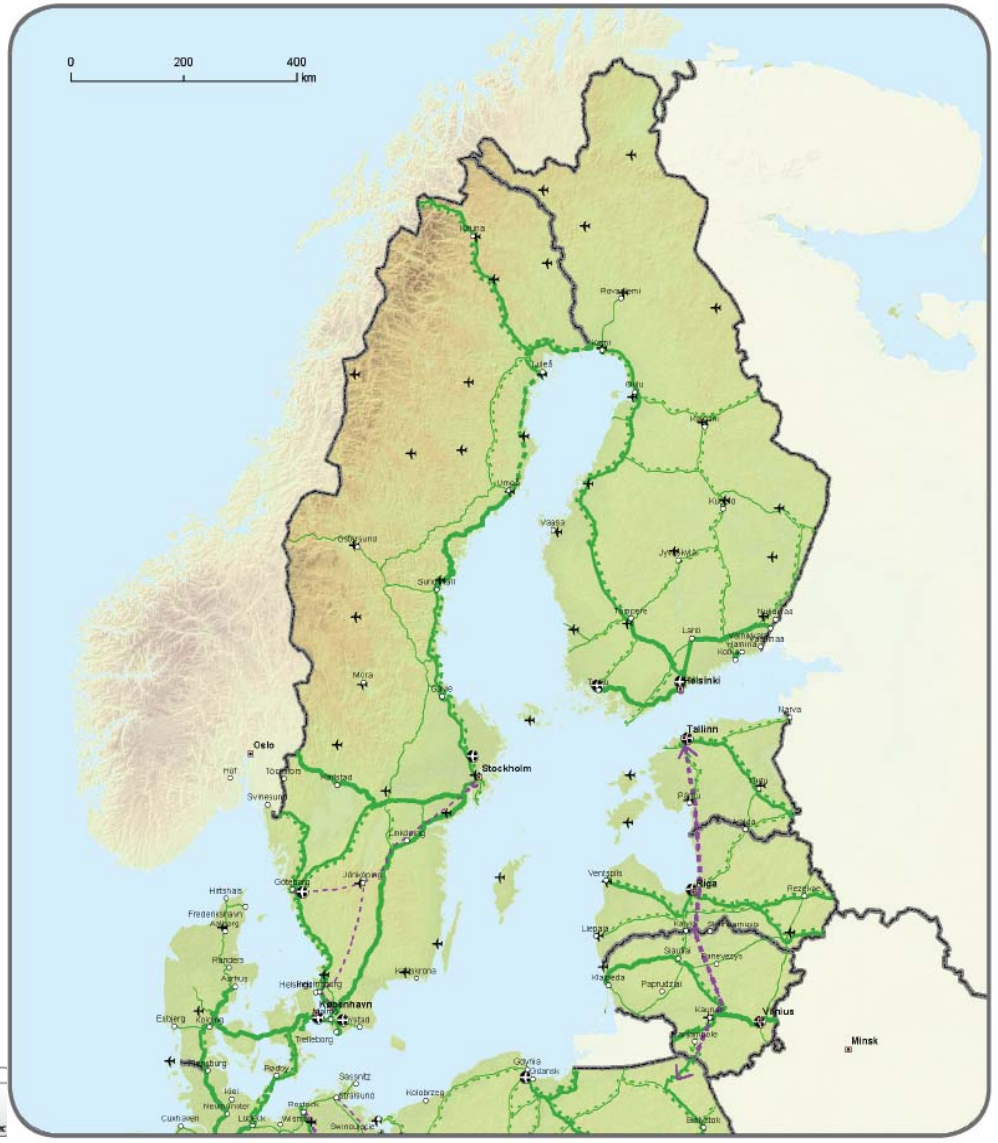
Core Network Baltic Region (3)

RAIL PASSENGERS, AIRPORTS



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Core Network Baltic Region (4)

ROAD,
PORTS,
RRT,
AIRPORTS

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Implementation of the Core Network

Member States will have to implement the Core Network by 2030!

EU will support Member States:

- **Governance:**
  - **Identification of Core Network corridors for a coordinated implementation of the Core Network,**
    - **taking into account functional contexts,**
    - **taking into account existing corridors and axes,**

    (Connecting Europe Facility: 10 Core Network corridors)
  - **Nomination of European Coordinators**
- **Financial Support (Connecting Europe Facility)**
  - **grants,**
  - **EIB-loans,**
  - **alternative financing models (PPP, project bonds, etc.)**

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Core Network Corridors

Multimodal "Core Network Corridors":

- **Chains of Core Network links (and projects) for better coordinated implementation of the Core network.**

Identification of "Core Network Corridors":

- **as far as possible continuing existing corridor concepts,**
- **starting/ending points in Core Network ports,**
- **passing through at least three Member States.**

Functionalities and equipment of "Core Network Corridors":

- **enhanced multimodality and interoperability,**
- **traffic information and management,**
- **application of low carbon technologies ("Green Corridors")**

Implementation of "Core Network Corridors":

- **steered by corridor platforms (chaired by European Coordinator) according to "corridor development plan",**
- **funding and financing as a focus of "Connecting Europe Facility" (2014 – 2020).**

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Core Network and Corridors – outline

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“Green Corridors”

There is no ready concept :
The idea of Green Corridors is that all measures be taken to minimise
- CO_2 emissions,
- other negative impacts on the environment and human beings (modal shift, co-modality, modal integration).

Modal shift to more sustainable modes of transport

Infrastructure:

rail: sufficient capacity, electrification, ERTMS, …

iww: sufficient capacity, LNG, electric propulsion, RIS, …

road: sufficient capacity, alternative (low carbon) fuels, electric propulsion, ITS, …

ports, multimodal platforms, terminals:
sufficient quantity and capacity,
traffic information and management systems across the modes;
e-freight, ...

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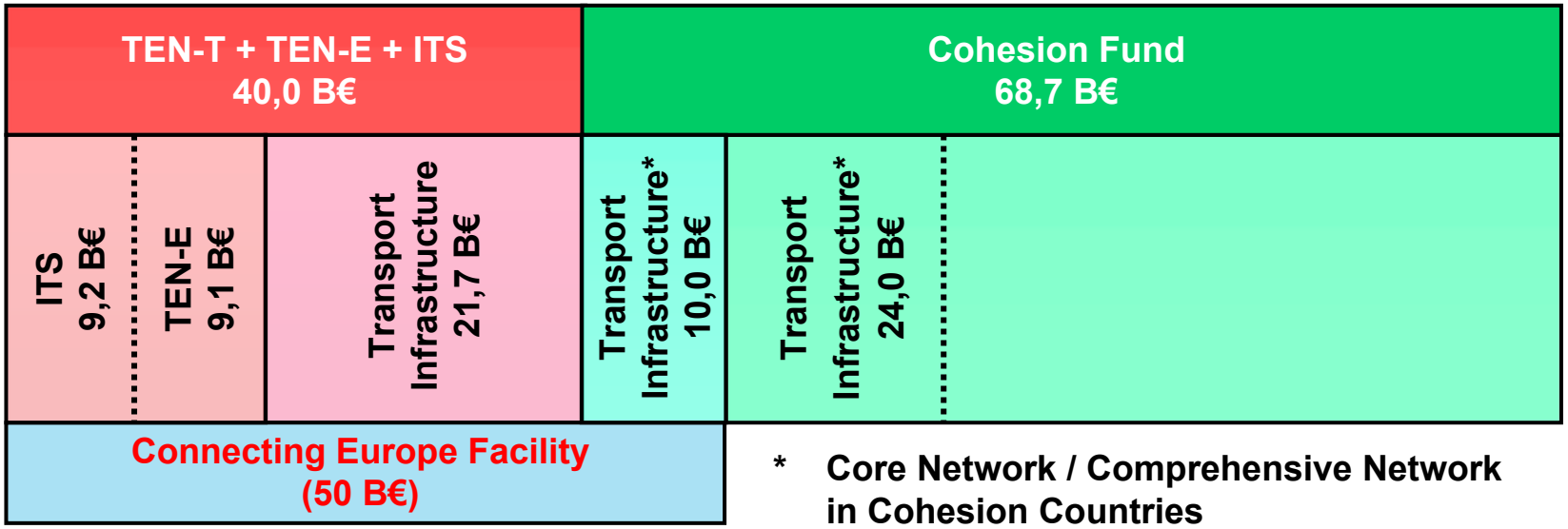
“Connecting Europe Facility”

TEN-T Investment Needs:

Total (Comprehensive + Core Network)	**1.500 B€**
Core Network (by 2030):	**500 B€**
Core Network (by 2020):	**250 B€**

Budget 2014 – 2020 for EU Transport Infrastructure



Funding/Financing of the rest:

national funds, private money (PPP), IFI’s (loans), operation revenues

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Allocation of Connecting Europe Facility

- **31.7 bln. Euro,**
  of which 10 bln. earmarked for cohesion countries exclusively;
- **80 – 85 % (“multi-annual programme”) for:**
  - **3 horizontal priorities,**
  - **Core Network corridors**
  - **other sections of the Core Network**

  (according to annex of CEF);
- **15 – 20 % (“annual programme”) for**
  - **further projects of the Core Network and of the Comprehensive Network (in particular innovation, ITS);**
- **Innovative financing instruments;**
- **(further 24 bln. Euro from Cohesion fund earmarked for transport!)**

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Funding Rates

- **up to 50% for studies;**
- **up to 20% for investments;**
- **Up to 30% for bottlenecks;**
- **up to 40% für border crossing projects (only rail and inland waterway);**
- **up to 50% für ITS-projects and innovation;**
- **up to 85% in cohesion countries (The rules of cohesion fund apply.).**

Actual allocation of funds upon project applications:
- **calls by TEN-TEA,**
- **project evaluation (by independing experts),**
- **depending on available budget.**

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THANK YOU
FOR YOUR KIND ATTENTION!

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