



New legal framework & funding instrument for EU TEN-T Policy

Pawel Stelmaszczyk
DG MOVE Special Envoy
for European Mobility Network

Brussels, 30 January 2014

The new TEN-T and CEF - legal framework

The new TEN-T Regulation: Regulation (EU) No 1315/2013

A core and comprehensive network based on a single European methodology

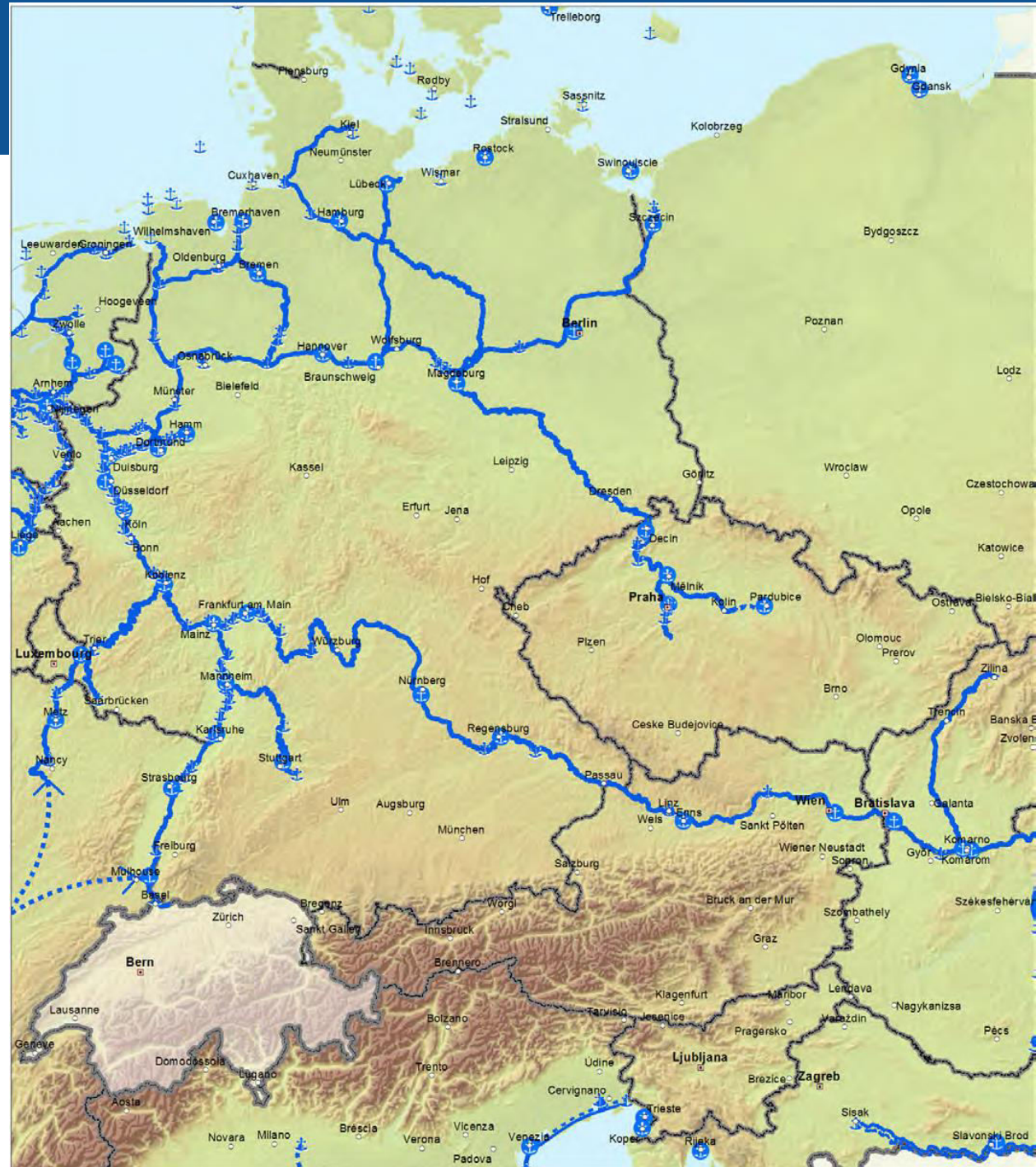
Standards on the core network to be achieved by 2030:

- **Rail: ERTMS, electrification, and for rail freight lines: 22.5 t axle load, 740 m train length, 100 km/h line speed**
- **Inland waterways: class IV**
- **Alternative clean fuels for ports, inland ports and airports**

TEN-T guidelines define the projects of common interest

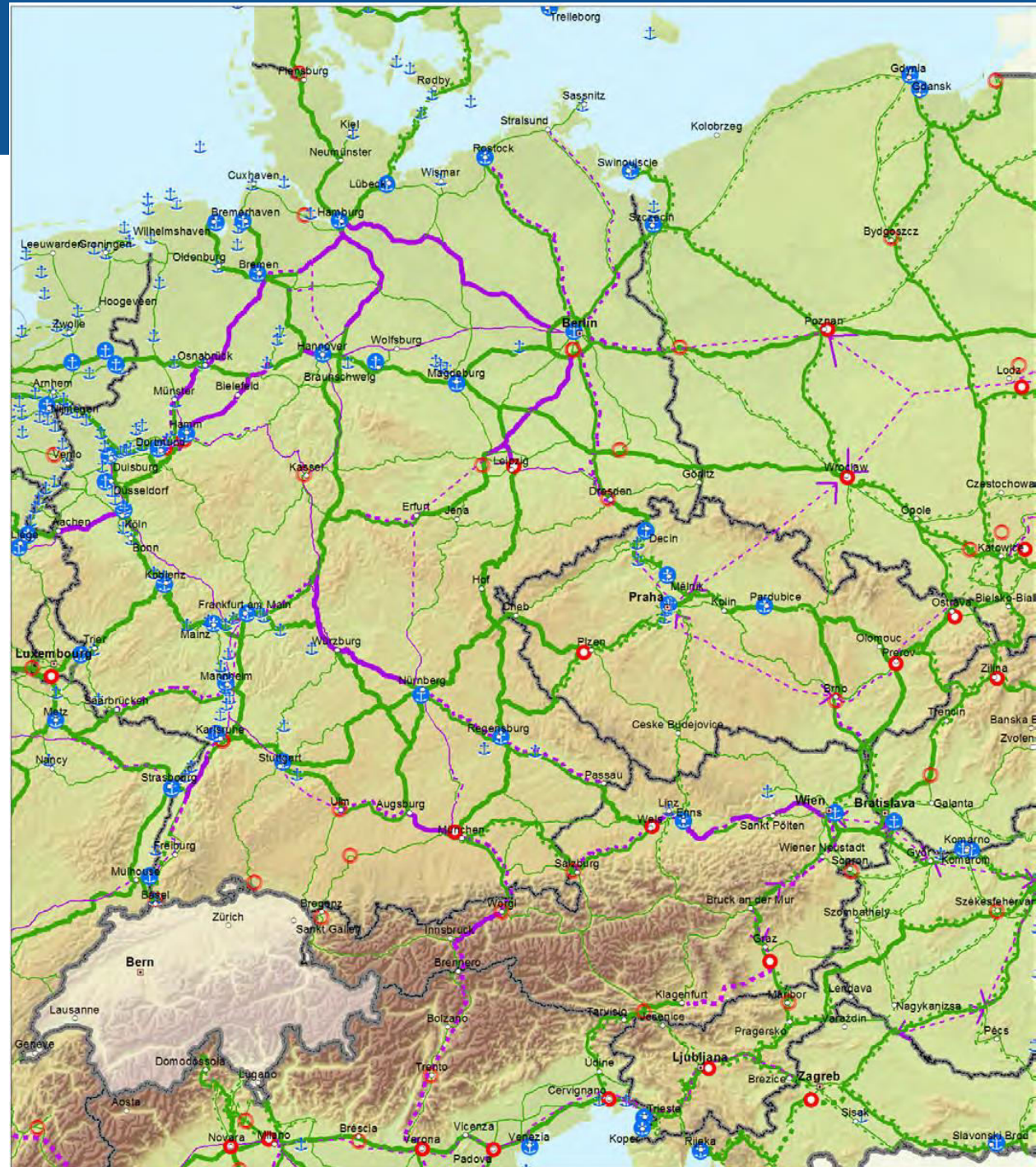
Core network:

- Inland waterways
- Inland ports
- Ports



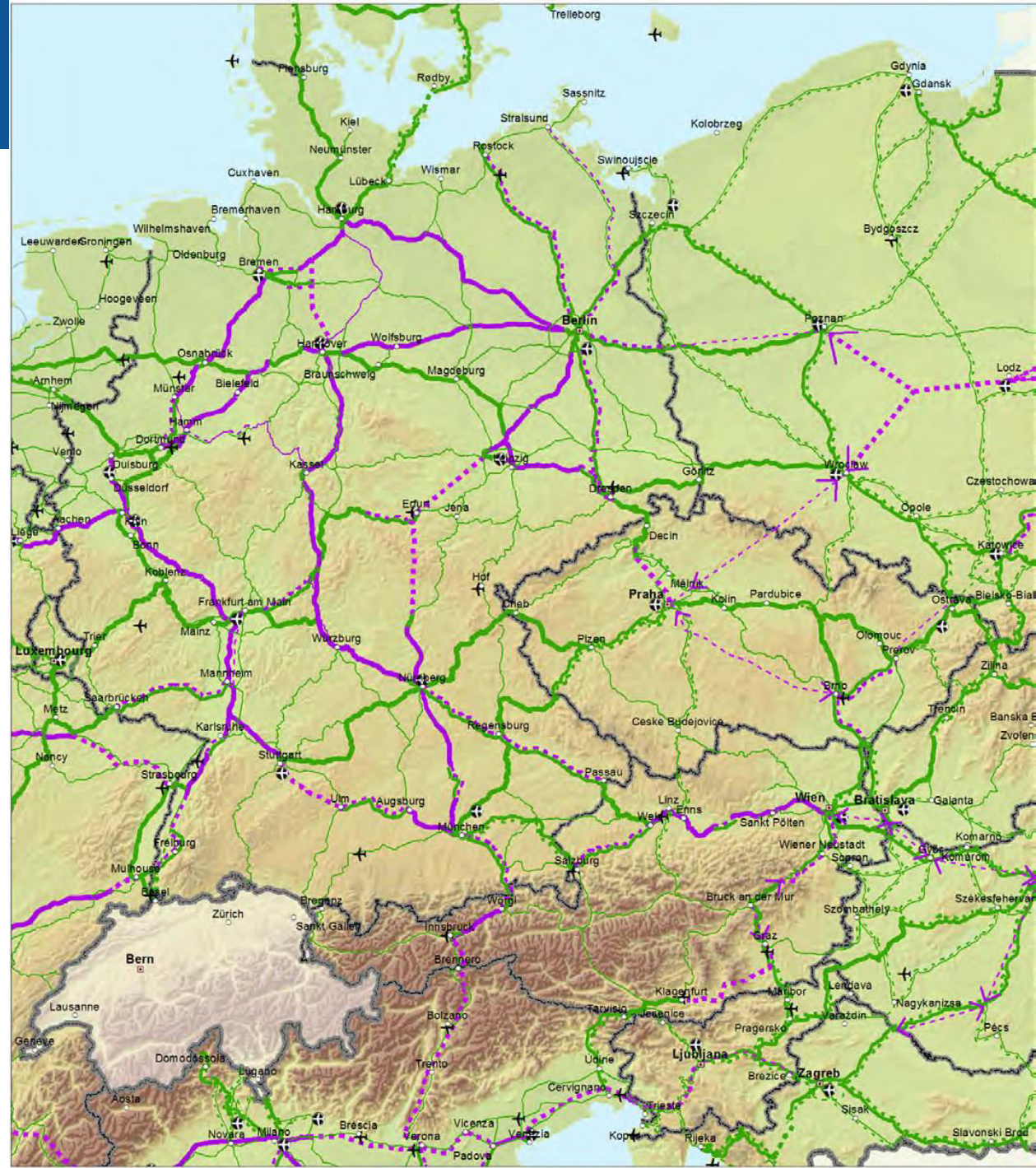
Core network:

- Rail: freight
- Rail-road terminals
- Ports



Core network:

- Rail: passengers
- Airports



Core network:

- Road
- Rail-road terminals
- Ports
- Airports

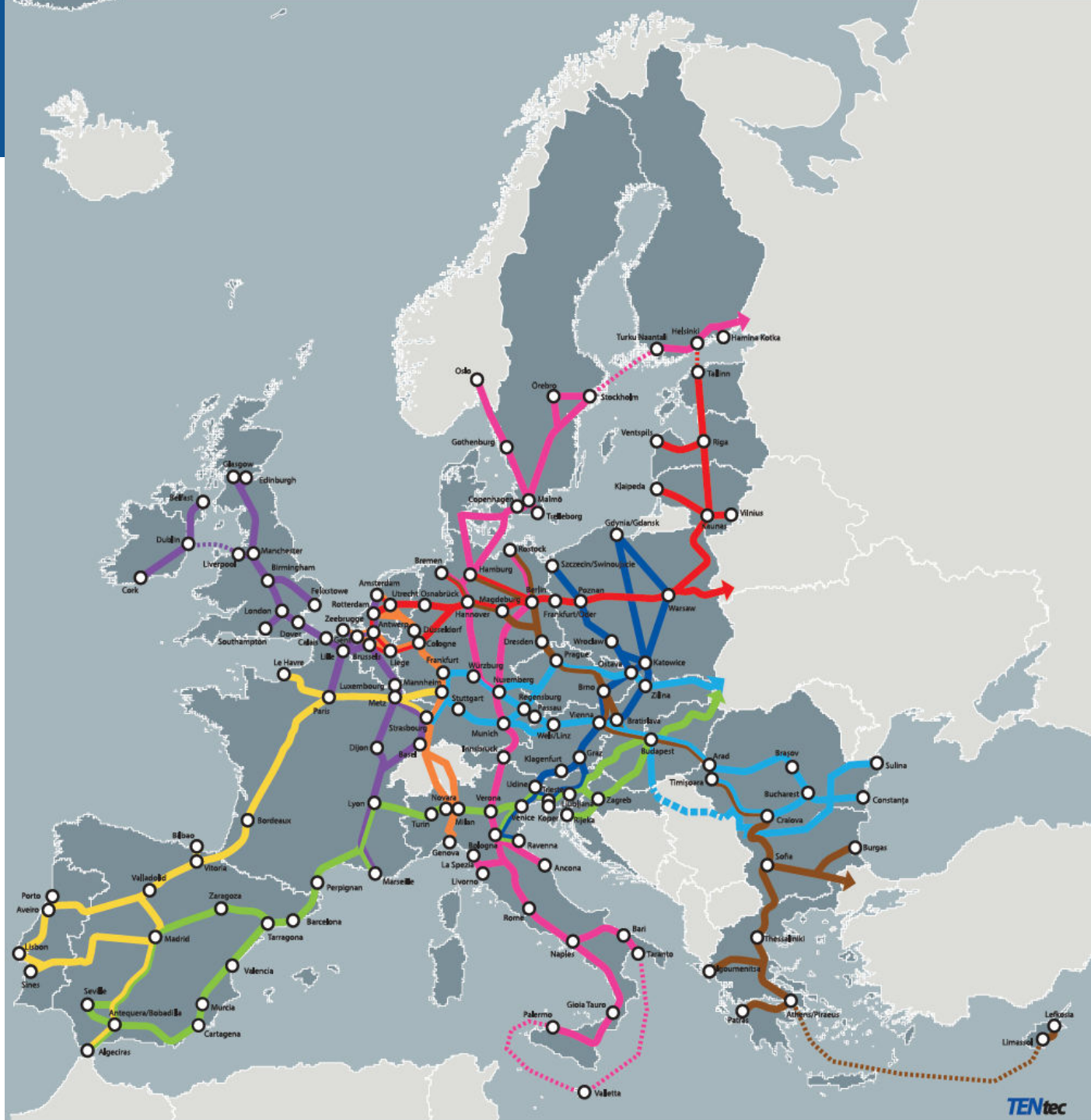


The implementation tools

Coordinators and Core Network Corridors

- **Support the implementation of the core network**
- **Synchronise investments in order to optimise network benefits**
- **Multimodal, involving at least 3 Member States**
- **Flexible governance structures**
- **Involvement of stakeholders**
- **Coordinators for ERTMS and Motorways of the Sea**

The 9 core network corridors defined in the CEF



How to make a corridor

- 1 • Nomination of coordinators
- 2 • Analysis of the Corridor
- 3 • Consultation of Corridor Forum
- 4 • Drawing up work plan
- 5 • Approval of work plan by Member States
- 6 • Implementing decision

Interaction with EU transport policy

Support key objectives: mobility services abreast with increasing demand, in high quality and safety; reduced overall carbon emissions:

- **Integrate "urban mobility" aspects**
- **Encourage technological innovation**
- **Benefit from synergies with "modal" policy developments**
- **Strengthen inter-modality**
- **Facilitate efficient services for passengers and freight**
- **Measure effects with KPI**

Involvement of other policy fields and of civil society

- **Promote accessibility through integration of "territorial cooperation" action**
- **Enhance sustainability through targeted cooperation with relevant EU action in fields such as climate change, environmental protection, RTD**
- **Facilitate involvement of civil society and other public and private players**

(issues at stake: decision-making on large-scale projects, environmental matters, service quality etc.)

The Connecting Europe Facility: an increased budget for the TEN-T 2014-2020

€26.250 bn for TEN-T Project (vs €8bn in 2007-2013!)

- **€11.3 bn for Member States eligible to the Cohesion Fund, with specific rules**
- **€14.950 bn for all 28 EU MS**
- **10% available for innovative financial instruments**
- **Stronger concentration of financial support on EU added-value projects, in particular cross-border projects and bottlenecks in rail and inland waterways, interoperability (ERTMS) and Motorways of the Sea**
- **Complementarity (not duplication) with the €24bn for TEN-T Cohesion Fund**



CEF Co-funding rates for grants

Types of Projects		All Member States	Member States eligible for Cohesion Fund
(a) Studies (all modes)		50%	85%
(b) Works on			
Rail	Cross border	40%	85%
	Bottleneck	30%	85%
	Other projects of common interest	20%	85%
Inland waterways	Cross border	40%	85%
	Bottleneck	40%	85%
	Other projects of common interest	20%	85%
Inland transport connections to ports and airports (rail and road)		20%	85%
Development of ports		20%	85%
Development of multi-modal platforms		20%	85%
Reduce rail freight noise by retrofitting of existing rolling stock		20%	20%
Freight transport services		20%	20%
Secure parkings on road core network		20%	20%
Motorways of the sea		30%	85%
Traffic management systems	SESAR, RIS, VTMIS (ground/onboard)	50/20%	85%
	ERTMS	50%	85%
	ITS for road	20%	85%
Cross border road sections		10%	85%
New technologies and innovation for all modes of transport		20%	85%

CEF - Financial instruments

To attract new sources of private financing in order to complement limited public funding

Available for all TEN-T projects

- **All transport modes, Core and Comprehensive Network, ground and on-board equipment of traffic management systems or alternative propulsion systems**
- **Projects with identifiable revenue streams or commercial benefits and long-term repayment**

Ex: Motorways with tolls, shadow tolling, availability payments, Airports & ports development (e.g. New terminal), High Speed Rail...

Debt and equity instruments

- **Transport to use mostly risk-sharing instruments to provide loans and/or guarantees (i.e. Project Bonds)**
- **Possibility to combine financial instruments and grants**

Priorities for CEF implementation: Huge needs, budget limited, need to prioritise

80 to 85% of the CEF budget for projects listed in CEF Annex. Focus to be put on:

- **Major Cross-Border projects on the Corridors**
- **Other cross-border and bottlenecks projects on the Core Network and the Corridors**
- **SESAR**
- **ERTMS**
- **Motorways of the Sea, including LNG**
- **New technologies and innovation, focus on decarbonisation**

15 – 20 % for other projects of the TEN-T and for FIs

- **Increased use of financial instruments for projects with potential revenue stream**
- **Deployment of Technical Assistance to support authorities and project promoters in using CEF grants and Financial instrument**

Role of the Contractors in the "Corridor-approach"

Role of the contractors selected by DG MOVE

*Provide **technical assistance** and **logistical support** to the European Coordinators and DG MOVE as regards Corridor work plans and Corridor Fora*

Main tasks

- **Fact finding**
- **Preparation of Work Plans**
- **Support for Corridor Forum meetings**

Contractors selected for each Core Network Corridor

LOT 1	Baltic-Adriatic Corridor	Leigh Fisher
LOT 2	North Sea-Baltic Corridor	Proximare
LOT 3	Mediterranean Corridor	PWC
LOT 4	Orient/East-Med Corridor	IC Consulente
LOT 5	Scandinavian-Mediterranean Corridor	KombiConsult
LOT 6	Rhine-Alpine Corridor	HaCon
LOT 7	Atlantic Corridor	TIS
LOT 8	North Sea-Mediterranean Corridor	Panteia
LOT 9	Rhine-Danube Corridor	IC Consulente

Practical aspects

The Work Plan (for each Corridor)

The Work Plan (Art 47 of the Regulation)

One Work Plan per Core Network Corridor

*To be submitted for approval by Member States by
22 December 2014*

Corridor Forum to be consulted on the Work Plan

*Work Plan may be transformed into Commission
Implementing Act, after approval by Member States
and comitology procedure*

Work Plan may be revised (2016, 2018)

Content of the Work Plan

Analyse the current situation of the Corridor

- **identifying in particular the bottlenecks and interoperability problems**
- **based on existing studies and materials and the joint analysis thereof**

Identify the actions to be taken, their timing and the financial resources available.

- **planned infrastructure investments**
- **measures to remove physical, technical, operational and administrative barriers between and within transport modes**
- **measures for the enhancement of efficient multimodal transport and services**

Outline of Work Plan

Outline of Work Plan has been prepared to ensure similarity between different corridors

However, it is expected that Core Network Corridors will develop their own life

Important to keep focus points: cross-border, interoperability, intermodality

Practical aspects

Communication with Member States and stakeholders

Communication with third parties

Important: all contacts to Member States will go via Commission

For other stakeholders, contractor should contact directly, keeping Commission regularly informed

Practical aspects

Member States with several corridors

Member States with several corridors

Most Member States are involved in several corridors:

- **In particular: DE (6 corridors), AT (5), FR, IT (4), BE, CZ, HU, NL, SK (3)**

This requires particular attention when contacting stakeholders

Commission to contact the national authorities to identify the relevant contact point(s) in the ministry

Data collection should use the same sources where appropriate

Practical aspects

Cooperation with Rail Freight Corridors

Rail Freight Corridors

CNC and RFC have been aligned in the framework of the new regulations

All rail freight aspects are analysed in detail by the RFC

The RFC representatives will report to the Forum on all these aspects

Practical aspects

Sections covered by several corridors

Sections covered by several corridors

Each corridor has to analyse and take into account all sections belonging to its alignment

Certain sections or "punctual infrastructure" (ports, airports, RRT, inland ports, ...) belong to several corridors

- **For data encoding into TENtec, repartition of sections is given by Commission**
- **In case of divergent data, Commission is to be informed**



European
Commission

Timing for 2014

Timing in view of Corridor Forum meetings

Timetable for the first Forum meeting

- **10.03.14: First progress report sent to Commission incl. PowerPoint presentation for the Forum, draft agenda and draft invitation**
 - Agenda and invitation will be sent by Commission to the participants
- **17-21.03.14: Meetings with Commission (per corridor)**
- **24/25.03.14: Documents sent to Forum participants**
- **31.03.-03.04.14: Forum meetings**

Similar approach for the following Forum meetings

- **Meeting schedule: 16-20 June, 29 September - 3 October, 17-21 November 2014**

Schedule of Forum meetings

Day 1:

- **Baltic-Adriatic Corridor**
- **Rhine-Alpine Corridor**

Day 2:

- **Orient/East-Med Corridor**
- **North Sea- Mediterranean Corridor**
- **Scandinavian-Mediterranean Corridor**

Day 3:

- **North Sea-Baltic Corridor**
- **Mediterranean Corridor**

Day 4:

- **Rhine-Danube Corridor**
- **Atlantic Corridor**

Items to be addressed in first Forum meeting

Exact determination of the infrastructure belonging to the corridor

- **All sections, seaports, airports, rail-road terminals, inland ports (only if part of the Core Network)**

First analysis of the corridor

Exact identification of responsible persons within the Member State

Identification of possible stakeholders in the Corridor Forum

- **NB: Member States have to agree on the participation of the stakeholders in the Corridor Forum**

Presentation of the timing for the establishment of the work plan

Handling of Member States with several corridors

Discussion which Working Groups should be created and participation therein

Setting up of a corridor entity able to receive CEF funding to help national administrations

Thank you for your attention!