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The future of Trans-European Transport Network in Central and Eastern Europe

Regulation (EU) No 1315/2013 on Union guidelines for the development of the trans-European transport network

Warsaw, 25 February 2014

TEN-T - definition

TEN-T constitutes:

A. a tool for implementation of the EU transport policy specified among others in documents:

- *Europe 2020* Strategy
- White Paper - 2011 for transport

B. a basic structure which shapes European transport system;

TEN-T consist of:

- **Multimodal transport infrastructure:**
  (elements of all transport modes, including multimodal platforms);

- appropriate **traffic management systems and information.**

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Revisions of the TEN-T

In order to improve European transport system adapted to global trade, according to the Decision of the European Parliament and Council 1692/96/EC, **every 5 years** European Commission carried out revision of the TEN-T.

- **2004 -2005** - the previous revision of EU TEN-T guidelines;

- **from 2009-2013** - the recent process of the guidelines' revision, so-called **big revision**.

- **It includes:**

  - review of the status of implementation of the TEN-T priority projects by Member States and

  - establishment of new rules for operation and methodology for determining the network.

21 December 2013 - entry into force of Regulation (EU) No 1315/2013 on Union guidelines for the development of the trans-European transport network

The main assumptions of the TEN-T development

1. Creation of **a consistent and interoperable transport network of unified, high-technically parameteres** throughout the EU in order to improve efficiency of the system (the TEN-T Priority Projects did not form a coherent system);
2. Development of TEN-T is based on a **dual-layer structure** consisting of a comprehensive network and a core network;

COMPREHENSIVE NETWORK

The whole TEN-T network - providing equal access to all regions of the EU at the level of NUTS 2 (level of voivodships in Poland). Desired time of completion - 2050.

CORE NETWORK

nodes and links of the most strategic and economical importance for the EU-wide selected from the comprehensive network. Desired time of completion - 2030.

3. Creation of **core network corridors** which are deemed necessary to better coordinate investments of Member States on the agreed core network elements within the new financial perspective 2014-20;

4. Appointment of European Coordinators of 9 core network corridors, ERTMS and MoS

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Priorities of the TEN-T development

- EQUAL ACCESSIBILITY OF ALL NUTS 2 REGIONS
- MULTIMODALITY OF TRANSPORT SYSTEM
- REMOVAL OF BOTTLENECKS AND THE BRIDGING OF MISSING LINKS
- OPTIMIZATION OF EXISTING INFRASTRUCTURE/ INNOVATIONS
- SAFETY AND SECURITY
- RESILIENCE OF INFRASTRUCTURE TO CLIMATE CHANGE
- ALTERNATIVE ENERGY SOURCES
- REDUCTION OF NEGATIVE ENVIRONMENTAL IMPACTS

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Results of the negotiations between PL and the EC reflected in the TEN-T Regulation

In the vast majority of the project included in the maps of the Regulation of the EP and the EU Council corresponds to the Polish proposals presented to the European Commission;

The density of the new TEN-T network on Polish territory is similar to that in the EU -15 Member States;

TEN-T network was supplemented by:

- 16 new sections of **rail**, including 2 on the core network;
- 14 new sections of **road**, including 3 on the core network;
- two additional **airports** in Bydgoszcz (comprehensive network) and Łódź (core network),
- additional **seaport** in Police (comprehensive network)
- 8 major **urban nodes:** Warszawa, Kraków, Łódź, Wrocław, Poznań, Katowice, Gdańsk, Szczecin (core network),
- 21 **rail-road terminals**

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TEN-T railway (passengers) network

Infrastructure requirements for TEN-T comprehensive network:

A) equipped with **ERTMS**

B) **fully electrified** as regards line tracks and sidings where needed

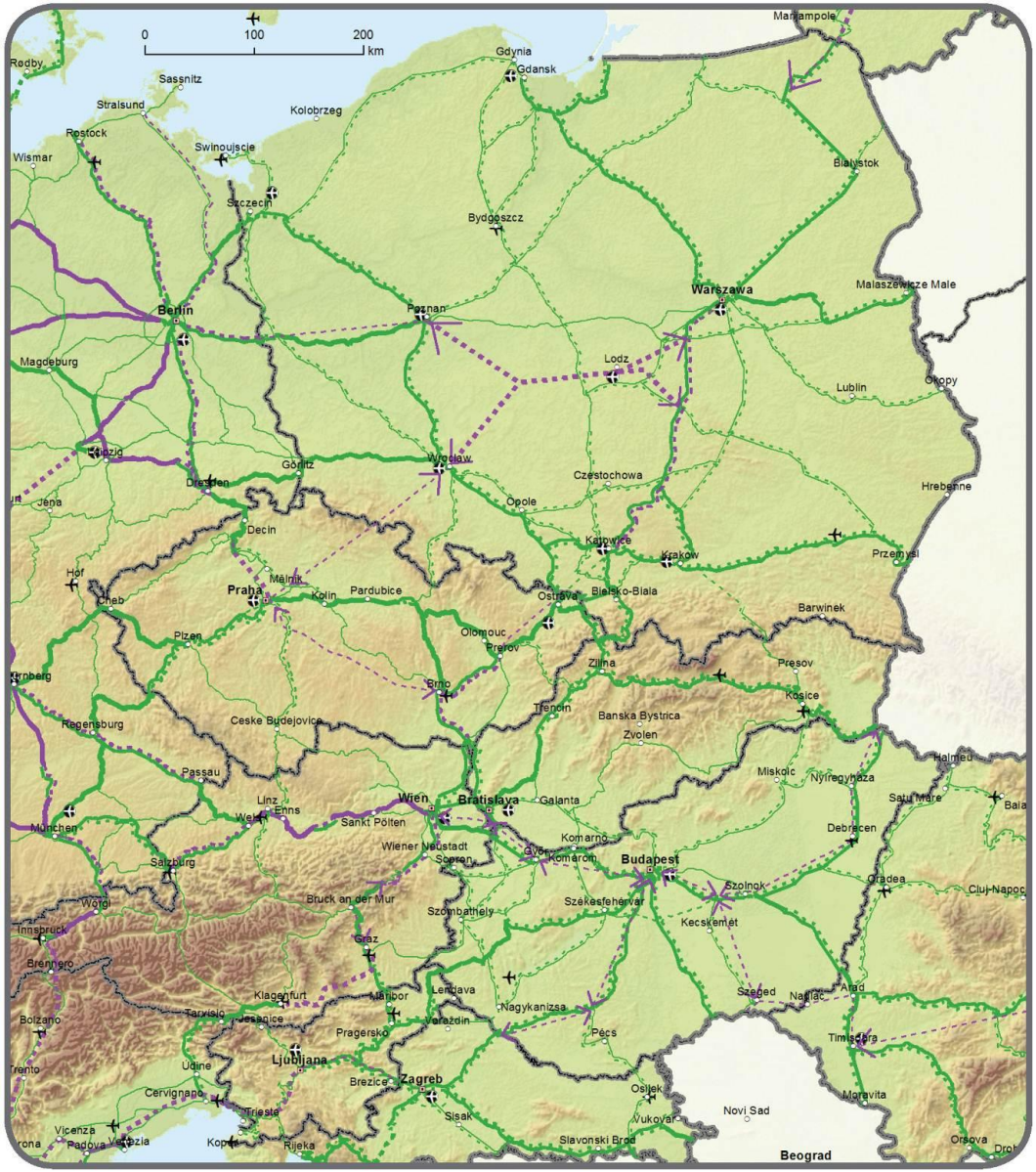
C) interoperability of the system complies with Directive 2008/57/EC

D) complies with the requirements of the **TSI** adopted pursuant to Article 6 of Directive 2008/57/EC

E) complies with the requirements laid down in Directive 2012/34/EU, as regards **access to freight terminals**

Exemptions:

At the request of a Member State, in duly justified cases, exemptions shall be granted by the Commission in respect of requirements that go beyond the requirements of Directive 2008/57/EC concerning A and B.



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TEN-T railway (freight) network

Infrastructure requirements for TEN-T core network:

The infrastructure of the core network shall meet all the requirements for comprehensive network and in addition:

A) Railway freight line:

- at least **22,5 t axle load**
- **100 km/h** line speed
- possibility of running **trains with a length of 740m**

B) **full deployment of ERTMS**

C) nominal track gauge for new railway lines: **1 435 mm** except in cases where the new line is an extension on a network the track gauge of which is different and detached from the main rail lines in the Union.

Exemptions:

At the request of a Member State, as regards railway transport infrastructure, exemptions may be granted by the Commission in duly justified cases in relation to the **train length, ERTMS, axle load, electrification and line speed.**

TEN-T road network

Infrastructure requirements for TEN-T road network:

A) Three categories of roads:
- motorways
- express roads
- conventional strategic roads

B) These roads shall be adequately maintained to allow safe and secure traffic

C) road tunnels over 500 m in length comply with Directive 2004/54/EC

D) where applicable, the interoperability of toll collection systems is ensured in accordance with Directive 2004/52/EC

Multimodality of TEN-T network

Multimodality of TEN-T network

TEN-T freight terminals and logistic platforms should meet at least one of the following criteria :

a) their annual transhipment of freight exceeds,

- for non-bulk cargo, 800 000 tonnes or,
- for bulk cargo, 0,1 % of the corresponding total annual cargo volume handled in all maritime ports of the Union;

b) where there is no freight terminal or logistic platform complying with point (a) in a NUTS 2 region, **the terminal or platform in question is the main freight terminal or logistic platform designated by the Member State concerned, linked at least to roads and railways for that NUTS 2 region,** or in the case of Member States with no rail system, linked only to roads.

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* **'logistic platform'** means an area which is directly linked to the transport infrastructure of the trans-European transport network including at least one freight terminal, and which enables logistics activities to be carried out;

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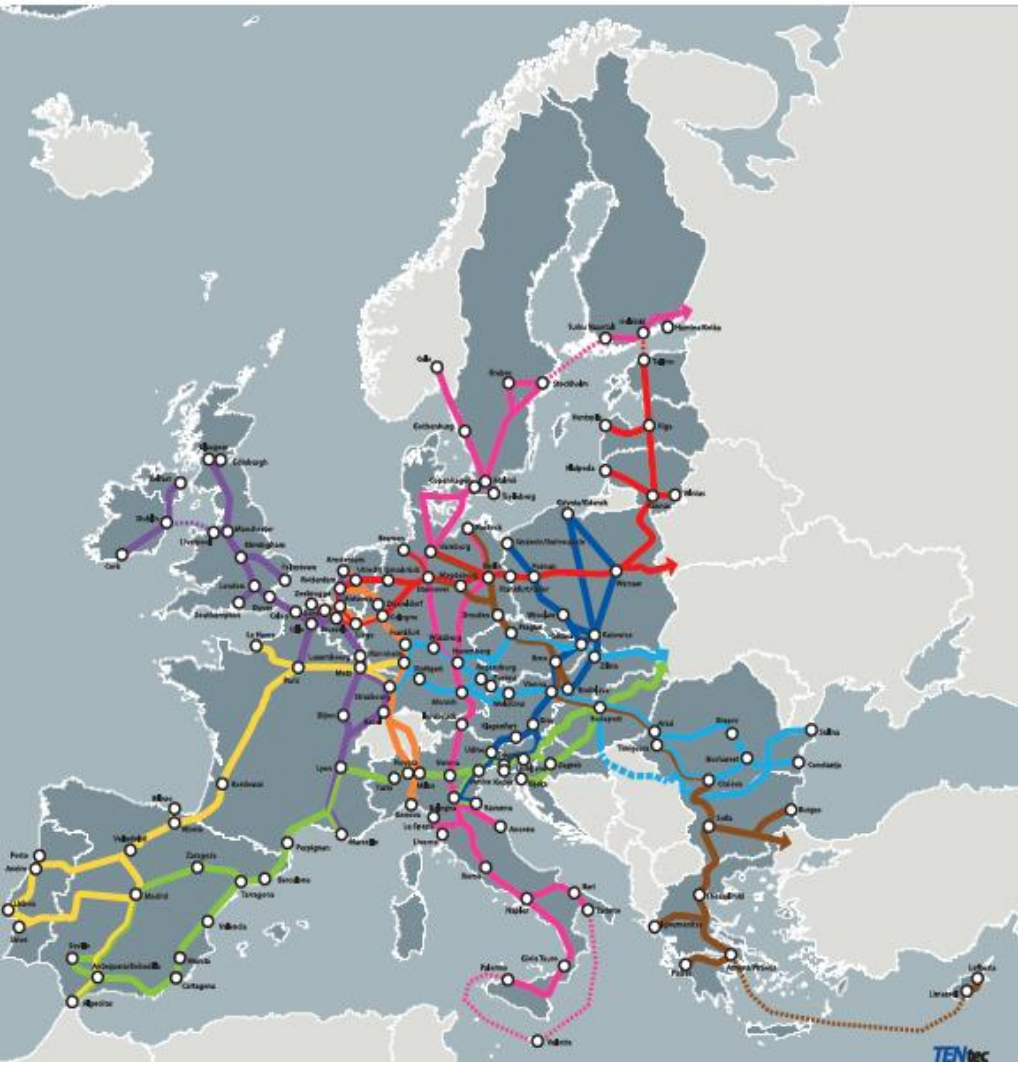
TEN-T core network corridors

European Commission | TRANS-EUROPEAN TRANSPORT NETWORK
TEN-T CORE NETWORK CORRIDORS

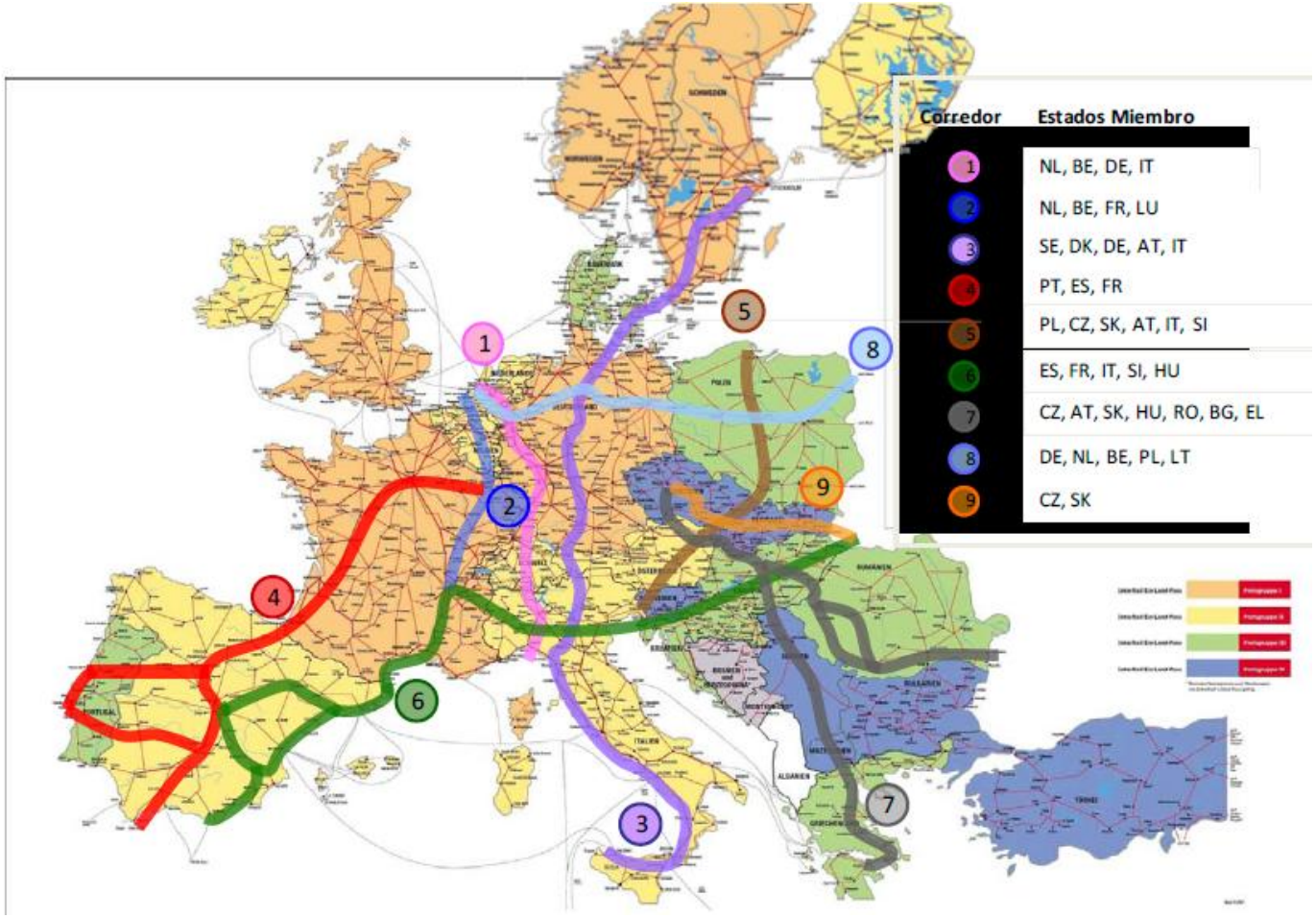


The implementation of the TEN-T core network in the 2014-2020 perspective will be facilitated by the **"corridor" approach.**

Routing of the core network corridors has been defined in Annex I to the draft decision of EP and the Council Regulation establishing the **Connecting Europe Facility CEF.**

Determination of **9 TEN-T core network corridors** will provide a basis for coordinated development of infrastructure within this network.

Rail Freight Corridors (RFC)



RFC - tool of liberalization of rail freight market and their creation is aimed at increasing the efficiency and competitiveness of rail against other modes of transport. RFC are market driven initiatives.

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TEN-T core network corridors in Poland

Baltic – Adriatic Corridor

North Sea – Baltic Corridor

Among the nine corridors of the TEN-T two of them run through Polish territory:

a) Corridor Baltic - Adriatic

b) Corridor North Sea - Baltic Sea.

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Work Plans of the core network corridors (CNC)

The work plan of core network corridor must be developed by the end of 2014 by the European Commission, approved by Member States and submitted for information to the European Parliament, the Council. **The work plan shall include:**

1. **Characteristics and objectives of the CNC** based on the objectives and priorities set out in TEN-T Regulation;
2. Information on **cross-border sections and analysis of development of core network corridors** in terms of TEN-T priorities;
3. **List of projects for all modes of transport** which are part of core network corridor;
4. Details of **public consultations;**
5. **Various sources envisaged** for funding and financing, at international, national, regional, local and Union levels

Summary

The successive implementation of TEN-T infrastructure tasks by Poland will allow to:

- Obtain a coherent transport system by building modern transport links between major metropolitan areas within the country and further within the EU's area;
- Improve transport accessibility to eastern regions along the EU's external border;
- Increase the competitiveness of Polish transport companies, terminals, seaports, airports and other transport infrastructures;

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Thank you for your attention

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