TEN-T revision process

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• TEN-T revision process
  – Overall process
  – Presentation and discussion of draft NSC response to EU consultation on the impact assessment for the revision of the TEN-T regulation

Input to NSC response to the questionnaire + position paper
Context: Review of TEN-T Guidelines

• Causes and framework
  – Recent developments in transport as well as in energy, telecommunication / digitalisation, climate change and other relevant policy fields
  – Changes in transport flows
  – European Green Deal
  – Smart and Sustainable Transport Strategy

• Evaluation process started in 2019
EU milestones TEN-T guidelines

- 2019 Jan 2021: EP adoption of resolution on TEN-T (Gieseke report)
- Feb-5 May: Public consultation on the impact assessment for the revision of the TEN-T regulation
  - March: TEN-T evaluation report
- Q4 2021: EC Legislative proposal
- 2021-2023: Political decision-making process between European Parliament and Council
NSC/CPMR activities

- Sep. 2020: NSC letter to MEPs on the Gieseke report on the revision of the TEN-T guidelines
- 9 Dec 2020: CPMR TWG meeting with MoS Coordinator Bodewig
- 18 Dec 2020: NSC TG input to CPMR comments to the EU Road map for the Impact Assessment
- 31 March CPMR TWG meeting on TEN-T revision
- 5 May 2021: NSC response Public hearing Impact assessment (Questionnaire + Position paper)
Consultation Questionnaire (1/2)

A. General questions on Regulation (EU) 1315/2013
   Q1. What should be main focus of the future transport infrastructure policy?

B. Measures enabling the decarbonisation (e.g. through seamless infrastructure connections, service continuity and performance)
   Q2. Need for adjustment of design structure of the TEN-T network?
   Q3. Are there shortcomings in view of the objective to decarbonise the transport sector?
   Q4. Should certain infrastructure requirements/conditions set for the core network be equally applicable to the comprehensive network?
   Q5. Should the implementation instruments be reinforced?
   Q6. Should the TEN-T give consideration to other environmental plans?

C. Measures related to infrastructure quality and resilience
   Q7. Should new quality parameters/requirements be added?

D. Measures related to innovation, digitalisation and automation
   Q8. Need for new provisions on digitalization?
E. Possible focus of policy options:

1. Traditional infrastructure
2. Strengthening the concept of infrastructure quality, to achieve more efficiency and sustainable transport services and modal distribution in line with new ambitions of transport policy overall b) ensuring a more resilient TEN-T, in the light of climate change, safety, security, military mobility and civil protection challenges.
3. Boosting digitalisation and innovation
4. Mix of 1-3
Q1 Focus areas
• In agreement with most statements (less so with military use)
• Comments:
  – Decarbonisation should focus on promoting intermodality (modal shift), alternative fuels and digitalization
  – Broader sustainability goals, in particular reducing environmental cost
  – Ensure connectivity and accessibility of all regions of the European Union
  – Enhance the ambition in terms of the maritime dimension

Q2 Need adjust design of the TEN-T structure
• Comments: See A to Q10
Q3 Decarbonisation

- In agreement with statements!

- Comments:
  - TEN-T policy should strengthen the synergies between the establishment of infrastructure for transport, energy and digital communication.
  - In addition to urban nodes, it is important to further develop the TEN-T to focus on the interconnection between the core and comprehensive networks in rural, peripheral regions.

- Q 4 Applying «core requirements» to comprehensive network (alternative fuels, ITS/ ERTMS etc)

- Not in agreement

- Comments:
  - Requirements for the core network only applicable to the comprehensive network if accompanied by adequate financing
  - Given that the comprehensive network have access to limited funding, not feasible with the same requirements. More funding should be allocated to the comprehensive network.
NSC messages

Q5 Implementing measures

• Fully agree, somewhat agree

• Comments:
  – A dedicated coordinator should be dedicated to comprehensive network.
  – Supports the important role of implementing measures. The mandate, and use, has to be considered individually.
  – Regions and stakeholders which are not located directly on the core corridor in a dialogue, like the core corridor forum.
  – The member states should take steps to further streamline administrative procedures, such as procurement and permitting procedures in cross border infrastructure projects.
Q6 Connection to other environmental plans
• Yes! Consideration should be given to all plans

Q7 Measures related to infrastructure quality and resilience
Fully or somewhat agree.
  – Comment: consider the importance of retaining European control of strategic transport infrastructure

Q8 Need for new provisions on digitalization
• Yes! Fully agree.

Q9 Policy option
• The NSC favours the option combing elements from the focus areas 1 – 3 as the different elements are complementary and mutually reinforcing. The NSC would thus like to continue major emphasis on a “traditional” infrastructure development concept” as a necessary condition (area 1), in combination with strengthened requirements for quality and resilience (area 2), supported by boosted digitalisation and innovation (area 3). This hybrid approach is robust in terms of technological risk.
NSC messages

Q10 Further information (part 1)
Adjustments needed in the network design

• SE High speed rail route on upgraded/ new sections linking Stockholm to Oslo via direct route Västerås-Örebro-Karlstad
• NL Rail route from Emmen (NL) to Rheine (DE) in the TEN-T comprehensive network
• DK Padborg RRT as Core network - Hanstholm & Skagen as comprehensive ports to support maritime economy
• SE/NO existing & new high speed rail in Norway to connect Stockholm/Oslo into Oslo
• DK/NO MoS links Hirtshals (DK) to Kristiansand & Larvik/ Grenland (NO)
• UK road & rail links to Aberdeen from Glasgow & Edinburgh in Core network and Peterhead as a comprehensive port
NSC messages

- Q10 Further information (part 2)
- Strengthen the maritime dimension in the TEN-T in particular with regard to:
  - paying attention to the eligibility criteria for ports to be included in the network, and the maritime links in the maps
  - No more reliance on one port on a network being a core port
  - Land legs from ports to TEN-T networks (first and last mile) and destinations also considered as part of the MoS in the European Maritime Space concept
  - All third countries to be considered equally and make MoS support available to the EU ports in any MOS proposal with third countries
Thank you for your attention!