

Expert group 2

"Integration of Transport Policy into TEN-T Planning"

Key recommendations

The objective of the expert group 2 – “Integration of Transport Policy into TEN-T Planning” was to identify the infrastructural needs resulting from relevant EU transport policy objectives and propose ways of how to reflect them in the revised TEN-T Guidelines.

The group developed the following recommendations:

- New infrastructure projects resulting from EU Common Transport Policy objectives may not be concretely identifiable at the outset of the revised TEN-T planning.
- The identification of projects may be based on existing or future legislation or other policy objectives, in combination with a set of specific criteria for supplementary measures (the “conceptual pillar” as referred to in the TEN-T Green Paper) to the geographical part of the TEN-T Core network.
- The TEN-T core network encompasses a coordinated European approach to transport network planning and governance, multimodal in nature and consistent across all the modes. Its regulatory basis should be established in the revised TEN-T guidelines and should be complementary to measures already developed for the various modes.
- Such network governance function needs to develop common methodologies and datasets for demand and traffic forecasts taking into account scenarios of fundamental change, network planning and monitoring and impact assessment and should coordinate all industry actors. Monitoring of the network existing and projected capacity is needed at European level through the establishment of a Transport Observatory.
- European network performance management scheme should be established and planned. This performance should be legally based and include a target setting mechanism together with incentives for service providers to meet the network targets.
- The initial supplementary criteria of the conceptual pillar set out below need to be refined and substantiated with concrete targets and indicators to measure progress and performance.
- The pace of implementation of the corresponding measures may be enhanced by providing subsidies, by adopting of legally binding implementation commitments, by extending the use of Public/Private Partnerships, or by leveraging national funds with TEN-T funds.
- Legislative initiatives may be needed to close legislation gaps for certain (sub) sectors or modes of transport.

Key horizontal criteria

- The core network criteria should be based upon performance objectives for the network as a whole, promoting the integration of the different transport modes and the exploitation of supporting technologies.
- The core network capacity shall be considered at network corridor level (for all transport modes) and match projected traffic demand, identified on the basis of a

context where external costs are internalised. The core network shall be free of infrastructural and administrative bottlenecks.

- The core network shall achieve appropriate standards for infrastructure in economic, technical, environmental, safety and security areas.
- The core network should provide access to peripheral and ultra-peripheral regions from its hub nodes.
- The core network shall include key strategic multi-modal nodes for passenger and freight, allowing efficient modal transfer and satisfy accessibility requirements at various levels. They shall allow efficient and smart transshipment between the long distance transport network and delivery/collection in main economic centres.
- The soft infrastructure of the core network shall include traffic management tools, common standards for tracking and tracing of goods, administrative one stop shops (e.g. for customs, tax and inspection authorities), communication framework between public authorities and transport operators. Standardised, reliable information on infrastructure, transport flows and services shall be available.

Key specific criteria for Rail transport

- Liberalisation of the rail markets, non discriminatory access to infrastructure and essential facilities and efficient organisation of rail transport operations are crucial to improve the quality of services and choice for customers.
- Provision of quality, cost-effective and demand-driven infrastructure capacity and services to railway undertakings, improving access to rail, promoting its integration in multimodal transport chains and removing of bottlenecks that cause delays.
- Any infrastructure measures resulting from the Regulation on a European rail network for competitive freight for operations and investments.

Key specific criteria for Road transport

- Enhance safety and environmental performance of road transport by
 - focussing on the infrastructure needed for alternatives to internal combustion engine-driven road transportation;
 - considering safety aspects from the planning stage, applying appropriate technical parameters for design and endowment of TEN-T roads and road tunnels, providing sufficient parking areas at reasonable distances and making the roads of the TEN-T core network subject to road safety audits.

Key specific criteria for Air transport

- In accordance with the single sky policy, apply a network approach to air transport, by
 - setting up integrated governance structures and mechanisms at European level for the implementation of the Single European Sky policy;
 - planning and implementation of common elements of SESAR which are of importance for the wider network as identified in the European ATM Master Plan, including system-wide information tools for the realisation of the gate-to-gate approach;
 - procedures, systems and software for the integration of airport nodes in an e-freight concept.

Key specific criteria for Waterborne transport (inland)

- Provide for bottlenecks-free and quality waterway infrastructure on the core network (class IV and higher) by establishing stable fairway conditions, upgrading locks, increasing under-bridge clearance in accordance with highest relevant class.
- Multi-modal and accessible ports providing quality and cost-effective transshipment.
- Development of RIS traffic management systems and integration of inland waterborne transport into an open co-modal transport information exchange platform.

Key specific criteria for Waterborne transport (maritime)

- Provide adequate port capacity for handling present and future maritime traffic volumes, for safe and secure year-round maritime access and reliable and sustainable hinterland connections via rail, road and, if possible, inland waterways.
- Interoperable Single Window solutions and port community systems for all ports of the comprehensive network, port community e-training, interoperable information on port infrastructure and for compliance and collaboration with authorities on security management in the framework of e-maritime.
- Environmental efficiency measures, in particular standardised shore-side electricity deployment in ports from renewable energy sources, infrastructure for abatement of emissions of ships at berth in area's prone to exceeding the air quality limits, infrastructure for developing LNG bunker logistics, facilities for assistance, salvage and pollution response for places of refuge.
- Further development and deployment of SafeSeaNet as Community-wide vessel traffic information exchange platform, as well as infrastructure and facilities related to maritime traffic monitoring, ship routing and reporting systems

Criteria in relation to Co-modal transport

- Make co-modality work in practise by linking modes through physical transfer points as well as through the development and implementation of a co-modal transport information exchange platform.
- Tackle technical and administrative barriers across the whole TEN-T network with a network effect.
- Governance mechanisms for fostering standardisation transport infrastructure and services, security, telematics, transport documents and liability regimes in intermodal transport.
- Develop of green corridors to reduce the environmental impact and improve energy efficiency from transport
- Further develop Motorways of the Sea through the geographical pillar and through specific criteria