



# Green Deal and TEN-T policy

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# The 4 specific objectives of the TEN-T Regulation

## Contributing to efficient transport flows in the internal market

- Removed bottlenecks and bridged missing links across the EU
- Enhanced connectivity between the EU and neighbouring and other third countries

## Contribution to Cohesion

- Connectivity and accessibility for all EU regions
- Better interconnection between long-distance, regional and local traffic

## Contributing to sustainability of the TEN-T

- TEN-T modes which are socially and environmentally sustainable and contribute to environmental objectives

## Enabling increased user benefits

- Coherent and continuous infrastructure requirements
- Seamless mobility and accessibility for all passengers



# Evaluation of the TEN-T Regulation: Background

Evaluation process started in 2019

## Causes

- Recent developments in transport as well as in energy, telecommunication / digitalisation, climate change and other relevant policy fields
- Changes in transport flows (e.g. due to Brexit and increasing trade with i.e. Asia)

## Purpose and scope

- Evaluating the full scope of the provisions of Regulation 1315/2013, including delegated Regulations
- Time horizon: backward and forward looking (What has been achieved since 2013? Are we on track towards the 2030 / 2050 horizons?)

# What has worked well

- Network generated – and will continue to do so – important economic benefits in the short and longer term.
- Good progress in e.g. identification/ implementation of major infrastructure projects to fill missing links, remove bottlenecks and improve quality standards (key role of coordinators)
- Governance across States and sectors has reached a completely new level of quality
- Close integration with all relevant transport policy areas (modal policies, i.e. rail, inland waterways, ports, airports, transport strategies).
- Linking the TEN-T as the policy framework with relevant financial instruments (notably CEF, ESIF and EIB loans and Financial Instruments)
- Strengthened cooperation with third countries. Cooperation with neighbouring/ 3<sup>rd</sup> countries has set a framework for concentrated transport infrastructure investment supported by EU sources and IFIs
- Single EU-wide Network approach with common standards and requirements

# What has worked less well

- Regulation insufficiently addresses the two specific objectives “sustainability of the network” and “increased benefits for users” in the light of new political and societal challenges e.g. decarbonisation, digitalisation and increasing risks of unforeseen crisis events
- Efficiency of instrument of the core network corridors, incl. European Coordinators might be hampered by shortage of capacity/resources in relation to the coordination challenge brought by these new developments
- Insufficient coherence between the provisions of the TEN-T Regulation and other policy areas e.g. infrastructure for low and zero emission transport and mobility → importance (in line with Green Deal) to set new binding requirements fully coherent with these initiatives.

# Lessons learnt and way forward

- ✓ Maintain network design (with possibility for minor adjustments) and completion dates (as basis to enable all other objectives)
- ✓ Under specific objective “sustainability”: better address Green Deal, digital transition and challenges of natural and human-made disasters through extending the individual targets (e.g. on efficient infrastructure use) underpinning the objective
- ✓ Under specific objective “user benefits”: strengthen identification, combination and implementation of projects from the perspective of integrated door-to-door user services (making use of digitalisation and other new technologies)
- ✓ Reinforce implementation instruments at EU level (role of Coordinators, extension of instruments e.g. implementing acts) and stimulate stronger commitment of Member States

## Next steps: The Impact Assessment

**Timing:** **Q4 2020 – Q3 2021**

- Inception Impact Assessment published 20 November 2020
- Open Public Consultation: January 2020 - March 2021
- Main analytical work to be done in-house (continuously)
- Impact Assessment to be finalised May/June 2021
- Legislative proposal Q3 2021



# Thank you very much for your attention!