



# The trans-European transport network (TEN-T)

- methodology for the definition  
of the network -

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1. **TEN-T policy** – key elements; dual-layer network
2. **TEN-T planning methodology**: principles for update of the comprehensive network and definition of the core network in Eastern Partnership countries
3. **Maps** of the updated TEN-T comprehensive network and of the proposed core network
4. Discussions and agreement on the **next steps**

# Key elements of the TEN-T policy

- New maps – dual-layer approach:
  - a **comprehensive** and a **core network**
- Common deadlines to achieve the network:
  - **2030** for the core network
  - **2050** for the comprehensive network
- Ambitious **standards** for all infrastructures, detailed in the TEN-T Regulation

*TEN-T Guidelines: [Regulation \(EU\) No 1315/2013](#)*

# External dimension of the TEN-T

## *TEN-T Guidelines:*

- **Specific provisions** on the cooperation with third countries (Art. 8)
- **Maps of indicative extension** of the TEN-T comprehensive network to neighbouring countries (Annex III, Delegated Acts) and border-crossing points
- Possibility to **update/adapt/add** indicative maps
- Initiative to **define a Core Network** in the neighbouring countries
- Distinction made between **third and neighbouring** countries
- **Projects of common interest** with high European added value

# TEN-T: dual-layer network

## Comprehensive network (horizon: 2050)

- multimodal basic layer of the TEN-T
- balanced infrastructure development
- accessibility of all regions, including outermost ones
- coherent basic standards throughout the network
- traffic management systems; interoperability

## Core network (horizon: 2030)

- sub-set of the comprehensive network of highest strategic importance
- highest implementation priority

## TEN-T planning methodology

- Commission **Staff Working Document SWD(2013) 542** of 7 January 2014
- First **real European network planning methodology**, aiming to also provide support to neighbouring countries in identifying a strategic network on their territory
- Combination of **geographical and economic criteria**
- Identification of **nodes** as skeleton of the network
- **Multi-modal connections** between nodes, based on traffic flows

# **1<sup>st</sup> step:**

## **Update of TEN-T comprehensive network**

- Update on the basis of requests/discussions and data sent electronically
- Scope: implement necessary corrections and/or adaptations after completion of sections of the network and/or increase/decrease in traffic volumes

# 2nd step: Definition of a TEN-T core network

## 2-step approach:

- 1) Preliminary identification of **main nodes** of the core network, based on available statistics
  - Capital city; cities above 1 million inhabitants
  - Ports above 1% of the total transshipment volume of all EU seaports
  - Airports with an annual passenger/airfreight volume of min. 1% of the corresponding EU total
  - Ports, airports corresponding to urban nodes
  - Largest seaport of a country with access to sea, where no port fulfils above criteria
- 2) Identify **links between the primary main nodes**



## TEN-T core network: rail and road links

- Highest importance for **long-distance traffic**
- Deadline for implementation: **2030**
- Connection of neighbouring main **urban nodes by road and rail**
- Links should be as **straight and direct** as possible, to follow the relevant long-distance traffic flows
- Links should follow **infrastructure already existing, under construction or planned**
- Land-based core network links (road, rail) are complemented by "**Motorways of the Sea**"

***3. Maps of the updated TEN-T comprehensive network and of the proposed TEN-T core network***

***4. Discussion and agreement on the next steps***

**Thank you for your attention!**

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**Useful information:**

**[http://ec.europa.eu/transport/themes/infrastructure/t-en-t-guidelines/legal-basis\\_en.htm](http://ec.europa.eu/transport/themes/infrastructure/t-en-t-guidelines/legal-basis_en.htm)**