**REGIONAL TRANSPORT FORUM – 11 November 2011**

**TEN-T GUIDELINES AND CONNECTING EUROPE FACILITY**

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<th>Purpose of the report:</th>
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<td>▪ To inform the RTF of the recently published TEN-T Guidelines and the new Connecting Europe Facility.</td>
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<th>Recommendations:</th>
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| ▪ It is recommended that members:  
  Note this paper and consider having discussions with DfT to ensure their priorities are recognised on the ‘Comprehensive Network’. |

1. **Background**

1.1 The European Commission published their draft regulations for the Trans-European Transport Network (TEN-T) and the newly proposed ‘Connecting Europe Facility’ (CEF) on 19th October 2011.

1.2 The future European network will be composed of the following elements:

- Corridors (Connecting Europe Facility)
- Core Network (TEN-T)
- Comprehensive Network (TEN-T)

2. **Core Network Corridor – Felixstowe**

2.1 The implementation of the Core Network will be facilitated using a “corridor approach”. Ten corridors will provide the basis for the co-ordinated development of infrastructure within the Core Network.

2.2 In the East of England we have one proposed ‘corridor’, “Warszawa – Berlin – Amsterdam/Rotterdam – Felixstowe – Midlands (Corridor 2)”. The corridor covers all modes of transport and between Felixstowe and the Midlands, the proposals highlight the modes of rail, maritime port and multimodal platforms.

2.3 Covering at least 3 modes, 3 Member States and 2 cross-border sections, these corridors will bring together the Member States concerned, as well as the relevant stakeholders, for example infrastructure managers and users. European co-ordinators will chair "corridor platforms" that will bring together all the stakeholders – these will be a major instrument to guarantee co-ordination, cooperation and transparency.
3. Comprehensive Network

3.1 The Comprehensive Network will feed into the Core Network. It is expected that UK national strategic network plans will be used as the basis for the final Comprehensive Network. Unlike the Core Network, which will see joint responsibility between Member States and the Commission, the Comprehensive Network will be largely managed by the Member States themselves. It is the Commission’s intention that progressively, and by 2050, the great majority of Europe's citizens and businesses will be no more than 30 minutes in travel time from this feeder network.

3.2 The new TEN-T guidelines go much further than before in terms of specifying requirements, also including the Comprehensive Network, so that over time – looking ahead to 2050 – large parts of the Comprehensive Network join up in terms of fully interoperable and efficient standards, for rail, electric cars, etc.

4. Funding

4.1 The Connecting Europe Facility/TEN-T makes available for transport infrastructure €21.7 billion for the next financial period 2014–2020. This is a significant increase on the current €8 billion for the period 2007-2013. It is anticipated that 80% of this money will be used to support:

- Core Network projects. Funding will also be available for a limited number of other projects of high European added value on the Core Network.
- Funding for horizontal projects (normally ICT related) such as the European Rail Traffic Management System (ERTMS). This is a particular priority – as another innovation on the new Core Network is that there are tougher obligations for transport systems to “join up”, i.e. to invest in meeting mainly existing EU standards, for example on common rail signalling systems.

4.2 One of the continuations of the current programme is the use of multi-annual and annual work programmes as a basis for the calls for proposals. It is expected that the call procedure will work in a very similar manner as it does now – including more stringent eligibility checks on Member States.

4.3 Another aspect retained from current TEN-T programme is the use of an Executive Agency. The current agency has a lifespan until 2015 and is tasked with the evaluation and management of the TEN-T programme and budget. It is Executive Agency that manages the calls for proposals and makes recommendations to the Commission and Member States on project fulfilment. The draft proposals indicate a new Executive Agency will be created for the 2014-2020 period and will cover TEN-T, energy and digital infrastructure.

4.4 The proposals indicate the following maximum co-financing rates (broadly similar to the current programme):

- Studies → = 50%
- Works → = 20% (standard project)
  → = 30% (bottlenecks)
  → = 40% (cross-border sections)
5. East of England TEN-T Network

5.1 The European Commission have published maps of both the Core Network and Comprehensive Network in the Annex to the regulations (links at the end of this document). Unfortunately, the maps are not totally clear and further clarification will be required. However, we have received some clarification from the DfT on those who are included / excluded from the proposed maps.

5.2 Core Network Airports:
   Luton
   Stansted

5.3 Core Network Maritime Ports:
   Felixstowe
   London (DP World London Gateway)

5.4 Core Network Corridor:
   Felixstowe to the Midlands (Corridor 2)

5.5 Comprehensive Network Airport:
   Norwich

5.6 Comprehensive Network Maritime Ports:
   Harwich
   Tilbury

5.7 At the moment, Southend Airport is no longer listed on the TEN-T network as it failed to meet the passenger threshold for airports. The DfT have spoken to the Commission about the development and expansion work at Southend Airport and they have provisionally confirmed that there will be a mechanism for airports to achieve TEN-T Comprehensive Network status if they reach the threshold during the 2014-2020 programme period.

5.8 In accordance with the Commission’s thresholds, the port of Great Yarmouth is also excluded from the proposed TEN-T Comprehensive Network.

6. Recommendation

6.1 It is recommended that members:

6.2 Note this paper and consider having discussions with DfT to ensure their priorities are recognised on the ‘Comprehensive Network’.

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