Report for Information - Agenda Item 10d

REGIONAL TRANSPORT FORUM – 1\textsuperscript{st} July 2011

TEN-T UPDATE / 2011 CALLS FOR PROPOSALS

Report by: Jonathan Millins, East of England Brussels Office

Purpose of Report:

- To inform RTF of the current state of play of TEN-T and possible calls for proposals in 2011

Recommendation:

It is recommended that members:

1. Note this paper.

1 Background

1.1 The European Commission announced in late 2010 that the Port of Felixstowe is to be awarded €5 million under the Trans-European Transport Network Programme (TEN-T) for works to improve intermodal transfers and the removal of bottlenecks at the port rail terminal. The project will cost nearly €40 million and will contribute in particular to the free movement of goods across the UK and EU and allow for increased length of intermodal trains and the handling of additional rail services.

1.2 In addition to the success in Felixstowe, the East of England will also benefit from work being carried out on the Nuneaton North Chord and Kennett railway line where re-signalling works will take place. The Commission awarded the project €4.9 million in TEN-T funding with the total value of the project expected to be around €39.9 million. The re-signalling works will make a major contribution in freeing up freight capacity on a busy line.

1.3 On 29\textsuperscript{th} June 2011 the European Commission will publish its Multiannual Financial Framework for the period 2014-2020. This will provide a structure around which we will be able to estimate a future TEN-T budget post-2013.

1.4 We expect the new draft guidelines for TEN-T post-2013 to then be published on 5\textsuperscript{th} July.

2 Call for Proposals 2011

2.1 Two work programmes (an Annual and a Multi-Annual) for 2011 are currently under consideration between DG MOVE and the TEN-T Executive Agency. The announcement of the Multi-Annual programme will be made on 29\textsuperscript{th} June 2011.
Multi-Annual Call

2.2 We expect a call for proposals to be published in the last week of June 2011.

2.3 The three core themes of the 2011 Multi-Annual Call will be:

- European Rail Traffic Management System (budget: €100 million)
- River Information Services (budget: €10 million)
- Motorways of the Sea (budget: €70 million)

2.4 The deadline for applications will be 23rd September 2011.

2.5 Both the Commission and UK DfT will be looking for projects that provide "real" substantial impact and contribution to the TEN-T network".

Annual Call

2.6 There is no definitive information on an Annual Call has been confirmed and the prospects of an Annual Call will depend on the available budget. However, details hinted at by the Commission and the TEN-T Executive Agency include call themes:

- Efficient low carbon technology / infrastructure and;
- Public-private partnerships.

2.7 We expect that the 2010 format of having three Annual Call priorities will also be repeated as this proved very successful for the Executive Agency. The Annual Call will be used to "underpin the principles and vision of the programme post-2013, in the context of the Multiannual Financial Framework".

2.8 There are conflicting messages on if and when an Annual Call might be announced. Information provided so far suggests it might be announced in September / October 2011. We could be looking at a small budget of around €40 million.

3 TEN-T Guidelines

3.1 The Commission is expected to publish a revised draft version of its guidelines for the TEN-T network on 5th July 2011. The main elements that we expect to be covered in the new guidelines are:

3.2 Core Network:

- Core network to be composed of “nodes and links” of the “highest strategic and economic importance throughout the EU” – ports are expected to play a key role in reducing bottlenecks and contributing to a multimodal transport system;
- Priority Projects removed and replaced by Corridors;
- More strategic approach – especially connections with Third Countries (non-EU countries);
- Coordination of infrastructure development “going beyond mere connections at common State borders”;

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• Planning a core network is not meant to initiate a new infrastructure programme of immense scope;
• There will be continuity for ongoing projects;
• Due attention to the removal of key bottlenecks and building largely on existing infrastructure will be critical.

3.3 Comprehensive Network:

• Commission wishes to maintain current approach whereby the comprehensive network should ensure accessibility of, and access to, the Core Network (or priority routes as they are currently known), and contribute to the internal cohesion of the EU;
• Comprehensive network should link all EU regions in an adequate way, be multimodal and provide the infrastructural basis for co-modal services for passengers and freight;
• Comprehensive network will be “basic TEN-T layer”;
• Comprehensive network will need to:
• Update current comprehensive network to reflect progress made thus far;
• Add selected and well-defined missing links and nodes, especially in the EU-10;
• Eliminate dead ends and isolated links (unless geographically justified).

4 Recommendation

4.1 It is recommended that members note this paper.

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