1 Background

1.1 This paper gives an overview of the state of play of the TEN-T proposals in the various EU institutions (e.g. Commission, Parliament and Council) vis-à-vis the legislative amendments agreed by the East of England Regional Transport Forum (RTF) in March 2012.

1.2 The TEN-T regulation should be seen in relation to the Connecting Europe Facility (CEF) which is the Commission’s proposal for a €50 billion budget for transport (€30bn), energy (€9.1bn) and ICT (€9.1bn) infrastructure. It is unlikely that this budget will be maintained and therefore a reduced CEF budget is most likely (maybe around €38bn in total for all three areas according to latest reports in December 2012).

1.3 The European Commission’s original proposals seek to fund the development of a Core Network through traditional co-financed, non-repayable loans. Any activity on the Comprehensive Network (in particular roads), would ordinarily only receive support via a financial instrument e.g. loans, loan guarantees, venture capital, project bond etc.

1.4 MEPs in the Transport Committee adopted their report on the TEN-T Regulation on the 18 December 2012. Discussions are now taking place between MEPs and Member States to come to an agreement on a final legal text.

2 European Parliament Report

2.1 The European Parliament’s report seeks to maintain the fundamentals of the Commission proposals with regards to the Core/Comprehensive Network approach, the corridor concept, the importance of European added value, a strict methodology for the identification of the network components, and the new governance structures for managing the new corridors.

2.2 From an East of England perspective the following changes are significant:

- An amendment was approved to include an explicit reference to the Port of Harwich on the Core Network, so as to read, ‘Felixstowe-Harwich (cluster)’.

- Inclusion of local authorities, infrastructure managers and other public-private transport organisations on the new ‘Corridor Platforms’ that are expected to be instrumental in future project identification and monitoring the development of the
network along the proposed multi-modal transport corridor running through our region (which includes Felixstowe, A14 and the Felixstowe to Nuneaton rail connection).

- In relation to ports policy, the Committee also agreed to expand the possibilities for funding around ports by adding references to freight villages (dry ports), e-maritime technology and logistics platforms.

- An amendment also passed limiting the European Commission’s ability to act unilaterally on the development of the TEN-T network without agreement from both MEPs and Member State governments.

2.3 The MEP report will now be used for the basis of negotiations with Member State governments in the Council of Ministers where all elements of the report will be open for discussion and further amendment. Elements adopted by MEPs may not end up in the final TEN-T Regulation because of Council objection (including on the inclusion of Harwich). Both sides now have to come to an agreement on the future TEN-T programme before the end of 2013.

3 Future developments

3.1 The Council is continuing its internal negotiations to try and find further compromises on controversial elements of the proposals and are also seeking clarity on certain issues with the Commission.

3.2 Following the vote in Parliament, all sides now have until the end of 2013 to find an agreement, otherwise the current TEN-T programme will lapse and we will have no new TEN-T programme for the new financing period 2014-2020.

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