1 Background

1.1 The current Trans-European Transport Network (TEN-T) programme 2007-2013 exists to support the development of both a single European transport area and the European Single Market by providing funding and support for transport infrastructure projects.

1.2 The current network covers all modes:

- Major roads (A14);
- Rail network (Felixstowe to Nuneaton);
- Ports (Felixstowe, DP World, Tilbury et al);
- Inland waterways;
- Airports (Luton, Stansted, Southend)
- Inter-modal terminals;
- Traffic management systems e.g. air space, rail traffic management systems etc.

1.3 The proposals for a new TEN-T Regulation and funding mechanism (the Connecting Europe Facility CEF) were proposed by the Commission in October 2011 and a provisional agreement between parties has now been agreed (See Annex for full text). This text will now be presented to ministers and MEPs for their final approval.

1.4 We are still awaiting the final detailed maps of the network. However, F2N, A14, Port of Felixstowe, Port of London (DP World), Stansted and Luton Airport and the section of the M1/A1 that passes through the region are all included on the Core Network. Final details on Port of Harwich are not yet released.

1.5 In addition to the Core Network, the Commission proposed a multi-modal corridor running through the region from Felixstowe along the F2N and A14 – this is contained in the CEF Regulation (still to be agreed). This original corridor concept has now been replaced by a North-South corridor called North Sea-Mediterranean. Full details on how
this will operate and impact the Core Network in the East of England is still to be decided and will be contained in the final CEF Regulation.

1.6 CEF Regulation is expected to be agreed in the coming weeks.

2 General / Legal

2.1 The new Regulation has a strong focus on optimizing existing infrastructure more effectively, the rehabilitation and upgrading of existing infrastructure and promoting resource efficiency. The construction of new road and rail (where it has not existed previously) will be limited.

2.2 Following negotiations, the final proposal has more emphasis on the continuing development of the TEN-T network, rather than the Commission's original desire for absolute completion of the core network by 2030 (comprehensive by 2050). More flexibility will now exist around achieving the deadlines. The 2030 deadline for completion of the core network is considered to be a ‘political’ deadline, rather than legal. The European Commission will review the core network by 2023, taking account of national implementation plans.

2.3 Each corridor will have a designated ‘European Coordinator’ who will draw up a corridor work plan together with the Member States and monitor its implementation.

2.4 European Coordinators will be assisted by a ‘Corridor Forum’. Member States will have to agree to the composition of the Corridor Forum. The inclusion of local authorities, transport bodies and private sector operators is encouraged. The Commission will help facilitate this practice.

2.5 The interests of local authorities as well as of local civil society affected by a TEN-T project should be appropriately taken into account in the planning and construction phase of the project.

2.6 Port community systems will be eligible for funding under the e-maritime theme, alongside ‘freight villages’. Priorities for ports will include implementation of e-maritime services, VTMIS, alternative fuels, modernisation and expanding capacity, interconnection of ports and developing hinterland connections.

2.7 In the rail sector, projects deploying new signalling systems (ERTMS), improved safety of level crossings, enhanced interoperability and capacity, and mitigation of noise and vibration caused by trains will be priorities. On the core rail network, freight lines shall accommodate at least 22.5 t axle load, 100 km/h line speed and the possibility to run trains with a length of 740m.

2.8 Road projects on the A14 may include equipment for traffic management, information and route guidance and for the levying of user charges. Projects may also reduce negative environmental effects, install refuelling or recharging equipment for alternative fuels and provide secure parking areas for commercial vehicles.
2.9 On the core network, rest areas for commercial vehicles on motorways should be provided approximately every 100 km, with an appropriate level of safety and security. Clean fuels should be made available.

3 Next Steps

3.1 Following a final vote in parliament and Council, the new programme will come into operation from January 2014.

3.2 A detailed impact assessment of the implications of the new TEN-T is under preparation by the Brussels Office and will be made available to RTF members once complete.

Jonathan Millins  +32 2289 1200  jonathan.millins@east-of-england.eu