



Sustainable Mobility and Integrated Planning in Urban Areas: Trade Union Dialogue with Local Authorities

Day 2: 5th February 2013,
SESSION 1: Door to Door and Value Chain Mobility

Best Practices from the EU Trans- European Transport Network (TEN-T)

EU Commission,
DG Move B1 – Trans-European Network

Introduction: TEN-T Policy

Establishing an efficient trans-European transport network (TEN-T) is a key element in the re-launched Lisbon Strategy for competitiveness and employment in Europe, play a central role for the Europe 2020 Strategy

TEN-T Policy Goals

- TEN-T policies and projects aim to:
 - Promote a genuine network approach as a basis for sustainable transport policy
 - Establish and develop key links and interconnections needed to eliminate existing bottlenecks to mobility
 - Fill in missing sections and complete the main routes, especially their cross-border sections
 - Cross natural barriers
 - Improve interoperability on major routes

Background: The EU transport policy vision 2050

Roadmap to a single European Transport Area – towards a resource efficient transport system (White Paper, 2011)



Reducing CO₂-emissions by 60% while meeting increasing mobility needs

New TEN-T legislation in preparation

Two EU Regulations have been proposed in 2011:

- **Union Guidelines for the development of the trans-European transport network, governing infrastructure planning and implementation until 2050**
- **The Connecting Europe Facility governing EU funding until 2020**



New TEN-T Guidelines: a comprehensive infrastructure development concept, Horizon 2050

- A multi-modal network with binding infrastructure standards, based on EU law and international agreements
- An increased emphasis on nodes, both urban nodes and transport nodes
- A reinforced link between infrastructure functionality and infrastructure development
- A framework for Intelligent Transport Services to boost efficient infrastructure use, technological innovation to enable low carbon solutions



New TEN-T Guidelines: the core network

- The strategically most important part of the TEN-T, outcome of the first genuinely European transport network planning method
- A multi-modal NETWORK approach in contrast to the current, uni-modal priority projects' approach
- A forerunner of resource-efficient, intelligent and innovative infrastructure development in the entire EU
- An implementation priority (target 2030), with strong support from financial and non-financial EU instruments



Implementation and Financing Instruments

- TEN-T Guidelines and Corridors
- Connecting Europe Facility
- CIVITAS
- EU Cohesion and Regional Funds
- Seventh Framework Programme for Research and Technological Development
- Intelligent Energy Europe programme (STEER)



New TEN-T Guidelines: Urban Nodes - Context

- A majority of trips along TEN-T originate/end at urban nodes, resulting in challenges regarding capacity/quality:
 - Long-distance, regional and urban traffic overlap, stretching the limits of infrastructures;
 - noise, toxic/carbon emissions affect citizens' quality of life;
 - poorly integrated networks of different transport modes (e.g. rail and air or maritime) may render long-distance passenger or freight traffic inefficient and unattractive
 - poorly connected networks for long-distance and urban traffic generate time losses on the last mile for users

New TEN-T Provisions for Urban Nodes

- To address challenges related to urban nodes, a specific article was introduced in the TEN-T Guidelines' proposal
- for the first time, respective actors are explicitly called upon by European legislation to take relevant actions
- urban nodes play a key role in shaping the core network (the EU's major economic, cultural and scientific centres are mostly important origins or destinations)
- new TEN-T policy also promotes intelligent and innovative equipment of infrastructure and vehicles (advanced traffic management systems for using scarce urban infrastructure efficiently and enhancing service quality; innovative infrastructure – vehicle systems pioneering low carbon transport)



Best Practices: TEN-T in Urban Areas

- High-speed rail connection to Brussels Airport: Diabolo
- Going underground to provide improved rail capacity: Malmö Citytunnel
- Railway tunnel in Gothenburg: allowing through-travel
- Berlin transit hub: linking local, national and international
- Malpensa airport rail link: connecting terminals 2 to terminal 1 and the national rail network
- Intermodal passenger and freight transport infrastructure at Cluj-Napoca International Airport/Romania