Trans-European Transport Network, Inland Waterways and the Danube Strategy

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Contents

- Present Trans-European Transport Network (TEN-T) outline
- The new TEN-T proposal
- Inland Waterways Priority Projects
- TEN-T & Danube Strategy
- Challenges
The successes of the policy today:

- **7 out of 30** major projects (Priority Projects) have been completed and many sections of the others are in use.
- Some of these are highly successful: Paris-Stuttgart, Milano-Napoli, Nordic Triangle, Sevilla-Madrid-Barcelona...
- Offering alternatives for citizens and business
- A completed and functional network could offer high added value for the EU
Funding and financing the infrastructure today

- Estimated total cost of the 30 Priority Projects > €250 billion up to 2020
- Trans-European Transport Network budget €8 billion for 2007-2013
- Concerning 28 States of the European Union
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How has the network been identified? The methodology

Two layers approach:
- **Comprehensive network:**
  - Identified by Member States, covers the entire EU territory, accessibility for all citizens and businesses

- **Core network:**
  - Selection by the methodology of the most important parts of the network to be realised as a priority until 2030
The results: Maps

- **A core and comprehensive network based on an objective methodology**
  - Parliament and Council accepted and adjusted the methodology
  - Comprehensive network to ensure accessibility to all regions
  - Core network focusing on strategically most important parts
  - 93 seaports, 93 airports, 79 inland ports in the core network
  - Delegated acts to adapt comprehensive network according to traffic flows (inclusion/exclusion of nodes)
Rail (freight)
Rail (passengers)

European Networks Mobility & Transport

Rail (passengers)
Overall assessment

- **Stronger European approach**
  - Emphasis on EU added value
  - Network approach
  - Reinforced implementation tools
  - Stronger engagement by MS and stakeholders (deadline, regulation)

- **Stronger transport policy**
  - Infrastructure as basis for transport policy
  - Standards
  - New technologies and innovation
Inland Waterways in the 9 Corridors

- Baltic – Adriatic
- North Sea – Baltic
- Mediterranean
- Orient / East-Med
- Scandinavian – Mediterranean
- Rhine – Alpine
- Atlantic
- North Sea – Mediterranean
- Rhine - Danube
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Priority Project 30
Seine-Scheldt

From the connection of the two Rivers basins we achieve:

- Alleviation of traffic congestion (Paris-Amsterdam)
- Connection of inland production zones with coastal areas
- Alternative routes (to the Channel)
- Creation of a European Basin from Atlantic ports to Black Sea ports (via Rhine, Main & Danube Rivers)
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EU Strategy for the Danube River Basin Region
Core Network Corridors relevant for Danube Region:

- Rhine-Danube,
- Orient / East Med,
- Scandinavian-Mediterranean,
- Baltic-Adriatic,
- Mediterranean.
TEN-T & the EU Strategy for the Danube Region

Integration of Transport Systems:
EU Member States and non-EU States

Logistics and Multimodality

Access to the Region: airports and ports
Implementation of Danube Strategy

We do not start from scratch
NAIADES Action Programme

- Market
- Fleet
- Jobs & Skills
- Image
- Infrastructure

NAIADES II has been Launched
Inland Waterways Transport (IWT)

- To integrate IWT into the Transport Network
- To implement and integrate EU-wide and National Policies
- To modernise Danube fleet
- To develop modern multimodal ports
- To develop innovative technology (RIS, engine, fuel, barges)
- To invest in jobs education
Research and Development
Inland Waterways Transport

R&D activities

- Modernisation of vessels for IWT including:
  - Innovative marine propulsion concepts
  - New cargo-vessel for inland ports
  - Battery powered boats
  - Development of new models for inland ships
It goes without saying that the Danube Strategy is centered on the Danube River

- The river connects naturally all the riparian States
- It represents an opportunity for territorial development
- Bulgaria & Romania has signed an MoU for the development of navigation in the common section and…
- Not only navigation…ports, water management, energy production, local economies
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- Legal Framework
- Standardisation
- Structural Approach
- Financing
How should the network look like?

Common requirements

- To ensure **interoperability**
- For a **high quality infrastructure**
- Identified in cooperation with stakeholders
- Based on **existing legislation**
- **Binding** on the relevant entities (Member States, infrastructure managers, port and airport operators, etc.)

All projects of common interest have to comply with the relevant requirements
How to implement a corridor

1. Nomination of coordinators
2. Drawing up work plan
3. Consultation of Corridor Forum
4. Approval of work plan by Member States
5. Implementing decision
Connecting Europe Facility (CEF)

- Financing framework 2014-2020
- Connecting Europe Facility
  - Transport Guidelines
  - Energy Guidelines
  - Telecom Guidelines

The "European Infrastructure Package" (European Commission proposal, October 2011)
Main results of the negotiations:

€23.1 billion for TEN-T

*(€26bn in current prices)*

**European Council agreement 7-8 February 2013**
- EP resolution backed the agreement. Vote on the MFF Regulation in Autumn expected to be positive.

**€13.1bn available to all Member States**
**€10bn to be transferred from the Cohesion Fund**

**To be spent via:**
- Grants *(estimated €21.1 billion)*
- Innovative financial instruments
Main results of the negotiations (2):

- **80 – 85 % of available budget through MAPs for pre-identified projects listed in Annex 1**
  - 4 horizontal priorities (including innovation and new technologies, MoS, Safe and Secure infrastructure)
  - 9 core network corridors
  - and other important cross-border and bottleneck sections

- **15 – 20 % for other projects of the core and comprehensive networks and for financial instruments**
Thank you for your attention!