

**Digitalization Driving Customer Benefits as the Heart of
Intermodality and the challenges of Innovation**

Challenges and Policy Landscapes

**TEN-T: THE DORSAL SPINE FOR TRADE
AND TRANSPORT IN THE EUROPEAN
UNION**

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IRG RAIL Lisbon 2 JULY 2019

A COMPLEX ISSUE

- What are we addressing
- Digitalisation, Big data, IoT, Cybersecurity, AI, New services for Mobility and Freight Logistics
- Innovation and the Innovation Process, Reduce Time to Market, Marketability,
- Intermodality
- SENECA... no wind is favourable....if

IRG

FOCUS

- ...you do not know your destination
- TRANSPORT
- Efficiency, Safety and Security
- Full use of infrastructure and services
- Hollistic vision on the management of Transport Services
- INTERMODALITY

Reality

- Traffic Management Systems
- Safety
- Environmental Performance
- Human Element
- Good Vehicles {Rail,Road,Ships, Airplanes}
- Great Physical Infrastructure [TEN T}
- Great Digital Infrastructure
- Perfect SECURITY

TIMEFRAME and RESOURCES

- 2030
- 2050
- Industrial Budgets
- CEF and CEF plus and RTD
- To deliver Actual Products and Services that work and generate social benefits
- BA, MAERSK, Port of Barcelona, etc

Structure of the TEN T presentation

1. Cornerstones of the TEN-T policy
2. Mission of the European Coordinators
3. TEN-T revision process by 2023

The EU TEN-T Framework

Strategic framework

- White Paper for Transport (2011)

Policy framework

- TEN-T Guidelines (Regulation No 1315/2013)

Funding framework

- Connecting Europe Facility (Regulation No 1316/2013)
- ESIF (Cohesion Fund / ERDF)

- **PHYSICAL FRAMEWORK: Europe/505 M**

Key objectives of the TEN-T policy

- Facilitating the **free circulation of goods, services and citizens** as to enhance the internal market
- Enabling **smooth global transport flows** (especially at border crossings)
- Stimulating economic, social and territorial **cohesion** within the EU
- Enhancing **accessibility** for all citizens
- Creating the infrastructure basis for an efficient, safe and **sustainable transport system**
- Promoting **decarbonisation** and **innovation**

The trans-European transport policy (TEN-T)

Key elements of the TEN-T policy

- A Europe-wide **dual layer network approach** (core and comprehensive network)
- Common **deadlines** to achieve network (2030/2050)
- Ambitious and binding **infrastructure standards** to achieve interoperability and quality
- Focus on cross-border connections, removing bottlenecks and missing links and modal integration / interoperability
- Innovative **implementation tools**: Core Network Corridors and European Coordinators

Legislation in place since 2013: Regulation (EU) No 1315/2013

The design of the TEN-T (1): The dual layer network concept

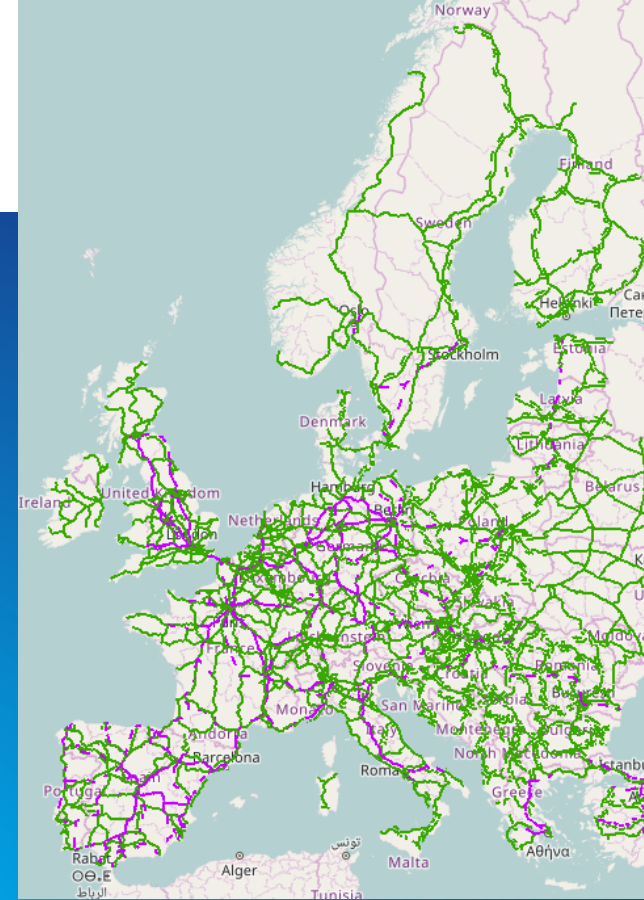
The comprehensive network (*by 2050*):

- « ground layer » to ensure accessibility of all European regions, including the outermost ones
- a "comprehensive" basis for common infrastructure standards and requirements in all transport modes

The core network (*by 2030*):

- part of the comprehensive network of highest strategic importance and of highest implementation priority

The definition of the TEN-T network is based on the existing infrastructure in Member States and addresses projects for completion (missing links / cross-border) as well as for upgrading and qualitative enhancement.



The design of the TEN-T ⁽²⁾: Ambitious infrastructure standards

Standards on the core network to be achieved by 2030:

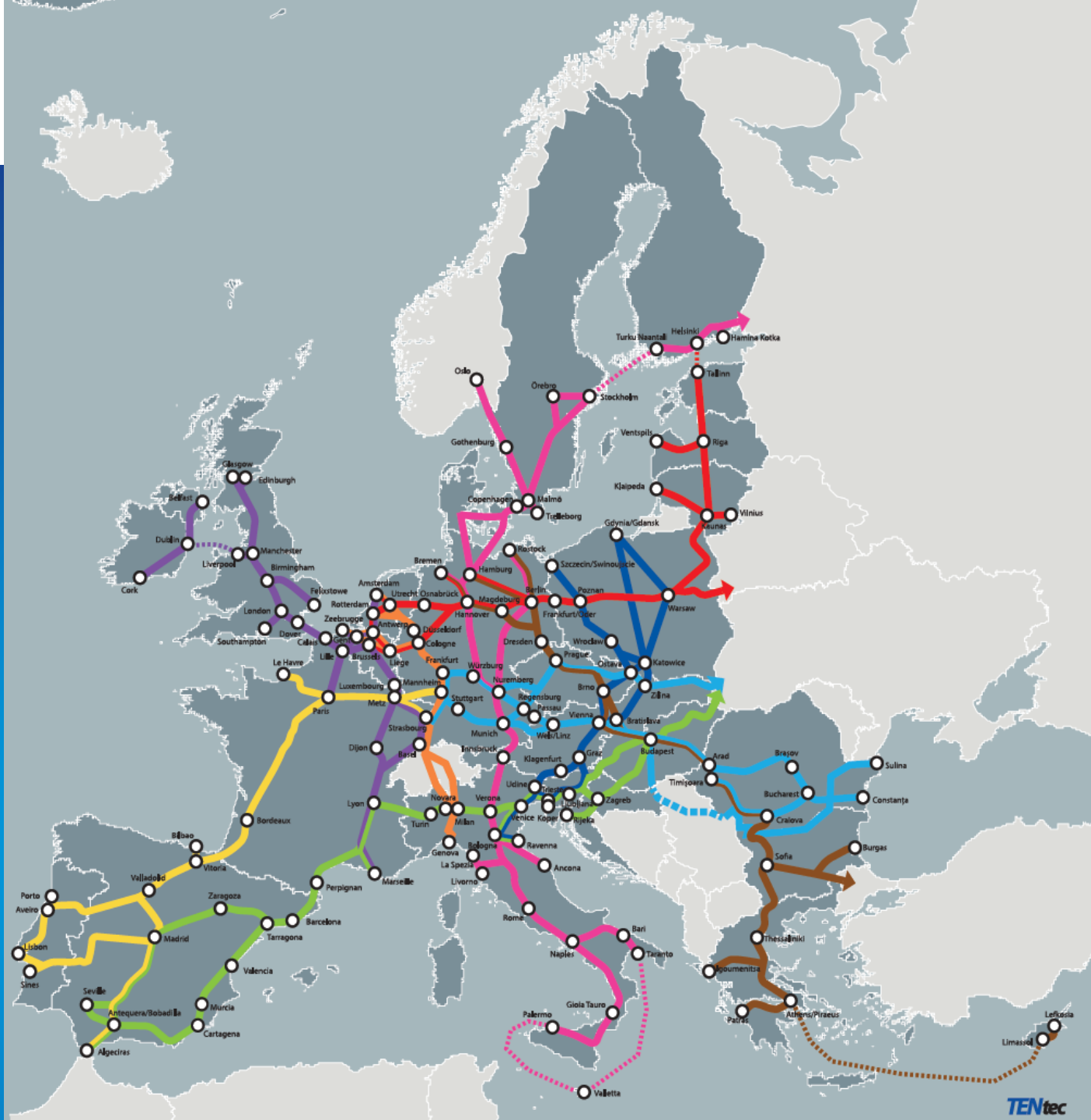
- **Rail:** ERTMS, electrification, European track gauge
- **Rail freight lines:** 22.5 t axle load, 740 m train length, 100 km/h line speed
- **Road:** express roads or motorways, parking / rest areas, availability of alternative clean fuels
- **Other modes:** Alternative clean fuels for ports, inland ports and airports; implementation and deployment of telematics applications etc.

Core network corridors

- Part of the core network and main focus of EU funding
- Corridors are multi-modal and involve at least 3 Member States
- Implementation instrument to facilitate the coordinated and timely realisation of "projects of common interest"
- Opportunity to advance pilot cases for the development of a sustainable transport system
- A new form of strong EU-level governance:
 - European Coordinators as interlocutors for stakeholders and governments
 - "Corridor Forum platforms" bringing together actors from all territorial levels and from all transport modes and civil society

The 9 core network corridors

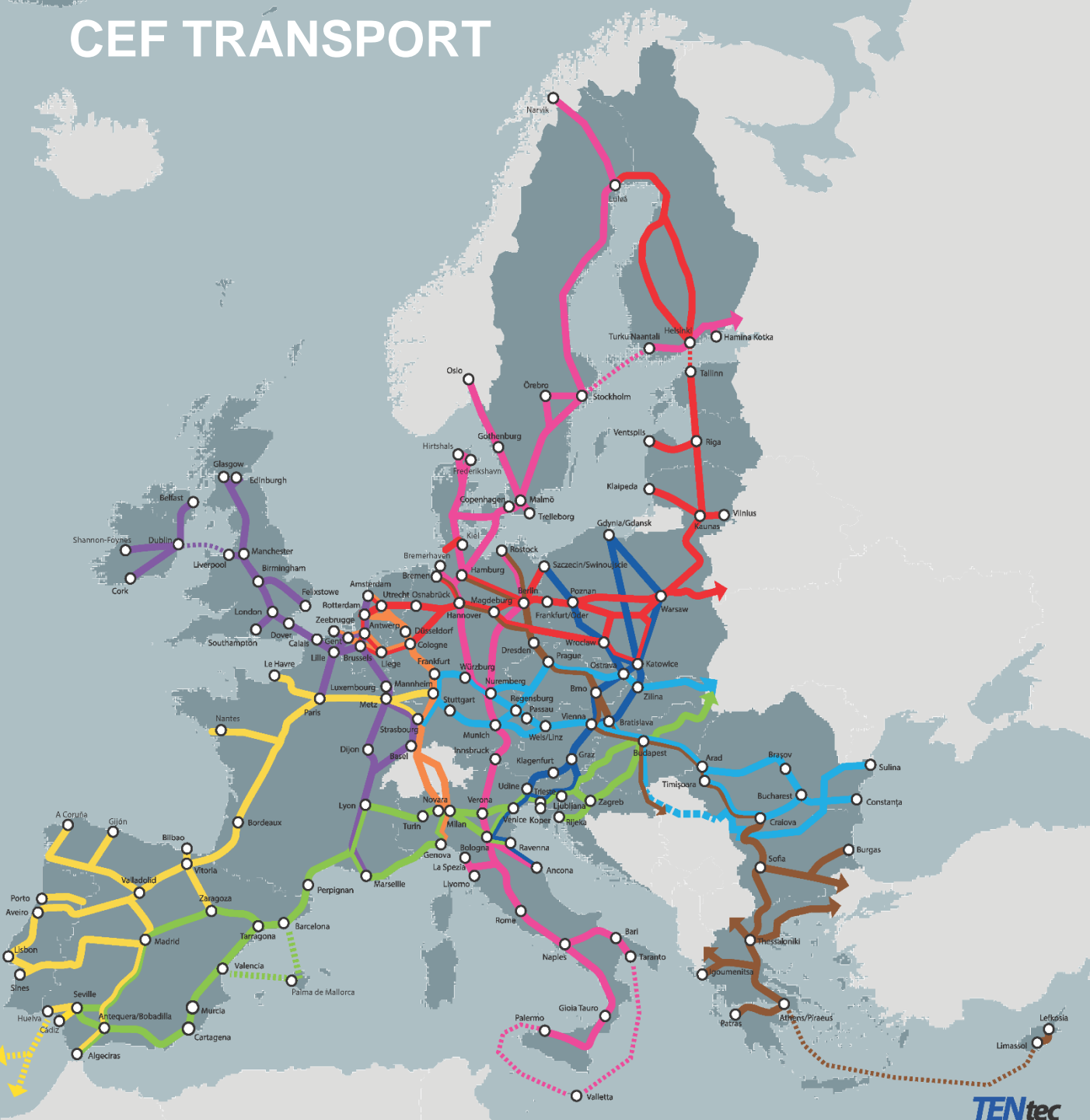
as defined in Annex I of the current CEF Regulation



Current revision of Annex 1 of the CEF Regulation

- Adaptation of the corridors as to reflect growing transport flows and the evolution of the network
- Better connectivity of core ports
- Focus on cross-border and inland waterways
- Alignment with the Rail Freight Corridors
- New – indicative list of cross-border sections on the comprehensive network

CEF TRANSPORT



Future adjustments to corridor alignment

as proposed in CEF II Draft Regulation, currently under negotiation

Two horizontal priorities

- **ERTMS:** European Rail Traffic Management System
 - Single **interoperable system** to replace the more than 20 different national train control and command systems currently in operation throughout Europe.
 - Implementation of the system will deliver enhanced cross-border interoperability, creating a seamless, Europe-wide railway system.
- **MoS:** Motorways of the Sea
 - Maritime backbone of the TEN-T, connecting the landside corridors via short-sea links and serving as a functional junction between the different nodes and corridors.
 - Aim at providing more efficient, clean and safe alternatives to overcrowded land transport.

The European Coordinators

Mission of the European Coordinators

- Mandate approved by Member States and EU Parliament (regular hearings)
- Support the implementation of the core network corridors and the two horizontal priorities
- Promote a transparent and participatory process and draw on all relevant players
- Assist Member States in synchronising investments in order to optimize network benefits and ensure highest European added value
- Steer the timely implementation of the network by 2030
- Build on adopted work plans and binding implementing decisions

Support teams of the European Coordinators

CNC / HP	European Coordinator	Principal Advisor DG MOVE B1	Financial Advisor DG MOVE B2	Technical Advisor INEA	EIB contact point	DG REGIO contact point
North Sea Baltic	Catherine Trautmann	Vera Kissler	Maria Martisiute	Botond Orban	Birgitte Keulen	Jeroen van Oel
Scandinavian-Mediterranean	Pat Cox	Martin Zeitler	Antongiulio Marin	Isabel Royo Pla	Claus Eberhard	Jaroslav Straka
Atlantic	Carlo Secchi	Isabelle Maes	Julie Buy	Stefano Campagnolo	Jose Rino	Byron Kabarakis
North Sea-Mediterranean	Péter Balázs	Alexis Padoy	Lydia Rooney	Nadia Chellafa	Tom Scheltjens	Raluca Ionescu Isaksen
Rhine-Danube	Karla Peijs	Desiree Oen	Lydia Rooney	Barbara Bernardi	Vigo Ledgzins	Katja Pozdrec
Mediterranean	Iveta Radičová	Wojciech Sopinski	Julie Buy	Anna Ricciardi	Diego Ferrer	Byron Kabarakis
Baltic-Adriatic	Anne Jensen	Kristoffer Refberg	Antongiulio Marin	Mateusz Kujawa	Piers Vickers	Jeroen van Oel
Orient-East Med	Mathieu Grosch	Patrick Vankerckhoven	Ana Rios	Julien Tami	Kevin Cheung	Kyriacos Ktenas
Rhine-Alpine	Pawel Wojciechowski	Lukasz Wojtas	Gaspare L'Episcopia	Peter van Bockland	Mauro Ravasio	Jeroen van Oel
ERTMS	Matthias Ruete	Marcin Wojcik	Ian Conlon	Piotr Glinka	Felix Ardiaca	Robert Szucs
Motorways of the Sea	Kurt Bodewig	Silke Brocks	Gaspare L'Episcopia	Evert Mink	Sotirios Basiakos	Vincent Leiner

Working methods

Corridor Forum and working groups:

- regular Forum meetings per Corridor / Horizontal Priority
- chaired by the respective European Coordinator
- involvement of all relevant stakeholder groups
(i.e. Member States, regions, urban nodes, infrastructure managers of all transport modes (rail, road, inland waterways, ports, RRT), Rail Freight Corridors, macro-regional strategies, ...)
- working groups to deepen specific issues

Bilateral meetings and missions:

- high number of missions and meetings to steer the implementation process: cross-border dialogues, ideas' laboratories, study visits, participation in board meetings of cross-border projects etc.
- bilaterals at highest political level with Transport Ministers etc.

Working methods (2)

Corridor studies / studies for MoS & ERTMS:

- Analytical basis for the work plans of the European Coordinators
- Analyses of individual corridors in terms of their compliance with the infrastructure standards
- Transport market study per corridor / horizontal priority
- Study of the advancement of new transport solutions
- Identification and prioritisation of projects and close monitoring of the project pipeline
- ...

Working methods (3)

Work Plans:

- Elaborated by each European Coordinator and adopted by the Member States concerned
 - ✓ 1st work plan adopted in May 2015
 - ✓ 2nd work plan adopted in December 2016
 - ✓ 3rd work plan adopted in April 2018
 - ✓ **Further revisions in 2020 and 2022**
- Define the corridor objectives and priorities
- Analyse of the project pipeline along the corridor, the respective investment needs and funding / financing resources
- Set out projects that contribute to the achievement of "corridor objectives"
- Lead to binding **implementing decisions** e.g. for ERTMS or for selected cross-border projects

CEF 2 Regulation: stronger articulation with the core network corridors

An increased role of the **European Coordinators** and their **work plans** in the selection process of projects:

- Selection of projects shall be based on award criteria defined in the work programmes and calls and take into account key elements set out in the Regulation
- Where applicable, the assessment of the award criteria will ensure that:
 - ✓ proposed actions are consistent with the corridor work plans and implementing acts and
 - ✓ take into account the opinion of the responsible European Coordinator

TEN-T revision process

Achievements

- Focused action on core network corridors
- Closer and more systematic link between TEN-T and related transport policy areas
- Expansion of range of TEN-T players
- Broader and clearer basis for EU funding
- Enhanced priority setting

Current state of policy

- Identification and planning of infrastructure projects until 2030: Corridor work plans
- "Soft" infrastructure components: progressing implementation but need for more continuity
- TEN-T standards: up to date in certain areas (e.g. rail interoperability); adjustments to be assessed in others
- Other infrastructure requirements (related to digitalisation, innovation etc.) to be assessed

The focus of the evaluation (1)

Network planning

- Core network planning method
- Role of the comprehensive network
- Connection to third countries

Infrastructure features

- Need for new binding standards
- Need for other infrastructure requirements to further advance innovative policy development
- Needs in urban and transport nodes
- Infrastructure quality

The focus of the evaluation (2)

Infrastructure use

- Addressing digitalisation for passengers and freight
- Addressing accompanying measures (e.g. pricing)
- Enabling new mobility solutions

Key focus: efficiency, decarbonisation

Facilitating TEN-T implementation

- Functioning of core network corridors
- Coordination with other policy and funding instruments
- Effectiveness of reporting

Next steps

- Evaluation study: March 2019 – April/May 2020
 - Open public consultation to be launched in March/April 2019
 - Further targeted consultation activities in the course of 2019
 - 8 case studies on topics of key relevance for future transport
- Further detailed analysis, as needed: 2020/2021
- Impact assessment and legislative proposal: 2021/22

Ongoing coordination with all other relevant evaluations, including those on the Transport Policy White Paper and Rail Freight Corridors

SUMMARY 1

TRANSPORT PROJECTS SHOULD BE SEEN AND DEVELOPPED AS A WHOLE i.e. Physical and Digital infrastructures together

KEY ELEMENT is DATA Security or Cybersecurity

No One can be Simultaneously Poacher and Gamekeeper

REGULATORS are Quintessential for Keeping a Balance and Common Sense....

New Technological Audits required= Classification Societies/Academia/Research Centres

Fostering Innovation is fundamental, Harvesting those Results is Capital

IRG RAIL Anselmo

THERE IS NO BALANCE WITHOUT

- REGULATION
- As the births of living creatures at first are ill-shapen, so are all innovations, which are the births of time.
- FRANCIS BACON 1561-1626
- essays 1625 of innovations,,,,
-SEIZE THE DAY / CARPE DIEM

**Thank you
for your attention!**

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