

Dear Sir/Madam

European Commission Consultation on the future Trans-European Network – Transport (TEN-T) Policy

Overview

1. This letter invites you to contribute to the UK response to the European Commission (EC) consultation on the review of the Trans-European Network - Transport (TEN-T), policy. The intention is that responses to this consultation will help the Commission with the formulation of concrete proposals for the next TEN-T Guidelines. The Commission is expected to publish the draft TEN-T Guidelines which will set the priorities and funding objectives of the TEN-T programme in Spring 2011.
2. The Commission is seeking views about the methodology for reviewing the current TEN-T programme, its policy objectives and the TEN-T financing instruments. The UK consultation enclosed in this letter incorporates the issues raised by the Commission together with specific questions which are solely relevant to the future UK TEN-T network. It also incorporates questions about the Commission's selection criteria that will be used to identify the future TEN-T elements. A copy of the full Commission consultation is included in this document.
3. In July 1996 the Community adopted Guidelines for the development of a European, Transport Network (TEN-T). The current Guidelines indicate that the TEN-T network should be developed gradually by 2020 by integrating land, sea and air transport infrastructure networks throughout the Community. The Guidelines also set out the priorities for the development of the TEN-T and listed the TEN-T maps and 30 Priority Projects identified according their European added value. A background note on the TEN-T programme is included at Annex 1.

The Consultation

4. This consultation is the next stage of the TEN-T review initiated in April 2009 with the Green Paper on the future of the Trans-European Transport Network policy. The outcome of this preliminary work was that the existing network should be more efficient, integrated and focused on objectives such as environment and growth. The outcome of this work on the Green Paper was discussed at the Transport Council on 15 June 2009. Member States in their Conclusions called for the Commission to do further work and to come forward with proposals for new TEN-T Guidelines in 2011.

5. This consultation letter has seven separate sections and two Annexes:

Section I	The Dual Layer Approach
Section II	The UK TEN-T Network
Section III	Funding
Section IV	The Legal Framework
Section V	How to Respond
Section VI	Freedom of Information and the Code of Practice on Consultation
Section VII	List of organisations consulted
Section VIII	The European Commission Consultation
Annex I	Background TEN-T programme
Annex II	Maps and selection criteria (by modal mode)

SECTION I THE DUAL LAYER APPROACH

6. The starting point for the European Commission is that the existing TEN-T routes should interact as a network, rather than a series of isolated European routes.
7. To achieve this, the Commission proposes that the future TEN-T network should follow a dual layer approach, recognising that the TEN-T programme represents a national as well as a European dimension.
8. The first step for this dual approach will be to integrate all the existing modal maps and Priority Corridors into a single “Comprehensive network”. The comprehensive network will be fairly dense as it will include all the existing roads, railways, airports and ports and any missing elements which will add to the network’s efficiency.
9. From this broad network the Commission will draw a “Core Network” which will represent those axes, nodes and hubs of strategic importance for transport flows within the internal market and between the European Union (EU), its neighbours and other parts of the world. The Core Network will be expected to integrate all the existing Priority Corridors but now functioning as a network.

Do you agree with this approach? Do you think that it can provide wider benefits such as improved interconnections or promotion of modal shift, etc.?

Network Design

10. The design of the network should be determined by passenger and freight traffic demand and customers’ needs along with the need to remove bottlenecks affecting long-distance traffic flows. The goal will be the reduction in travelling time and improvement in reliability whilst also contributing to climate change goals and maintaining environmental protection.
11. The general principles for the design for the Network will be:
 - Multimodality, including intermodal links and facilities for co-modal and/or combined transport.
 - Interconnectivity and network optimisation.
 - Interoperability and improved efficiency of all modes of transport.
 - Sustainability, by reducing greenhouse gas emissions ("de-carbonisation") to minimize climate change impacts and pollution as well as by respecting relevant European Union environmental legislation, including the Espoo Convention and in particular the following Directives: Strategic Environmental Assessment, Environmental Audit , Environmental Impact Assessment, Habitats and Birds, Water Framework Directive, Floods Directive.
 - Attention to biodiversity proofing, in particular Natura 2000 network when it comes to transport infrastructure.
 - A focus on quality of service for both freight users and passengers.
 - Safety and security of transport infrastructure.
 - Application of advanced technologies and Intelligent Transport Systems, and
 - Minimisation of investment, maintenance and operational costs, while nevertheless meeting the relevant policy objectives and the criteria below in a balanced way.

Are these the right principles for the design of the network? Are there any other principles that should be taken into account?

Network configuration

12. The Commission has indicated that the network configuration will take into account:

- The biggest or most important nodes, such as capitals and other cities or agglomerations of supra-regional importance in administration, economy, social and cultural life and transport.
- Gateway ports, intercontinental hub ports and airports, connecting the EU with the outside world, and the most important inland ports and freight terminals.

13. Smaller or less important cities, airports, freight terminals etc. will be intermediate nodes which, when integrated into the network, define their routing in detail. Urban nodes have a complex set of functions in the transport system, connecting:

- the links of the network, including those of the comprehensive network;
- the relevant modes of transport (intermodal transfers);
- long-distance and/or international transport, regional and local transport.

14. The links connect the main nodes, generally “neighbouring” main nodes, cumulatively adding up to stretched polygonal chains or corridors, and reflecting important long-distance or international (potential) traffic flows.

Do you agree with the Commissions ideas for network configuration? Is there anything else that should be taken into account?

SECTION II THE UK TEN-T NETWORK

UK Comprehensive Network

15. The first step for drawing the UK's Comprehensive Network is to review the current TEN-T maps. The maps and criteria which will define the UK elements of the network are included in Annex 2. The Department starting point will be to maintain the current UK TEN-T routes, paying special attention to access and interchange points. The Department will also seek to identify missing links and/ or to consider if there is a case to eliminate those links which have now become obsolete or irrelevant.
16. **In order to avoid unrealistic wish-lists the Department will assess any views according to the EC criteria identified at Annex 2 and principles for network design set out from paragraph 10-14.** A key requirement for inclusion in the comprehensive network is compliance with the relevant EU legislation for transport (including technical specifications such as interoperability and tunnel safety).
17. This means that those who are generating options need to be clear about how their missing links meet this criterion and their overall benefit to the UK TEN-T network.
18. The existing UK TEN-T modal maps will be integrated into a single 'comprehensive network' that includes all the designated UK TEN-T roads, rail, airports, ports and hubs that form the UK TEN-T network. **Consultees are invited to respond to these questions considering the modal criteria and existing modal UK routes set out at Annex 2.**

Taking into account the suggested EC criteria, are the UK TEN-T routes/ ports/airports still valid? Are there any missing links we need to add?

UK Core Network

19. The UK Core Network will be developed from the Comprehensive Network. To ensure continuity with the existing maps, the expectation is that the UK Priority Projects will be the starting point for identifying the UK Core Network. It should include considerations such as access points with the UK comprehensive network and interconnections with other Member States and/or third countries. The Commission has indicated that the Core Network is not meant to initiate a new infrastructure programme; it should build on largely existing infrastructure to become the basis for an efficient, less carbon intensive, safe and secure transport system.
20. Planning the core network will involve four successive steps:
 1. Identifying the main nodes, which configure the overall layout of the network.
 2. Linking the main nodes and selecting intermediate nodes for inclusion into the network.
 3. Determining the relevant technical parameters to be applied, according to functional and capacity needs.
 4. Including relevant complementary or auxiliary hard or soft infrastructure, so as to meet the requirements of operators and users, in line with specific policy objectives, and to enhance efficiency and sustainability.
21. The Commission will work with Member States to define the core network in the Autumn.

Are the principles and criteria for designing the core network, as set out above, adequate and practicable? What are their strengths and weaknesses? Are there other criteria that could be taken into account?

Innovative Infrastructure Measures

22. The Commission view is that the future TEN-T network will need supporting infrastructure and equipment for the following Intelligent Transport Systems (ITS) services: travel and traffic information; traffic management and efficiency-related measures; applications which interconnect the modes and ensure connection to public transport systems, freight and freight-related transport services. Community objectives in the field of privacy and security of data need to be supported in this context. Privacy and security requirements should be incorporated into standards, best practices, technical specifications, and systems.
23. The Commission indicates that the core network should give priority to transport infrastructure-related measures that stem from EU policy goals resulting for instance from the "Europe 2020" strategy, transport, energy, climate, environmental or innovation policy.
24. The [Europe 2020 Strategy](#) objectives refer to technological innovation and knowledge as a way of addressing transport issues such as low carbon transport and using ITS to make the network operate more efficiently.
25. Examples of the additional infrastructure measures include the technology needed to accommodate the new generation of vehicles using alternative fuels (charging points for electric cars, Liquid Natural Gas for shipping).
26. The Commission suggests that technological solutions are already available but more may need to be done to have a sustainable TEN-T network.

To what extent do the supplementary infrastructure measures contribute to the objectives of a future-oriented transport system, and are there ways to strengthen their contribution?

What specific role could TEN-T planning in general play in boosting the transport sector's contribution to the "Europe 2020" strategic objectives?

SECTION III FUNDING INSTRUMENTS

27. A key priority for the Commission for the future Guidelines review is to improve the management of all the available EU funding instruments. To do this, the Commission is considering creating a integrated European funding framework to coordinate EU funding for transport, such as the TEN-T programme and the TEN-T related contributions of the Cohesion and Structural Funds. The funding framework should not necessarily be restricted to supporting infrastructure investments only, but could also contribute to integrating other transport policy-related components (Marco Polo, Single European Sky, technological deployment, Green Corridors, links to the neighbourhood countries, research and development in transport) to promote the emergence of integrated transport systems. They propose to provide guidance to national investments on the basis on EU priorities set out in the TEN-T planning framework bringing in other sources of funding, such as the revenues drawn from transport activities.
28. The European funding framework's contribution would need to be strongly coordinated with the European Investment Bank's (EIB) transport projects portfolio in order to ensure maximum leverage of the EU support as well as to benefit from the Bank know-how and the synergies on the two institutions. In addition the EIB expertise could be involved at an earlier stage in the screening and the assessment of projects in cooperation with the Commission and the TEN-T Executive Agency. As a result it could also provide a necessary spur to better mobilisation of private sources of funding through facilitating the use of Public Private Partnerships (PPPs).
29. We think that it is important to make a better use of the EU funding. The EU funds should be linked to the European Investment Bank, incentivising private investment, particularly through the development of the PPPs. We would strongly resist bringing in rules that would dictate the use that is made of revenues drawn from transport activities.

In which way can the different sources of EU expenditure be better coordinated and/or combined in order to accelerate the delivery of TEN-T projects and policy objectives?

How can an EU funding strategy coordinate and/or combine the different sources of EU and national funding and public and private financing?

Would the setting up of a European funding framework adequately address the implementation gap in the completion of TEN-T projects and policy objectives?

SECTION IV LEGAL FRAMEWORK

30. Based on the legal expert group's recommendations, the Commission will explore the following approach in view of the revision of the TEN-T Guidelines:

- The combination of TEN-T Guidelines and the TEN “Financial Regulation”, both of which are based on Article 171 of the Treaty for the European Union (TFEU), in order to strengthen the link between TEN-T policy priorities and financial resources and for the sake of simplifying the regulatory framework.
- A new Regulation as the common legal act for the Guidelines and the granting of Community financial aid.
- Depending on the final content of the draft proposal on the TEN-T Guidelines there may be a possible addition to the Treaty basis (as provided for in Article 172 which allows the guidelines to be amended and Articles 91 and 100 which govern the common transport polic). We will be seeking an explanation from the Commission as to what this will mean in practice.
- A precise definition in the new regulation of the objectives, content, scope and duration of the power delegated to the Commission in accordance with Article 290 TFEU in order to supplement and amend non-essential elements of the regulation, thereby allowing an easier response to certain developments over time and meeting the "flexibility" objective.
- A clarification of the responsibilities of Member States, who play a vital role in TEN-T project implementation, in different phases of TEN-T projects (planning, financing, implementation, review).

31. Whilst amending the legal framework it makes sense to also look at how the programme itself is managed and look for simplifications in the process of applying for funding and reduce the administrative costs of managing the Programme.

In which way can the TEN-T policy benefit from the new legal instruments and provisions as set out above?

Do you have any suggestions for simplifying the way the programme is managed?

SECTION V HOW TO RESPOND

32. Annex 2 is a DfT response sheet that includes specific questions from the DfT to help us develop our understanding of what the future comprehensive network should look like and pulls together the Commission's questions from their consultation. I would be grateful if you could complete this as fully as possible (please feel free to skip those questions which may be outside of your area of expertise or you for which you do not have a view) and return it to the following e-mail address:
TEN-T@DfT.gsi.gov.uk
33. The deadline for responses is 6 weeks from the date of this letter.
34. The consultation is also available on the DfT Website at
<http://www.dft.gov.uk/consultations/open/>
35. Please contact us at the above e-mail address if you would like a copy of the consultation in an alternative format (Braille, audio CD, etc.).
36. We would prefer e-mail responses. You can respond by post if you wish to:
TEN-T Policy review
Europe, International and Better Regulation Division
Department for Transport
Zone 2/23 Great Minster House
76 Marsham Street
London, SW1P 4DR
37. You can also respond directly to the European Commission with your thoughts on the review. If you choose to do so please do not use the response form attached to this letter. The following is a link to the web-site which has the consultation and further background material on the policy review:
http://ec.europa.eu/transport/infrastructure/tent_policy_review/tent_policy_review_en.htm
The e-mail address for responses to the European Commission is:
MOVE-TEN-T-Policy-Revision@ec.europa.eu
38. We have included a list of organisations to whom we have sent this consultation. If you have any suggestions of others who may wish to be involved in the consultation process please let us know.

What happens next

39. Your responses will help the UK Government to formulate the official response to the TEN-T policy review. We will submit our formal response to the Commission. A copy of the response will be made available on the Department's web-site within three months of the close of the consultation.

SECTION VI FREEDOM OF INFORMATION AND THE CODE OF PRACTICE ON CONSULTATION

Freedom of Information

40. Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).
41. If you want information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.
42. In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Department.
43. The Department will process your personal data in accordance with the DPA and in the majority of circumstances this will mean that your personal data.

Code of Practice on Consultation

44. The consultation is being conducted in line with the Government's Code of Practice on Consultation. The Minister has agreed a shorter deadline of 6 weeks in order to respond to the European Commission deadline. The consultation criteria from the code of practice on consultation are listed below:

The Seven Consultation Criteria

- When to consult: Formal consultation should take place at a stage when there is scope to influence the policy outcome.
- Duration of consultation exercises: Consultations should normally last for at least 12 weeks with consideration given to longer timescales where feasible and sensible.
- Clarity of scope and impact: Consultation documents should be clear about the consultation process, what is being proposed, the scope to influence and the expected costs and benefits of the proposals.
- Accessibility of consultation exercises: Consultation exercises should be designed to be accessible to, and clearly targeted at, those people the exercise is intended to reach.
- The burden of consultation: Keeping the burden of consultation to a minimum is essential if consultations are to be effective and if consultees' buy-in to the process is to be obtained.
- Responsiveness of consultation exercises: Consultation responses should be analysed carefully and clear feedback should be provided to participants following the consultation.

- Capacity to consult: Officials running consultations should seek guidance in how to run an effective consultation exercise and share what they have learned from the experience.

45. A full version of the Code of Practice on Consultation is available on the Better Regulation Executive web-site at: <http://www.berr.gov.uk/files/file47158.pdf>

46. If you consider that this consultation does not comply with the criteria or have comments about the consultation process please contact:

47. Giada Covallero (Consultation Coordinator)
Department for Transport
Zone 2/25 Great Minster House
London SW1P 4DR
Email address consultation@dft.gsi.gov.uk

SECTION VII LIST OF CONSULTEES

Devolved Administrations

Scottish Executive

Transport Scotland

Welsh Assembly Government

Northern Ireland Executive

Government Offices for the Regions

Local Government Association

EU Offices for Government Offices for the Regions

Central Government

HM Treasury

Department for Business Innovation and Skills

Department for Transport

Internal Contacts

Disabled Persons Transport Advisory Committee

Highways Agency

Network Rail

ATOC

Rail Freight Group

HS2

Airport Operators

Airport Operators Association

BAA

Luton Airport

Gatwick Airport

Birmingham Airport

Manchester Airports Group

Port Associations and Freight Operators

UK Major Ports Group

British Ports Association

British International Freight Association

Passenger Shipping Association

The British Retail Consortium

Freight Transport Association

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1. INTRODUCTION

The TEN-T policy review needs to be seen in the broader context of the “Europe 2020” Strategy¹ under which the Commission “[...] present proposals to modernise and decarbonise the transport sector thereby contributing to increased competitiveness.” This can be done through a mix of measures, e.g. infrastructure measures such as early deployment of grid infrastructures of electrical mobility, intelligent traffic management, better logistics, pursuing the reduction of CO₂ emissions for road vehicles, aviation and maritime sectors, including the launch of a major initiative on clean and energy efficient vehicles² which will help to promote new technologies including electric and hybrid cars through a mix of research, setting of common standards and developing the necessary infrastructure support.

The TEN-T policy review is also linked to the preparation of the White Paper for future transport policy. The White Paper will lay out the Common Transport Policy (CTP) and the general aspects of the future TEN-T policy.

The TEN-T policy should be modernised for the European Union to better harness its resources for the implementation of strategic projects with high European added value to address critical bottlenecks in the smooth operation of the internal market, in particular cross-border sections and inter-modal nodes (cities, ports, logistic platforms). The TEN-T should support the emergence of an integrated European transport system that better addresses environmental and climate change challenges. Such an integrated system will also provide inter-modal solutions, which would better serve the mobility needs of citizens and businesses and support the EU's industrial competitiveness.

With its Green Paper on the future development of the trans-European transport network (in the following referred to as TEN-T)³, published in February 2009, the Commission had launched a review of the TEN-T policy. The main innovation proposed was the concept of a dual layer planning approach with a “core network” as the top layer. The vast majority of stakeholders, as well as the EU institutions and consultative bodies, preferred this approach over the other two planning options put forward by the Commission; justifying their views with a range of technical, economical, environmental, social or political arguments.

The largely preferred TEN-T planning approach would be characterized as follows: While maintaining the fairly dense rail, road, inland waterways, ports and airports networks, which constitute the “comprehensive network” as the basic layer of the TEN-T and are, in large part, derived from the corresponding national networks, the “core network” would overlay the “comprehensive” network and give expression to a genuine European planning perspective focused on bringing about a systemic improvement in the transport system's resource efficiency and a significant overall reduction of greenhouse gas (GHG) emissions from transport. The “core network” would include axes and nodes of vital importance for transport flows within the internal market and between the EU, its neighbours and other parts of the world. It would also support the economic, social, and territorial cohesion of the European Union. It would provide, for all transport modes and across the modes, the necessary infrastructure basis for the achievement of common transport policy objectives required to match the “Europe 2020” and decarbonisation

¹ COM(2010)2020.

² COM(2010) 186

³ COM(2009) 44.

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agendas. The “core network” should not be understood as a network that covers only the geographical core of the Community, but rather as the part of the TEN-T on which the various instruments, financial and non-financial, would be concentrated so as to ensure its effective completion.

In order to analyse a number of issues of particular relevance for future TEN-T development more thoroughly, the Commission set up six expert groups which have been working between November 2009 and April 2010. The Commission considers it is now time to make an additional step in the TEN-T policy review with a second public consultation aimed at refining the available policy options that have been emerging from the contributions made in 2009 by EU institutions and a wide range of stakeholders, contributions that were further elaborated in these expert groups. This constitutes the purpose of this consultation document.

2. THE GREEN PAPER FOLLOW-UP

More than 300 organisations, who contributed to the public consultation, as well as the other EU institutions and consultative bodies who published their positions, supported the Commission's approach towards a broad policy review. They largely shared the Commission's views regarding the general policy framework for this review as well as the assessments and proposals for the future TEN-T planning, and they enriched the reflections on TEN-T implementation.

The Commission staff working document “TEN-T Policy Review – Background Papers”⁴ summarizes the results of the consultation on the Green Paper published in February 2009 and highlights its main conclusions.

Expert groups were set up to bring together professionals from the various sectors at stake. Their key objective was to assist the Commission in elaborating a methodology for the planning of the future TEN-T with a view to the forthcoming revision of the TEN-T Guidelines, in enhancing the effectiveness of the financial and non-financial instruments for TEN-T implementation and to examine relevant legal issues in relation to both planning and implementation. Each group produced a final report, including recommendations for the Commission⁵.

Four of the six groups have focused on TEN-T planning related issues: 1) the development of a methodology for the geographical part of the network; 2) the integration of transport and TEN-T policy; 3) Intelligent transport systems and new technologies as an integral part of the future TEN-T; 4) Connection of TEN-T with third countries. Their main results are reflected in point 3 of the present Commission Working Document. Within this framework, the work of group n° 1 in particular responds to the invitation of the Council⁶ to develop, as a basis for the elaboration of the proposal for revised TEN-T Guidelines, a methodology that takes account of criteria such as effects on trans-national traffic flows, territorial cohesion and economic development, spatial planning, environment/climate change and connections to neighbouring countries.

⁴ The report is available on the internet site
http://ec.europa.eu/transport/infrastructure/tent_policy_review/doc/2009_09_22_summary_report.pdf

⁵ The reports are available on the internet site
http://ec.europa.eu/transport/infrastructure/tent_policy_review/tent_policy_review_en.htm

⁶ Green paper TEN-T: A policy review towards a better integrated trans-European Transport Network at the service of the common transport policy – Council Conclusions of 15 June 2009, paragraph (6).

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Expert group n° 5 dealt with financing and financial instruments. Some of the reflections undertaken in this group have been taken up in point 4 of this Commission Working Document. The issue of TEN-T financing – public and private, national and Community supported - being broad and complex, more detailed considerations will follow at a later stage. Expert group n° 6 dealt with legal issues and non-financial instruments for TEN-T implementation. Whereas the conclusions on the instruments are referred to in point 4, the legal recommendations are set out in point 5.

3. THE METHODOLOGY FOR TEN-T PLANNING

Given the evidence obtained so far of the advantages of the proposed planning option of a dual layer planning approach with a “core network” as the top layer, the Commission would like to consult on the main elements of the methodology for this option⁷. In doing so, it aims at creating ownership among EU institutions, Member States, and other stakeholders, which would facilitate the elaboration of the future TEN-T proposals, including maps. In the following, the methodology for both layers - comprehensive and core networks – is dealt with in summary form. The full text of the final report of Expert group n° 1 with the planning methodology attached is available on the TEN-T policy review internet site⁸.

Planning the comprehensive network

As in the past, the future Comprehensive Network should ensure accessibility of and access to the core network, and contribute to the internal cohesion of the Union and the effective implementation of the internal market. It should address a series of different needs:

- a reference for land use planning;
- a geographic reference for other policies;
- a reference on the requirements of the relevant EU environmental legislation and policies, in particular on the protection of biodiversity;
- a target for technical and legal requirements on interoperability and safety;
- the accommodation of technical standards to enable effective modal integration with the aim of door to door co-modality.

The Comprehensive Network should link all EU regions in an adequate way, be multimodal and provide the infrastructural basis for co-modal services for passengers and freight. Since the Comprehensive Network will be the basic TEN-T layer, it must cover all elements of the future core network. The future comprehensive network, would take the current comprehensive network as a starting point and:

- Update the current comprehensive network to reflect progress in its implementation and adjust it where necessary to changes in national planning;
- Add selected and well-defined missing links and nodes, especially in Member States which have acceded the EU since 2004, where necessary to ensure homogeneous

⁷ The expert groups' work as well as ongoing analysis of the Commission have been further substantiating the benefits of this option, including as concerns its overall consequences for future GHG emissions from transport. Nevertheless, the impact of all three initially proposed options will be assessed prior to the adoption of the Commission's proposal for revised TEN-T Guidelines.

⁸ http://ec.europa.eu/transport/infrastructure/tent_policy_review/tent_policy_review_en.htm

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network planning and the interconnection of national networks, and to contribute significantly to the TEN-T objectives;

- Eliminate dead ends and isolated links in the current comprehensive network if not justified with geographical particularities.

A requirement for any element of the Comprehensive Network is compliance with the relevant Community legislation in the transport and other sectors, including technical specifications on rail interoperability, tunnel safety, etc.

On the basis of the above criteria and conditions, elements for planning the Comprehensive Network will be discussed with the Member State(s) whose territory is concerned. Planning options will then be discussed bi- and multi-laterally.

Planning the core network

The core network will be made up of nodes and links of the highest strategic and economic importance throughout the EU. It will cover all modes of transport, include intelligent transport systems and provide, in a sufficiently flexible way, further infrastructural elements which are an indispensable basis for the achievement of various policy objectives in the transport and other sectors. It will, not least, be important to link East and West, old and new Member States.

The future TEN-T should be linked – in a more strategic way – with key infrastructure in third countries. This should imply action at three levels:

- the integration of networks of candidate countries into the TEN-T, taking on the results of bilateral negotiations and preparing for the new planning methodology;
- the connection between the TEN-T and networks in third countries, in particular countries in the European Neighbourhood with whom the EU is engaged in a regular infrastructure dialogue covering also the identification of priority projects along the main axes and, within the establishment of a network, in particular the future trans-Mediterranean network;
- an appropriate coordination of infrastructure development going beyond mere connections at common State borders.

Planning a core network is not meant to initiate a new infrastructure programme of immense scope neither: ensuring continuity for ongoing projects, giving due attention to the removal of key bottlenecks and building largely on existing infrastructure, it aims at becoming the basis for an efficient, less carbon intensive, safe and secure transport system.

In shaping the network configuration, based on a geographical approach, a number of criteria will need to be taken into account, such as spatial integration and cohesion effects, internal market needs, external and global trade flows, passenger and freight traffic and customers' needs, inter-connectivity and multimodality of the network, environmental and climate change issues.

Accordingly, general principles for designing the TEN-T at all strategic levels, including the Comprehensive Network, comprise:

- Multimodality, including intermodal links and facilities for co-modal and/or combined transport,
- Interconnectivity and network optimisation,

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- Interoperability and improved efficiency of all modes of transport,
- Sustainability, by reducing greenhouse gas emissions ("de-carbonisation") to minimize climate change impacts and pollution as well as by respecting relevant EU environmental legislation, including the Espoo Convention and in particular the following Directives: SEA, EIA, Habitats and Birds, Water Framework Directive, Floods Directive,
- Attention to biodiversity proofing, in particular Natura 2000 network when it comes to transport infrastructure,
- A focus on quality of service for both freight users and passengers,
- Safety and security of transport infrastructure,
- Application of advanced technologies and ITS, and
- Minimisation of investment, maintenance and operational costs, while nevertheless meeting the relevant policy objectives and the criteria below in a balanced way.

The dimensioning and equipping of the network elements will be determined by passenger and freight traffic demand and customers' needs, the need for removal of bottlenecks affecting long-distance and international traffic flows (including environmental bottlenecks), the goal of reduction in travelling times and improvement in reliability, contributing to climate change goals and environmental issues such as avoiding or mitigating air and water pollution, noise and preventing, minimizing or compensating any significant effects on the environment in particular on the conservation objectives and the integrity of Natura 2000 sites.

Planning the core network involves four successive major steps:

- (1) Identifying the main nodes, which configure the overall layout of the network.
- (2) Linking the main nodes and selecting intermediate nodes for inclusion into the network.
- (3) Determining the relevant technical parameters to be applied, according to functional and capacity needs.
- (4) Including relevant complementary or auxiliary hard or soft infrastructure, so as to meet the requirements of operators and users, in line with specific policy objectives, and to enhance efficiency and sustainability.

The main nodes determining the basic structure of the network configuration will be:

- The biggest or most important nodes, such as MS capitals, other cities or agglomerations of supra-regional importance in administration, economy, social and cultural life and transport;
- Gateway ports, intercontinental hub ports and airports, connecting the EU with the outside world, and the most important inland ports and freight terminals.

Smaller or less important cities, airports, freight terminals etc. will be intermediate nodes which, when integrated into the network, define their routing in detail. Urban nodes have a complex set of functions in the transport system, connecting:

- the links of the network, including those of the comprehensive network;
- the relevant modes of transport (intermodal transfers);

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- long-distance and/or international transport, regional and local transport.

The links connect the main nodes, generally “neighbouring” main nodes, cumulatively adding up to stretched polygonal chains or corridors, and reflecting important long-distance or international (potential) traffic flows.

To enhance the overall effectiveness of the network, the links should ideally be routed as directly as possible. A balance has however to be struck between directness and feasibility, to meet traffic needs, to be economically viable and take into account environmental aspects. In practice, detours will be necessary:

- to include intermediate nodes, if justified by corresponding benefits greater than disadvantages,
- to follow, as far as possible, infrastructure that already exists or is being implemented,
- to allow bundling of traffic flows in order to increase efficiency and sustainability (if followed by traffic on the relevant routes and not creating bottlenecks due to overlaps with other axes),
- to allow the splitting of passenger and freight flows when justified, and
- to bypass unavoidable natural obstacles, settlement areas and vulnerable and environmentally sensitive areas.

“Missing links” can be identified, where traffic effectiveness of an axis and/or cohesion is seriously affected by existing detours.

Technical parameters depend on the intended function, traffic volumes and operational aspects such as the required level of service and the goal of creating homogeneous conditions along an axis.

For maximum continuity, the current priority projects, which represent common efforts and long-term experience, will form a key part of the core network, with some adjustment where necessary.

Network planning by means of this methodology will be accompanied by a process of optimisation and impact assessment. To avoid monetising non-monetisable effects such as cohesion, it is foreseen, following the recommendations of Expert Group 1, to apply some multi-criteria analysis. Weights still will have to be determined, in order to balance conflicting objectives.

Innovative infrastructure measures

The core network should give priority to transport infrastructure-related measures that stem from EU policy goals resulting for instance from the “Europe 2020” strategy transport, energy, climate, environmental or innovation policy.

To the extent feasible, these measures should be identified at the outset of the revised TEN-T planning to secure sufficient alignment with agreed policy objectives. Their identification should be based on a set of specific criteria and standards. Sufficient flexibility will be needed in order to leave room for development of criteria over time, adapting to future policy developments. The new TEN-T guidelines could define the process or procedure for identifying such criteria and standards and for adapting them to evolving needs (e.g. through the delegation of powers or implementing provisions). The

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criteria should be based upon performance and quality objectives for all the transport modes and their intermodal integration.

Intelligent Transport Systems, innovation and new technologies represent an important part of the Core Network. ITS should enhance the efficient use of infrastructure and is the key to genuine network integration. They can also contribute to environmental performance, (energy) efficiency, safety and security as well as passenger and freight mobility, and can help to connect TEN-T corridors and urban transport networks.

Within the framework of the future TEN-T, supporting infrastructure and equipment for the following ITS services are considered to be needed: travel and traffic information; traffic management and efficiency-related measures; applications interconnecting the modes and ensuring connection to public transport systems, freight and freight-related transport services. Community objectives in the field of privacy and security of data need to be supported in this context. Privacy and security requirements should be incorporated into standards, best practices, technical specifications, and systems.

Not least, the TEN-T should, in line with the 2020 goals, address technological innovation and knowledge, so as to be able to accommodate new generations of vehicle and boost infrastructure advances, in particular with respect to energy provision for transport. The road sector can use alternatives to liquid fuel but requires charging infrastructure for electric vehicles. In the shipping sector, LNG has many advantages over marine oil, but its widespread requires infrastructure for refuelling. The use of clean, alternative fuels should be promoted as an integral part of future TEN-T development. Technological solutions are already available but significant efforts are needed to make their use affordable and more efficient.

Are the principles and criteria for designing the core network, as set out above, adequate and practicable? What are their strengths and weaknesses, and what else could be taken into account?

To what extent do the supplementary infrastructure measures contribute to the objectives of a future-oriented transport system, and are there ways to strengthen their contribution?

What specific role could TEN-T planning in general play in boosting the transport sector's contribution to the "Europe 2020" strategic objectives?

4. TEN-T IMPLEMENTATION

In order for the TEN-T policy to be as effective as possible, coherence must be ensured between the scope of network planning and the means and instruments for their implementation – which exist at both national and Community level.

4.1. Assessment, prioritization and non-financial instruments

Following the definition of the TEN-T as the result of the planning process, the assessment and prioritisation of infrastructure projects (as resulting from the objectives developed under point 3) is necessary in order to ensure a greater impact and leverage effect of the TEN-T funding. Therefore, whereas in general the project selection through calls for proposals will continue to address missing links and bottlenecks on the TEN-T, the TEN-T planning will also need to identify TEN-T projects of high European added value for the TEN-T core network. This will require assessments covering the whole core network based upon consistent and reliable data and agreed methodologies.

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In order to allow implementing the projects with the highest European added value, it is of great importance to define the way those projects are identified and to implement them in a coordinated way.

The Commission could also consider extending the mandate of the European Coordinators from major cross-border projects to cover also “packages” of smaller infrastructure and operational measures on a corridor basis.

In order to enhance the effectiveness of TEN-T projects' planning, financing and implementation, the future Guidelines could also include provisions inviting the Member States concerned to conclude relevant agreements.

4.2. Funding

Under the current financial perspectives (2007-2013), TEN-T projects are financed mostly through Member States' budgets (€ 196 bn), with support from EU instruments: the TEN-T Programme provides € 8 bn, while the European Regional Development Fund (ERDF) and the Cohesion Fund account for € 43 bn, or about 11 % of the entire cohesion policy budget. The EIB also provides substantial support (€ 65 bn) through loans and a variety of financial instruments relevant to transport infrastructure. Finally, the number of PPPs across the EU is increasing during the last years, but still remains an exception for long distance rail projects.

Following a report of the European Court of Auditors in 2005, a major step was made in the follow-up of the implementation of the TEN-T guidelines of 2004. Multi-annual decisions have permitted a more long-term EU involvement and guarantee, leading at the same time to a substantial increase in EU funding for cross-border and bottleneck sections (to over 60 % of the 2007-2013 MAP). In addition, the creation of a TEN-T Executive Agency and the appointment of European Coordinators have considerably improved the implementation of TEN-T projects.

A key issue for the revision of TEN-T guidelines and for the post-2013 multi-annual financial framework is how to ensure the best possible use of the EU financial contribution in order better to achieve the objectives set out in the Guidelines. In its proposal for a “Europe 2020” Strategy, the Commission announces that it will work “to mobilise EU financial instruments (e.g. rural development, structural funds, R&D framework programme, TENs, EIB) as part of a consistent funding strategy, that pulls together EU and national public and private funding.” Indeed, increasing investment in public infrastructure is potentially supporting economic recovery as it has a positive multiplier effect in the short term, and it can improve the competitiveness of a country in the longer term. Infrastructure investment also creates jobs and thus can help counter the negative employment effects of the recession, even though it can also lead to a deterioration of public finances. Consequently, the Commission's view is that the financing arrangements at EU level need to be embedded within a clear EU funding strategy, which would better coordinate the available sources of financing and increase its added value in the implementation of EU objectives. Such a funding strategy would aim at increasing the leverage of the EU contributions by making a difference in the choice of projects funded and further concentrating the available EU resources. Another key principle of such a funding strategy would be to ensure consistency in funding priorities between the EU and national levels, in full conformity with the Guidelines.

In order to meet these challenges and without prejudging the forthcoming EU budget review, consideration should be given to setting up an integrated European funding

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framework to coordinate EU instruments for transport, such as the TEN-T programme and the TEN-T related contributions of the Cohesion and Structural Funds. The funding framework should not necessarily be restricted to supporting infrastructure investments only, but could also contribute to integrating other transport policy-related components (Marco Polo, SESAR, technological deployment, Green Corridors, links to the neighbourhood countries, research and development in transport) to promote the emergence of integrated transport systems.

This European funding framework should also provide guidance to national investments on the basis on EU priorities set out in the TEN-T planning framework and thus could comprise other sources of funding, such as the revenues drawn from transport activities.

Such a European funding framework would require the development of fair, transparent and efficient criteria to identify the projects to be supported, depending on the European added value of the project.

The European funding framework's contribution would need to be strongly coordinated with the EIB's transport projects portfolio in order to ensure maximum leverage of the EU support as well as to benefit from the Bank know-how and the synergies on the two institutions. In addition the EIB expertise could be involved at an earlier stage in the screening and the assessment of projects in cooperation with the Commission and the TEN-T Executive Agency. As a result it could also provide a necessary spur to better mobilisation of private sources of funding through facilitating the use of Public Private Partnerships.

In which way can the different sources of EU expenditure be better coordinated and/or combined in order to accelerate the delivery of TEN-T projects and policy objectives?

How can an EU funding strategy coordinate and/or combine the different sources of EU and national funding and public and private financing?

Would the setting up of a European funding framework adequately address the implementation gap in the completion of TEN-T projects and policy objectives?

5. THE LEGAL AND INSTITUTIONAL FRAMEWORK OF THE TEN-T POLICY REVIEW

Based on the legal expert group's recommendations, the Commission will explore the following approach in view of the revision of the TEN-T Guidelines:

- The combination of TEN-T Guidelines and the TEN “Financial Regulation”, both of which are based on Article 171 of the TFEU, in order to strengthen the link between TEN-T policy priorities and financial resources and for the sake of simplifying the regulatory framework,
- A new regulation as the common legal act for the Guidelines and the granting of Community financial aid,
- A possible addition to the Treaty basis depending on the final content of the draft proposal of the TEN-T Guidelines. This is provided for in Article 172 of the Treaty which allows for changing the TEN-T Guidelines for and Articles 91 and 100 (which provide for making rules relating Transport including and by Air and Sea, following consultation with the Social and Economic Committee and the Committee of the Regions).

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- A precise definition in the new regulation of the objectives, content, scope and duration of the power delegated to the Commission in accordance with Article 290 TFEU in order to supplement and amend non-essential elements of the regulation, thereby allowing an easier response to certain developments over time and meeting the "flexibility" objective,
- A clarification of the responsibilities of Member States, who play a vital role in TEN-T project implementation, in different phases of TEN-T projects (planning, financing, implementation, review).

In which way can the TEN-T policy benefit from the new legal instruments and provisions as set out above?

Comments

The Commission invites comments and suggestions on the ideas and questions outlined in this paper and two related documents: the Commission staff working document "TEN-T policy – Background Papers" and the reports of the TEN-T policy Expert groups available on the TEN-T policy review web site

http://ec.europa.eu/transport/infrastructure/tent_policy_review/tent_policy_review_en.htm

Comments should be sent to MOVE-TEN-T-Policy-Revision@ec.europa.eu by 15 September 2010.

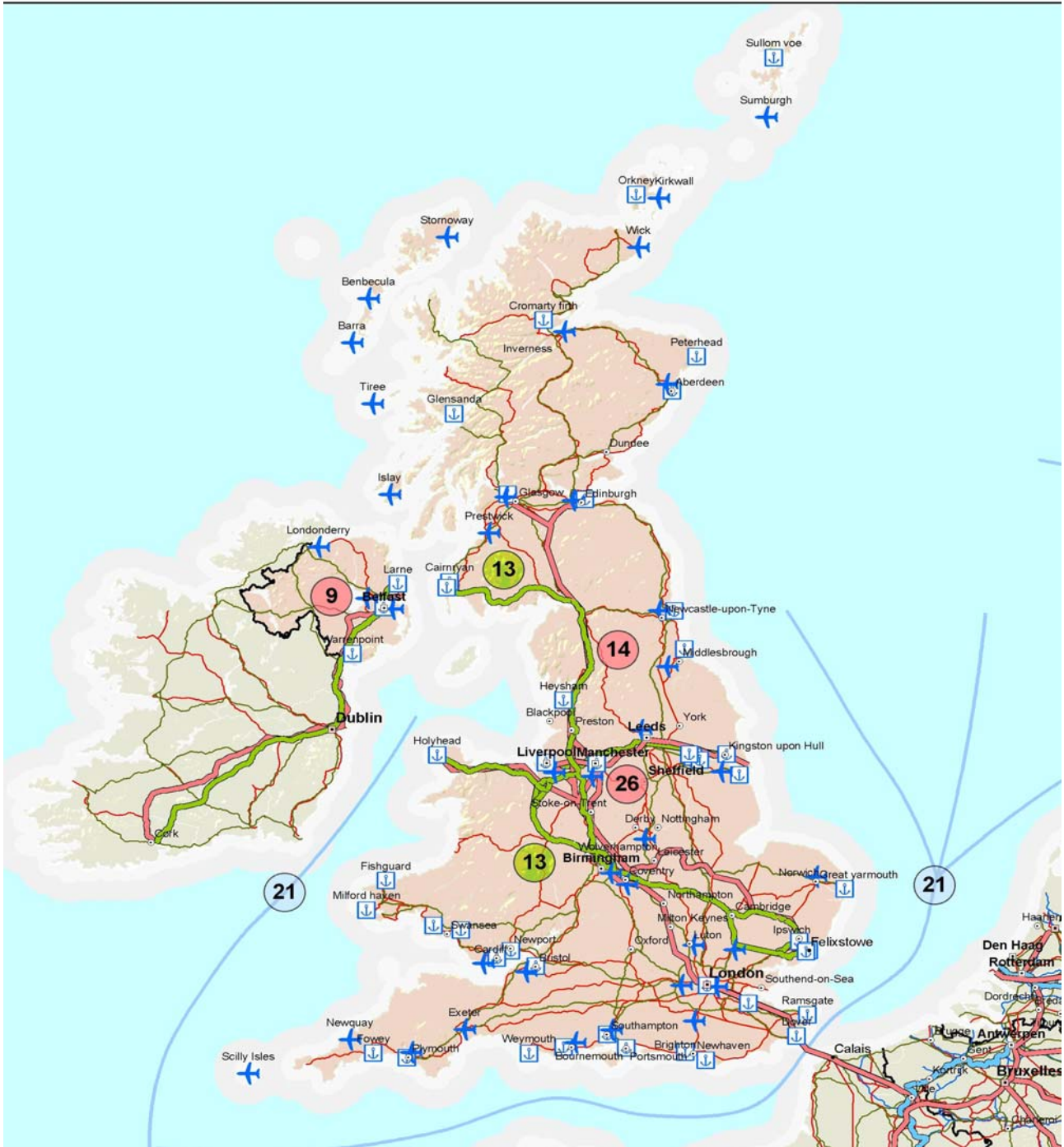
The contributions received will be published on the internet, unless the author objects to publication of the personal data on the grounds that such publication would harm his or her legitimate interests. In this case the contribution may be published in an anonymous form. Professional organisations responding to this consultation are encouraged, if they have not already done so, to register in the Commission's Register for Interest Representatives (<http://ec.europa.eu/transparency/regrin/>). This Register was set up in the framework of the European Transparency Initiative with a view to provide the Commission and the public at large with information about the objectives, funding and structures of interest representatives.

Commission, EU Transport Ministers, Members of the European Parliament and stakeholders will debate the issues set out in this TEN-T policy review during the 2010 TEN-T Days that will be organised by the European Commission with the Spanish presidency in Saragossa on 8/9 June 2010. Programme, papers and reports are available at http://ec.europa.eu/transport/publications.doc/2009_future_of_transport_en.pdf.

Background to the TEN-T Programme

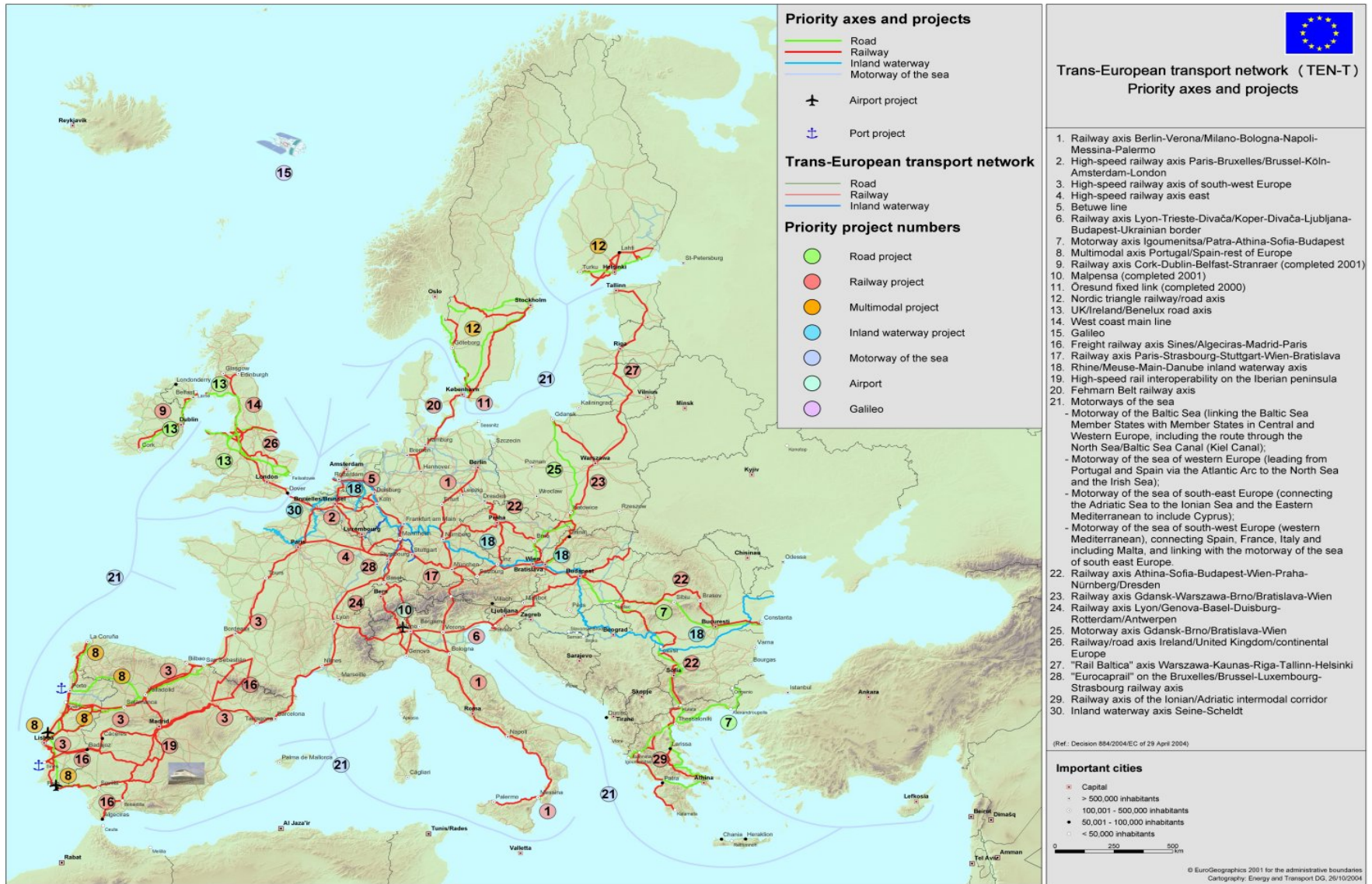
1. Article 154 of the EC Treaty provides for the establishment and development of Trans-European Networks in the area of transport (TEN-T) telecommunications and energy (TEN-E). This consultation refers to TEN - Transport.
2. The TEN-T programme promotes sustainable mobility of people and goods under the best possible environmental conditions, integrating all modes of transport and improving social and territorial cohesion. The programme is governed by the [TEN-T Guidelines](#) which define priorities of the programme and the network itself in the form of maps for the different transport modes. Rules for granting TEN-T financial support are laid down in the [TEN Finance Regulation](#).
3. The TEN-T Guidelines identifies the routes which are of strategic importance to the Community. It also lists the 30 Priority Projects which were identified as priority routes for their European added value. These Priority Projects largely represent cross-border routes involving several member states. Maps of the all UK TEN-T routes and the Priority Projects are included with this annex).
4. The UK has involvement in the following priority projects:
 - PP2 – high Speed railway Axis Paris-Brussels-Cologne-Amsterdam-London (UK element is now complete).
 - PP9 – Railway Axis- Cork-Dublin-Belfast-Stranraer (Complete).
 - Priority Project 13 - Ireland-UK-Benelux road axis.
 - Priority Project 14 - West Coast Mainline (Complete).
 - Priority Project 26 - Railway/road axis - Ireland-UK-Continental Europe.
5. The TEN-T programme provides limited financial assistance to infrastructure projects and studies for roads, railways, inland waterways, airports, ports, satellite navigation and traffic management systems which lie on a designated TEN-T network. Responsibility for completing projects on the network the network largely rests with the Member States. In 2007 the EU allocated nearly €8bn to the TEN-T Programme for transport investment in the TEN-T routes from 2007-2013. The level of TEN-T subsidy varies according to the priority importance of the scheme:
 - 50% for studies.
 - 20% for projects on priority corridors.
 - 30% for cross-border projects.
 - 10% for projects on the wider TEN-T network
6. Priority funding is given to cross-border projects and those which target critical bottlenecks, improving the capacity and efficiency of the TEN-T network. The new Guidelines expected in 2011 will review the current objectives and will identify the new maps and priorities for future TEN-T funding.

Map of UK-TEN-T Routes including Priority Corridors



PP2 – high Speed railway Axis Paris-Brussels-Cologne-Amsterdam-London	PP9 – Railway Axis- Cork-Dublin-Belfast-Stranraer (Complete)
Priority Project 13 - Ireland-UK-Benelux road axis;	Priority Project 14 - West Coast Mainline
Priority Project 26 - Railway/road axis - Ireland-UK-Continental Europe	PP21 – Motorways of the Sea

Map of all the TEN-T Priority Corridors



Annex 2 – Current UK elements of the TEN-T Network and Priority Projects

Section 1 UK TEN-T Road Routes

1) Map of UK TEN-T Roads



Annex 2 – Current UK elements of the TEN-T Network and Priority Projects

2) Characteristics for the TEN-T Road Network

The trans-European road network shall comprise motorways and high-quality roads, whether existing, new or to be adapted, which:

- play an important role in long-distance traffic, or
- bypass the main urban centres on the routes identified by the network, or
- provide interconnection with other modes of transport, or
- link landlocked and peripheral regions to central regions of the Community.

The network shall guarantee users a high, uniform and continuous level of services, comfort and safety.

The network shall also include infrastructure for traffic management, user information, dealing with incidents and emergencies and electronic fee collection, such infrastructure being based on active cooperation between traffic management systems at European, national and regional level and providers of travel and traffic information and value added services, which will ensure the necessary complementarity with applications whose deployment is facilitated under the trans-European telecommunications networks programme.

Proposed Changes

The Commission propose to retain the above principles as a starting point for the Comprehensive Network.

3) List of the road routes on the TEN-T network in the UK

Wales			
Route	From	To	Via
A40	Ross-on-Wye (England)	Abergavenny	Monmouth
A465	Abergavenny	Swansea	Merthyr Tydfil
M4	West Drayton (England - junction with M25)	Port Abraham (junction 49 with A48)	Reading (England), Swindon (England), Bristol (England), Newport (Wales), Cardiff (Wales) and Swansea (Wales)
A48	Port Abraham (junction with M4)	Carmarthen	Llanddarog
A477	Carmarthen	Pembroke Dock	Crunwear, Milton
A40/ A4076	Carmarthen	Fishguard/ Milford Haven	Haverfordwest
A55	Holyhead	Gorstella (junction with A483)	Conwy and Colwyn Bay
A483	Gorstella (junction with A55)	Chirk (junction with A5)	Wrexham
A5	Chirk (Wales - junction with A483)	Telford (England - junction with M54)	Shrewsbury (England)
A449	Raglan (junction with A40)	Newport (junction with M4)	Llanllowell

Annex 2 – Current UK elements of the TEN-T Network and Priority Projects

Northern Ireland			
Route	From	To	Via
M2/A8	Belfast	Larne	Newtownabbey
M2/M22/ A6	Belfast	Londonderry and on to border with Irish Republic	Antrim and Maghera
M1	Belfast	Dungannon	Dunmurry and Lisburn
A4	Dungannon	Enniskillen and on to border with Irish Republic	Fivemiletown
A5	Ballygawley	Londonderry	Omagh and Strabane
A1	Belfast	border with Irish Republic	Newry and Banbridge

Scotland			
Route	From	To	Via
A1/ A1(M)	South Mimms (England - junction with M25)	Edinburgh (Scotland)	Stevenage, Peterborough, Grantham, Newark, Doncaster, Wetherby, Darlington, Durham, Newcastle Upon Tyne and Berwick-upon-Tweed
A74/ A74(M)	Carlisle (England)	Glasgow (Scotland)	Lockerbie and Hamilton
A720	Millerhill (junction with A1)	South Gyle (junction with M8)	Outskirts of Edinburgh
M8	South Gyle (junction with A720)	Bishopton	Livingston, Whitburn, Coatbridge, Glasgow and Renfrew
A82	Glasgow	Invergarry (junction with A87)	Clydebank, Dunbarton, Crainlarich, Fort William,
A87	Invergarry (junction with A82)	Uig	Kyle of Lochalsh
A85	Tyndrum (junction with A82)	Oban	Lochawe
M80/ A80	Glasgow	Auchenbowie (junction with M9)	Cumbernauld
M9/A8000/ A90	Newbridge (junction with M8)	Rosyth (junction with A90)	Forth Road Bridge
M90	Rosyth (junction with A90)	Perth (junction with A9/ A90)	Dunfermline
M9/ A9	Auchenbowie (junction with M80)	Thurso	Stirling, Perth and Inverness
A90	Perth (junction with M90)	Aberdeen (junction with A96)	Dundee and Forfar
A96	Aberdeen (junction with A90)	Inverness (junction with A9)	Elgin

Annex 2 – Current UK elements of the TEN-T Network and Priority Projects

England			
Route	From	To	Via
M20	Folkestone	Swanley (junction 3 of M25)	Ashford (Kent) and Maidstone
M2	Dover	Strood	Rochester, Chatham, Faversham and Canterbury
A2	Strood	Darenth (junction 2 of M25)	Gravesend
A299	Ramsgate	Boughton Street (junction 7 of M2)	Herne Bay and Minster
M25	Orbital around London	Orbital around London	
M26	Wrotham (junction 3 of M20)	Dunton Green (junction 5 of M25)	Borough Green and Kemsing
M3	Virginia Water (junction 12 of M25)	Southampton	Camberley, Basingstoke and Winchester
M27/ M275	Eastleigh (junction with M3)	Portsmouth	Hedge End and Fareham
A34	Winchester (junction 9 of M3)	Oxford	Newbury
A303 N	North Waltham (junction 8 of M3)	Exeter	Andover
A38	Exeter	Plymouth	Topsham, Ashburton and Ivybridge
M5 E	Exeter	West Bromwich (junction with M6)	Bristol and Worcester
M50	Tewkesbury	Ross-on-Wye	Bromsberrow Heath
A40	Ross-on-Wye	Abergavenny (Wales)	Monmouth
M4	West Drayton (junction with M25)	Port Abraham (Wales - junction 49 with A48)	Reading (England), Swindon (England), Bristol (England), Newport (Wales), Cardiff (Wales) and Swansea (Wales)
M40	Uxbridge (junction 1)	Earlswood (junction with M42)	Oxford and Banbury
M42	Bromsgrove (junction with M5)	Coleshill (junction with M6)	Solihull
A5	Chirk (Wales - junction with A483)	Telford (England - junction with M54)	Shrewsbury
M54	Telford (junction with A5)	Fetherstone (junction with M6)	Codsall
A47	Great Yarmouth	Wansford (junction with A1)	Norwich, Kings Lynn and Peterborough
A14	Felixstowe	Catthorpe (junction with M6)	Ipswich, Bury St Edmunds, Cambridge, Huntingdon and Kettering
A120	Harwich	Bishop Stortford (junction with M11)	Colchester and Braintree
M11	Epping (junction with M25)	Girton (junction with A14)	Harlow, Bishop Stortford, Stansted Airport and Cambridge

Annex 2 – Current UK elements of the TEN-T Network and Priority Projects

England			
Route	From	To	Via
A1/ A1(M)	South Mimms (England - junction with M25)	Edinburgh (Scotland)	Stevenage, Peterborough, Grantham, Newark, Doncaster, Wetherby, Darlington, Durham, Newcastle Upon Tyne and Berwick-upon-Tweed
M6	Catthorpe (junction with A14)	Carlisle	Birmingham, Stafford, Wigan, Preston, Lancaster and Penrith
A74/ A74(M)	Carlisle (England)	Glasgow (Scotland)	Lockerbie and Hamilton
A12	Marks Tey (junction with A120)	Brentwood (junction with M25)	Chelmsford
A40	Wheatley (junction with M40)	Oxford	
M1	Chiswell Green (junction with M25)	Garforth (junction with A1(M))	Luton, Milton Keynes, Northampton, Leicester, Nottingham, Derby, Chesterfield, Sheffield, Barnsley and Wakefield
M18	Thurcroft (junction with M1)	East Cowick (junction with M62)	Doncaster
A63	Kingston Upon Hull	Newport (junction with M62)	Hessle
M62	Newport (junction with M62)	Liverpool	Goole, Pontefract, Wakefield, Leeds, Huddersfield and Manchester
M60	Orbital around Manchester	Orbital around Manchester	
M61	Pendlebury (Manchester)	Bamber Bridge (junction with M6)	Chorley
M180	Hatfield	Grimsby	Scunthorpe
A69	Newcastle Upon Tyne (A1)	Carlisle (junction with M6)	Hexham and Haltwistle

Annex 2 – Current UK elements of the TEN-T Network and Priority Projects

2) Characteristics for the TEN-T Rail Network

The rail network shall comprise high-speed rail lines and conventional rail lines.

The high-speed rail network, whether using current or new technology, shall comprise:

- specially built high-speed lines equipped for speeds generally equal to or greater than 250 km/h;
- specially upgraded high-speed lines equipped for speeds of the order of 200 km/h;
- specially upgraded high-speed lines or lines specially built for high speed and connected to the high-speed rail network which have special features as a result of topographical or environmental, relief or town-planning constraints, on which speed must be adapted individually.

The conventional rail network shall comprise lines for the conventional transport by rail of passengers and freight, access to airports, access links to sea and inland ports of common interest and those freight terminals which are open to all operators.

The rail network shall include the infrastructures and the facilities which enable rail and road and, where appropriate, maritime services and air transport services to be integrated. In this regard, particular attention shall be paid to the connection of regional airports to the network.

The rail network shall fulfil at least one of the following functions:

- play an important role in long-distance passenger traffic;
- permit interconnection with airports, where appropriate;
- permit access to regional and local rail networks;
- facilitate freight transport by means of the identification and development of trunk routes dedicated to freight or routes on which freight trains have a priority;
- play an important role in combined transport;
- permit interconnection via ports of common interest with short sea shipping and inland waterways.

The rail network shall offer users a high level of quality and safety, by virtue of its continuity and of the gradual implementation of its interoperability, which shall be brought about in particular by technical harmonisation and the ERTMS harmonised command and control system recommended for the European railway network. To this end, a deployment plan, coordinated with national plans, shall be established by the Commission in consultation with the Member States.

Proposed Changes

The Commission propose to retain the above principles as a starting point for the Comprehensive Network.

Annex 2 – Current UK elements of the TEN-T Network and Priority Projects

3) List of the Rail routes on the TEN-T Rail network in the UK

Scotland			
From	Direction	To	Via
Edinburgh	South	Carlisle	Lockerbie
Edinburgh	West	Glasgow	Shotts
Edinburgh	North	Inverness	Kilkaldy, Dundee, Aberdeen and Elgin
Edinburgh	North West	Aberdeen	Falkirk, Stirling, Perth and Dundee
Glasgow	North East	Aberdeen	Stirling, Perth and Dundee
Glasgow	South	Carlisle	Kilmarnock and Dumfries
Glasgow	South West	Stranraer	Irvine, Prestwick, Ayr
Glasgow	South West	Stranraer	Kilmarnock, Prestwick, Ayr
Glasgow	North West	Mallaig	Dunbarton, Crianlarich, Tulloch, Fort William, Morar
Glasgow	North	Kyle of Lochalsh	Stirling, Perth, Aviemore, Inverness, Garve, Duncraig
Glasgow	North	Wick/ Thurso	Stirling, Perth, Aviemore, Inverness, Invergordon and Brora
Northern Ireland			
From	Direction	To	Via
Belfast	North West	Londonderry	Antrim and Coleraine
Belfast	North	Larne	Bleach Green and Bleach Green
Belfast	South	Newry/ Irish Border	Lisburn, Lurgan and Portadown
Londonderry	South	Newry/ Irish Border	Coleraine, Antrim, Lisburn, Lurgan and Portadown

Annex 2 – Current UK elements of the TEN-T Network and Priority Projects

England and Wales			
From	Direction	To	Via
London	South East	Channel Tunnel	Stratford, Ebbsfleet and Ashford International
London	South East	Margate	Bromley South, Chatham and Faversham
London	South East	Ashford International	Orpington, Sevenoaks, Tonbridge and Paddock Wood
London	South East	Dover	Bromley South, Maidstone East, Ashford (Kent) and Folkestone
London	South	Brighton	East Croydon, Gatwick Airport and Haywards Heath
London	South West	Exeter	Basingstoke and Salisbury
London	South West	Penzance	Reading, Taunton, Exeter, Plymouth and Truro
London	West	Fishguard/ Pembroke/ Milford Haven	Reading, Swindon, Cardiff and Swansea
London	West	Bristol	Reading, Swindon and Bath Spa
London	East	Harwich	Romford, Chelmsford and Colchester
London	East	Shoeburyness	Tilbury and Southend
London	East	Shoeburyness	Basildon and Southend
London	North East	Kings Lynn	Harlow, Cambridge and Ely
London	North	Edinburgh	Peterborough, Grantham, Newark, Doncaster, York, Darlington, Newcastle and Berwick-Upon-Tweed
London	North	Leeds	Kettering, Leicester, Nottingham, Sheffield and Wakefield
London	North	Leeds	Peterborough, Lincoln, Doncaster and Wakefield
London	North West	Manchester	Kettering, Leicester, Nottingham, Chesterfield and Stockport
London	North West	Liverpool	Milton Keynes, Rugby (including via Northampton) then either Coventry, Birmingham or Nuneaton, Lichfield rejoining at Stafford then Crewe and Runcorn
London	North West	Glasgow	Milton Keynes, Rugby (including via Northampton) then either Coventry, Birmingham or Nuneaton, Lichfield rejoining at Stafford then Crewe, Warrington, Wigan, Preston, Carlisle, Dumfries and Kilmarnock
London	North West	Manchester	Milton Keynes, Rugby (including via Northampton) then either Coventry, Birmingham or Nuneaton, Lichfield rejoining at Stafford then Crewe, Wilmslow and Stockport
Margate	West	Weymouth	Canterbury, Ashford International, Hastings, Eastbourne, Brighton, Worthing, Portsmouth, Southampton, Bournemouth and Poole
Margate	South	Dover	Ramsgate and Deal
Reading	South East	Dover	Guildford, Dorking, Redhill, Tonbridge, Ashford International and Folkestone
Southampton	North	Birmingham	Winchester, Basingstoke, Reading, Oxford and Coventry
Birmingham	South West	Exeter	Bromsgrove, Cheltenham Spa, Bristol and Taunton
Birmingham	South West	Cardiff	Bromsgrove, Worcester, Hereford and Newport
Birmingham	West	Aberrystwyth	Wolverhampton, Shrewsbury and Welshpool
Birmingham	North	Leeds	Tamworth, Derby, Sheffield and Wakefield
Birmingham	North East	Nottingham	Tamworth, Derby and Long Eaton

Annex 2 – Current UK elements of the TEN-T Network and Priority Projects

England and Wales			
From	Direction	To	Via
Birmingham	North East	Sheffield	Nuneaton, Leicester, Loughborough, Derby and Chesterfield
Birmingham	North	Manchester	Wolverhampton, Stafford, Stoke-on-Trent, Macclesfield and Stockport
Birmingham	East	Great Yamouth	Nuneaton, Leicester, Peterborough, Thetford and Norwich
Birmingham	East	Felixstowe	Nuneaton, Leicester, Peterborough, Ely, Bury St Edmunds and Ipswich
Liverpool	East	Kingston Upon Hull	Manchester, Huddesfield, Wakefield, Leeds and Selby
Leeds	South East	Grimsby	Wakefield, Doncaster
Leeds	East	Kingston Upon Hull	Goole
Leeds	North West	Carlisle	Keighley, Settle, Appleby
Crewe	North East	Preston	Wimslow, Manchester and Bolton
Crewe	West	Holyhead	Chester, Rhyl, Conwy, Bangor
Manchester	South East	Cardiff	Wilmslow, Crewe, Shrewsbury, Hereford and Newport
Newcastle	South	York	Sunderland, Hartlepool and Northallerton
Newcastle	West	Carlisle	Hexham, Haltwistle
Carlisle	North	Stranraer	Dumfries. Kilmarnock, Prestwick and Girvan

Annex 2 – Current UK elements of the TEN-T Network and Priority Projects

2) Criteria for Seaports

Seaports shall permit the development of sea transport and shall constitute shipping links for islands and the points of interconnection between sea transport and other modes of transport. They shall provide equipment and services to transport operators. Their infrastructure shall provide a range of services for passenger and goods transport, including ferry services and short- and long-distance shipping services, including coastal shipping, within the Community and between the latter and non member countries.

The seaports included in the network shall correspond to one of the categories, A, B or C, defined below:

- A. international seaports: ports with a total annual traffic volume of not less than 1.5 million tonnes of freight or 200,000 passengers which, unless it is an impossibility, are connected with the overland elements of the trans-European transport network and therefore play a major role in international maritime transport;
- B. Community seaports, not included in category A: these ports have a total annual traffic volume of not less than 0.5 million tonnes of freight or between 100,000 and 199,999 passengers, are connected, unless it is an impossibility, with the overland elements of the trans- European transport network and are equipped with the necessary transshipment facilities for short-distance sea shipping;
- C. Regional ports: these ports do not meet the criteria of categories A and B but are situated in island, peripheral or outermost regions, interconnecting such regions by sea and/or connecting them with the central regions of the Community.

Proposed Changes

The Commission have set up a study to look at which ports should form part of the Core Network. This will focus on:

- Freight: container, bulk, ro-ro and general cargo.
- multi-port gateways, stand-alone gateways and transshipment hubs.
- Balance between concentration and flexibility.

It will use the guiding principles of the gateway function linking the main EU markets with the rest of the world, connection to maritime and land-based networks, Market responsiveness and reliability (quality services) and the potential for decarbonisation and limitation of external costs.

The Commission will discuss which Ports should be on the Comprehensive Network; they will use the current criteria as the basis for these discussions.

Annex 2 – Current UK elements of the TEN-T Network and Priority Projects

3) List of the Ports on the TEN-T network in the UK

Northern Ireland		Scotland	
Port	Location	Port	Location
Larne	East coast	Sullom Voe	Shetland Islands
Belfast	Belfast	Orkney	Orkney Islands
Warrenpoint	South East coast	Cromarty Firth	Moray Firth coast
Wales		Peterhead	North East coast
Port	Location	Aberdeen	North East coast
Cardiff	South coast	Glensanda	West coast
Newport	South coast	Forth	Edinburgh
Port Talbot	South coast	Clyde	Glasgow
Swansea	South coast	Cairnryan	South West coast
Milford Haven	South West coast	Stranraer	South West coast
Fishguard	South West coast		
Holyhead	North West coast		
England			
Port	Location	Port	Location
Tyne	North East coast	Harwich	East coast
Tees and Hartlepool	North East coast	Medway	East coast
Heysham	North West coast	Ramsgate	East coast
Liverpool	North West coast	Dover	South East coast
Manchester	Manchester	Folkestone	South East coast
River Hull and Humber	East coast	Shoreham	South coast
Immingham	East coast	Newhaven	South coast
Hull	East coast	Portsmouth	South coast
Goole	East coast	Southampton	South coast
River Trent	East coast	Weymouth	South coast
Grimsby	East coast	Poole	South coast
Great Yarmouth	East coast	Plymouth	South West coast
Ipswich	East coast	Fowey	South West coast
Felixstowe	East coast	Bristol	Bristol

Annex 2 – Current UK elements of the TEN-T Network and Priority Projects

Section 4 UK TEN-T Airports

1) Map of UK TEN-T Airports



Annex 2 – Current UK elements of the TEN-T Network and Priority Projects

2) Criteria for Airports

Airports of common interest must meet the criteria of one of the following connecting points:

- 1 International connecting points will include: all airports or airport systems with a total annual traffic volume of no less than:
 - 5,000,000 passenger movements minus 10 %, or
 - 100,000 commercial aircraft movements, or
 - 150,000 tonnes freight throughput, or
 - 1,000,000 extra-Community passenger movements; or
 - any new airport constructed to replace an existing international connecting point which cannot be developed further on its site.
2. Community connecting points will include all airports or airport systems with an annual traffic volume of:
 - between 1 000 000 minus 10 % and 4 499 999 passenger movements, or
 - between 50 000 and 149 999 tonnes freight throughput, or
 - between 500 000 and 899 999 passenger movements, of which at least 30 % are non-national, or
 - between 300 000 and 899 999 passenger movements and located off the European mainland at a distance of over 500 km from the nearest international connecting point; or
 - any new airport constructed to replace an existing Community connecting point which cannot be developed further on its site.
3. Regional connecting points and accessibility points will include all airports
 - with an annual traffic volume of between 500 000 and 899 999 passenger movements, of which less than 30 % are non-national, or
 - with an annual traffic volume of between 250 000 minus 10 % and 499 999 passenger movements, or
 - with an annual traffic volume of between 10 000 and 49 999 tonnes freight throughput, or
 - located on an island of a Member State, or
 - located in a landlocked area of the Community with commercial services operated by aircraft with a maximum take-off weight in excess of 10 tonnes.

An airport is located in a landlocked area if it is situated outside a radius of over 100 km from the nearest international or Community connecting point. This distance may, by way of exception, be reduced to 75 km in order to take account of difficult access due to the geographical situation or the poor quality of the inland transport infrastructure.

Proposed Changes

The Commission are proposing to remove the existing differentiation between International, Community or Regional accessibility points and to raise the minimum threshold for TEN-T eligible airports to 1.5 million passengers/year, or 20,000 tons of freight.

They propose to amend the criteria for projects that will be eligible for funding to only projects contributing to the implementation of the "action plan for airport capacity, efficiency and safety" i.e. projects aiming at stimulating better use of existing infrastructure and improving airport environmental performance.

Annex 2 – Current UK elements of the TEN-T Network and Priority Projects

3) List of the Airports on the TEN-T network in the UK

Northern Ireland	
Airport	Airport type
Belfast International	Community connecting point
Belfast City	Community connecting point
Londonderry	Regional and accessibility point
Scotland	
Airport	Airport type
Edinburgh	International connecting point
Glasgow	International connecting point
Prestwick	Community connecting point
Islay (Island of Islay, Inner Hebrides)	Regional and accessibility point
Tiree (Island of Tiree, Inner Hebrides)	Regional and accessibility point
Barra (Island of Barra, Outer Hebrides)	Regional and accessibility point
Benbecula (Island of Benbecula, Outer Hebrides)	Regional and accessibility point
Stornoway (Isle of Lewis, Outer Hebrides)	Regional and accessibility point
Wick	Regional and accessibility point
Inverness	International connecting point
Aberdeen	Community connecting point
Kirkwall (Orkney Islands)	Regional and accessibility point
Sumburgh (Shetland Islands)	Community connecting point
Unst (Shetland Islands)	Regional and accessibility point
Wales	
Airport	Airport type
Cardiff	Community connecting point

Annex 2 – Current UK elements of the TEN-T Network and Priority Projects

England	
Airport	Airport type
Newcastle	Community connecting point
Teeside	Community connecting point
Leeds/ Bradford	Community connecting point
Humberside	Regional and accessibility point
East Midlands (Nottingham)	International connecting point
Birmingham	International connecting point
Coventry	Regional and accessibility point
Manchester	International connecting point
Liverpool	Community connecting point
Norwich	Regional and accessibility point
Luton	International connecting point
London Southend	Regional and accessibility point
London City	Community connecting point
London Stansted	International connecting point
London Heathrow	International connecting point
London Gatwick	International connecting point
Southampton	Regional and accessibility point
Bournemouth	Regional and accessibility point
Exeter	Regional and accessibility point
Newquay	Regional and accessibility point
Scilly Isles	Regional and accessibility point
Bristol	Community connecting point

Annex 2 – Current UK elements of the TEN-T Network and Priority Projects

TEN-T Priority Projects

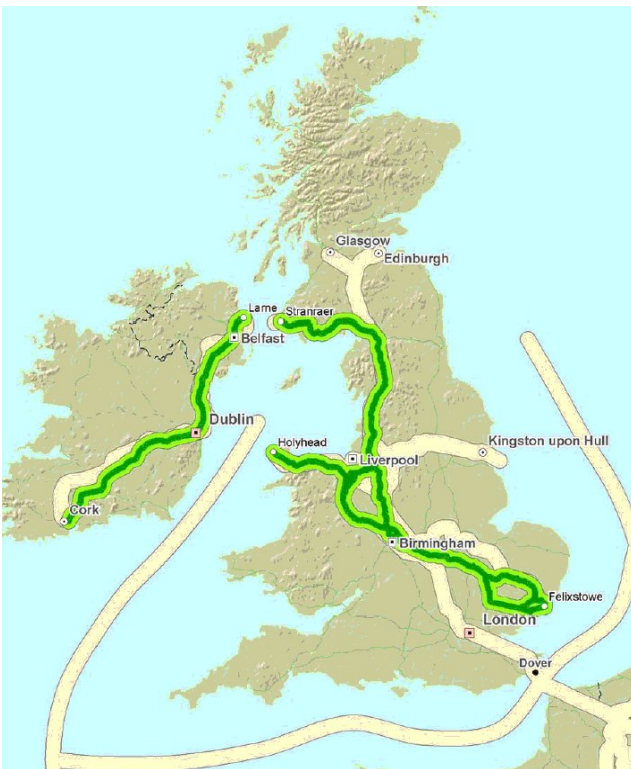
Priority Project 2 - Channel Tunnel Rail Link



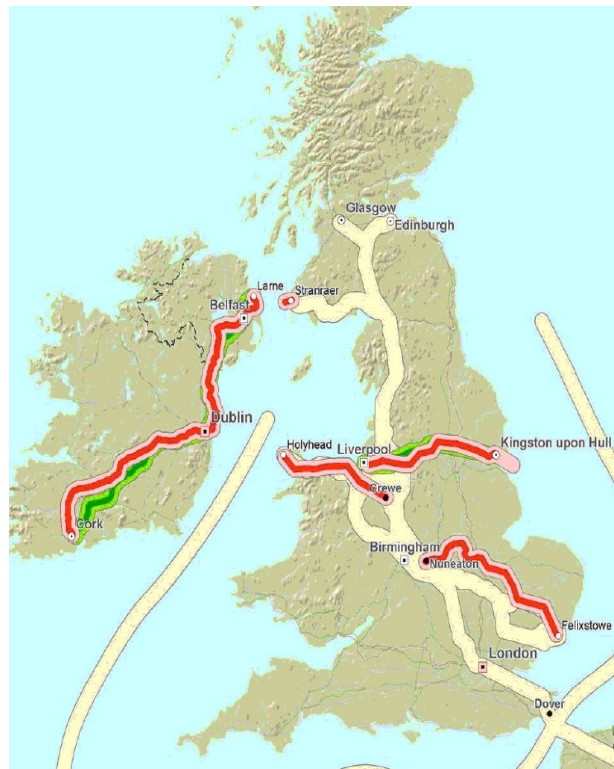
Priority Project 14 - West Coast Mainline



Priority Project 13 - UK - Ireland - Benelux Road Axis



Priority Project 26 - Road/ rail axis Ireland - UK - Continental Europe



Department for Transport – Response form to feed into the UK Official reply to the EC Consultation on the review of the Trans-European Transport Network (TEN-T) Policy

Part 1 - Information about you

Name	
Address	
email	
Department / Organisation name	
Please tick one box from the list below that best describes you or your organisation.	
<input type="checkbox"/>	Devolved Administration
<input type="checkbox"/>	Regional/Local Government
<input type="checkbox"/>	Central Government
<input type="checkbox"/>	Department for Transport - Agency
<input type="checkbox"/>	Department for Transport - Internal
<input type="checkbox"/>	Transport Organisation
<input type="checkbox"/>	Other (please describe):
If you wish your response to be treated as confidential under the Freedom of Information Act; please tick the box below and explain why you want this.	
<input type="checkbox"/>	

Department for Transport – Response form to feed into the UK Official reply to the EC Consultation on the review of the Trans-European Transport Network (TEN-T) Policy

Consultation Questions

Part 2 contains questions that will help us to formulate our response to the Commission consultation.

Section 1 Dual layer Approach

1. Do you agree with this approach? Do you think that it can provide wider benefits such as improved interconnections or promotion of modal shift, etc.?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
If your answer is No do you have any suggestions as to what approach should be taken?		

Section 1 Network design

2. Are these the right principles for the design of the network?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Are there any other principles that should be taken into account?		

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Section 1 Network Configuration

3. Do you agree with the Commissions ideas for network configuration?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Is there anything else that should be taken into account?		

Section II The UK TEN-T Network

4. Do you think the comprehensive road network as defined by the map at in Annex 2 needs to be revised?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
If your answer is Yes do you have any suggestions as to what should be removed or included? For any route that you think should be included please explain clearly why you think this should be included and the benefits this brings to the network.		

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5. Do you think the comprehensive rail network as defined by the map at in Annex 2 needs to be revised?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
If your answer is Yes do you have any suggestions as to what should be removed or included? For any route that you think should be included please explain clearly why you think this should be included and the benefits this brings to the network.		

6. Do you think the Ports included on the Comprehensive Network as defined by the Map at in Annex 1 should be revised?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
If your answer is Yes do you have any suggestions as to what should be removed or included? For any port that you think should be included please explain clearly why you think this should be included and the benefits this brings to the network.		

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7a. Do you agree with the Commission proposals for changing the criteria that determine whether an airport is included on the network?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
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If your answer is No do you have any suggestions for alternative criteria?

7b Do you think the airports included on the Comprehensive Network as defined by the map in Annex 1 should be revised?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
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If your answer is Yes do you have any suggestions as to what should be removed or included?

For any airport that you think should be included please explain clearly why you think this should be included and the benefits this brings to the network.

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Section II UK-Core Network

8. Are the principles and criteria for designing the core network, as set out, adequate and practicable	Yes <input type="checkbox"/>	No <input type="checkbox"/>
What are their strengths and weaknesses? Are there other criteria that could be taken into account?		

Section II Innovative Infrastructure Measures

9. To what extent do the supplementary infrastructure measures contribute to the objectives of a future-oriented transport system, and are there ways to strengthen their contribution?

10. What specific role could TEN-T planning in general play in boosting the transport sector's contribution to the "Europe 2020" strategic objectives?

Section II Funding Instruments

11. In which way can the different sources of EU expenditure be better coordinated and/or combined in order to accelerate the delivery of TEN-T projects and policy objectives?

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12. How can an EU funding strategy coordinate and/or combine the different sources of EU and national funding and public and private financing?

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13. Would the setting up of a European funding framework adequately address the implementation gap in the completion of TEN-T projects and policy objectives?

Yes

No

If your answer is No do you have any suggestions how implementation may be better achieved?

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Section IV Legal Framework

14. In which way can the TEN-T policy benefit from the new legal instruments and provisions as set in the consultation?

15. Do you have any suggestions for simplifying the way the programme is managed?

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16. Please add any additional comments that you think may help us develop the UK response to the Commission Consultation

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Please send this completed form to: TEN-T@dft.gsi.gov.uk

The deadline for responses is: **10th September 2010**