

Public Consultation on Regulation (EU) No 1315/2013 on Union guidelines for the development of the trans-European transport network

Fields marked with * are mandatory.

Introduction

Context and purpose of the consultation

The EU holds responsibility on infrastructure policy - in the fields of transport, energy and telecommunications - since 1 November 1993. Accordingly, the Union shall contribute to the establishment and development of trans-European networks (TEN).

In the transport sector, Europe's TEN-T policy remains key in preventing obstacles to the free circulation of goods, services and citizens throughout the EU in a growing area without frontiers. It aims to boost economic, social and territorial cohesion between all Member States and their regions. More and more, it has become a transport infrastructure concept that extends to EU neighbours and is part of the cooperation with other areas of the world. Importantly, TEN-T policy is at the same time close to European citizens': enhancing accessibility of their home regions and providing connectivity with distant destinations.

Newer developments are going on in transport and other policy fields, which interact with TEN-T policy:

- Global transport flows are changing in volume and direction;
- Interconnection and interoperability between the modes of transport but also with energy and telecommunication networks, projects of common interest with other third countries as well as the UK's withdrawal from the EU will change the EU's "internal transport landscape"
- The transport system is undergoing a fundamental transformation – In the context of a long-term climate strategy the wider deployment of automation, digitalisation and clean vehicles is becoming a reality;
- Improving Military Mobility and dual-use (civilian and military) infrastructure across the Union making better use of our transport network, to ensure that military needs are accounted for when planning or updating certain infrastructure projects is also an important element.

Such developments will entail stronger association of infrastructure with issues such as infrastructure use, efficiency, enhancing mobility concepts or new social questions in transport. They will also call for stronger cooperation between Member States and a wide range of other actors – public and private ones. Not least, synergies between transport and the energy, digital and telecommunication sectors will increase.

Against this background, the Commission has decided to undertake a comprehensive evaluation of Regulation (EU) No 1315/2013 on Union guidelines for the development of the TEN-T.

This public consultation is designed to support the evaluation of the current Regulation by gathering the views of stakeholders. The Commission published on 13 September 2018 an [Evaluation Roadmap](#).

The survey contains six sections:

- A. General questions on Regulation 1315/2013
- B. The form of the TEN-T network
- C. The features of the TEN-T network
- D. Infrastructure use on the TEN-T network
- E. Implementation tools for the TEN-T network
- F. Further information

In case of questions and remarks, please contact: MOVE-TEN-T-REVISION@ec.europa.eu

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A. General Questions on Regulation EU 1315/2013 on the TEN-T guidelines

Over the years, TEN-T policy has grown into a genuine "European project" that gives direction to public and private investments – to achieve long-term benefits for society, such as accessibility and connectivity of states and regions as well as to facilitate economic development and exchanges in the internal market. Within the framework of the European Union's transport policy, TEN-T provides the basis for efficient, safe and sustainable transport operations. It is, therefore, directly interrelated with a wide range of EU actions on sectoral transport policies and it is a vital enabler of strategic transport policy objectives overall.

The TEN-T Guidelines establish eligibility for EU funding, notably under the Connecting Europe Facility and the Cohesion Fund. Priorities for TEN-T development, arising from the TEN-T guidelines, have been taken up in the corresponding funding legislation and been reflected in budget allocation procedures. In this respect, both "traditional" infrastructure projects (cross-border projects, railway or inland waterway projects, transport terminals etc.) and infrastructure components ensuring quality, efficiency, safety and sustainability of transport operations (intelligent transport systems, charging/refuelling for alternative fuels etc.) have been subject to EU funding.

Regulation (EU) N° 1315/2013 pursues a range of specific objectives, which can be grouped, into four main themes that were also used to structure this questionnaire: form of the network, features of network infrastructure, infrastructure use and implementation of the network.

1. In your view, how important is it to have a transport infrastructure policy at EU level?

- ☒ Very important
- ☐ Important
- ☐ Somewhat important
- ☐ Not important
- ☐ No opinion

Could you please explain briefly your answer?

1000 character(s) maximum

Een Europees infrastructuurbeleid is van groot belang voor de eengemaakte markt en noodzakelijk om een samenhangend infrastructuurnetwerk te creëren. Infrastructuurnetwerken dienen op elkaar afgestemd te worden, met bijzondere aandacht voor grensoverschrijdende verbindingen. Nieuwe ontwikkelingen rond mobiliteit (o.a. vergroening, digitalisering, ...) kunnen best zo geharmoniseerd mogelijk worden uitgerold in de EU. Binnenvaart is een modus die voornamelijk grensoverschrijdend is. De lidstaten hebben daarom niet altijd een stimulans om deze vervoersmodus zonder Europese steun te ontwikkelen. Dit is een van de redenen waarom medefinanciering van binnenvaart in het kader van CEF een zeer belangrijke zaak is en zal blijven.

* 2. In your opinion, what should be the main focus of a transport infrastructure policy at EU level? (You may choose up to 5 options)

at most 5 choice(s)

- ☒ Establishing physical cross border infrastructures (railways, roads, inland waterways etc.)
- ☒ Removing physical and other bottlenecks in the network as a whole
- ☒ Facilitating the coherent and continuous EU wide deployment of innovative transport solutions (alternative fuels, intelligent transport systems etc.)
- ☐ Ensuring connectivity and accessibility of all regions of the European Union
- ☒ Facilitating multimodal transport chains (connecting ports, airports, rail-road terminals etc.)
- ☐ Ensuring EU wide quality infrastructure standards
- ☐ Improving dual-use (civilian and military) infrastructure
- ☒ Enabling the decarbonisation of transport (e.g. by a shift towards more sustainable modes of transport and to cleaner fuels)
- ☐ Other

* 3. Where do you see the greatest need for improvement/development in transport infrastructure policy to cope with the needs of today and of the future?
(Please choose your three most important issues)

between 3 and 3 choices

- ☐ Enabling new transport and mobility solutions
- ☒ Further improving continuity of the TEN-T network and enabling a better use of existing infrastructure
- ☐ Speeding up the completion of the trans-European transport network
- ☒ Eliminating missing links in physical infrastructure (road, rail, inland waterway transport)
- ☐

Enhancing multimodal connecting points (ports, airports, rail-road terminals, urban nodes)

- ☐ Further advancing EU wide infrastructure standards
- ☒ Further improving cross-border connectivity for the transport of passengers and goods
- ☐ Stronger coordination between infrastructure development and transport operations
- ☐ Other

* 4. What are the main benefits you would expect if infrastructure policy is made and guided at European level?

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- Aanbieden voldoende vervoerscapaciteit voor de interne markt.
- Reductie van vervoerstijden/reistijden voor intra-EU verplaatsingen.
- Focus op grensoverschrijdende secties.
- Focus op duurzame modi die maar moeilijk financiële return of investment opleveren maar grote maatschappelijke en milieubaten opleveren (investeringen in spoor en binnenvaart).
- Verbetering van de milieuprestaties van het transportnetwerk (met een positieve impact op het klimaat).
- creëren van synergiën en uitwisseling van kennis door internationale samenwerking.
- Uitbouw van een coherent netwerk met meer uniforme beleidskeuzes, focuspunten en kwaliteit.
- Specifiek voor waterwegen is een integrale aanpak in asset management van belang waardoor onderhoudsbudgetten optimaal gebruikt worden en de veiligheid gegarandeerd wordt (voor scheepvaart en in verband met overstromingen).

B. Form of the TEN-T network

The TEN-T network consists of a dual-layer structure. The **comprehensive network** represents the basic layer of the TEN-T and includes components for all transport modes – rail, road, inland waterway, air and maritime as well as their connecting points and corresponding traffic information and management systems.

The **core network** is a subset of the comprehensive network representing the strategically most important nodes and links of the trans-European transport network. It is multi-modal – i.e. it includes all transport modes and their connections as well as relevant traffic management systems. It has been structured using the nodes of highest strategic importance in the EU (urban nodes, seaports, inland ports airports, rail-road terminals) and connecting them to each other, following the corresponding main traffic flows.

The **core network corridors** are an instrument to facilitate the coordinated implementation of the core network. They cover the most important long distance transport flows on the core network and are intended, to improve cross- border links within the Union. Core network corridors cross at least two borders and involve at least three transport modes.

In this section we would like to hear your opinion on the adequacy of the form of the core and comprehensive TEN-T network to ensure the achievement of the objectives set in the TEN-T guidelines. This concerns in particular:

- Ensuring connectivity and accessibility of all regions of the Union (including remote, outermost, insular, peripheral, mountainous and sparsely populated areas), with the core and comprehensive networks;
- Ensuring coherent and continuous transnational links, without gaps and bottlenecks, for rail, road and inland waterway transport;
- Supporting inner-European and global maritime and air transport through port and airport infrastructure;
- Enabling multimodal transport chains through seamless connections between modes;
- Enabling smooth connections between long-distance and urban/regional transport for passengers and freight, i.e. enhancing "first/last mile legs" from/to origin/final destination;
- Ensuring an optimal interconnection and integration of especially the core network – with a view to high levels of efficiency, sustainability and decarbonisation;
- Connecting the TEN-T with neighbouring countries and where appropriate ensure interconnection and interoperability with other third countries.

* 5. In your opinion, is the core network as designed currently (covering links and nodes), adequate to meet the needs of the transport sector and its users?

- ☒ Yes
☐ No
☐ No opinion

* 6. In your view, are the TEN-T corridors a suitable tool to complete the TEN-T core network by 2030?

- ☒ Yes
☐ No
☐ No opinion

7. In your view, is the comprehensive TEN-T network adequate in terms of its required characteristics? (You may choose as many options as you consider appropriate)

	Yes	No	No opinion
Safety/Security	☐	☒	☐
Availability/adequacy of alternative fuel infrastructures	☐	☒	☐
Availability/adequacy of multimodal infrastructures	☐	☒	☐
Equipment for automated transport	☐	☒	☐
Equipment for Intelligent Transport Systems and digital mobility solutions	☐	☒	☐
Other	☐	☐	☐

* 7.1. Does the comprehensive TEN-T network ensure appropriate complementarity with the core network as well as sufficient accessibility to all EU regions?

- ☒ Yes
☐ No
☐ No opinion

*8. In your opinion is it sufficiently clear how capacity bottlenecks and constraints are identified from the perspective of a European transport network approach?

- ☒ Yes
- ☐ No
- ☐ No opinion

C. The features of the TEN-T network

The TEN-T guidelines set certain standards and requirements for the infrastructure on the core and comprehensive network.

In this section, we would like to hear your opinion on the adequacy of the “features” set out in the TEN-T guidelines. This concerns in particular:

- Ensuring interoperability throughout the TEN-T, where appropriate through standardisation;
 - Ensuring comprehensive coverage of 'telematics applications' (intelligent transport systems) and other innovative information/communication technologies for all modes and the interconnections between them to use infrastructure most efficiently and to enable high-quality user standards;
 - Enabling low carbon and clean transport, as contribution to the EUs Greenhouse Gas emission' reduction objectives (e.g. through refuelling/recharging infrastructure for alternative fuels);
 - Enabling the mitigation of noise emissions and other harmful impacts on citizens and the environment;
 - Ensuring high levels of safety and security in transport as well as of infrastructure resilience (in view of climate change adaptation and natural and man-made disasters);
 - Applying and stimulating innovative technologies and innovative operational concepts (support decarbonisation, enhance safety and security, improve operations and information provision on the network etc.) and thereby contributing to the 'innovation chain' by deploying Research & Innovation results and identifying R&I needs;
 - Ensuring accessibility to TEN-T infrastructure for all user groups.
- *9. Are the standards and requirements for all modes of transport (on infrastructure, interoperability, safety etc.) as set out in chapter II of the Regulation complete?
- ☐ Yes, they are complete
 - ☒ They are mostly satisfactory
 - ☐ They are somewhat unsatisfactory and lack essential elements
 - ☐ No, they are not satisfactory
 - ☐ No opinion

Could you please explain your answer?

1000 character(s) maximum

- Normen en eisen moeten op voldoende hoog niveau blijven. Er moet worden opgepast bij het teveel volgen van een bepaald gidsland als er wordt gekozen voor een specifieke oplossing. Er moet rekening gehouden worden met lokale situaties. Hierbij is overleg tussen de verschillende lidstaten belangrijk.
- Telematicatoepassingen, met inbegrip van RIS, zijn zeer belangrijk voor de toekomstige ontwikkeling van de binnenvaart. We verwelkomen de herziening van de RIS-Richtlijn, aangezien een update nodig is om een nieuwe verdere geharmoniseerde aanpak mogelijk te maken. Naast het belang voor de binnenvaart, zijn telematicatoepassingen ook zeer belangrijk voor de maritieme sector.

- Op dit moment is er geen nood aan het aanpassen van de standaarden/ vereisten in verband met alternatieve brandstoffen voor de binnenvaart. Klimaat/ luchtvervuiling en decarbonisatie zijn echter belangrijke uitdagingen en er is een grote nood aan investeringen.

* 10. From your perspective, has the aim of fostering the uptake of alternative fuels and propulsion systems, set in the TEN-T Regulation, been achieved?

- ☐ Yes
☒ No
☐ No opinion

10.1. If no, what is still missing?

- ☒ Availability of infrastructure
☒ Interoperability of infrastructure standards
☒ There are not enough vehicles on the market that could make use of these systems
☒ Other

If other, please specify

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De financieringsmogelijkheden voor alternatieve brandstoffen moeten ook in de toekomst behouden blijven, waarbij de focus ligt op innovatieve toepassingen en oplossingen die de transitie naar zero-emissie mobiliteit ondersteunen en met voldoende aandacht naar de ontwikkeling van een sluitend Europees netwerk (kern, uitgebreid en nodes) van infrastructuur voor alternatieve brandstoffen. In het bijzonder wordt hier gedacht aan nieuwe, innovatieve toepassingen (bijvoorbeeld ultrasnelladen, inductief laden, laadoplossingen voor andere voertuigcategorieën bijv. vracht), de afstemming van de ruimtelijke inplanting op de corridors en de financiering van de grootschalige uitrol van de infrastructuur voor alternatieve brandstoffen.

* 11. In your view, has the aim of stimulating innovative technologies and operational concepts along the TEN-T been achieved?

- ☐ Yes
☒ No
☐ No opinion

* 12. In your view, has the objective of mitigating noise emissions and other harmful impacts on citizens (accidents, pollution, congestion) on the TEN-T network been achieved?

- ☐ Yes
☒ No
☐ No opinion

* 13. In your view, has the TEN-T regulation helped to promote modal shift (from road /air to rail and inland waterway transport)?

- ☒ Yes
☐ No
☐ No opinion

*

14. In your view, has the TEN-T regulation helped to promote a clean and low carbon transport system overall?

- ☒ Yes
☐ No
☐ No opinion

* 15. In your view, are urban nodes/cities sufficiently integrated in the TEN-T network (in terms of multi-modal connections, last mile passenger and freight connections, possibilities for seamless through-traffic etc.)?

- ☐ Yes
☒ No
☐ No opinion

If no, please specify

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De integratie van de stedelijke knooppunten in het TEN-T netwerk kan beter. Het is onvoldoende duidelijk wat voor projecten/investeringen/ontwikkelingen in stedelijke knooppunten mogelijk zijn. Het gebruik van stadsbevoorrading en stadsdistributie via de binnenvaart kan een gedeeltelijke oplossing bieden voor de problemen waarmee steden te kampen hebben: problemen op vlak van mobiliteit, toegankelijkheid en levenskwaliteit.

D. Infrastructure Use

The TEN-T guidelines specifically aim to achieve a better and more efficient use of existing and new infrastructure while increasing the benefits for the users. This concerns in particular:

- Enabling attractive, sustainable and efficient transport and mobility services, in accordance with the needs and expectations of users in the passengers' and freight sectors;
- Strengthening the integration of TEN-T development and transport service-related policy action in fields such as rail freight corridors, promotion of sustainable and innovative freight transport/logistics chains as well as of seamless multi-modal chains for passengers, maritime and air transport;
- Enabling the increased use of 'sustainable transport modes'
- Enhancing the efficiency of infrastructure use/provision through pricing and other appropriate regulatory measures

* 16. In your view, has the aim of enabling attractive sustainable and efficient multimodal transport and mobility services in accordance to users' needs in the freight transport sector been achieved?

- ☐ Yes
☐ Yes, Mostly
☒ Partly
☐ No, not at all
☐ No opinion

Could you please explain briefly your answer?

1000 character(s) maximum

Internalisering van alle externe kosten bij alle modi is nodig om een level playing field te creëren voor duurzaam en efficiënt multimodaal transport. Dit mag zich niet beperken tot de emissiekosten, maar moet alle aspecten van de externe kosten beslaan (bijvoorbeeld congestie, geluid- en trillingsoverlast, ongevallenkosten). De inkomsten van de internalisering moeten kunnen worden gebruikt voor bevorderen van duurzamere transportmodi om voordelen/effecten voor maatschappij te vergroten. Voor binnenvaart bijvoorbeeld door beschikbaarheid van voldoende goed uitgeruste en doordacht ingeplante kaaimuren voor overslag; modernisering en innovatie (autonoom varen, gebruik van alternatieve materialen voor constructie, verbeteren van de milieuprestaties; digitalisering van communicatie tussen overheid en gebruikers, verder ontwikkelen van RIS en scheepvaartmanagement). Er is ook een efficiëntiewinst mogelijk in de maritieme sector door digitalisering van maritieme processen.

* 17. In your view, has the aim of enabling attractive sustainable and efficient multimodal transport and mobility services in accordance to users' needs in the passenger transport sector been achieved?

- ☐ Yes
- ☐ Yes, Mostly
- ☒ Partly
- ☐ No, not at all
- ☐ No opinion

Could you please explain briefly your answer?

1000 character(s) maximum

* 18. In your view, has the TEN-T regulation helped to increase the efficiency of infrastructure use and infrastructure provision in the EU?

- ☐ Yes
- ☐ Yes, Mostly
- ☒ Partly
- ☐ No, not at all
- ☐ No opinion

Could you please explain briefly your answer?

1000 character(s) maximum

Er zijn al veel goede projecten uitgevoerd. Er is echter nog veel werk om het netwerk te finaliseren. Om de efficiëntie van het netwerk te garanderen is er niet enkel nood aan nieuwe infrastructuur. Het huidige netwerk moet klaar zijn voor de toekomst. Er moet dus worden ingezet op: het herstellen of verbeteren van bestaande infrastructuur met het oog op een langere levenscyclus en aanpassing aan klimaatverandering. Momenteel is het niet mogelijk om binnen CEF transport subsidie te krijgen voor zulke projecten. Ook projecten rond scheepvaartmanagement, automatisatie van de bediening van bruggen en sluizen, autonoom varen etc, kunnen de efficiëntie van het netwerk verhogen. Er dienen voldoende mogelijkheden voor zulke projecten voorzien te worden.

E. Implementation tools

In order to support the implementation of TEN-T policy while involving a wide range of stakeholders and ensuring coherence with other EU instruments a number of implementation tools have been established in the TEN-T guidelines. In this section, we would like to hear your opinion on:

- The suitability of the core network corridors as an implementation instrument
- The coordination between TEN-T implementation and other EU instruments
- The usefulness of the European coordinators in supporting the implementation of the corridors

19. In your view, is there sufficient coherence between the TEN-T policy and other EU policies?

	Yes	No	No opinion
Structural and cohesion policy	☒	☐	☐
Sustainable urban mobility policy	☐	☒	☐
Environmental policy	☐	☒	☐
Economic/trade policy	☐	☒	☐
Social/employment policy	☐	☒	☐
Cooperation with third countries policy	☐	☒	☐

* 20. In your view, is there sufficient coherence between the TEN-T policy and other current and upcoming transport policies objectives/trends (alternative fuels, new mobility patterns, sustainable urban mobility, automation etc.)?

- ☒ Yes
- ☐ No
- ☐ No opinion

* 21. Are you familiar with the European coordinators?

- ☒ Yes
- ☐ No

21.1. If yes, do you perceive the European coordinators useful to facilitate and accelerate the implementation of the TEN-T core network?

- ☒ Yes
- ☐ No
- ☐ No opinion

* 22. In your opinion, how realistic are the dates for completion of the core network in 2030 and the comprehensive network in 2050?

- ☐ Very realistic
- ☐ Moderately realistic
- ☒ Less realistic
- ☐ Not at all realistic

☐ No opinion

* 23. Have you already used the European Commission's TEN-Tec system?

☒ Yes

☐ No

23.1. If yes, how would you rate the usefulness of the European Commission's TEN-Tec system, which provides statistical information and maps on the status of the TEN-T network?

☐ Very useful

☐ Useful

☒ Somewhat useful

☐ Not useful

☐ No opinion

F. Further information

24. If you wish to add further information or comments - within the scope of this questionnaire - please feel free to do so here.

3000 character(s) maximum

1. Vanuit Vlaanderen dringen we aan op een actualisatie van de kaarten omtrent het goederenspoornetwerk, om de 3RX verbinding, als alternatief voor de historische IJzeren Rijn, op te nemen in het kernnetwerk (corridor North Sea – Baltic). Artikel 54 van de TEN-T verordening 1315/2013 geeft aan dat het netwerk kan geactualiseerd worden ingevolge wijzigingen in passagiers- en goederenstromen of ingevolge ontwikkelingen in nationale investeringsplannen. 3RX verbindt de haven van Antwerpen via Mol, Weert, Venlo en Viersen met het Ruhrgebied in Duitsland. Deze belangrijke bijkomende verbinding kan zorgen voor extra capaciteit tussen de Noordzeehavens en het Ruhrgebied ((alternatief voor Betuwe- en Montzenroutes) en kan bijdragen aan redundantie op het TEN-T kernnetwerk spoor. België, Nederland en Duitsland voeren momenteel onderhandelingen over dit 3RX tracé. Zie ook de kaart in bijlage.

2. De lijsten met stedelijke knooppunten zijn vatbaar voor herziening. Bijvoorbeeld een knooppunt als Gent, met meer dan 250.000 inwoners, met een belangrijke zeehaven en op de kruising van diverse kernsnelwegen, zou als 'urban node' moeten kunnen aangeduid worden.

3. In overwegende 17 van de TEN-T-verordening wordt aangegeven dat de integratie van waterwegen van klasse III onderzocht zou worden. Vanuit Vlaanderen ondersteunen we de integratie van klasse III-waterwegen en de relevante havens in het TEN-T-netwerk. Dit zal de economische relevantie en de levensvatbaarheid van sommige regio's vergroten en de interoperabiliteit van de binnenvaart in heel Europa verbeteren, aangezien de reikwijdte van het TEN-T-netwerk zou toenemen.

De integratie van de klasse III binnenvaart mag echter alleen worden overwogen als zij bijdragen tot de interoperabiliteit van het TEN-T-netwerk en de regionale cohesie van de EU. Het kernnetwerk moet blijven bestaan uit klasse IV waterwegen of hoger. Als voorwaarde dient gesteld te worden dat alle waterwegen die nu aangeduid staan als klasse IV waterweg deze klasse behouden. Elke degradatie van waterwegen zal schadelijk zijn voor de coherentie en efficiëntie van het Europese netwerk.

Alleen waterwegen die momenteel niet in het TEN-T-netwerk zijn geïntegreerd, mogen dus in aanmerking worden genomen voor integratie in het uitgebreide netwerk.

De realisatie van het kernnetwerk tegen 2030 is realistischer wanneer enkel naar de minimum vereiste van klasse IV gekeken wordt. De realisatie van de secties die als 'op te waarderen' staan aangeduid zijn het meest problematisch.

4. Naast capaciteitsnormen moet ook nagedacht worden over normen in verband met beheer en exploitatie van de (waterweg) infrastructuur (bv. Minimum service levels). Er is daarvoor nood aan de definiëring van

'good navigation status'

In het bijgevoegde documenten staan er nog verdere inlichtingen, alsook extra uitleg bij een aantal vragen vanwege de beperkte plaats. Een kaart van 3RX is ook bijgevoegd.

25. Please feel free to upload a concise document, such as additional evidence supporting your responses or a position paper. The maximum file size is 1MB. Please note that the uploaded document will be published alongside your response to the questionnaire which is the essential input to this public consultation. The document serves as additional background reading to better understand your position.

The maximum file size is 1 MB

Only files of the type pdf,txt,doc,docx,odt,rtf are allowed

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