Criterion for territorial accessibility to the TEN-T
Contents

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• Methodology / Definition of a Multimodal criteria of accessibility to the TENT
• Regional application and comparative data / Application to the amendments to the TENT maps
• Maps and data of regional accessibility compared to the EU average
• Territorial accessibility must remain a key priority of the Regulation

• The contribution to enhancing territorial accessibility was introduced among the elements to consider when selecting the award criteria in the Connecting Europe Facility (CEF) 2021-2027 Work Programmes.

• A measurable objective on territorial accessibility could be added to the CEF
Methodology - Territorial accessibility through the TENT

- Based on TENT network (layers provided by TENTec) Road, Railway lines, Ports, Airports, RRT (Urban nodes not considered)
- Maps of covered areas considering travel time of 60 minutes by car
- Results crossed with population data (Eurostat)
Maps and Data - Territorial accessibility through the TENT

- Time travel to the closest railway stations on the TENT (source Open Street Map)
- Example of the regions of AAC: Accessibility in less than 1 hour

<table>
<thead>
<tr>
<th>Region</th>
<th>Code NUTS</th>
<th>Accessibility Central</th>
<th>Accessibility Global</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>País Vasco</td>
<td>ES21</td>
<td>90%</td>
<td>95%</td>
<td>99%</td>
</tr>
<tr>
<td>Navarra</td>
<td>ES22</td>
<td>95%</td>
<td>92%</td>
<td>99%</td>
</tr>
<tr>
<td>Cantabria</td>
<td>ES13</td>
<td>16%</td>
<td>96%</td>
<td>97%</td>
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<td>Galicia</td>
<td>ES11</td>
<td>87%</td>
<td>91%</td>
<td>94%</td>
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<tr>
<td>Andalucia</td>
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<td>83%</td>
<td>63%</td>
<td>94%</td>
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<td>Asturias</td>
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<td>91%</td>
<td>92%</td>
<td>93%</td>
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<td>Canarias</td>
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<td>0%</td>
<td>0%</td>
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<tr>
<td>Bretagne</td>
<td>FRH</td>
<td>1%</td>
<td>93%</td>
<td>94%</td>
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<td>Normandie</td>
<td>FRD</td>
<td>53%</td>
<td>83%</td>
<td>90%</td>
</tr>
<tr>
<td>Pays de la Loire</td>
<td>FRG</td>
<td>62%</td>
<td>40%</td>
<td>85%</td>
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<tr>
<td>Nouvelle-Aquitaine</td>
<td>FRI</td>
<td>59%</td>
<td>53%</td>
<td>85%</td>
</tr>
</tbody>
</table>
Multimodal Accessibility criteria - Territorial accessibility through the TENT

- Data = Average of accessibility considering each type of networks and nodes
- Unbalanced Accessibility between Core and Comprehensive network
- Ports coverage in the OMRs regions increase the average but the totalAccessibility still lower
Multimodal Accessibility criteria - Territorial accessibility through the TENT

- Covered areas

- National comparison / Regional covered population
Amendments to the TENT maps - Territorial accessibility

- TEN-T amendments from Commission proposal Dec 2021
  - Railway Core network: Bordeaux-Niort
  - Comprehensive network: La Rochelle-Nantes

Accessibility increase to the TENT:
  - Nouvelle Aquitaine +3%
  - Pays de la Loire +9%
Ports – Accessibility to the TEN-T Ports

- Highest scores in North Sea and Rhine areas
- Islands and OMRS coverage
- Unbalanced between regions in Atlantic, Mediterranean and Baltic areas

*Program issue concerning OMRs to be solved*
Airports – Accessibility to the TEN-T Airports

- Highest scores in Ireland, Spain, Croatia, Belgium, Austria.
- NSPA high coverage
- Islands and OMRs high coverage

-Program issue concerning OMRs to be solved
RRT – Accessibility to the TEN-T Rail Road Terminals

- Highest scores on the axis from Benelux to North of Italy and in the North of Spain.
- Ireland not covered at all
- Islands and OMRs not covered
- NSPA not covered
Temporally results – Draft

- Homogeneous regional accessibility in the Western and Central part of EU
- NSPA and Romanian regions have the lowest scores

-Program issue concerning OMRs and some regions to be solved
Railway network – Accessibility to the TEN-T railway network

Temporally results – Draft

- Unbalanced accessibility between Western and Eastern Europe
- NSPA regions

- Program issue concerning OMRs and some regions to be solved
Railway network – Accessibility to the TEN-T railway network

- Source Open Street Map
- Differences in term of available data between Eastern and Central Europe
- Railway line through a territory does not necessarily mean that there is access to the network
- Railway Stations to be added to the TENT maps (TENTec)
• Some issues to be solved

• Web tool map and publication (CPMR members only)

• Possibility to focus on areas, regions or Corridors for specific purposes

• Next step: Measure the gain of regional accessibility brings by the TENT review