



## On the way towards the revision of TEN-T guidelines

### BACKGROUND

The European Commission is carrying out a review of the implementation of the core network to evaluate compliance with the TEN-T provisions, progress in the implementation, changes in passenger and freight transport flows, developments in national transport infrastructure investments, and the need for amendments. This is foreseen by 31 December 2023, as per Regulation (EU) No 1315/2013.

Considering the new and far-reaching economic, political, technological and societal challenges described above, the Commission is in the process of launching a comprehensive review process, addressing issues such as standards and infrastructure requirements, implementation tools or various aspects of the comprehensive network, as well as soft measures.

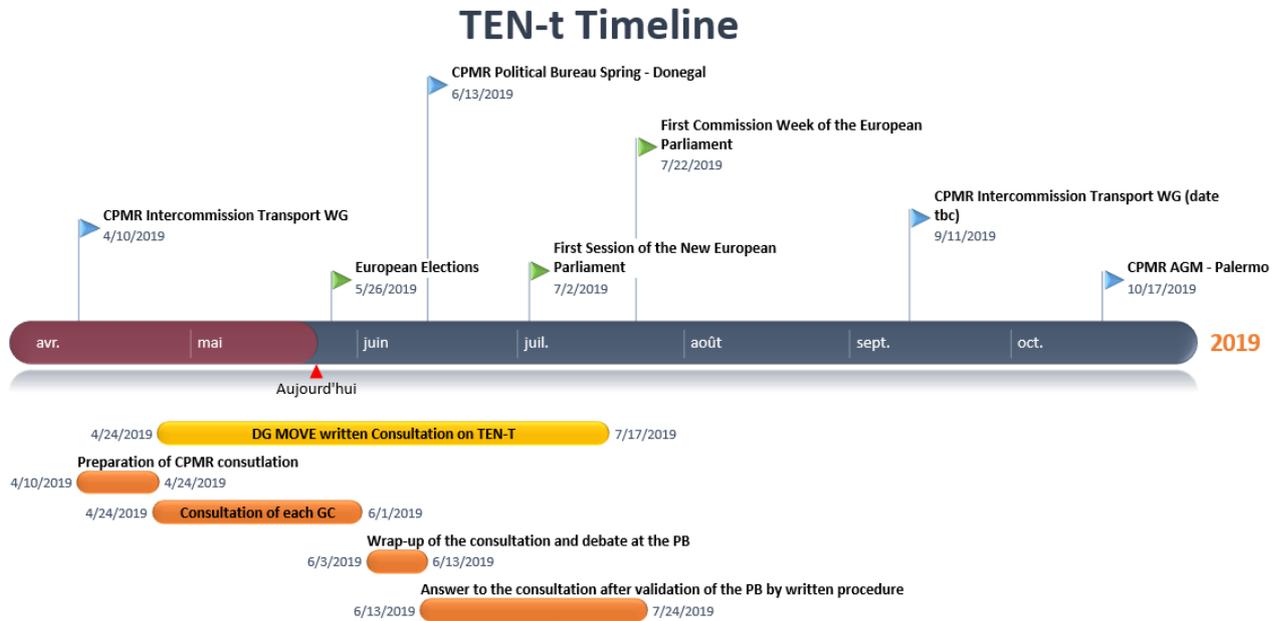
On 24 April 2019, the European Commission launched a broad consultation of the public opinion on the outcomes, shortcomings and possible perspectives of the current TEN-T policy is needed and will benefit the whole evaluation process. The consultation is a series of 24 questions (+1 for attachment) available [here](#).

**This paper aims at presenting the CPMR plans to answer to this European consultation.** It is a basis for discussion in view of the TEN-T session of our next Political Bureau in Donegal on 13 June. Therefore, it echoes the messages presented in the consultation the General Secretariat and the Geographical Commissions ran throughout May 2019.

# 1. The CPMR agenda to answer the consultation

The CPMR officially launched its work on the TEN-T at the occasion of its Intercommission Transport Working Group on 10 April 2019. Each Geographical Commission at the occasion to highlight points of interest in relation to the TEN-T to the Directorate General for Mobility and Transport.

This debate was the opportunity to identify a series of key issues the CPMR could consider when answering the written consultation that DG MOVE launched on 24 April 2019.



# 2. Suggested messages to answer the consultation

Based on the Policy Position the CPMR adopted in past and the points raised by the representatives from each Geographical Commission on 10 April 2019, the General Secretariat identified a series of points it could raise in its answer to DG MOVE's written consultation.

These points are:

## 1. A general statement regarding EU transport policy

**The TEN-T Regulation is dear to the heart of Regions.** It is of utmost importance that there is have a transport infrastructure policy at EU Level.

## 2. A series of messages stressing the importance of territorial accessibility and cohesion

There are 4 objectives in the TEN-T regulation. Those are: cohesion, sustainability, efficiency and increasing the benefits for the users. These objectives are important for the CPMR and should be maintained in the Regulation.

**Territorial Accessibility must remain a key priority of the Regulation.** It is mentioned both as an objective of the TEN-T as part of the cohesion objective and a general priority in the development of the comprehensive network. This principle also governs the spirit of important derogations related to Motorways of the Sea and Ports that contributes to enhance the connectivity of peripheral regions.

The General Secretariat also suggested to look into the technical criteria established in the Regulation. These criteria establish the relevance of a port (or an airport) according to its passenger or transshipment statistics:

- In the comprehensive network, a series of articles **ensure that territorial importance of transport infrastructures is taken into account** when planning the network. **These articles must be maintained** in order to ensure that the comprehensive network fulfil its objective in terms of contribution to the cohesion of the EU.
- In the core network, however, there is a lack in terms of territorial approach. Indeed, the criterion B3(P) of the Planning Methodology introduce derogations for ports to be part of the core network that are based on a geographical approach. This criterion is rather vague. It refers to “*façades or coastlines relevant at European scale*” but limits the definition of relevance to a single example.

Additionally, this criterion uses NUTS1 Regions scale as a basis for exemption. **It is suggested that this exemption is brought down to NUTS2 Regions for specific cases (for instance insularity, distance from the major port of the NUTS2 region to the closest port of the central network, strategic importance of the port on the coastline).**

### **3. A series of messages regarding climate change and sustainable transport**

As previously mentioned, sustainability is one of the 4 objectives of the Regulation. **Contributing to EU efforts against Climate Change should be explicitly integrated into the objective of sustainability.** The regulation could have higher objectives in terms of sustainability.

**Reducing congestion and pollution in European nodes should be an objective of the Regulation.** It could also encourage modal shift towards sustainable transport modes and aim for a more balanced traffic between centres and peripheries.

### **4. A message related to external borders**

**Special attention should be payed to existing and new EU borders in the Regulation.** Although it is still unclear what will the Brexit be and what impact it will have on transport in the impacted Regions, the Regulation should meet the potential challenges it will generate on connectivity.

### **5. A message focusing on the governance model and implementation of the TEN-T corridors**

It seems more and more unrealistic that the Core Network and its corridors will be fully implemented by 1 January 2030. Corridors suffer delays in their implementations and several bottlenecks remain. **The Regulation should ensure a more efficient implementation of the corridors.** Different options could be considered, such as strengthening the role of the Corridors’ forums for instance.

### **6. A message echoing the CPMR support to Motorways of the Seas**

**In order to strengthen the visibility and political support to Motorways of the Sea, the CPMR invites the European Commission to include MoS to the TEN-T maps.** This is highly symbolic of course, but it will put MoS on the mental maps of every stakeholders working on TEN-T.

### 3. Looking ahead

As mentioned in the first part of this paper, the answer to the European Commission's consultation will be based on the internal consultation and the discussion of the Political Bureau and validated by the PB via written approval. This answer to the consultation is a first step in the work of the CPMR to influence the review of the TEN-T regulation.

It will feed-in a policy position on transport that will be debated at the occasion of the 2019 AGM in Palermo. It will also contribute to nourish the orientation of the work of the CPMR on transport as part of our general reflexion in relation with the future of the EU. 8 years after the White paper on Transport was published, this work will include an analysis of the implementation of the Roadmap to a Single European Transport Area.



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**The Conference of Peripheral Maritime Regions (CPMR) brings together some 160 Regions from 25 States from the European Union and beyond.**

Representing about 200 million people, the CPMR campaigns in favour of a more balanced development of the European territory.

It operates both as a think tank and as a lobby group for Regions. It focuses mainly on social, economic and territorial cohesion, maritime policies and accessibility.

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