



# ● TEN-T & Hydrogen Distribution

Third HyRAMP Infrastructure Workshop

Brussels, 20th October, 2010

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# ● Transport policy developments

- Europe 2020 strategy
  - » Decarbonisation
  - » Infrastructure development
- White Paper
  - » EU transport policy for the next decade
- Revision of the TEN-T guidelines
  - » Green corridors as demonstration projects to be included already
- Logistics Action Plan
  - » Green corridors introduced in 2007
  - » Midterm assessment during 2010
- Action Plans on Urban Mobility and Deployment of ITS

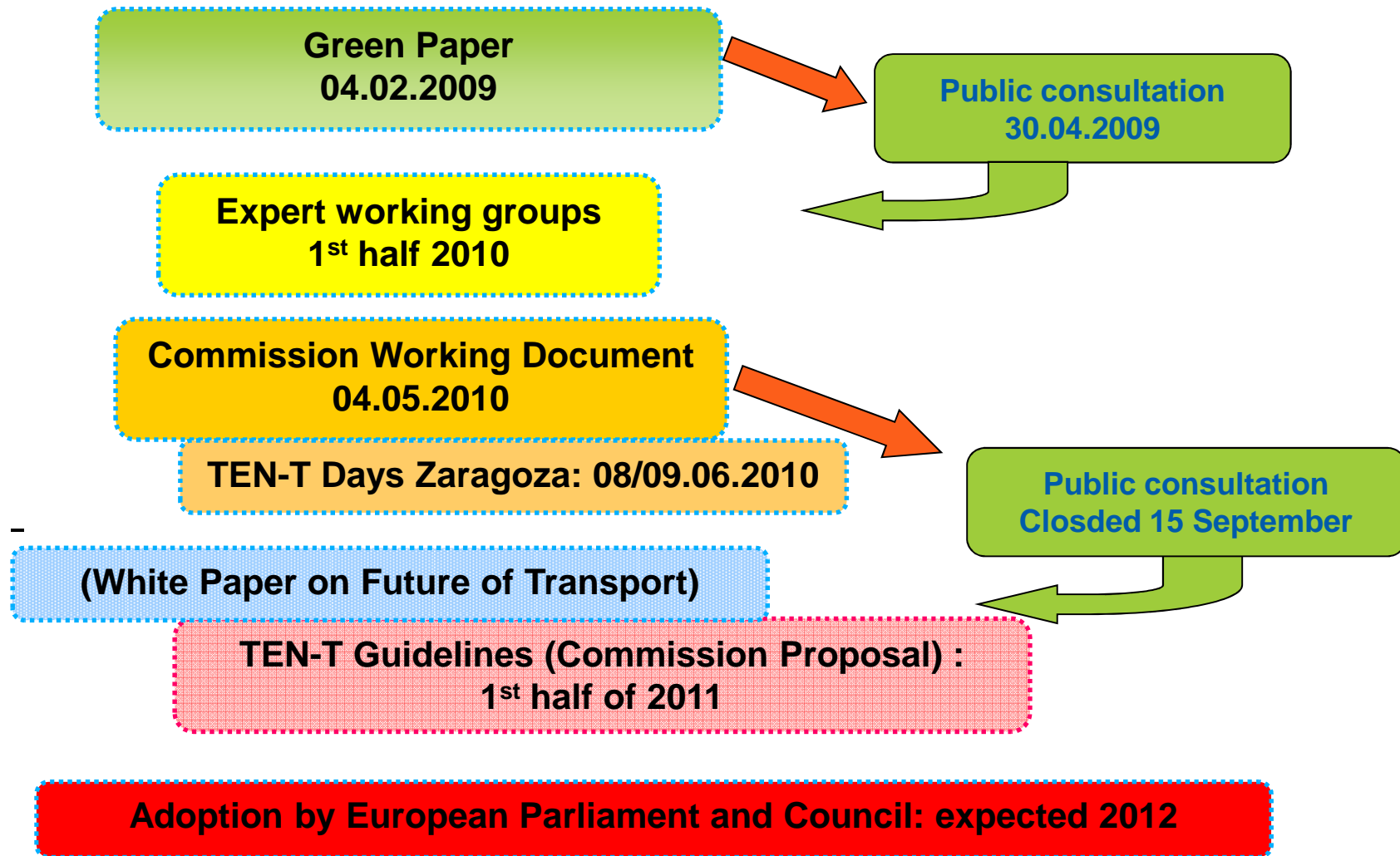
## TEN-T objectives

- For EU to realise its full economic potential, need Trans-European network for efficient mobility of goods and people – between MS and assuring international connections
- EU27 network : 5 M km paved roads; 215,400km rail; 41,000 navigable inland waterways
- 2002-2006: Infrastructure investment: €859 b
- Europe's Transport networks typically evolved according to national policies
- Growth of traffic between MS forecast to double by 2020
- Need to build missing links and remove bottlenecks

## TEN-T Implementation

- €500 b investment required to complete and modernise 2007-2020: €270 b for priority axes
- Incorporate environmental protection to assure sustainable development
- Grants under TEN-T and Cohesion Funds and EU Development Funds – for project preparation and implementation; grants for studies; loans from EIB
- Prioritisation a key issue – allocation of funds linked to EU added value
- Trans-European Transport Network Executive Agency (TEN-T EA) created in 2006 – implements and manages TEN-T programme for Commission

# TEN- T Policy Review





# The “Spirit of Zaragoza”

(Main results of the inter-institutional session)

A consensus has been found on the needs to:

develop a European infrastructure policy, serving transport policy needs as basis of emerging European transport system

move from a patchwork of partly completed national sections to a truly connected interoperable, sustainable, user-friendly, safe TEN-T Core Network, enhancing European added value

focus on cross-border sections

Reconcile competitiveness and territorial cohesion, both between old and new MS and between centre and periphery

Include effective connections to third countries and the rest of the world

# Commission Consultation Document

- (essentially based on results of Green Paper consultation and expert groups' work)

## Summary of Green Paper Follow-up

### The Methodology of TEN-T Planning

- Planning the Comprehensive Network
- Planning the Core Network
- Innovative Infrastructure Measures

### TEN-T Implementation

- Assessment, prioritization and non-financial instruments
- Funding

### The Legal and Institutional Framework of the TEN-T Policy Review

**2<sup>nd</sup> Public Consultation (until 15 September) about 220 contributions**

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## ● **The Commission's forthcoming working steps**

### ● **Analysis of contributions to public consultation:**

**50 Contributions from Member States, regional and local authorities**

**70 Contributions from registered organisations, (largely European and national associations)**

**100 contributions from citizens and non-registered organisations**

### ● **Further elaboration of the network planning methodology (e.g. thresholds for nodes, details on multi-modal links, infrastructure qualities and standards)**

**By 27 October 2010:**

**Publication of a report, summarizing the results of the consultation and establishing the final planning methodology**



# Financial instruments

- Financial instrument will be part of post-2014 Multi-Annual Financial Framework packages of proposals (July 2011)
- Will look at:
  - criteria for project selection
  - governance of financial instruments
  - toolbox of innovative financial instruments
- Will define:
  - EU added value
- ways to maximise leverage of EU contribution

## ● **TEN-T Guidelines' proposal**

- **New Guidelines proposal, with planning and implementation parts**
- **Legal questions, to be further clarified as contents evolve:**
  - **Legal form (Decision or Regulation)**
  - **Delegation of powers**
  - **Links between TEN-T and transport policy**
  - **Infrastructure standards / capacity and quality features**
  - **Scope of projects of common interest**
- **Some new challenges:**
  - **Specify rules and responsibilities at different levels for planning and implementation**
  - **Find the right balance between rigour and flexibility**
  - **Stimulate different kinds of projects of common interest in the most effective way**

## ● **Logistics Action Plan : Green Corridors**

- *“The concept of transport corridors is marked by a concentration of freight traffic between major hubs and by relatively long distances of transport. Along these corridors industry will be encouraged to rely on co-modality and on advanced technology in order to accommodate rising traffic volumes while promoting environmental sustainability and energy efficiency.”*
- *“Green corridors could be used to experiment with environmentally-friendly, innovative transport units, and with advanced ITS applications.”*
- *“Account should be taken of the opportunities offered by the TEN-T guidelines on the development and the integration of multimodal transport chains.”*

# ● Towards a detailed definition of a Green Corridor

## ● Infrastructure and transport services

- » “Corridors” ~ infrastructure
- » “Green” ~ transport operations (as the main polluter)

## ● Measurability

- » Key performance indicators are absolutely crucial
- » Multiple criteria but main focus on the environment and efficiency
- » Principles instead of drawing maps
- » Avoiding the “green corridor hype” and stakeholder criticism

## ● TEN-T Workprogramme 2010

- **Call closed 31st August 2010! - €77m for grants**
- **Priority 1: Promote the development of an integrated and environmentally friendly transport system**
- studies for the preparation of deployment projects contributing to addressing of climate change .
- studies, including pilot deployment : introducing new technologies into transport infrastructure for sustainable mobility and substituting fossil fuels in all modes; addressing climate change: a key requirement,
- Only new technologies ready for deployment considered, testing them in pilot schemes - providing initial results by end 2011 to inform policy.
- European added value, such as the rapid harmonisation of (minimum) standards and creation of critical mass in EU

## ● Hydrogen Distribution

- Multi-modal applications H2 possible – road, rail, air
- Consider opportunities for infrastructure build up in relation to TEN “Comprehensive” and “Core” Networks
- Explore potential for Green Corridor concept for logistics, including inter-modal aspects
- Explore potential for linking e-mobility – hydrogen and electricity potentially mutually supportive

## ● Summary

- White paper and TEN-T Guidelines both Work in Progress!
- Emphasis on efficient co-modal and inter-modal sustainable networks, exploiting capacities of all modes and for Core Network, closing gaps and removing bottlenecks
- TEN-T Review process establishing methodologies for planning, assessment and prioritisation
- Key issue for post 2013 multi-annual financial framework is best use of EU funding for achieving TEN-T Guidelines
- EU 2020: aim is to mobilise the financial instruments, rural development, structural funds, R&D Framework, TENs, EIB
- Aim is for consistent funding strategy, pulling together EU, national and private funding

● **Thank you for your attention**

