

Council for Economic Renewal

Trans-European Transport Networks (TEN-T)

Introduction

1. An update on Trans-European Transport Networks (TEN-T) was requested at the Council for Economic Renewal meeting held on the 28 January 2013. This paper outlines the current position in relation to negotiations on TEN-T regulations.

Current position

2. Trans-European Transport Networks (TEN-T) have been designated to promote cohesion, interconnection and interoperability of national networks. At present the TEN-T programme finances infrastructure projects for roads, railways, inland waterways, airports, ports, satellite navigation and traffic management systems on the designated network.
3. The TEN-T policy is currently under review at European level. The European Commission published their proposals for a new TEN-T Regulation in October 2011. A companion Regulation on the “Connecting Europe Facility” sets out the financing proposals for the Trans-European Networks.
4. The principal changes to the TEN-T regime proposed by the Commission were:
 - To change the guidelines into a Regulation, that will be directly applicable to Member States, local authorities, public and private sector transport operators and transport infrastructure managers.
 - the adoption of a dual layer approach for the TEN-T, which involves:
 - a “Comprehensive Network” incorporating all the road, rail and waterway routes, airports and ports currently designated.
 - a “Core Network” as a higher level sub-set, which aims to bring together routes, nodes and hubs of strategic importance.
 - For standards and requirements to be applied to the whole TEN-T Network, including binding deadlines for implementation: 2030 for the Core Network and 2050 for the Comprehensive Network.
5. The Commission also proposed transnational Core Corridors, managed by an EU appointed Corridor Coordinator as an implementation mechanism.
6. Transport Council reached general agreement on a compromise text that reduced the cost and delivery burden of the proposed standards and timeline for compliance.
7. The EU Parliament also considered the Commission’s proposals and proposed many changes.

8. Negotiations to arrive at an agreed approach are ongoing but are nearing a conclusion; the Irish Presidency is aiming for agreement by end of June 2013.

Proposed core and comprehensive TEN-T network in Wales

9. Under the current TEN-T arrangements there is only one level of TEN-T. Routes are either on the network or not.
10. All of the current TEN-T routes, ports and airports would automatically become part of the comprehensive network following the completion of the review.
11. Only a small number have been classified as 'core' on the basis of criteria set by the Commission. The current proposed routes and ports included on the 'core' network map for Wales are:

Rail Freight:

- South Wales Main Line and the Milford Haven Branch Line

Rail Passenger:

- South Wales Main Line to Cardiff
- Crewe to Holyhead

Road

- M4: Entire length
- A48(T): Pont Abraham to Carmarthen
- A40(T): Carmarthen to Fishguard Harbour
- A55(T): Ewloe to Holyhead end of A55
- A494(T): Ewloe to Deeside Park
- A550(T): Deeside Park to English Border

Ports

- Cardiff/Newport (treated as a 'cluster' port)
- Milford Haven

12. The Wales 'core' and 'comprehensive' map will be finalised immediately after the requirements in the proposed TEN-T regulation is agreed. Inclusion in the 'core' network enables access to funding from the Connecting Europe Facility.