
Regional Connectivity and the TEN-T Network

The TEN-TaNS project

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17. Juni 2015



TEN-TaNS

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Project Manager



Project Partners



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Photograph courtesy of Aberdeen Harbour Board

Aberdeenshire
COUNCIL



Serving Aberdeenshire
from mountain to sea –
the very best of Scotland

order to...
the 9 TEN-T...
projects on the core network...
the core and comprehensive network...
ation of the horizontal priorities...
ologies and innovation...
the opportunity for private investment support...
TEN-T network with neighbouring countries

Total budget available (2014-2020): € 26.2 bln
ch € 11.3 bln for projects eligible in Member States
for Cohesion Fund

CEF Transport Info Day – 9-10 October 2014



Call 2: Removing bottlenecks and bridging missing links

Indicative allocations €6 billion

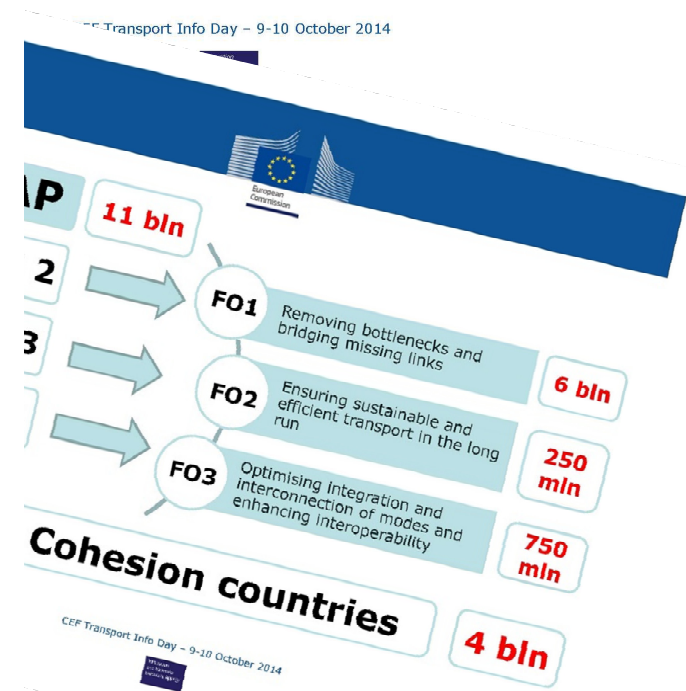
- Core network corridors: €5,5 billion (Annex 1 Part 1.2)
- Other sections of the Core network: €250 million (Annex 1 Part 1.3)
- ERTMS: €200 million
- Rail Interoperability: €50 million

Core network



CALL 1: 2014 Annual work programme – 930 mln

Funding Objectives	Priorities
F01: Removing bottlenecks and bridging missing links	• Projects on the core network: €475 million
	• Projects on the comprehensive network: €250 million
	• Projects to connect the TEN-T with the neighbouring countries: €40 million
F02: Ensuring sustainable and efficient transport systems in the long run	• Innovation: €20 million
	• Freight transport services: €25 million
	• Rail freight noise: €20 million
F03: Optimising the integration and interconnection of transport modes and enhancing the interoperability of transport services	• Telematic applications: €55 million
	• Accessibility: €10 million
	• Core network nodes: €25 million
	• Multimodal logistics platform: €10 million





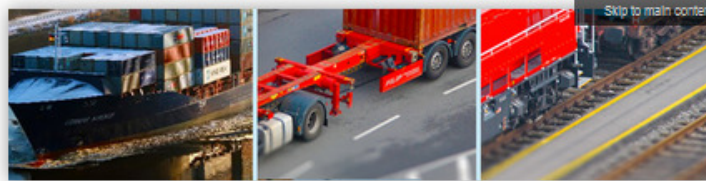
European
Commission

TRANS-EUROPEAN TRANSPORT NETWORK TEN-T CORE NETWORK CORRIDORS









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TEN-TaNS TOOLBOX

This toolbox is the outcome of the Interreg IVB TEN-TaNS project. The toolbox currently is a beta-version. It contains a selection of transport infrastructure issues where in a majority of the 7 North Sea Region Programme countries, regions have significant responsibilities, according to the project consortium. Please choose a transport mode and cluster. Click "SELECT" to discover where and how your regional authority could contribute to the development of TEN-T.

TRANSPORT MODE

PLEASE SELECT

CLUSTER

PLEASE SELECT

SELECT



Partner Login

Username *

Password *

[Request new password](#)

[Log In](#)

Welcome to
the TEN-TaNS
toolbox
(beta version)





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Partner Login

Username *

Password *

[Request new password](#)

Select a transport mode.

TRANSPORT MODE

ROAD

CLUSTER

PLEASE SELECT

MARITIME

MITIGATION

NODES AND CONNECTIONS

ROAD INFRASTRUCTURE

SUSTAINABILITY AND EFFICIENT LOGISTICS

URBAN NODES

SELECT



Select one of the possible corresponding cluster themes

The Interreg IVB
North Sea Region
Programme

Investing in the future by working together
for a sustainable and competitive region



European Union



The European Regional Development Fund

Aberdeenshire
COUNCIL



Møre and Romsdal
County Authority



Port of Hamburg
Marketing



REGIONFÖRBUNDET
ÖREBRO



Transport
Research
Institute



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TRANSPORT MODE

ROAD

CLUSTER

ROAD INFRASTRUCTURE

SELECT



ROAD / ROAD INFRASTRUCTURE

This combination includes the road transport infrastructure of the TEN-T core and comprehensive network including all enroute infrastructure between nodes and in particular secure rest areas.



CASE STUDIES



FUNDING



LEGISLATION



SIMILAR PROJECTS



TEN-T GUIDELINES

TITLE

DESCRIPTION

FILE

LINK

Secure Rest Places in Denmark

Sufficient parking areas along the European Core and Comprehensive Road Transport Network are needed to allow drivers to rest. The theft of cargo and/or freight vehicles causes a loss in the European economy of more than €8 billion per year (NFA 2007). These areas must be adapted to



Description of the content of the chosen combination.

Click on „SELECT“ to open the result page for this combination.

Different possible information themes.

TRANSPORT MODE

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SIMILAR PROJECTS



TEN-T GUIDELINES

TITLE

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Secure Rest Places in Denmark

Sufficient parking areas along the European Core and Comprehensive Road Transport Network are needed to allow drivers to rest. The theft of cargo and/or freight vehicles causes a loss in the European economy of more than €8 billion per year (NEA, 2007). These areas must be adapted to the needs of modern logistics in terms of capacity and must provide for a safe and secure environment with adequate rest facilities for drivers and their cargo. The European Commission (EC) has an aim to improve safety and security on Europe's roads by reducing freight lost to theft and damage by 70%, based on the value transported and relative to a 2010 baseline (EC, 2012). This case study provides suggestion for having Secure Rest Places in Danish Transport and Logistics Centres on the Core and Comprehensive TEN-T Network, regarding national regulations and EU's legislation, actors involved in order to increase safety and security of truck drivers and cargo. Moreover, information of the relevant projects, future ideas and funding possibilities are described.



Click on the PDF icon to open the case study.



WP 5

Activity 5.2

SECURE REST PLACES IN DENMARK

FDT - Association of Danish Transport
and Logistics Centres

Gabenyte Laura

Bentzen Kent

Laugesen Michael Stie



The Interreg IVB
North Sea Region
Programme



European Union The European Regional Development Fund



Secure Rest Places in
Denmark



Click on the funding icon to open a list of CEF related funding possibilities.


TRANSPORT MODE

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CASE STUDIES




FUNDING




LEGISLATION



SIMILAR PROJECTS



TEN-T GUIDELINES

TITLE	DESCRIPTION	FILE	LINK
CEF Transport Annual call 2014 - annex 3	<p>Projects to connect the trans-European transport network with infrastructure networks of the neighbouring countries, in particular related to cross-border sections (railways, inland waterways, roads, maritime and inland ports)</p> <p>General envelope: 40 million EUR</p> <p>Specific objectives include: The connection between the core network and the transport networks of neighbouring countries, with a view to enhancing economic growth and competitiveness, through studies;</p> <p>Completion of transport infrastructure in neighbouring countries which serve as links between parts of the core network in the Union, through studies;</p> <p>The connection of the core network at border crossing points which concern infrastructure necessary to ensure seamless traffic flow border</p>		

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CASE STUDIES



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SIMILAR PROJECTS



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CEF Transport Multi-annual call 2014 - funding objective 2 - annex 2	<p>Safe and Secure infrastructure</p> <p>General envelope: 90 million EUR</p> <p>Specific objectives include:</p> <p>The development of safe and secure rest areas on motorways of the core network and for the provision of relevant information services.</p>		

List of information about funding possibilities and their corresponding links.

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CASE STUDIES



FUNDING



LEGISLATION









SIMILAR PROJECTS



TEN-T GUIDELINES

Click on the legislation icon to open a list of corresponding European legislation and (some) national rules.

TITLE	DESCRIPTION	FILE	LINK
 Directive on Road Infrastructure Safety management	Directive 2008/90/EC of the European Parliament and of the Council of 19 November 2008 on road infrastructure safety management		
 Anordnung zur Durchführung des Hamburgischen Wegegesetzes	Ordinance for the Implementation of Hamburg's Law on Paths		
	Example for regional regulations		
 Baugesetzbuch	Building Code		
	Baugesetzbuch (BauGB)		
 Bundesfernstraßengesetz	Federal Highways Act		
	Bundesfernstraßengesetz (FStrG)		
 Entflechtungsgesetz	Unbundling Act		
	Gesetz zur Entflechtung von Gemeinschaftsaufgaben und Finanzhilfen (EntflechtG)		
 Fernstraßenausbaugesetz	Act on Development of Federal Highways		

List of European and legislation and their corresponding links – also some national level information.

TITLE	DESCRIPTION	FILE	LINK
 Directive on Road Infrastructure Safety management	Directive 2008/96/EC of the European Parliament and of the Council of 19 November 2008 on road infrastructure safety management		
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 Fernstraßenausbaugesetz	Act on Development of Federal Highways Gesetz über den Ausbau der Bundesfernstraßen (FStrAbG)		
 Gemeindeverkehrsfinanzierungsgesetz	Federal Law on Financing Municipal Traffic Gesetz über Finanzhilfen des Bundes zur Verbesserung der Verkehrsverhältnisse der Gemeinden (GVFG)		
 Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorhaben	Infrastructure Planning Acceleration Act Gesetz zur Beschleunigung von Planungsverfahren für Infrastrukturvorhaben (InfraStrPlanVBeschlG)		
 Hamburgisches Wegegesetz	Hamburg's Law on Paths Hamburgisches Wegesetz (HWG) Example for regional regulations		
 Raumordnungsgesetz	Spatial Planning Act Raumordnungsgesetz (ROG)		
 Verwaltungsverfahrensgesetz	Administration Procedure Act		
 Act on Planning	Act. No. 937 of 24 September 2009.		

TRANSPORT MODE

ROAD

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CASE STUDIES



FUNDING



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SIMILAR PROJECTS



TEN-T GUIDELINES

Click on the icon to see a list of similar projects.

List containing information about projects operating in the same field.

TITLE	DESCRIPTION	FILE	LINK
TEN-T 2010-FI-92239-S: Road E18 Helsinki - Vaalimaa studies	TEN-T project 2010-FI-92239-S: Road E18 Helsinki - Vaalimaa studies		
TEN-T 2011-SE-93119-S: Stockholm Bypass - Tunnel safety studies	TEN-T project 2011-SE-93119-S: Stockholm Bypass, Tunnel Safety Studies		
TEN-T 2012-DE-91018-P: Upgrade of the A12	TEN-T project 2012-DE-91018-P: Upgrade of the A12 between Spreeau three-leg motorway interchange and Fürstenwalde-West junction; operational km 1+142 until 17+425		
TEN-T 2012-DE-91113-P: Upgrade A3 Kauppenaufstieg	TEN-T project 2012-DE-91113-P: 6-lane upgrade of the A3 Kauppenaufstieg federal highway		
TEN-T 2012-DK-91165-P: Kongsted safe parking area	TEN-T project 2012-DK-91165-P: Kongsted safe parking area		
TEN-T 2012-IT-93072-S: PPP Model on the Brai Heavy Vehicle Road	TEN-T project 2012-IT-93072-S: Study aimed at the execution of the preliminary project and the legal, economic and financial analysis for the implementation of a PPP model on the Bari Heavy Vehicle Road area		

Legend

Core Network Corridors



Potential accessibility
to population, multimodal, 2011
(ESPON average = 100)



50
75
100
125
150

no data

Structural Funds category period 2014–2020

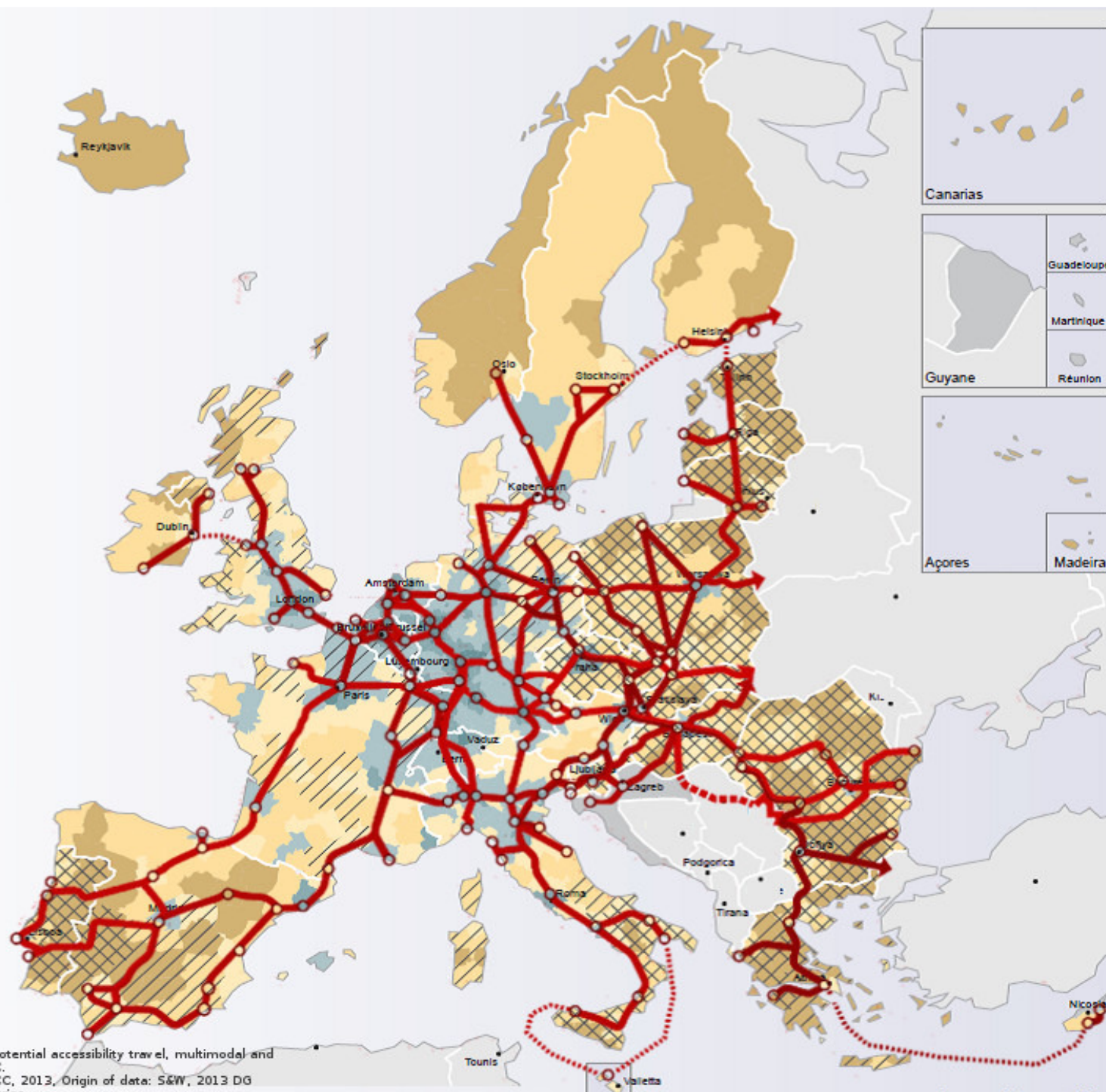


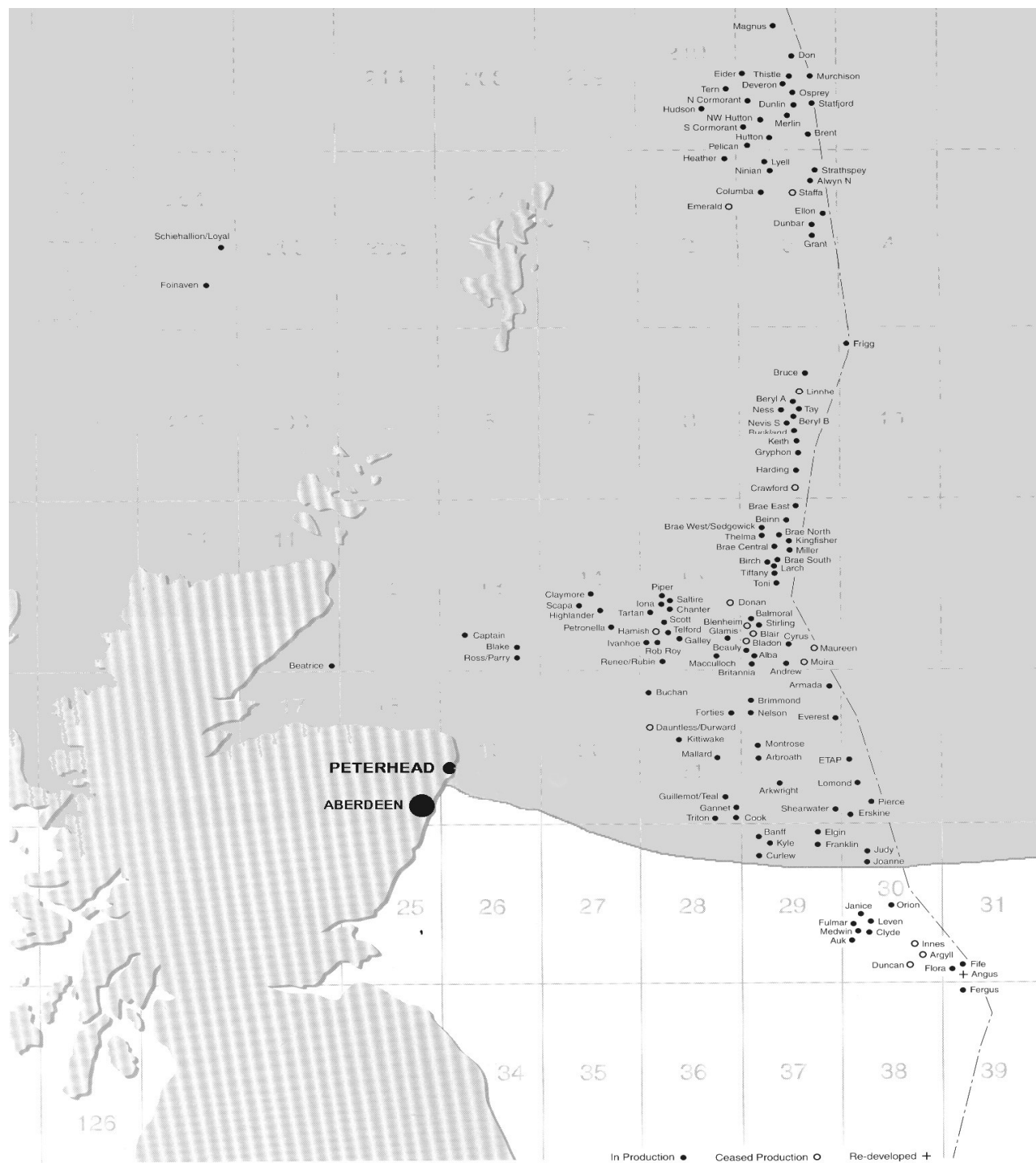
less developed regions



transition regions

Source: S&W (draft) Atlas ESPON 2014, European potential accessibility travel, multimodal and map of TENET core network corridors from TENET.
Regional level: NUTS 3(2006), source: ESPON TRACC, 2013, Origin of data: S&W, 2013 DG Regio 2013, © UIMS RIBTE for administrative boundaries





Legend

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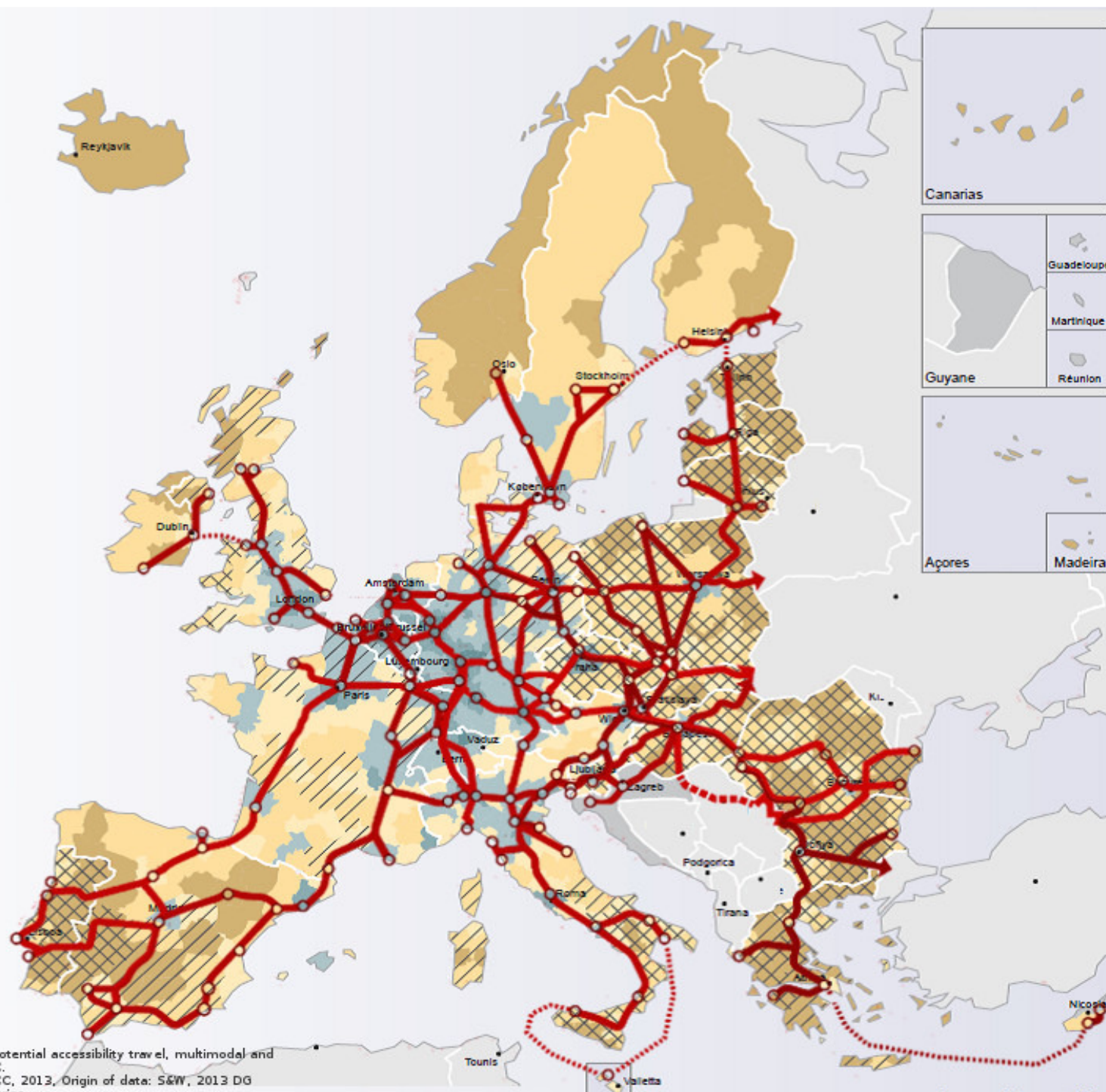


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Stakeholder consultation on the mid-term review of the 2011 White Paper on transport

The white paper identified three objectives:

- **A reduction of GHG emissions .Transport-related emissions of CO2 should be reduced by around 60% by 2050 compared to 1990.**
- **A drastic decrease in the oil dependency ratio of transport-related activities by 2050,**
- **Limiting the growth of congestion.**

... And proposed 10 goals

1. Halve the use of conventionally fuelled cars in urban transport by 2030;
2. 40% low carbon sustainable fuels in aviation by 2050; reduce EU CO2 emissions from maritime bunker fuels by 40% by 2050.
- 3. Shift 30% of road freight above 300 km to rail and waterborne by 2030.**
4. Triple the existing high-speed rail network by 2030. The majority of medium-distance passenger transport should go by rail by 2050.
- 5. Complete the TEN-T 'core' network by 2030 with a corresponding set of information services.**
- 6. Multimodal connections between all core network airports and rail, core seaports and rail freight and inland waterways by 2050.**
7. Deployment of traffic management infrastructure and systems in the various modes.
8. Development of the framework for a European multimodal transport information management and payment system by 2020.
9. Halve road casualties by 2020, move close to zero fatalities by 2050.
- 10. Move towards full application of 'user pays' and 'polluter pays'**

CPMR response 2011

2.1 – The White Paper fails to consider territorial cohesion

2.2 – The White Paper underestimates the extent to which maritime transport needs to be supported if carbon reduction goals are to be achieved

3.4 – Smart pricing and taxation :

The internalisation of external costs for polluting modes of transport must both:

Create scope to finance “clean” modes of transport and therefore maritime transport, for both infrastructure and services;

Take account of specific territorial circumstances

Key messages of the 2015 CPMR response

- **An additional (11th) goal should be introduced : improving accessibility,**
- **Insufficient consideration has been given so far to islands and outermost regions.**
- **Sustainability is another priority : but EU legislation sometimes leads to retro modalshift** - the priority given to the central regions by the CEF will neither reduce emissions nor limit congestion
- **The question of infrastructure charging therefore needs to be examined at EU level as a matter of urgency.** New sources of funding need to be imagined to encourage sustainable modes of transport and help the least accessible territories.

Legend

Core Network Corridors



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to population, multimodal, 2011
(ESPON average = 100)



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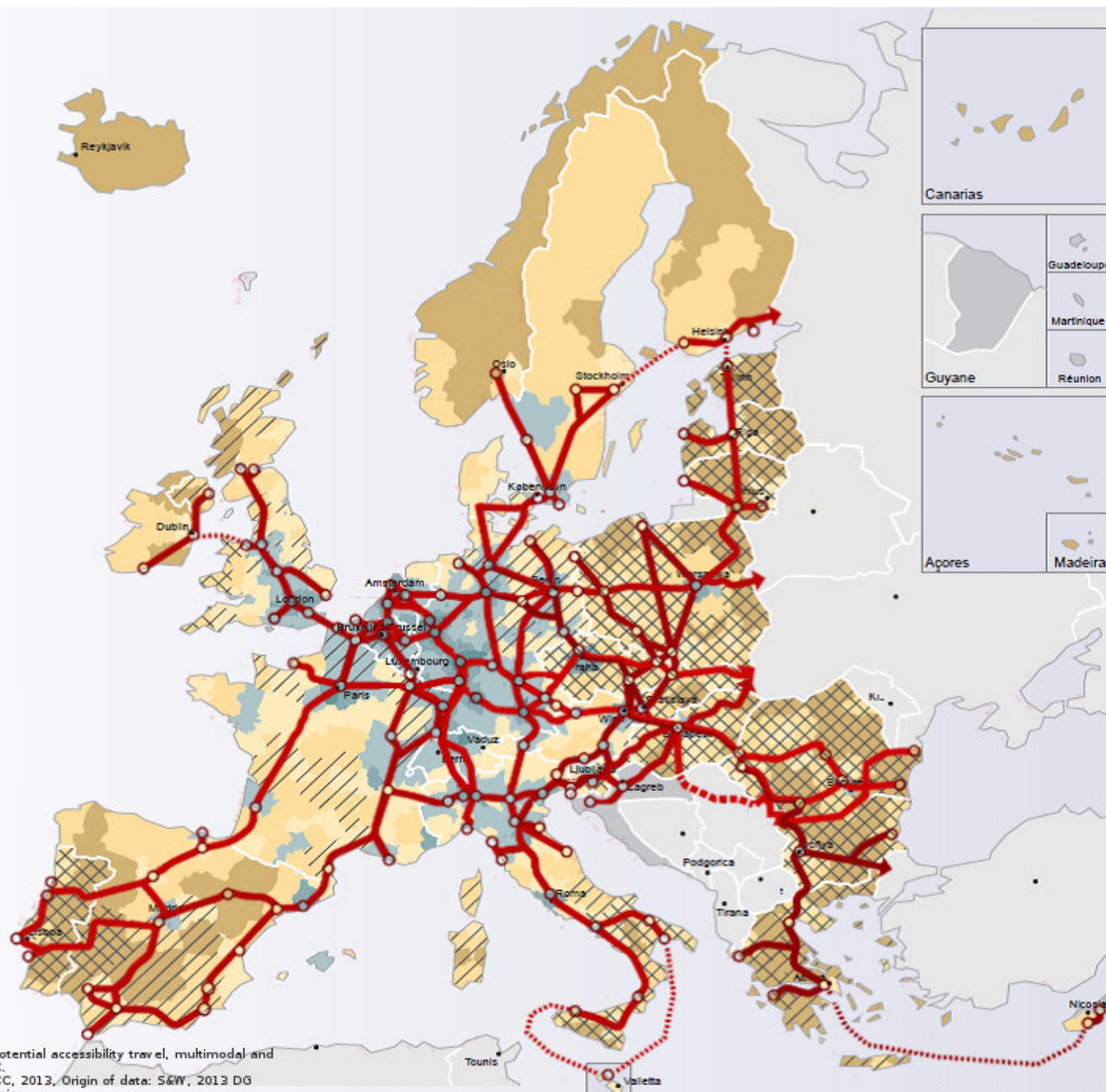


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TEN-TaNS

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