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Study on the implementation of the TEN-T regulation – the Netherlands case

Rob Leeuw van Weenen ^{a,*}, Arnaud Burgess ^a, Jan Francke ^b

^a*Panteia, Bredewater 26, Zoetermeer 2715 CA, Netherlands*

^b*KiM Netherlands Institute for Transport Policy Analysis, Plesmanweg 1-6, 2597 JG Den Haag*

Abstract

All Member States of the European Union have to contribute to the development of Trans-European Networks (TEN). This has been determined in the EU Treaty. National networks should be developed into one European network, supported by the TEN policy. For transport this policy has been laid down in Regulation (EU) No. 1315/20131 for the Trans-European transport network.

This paper will show the criteria to determine if and when sections of TEN-T network meet the requirements of the TEN-T Regulation with present policies. In the paper we will also address the process that has been ongoing since the beginning of 2014 in which member states, the Commission, consultants and different advisory boards have participated.

In this paper we deal with the opportunities and risk for member states and possible ways of enforcement to attain the goal of completion of the TEN-T.

The requirements across the EU, especially with regard to the core network, contribute to the quality of the transport infrastructure in the EU reaching a higher level. Modern, more efficient hinterland connections are important to the European economy. Furthermore the requirements aim at a higher percentage of sustainable transport.

It is also important that requirements are set for the comprehensive network in the long term. Because 2050 is set so far in the future, the risk is that not much progress will be made in that direction in the coming decennium. With differences in infrastructure planning schemes within the EU this risk is imminent.

On the one hand the Regulation offers Member States flexibility for implementation. On the other hand there is a risk that this will result in a system that is not interoperable. It is important to keep an eye on how EU countries deal with the requirements set by the Regulation on one and the same corridor. If infrastructure is not adapted to the requirements set by the Regulation, or not

* Corresponding author. Tel.: +31 79 3222 342; fax: +31 79 32222 101.
E-mail address: r.de.leeuw.van.weenen@panteia.nl

adapted in time, the European Commission can start up a procedure against Member States that can lead to a European Court case and to a conviction.

Finally, it is important to note that the network is not defined for all eternity. Adaptations are possible if, based on Eurostat, it appears that the required volumes have not been reached after a number of years. An evaluation will take place of the core network taking into consideration national implementation plans and future extensions.

For each corridor a Final report in the form of a work plan was produced. In the process with the member states that covered the whole year of 2014. The Final Report provides a summary of the results of the Corridor Analysis with the characteristics of multimodal transport infrastructure as well as the market-related transport flows, the corridor development objectives and the implementation schedule. It also comprises all project information provided and coordinated with the Member States. It provides a profound analysis of the projects regarding scope of measures, maturity/status of work as well as costs and funding.

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1. Introduction

All Member States of the European Union have to contribute to the development of Trans-European Networks (TEN-T). This has been determined in the EU Treaty. National networks should be developed into one European network, supported by the TEN policy. For transport this policy has been laid down in Regulation (EU) No. 1315/2013 for the Trans-European transport network.

This paper will show the criteria to determine if and when sections of TEN-T network meet the requirements of the TEN-T Regulation with present policies, notably the Netherlands is carried forward as a case study. In the paper we will also address the process that has been ongoing since the beginning of 2014 in which member states, the Commission, consultants and different advisory boards from different groups of stakeholders have participated.

In this paper we deal amongst others with the opportunities and risk for member states and possible ways of enforcement to attain the goal of completion of the TEN-T. The process that took place is described and a synthesis will be given of nine TEN-T corridors.

The requirements across the EU, especially with regard to the core network, contribute to the quality of the transport infrastructure in the EU reaching a higher level. Modern, more efficient hinterland connections are important to the European economy. Furthermore the requirements aim at a higher share of sustainable transport.

It is also important that requirements are set for the comprehensive network in the long term. Because 2050 is set far in the future, the risk is that not much progress will be made in that direction in the coming decennium. With differences in infrastructure planning schemes within the EU this risk is imminent. For example, the Netherlands is one of the most forward looking Member States with a scheme up to 2028.

On the one hand the Regulation offers Member States flexibility for implementation. On the other hand there is a risk that this will result in a system that is not interoperable. It is important to keep an eye on how EU countries deal with the requirements set by the Regulation on one and the same corridor.

2. TEN-T process in 2014 and the period 2015–2017

The process for determining priority projects, that was initiated by the EC with the EU member states, covered the whole year of 2014. For each of the nine corridors (see figure below) a corridor report (work plan) was produced at the end of 2014. The report provides a summary of the results of the corridor analysis with the characteristics of multimodal transport infrastructure as well as the market-related transport flows, the corridor development objectives and the implementation schedule. It also comprises all project information provided by and coordinated with the member states.

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