



Supporting public transport in Europe

Online-Convention on regional mobility beyond TEN-T
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Trans-European transport network

The TEN-T Programme was established to support the construction and upgrade of transport infrastructure across the EU.

The trans-European transport network is the basis of EU transport policy.

Two-layer structure of the network: Core network and Comprehensive network

- Core network (objective to achieve network by 2030)
 - ❑ Covering all European regions
- Comprehensive network (objective to achieve network by 2050)
 - ❑ Most important connections within the Comprehensive Network linking the most important nodes



Revising the TEN-T Regulation (EU) 1315/2013

- **European Green Deal:**
 - ✓ Commission proposal for a revised TEN-T Regulation: by June 2021
- **Preparatory process for the revision:**
 - ✓ Open Public Consultation concluded in July 2019 (more than 600 responses, with a large part from regional and local authorities)
 - ✓ Evaluation study ongoing, including targeted stakeholder consultations (online surveys, specific case studies, workshops)
 - ✓ Impact assessment in preparation



Reviewing TEN-T policy: Objectives

- **Evaluating all provisions of the TEN-T Regulation (N° 1315/2013)**
- **Focusing in particular on four areas:**
 - ✓ Network planning (planning method, core and comprehensive networks)
 - ✓ Infrastructure features (standards, equipment, quality requirements)
 - ✓ Interrelation between infrastructure and its use / transport operations
 - ✓ Implementation instruments (core network corridors, reporting, coordinators workplan etc.)
- **Strengthening the TEN-T as enabler of a sustainable, safe, smart and efficient transport system in the light of fundamental changes in the transport system overall**
- **Taking account of geo-political developments**



TEN-T revision: Facing new challenges

Nine case studies (part of the targeted stakeholder consultation) on issues of particular relevance for future TEN-T policy

1. Urban nodes
2. Core Network Corridors
3. TEN-T standards and requirements
4. New technologies and innovative transport solutions
5. A network for high-performance passenger rail
6. TEN-T and digitalisation
7. Infrastructure quality and infrastructure resilience
(coherent EU-wide requirements, e.g. for bridges and critical infrastructures; a life-cycle approach from design to continuous quality monitoring, also using new technologies)
8. TEN-T requirements for seamless and sustainable passenger services
9. TEN-T cooperation with third countries



TEN-T: promoting connected multimodal mobility beyond core and comprehensive networks

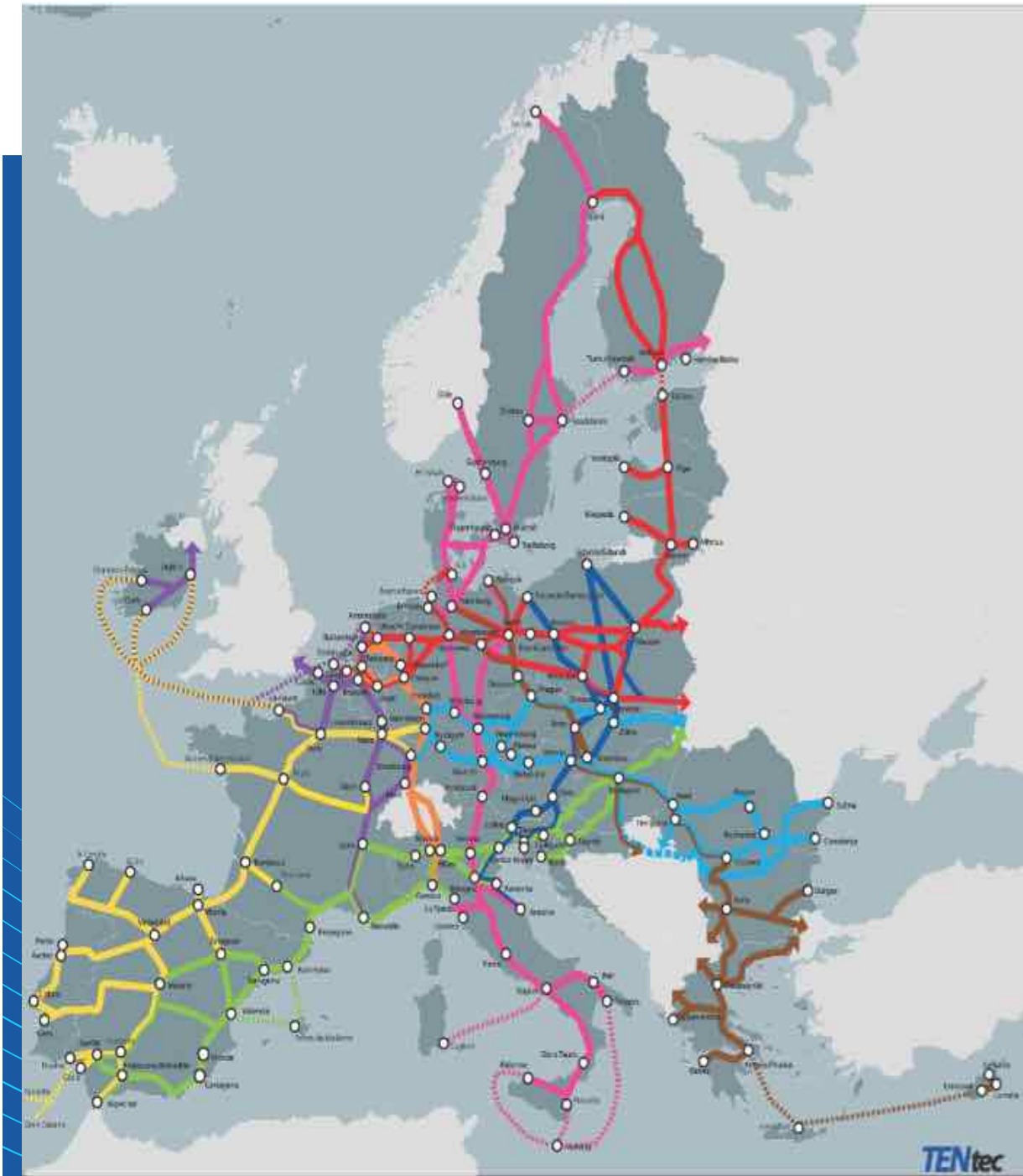
- **Urban nodes case study ensuring broad geographical coverage:**
 - Core network and transport nodes identified in the TEN-T Regulation
 - Other nodes along corridors and core network overall
 - Important nodes on comprehensive network (around 100 identified throughout all Member States)
- **Content-wise focus on functional aspects such as:**
 - Interconnecting transport nodes and enhancing interrelations urban nodes – transport nodes
 - Paying increased attention to passenger hubs, including major railway stations
 - Strengthening the transfer function of TEN-T stations between long-distance and regional/local transport (i.e. promoting mobility beyond the TEN-T)
 - Strengthening digitalisation to enhance efficiency and quality of services; better responding to mobility needs of users in all regions of the EU
 - Synergies with case study n° 8 on seamless mobility for citizens in all regions
 - Stimulating innovation and decarbonisation
 - Synergies between TEN-T and relevant EU instruments beyond CEF (notably ERDF)
- **Thereby paying particular attention to decarbonisation objectives / the “Green Deal”**
- **Stakeholder consultations**



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ADAPTATION OF THE CORE NETWORK CORRIDORS (CEF ANNEX)

The Core Network Corridors have been adapted to reflect growing transport flows and the evolution of the network:

- ❑ Extension capped at 15%
- ❑ Better connectivity of core ports
- ❑ Increased focus on inland waterway network
- ❑ Focus on cross-border dimension
- ❑ Alignment with Rail Freight Corridors
- ❑ Simplified list of pre-identified sections

Evaluation of Urban Mobility Package – Preliminary conclusions

- An evaluation of the **2013 Urban Mobility Package (UMP)** is under way.
- Relevance of UMP measures confirmed, in particular the SUMP, Eltis, CIVITAS and EMW
- Despite some progress, main problems – congestion, poor air quality, CO2 emissions and road accidents – still persist.
- New challenges to consider:



1. **Poor connectivity of peri-urban and rural areas**



2. **Climate and environmental crises**



3. **New mobility services enabled by digitalisation**



4. **Internal market issues due to uncoordinated practices**



GUIDELINES
DEVELOPING AND IMPLEMENTING A SUSTAINABLE URBAN MOBILITY PLAN

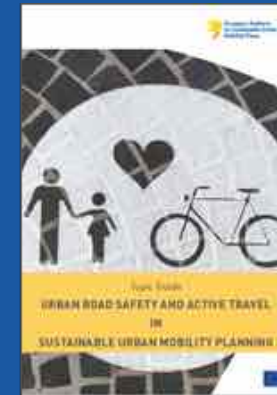
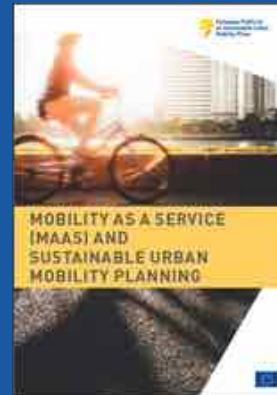
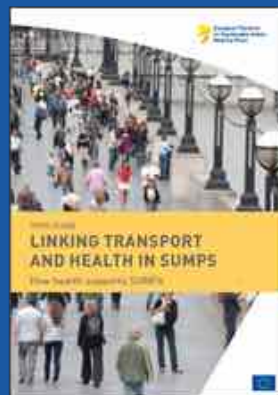
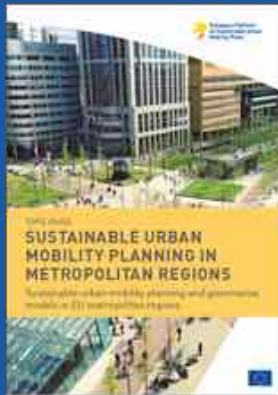
New SUMP Guidelines and cycle

www.eltis.org



Topic Guides and Practitioner Briefings (relevant content from each of them highlighted in guidelines)

<https://www.eltis.org/mobility-plans/topic-guides>





European Commission – Communication on Recovery Measures

The Commission's Tourism and Transport (13 May 2020) package includes:

- An [overall strategy](#) towards recovery in 2020 and beyond;
- A [common approach](#) to restoring free movement and lifting restrictions at EU internal borders in a gradual and coordinated way;
- A [framework](#) to support the gradual re-establishment of transport whilst ensuring the safety of passengers and personnel;
- A [recommendation](#) which aims to make travel vouchers an attractive alternative to cash reimbursement for consumers;
- [Criteria](#) for restoring tourism activities safely and gradually and for developing health protocols for hospitality establishments such as hotels.



Public Transport – Post COVID-19 recovery

- Backbone to urban mobility and the SUMP vision
- According to recent EGUM - Severely affected by the lockdown and distancing measures - faced with loss of patronage
- Regaining trust while social distancing – cities need to ensure that we don't go from "lockdown" to "gridlock": separated bus lanes, clear communication, frequent cleaning
- Key function in Europe's social pillar - As car owners can absorb costs of driving with greater ease, PT has a key social role to deliver for low income households and women, who use public transport disproportionately more than men

COVID-19 – Innovative effects on urban mobility: a loss for PT a gain for active mobility?





Sustainable Shared Mobility interconnected with Public Transport in EU rural areas (SMARTA 1 and 2)

Focus at the way in which on-demand services, vehicle automation and digital solutions can help address mobility needs in rural areas

For more information:

<https://ruralsharedmobility.eu/>

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“All European Countries lack any explicit policy on rural mobility that combines a vision with obligations on mobility services provision, specified targets/objectives, assignment of responsibility or the role that local actors can play”

Policy Goals of rural shared mobility initiatives

- Strengthen the economic base of rural areas
- Increase technical base and synergies (“Smart Villages”)
- Combat depopulation
- Retain/attract young people and families
- Improve quality of life
- Combat social exclusion
- Parity of access to opportunities and services
- Reduce the need for multiple cars in rural households
- Reduce GHG and other emissions associated with transport in rural areas
- Reduce traffic and parking stress in urban areas from rural-generated traffic

Strategies to achieve rural shared mobility

- Increase the range and coverage of mobility options for all
- Offer alternatives to car users (drivers and passengers)
- Connect hitherto-unserved/underserved areas to the public transport network
- Bring services closer to the user
- Understand demand and align services to it
- Improve the financial sustainability of rural shared mobility
- Combine trips and increase occupancy
- Leverage available/unused capacity
- Leverage volunteer and at-cost inputs
- Encourage/empower communities to plan, implement and sustain initiatives
- Harness technology in all its forms
- Remove/reduce barriers to implementation



Thank you for your attention!

More info:

<http://ec.europa.eu/transport>

<http://ec.europa.eu/invest-eu>

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