

Role and responsibilities of the TEN-T Executive Agency

on behalf of

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Today's presentation

- **TEN-T programme**
- **TEN-T Executive Agency**
 - **Mission and Added-value**
 - **Structure**
 - **Organisation**
 - **Cooperation with the European Commission**
 - **Main tasks**
- **Our experiences**
- **Future perspectives**



May 2010

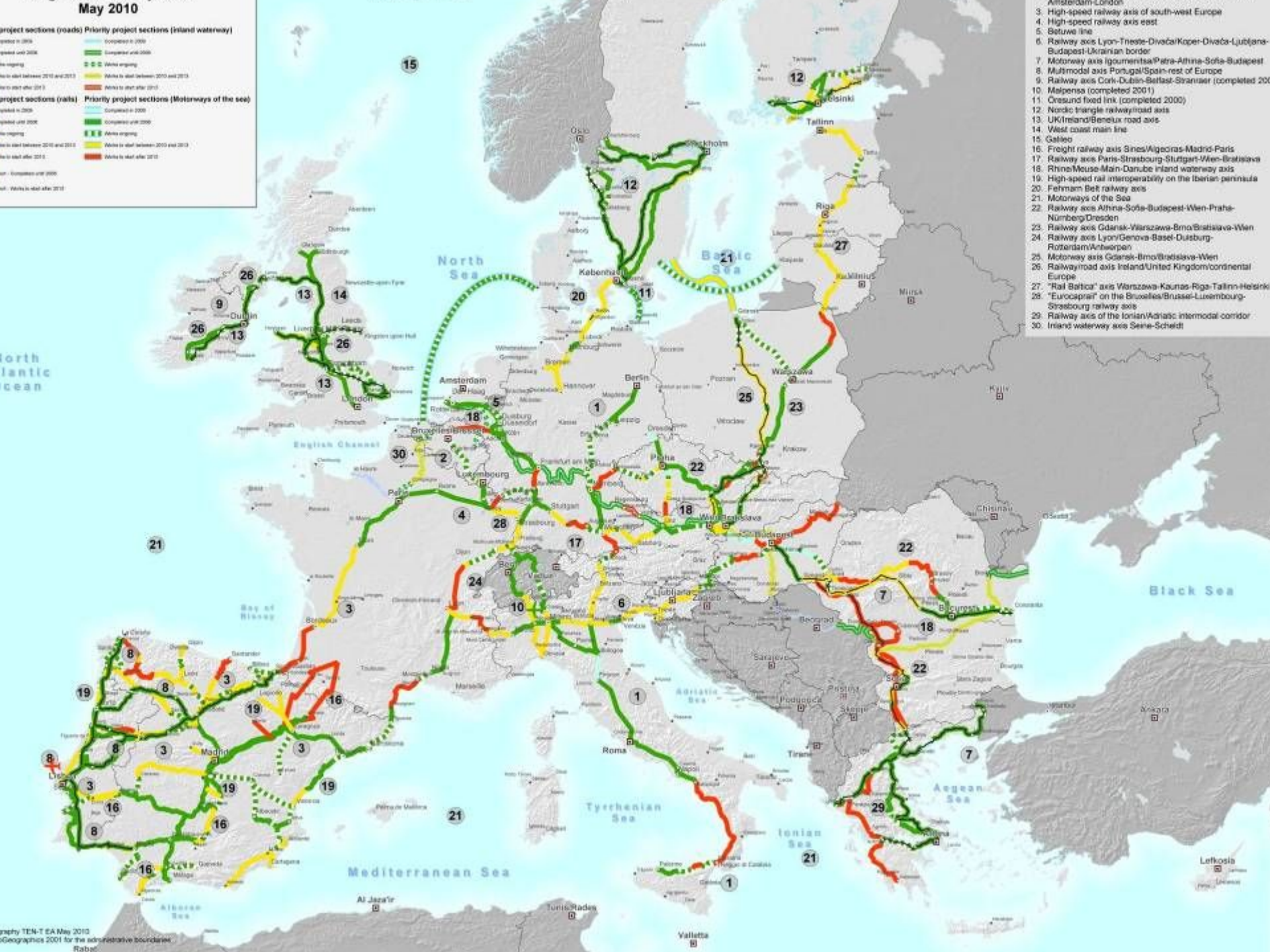
project sections (roads) Priority project sections (inland waterway)

completed in 2009
 completed until 2008
 no ongoing
 works start between 2010 and 2013
 works start after 2013

project sections (rails) Priority project sections (Motorways of the sea)

completed in 2009
 completed until 2008
 no ongoing
 works start between 2010 and 2013
 works start after 2013

Legend: completed until 2009, works start after 2013



1. Amsterdam-London
2. High-speed railway axis of south-west Europe
3. High-speed railway axis east
4. Beluxa line
5. Railway axis Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border
6. Railway axis Athens-Sofia-Budapest
7. Motorway axis Igoumenitsa/Patra-Athina-Sofia-Budapest
8. Multimodal axis Portugal/Spain-rest of Europe
9. Railway axis Cork-Dublin-Belfast-Stranraer (completed 2009)
10. Malpensa (completed 2001)
11. Oresund fixed link (completed 2000)
12. Nordic triangle railway road axis
13. UK/Ireland/Benelux road axis
14. West coast main line
15. Galileo
16. Freight railway axis Sines/Algeiras-Madrid-Paris
17. Railway axis Paris-Strasbourg-Stuttgart-Wien-Bratislava
18. Rhine-Meuse-Main-Danube inland waterway axis
19. High-speed rail interoperability on the Iberian peninsula
20. Fehmarn Belt railway axis
21. Motorways of the Sea
22. Railway axis Athens-Sofia-Budapest-Wien-Prague-Nürnberg-Dresden
23. Railway axis Gdansk-Warszawa-Berlin/Bratislava-Wien
24. Railway axis Lyon/Genova-Basel-Duisburg-Rotterdam/Amsterdam
25. Motorway axis Gdansk-Berlin/Bratislava-Wien
26. Railway/road axis Ireland/United Kingdom/continental Europe
27. "Rail Baltica" axis Warszawa-Kaunas-Riga-Tallinn-Helsinki
28. "Eurograin" on the Brussels/Brussels-Luxembourg-Strasbourg railway axis
29. Railway axis of the Ionian/Adriatic intermodal corridor
30. Inland waterway axis Seine-Scheldt

What is the TEN-T Programme?

- **Aim:** Establish a trans-European transport network, integrating land, sea and air transport infrastructure
- **Scope:** Network will comprise transport infrastructure, traffic management systems and positioning/navigation systems
- **Priorities:** Eliminate bottlenecks, fill in missing (especially cross-border) sections, cross natural barriers, optimise capacity and efficiency of existing/new infrastructure



What is the TEN-T Programme?

- Programming period: 2007-2013
- EU Budget: €8.013 billion
 - 80-85% allocated to Priority Projects and horizontal priorities through a multi-annual programme (MAP)
 - Remaining 10-15% allocated to projects of common interest not included in the MAP (annual programme)



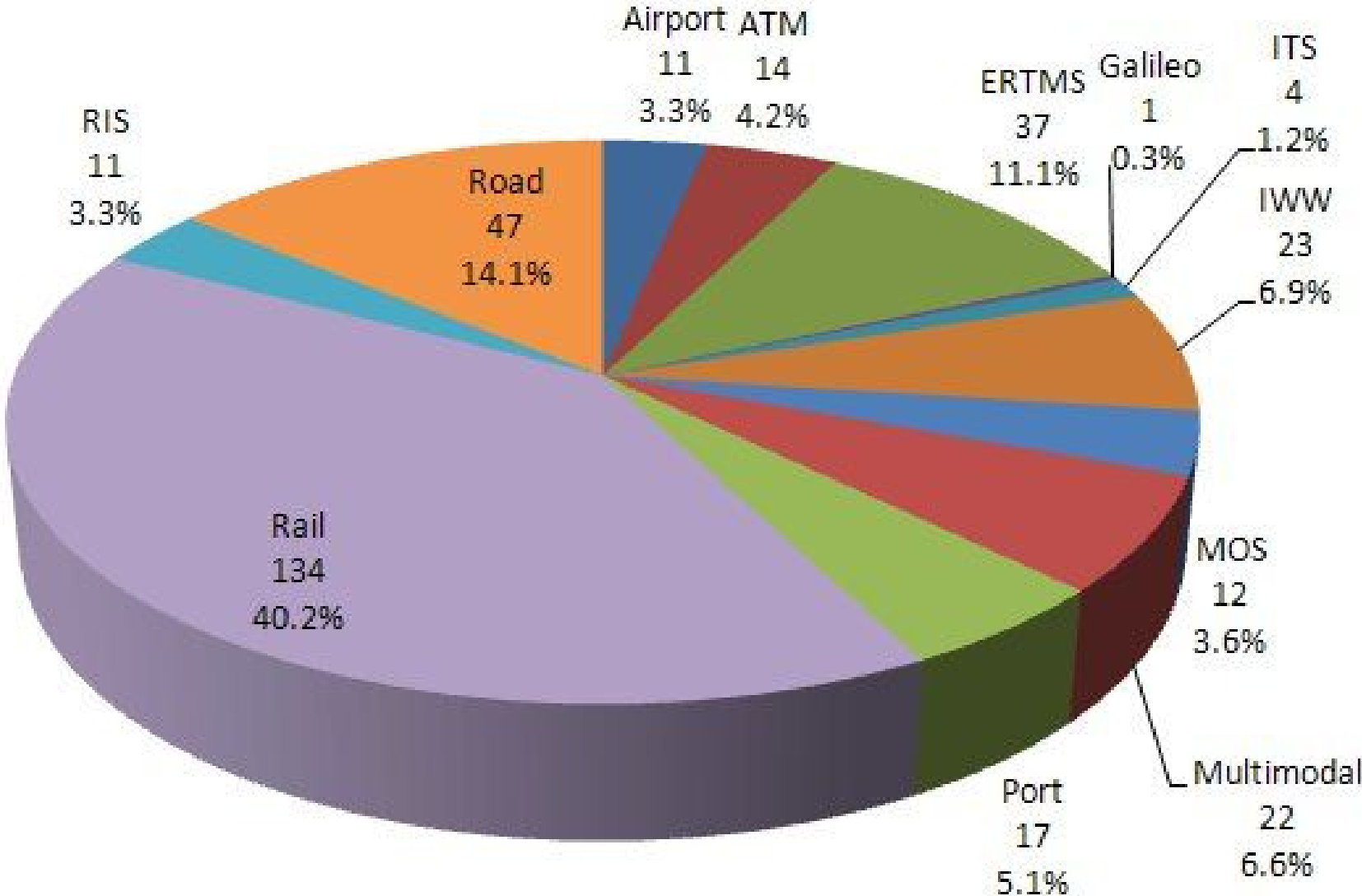
What is the TEN-T Programme?

- Principle: **co-funding**
- Maximum co-funding rates:
 - 50% for studies
 - 20% for works on Priority Projects (30% for cross-border sections)
 - 10% for works on other projects
 - 50% for ERTMS
 - 20% for other traffic management systems



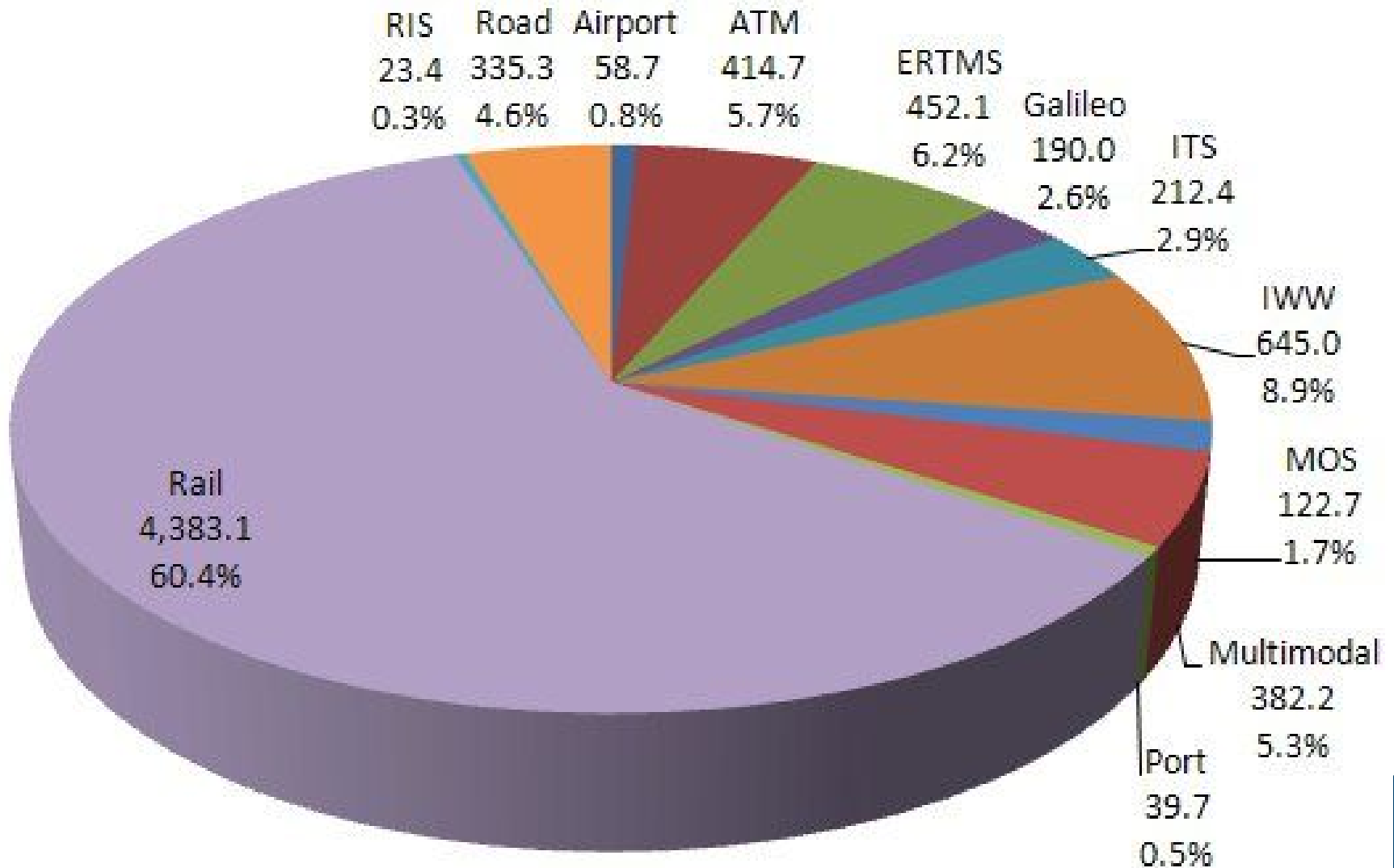
Number of ongoing and completed projects by transport mode (September 2011)

Total projects = 333

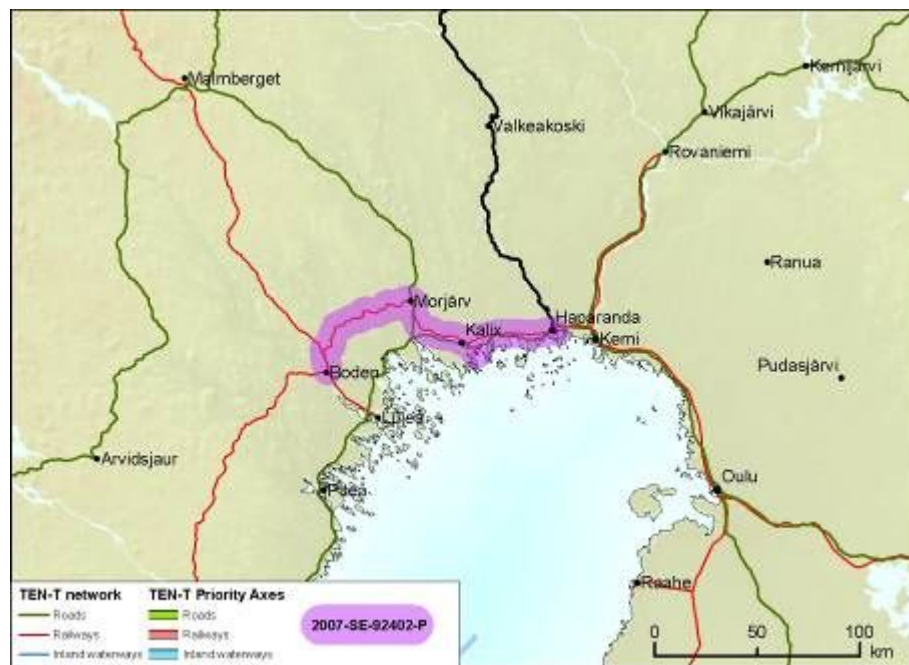


Share of current TEN-T contribution by transport mode

100% - €7.259 billion



TEN-T in the neighbourhood: 2007-SE-92404-P - Haparanda Line



- the only fixed rail link between Sweden and Finland
- electrification, installation of ERTMS Level 2, upgrading for higher axle-loads Boden-Morjärv-Kalix (115 km)
- construction of the new, electrified and ERTMS Level 2-equipped line Kalix-Haparanda (42 km)
- allow for increased axle loads

EU contribution: €4,700,000



TEN-T in the neighbourhood: 2009-EU-21010-P - Baltic Link Gdynia-Karlskrona



- Motorways of the Sea project in the Baltic Sea Region - ports of Karlskrona and Gdynia
- reduce freight on motorways, diminish the related road congestion
- harmonise the IT systems between the ports and other operators
- important step towards an intermodal transport chain connecting Scandinavia with central Europe and the Adriatic Sea

EU contribution: €17,090,800



Why do we need an Executive Agency?

Responsible for managing the technical and financial implementation of the Trans-European Transport Network (TEN-T) programme

- Manage the increased budget for the TEN-T Programme in the 2007-2013 period (€8.013 billion)
- Manage the outstanding projects from 2000–2006
- Improve the technical and financial monitoring of projects
- Dedicate specialised and adequate staff resources to management of the TEN-T funds
- Ensure completion of the physical TEN-T infrastructure and an efficient TEN-T network
- Raise visibility of EU support



Structure

Staff	
T0:	11
T1:	23
T2:	27
T3:	18
T4:	20
Total	99

EXECUTIVE DIRECTOR
Dirk Beckers

ASSISTANT
 Resp. INTERNAL CONTROL
Julie Parry

T0

- INFORMATION & COMMUNICATIONS
Kara Baptista
- ACCOUNTANT
Milena Chakarova
- INTERNAL AUDIT
Michael Adriaen

T1
RESOURCES

Marcos Roman Parra

T2
**ROAD & RAIL
 TRANSPORT**

Ioannis Glogkarakis
 Argyropoulos

T3
**AIR, WATERBORNE
 TRANSPORT, LOGISTICS,
 INNOVATION &
 CO-MODALITY**

Christopher North

T4
**TECHNICAL & FINANCIAL
 ENGINEERING, GIS &
 MONITORING**

Anna Panagopoulou

August 2011



Repartition of tasks: who does what?

Commission (DG MOVE)

defines the policy

- Makes all TEN-T programming decisions
- Defines strategy, objectives and priority areas of action
- Selects the projects for co-financing and adopts the financing Decisions
- Monitors the Agency
- Evaluates the TEN-T programme and the Agency's performance

Executive Agency (TEN-T EA)

turns policy into action

- Follows up the technical and financial implementation of the TEN-T projects
- Manages the entire project lifecycle
- Executes the TEN-T budget
- Gives feedback, assistance and reports to the Commission
- Provides administrative support to the beneficiaries of TEN-T financing
- Coordinates with other Commission services, programmes, Institutions and financial instruments



Agency & DG MOVE: Working together

- Collaboration on Work Programmes and Calls for proposals
- Joint missions
- Common management meetings
- Joint participation in events, publicity and publications



TEN-T Programme: Agency main tasks

- Project selection
- Project management



Agency main tasks: project selection

- Selection methodology: Calls for proposals
- Selection criteria:
 - Impact
 - Relevance
 - Maturity
 - Quality
- Implementation under the responsibility of the Member States



The Call Process

European Commission
(DG MOVE)

Executive Agency
(TEN-T EA)

Call Publication

Info Day event

Proposal opening & Eligibility check

External evaluation

Internal evaluation/Selection

Consultation of other Directorate
Generals

Consultation of the Financial
Assistance Committee (FAC)

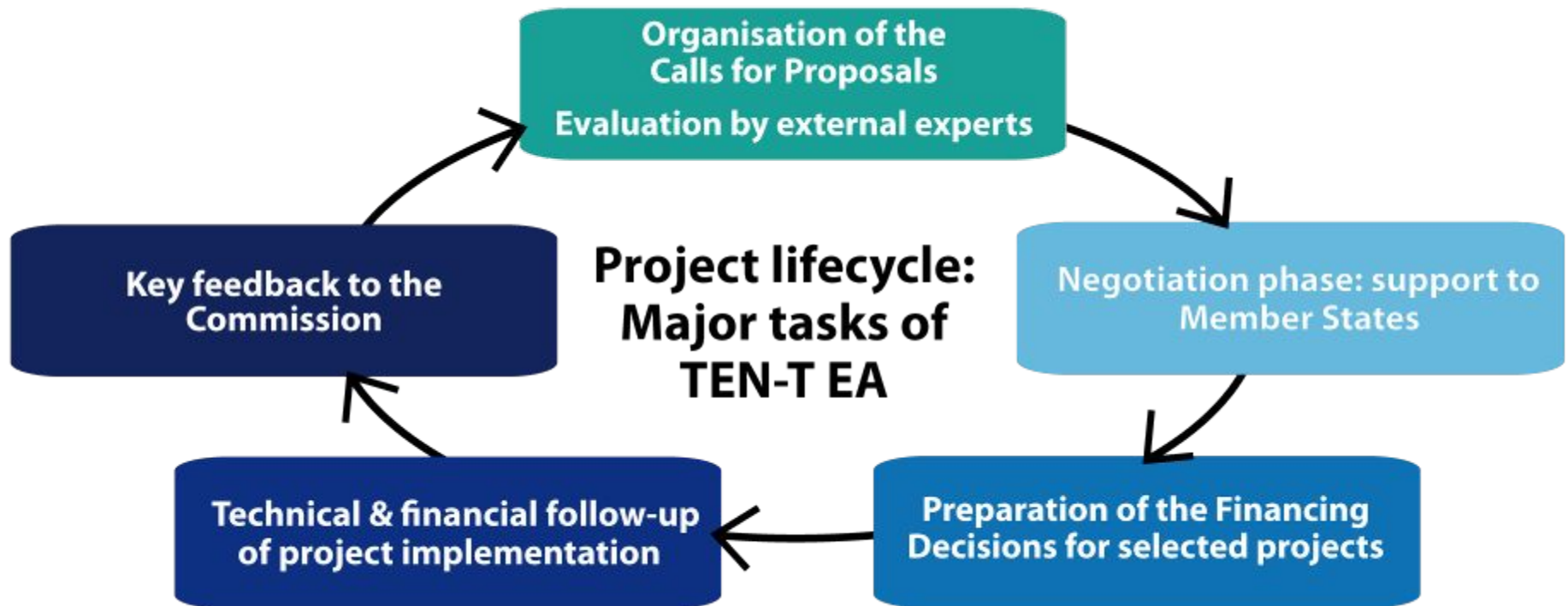
European Parliament right of scrutiny

Signature of individual Decisions

**Agency
main
tasks:
project
selection**



Agency main tasks: project management



Agency main tasks: project management

- Commission Decision
 - Strategic Action Plan (SAP)
 - Action Status Report (ASR)
 - Final report
-
- Site visits
 - Regular contacts with beneficiaries
 - Communication Strategy
 - TENtec
 - Knowledge based management



Agency experiences: selection issues

- High over-subscription
- Search for European added value
- Leverage effect
- Dependence on applications
- Dependence on information supplied by the applicants
- Policy vs technical criteria



Agency experience: implementation issues

- Maturity of projects
- Long term nature
- Project and risk management aspects
- High degree of complexity/decision making
- Compliance with EU rules and regulations
- Cross border projects
- Cost overruns (?)
- Added value of the Agency
- (Sometimes) considerable public opposition (NIMBY, environmental/cultural concerns, etc.)



Agency experience: funding/financial issues

- Insufficient public funding
- Mobilisation of private funding (availability payment schemes, loan guarantee instrument (LGTT), shadow tolls, cross-financing, EPEC, EIB)
- Financial vs Policy criteria
- Other sources of EU funding (Regional and Cohesion funds) allocated to transport
- Does TEN-T budget make a difference in pursuing transport policy objectives?



Agency experience: political issues

- European Coordinators
- International (bilateral) agreements
- Intergovernmental and conferences
- The PP Platform approach (getting together)
- (Sometimes considerable) public opposition (NIMBY, environmental/cultural concerns, etc.)
- Ad-hoc implementing bodies



The future TEN-T Programme

- White Paper on Transport
- Core network instead of PPs
- Comprehensive network instead of projects of common interest
- New TEN-T Regulation (“Guidelines”) and additional funding for the period 2014-2020
- Pooling of funds from other EU sources: Connecting Europe Facility
- Mobilisation of private funding (future project bonds)
- External dimension



Thank you!



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