

Evaluation of the Regulation N° 1315/2013 on Union Guidelines for the development of the Trans-European Transport Network Global Survey

Introduction

The European Commission's Directorate-General for Mobility and Transport (DG MOVE) has contracted a team of independent evaluators[1] to undertake a comprehensive evaluation of Regulation (EU) No 1315 /2013 on Union guidelines for the development of the trans-European transport (TEN-T) network.

The study will provide the Commission with an independent evidence-based evaluation of the implementation of the TEN-T Guidelines. Based on the results and conclusions of the evaluation, the Commission intends to take concrete steps related to a possible revision of the guidelines in the framework of the European Green Deal. The attached letter from DG MOVE gives more information about the official nature and importance of the assignment.

The evaluation comprises several types of research, including a desk-based review of existing literature (including related legislation and policy documentation) and data as well as targeted consultations to collect data from specific stakeholder groups at local, national and EU level.

This survey forms an important part of the assessment and asks questions about your awareness, perceptions and experiences of the TEN-T Guidelines, their implementation and outcomes to date, as well as your views on recommendations for future EU policy developments in this area. These data will feed into our responses to the evaluation questions and assessment of the relevance, effectiveness, efficiency, coherence and EU added value of the guidelines. For these reasons, your help is vital to the evaluation and to DG MOVE.

On our side, we have tried to keep the questionnaire as short and easy to complete as possible, with mainly multiple-choice questions. There are also some open questions, where you are kindly invited to give more detailed explanations and suggestions on specific issues that are of particular interest / importance to you. Responses to the open questions can be provided in English or in other EU languages. At the end of the survey, you may also express your interest in being contacted for an interview.

This survey is designed to support the evaluation of the current TEN-T Regulation and contains six core sections:

Relevance of the Regulation Effectiveness of the Regulation Efficiency of the Regulation Coherence of the Regulation EU-Added value of the Regulation Additional feedback on the overall strengths and weaknesses of the Regulation

Note that all information provided will be kept confidential, reported in aggregated form and only used for the purposes of the evaluation.

Thank you very much for your valuable feedback and support.

In case of any questions, please contact julia.halej@Coffey.com.

[1] The evaluation team is formed of a consortium of companies led by Coffey International Development Ltd, and comprised of Transport, Innovation and Systems (TIS), Optimity Advisors and FGM AMOR.

About You

I am giving my contribution as (please tick as appropriate):

- Academic/research institution
- Business association
- Company/business organisation
- Consumer organisation
- EU citizen
- Non-EU citizen
- Environmental organisation
- Non-governmental organisation (NGO)
- National public authority in the EU
- Regional public authority in the EU
- Local public authority in the EU
- Public authority in a third country (non-EU)
- Infrastructure manager
- Transport operator
- Trade union
- Other (please specify)

If you selected Other, please specify:

Scope of work (please tick as many boxes as appropriate):

- International
- National
- Regional
- Local

Which transport sector/s do you work with regularly (please tick as many boxes as appropriate):

- Air
- Road
- Rail
- Maritime
- Inland Waterways
- Multimodal transport

Organisation size:

- Micro (1 to 9 employees)
- Small (10 to 49 employees)
- Medium (50 to 249 employees)

- Large (250 or more)
- Not applicable

Country of origin:

- Austria
- Belgium
- Bulgaria
- Croatia
- Cyprus
- Czech Republic
- Denmark
- Estonia
- Finland
- France
- Germany
- Greece
- Hungary
- Iceland
- Ireland
- Italy
- Latvia
- Liechtenstein
- Lithuania
- Luxembourg
- Malta
- Netherlands
- Norway
- Poland
- Portugal
- Romania
- Slovakia
- Slovenia
- Spain
- Sweden
- United Kingdom
- Other

If you selected 'Other', please specify here:

A. Relevance

In this section we are requesting your feedback regarding the relevance of the TEN-T Regulation in terms of objectives and priorities that reflect the current context.

The TEN-T policy remains key in promoting the free circulation of goods, services and citizens throughout the EU. It is instrumental in boosting economic, social and territorial cohesion between all Member States and their regions, as well as beyond the EU. Global transport flows are changing in volume and direction, and the general transport system is undergoing a fundamental transformation through digitalisation, as well as clean, connected and automated mobility contributing to the decarbonization of the transport sector. Infrastructure use and efficiency, enhancing mobility concepts and new social aspects in transport will play a key role in this transition, calling for stronger cooperation between Member States and a wide range of other actors – both public and private ones.

To what extent do you agree that the TEN-T policy objectives address the current and foreseeable challenges listed below? Please tick as appropriate.

| | strongly agree | agree | disagree | strongly disagree | don't know |
|--|-----------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|
| Growth in congestion | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Changes in the national/regional political contexts | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Growth in transport / mobility demand | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Changes in mobility behavior and corresponding mobility solutions for passengers (mobility as a service etc.) | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Changes in freight transport concepts and corresponding transport solutions | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Challenges in ports' policy (clustering, transshipment volumes, innovation, functional developments) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Challenges in airports' policy (such as clustering, SESAR) | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Challenges in railway hubs (such as intermodality, design) | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Challenges in freight terminals (such as equipment, automation) | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Challenges in cities (such as electrification, increasing demand for seamless mobility chains) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Increasing concerns about environmental / health effects | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Fast technological progress (digitalisation, automation, new propulsion systems, new transport "modes" – e.g. drones etc.) | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Social challenges (public health, ageing society) | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Climate change | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

| | | | | | |
|---|-----------------------|-----------------------|----------------------------------|-----------------------|----------------------------------|
| Scarcity of natural resources | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Adaptation of the network to the needs of military mobility | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Other current and foreseeable external challenges not listed above (please explain below) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please explain other current and foreseeable external challenges not listed above here:

And to what extent do you agree that the TEN-T policy objectives address the current and foreseeable policy needs listed below? Please tick as appropriate.

| | strongly agree | agree | disagree | strongly disagree | don't know |
|--|-----------------------|----------------------------------|----------------------------------|-----------------------|----------------------------------|
| Facilitating the development of public/private sector partnerships to complement national / public sector investment where appropriate | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Identifying and quantifying major European transport flows | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Identifying and removing bottlenecks and missing links for all modes | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Ensuring high levels of safety, security and other quality parameters of TEN-T infrastructure | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Promoting the closing of missing links at borders | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Defining clear priorities for TEN-T development and boosting their implementation | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Supporting TEN-T implementation through EU instruments (coordination, funding etc.) | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Promoting the comprehensive network and complementarity to the core network | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Considering infrastructure needs from the perspective of users (e.g. providers of logistics or mobility services) | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Encouraging active participation of actors at all levels: European, national, local, regional as well as industrial | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Cooperating with third countries (including neighbouring countries) to facilitate trade and mobility with other parts of the world | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

| | | | | | |
|---|-----------------------|----------------------------------|----------------------------------|-----------------------|----------------------------------|
| Enabling decarbonisation of the transport system (e. g. through modal shift to sustainable modes and/or new technologies) | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Optimising travel quality for passenger transport (including travel times, comfort, etc.) | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Optimising quality for freight transport (including shipping time, reliability, etc.) | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Supporting enhanced transfer between TEN-T and local / regional transport | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Promoting accessibility for all | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Other current and foreseeable policy needs not listed above (please specify) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please specify other current and foreseeable policy needs not listed above here:

B. Effectiveness

In this section we are requesting your feedback regarding the effectiveness of the TEN-T Regulation in achieving its objectives.

In your view, to what extent have the current provisions for the development of the nodes in the network (i.e. urban and transport nodes) achieved their objectives so far in the areas below?

Please take account of both the 'network structuring dimension' (e.g. volume criteria as a basis for network inclusion, clustering approaches, business development trends, network integration etc.) and the 'functional dimension' (e.g. equipment, design, decarbonisation objectives, innovation etc.).

| | to a great extent | to some extent | to a small extent | not at all | don't know |
|---|-----------------------|-----------------------|----------------------------------|-----------------------|----------------------------------|
| Passenger transport nodes | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Freight transport nodes | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Inland ports | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Maritime ports | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Airports | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Logistic / rail road / combined transport terminals | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Other hubs as appropriate, such as TEN-T railway stations | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

| | | | | | |
|---|-----------------------|----------------------------------|----------------------------------|----------------------------------|-----------------------|
| Urban nodes | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Definition and identification of TEN-T urban nodes | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Connections between network infrastructure and regional and local infrastructure in the TEN-T urban nodes | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Promoting low-noise | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Promoting low carbon delivery | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

If you wish to explain in more detail ways in which the TEN-T Regulation has been effective in achieving its objectives for the development of the nodes in the network, please do so below.

In line with the TEN-T goals on urban nodes the planning of a new tangential rail connection in the Frankfurt Region ("Regionaltangente West", RTW) could get support under the CEF-T. This is a good example of how the update of the regional public transport can create new capacities in the Frankfurt main station and thereby having direct positive effects on the long-distance rail transport in the TEN-T. With the prolonging of the RTW into a rail ring around Frankfurt and the planned underground long-distance rail infrastructure in the Frankfurt city center, one of the most important rail links in Europe could be further strengthened in the coming decade - but therefore urban nodes have to get even more to the core of the future TEN-T policy.

In your view, to what extent has the TEN-T Regulation achieved its objectives so far in the following areas:

| | to a great extent | to some extent | to a small extent | not at all | don't know |
|--|-----------------------|----------------------------------|----------------------------------|-----------------------|-----------------------|
| Boosting the creation of a single, Europe-wide infrastructure network as the basis for continuous, seamless and interoperable transport and mobility | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Promoting harmonised standards and other common infrastructure qualities | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Strengthening the social, economic and territorial cohesion of the Union, including peripheral and outermost regions | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Enabling low carbon and clean transport | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Stimulating innovative transport solutions and taking up new technological developments (alternative fuels, digitalisation, ITS) | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Facilitating the free movement of people and goods within the EU | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Increasing benefits for users of passenger transport | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Increasing benefits for users of freight transport | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

| | | | | | |
|---|-----------------------|----------------------------------|----------------------------------|-----------------------|----------------------------------|
| Ensuring smooth connections between long distance as well as first and last mile legs | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Cooperating with third countries and extending the TEN-T to neighbouring countries | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Tools to monitor and support implementation (such as Implementing and Delegated Acts, European Coordinators, TENtec, reporting) | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Facilitating transport operations | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

In your view, to what extent do you agree that the implementation of TEN-T projects contributed to enhancing:

| | strongly agree | agree | disagree | strongly disagree | don't know |
|---|----------------------------------|----------------------------------|----------------------------------|-----------------------|----------------------------------|
| The overall European network | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Railway infrastructure, including intelligent components | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Inland waterway infrastructure, including intelligent components | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Road infrastructure, including intelligent components | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Ports infrastructure (maritime and inland), including intelligent components | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Motorways of the sea | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Airport infrastructure, including intelligent components | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Multi-modal transport nodes such as rail stations, logistic platforms, including intelligent infrastructure | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Other innovative components of the TEN-T not listed above (please specify) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please specify other innovative components of the TEN-T not listed above here:

Overall, to what extent do you agree that the TEN-T Regulation has promoted the delivery of the following?

| | strongly agree | agree | disagree | strongly disagree | don't know |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

| | | | | | |
|---|-----------------------|----------------------------------|----------------------------------|-----------------------|-----------------------|
| Accessibility for all passengers, in particular elderly people, persons of reduced mobility and passengers with a disability | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Increased benefits for users through infrastructure standards aiming to enhance transport safety and security | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Increased benefits for users through other infrastructure standards enhancing quality and continuity of services | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Improved transport connections and / or transport flows between the Member States in all transport modes and at a multi-modal level | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Support to the decarbonisation of all transport modes | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

To what extent do you agree that the completion targets set forth will be met if no changes to the provisions of the TEN-T Regulation are introduced?

| | strongly agree | agree | disagree | strongly disagree | don't know |
|--|-----------------------|----------------------------------|----------------------------------|-----------------------|-----------------------|
| Completion of the Core Network until 2030 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Completion of the Comprehensive Network until 2050 | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

C. Efficiency

In this section we are requesting your feedback regarding the efficiency of the TEN-T Regulation. We are focusing on its cost-effectiveness and its ability to integrate the TEN-T network.

To what extent do you agree with the following statements?

| | strongly agree | agree | disagree | strongly disagree | don't know |
|---|-----------------------|----------------------------------|-----------------------|-----------------------|-----------------------|
| The costs of governance and advice mechanisms of the core network corridors are reasonable in relation to the benefits they bring | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Studies, such as corridor studies, carried out by European coordinators and their consultant teams, are a cost-effective tool to implement the core network | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

| | | | | | |
|--|-----------------------|----------------------------------|-----------------------|-----------------------|-----------------------|
| The sharing of responsibility between the different actors, including national, regional and local authorities, managers and users of infrastructure as well as industry and civil society, is well-balanced | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The administrative burden linked to updating and reporting provisions of the Regulation is proportionate to the benefits. | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

In your view, to what extent has the cooperation between core network and rail freight corridors addressed key efficiency measures in the following areas:

| | strongly agree | agree | disagree | strongly disagree | don't know |
|--|-----------------------|----------------------------------|----------------------------------|-----------------------|-----------------------|
| Removing bottlenecks and complete missing links | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Reducing operational and administrative barriers | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Optimising interconnection and interoperability of national networks within the European transport network | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Facilitating the use of new and existing infrastructure | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Supporting the application of innovative technologies | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Competition between freight and urban transport in cities | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

D. Coherence

In this section we are requesting your feedback regarding coherence of the TEN-T Regulation with other EU instruments and actions and internally between its different provisions.

In your view, to what extent do you agree that the provisions in the TEN-T Regulation are coherent with ongoing and expected developments in the transport policy areas concerned which are directly connected with TEN-T policy:

| | strongly agree | agree | disagree | strongly disagree | don't know |
|----------------------|-----------------------|-----------------------|----------------------------------|-----------------------|-----------------------|
| Alternative fuels | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| New mobility schemes | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| New technologies | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Digitalisation | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

| | | | | | |
|--|-----------------------|----------------------------------|----------------------------------|-----------------------|-----------------------|
| Automation | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Multi-modality / combined transport | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Freight transport services | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Passenger transport services | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Accessibility for all, including high-quality mobility chains for passengers | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

In your view, to what extent do you agree that the TEN-T Regulation is coherent with other relevant EU policies in the following areas:

| | strongly agree | agree | disagree | strongly disagree | don't know |
|--|-----------------------|----------------------------------|----------------------------------|-----------------------|----------------------------------|
| Environmental, climate and resource efficiency issues | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Social/territorial dimension | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Urban policy, City / urban development strategies | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Trade and international competitiveness | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Neighbourhood and cooperation with third countries | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| International agreements related with the transport sector within the EU | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Research innovation in new technologies | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Public health | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Official statistical data per mode of transport | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Internal market | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Maritime affairs | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Home affairs and security | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| TEN - Energy | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| TEN - Communication | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Other EU relevant policies not listed above (please specify below) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please specify other EU relevant policies not listed above here:

To what extent do you agree that TEN-T is complementary to the following EU instruments?

| | strongly agree | agree | disagree | strongly disagree | don't know |
|--|-----------------------|-----------------------|----------------------------------|-----------------------|----------------------------------|
| Horizon 2020 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| European Structural and Investment Funds (ESIF) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| EU Research and Innovation programmes | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Different instruments on urban development | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Other EU instruments have the potential to contribute to TEN-T | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Other EU instruments not listed above (please specify below) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

Please specify other EU instruments not listed above here:

To what extent do you agree that TEN-T and the Connecting Europe Facility (CEF) are coherent?

| | strongly agree | agree | disagree | strongly disagree | don't know |
|--|-----------------------|----------------------------------|-----------------------|-----------------------|-----------------------|
| CEF funding priorities are aligned with TEN-T priorities | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

To what extent do you agree with the following statements on the internal coherence of the TEN-T Regulation?

| | strongly agree | agree | disagree | strongly disagree | don't know |
|--|-----------------------|----------------------------------|-----------------------|-----------------------|-----------------------|
| The different provisions of the TEN-T Regulation are coherent among themselves | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The different provisions of the TEN-T Regulation are coherent across modes | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

If you consider there are internal incoherencies between the provisions of the TEN-T Regulation, please explain below.

EU-added Value

In this section we are requesting your feedback regarding the EU added-value of the TEN-T Regulation.

To what extent do you agree with the following statements?

| | strongly agree | agree | disagree | strongly disagree | don't know |
|--|----------------------------------|----------------------------------|----------------------------------|-----------------------|----------------------------------|
| The results of the TEN-T policy could have been achieved at the national level without the TEN-T Regulation. | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The results of the TEN-T policy could have been achieved at the regional level without the TEN-T Regulation. | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The TEN-T Regulation is essential to achieve the objectives of EU Transport policy | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The broadened TEN-T community (a wide range of public and private stakeholders actively contributing to TEN-T besides Member States) adds value to the establishment and development of trans-European networks. | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| European regions and cities and their citizens benefit from enhanced connectivity and accessibility | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The TEN-T Regulation gives clear direction to transport infrastructure investment | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The TEN-T Regulation is beneficial for various industrial actors by setting a coherent framework for standards and other requirements | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| The discontinuation of the TEN-T Regulation would negatively impact the establishment and development of trans-European networks | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The broad 'infrastructure' scope of the TEN-T Regulation is able to incorporate expected future societal and technological developments | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The TEN-T Regulation stimulates innovation and technological progress | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please rate your agreement about the extent to which the EU-wide network approach contributes to socioeconomic benefits in the following areas:

| | strongly agree | agree | disagree | strongly disagree | don't know |
|-----------------------|-----------------------|----------------------------------|-----------------------|-----------------------|-----------------------|
| Time and cost savings | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

| | | | | | |
|---|-----------------------|----------------------------------|----------------------------------|-----------------------|----------------------------------|
| Wider access to labour and other social opportunities | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Access to goods and services by users and economic operators | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Improved mobility and accessibility | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Wider range of suppliers and market networks | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Increased competitiveness and attraction of economic activities | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Reduction in GHG emissions | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

F. Additional feedback

Please provide feedback on the overall strengths of the TEN-T Regulation, and its future evolution.

The 2013 newly introduced elements in the TEN-T Regulation, especially the two-layer structure with a multimodal core-network, projects of common interest and the setup of corridors with corridor-coordinators were clever and successful decisions towards a focused TEN-T.

But as the core corridors are not yet fully completed and the multimodal potential is not yet fully exhausted, we need an even stronger focus on the implementation of this structures (instead of a potential extension of the TEN-T network in the future)! In this regard, it would be also a misinterpretation to see the EU added value mostly defined via a cross-border nature of a project. The highest aim must be a working multimodal core network, and therefore all projects that are highly relevant for the completion of the regarding core corridors (like e.g. the new railway connection Frankfurt-Mannheim) are relevant due to their systemic function - regardless whether they cross a national border or not.

Building on this new TEN-T design, we also made very enriching experiences in European cooperation through the Interregional Alliance for the Rhine-Alpine Corridor. This EGTC led to fruitful common projects like RAISE-IT (on integrated and seamless rail passenger travelling) and is a good forum for accompanying the introduction of ERTMS.

Such cooperation also strengthens the role of regions in TEN-T - besides the dominant position of national states. This leads to a better, more solution-oriented delivery on the ground. Strong regional involvement (on the level of a functional area) brings in the added value of an integrated approach by linking transport planning to regional development and spatial planning (e.g. via tools like a "regional SUMP").

Please provide feedback on the overall weaknesses of the TEN-T Regulation, and its future evolution.

Though a lot of relevant policy objectives are named in the TEN-T Regulation, many of them are still not achieved so far. This highlights that more efforts in the implementation have to be taken. As one of the central means towards this goal, cuts in the CEF-Transport after 2021 have to be avoided and synergies with Horizon Europe strengthened.

In this line the crucial role of urban nodes, especially for a more efficient and sustainable transport system, was often underestimated in the last years. The new ambitions of the EU "Green Deal" on the one side, but current pressing challenges like raising transport volumes, congestion in road and rail traffic plus struggles with noise or air pollution in urban nodes on the other side show, that this structures need to get even stronger into focus in the future. The overall TEN-T will only be as green and as efficient, as its urban nodes allow.

For a shift from road to rail and new capacities in the public transport systems, we need to update the rail infrastructures in urban nodes, especially taking into account the interplay of regional and long-distance passenger and freight rail-transport. Also the aspect of innovation in digital mobility services and clean last mile deliveries alongside support for reducing noise and the setup of an infrastructure for alternative fuels are keys for future-proof urban transport nodes. Maybe e.g. noise and the overall node performance could get future KPIs.

G. Additional follow-up as part of the evaluation

Would you agree to be contacted for a follow-up interview with members of the study team to allow us to gain further in-depth insights into the implementation of the TEN-T Regulation, progress achieved and success factors/challenges from the perspective of different stakeholders?

Yes No

The evaluation also includes **thematic case studies on selected TEN-T policy areas**. Each case study will be tailored to address specific research questions and will complement the interviews and surveys carried out as part of the broader consultation.

Would you be interested in being further contacted to respond to a short online survey or to participate in an interview or discussion in the framework of the following case studies?

| | Yes | No |
|---|-----------------------|-----------------------|
| Case study 1: The role of urban nodes in the TEN-T policy | <input type="radio"/> | <input type="radio"/> |
| Case study 2: Core network corridors as a tool to facilitate the coordinated implementation of the core network and to enable its sound functioning | <input type="radio"/> | <input type="radio"/> |
| Case study 3: Infrastructure standards for all modes | <input type="radio"/> | <input type="radio"/> |
| Case study 4: TEN-T as an enabler of a future-oriented mobility system | <input type="radio"/> | <input type="radio"/> |
| Case study 5: High-speed rail | <input type="radio"/> | <input type="radio"/> |
| Case study 6: Digitalisation | <input type="radio"/> | <input type="radio"/> |
| Case study 7: Innovation and new technologies: Infrastructure innovation, modernisation and asset management | <input type="radio"/> | <input type="radio"/> |
| Case study 8: Seamless and barrier-free mobility for the trans-European passenger | <input type="radio"/> | <input type="radio"/> |



If you have expressed an interest in being further contacted for interviews or surveys, please provide us with your contact details below.

Your name:

Susanna Caliendo

E-Mail:

europa@region-frankfurt.de

Phone number:

Thank you for taking the time to complete this survey!

Contact

julia.halej@coffey.com