

Public consultation on the ex-post evaluation of the Trans-European Transport Network (TEN-T) Programme

Fields marked with * are mandatory.

Introduction

Transport infrastructures across Europe have traditionally been developed by EU Member States. The TEN-T Programme was established by the European Union to support the development of the trans-European transport network (TEN-T), which aims at removing bottlenecks and completing missing links along major trans-European routes, across the European Union in support of Community objectives, such as facilitating the functioning of the internal market and strengthening economic and social cohesion.

In line with the Commission's commitment to evaluate in a proportionate way all EU spending activities intended to have an impact on society or the economy and the Better Regulation Guidelines (SWD (2017) 350), the Commission will carry out an ex-post evaluation of the TEN-T Programme in order to assess the implementation of projects funded under the programme for the period 2007-2013.

The main objectives of this evaluation are:

- to evaluate how projects of common interest are identified and implemented, as well as the impact of their implementation taking into consideration the stated objectives of the TEN-T Programme 2007-2013 including those relating to environmental protection;
- and to formulate overall conclusions and possible recommendations on the implementation of the TEN-T programme with a view to providing input for a possible revision of TEN-T policy.

About you

* Language of my contribution

- Bulgarian
- Croatian
- Czech
- Danish
- Dutch
- English
- Estonian
- Finnish
- French
- Gaelic
- German

- Greek
- Hungarian
- Italian
- Latvian
- Lithuanian
- Maltese
- Polish
- Portuguese
- Romanian
- Slovak
- Slovenian
- Spanish
- Swedish

* I am giving my contribution as

- Academic/research institution
- Business association
- Company/business organisation
- Consumer organisation
- EU citizen
- Environmental organisation
- Non-EU citizen
- Non-governmental organisation (NGO)
- Public authority
- Trade union
- Other

If you respond on behalf on an organisation/institution, which one do you represent?

- European Institution
- National Ministry
- Regional/local Authority
- Infrastructure manager
- Infrastructure operator
- Standardisation body
- IT solution provider
- Industry
- Consulting company involved or commissioned in preparing the proposals
- University/Research centre
- Civil society organizations (NGOs, think tanks, consumer associations...)
- Other European Bodies
- Other

If Other, please specify

* First name

* Surname

* Email (this won't be published)

* Scope

- International
- Local
- National
- Regional

* Organisation name

255 character(s) maximum

* Organisation size

- Micro (1 to 9 employees)
- Small (10 to 49 employees)
- Medium (50 to 249 employees)
- Large (250 or more)

Transparency register number

255 character(s) maximum

Check if your organisation is on the [transparency register](#). It's a voluntary database for organisations seeking to influence EU decision-making.

* Country of origin

Please add your country of origin, or that of your organisation.

- | | | | |
|--------------------------------------|--|-------------------------------------|--|
| <input type="radio"/> Afghanistan | <input type="radio"/> Djibouti | <input type="radio"/> Libya | <input type="radio"/> Saint Pierre and Miquelon |
| <input type="radio"/> Åland Islands | <input type="radio"/> Dominica | <input type="radio"/> Liechtenstein | <input type="radio"/> Saint Vincent and the Grenadines |
| <input type="radio"/> Albania | <input type="radio"/> Dominican Republic | <input type="radio"/> Lithuania | <input type="radio"/> Samoa |
| <input type="radio"/> Algeria | <input type="radio"/> Ecuador | <input type="radio"/> Luxembourg | <input type="radio"/> San Marino |
| <input type="radio"/> American Samoa | <input type="radio"/> Egypt | <input type="radio"/> Macau | <input type="radio"/> São Tomé and Príncipe |

- Andorra
- Angola
- Anguilla
- Antarctica
- Antigua and Barbuda
- Argentina
- Armenia
- Aruba
- Australia
- Austria
- Azerbaijan
- Bahamas
- Bahrain
- Bangladesh
- Barbados
- Belarus
- Belgium
- Belize
- Benin
- Bermuda
- Bhutan
- Bolivia
- Bonaire Saint Eustatius and Saba
- Bosnia and Herzegovina
- Botswana
- Bouvet Island
- Brazil
- British Indian Ocean Territory
- British Virgin Islands
- Brunei
- El Salvador
- Equatorial Guinea
- Eritrea
- Estonia
- Ethiopia
- Falkland Islands
- Faroe Islands
- Fiji
- Finland
- Former Yugoslav Republic of Macedonia
- France
- French Guiana
- French Polynesia
- French Southern and Antarctic Lands
- Gabon
- Georgia
- Germany
- Ghana
- Gibraltar
- Greece
- Greenland
- Grenada
- Guadeloupe
- Guam
- Guatemala
- Guernsey
- Guinea
- Guinea-Bissau
- Guyana
- Haiti
- Madagascar
- Malawi
- Malaysia
- Maldives
- Mali
- Malta
- Marshall Islands
- Martinique
- Mauritania
- Mauritius
- Mayotte
- Mexico
- Micronesia
- Moldova
- Monaco
- Mongolia
- Montenegro
- Montserrat
- Morocco
- Mozambique
- Myanmar /Burma
- Namibia
- Nauru
- Nepal
- Netherlands
- New Caledonia
- New Zealand
- Nicaragua
- Niger
- Nigeria
- Saudi Arabia
- Senegal
- Serbia
- Seychelles
- Sierra Leone
- Singapore
- Sint Maarten
- Slovakia
- Slovenia
- Solomon Islands
- Somalia
- South Africa
- South Georgia and the South Sandwich Islands
- South Korea
- South Sudan
- Spain
- Sri Lanka
- Sudan
- Suriname
- Svalbard and Jan Mayen
- Swaziland
- Sweden
- Switzerland
- Syria
- Taiwan
- Tajikistan
- Tanzania
- Thailand
- The Gambia
- Timor-Leste

- Bulgaria
- Burkina Faso
- Burundi
- Cambodia
- Cameroon
- Canada
- Cape Verde
- Cayman Islands
- Central African Republic
- Chad
- Chile
- China
- Christmas Island
- Clipperton
- Cocos (Keeling) Islands
- Colombia
- Comoros
- Congo
- Cook Islands
- Costa Rica
- Côte d'Ivoire
- Croatia
- Cuba
- Curaçao
- Cyprus
- Czech Republic
- Democratic Republic of the Congo
- Denmark
- Heard Island and McDonald Islands
- Honduras
- Hong Kong
- Hungary
- Iceland
- India
- Indonesia
- Iran
- Iraq
- Ireland
- Isle of Man
- Israel
- Italy
- Jamaica
- Japan
- Jersey
- Jordan
- Kazakhstan
- Kenya
- Kiribati
- Kosovo
- Kuwait
- Kyrgyzstan
- Laos
- Latvia
- Lebanon
- Lesotho
- Liberia
- Niue
- Norfolk Island
- North Korea
- Northern Mariana Islands
- Norway
- Oman
- Pakistan
- Palau
- Palestine
- Panama
- Papua New Guinea
- Paraguay
- Peru
- Philippines
- Pitcairn Islands
- Poland
- Portugal
- Puerto Rico
- Qatar
- Réunion
- Romania
- Russia
- Rwanda
- Saint Barthélemy
- Saint Helena Ascension and Tristan da Cunha
- Saint Kitts and Nevis
- Saint Lucia
- Saint Martin
- Togo
- Tokelau
- Tonga
- Trinidad and Tobago
- Tunisia
- Turkey
- Turkmenistan
- Turks and Caicos Islands
- Tuvalu
- Uganda
- Ukraine
- United Arab Emirates
- United Kingdom
- United States
- United States Minor Outlying Islands
- Uruguay
- US Virgin Islands
- Uzbekistan
- Vanuatu
- Vatican City
- Venezuela
- Vietnam
- Wallis and Futuna
- Western Sahara
- Yemen
- Zambia
- Zimbabwe

* Publication privacy settings

The Commission will publish the responses to this public consultation. You can choose whether you would like your details to be made public or to remain anonymous.

Anonymous

Only your type, country of origin and contribution will be published. All other personal details (name, organisation name and size, transparency register number) will not be published.

Public

Your personal details (name, organisation name and size, transparency register number, country of origin) will be published with your contribution.

* I agree with the [personal data protection provisions](#)

* How familiar are you with the TEN-T Programme?

- Very familiar
- Quite familiar
- Somewhat familiar
- Not very familiar
- Not at all

Relevance

The following questions examine how well the objectives and activities of the TEN-T Programme 2007 - 2013 addressed the needs and problems identified at the time.

* 1. In your opinion, should investing in transport infrastructure be an EU priority?

- Yes
- No

2. In your opinion, how important is each of the following objectives of the TEN-T Programme 2007-2013?

	Very important	Rather important	Moderately important	Slightly important	Not important at all	I don't know
* Develop the physical transport infrastructure	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Reduce disparities in social and economic development across the regions of the EU	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Create an environment that attracts private financing to infrastructure projects	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Develop projects that combine infrastructure for transport (e.g.: intelligent and sustainable transport systems)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Improve the competitiveness of the transport sector on the global market	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Reduce greenhouse gas emissions increase energy efficiency and the use of renewable energy	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

3. Are the priorities listed below likely to contribute to the achievement of the objectives of TEN-T listed in question 2 above?

	Fully	To a large extent	To some extent	Not at all	I don't know
* Removing bottlenecks (capacity improvements)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Bridging missing links, in particular cross-border sections	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Enhancing interoperability in all transport modes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Ensuring sustainable and efficient transport systems in the long run	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Improving safety on the networks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Optimising the integration and interconnection of transport modes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

* 4. Do you expect the TEN-T Programme 2007 - 2013 to contribute to strengthening Europe's interconnections in the fields of transport sector?

- Fully
- To a large extent
- To some extent
- Not at all
- I don't know

5. In your opinion, how determining are the following features of the TEN-T Programme for addressing the sector specific objectives listed in question 2?

	Fully relevant	Very relevant	Moderately relevant	Not relevant	I don't know
* The multi-modal dimension	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Financing of projects and studies through non-repayable grants	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Prioritisation of the financing (Multiannual Work Programme for the priority projects)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Central management (work programmes, projects selection done at EU level by the Commission)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

6. Please provide here any other comment on relevance of the TEN-T Programme, which has not been covered above.

Coherence

The following questions examine the alignment of the TENT-T Programme with other EU policy objectives.

*7. In your view, to what extent is the TEN-T Programme 2007 – 2013 complementary and coherent with Member States' interventions/initiatives in the transport sector?

- Fully
- To a large extent
- To some extent
- Not at all
- I don't know

*8. In your opinion, to what extent is the TEN-T Programme aligned to and complementary with other EU policy objectives and initiatives in the fields of transport?

- Fully
- To a large extent
- To some extent
- Not at all
- I don't know

9. The TEN-T Programme is one of a number of EU programmes designed to support investment in the transport sector. How would you assess the complementarity between the TEN-T Programme in the period 2007-2013, and the following EU funding instruments?

	Excellent	Good	Neutral	Fair	Poor	I don't know
European Regional Development Fund (ERDF)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cohesion Fund	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Horizon 2020	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

9.b. Please explain why

10. Please provide here any other comment on synergies, complementarities or overlaps among the TEN-T Programme with other programmes.

EU added value

The questions in this section look at the extent to which the EU level TEN-T Programme creates benefits that are additional to the value that would have otherwise been created by Member State action alone, both at public and private level.

* 11. In your opinion, what benefits do you expect the TEN-T Programme has produced in the period 2007-2013? (Multiple answers possible)

- Promotion of transnational cooperation
- Reduce barriers to cross-border network connections
- Generation of economies of scale
- Travelling through the EU has become easier and faster'
- Greater overall investment levels in transport sector
- None
- Other

11.b. If other, please specify

12. How do you rate the overall added value of TEN-T compared to other programmes at national and/or regional level?

- Substantially higher
- Somewhat higher
- Similar
- Somewhat lower
- Substantially lower
- I don't know

13. Compared to what could be achieved without the intervention of TEN-T, to what extent do you expect the TEN-T Programme will ...

	Fully	To a large extent	To some extent	Not at all	I don't know
Foster the technical/operational development of cross-border projects	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Remove bottlenecks in networks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bridge the interconnection gaps	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Promote transnational cooperation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Stimulate an acceleration of investments in the area of Trans-European networks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Effectiveness

The following section tackles the extent to which the TEN-T is progressing in achieving its general objectives as listed in question 2 above, as well as its contribution to EU policy.

* 14. In your view, to what extent has the transport infrastructure in your country improved over the last ten years?

- Substantial improvement
- Moderate improvement
- Minor improvement
- No improvement
- Deterioration
- I don't know

* 15. In your view, to what extent has infrastructure across countries (including different transport modes) improved?

- Substantial improvement
- Moderate improvement
- Minor improvement
- No improvement
- Deterioration
- I don't know

* 16. To what extent, do you think, has this development been influenced by the TEN-T Programme?

- Substantial influence
- Moderate influence
- Minor influence
- No influence
- I don't know

17. Do you observe any positive and valuable contribution from the TEN-T Programme in the following fields so far?

	Great contribution	Moderate contribution	Minor contribution	No contribution	I don't know
Development of modern high-performing interoperable trans-European transport networks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improvement of the competitiveness of the transport sector on the global market	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reduce disparities in economic development across the regions of the EU	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reduce disparities in social development across the regions of the EU	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Strengthening the integration of, and cooperation between the regions of the EU	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reduction of greenhouse gas emissions, increase of energy efficiency and use of renewable energy	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Efficiency



The questions in this section examine if the TEN-T Programme's resources are being used in an optimal way to achieve the desired results.

18. In your opinion, how efficiently were the following aspects of the implementation of the TEN-T Programme handled:

	Very efficient	Quite efficient	Neutral	Fairly inefficient	Inefficient	I don't know
* Minimizing the administrative burden	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* The allocation of funds in Work Programmes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* The frequency and duration of calls for proposals	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* The application and selection process	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* The awareness raising and promotion of the programme	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

19. In your opinion, how important are the following features of the TEN-T Programme in order to meet the objectives in the period 2007-2013 presented in question 2?

	Very important	Rather important	Moderately important	Slightly important	Not important at all	I don't know
The focus on cross-border projects and promoting better connections between infrastructure and networks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Financing of projects and studies through non-repayable grants	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

<p>Financing of projects and studies through repayable instruments such as loans, guarantees and equity <i>(Loans, guarantee and equity are part of the European Investment Bank financial products where the EU budget can be used for attracting private investment to a project /corporate. See more at : http://femip10.eib.org/products/index.htm)</i></p>						
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Forward-looking questions

20. In your opinion, is there still a need to continue EU financial support for infrastructure investment in the transport sector?

- Yes
- Yes, albeit in a slightly different manner
- Yes, albeit in a significantly different manner
- No
- I don't know

20.b. Please specify

21. What could the TEN-T do differently?