

Evaluation of the Regulation N° 1315/2013 on Union Guidelines for the development of the Trans-European Transport Network Survey module for Case Study on the Core Network Corridors

Fields marked with * are mandatory.

Introduction

The European Commission's Directorate-General for Mobility and Transport (DG MOVE) has contracted a team of independent evaluators 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 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.

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 evaluation comprises several types of research, including thematic case studies on selected TEN-T policy areas. Each case study will be tailored to address specific research questions and will complement the survey and interviews carried out as part of the broader consultation.

This short survey forms part of the field work for the case study on the Core Network Corridors as a tool to facilitate the coordinated implementation of the core network. The main objective of this case study is to assess the relevance, effectiveness and efficiency of the Core Network Corridors for the achievement of the objectives of the TEN-T Regulation.

The survey will aim to collect your inputs and opinions on topics such as the governance of the Core Network Corridors, perceptions of main achievements, challenges and lessons learned, and improvements that could be made, degree of cooperation between the Core Network Corridors, and extent to which the Core Network Corridors are coherent with other EU actions. These data will feed into our responses to the evaluation questions. 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.

The survey will remain open until Monday 16 March 23:59 CET.

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 Jan.Szysko@coffey.com.

About You

* 1. 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

* 2. What is the scope of your work? (please tick as many boxes as appropriate):

- International
- National
- Regional
- Local

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

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

* 4. Which Core Network Corridor(s) are you directly involved in (please tick as many boxes as appropriate):

- Atlantic
- Baltic – Adriatic
- Mediterranean
- North Sea – Baltic
- North Sea – Mediterranean
- Orient / East Mediterranean
- Rhine – Alpine
- Rhine – Danube
- Scandinavian-Mediterranean

* 5. How often do you follow the activities or the Core Network Corridors (such as the corridor forum meetings, the working groups, etc.)?

- Every day
- Almost every day
- About once a week
- Two or three times a month
- Less often
- Never
- Don't know

* 6. Organisation size:

- Micro (1 to 9 employees)
- Small (10 to 49 employees)
- Medium (50 to 249 employees)
- Large (250 or more)
- Not applicable

* 7. 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

Relevance

8. Please rate your agreement with the following statement about the relevance of the Core Network Corridors in the TEN-T Regulation

	Strongly Agree	Agree	Disagree	Strongly Disagree	Don't know
* The TEN-T Regulation defines the instrument of Core Network Corridors in a clear way	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

9. Can you think of any additional work of clarifications that would enhance the definition of the Core Network Corridors instrument in the TEN-T Regulation? If so, please explain below:

10. To what extent do you agree that the following governance tools of the Core Network Corridors are appropriate to achieve the goals of the TEN-T Regulation and of the respective corridors?

	Strongly Agree	Agree	Disagree	Strongly Disagree	Don't know
* The Core Network Corridors' coordinators fora	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* The Core Network Corridors' secretariat	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* The Core Network Corridors' fora	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* The Core Network Corridors' workplans	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

* The Core Network Corridors' working groups	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Effectiveness

11. Please rate your agreement with the following statements about the effectiveness of the Core Network Corridors in the TEN-T Regulation

	Strongly Agree	Agree	Disagree	Strongly Disagree	Don't know
* The Core Network Corridors are an adequate tool to achieve the TEN-T core network objectives by 2030	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* The governance structure of the Core Network Corridors is an effective mechanism to support implementation of the corridors by the European Commission, Member States and other stakeholders	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* The Core Network Corridors are an adequate tool to achieve the decarbonisation objectives set in the TEN-T Regulation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

12. To what extent do you agree that the Core Network Corridors are an adequate tool to promote and accelerate the implementation of soft infrastructure components, including:

	Strongly Agree	Agree	Disagree	Strongly Disagree	Don't know
* Traffic management	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
* Digital solutions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
* Enhanced multi-modality	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

13. Please rate your agreement with the following statements about the effectiveness of the process for identifying bottlenecks and missing links as part of the Core Network Corridors:

	Strongly Agree	Agree	Disagree	Strongly Disagree	Don't know
* The Core Network Corridors have effectively addressed/ accelerated the removal of the identified bottlenecks and missing links on the core network	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
* The Core Network Corridors have achieved the objective of synchronising investments along the core network	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

* The Core Network Corridors have helped to enhance the functioning of the corridors to date	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* The Core Network Corridors have effectively helped to accelerate and coordinate the deployment of ERTMS along the core network	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Efficiency

14. Please rate your agreement with the following statements about the efficiency of the Core Network Corridors in the TEN-T Regulation.

	Strongly Agree	Agree	Disagree	Strongly Disagree	Don't know
* The Core Network Corridors are a cost-effective tool to complete the TEN-T core network by 2030.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Member States should be made more accountable for the completion of the TEN-T network, with the aim of ensuring the completion of projects of strategic importance	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* All relevant actors are well represented in the governance structure of the Core Network Corridors	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

* 14a. Please provide further feedback as to which actors are underrepresented in the governance structure of the Core Network Corridors, and ways in which they could participate more actively.

- urban nodes (like Bordeaux Métropole) ;
- maritime ports of the comprehensive network in the immediate vicinity of the Core Network Corridor.

Coherence

15. Please rate your agreement with the following statements about the coherence of the Core Network Corridors in the TEN-T Regulation

	Strongly Agree	Agree	Disagree	Strongly Disagree	Don't know
* The alignment of the Core Network Corridors corresponds to the needs and expectations of the operators of long-distance freight transport	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

* The alignment of the Core Network Corridors corresponds to the needs and expectations of the operators of long-distance passenger transport	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
* Adequate coordination and interoperability mechanisms between the core and the comprehensive networks are in place	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
* The different provisions of the TEN-T Regulation within the Articles relating to the Core Network Corridors are coherent among themselves	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

15a. Please provide further feedback as to which provisions of the TEN-T Regulation within the Articles relating to the Core Network Corridors are incoherent among themselves

There is no regulatory alignment between the TEN-T Regulation and the Regulation concerning a European Rail Network for Competitive Freight, for example for the Atlantic Corridor

16. To what extent do you agree that the Core Network Corridors are an adequate mechanism for driving forward developments in other relevant policies and initiatives, in particular on:

	Strongly Agree	Agree	Disagree	Strongly Disagree	Don't know
* Clean transport	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
* Efficient infrastructure use through multi-modality, telematics applications or digitalisation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

17. To what extent do you agree with the following statements on the integration / cooperation between the Core Network Corridors and other initiatives at EU and national level?

	Strongly Agree	Agree	Disagree	Strongly Disagree	Don't know
* There is sufficient integration/cooperation between the Core Network Corridors and the Rail Freight Corridors	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
* There is sufficient integration/cooperation between the Core Network Corridors and the ITS Corridors	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
* The objectives of the Core Network Corridors are well aligned with the objectives of the Horizontal priority on Motorways of the Sea	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

* The objectives of the Core Network Corridors are coherent with and adequately reflect the national investment plans	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
* The national investment plans are coherent with and adequately reflect the TEN-T objectives and the Coordinator workplans	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Added Value

18. Please rate your agreement with the following statements about the added value of the Core Network Corridors in the TEN-T Regulation.

	Strongly Agree	Agree	Disagree	Strongly Disagree	Don't know
* The governance structure of the Core Network Corridors has supported and reinforced implementation of the corridors by the European Commission, Member States and other stakeholders.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* The governance structure of the Core Network Corridors has created a stakeholder community allowing for cross-border exchange of experience and project development for the benefit of all those involved	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Additional Feedback

19. Please provide feedback on the strengths of the TEN-T Regulation in the context of the Core Network Corridors

The governance of the Corridors fosters cooperation and exchanges between stakeholders, which are not always in contact, especially between several European countries.

20. Please provide feedback on the overall weaknesses of the TEN-T Regulation in the context of the Core Network Corridors

There is a gap between the integrated and visionary work of the European coordinators and the priorities defined by the Member States, which are often more national than European.

21. Please provide feedback on areas for improvement of the TEN-T Regulation in the context of the Core Network Corridors

The role of European coordinators should be reinforced:

- they should be consulted by the Member States when defining national investment plans or national legislation ;
- they should be consulted on project applications in the framework of the CEF (for those relating to their Corridor).

The Corridor fora should be widened to welcome the representatives of infrastructures located in the immediate vicinity of the Core Network Corridor (examples: ports of La Rochelle and Bayonne). This is even more true for infrastructures located on rail freight corridors (example : port of La Rochelle).

Thank you for taking the time to complete this survey!

Contact

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