TEN-T support for *Road* projects under 2012 Annual Call

(Priority 1)

TEN-T Info Day Cyprus
5 December 2012

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Roads - Call overall objective

Under this sub-priority, the objective is to support the development of roads as a component of an integrated transport system, taking into account that the EU aims at halving road casualties by 2020.

- *Types of projects:*

  - Final **studies** before implementation, e.g. design studies
  - **Works** that will be completed by 2015, i.e. ready to start

Roads– priority areas

Projects to be selected under this sub-priority will be in line with article 9 of the TEN-T Guidelines and will include at least one of the following aspects:

- Cross-border sections or **in the case of Member States without a rail network, bottlenecks or missing links**

- Safety and security measures (including development of safe rest areas for professional drivers)

- Integration strategies with other 'lower' carbon transport infrastructure

TEN-T support for *Airport* projects under 2012 Annual Call

(Priority 1)

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Airports - Call overall objective

Only studies are open (except air/rail links under multimodality).

Such studies must create mature projects and accelerate implementation, i.e. it can only be for instance design studies, Environmental Impact Assessments (EIA), etc.

TEN-T support for *road ITS* projects under 2012 MAP Call

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'ITS project proposals' should

... be instrumental in achieving the objectives of the ITS Directive 2010/40/EU

- **accelerated roll-out of services**

- **interoperable, scalable deployment**

- **bring & demonstrate benefits (to users & operators)**

  ➢ *door-to-door continuity of service*

  ➢ *pan-European harmonisation from an end-user perspective*

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Objectives – cfr. Work Programme

- *Art 5 & 9 of TEN Guidelines*
  - **Optimisation of capacities**
  - **Intermodality**
  - **Safety & Reliability of the networks**
  - **Traffic Management & user Information**

- *priority fields:*
  - Europe-wide Traffic & Travel Information services
  - Europe-wide Traffic Management services
  - Europe-wide Freight & Logistics
  - Road safety & security

Priority Area ITS: objectives & requirements

1. Works: focused & corridor-based

- Separate project proposals for specific core service(s)
- Corridors: description of the network/ hubs/ platforms
- Obligatory use of standards, specs, 'deployment guidelines' (*)
- Clearly contribute to the objectives of the ITS Directive

  - minimum 3 Member States
  - priority to proposals enclosing well-committed stakeholders
  - indication of precise state of art & anticipated outcome
  - reporting contributing to EU harmonisation & development of specs

  (*) notably Easyway 2012 Deployment Guidelines

Priority Area ITS: objectives & requirements (2)

2. Studies: exploitation or gap-addressing

- platform to facilitate consensus building at EU level
- monitor, consolidate & report on pan-european roll-out
- evaluation of impacts & proliferation of best practices
- specification development - pilot assessment (**)

  - *starting from & co-operation with implementation projects*
  - *consolidation of results to foster uptake & operational use*
  - *clear methodology - definition of processes*
  - *demonstration of EU-wide engagement & support*

(**) *in direct support* of the ITS Directive & conform to 5-years plans reported

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Criteria & budget – cfr Work Programme

- **Eligibility – cfr Section 6**
  - **works**: minimum 3 Member States

- **Selection – cfr Section 7**

- **Award – cfr Section 8**
  - relevance – maturity – impact - quality

- **Final selection**
  - *≈ 'overall contribution to the objectives of the ITS Directive'*

- **Budget** (indicative)**: € 50 Mio** (ITS including EETS)

TEN-T support for *Multimodal* projects under 2012 Annual Call

(Priority 1)

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Multimodality – Call overall objective

Under this sub-priority, the objective is to support the development of inter-modal platforms and the interconnection nodes of different modes of transport, including systems and procedures.

- *Types of projects:*

  - Final **studies** before implementation, e.g. design studies
  - **Works** that will be completed by 2015, i.e. ready to start

Objectives: Freight

- Increase the contribution of 'low carbon' transport nodes (rail, inland navigation, shipping)

- Systems and procedures for smooth modal integration (interoperability and integrity of intermodal information flows)

- Improving the efficiency and capacity of inter-modal freight transfer nodes

Priority will be given to:

- Logistics platforms or terminals whose total transhipment exceeds 500,000 tonnes

  Or

- If nothing compliant with above, the main platform or terminal in a NUTS 2 region designated by the Member State and linked with at least road and rail

Objectives: Passenger

- *Air/Rail links only*

TEN-T support for *Air Traffic Management (ATM)* projects under 2012 MAP Call

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Implementing the Single European Sky

- The implementation of the Single European Sky goes through five pillars with the overall objective to improve Air Traffic Management's performance
- Out of the five pillars, 2 connects directly with the multimodal and cross-cutting priorities of the Multi Annual Programme Call:
    - **Performance pillar: restructuration of the European airspace through the establishment of Functional Airspace Blocks (FAB)**
    - **Technological pillar: modernisation of the Air Traffic Management (ATM) infrastructure through the deployment of SESAR technologies and procedures**

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SES technological pillar's status

- An ambitious European ATM modernisation project – SESAR – which development is managed by the SESAR JU

- An updated European ATM Master Plan approved by the Member States and the Stakeholders which provides:

    - **A roadmap to modernise the European ATM system based on SESAR's developed and validated technologies and procedures**

    - **An identification of the operational changes which are the most critical to network performance (essential)**

- Some technologies and procedures already mature for deployment – known as *SESAR baseline -* with a clear potential to bring early benefits at network and FAB level

- An interim working arrangement to steer and monitor early deployments of the *SESAR baseline – the Interim Deployment Steering Group (IDSG) –* pending the establishment of the governance and funding mechanisms for SESAR deployment

Commission's IDSG initiative

- The Commission has established the Interim Deployment Steering Group (IDSG) with the objective to identify, steer and monitor the implementation of *essential* SESAR baseline deployments which are:
  - **critical to network performance;**
  - **relevant to existing regulations;**
  - **mature for initial operational capability before end 2014;**
  - **whilst requiring multi-stakeholders synchronisation.**

- Through the above criteria, selected deployments are expected to bring significant early benefits at network and FABs levels

20

The Interim Deployment Programme

- The IDSG has produced an Interim Deployment Programme (IDP), which derives from the European ATM master plan and focuses on a subset of *SESAR baseline* operational changes that the updated European ATM Master Plan identifies as essential.

- The resulting priorities are organised into 7 activity areas which are then further detailed in the programme:
    1. **Collaborative flight planning;**
    2. **Airspace Management;**
    3. **Airport Cooperative Decision Making;**
    4. **Air Ground Data Link;**
    5. **Automated assistance to Controller;**
    6. **Required Navigation Performance (RNP) Approaches;**
    7. **Continuous Descent Operation/Continuous Climb Operations**

Supporting the execution of the IDP (1/2)

- MAP 2012 Call for Proposals is a unique opportunity to support the execution of the IDP
- ATM related actions to be supported should be in line with the IDP and the ATM Master plan:
  - **addressing tasks defined in the IDP, thus ensuring alignment with agreed priorities for *SESAR baseline* deployment and optimum contribution to expected early benefits;**
  - **implementing key enablers defined in the ATM Master Plan;**
  - **complying with geographical applicability and target dates as defined in the IDP. In particular, intermediate results should be available by end 2015 at the latest.**

22

Supporting the execution of the IDP (2/2)

- MAP 2012 Call for Proposals is a unique opportunity to support the execution of the IDP

- ATM related actions to be supported should :
  - **Involve at least 2 Member States;**
  - **Aim at synchronising between stakeholders;**
  - **Favour a network level or a FAB level approach.**

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Useful links

The Interim Deployment Programme is available at:

http://ec.europa.eu/transport/air/sesar/deployment_en.htm

Or

http://ec.europa.eu/transparency/regexpert/detailGroup.cfm?groupID=2744

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