

TII National Roads Conference 2016

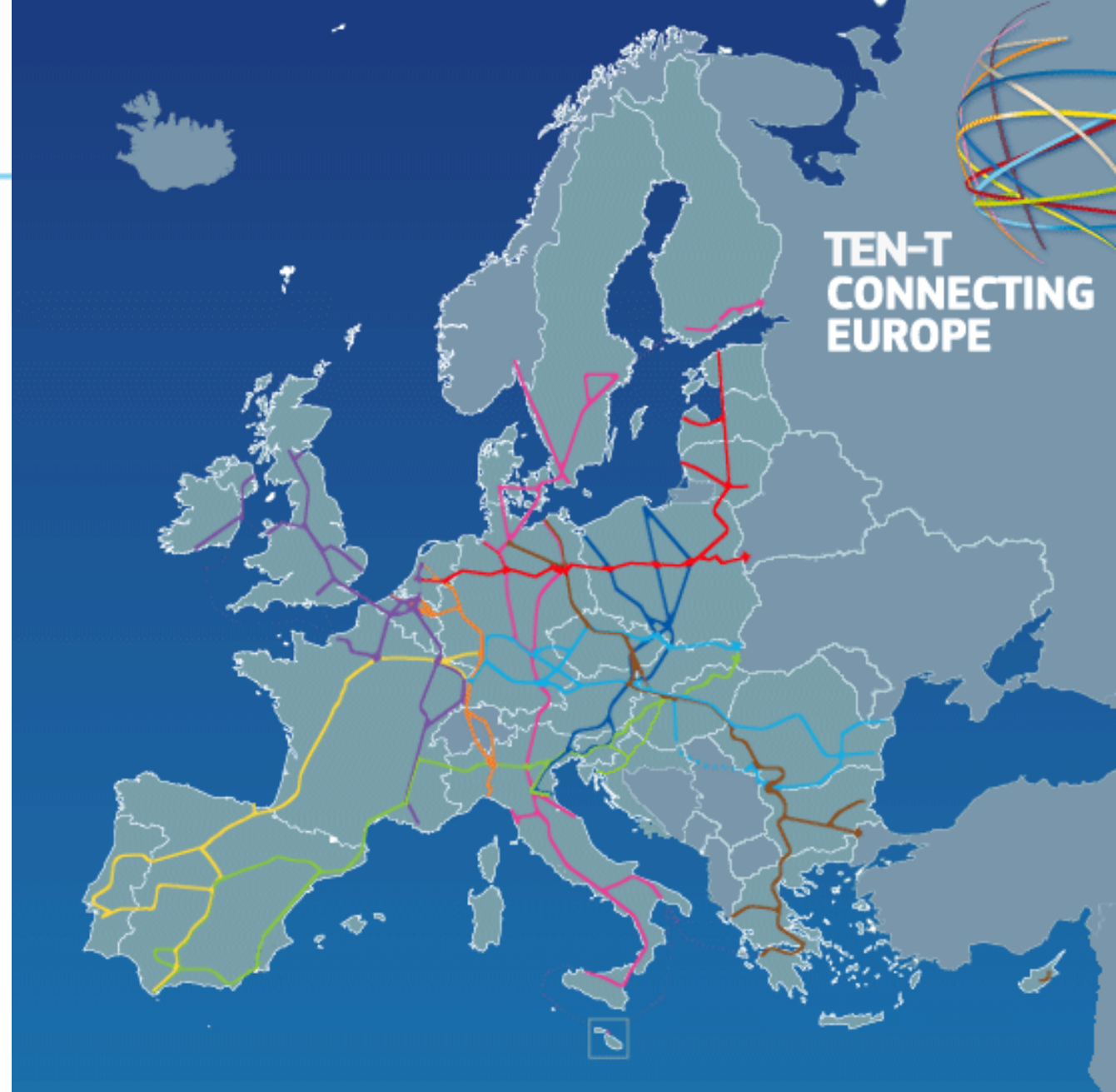
TEN-T Regulations, Protected Roads and Core Network Projects

29/09/16

Background to TEN-T

TEN-T Policy Objective:

- *Close the gaps between Member States' transport networks;*
- *Remove bottlenecks that still hamper the smooth functioning of the internal market;*
- *Overcome technical barriers such as incompatible standards for railway traffic;*
- *Promote and strengthen seamless transport chains for passenger and freight, while keeping up with the latest technological trends.*



TEN-T Regulation 2013

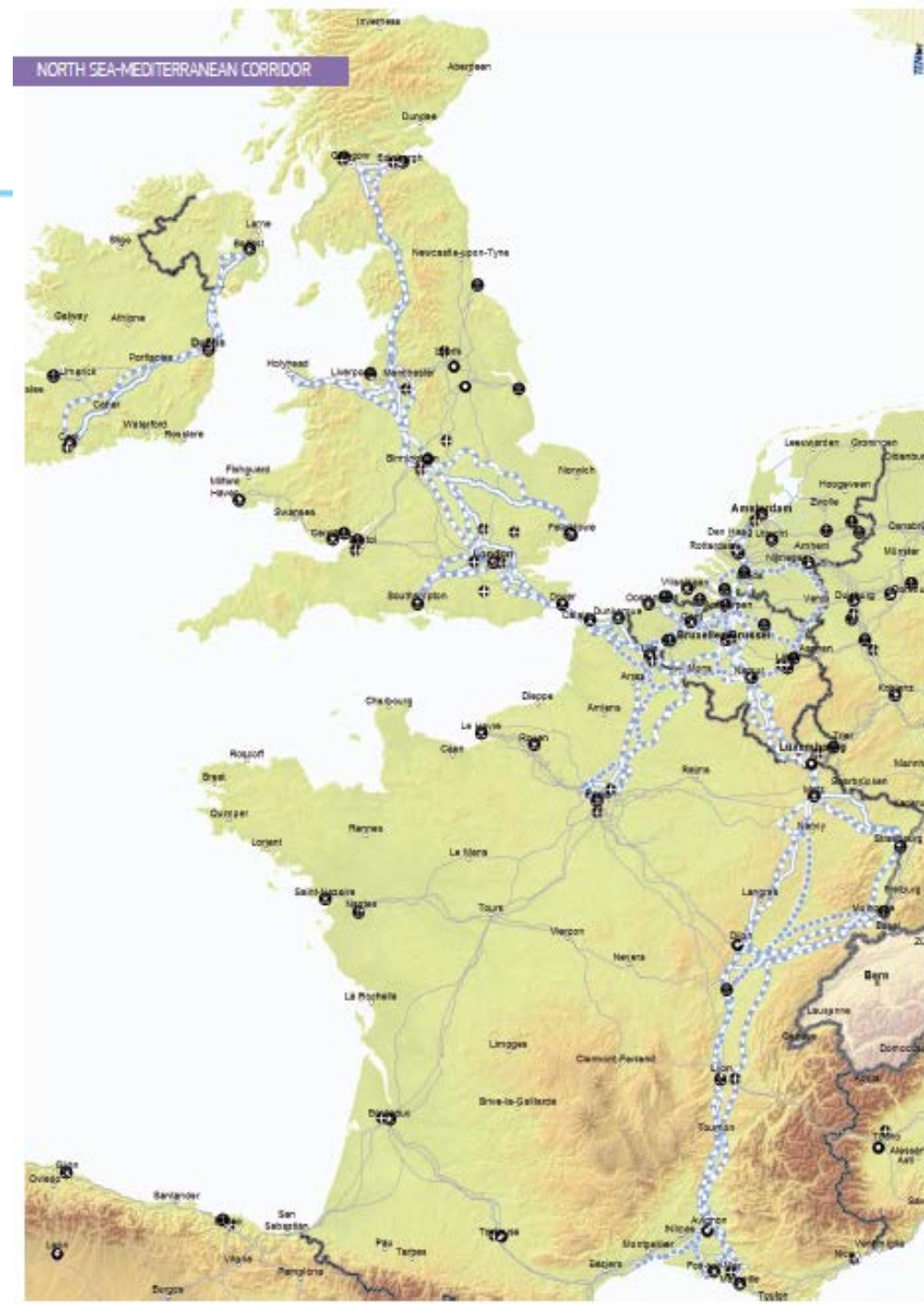
“This Regulation establishes guidelines for the development of a trans-European transport network comprising a dual-layer structure consisting of the comprehensive network and of the core network, the latter being established on the basis of the comprehensive network”

Comprehensive Network

- To be delivered by 2050
- High quality roads (motorway, expressway or conventional strategic road)
- ITS, parking / rest areas, freight terminals, logistic platforms, roadside equipment,.....

Core Network

- To be delivered by 2030
- Motorway or expressway only
- Safe & secure parking for commercial users every 100km
- Availability of alternative clean fuels



Ireland Core Roads



Ireland Core Roads

N7 Dublin to Naas



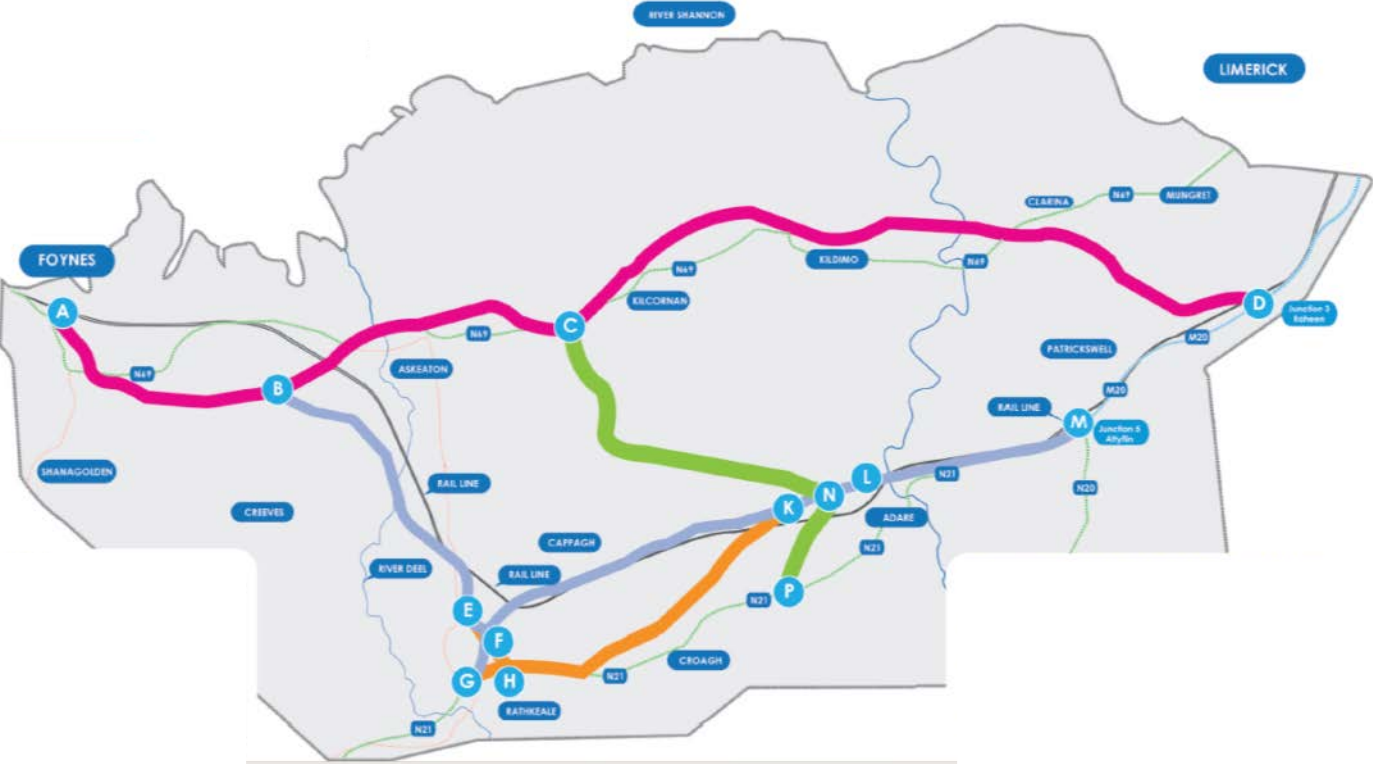
Ireland Core Roads

M7 Naas to Newbridge



Ireland Core Roads

N69 Limerick to Foynes



Ireland Core Roads

Dunkettle Interchange Upgrade



Ireland Core Roads

M28 Cork to Ringaskiddy



Ireland Comprehensive Roads



Ireland Comprehensive Roads

“Conventional Strategic Road”



Ireland Comprehensive Roads

Conventional Strategic Road?



Ireland Comprehensive Roads

Conventional Strategic Road?

