



European Commission



**TEN Transport Policy and
projects in the future**

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Background to the High Level Group

- European transport policy
- Trans-European network policy
- New Guidelines for the trans-European transport networks





European transport policy 2010: time to decide

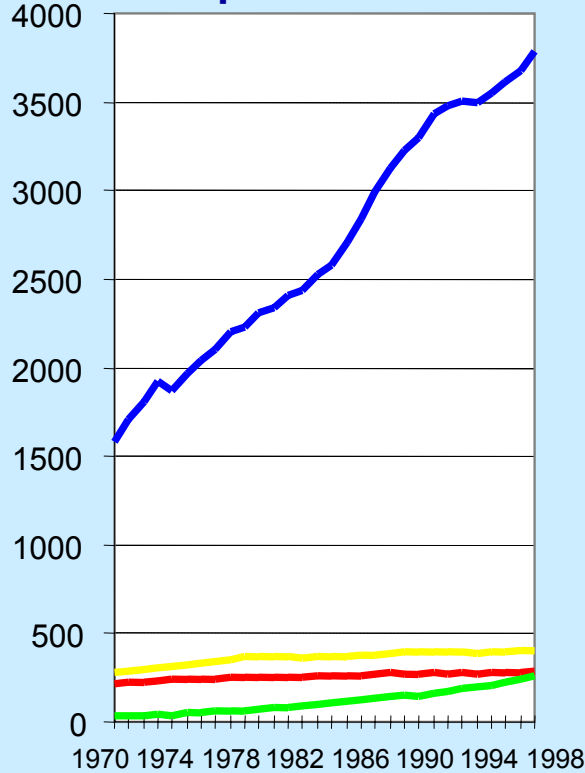
White paper of 2001



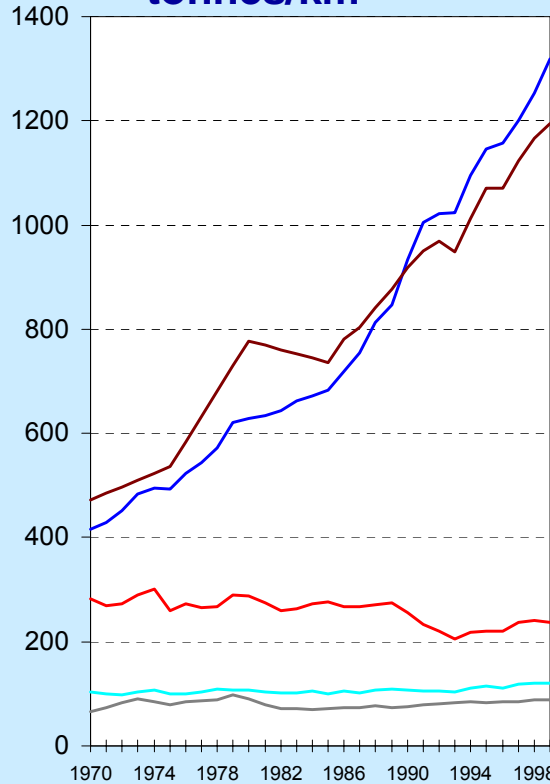


Deterioration of the modal split

Passengers in billion pass.km



Goods in billion tonnes/km

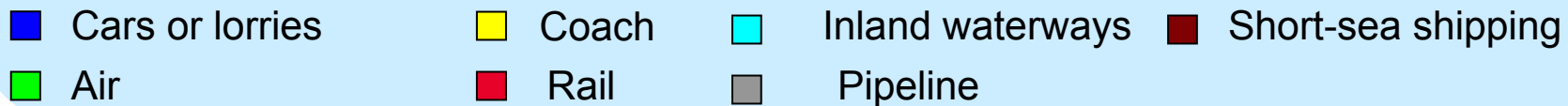


Goods

Road 44%
Sea 41%
Rail 8%
Inland waterways 4%

Passengers

Road 79%
Rail 6%
Air 5%





The White Paper - European Transport Policy for 2010: time to decide

A clear programme of 60 measures to re-orientate the Common transport policy :

- **to ensure economic growth (3% of GDP – Lisbon European Council)**
- **to facilitate the enlargement of the EU**

While:

- **reducing congestion (now 0.5% of GDP): 50% growth in road freight 1998-2010 forecast in "do-nothing" scenario**
- **reducing accidents (40 000 road fatalities per year now)**
- **reducing environmental damage (Kyoto -8% CO₂ 2008-2012) and improving security of energy supply**





White Paper: Objectives and measures

- Objective: gradual decoupling of transport and GDP by re-balancing modal split and improving quality and safety.
- 60 measures:
 - ◆ Regulated market opening for railways: 2003-2007 freight and 2010 passengers
 - ◆ Road safety and social legislation improvement and enforcement
 - ◆ TEN Guidelines (2004): priority to investments in railway bottlenecks
 - ◆ Galileo (2008)
 - ◆ Marco Polo intermodal promotion programme (2003)
 - ◆ European Single Sky (2003)
 - ◆ Fair pricing for infrastructure use and harmonised taxation
 - ◆ Safety measures





White Paper Indicators

- Decoupling of transport and GDP (in vehicle km)
- Going back to 1998 modal split
- Maintaining modal share of rail transport at 35% in new Member States
- Reducing road fatalities by 50%





White paper - summary

- The White Paper set a long term framework for developing Common Transport Policy;
- Good progress in terms of legislative proposals;
- Particular success stories are Galileo, Single Sky, TEN-T, maritime safety, Marco Polo, biofuels, and rail freight;
- There is still work to be done on infrastructure charging, aviation taxation and open skies in order to find a political agreement;
- Work is underway for the mid-term assessment of the implementation of the White Paper measures.





Trans-European transport networks

Development of policy






Trans-European Transport Network (TEN-T)

- Chapter on TENs was introduced to EU Treaty in 1993 (Maastricht treaty)
- The TEN Guidelines were first adopted in 1996 aiming at:
 - ◆ Integrating national networks and modes of transport
 - ◆ Linking peripheral regions of the Union to the centre
 - ◆ Improving safety and efficiency of the networks
- TEN-T network consists of 75200km of roads, 78000km of rail tracks, 330 airports, 270 international sea ports, 210 inland ports and traffic management systems
- 14 priority “Essen” projects were included as identified by the EU Heads of State and Government in 1994







**Trans-European
Transport Network**

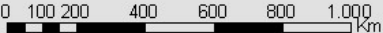
**TEN-T priority projects
of European interest 1996**

TEN-T priority projects

- Road
- Railway
- Inland waterway

TEN-T network

- TEN-T Road
- TEN-T Railway
- TEN-T Inland waterway



0 100 200 400 600 800 1,000 Km

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Cartography: DG TREN, 26/2004



Revision of TEN-T guidelines 2004

Policy context – White Paper of 2001

- Time horizon extended to 2020
- Stimulate economic development and strengthen the Common Market
- Enlargement as from 1st May 2004 (integration into EU, increased trade and traffic volumes)
- Sustainability requires modal rebalancing and improved intermodality and interoperability
- Subsidiarity issues
- Safety and security (e.g. traffic management systems and Galileo)

- TEN-T is a reference network for application of other EU transport policies (interoperability, infrastructure charging, weekend bans etc)





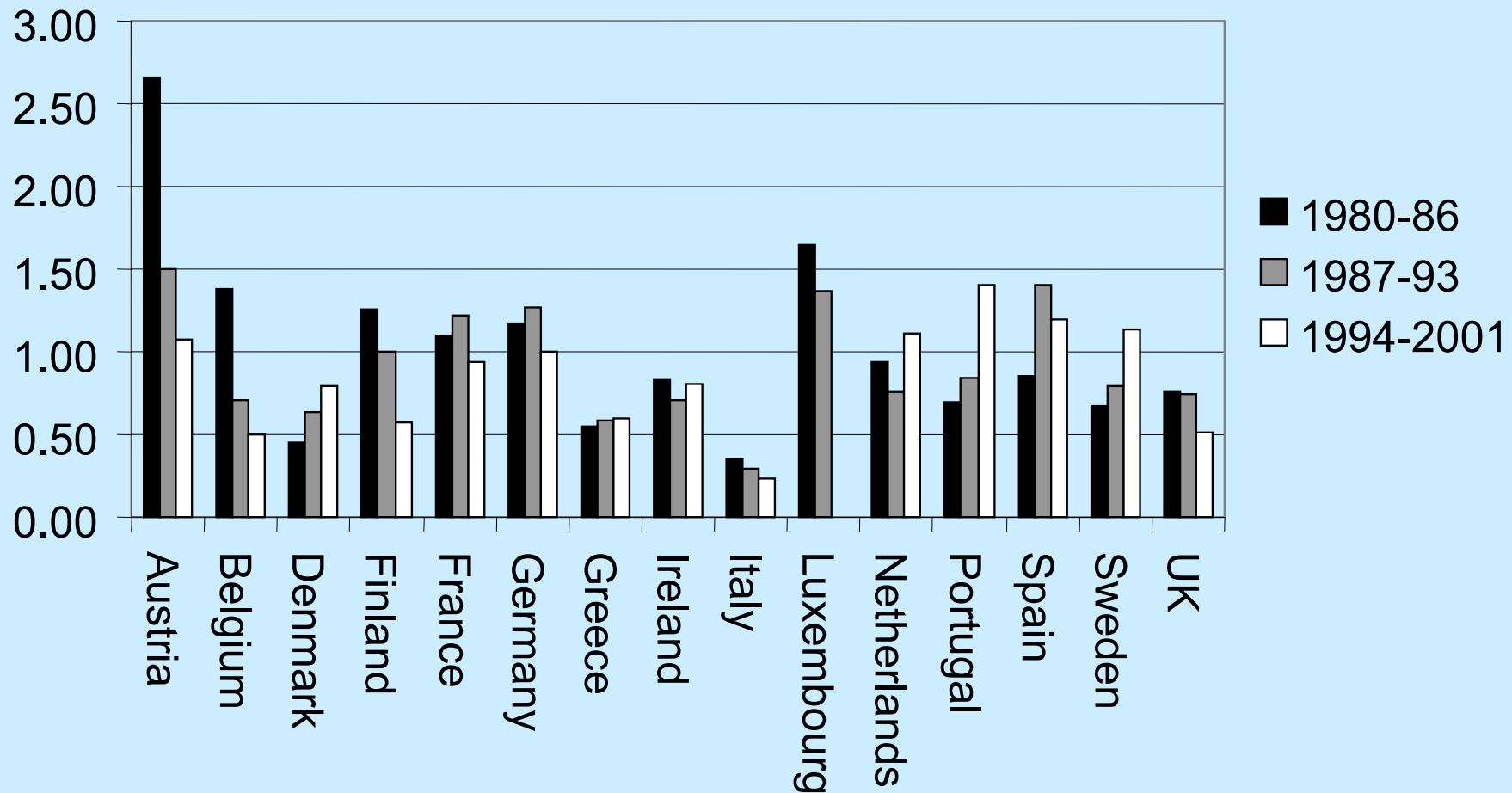
Trans-European transport networks

New Guidelines were adopted
in April 2004





Economic situation - Investments as % GDP





Objectives for the TEN-T



- **European priorities** targeted by focussing investments on 30 priority axes and projects
- **Sustainability** addressed by giving priority to rail, intermodality and Motorways of the sea
- **Organisational means** improved to facilitate co-ordination of funding and implementation of projects along the major axes
- **Financial framework** adapted to enable concentration and target bottlenecks at border crossings





TEN-T Priority projects of European interest



Ref.: COM (2003) 564 as revised by
European Transport Council (5/12/2003)

-  Airport projects
-  Port projects

Rail projects

-  "Essen" Rail project
-  Rail project 2001/2003

Road projects

-  "Essen" Road project
-  Road project 2001/2003

Motorways of the sea (2003)

-  Project n° 21

Inland waterway projects

-  Inland waterway project 2001/2003

Project numbers

-  Railway project
-  Road project
-  Multimodal project
-  Inland waterway project
-  Motorway of the sea
-  Airport
-  Galileo

Trans-European Transport Network





Priority axes

1. Railway axis Berlin-Verona/Milano-Bologna-Napoli-Messina-Palermo
2. High-speed railway axis Paris-Bruxelles/Brussel-Köln-Amsterdam-London
3. High-speed railway axis of south-west Europe
4. High-speed railway axis east
5. Betuwe line
6. Railway axis Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border
7. Motorway axis Igoumenitsa/Patra-Athina-Sofia-Budapest
8. Multimodal axis Portugal/Spain-rest of Europe
9. Railway axis Cork-Dublin-Belfast-Stranraer
10. Malpensa





Priority axes

11. Öresund fixed link
12. Nordic triangle railway/road axis
13. UK/Ireland/Benelux road axis
14. West coast main line
15. Galileo
16. Freight railway axis Sines-Madrid-Paris
17. Railway axis Paris-Strasbourg-Stuttgart-Wien-Bratislava
18. Rhine/Meuse-Main-Danube inland waterway axis
19. High-speed rail interoperability on the Iberian peninsula
20. Fehmarn Belt railway axis





Priority axes

21. Motorways of the sea
22. Railway axis Athina-Sofia-Budapest-Wien-Praha-Nürnberg/Dresden
23. Railway axis Gdansk-Warszawa-Brno/Bratislava-Wien
24. Railway axis Lyon/Genova-Basel-Duisburg-Rotterdam/Antwerpen
25. Motorway axis Gdansk-Brno/Bratislava-Wien
26. Railway/road axis Ireland/United Kingdom/continental Europe
27. "Rail Baltica" axis Warsaw-Kaunas-Riga-Tallinn-Helsinki
28. "Eurocaprail" on the Brussels-Luxembourg-Strasbourg railway axis
29. Railway axis of the Ionian/Adriatic intermodal corridor
30. Inland waterway Seine-Scheldt





New organisational means

- **European Co-ordinators** to advise project promoters on financing and evaluation methods and dialogue with operators and other stakeholders
- **Declaration of European Interest** – Integrated, even joint evaluation procedures for cross-border projects, concentrated and combined financing etc.



Financing the TEN-T

- Costs of realisation of full network is € 600 billion to be completed by 2020
- Of which € 225 billion for the priority projects
- Sources of funding:
 - ◆ National funding
 - ◆ European funding (TEN-budget, ERDF, Cohesion Fund)
 - ◆ New guarantee instrument
 - ◆ EIB loans, Structured Finance Facility
 - ◆ Private sector
- Direct user contribution – charging - important





Connections outside of the enlarged EU

- Good links between the EU and the neighbouring countries are important
- Cooperation exists in the context of the Pan-European Corridors and Areas since the 1990s
- Establishment of a High Level Group by the EC in October 2004. The Group should submit its first report by 15th December 2004 and complete its recommendations to the Commission in the second half of 2005.
- The Group includes 25 neighbouring countries.





High Level Group

Objectives, members and timetable

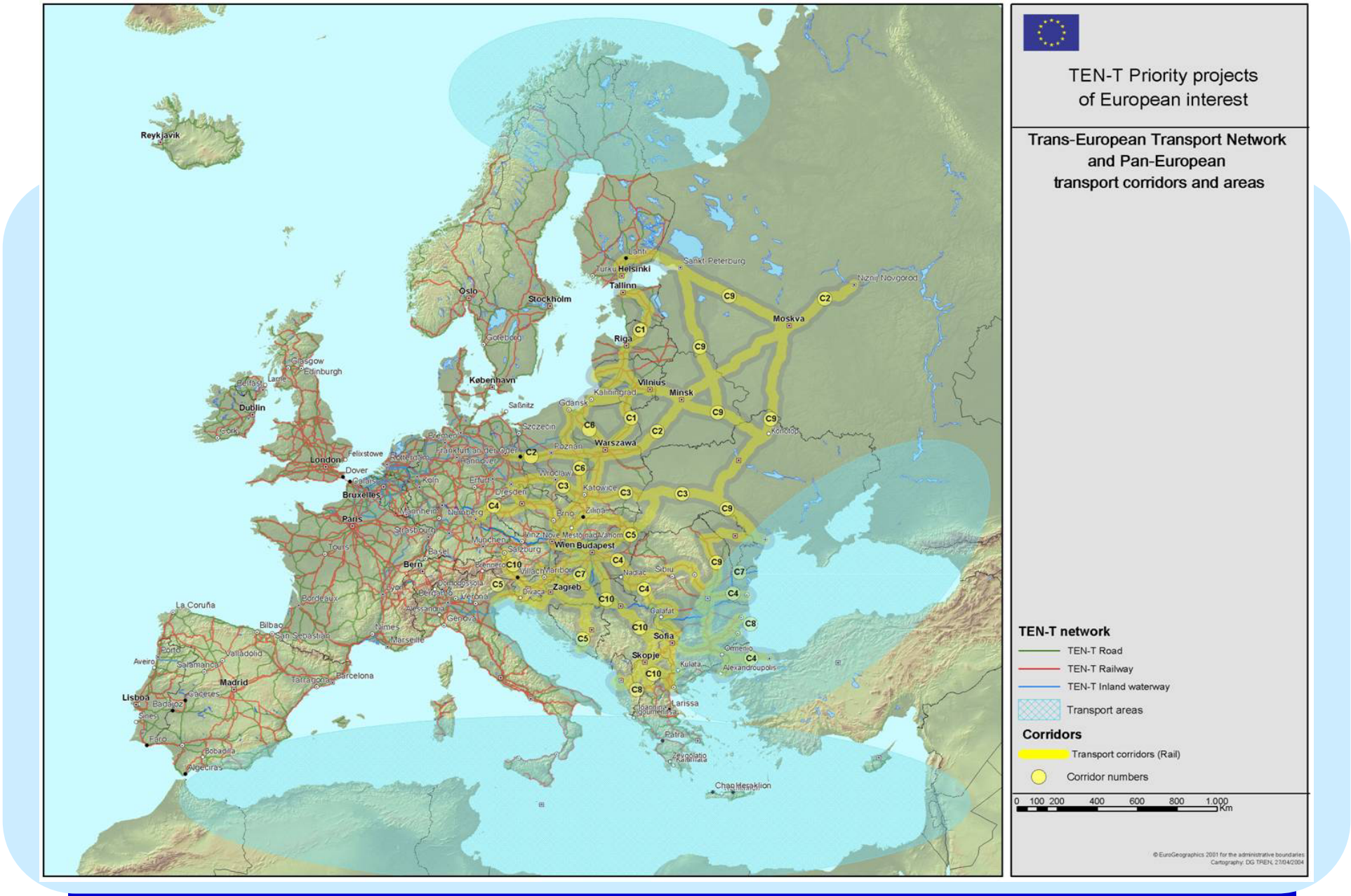




Connections beyond the EU

- Good links between the EU and the neighbouring countries are essential for economic development, stability and sustainability
- Cooperation exists in the context of the Pan-European Corridors and Areas since the 1990s, which are now mostly within the EU territory
- A ministerial meeting on “*Transport for Wider Europe*” in Santiago de Compostela in June 2004 discussed the connections between the enlarged EU and the neighbouring countries and regions
- Commission Decision to set up a High Level Group Sept. 2004





TEN-T Priority projects
of European interest

Trans-European Transport Network
and Pan-European
transport corridors and areas

- TEN-T network**
- TEN-T Road
 - TEN-T Railway
 - TEN-T Inland waterway
 - Transport areas
- Corridors**
- Transport corridors (Rail)
 - Corridor numbers



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High Level Group - Members

- 25 neighbouring countries and regions:
 - ◆ Albania, Algeria, Armenia, Azerbaijan, Belarus, Bosnia & Herzegovina, Croatia, Egypt, former Yugoslav Republic of Macedonia, Georgia, Israel, Jordan, Lebanon, Libya (as observer), Morocco, Moldova, Palestinian Authority, Russia, Serbia & Montenegro, Kosovo (under UNMIK administration), Switzerland, Syria, Tunisia, Turkey and Ukraine.
- Representatives of EU27 countries
- International financing institutions
 - ◆ European Investment Bank (EIB)
 - ◆ European Bank for Reconstruction and Development (EBRD)
 - ◆ World Bank (WB)





High Level Group - Objectives

- Proposals to the Commission on:
 - ◆ A limited number of **priority axes** connecting the Union with its neighbours with a focus on international exchanges and freight movements
 - ◆ A short list of **priority projects** on these axes, including motorways of the sea
 - ◆ How to improve the efficiency of the current transport networks through **horizontal measures**, e.g. interoperability, border-crossings, safety & security
 - ◆ How to **finance** the proposed projects and measures





High Level Group – Identification of major axes and priority projects

- Identification of major transport axes connecting the EU with the neighbouring countries or broader regions. This step should offer a tool to select some 5-7 major axes that are most used and pertinent to international exchanges and traffic and also strengthen long term regional integration and cohesion.
- Identification of priority projects on these major axes that are feasible and demonstrate the best value for money in terms of their economic, social and environmental impacts. A highly selective approach is again important to ensure that limited resources are put to best use.



High Level Group – Horizontal priorities

- In view of efficient use of the transport system and implementation of common market rules, the Group will also identify and make proposals to the Commission on so called “horizontal priorities”. These include among others strengthening of regional co-operation, ensuring technical and administrative interoperability, implementation of new technologies like traffic management systems, as well as measures to improve safety and security. In the absence of such measures, bottlenecks would occur especially at border crossings even if infrastructure works were completed.



High Level Group - Timetable

- Meetings
 - ◆ First meeting 18-19 October 2004
 - ◆ Second meeting 29 November 2004
 - ◆ Regional and plenary meetings app. once a month in 2005

- Five geographical subgroups
 - ◆ North-Eastern Europe
 - ◆ South-Eastern Europe
 - ◆ Eastern Mediterranean
 - ◆ Western Mediterranean
 - ◆ The Black Sea region

- Final report – recommendations to the Commission
 - ◆ October 2005





High Level Group – Input to the Group

- Meetings with stakeholders
 - ◆ Corridor Chairs
 - ◆ Industry representatives
 - ◆ NGOs
 - ◆ Regional seminars

- Studies and research
 - ◆ Pan-European Corridors implementation reports
 - ◆ TEN-STAC study covering the EU27
 - ◆ MEDA project
 - ◆ Study on traffic forecasts covering the neighbouring regions
 - ◆ Etc.





Public consultation

Questions to stakeholders





Which are the major axes?

1. What are the main transport axes, including motorways of the sea, connecting the European Union to the neighbouring countries or broader regions today?
2. What will these axes be with a time horizon of 2020?
3. What is the balance between the different transport modes?
4. What are the current traffic volumes, both passenger and freight, on the proposed axes?
5. What is the amount and share of international traffic to/from the Union or between the neighbouring regions?
6. How will these traffic volumes develop by 2020?
7. Are there particularly environmentally sensitive areas that must be taken into account when identifying major axes?



Which investments and how?

1. Which are the most pressing congestion, traffic safety or environmental bottlenecks on the major axes that could justify investments?
2. What kind of improvements (rehabilitation, new construction) to the infrastructure would be needed to remove the bottlenecks?
3. What is the time horizon for the realisation of such a project?
4. What would the economic, environmental and safety benefits of such project be?
5. Are there alternative technical or modal options to remove or alleviate the bottleneck?
6. How can the project best be financed? What could be the role for private sector involvement and user charges?



How to ensure seamless and efficient use of the axes?

1. What are the main technical and administrative bottlenecks on the axes?
2. Are there problems of interoperability when crossing borders or changing modes?
3. Is safety or security a major concern along an axis?
4. What could be done to solve the bottlenecks today and with a time horizon of 2020?
5. How can intermodal transport be facilitated?
6. What common market rules should be implemented to facilitate and speed up transport along an axis?
7. Which policies of administrative procedures should be better integrated?
8. What could be the role of the private sector?





**Please send your replies by
end of March 2005**

to TREN-TENT-
extension@cec.eu.int

(sent contributions will be accessible on the website)

