The Guidelines for the development of the Trans-European transport network (TEN-T)

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Deterioration of the modal split

**Passengers in billion pass.km**

- Cars or lorries
- Coach
- Inland waterways
- Air

**Goods in billion tonnes/km**

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

**Goods**

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

**Passengers**

- Road 79%
- Rail 6%
- Air 5%
Expected growth in transport demand (Baseline)
White Paper 2001: Objectives and measures

Objective: gradual decoupling of transport and GDP by rebalancing 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
- Galileo (2008)
- Marco Polo intermodal promotion programme (2003)
- Fair pricing for infrastructure use and harmonised taxation
- Safety measures
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

14 priority “Essen” projects were included, as identified by the EU Heads of State and Government in 1994
Trans-European Transport Network (TEN-T)

- TEN-T network consists of:
  - 75 200 km of roads,
  - 78 000 km of rail tracks,
  - 330 airports,
  - 270 international sea ports,
  - 210 inland ports and traffic management systems.

- TEN-T is a reference network for application of other EU transport policies (interoperability, infrastructure charging, weekend bans etc)
Revision of TEN-T guidelines 2004

- Objectives
  - Time horizon extended to 2020
  - Stimulate economic development and 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
  - Safety and security (e.g. traffic management systems and Galileo)

- Adoption 29 April 2004 (JO L201 7/6/2004)
Economic situation - Investments as % GDP

[Bar chart showing investments as % GDP for different countries (Austria, Belgium, Denmark, Finland, France, Germany, Greece, Ireland, Italy, Luxembourg, Netherlands, Portugal, Spain, Sweden, UK) across three periods (1980-86, 1987-93, 1994-2001).]
New elements for the TENs

- **European priorities** targeted by focussing investments on priority projects on 30 major trans-national axes

- **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
Priority axes

1. Railway axis Berlin-Verona/Milano-Bologna-Napoli-Messina-Palermo
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 in 4 sea areas
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 be designated for cross-border projects or the whole axis to facilitate project implementation, to dialogue with operators and stakeholders;

- **Declaration of European Interest**: For cross-border projects, integrated, even joint evaluation procedures (socio-economic, environmental), 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)
  - EIB loans
  - Private sector
- Direct user contribution – charging - important
Financial regulation amended in April 2004:
- EU contribution: up to 20% for project sections crossing borders and natural barriers

Commission proposals in July 2004:
- 20 B€ to the TENs for 2007-2013;
- New TEN financing rules: EU contribution up to 50%;
- Management agency?

Neighbourhood policy: IPA, ENPI
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

- A ministerial meeting on “Transport for Wider Europe” in Santiago de Compostela in June discussed the connections between the enlarged EU and the neighbouring countries
Aims
- Limited set of priority axes and projects thereon connecting the EU with its neighbours
- Measures to improve efficiency of the current system (e.g. interoperability, border-crossings, safety & security)

Members
- 26 neighbouring countries and regions
- Representatives of EU27
- International financing institutions

Reports – recommendations to the Commission
- First meeting: 18-19 October
- Intermediate report: December 2004
- Final report: October 2005
Further information

- DG Energy and Transport
  http://europa.eu.int/comm/dgs/energy_transport/index_en.html

- Trans-European Transport Network
  http://europa.eu.int/comm/ten/transport/index_en.htm