



Directorate-General
for Energy
and Transport

- **The trans-European transport infrastructure policy**

Trans-European networks
Major trans-national axes



Trans-European Networks Policy
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● Trans-European Transport Network

- **1992** White paper of Jacques Delors on “Growth, Competitiveness and Employment”
- **1993** TEN policy into the Treaty
- **1996** The TEN-T Guidelines were first adopted
 - 14 priority “Essen” projects
 - Integration of national networks
 - Linking peripheral regions to the centre of the EU
 - Integrating modes of transport
 - Improving safety and efficiency of the networks
- **2004** Revision of the Guidelines and the Financial Regulation in view of EU27
- **2007** Communication on “Extension of the major trans-European transport axes to the neighbouring countries”

Revision of the TEN financial regulation

Nomination of European coordinators
 - Inland waterways (Karla Peijs)
 - Motorways of the Sea (Valenta de Oliveira)

● Results of the 2004 revision

- Definition of 30 priority axes and projects
 - » priority for investments out of TEN-T budget
- Integration of the networks of the new Member States into the TEN-T
 - » facilitation of the enlargement of the EU
- Sustainable development addressed by giving priority to
 - » rail
 - » intermodality
 - » 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 on Priority Projects and especially at cross-border sections



Trans-European Transport Network and TEN-T priority projects

(Ref.: Decision 884/2004/CE)

TEN-T priority projects

- Road
- Railway
- Inland waterway
- Motorway of the sea
- Airport projects
- Port projects

TEN-T network

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

Project section numbers

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



● Extend and importance of the TEN-T network

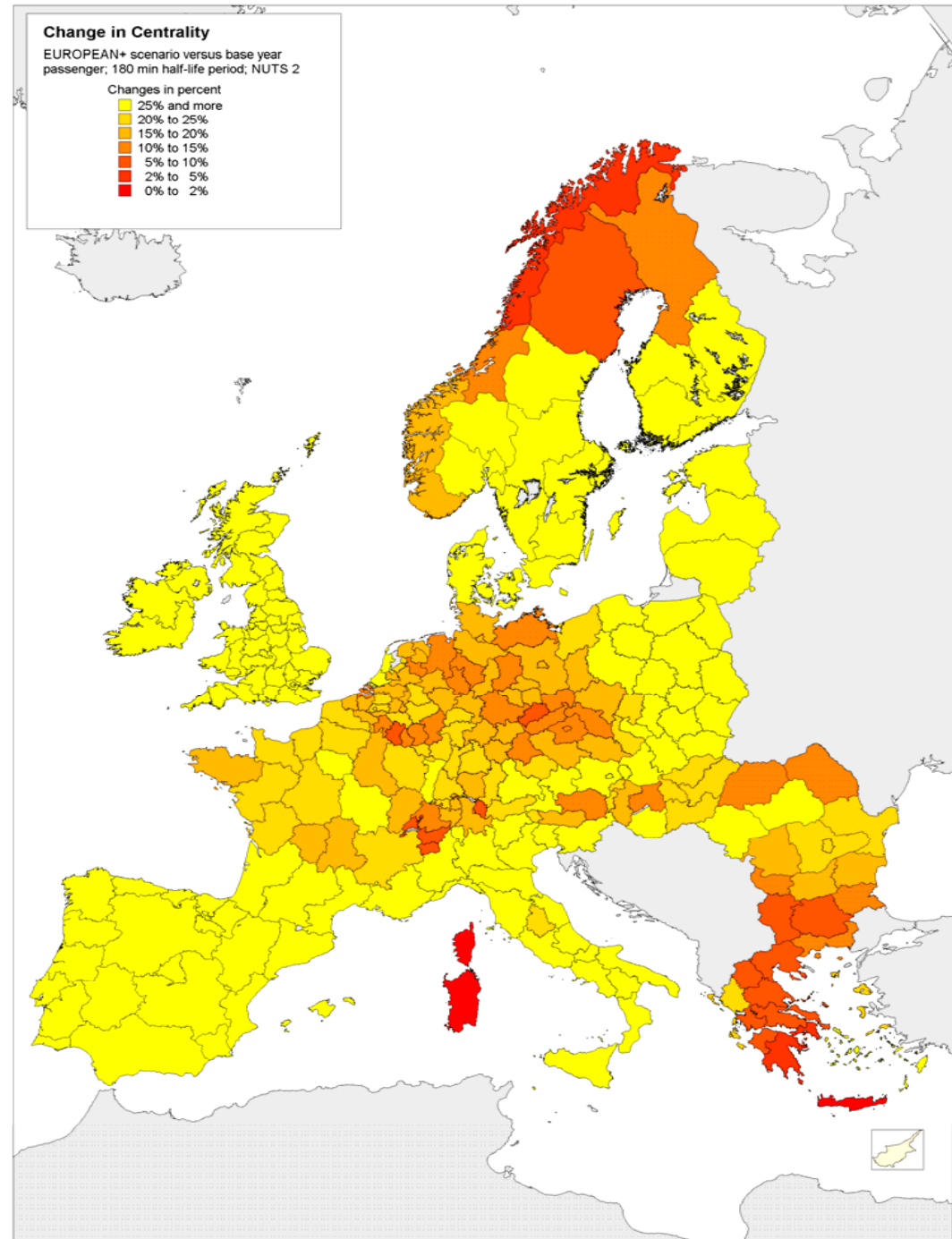
- TEN-T network – EU27 (existing and planned)
 - » 96 000 km of roads,
 - » 106 000 km of rail tracks of which 32000 km high speed,
 - » 13 800 km of inland waterways,
 - » 411 airports,
 - » 404 international sea ports,
 - » 300 inland ports and
 - » traffic management systems.
- TEN-T is a reference network for application of other EU transport policies (interoperability, infrastructure charging, weekend bans etc)
- Vital for creation of internal market, economic and social cohesion

● Expected benefits of TEN-T implementation

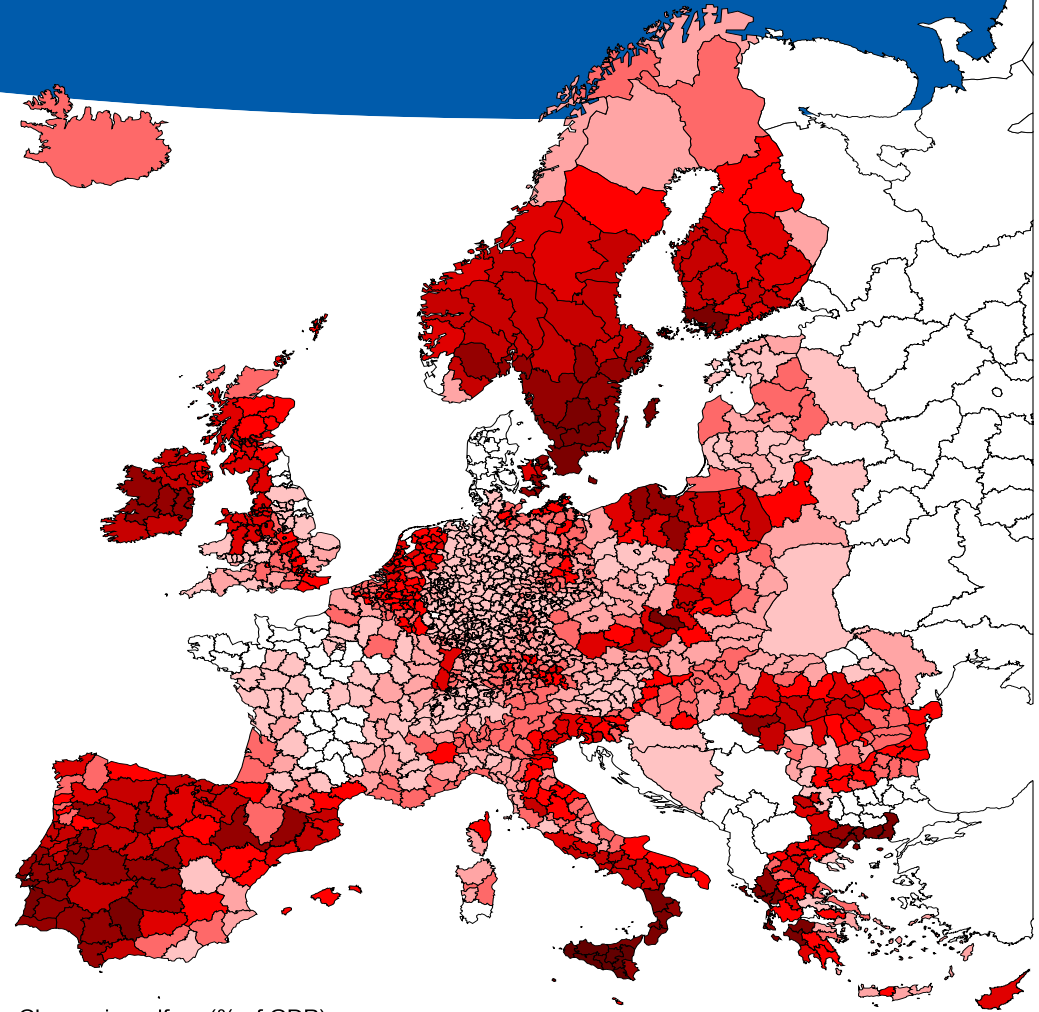
● Accessibility, employment and cohesion

- » Accessibility in new Member States and peripheral regions/countries improves most
- » Economic growth estimated at 0.23 % of GDP or one million new jobs
- » Time savings up to € 7 billion per year
- » Emissions decrease – monetary value estimated up to € 600 million per year
- » Modal rebalancing between road and rail

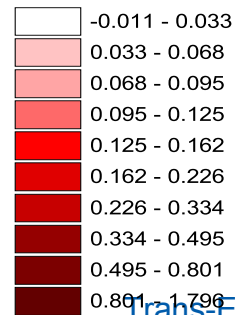
● Accessibility



● Growth of regional GDP



Change in welfare (% of GDP)



● Financing sources for TEN-T

- Cost of the 30 Priority Projects € 250 billion up to 2020
- TEN-T budget
 - » € 8 billion for 2007-2013
 - » Concentration on cross border sections and bottlenecks of Priority Projects
- Need to look at other possibilities for financing TEN-T
 - » Regional Funds
 - Cohesion Fund
 - ERDF
 - » European Investment Bank
 - » National funding remains crucial
 - » Private funding

● New Financial Regulation [(EC) No 680/2007]

- Studies $\leq 50\%$
- Works
 - » Priority projects
 - Cross-border sections $\leq 30\%$
 - Other $\leq 20\%$
 - » Non priority projects $\leq 10\%$
- ERTMS $\leq 50\%$
- Other traffic management systems $\leq 20\%$

● Main aspects of the Community funding

- Priority for the 30 priority axes and projects
- Priority for cross-border sections and bottlenecks
- 80% to 85% of the budget for the Multi-annual Programme
- Approximately € 100 Mio/year for the Annual Programme

● TEN-T and the neighbouring countries

- A well functioning transport system connecting the EU 27 and the neighbouring countries essential for
 - » sustainable economic growth
 - » the wellbeing of all citizens
- EU's external policy aims, amongst others to establish common rules based upon the Union's policies, such as the internal market principles and rules, in the neighbouring countries and other main trade partners
- In the transport sector, the aim is to ensure that legislation, standards and technical specifications of our main trade partners are compatible with those of the EU

● Proposals of the Communication

In line with the recommendations of the High Level Group chaired by Loyola de Palacio, the Commission proposes to:

- Focus cooperation on 5 major trans-national axes connecting the EU with the neighbouring countries
- Complement infrastructure investments with horizontal measures
- Strengthen the coordination frameworks

● Five trans-national axes

- Motorways of the sea, Northern axis, Central axis, South Eastern axis, South Western axis
- These five axes contribute most to
 - » The promotion of international exchanges, trade and traffic
 - » Regional cooperation and integration
- Success factor: open and secure borders (EU/Neighbours and Neighbours/Neighbours)
- Commission Communication [COM(2007)32] does not change the priorities set out for the TEN-T network

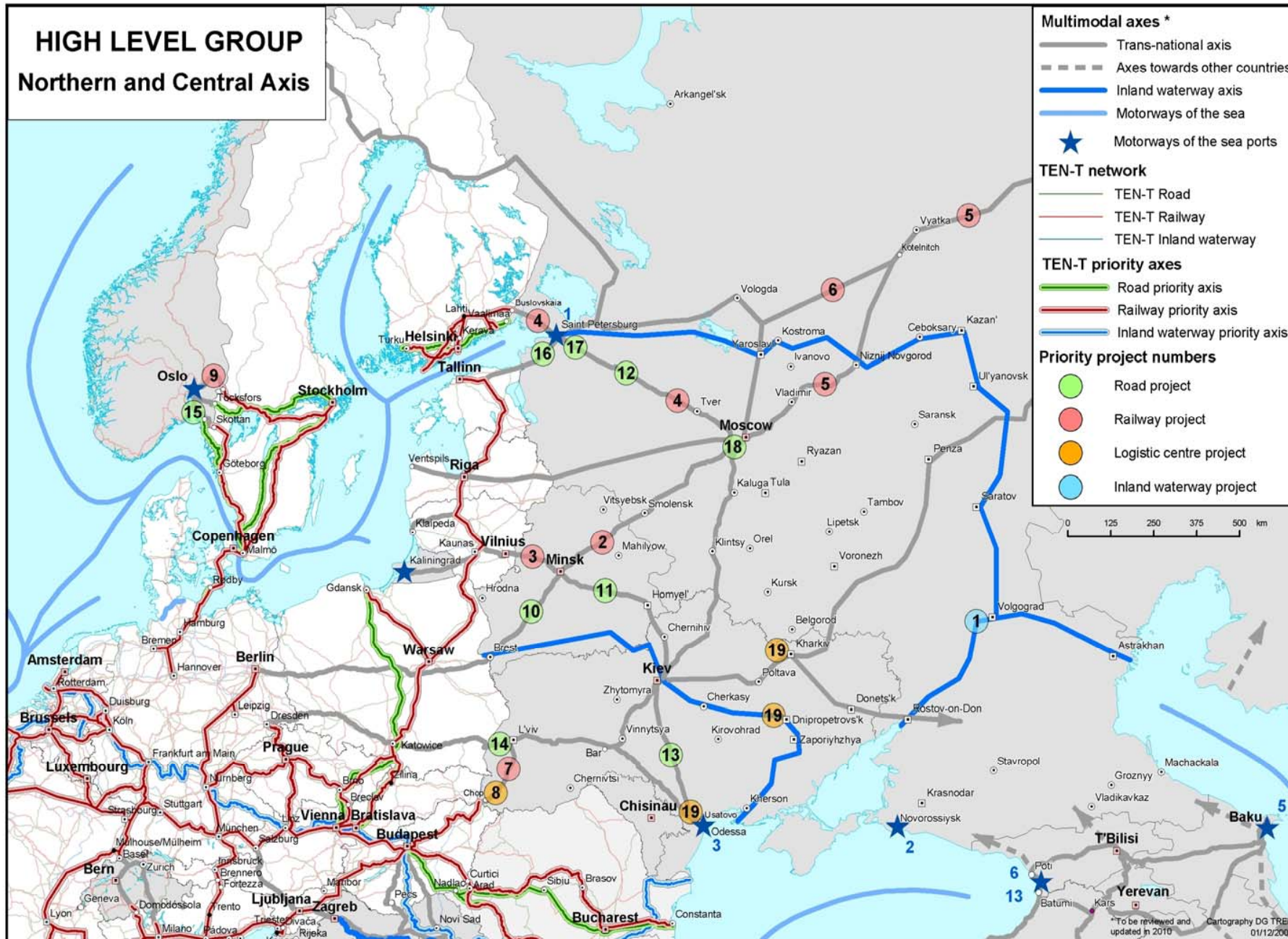
● Horizontal measures to reduce unnecessary delays and speed up traffic

- » Implementation and enforcement of conventions and international agreements
- » Simplification of border crossing procedures
- » Harmonisation of trade and transport related documentation
- » Implementation of compatible new management and other technologies
- » Ensuring technical and administrative interoperability between national systems
- » Improving safety and security in all transport modes

● Strengthening coordination

- Exploratory talks with all the neighbouring countries since September 2007
 - » First Progress Report in December 2007
 - » Second Progress Report in June 2008
- Proposed organisational set up
 - » Ministerial meetings for strategic decisions on the Axes or along an Axis
 - » A regional steering group and technical secretariat for the (Northern) Axis
- Need to ensure synergy with existing and future Structures
 - » Baltic Sea Region
 - » Barents Sea Region
 - » Northern Dimension Transport and Logistic Partnership

HIGH LEVEL GROUP Northern and Central Axis



● The northern axis

- Nordic triangle

- » Multimodal connection in Norway of the TEN priority axis n° 12 (Nordic Triangle)
- » Multimodal connection Finnish border – St Petersburg – Moscow

- Northern axis

- » Multimodal connection St Petersburg – Vartius – Tornio – Haparanda – Narvik

● Motorways of the sea

- Extensions of PP21 Motorways of the sea
- Most important for this region
 - » Extension of the MOS of the Baltic sea towards Russia (and Kaliningrad)
 - » Extension of the MOS of western Europe towards Norway in the north

- **Thank you for your attention!!!**

Further information:

- **DG Energy and Transport**
http://ec.europa.eu/dgs/energy_transport/index_en.html
- **Trans-European Transport Networks**
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