

General principles of the Trans-European Network Policy

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Outline of the presentation

- Origins of the Trans-European Network Policy
- Objectives of the TEN
- The legal basis
- What the Community is doing?
 - Guidelines
 - Financing

Why to create a TEN Policy?

- The idea of Trans-European Networks (TEN in the EU jargon) emerged **by the end of the 1980s** in conjunction with the proposed **Single Market**.
- A big market, with freedom of movement within it for goods, persons and services, cannot function unless the various regions and national networks making up that market were properly linked by **modern and efficient infrastructure**.

Treaty basis of the TEN

- The Treaty establishing the European Union decided in Maastricht which entered into force in 1993 provides a sound legal basis for the TENs.
- Title XV and articles 154-156 of the Treaty on European Union lay the foundation for common TEN policies on transport, energy and telecommunications infrastructure

TITLE XV
TRANS-EUROPEAN NETWORKS
Article 154

- 1. To help achieve the objectives referred to in Articles 14 and 158 and to enable citizens of the Union, economic operators and regional and local communities to derive full benefit from the setting-up of an area without internal frontiers, the Community shall contribute to the establishment and development of trans-European networks in the areas of transport, telecommunications and energy infrastructures.

TITLE XV
TRANS-EUROPEAN NETWORKS
Article 154

2. Within the framework of a system of open and competitive markets, action by the Community shall aim at promoting the interconnection and interoperability of national networks as well as access to such networks. It shall take account in particular of the need to link island, landlocked and peripheral regions with the central regions of the Community.

TITLE XV

TRANS-EUROPEAN NETWORKS

Article 155

1. In order to achieve the objectives referred to in Article 154, the Community:

- shall establish a series of guidelines covering the objectives, priorities and broad lines of measures envisaged in the sphere of trans-European networks; these guidelines shall identify projects of common interest,
- shall implement any measures that may prove necessary to ensure the interoperability of the networks, in particular in the field of technical standardisation,
- may support projects of common interest supported by Member States, which are identified in the framework of the guidelines referred to in the first indent, particularly through feasibility studies, loan guarantees or interest-rate subsidies; the Community may also contribute, through the Cohesion Fund set up pursuant to Article 161, to the financing of specific projects in Member States in the area of transport infrastructure.

The Community's activities shall take into account the potential economic viability of the projects.

TITLE XV
TRANS-EUROPEAN NETWORKS
Article 155

2. Member States shall, in liaison with the Commission, coordinate among themselves the policies pursued at national level which may have a significant impact on the achievement of the objectives referred to in Article 154. The Commission may, in close cooperation with the Member State, take any useful initiative to promote such coordination.
3. The Community may decide to cooperate with third countries to promote projects of mutual interest and to ensure the interoperability of networks.

TITLE XV
TRANS-EUROPEAN NETWORKS
Article 156

The guidelines and other measures referred to in Article 155(1) shall be adopted by the Council, acting in accordance with the procedure referred to in Article 251 and after consulting the Economic and Social Committee and the Committee of the Regions.

Guidelines and projects of common interest which relate to the territory of a Member State shall require the approval of the Member State concerned.

Objectives of the TEN

- Participate as a key element for the creation of the **Internal Market**.
- Support the reinforcement of **Economic and Social Cohesion**
- Development includes the interconnection and interoperability of national networks as well as access to such networks.

What the Community is doing?

- Develop policy guidelines
- Define the financing modalities

How the Commission is working?

The European Parliament and the Council approve these guidelines after consultation of the Economic and Social Committee and the Committee of the Regions according to the co-decision procedure

Guidelines

- Define the objectives and priorities,
- Identify projects of common interest,
- Define the broad lines of measures for the three sectors concerned (Transports, Energy and Telecommunications).

Source of Financing

- A large number of projects of common interest have benefited from financial support of the Community budget through the **TEN-budget line** as well as the Structural Funds and Cohesion Fund.
- The European Investment Bank (EIB) has also greatly contributed to the financing of these projects through loans.

What the TENs bring?

- Economic competitiveness
- Balanced and sustainable development of the European Union



Trans-European transport network (TEN)

Priority axes and projects

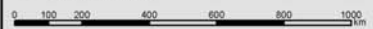
1. Railway axis Berlin-Verona/Milano-Bologna-Napoli-Messina-Palermo
2. High-speed railway axis Paris-Bruxelles/Brussel-Köln-Amsterdam-London
3. High-speed railway axis of south-west Europe
4. High-speed railway axis east
5. Betuwe line
6. Railway axis Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border
7. Motorway axis Igoumenitsa/Patra-Athina-Sofia-Budapest
8. Multimodal axis Portugal/Spain-rest of Europe
9. Railway axis Cork-Dublin-Belfast-Stranraer (completed)
10. Malpensa (completed 2001)
11. Oresund fixed link (completed 2000)
12. Nordic triangle railway/road axis
13. UK/Ireland/Benelux road axis
14. West coast main line
15. Galileo
16. Freight railway axis Sines/Algeciras-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
21. Motorways of the sea

- Motorway of the Baltic Sea (linking the Baltic Sea Member States with Member States in Central and Western Europe, including the route through the North Sea/Baltic Sea Canal (Kiel Canal);
- Motorway of the sea of western Europe (leading from Portugal and Spain via the Atlantic Arc to the North Sea and the Irish Sea);
- Motorway of the sea of south-east Europe (connecting the Adriatic Sea to the Ionian Sea and the Eastern Mediterranean to include Cyprus);
- Motorway of the sea of south-west Europe (western Mediterranean), connecting Spain, France, Italy and including Malta, and linking with the motorway of the sea of south east Europe.
- 22. Railway axis Athina-Sofia-Budapest-Wien-Praha-Nürnberg/Dresden
- 23. Railway axis Gdansk-Warszawa-Bрно/Bratislava-Wien
- 24. Railway axis Lyon/Genova-Basel-Duisburg-Rotterdam/Antwerpen
- 25. Motorway axis Gdansk-Bрно/Bratislava-Wien
- 26. Railway/road axis Ireland/United Kingdom/continental Europe
- 27. "Rail Baltica" axis Warszawa-Kaunas-Riga-Tallinn-Helsinki
- 28. "Eurocaprail" on the Bruxelles/Brussel-Luxembourg-Strasbourg railway axis
- 29. Railway axis of the Ionian/Adriatic intermodal corridor
- 30. Inland waterway axis Seine-Scheldt

(Ref. Decision 884/2004/EC of 29 April 2004)

Important cities

- Capital
- > 500,000 inhabitants
- 100,001 - 500,000 inhabitants
- 50,001 - 100,000 inhabitants
- < 50,000 inhabitants



Priority axes and projects

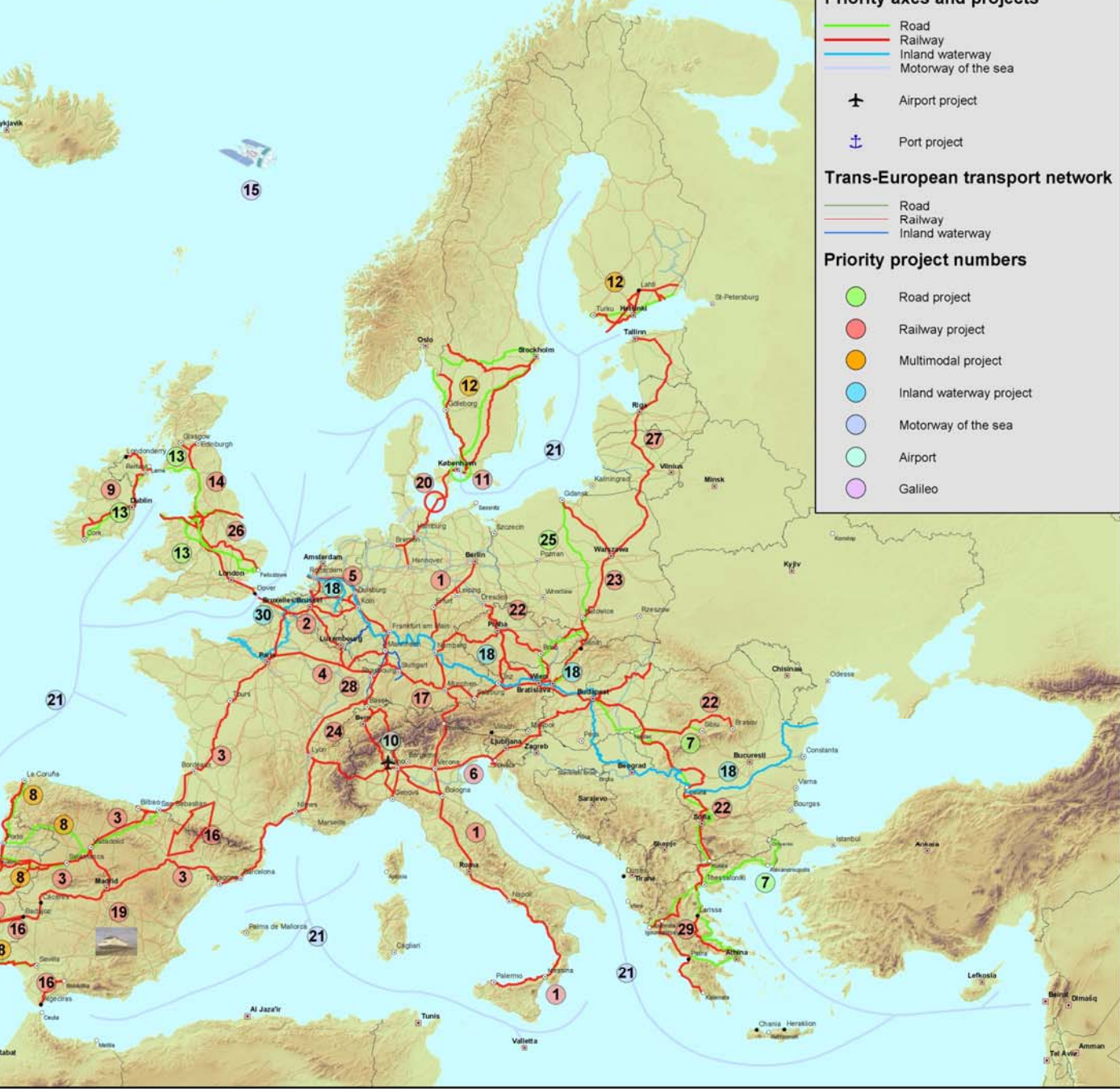
- Road
- Railway
- Inland waterway
- Motorway of the sea
- ✈ Airport project
- ⚓ Port project

Trans-European transport network

- Road
- Railway
- Inland waterway

Priority project numbers

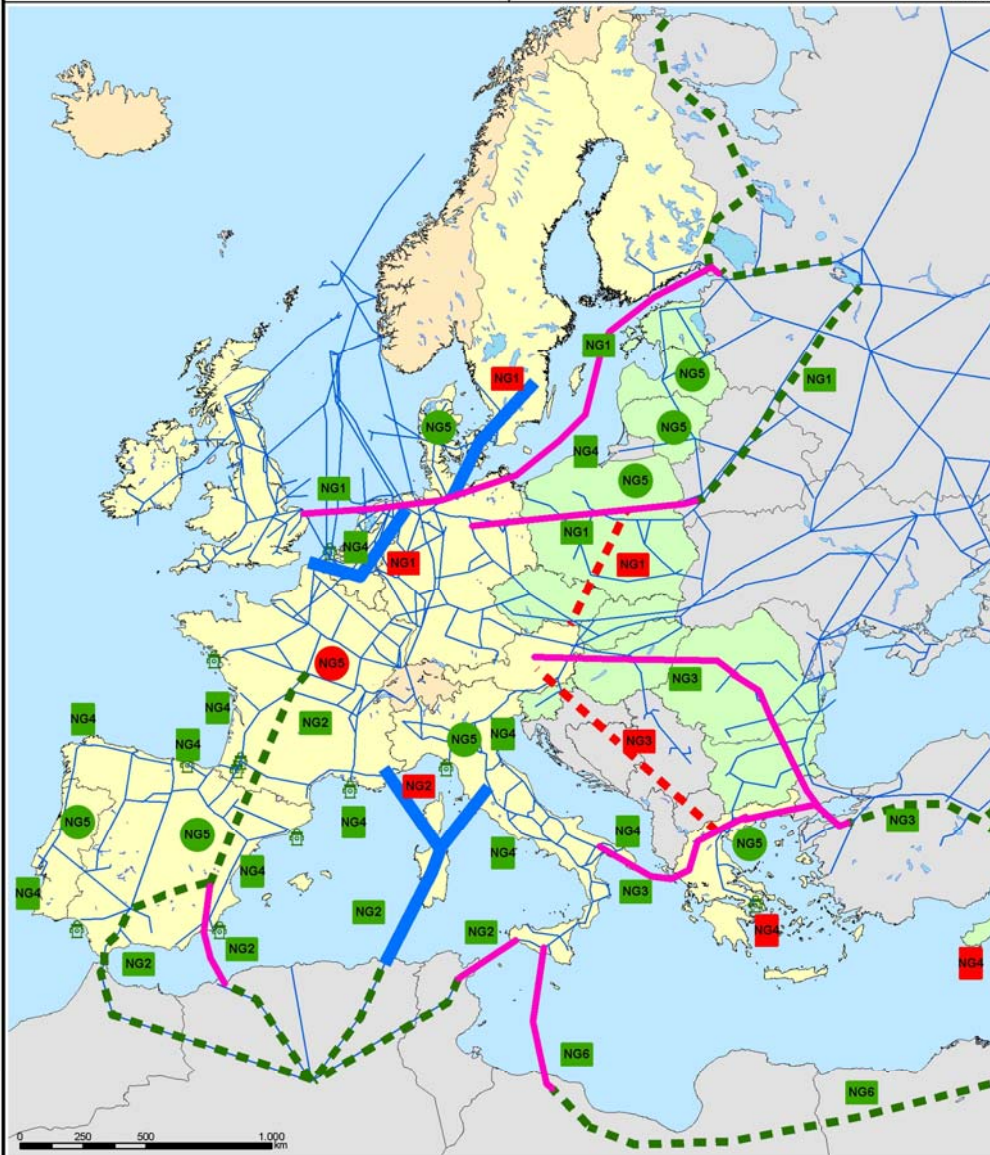
- Road project
- Railway project
- Multimodal project
- Inland waterway project
- Motorway of the sea
- Airport
- Galileo







— Projects of European Interest: Proposed by Commission in Dec 2003

— Projects of European Interest: Added by Council in Jun 2004



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THANK YOU