

**Community Guidelines for the development
of the trans-European transport networks
Decision n° 1692/96/EC of 23 July 1996 of
the European Parliament and of the
Council modified by Decisions n°
1346/2001/EC of 22 May 2001 and n°
884/2004/EC of 29 April 2004**

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Purpose

(Art1)

- n The purpose of this Decision shall be to establish the guidelines covering the objectives, priorities and broad lines of measures envisaged in the area of the trans-European transport network;
- n The guidelines shall constitute a general reference framework intended to encourage the Member States and, where appropriate, the Community in carrying out projects of common interest, the purpose of which is to ensure the cohesion, interconnection and interoperability of the trans-European transport network, as well as access to that network.

Objectives

(Art 2)

The trans-European transport network shall be established gradually by 2020 (Decision 2004) by integrating land, sea and air transport infrastructure networks throughout the Community in accordance with the outline plans indicated on the maps in Annex I and/or the specifications in Annex II.

Characteristics of the network

(Art 2; Paragraph 2)

- a) ensure the sustainable mobility of persons and goods within an area without internal frontiers and contribute to strengthening economic and social cohesion;
- (b) offer users high-quality infrastructure on acceptable economic terms;
- (c) include all modes of transport;
- (d) allow the optimal use of existing capacities;
- (e) be, insofar as possible, interoperable within modes of transport and encourage intermodality between the different modes of transport;
- (f) be, insofar as possible, economically viable;
- (g) cover the whole territory of the Member States of the Community;
- (h) be capable of being connected to the networks of the European Free Trade Association (EFTA) States, the countries of Central and Eastern Europe and the Mediterranean countries, while at the same time promoting interoperability and access to these networks, insofar as this proves to be in the Community's interest.

Priorities (1)

(Art 4)

- (a) key links and interconnections needed to eliminate bottlenecks, fill in missing sections and complete the main routes, especially their cross-border sections, cross natural barriers, and improve interoperability on major routes;
- (b) infrastructure which promotes the interconnection of national networks;
- c) Gradual achievement of an interoperable rail network, including, where feasible, routes adapted for freight transport;

Priorities (2)

(Art 4)

(d) Promotion of a long-distance, short sea and inland shipping;

(e) Integration of rail and air transport, especially through rail access to airports, whenever appropriate, and the infrastructures and installations needed;

Priorities (3)

(Art 4)

- n (f) optimisation of the capacity and efficiency of existing and new infrastructure, promotion of intermodality and improvement of the safety and reliability of the network by establishing and improving intermodal terminals and their access infrastructure and/or by deploying intelligent systems;
- n (g) integration of safety and environmental concerns in the design and implementation of the trans-European transport network;
- n (h) development of sustainable mobility of persons and goods in accordance with the objectives of the European Union on sustainable development.

Third-country networks

(Art 6)

Promotion by the Community of projects of common interest and network interconnection and interoperability in order to ensure the compatibility of third-country networks with the trans-European transport network shall be determined on a case-by-case basis in accordance with the appropriate procedures in the Treaty.

Projects of common interest

(Art 7)

- pursues the objectives set out in Article 2,
- concerns the network described in Article 3,
- corresponds to one or more of the priorities set out in Article 5, and
- is potentially economically viable on the basis of analysis of the socio-economic costs and benefits.

2. Projects shall relate to an element of the network described in Articles 9 to 17 and shall in particular:

- _n - relate to the routes identified on the maps in Annex I, and/or
- _n - correspond to the specifications or criteria in Annex II.

3. Member States shall take any measures which they consider necessary within the framework of the principles laid down in Article 1 (2).





LEITSHEMA DES TRANSEUROPAISCHEN VERKEHRSNETZES (Horizont 2020)
TRANS-EUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2020 horizon)
SCHEMA DU RÉSEAU TRANSEUROPEEN DE TRANSPORT (horizon 2020)

2/2004

EISENBAHNEN
RAILWAYS
CHEMINS DE FER

SUOMI







LEITSCHHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES (Horizont 2010)
 TRANS - EUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2010 horizon)
 SCHEMA DU RÉSEAU TRANSEUROPEËN DE TRANSPORT (horizon 2010)

STRASSEN
 ROADS
 ROUTES

POLSKA

1:1350000



— Existing
 — Existing

— Planned
 — Planned

Motorways of the sea

(Decision 2004, art 12a)

1. The trans-European network of motorways of the sea is intended to concentrate flows of freight on sea-based logistical routes in such a way as to improve existing maritime links or to establish new viable, regular and frequent maritime links for the transport of goods between Member States so as to reduce road congestion and/or improve access to peripheral and island regions and States. Motorways of the sea should not exclude the combined transport of persons and goods, provided that freight is predominant.

2. The trans-European network of motorways of the sea shall consist of facilities and infrastructure concerning at least two ports in two different Member States. The facilities and infrastructure shall include elements, in at least one Member State, such as the port facilities, electronic logistics management systems, safety and security and administrative and customs procedures, as well as infrastructure for direct land and sea access, including ways of ensuring year-round navigability, in particular the availability of facilities for dredging and icebreakers for winter access.

European Coordinator

(Decision 2004, Article 17a)

1. In order to facilitate the coordinated implementation of certain projects, in particular cross-border projects or sections of cross-border projects included among the projects declared to be of European interest referred to in Article 19a, the Commission may designate, in agreement with the Member States concerned, and after having consulted the European Parliament, a person called the European Coordinator.

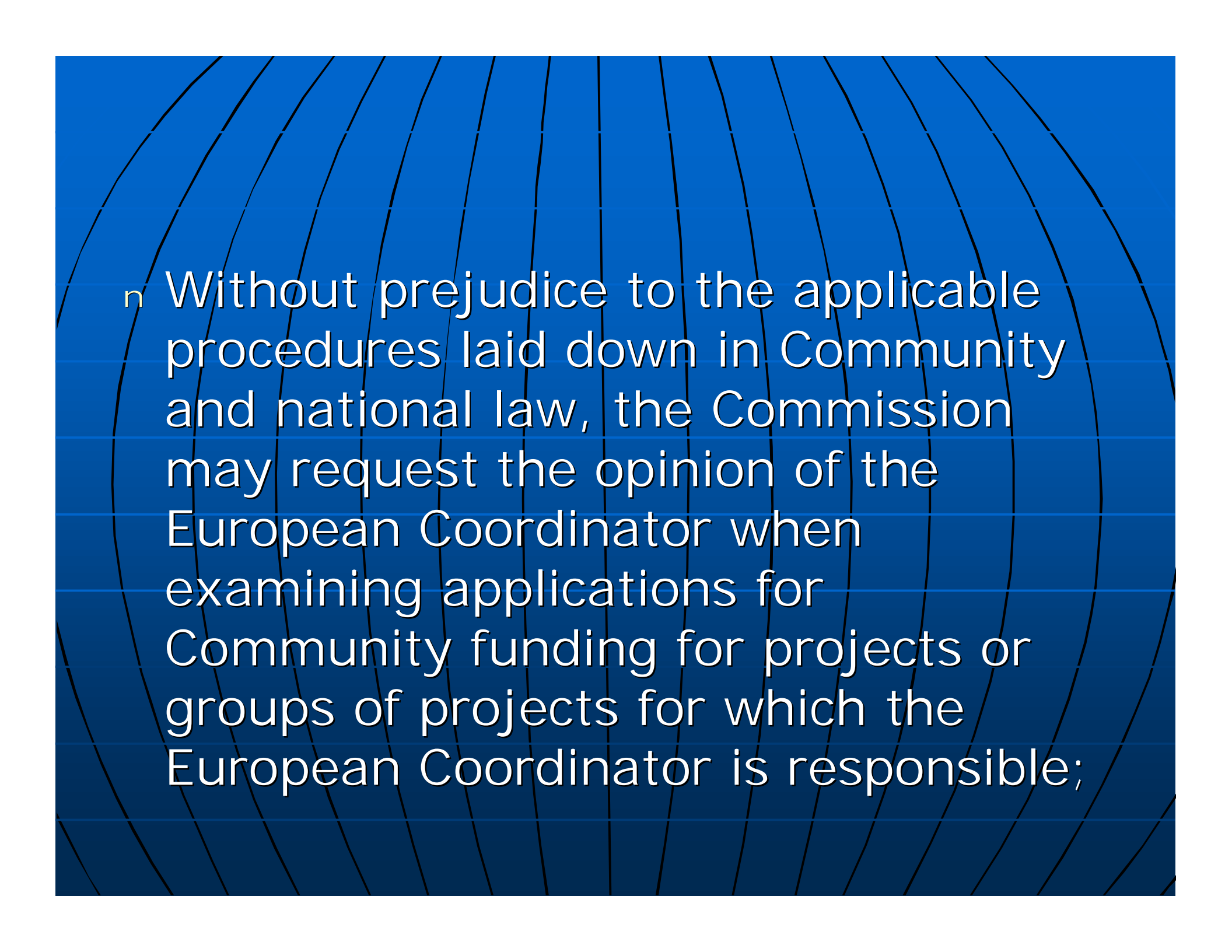
The European Coordinator shall

- n act in the name of and on behalf of the Commission. The remit of the European Coordinator shall normally relate to a single project, especially in the case of a cross-border project, but may, if necessary, be extended to cover the whole of a major axis. The European Coordinator shall draw up together with the Member States concerned a work plan for his/her activities.
- n 2. The European Coordinator shall be chosen, in particular, on the basis of his/her experience of European institutions and knowledge of issues relating to the financing and the socioeconomic and environmental evaluation of major projects.

European Coordinator

(Decision 2004, Article 17a)

- n 3. The Commission decision designating the European Coordinator shall specify how he/she is to perform the tasks referred to in paragraph 5.
- n 4. The Member States concerned shall cooperate with the European Coordinator and give him/her the information required to perform the tasks referred to in paragraph 5.
- n 5. The European Coordinator shall:
 - n (a) promote, in cooperation with the Member States concerned, joint methods for the evaluation of projects and, where appropriate, advise project promoters on the financial package for the projects;
 - n (b) draw up a report every year for the European Parliament, the Commission and the Member States concerned on progress achieved in the implementation of the project(s) for which he/she is responsible, new regulatory or other developments which could affect the characteristics of the projects and any difficulties and obstacles which may result in a significant delay in relation to the dates indicated in Annex III;
 - n (c) consult, together with the Member States concerned, regional and local authorities, operators, transport users, and representatives of civil society with a view to gaining fuller knowledge of the demand for transport services, the possibilities of investment funding and the type of services that must be provided in order to facilitate access to such funding.



n Without prejudice to the applicable procedures laid down in Community and national law, the Commission may request the opinion of the European Coordinator when examining applications for Community funding for projects or groups of projects for which the European Coordinator is responsible;



Trans-European transport network (TEN-T) 6 Priority axes and projects with European coordinators

1. Railway axis Berlin-Verona/Milano-Bologna-Napoli-Messina-Palermo
3. High-speed railway axis of south-west Europe
6. Railway axis Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border
17. Railway axis Paris-Strasbourg-Stuttgart-Wien-Bratislava
24. Railway axis Lyon/Genova-Basel-Duisburg-Rotterdam/Antwerpen
27. "Rail Baltica" axis Warszawa-Kaunas-Riga-Tallinn-Helsinki

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

Priority axes and projects

— Railway

Priority project numbers

● Railway project

Trans-European transport network

— Road
— Railway
— Inland waterway

Important cities

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

0 100 200 400 600 km

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Cartography: Energy and Transport DG, EEA/3/2006

Priority projects

(Decision of 2004, Art 19)

- n The priority projects on which work is due to start before 2010, the sections thereof and the dates agreed for completing the work referred to in paragraph 1(g) are set out in Annex III.
- n 3. By 2010 the Commission shall draft a progress report and, if necessary, propose amendments to the list of priority projects identified in Annex III in line with paragraph 1.

Priority projects

(Decision of 2004, Art 19)

- n 1. The priority projects shall be projects of common
- n interest referred to in Article 7 where examination confirms that they:
 - n (a) are intended to eliminate a bottleneck or complete a missing link on a major route of the trans-European network, in particular projects which are cross-border projects, cross natural barriers or have a cross-border section;
 - n are on such a scale that long-term planning at European level will help significantly;
 - n (c) present, overall, potential socio-economic net benefits and other socioeconomic advantages;
 - n (d) significantly improve the mobility of goods and persons between Member States and thus also contribute to the interoperability of national networks;
 - n (e) contribute to the territorial cohesion of the European Union by integrating the networks of the new Member States and improving connections with the peripheral and island regions;

Priority projects

(Decision of 2004, Art 19)

- n contribute to the sustainable development of transport by improving safety and reducing environmental damage caused by transport, in particular by promoting a modal shift towards railways, intermodal transport, inland waterways and maritime transport;
- n (g) demonstrate commitment on the part of the Member States concerned to carrying out studies and evaluation procedures in time to complete the work in accordance with a date agreed in advance, based upon national plans or any other equivalent document relating to the project in question.

Declaration of European interest

(Decision 2004, Art 19a)

The priority projects identified in Annex III are declared to be of European interest. This declaration is made solely in accordance with the procedure laid down in the Treaty and in the legal acts based thereon.

Without prejudice to the legal basis of the Community financial instrument in question:

- (a) when submitting their projects under the Cohesion Fund, in accordance with Article 10 of Council Regulation (EC) No 1164/94 of 16 May 1994 establishing a Cohesion Fund, the Member States shall give appropriate priority to the projects declared to be of European interest

Declaration of European interest

(Decision 2004, Art 19a)

- (b) when submitting their projects under the budget for the trans-European networks, in accordance with Articles 9 and 10 of Council Regulation (EC) No 2236/95 of 18 September 1995 laying down general rules for the granting of Community financial aid in the field of trans-European networks, the Member States shall give appropriate priority to the projects declared to be of European interest;
- (c) the Commission shall encourage the Member States to take into account the projects declared to be of European interest when planning the programming of the Structural Funds, in particular in regions covered by Objective 1, having regard to national transport plans falling within the scope of existing Community support frameworks;
- (d) the Commission shall ensure that the countries qualifying for the Instrument for Structural Policies for Preaccession give appropriate priority, when submitting their projects to the projects declared to be of European interest.

Declaration of European interest

(Decision 2004, Art 19a)

When forecasting its financial needs, the Commission shall give appropriate priority to the projects declared to be of European interest.

In the event of a significant delay, in relation to the deadline of 2010, in starting work on one of the projects declared to be of European interest, the Commission shall ask the Member States concerned to give the reasons for the delay within three months. On the basis of the reply given, the Commission shall consult all the Member States concerned in order to solve the problem which has led to the delay. The Commission may, in consultation with the Committee set up under Article 18(2), and as part of its active monitoring of the implementation of the project declared to be of European interest and having due regard to the principle of proportionality, decide to adopt appropriate measures. The Member States concerned shall be given the opportunity to submit observations on such measures before their adoption. The European Parliament shall be informed immediately of any measure taken.



PROJECT N° 12

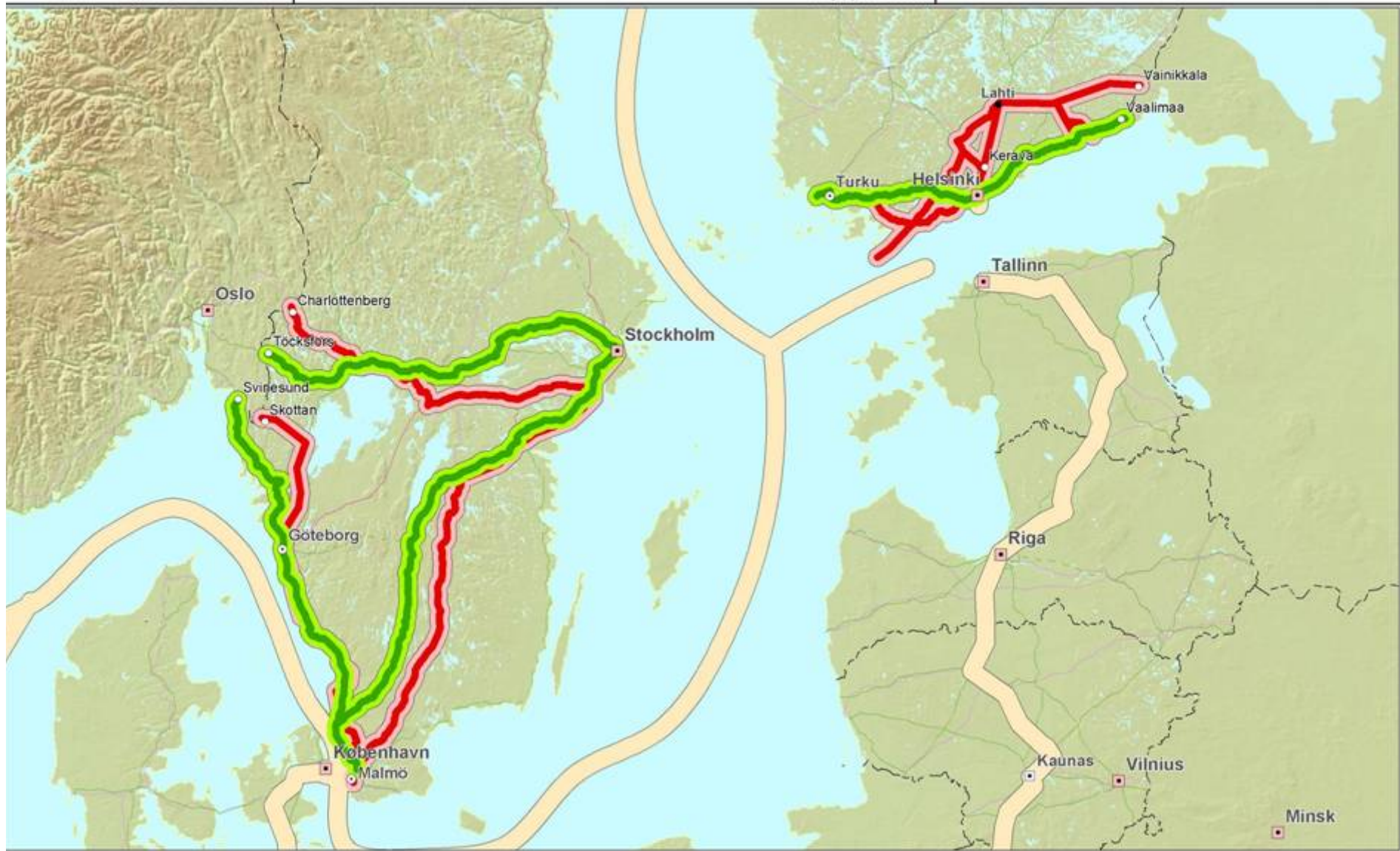
DG TREN

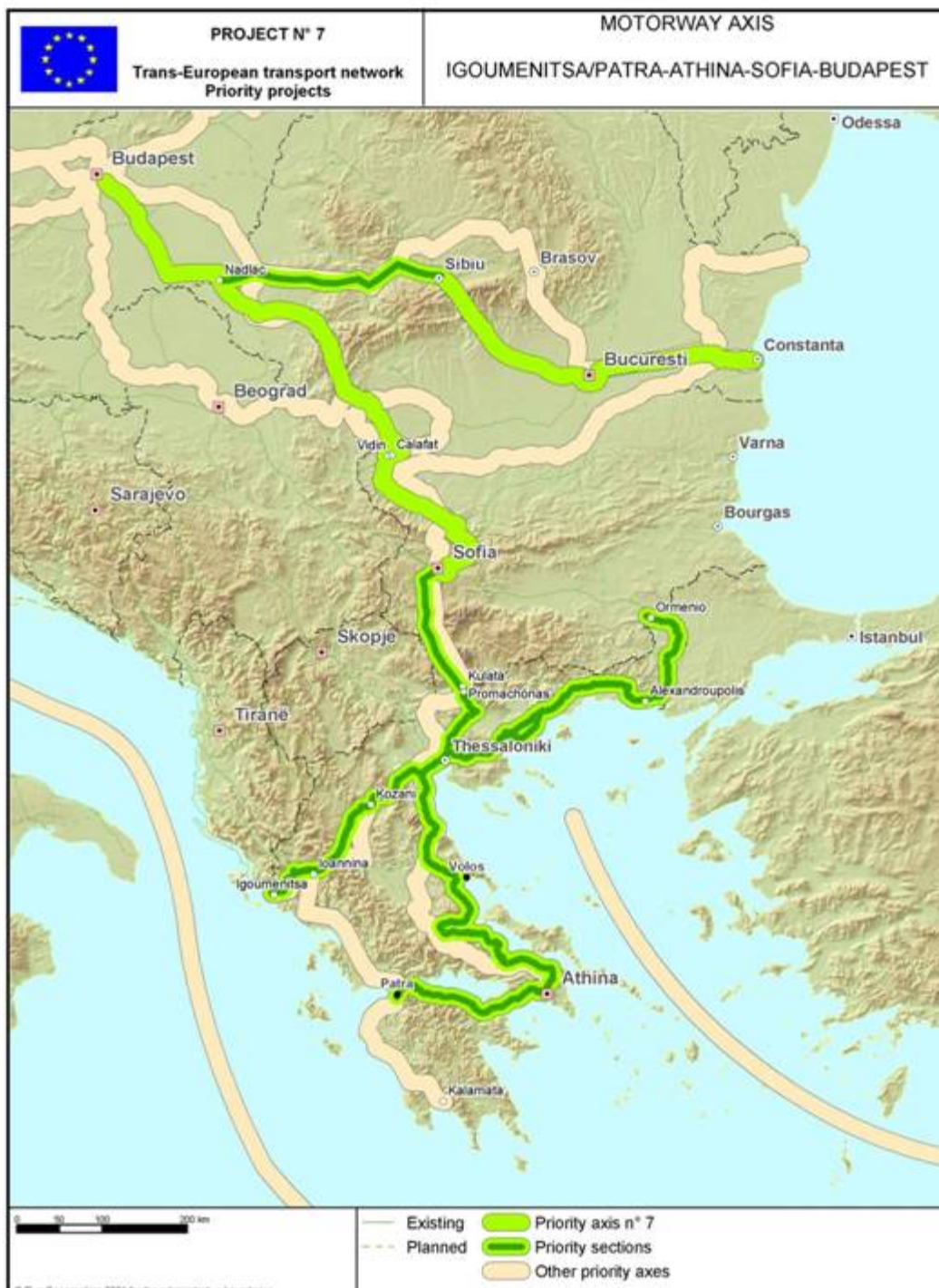
Trans-European Transport Network
Priority Projects

NORDIC TRIANGLE RAILWAY/ROAD AXIS

0 50 100 200 300 400 km
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Cartography: DG TREN, 9/05/05

- Existing road
- Planned road
- Planned Conventional
- Planned HighSpeed
- Planned UpgradedHighSpeed
- Existing Conventional
- Existing HighSpeed
- Existing UpgradedHighSpeed
- Motorway priority axis n° 12
- Motorway priority sections
- Railway priority axis n° 12
- Railway priority sections
- Other priority axis





Cross-border sections

(Decision 2004, Art 19b)

In the context of certain priority projects, cross-border sections between two Member States, including motorways of the sea, shall be identified by the Member States on the basis of criteria defined by the Committee set up under Article 18(2) and notified to the Commission. These will be, notably, sections which are technically and financially indivisible or to which the Member States concerned commit themselves jointly and for which they put in place a common structure.



PROJECT N° 6

TREN

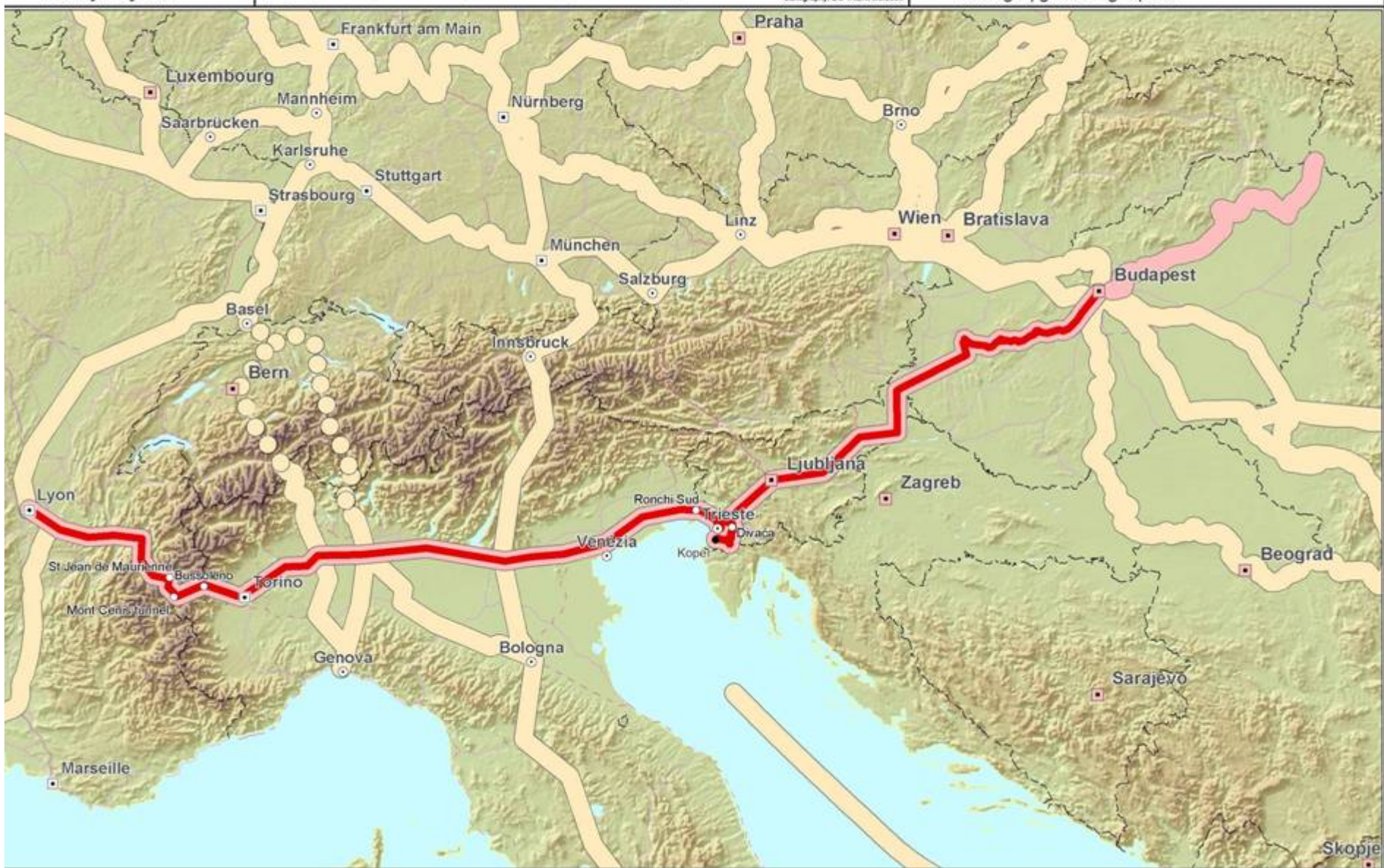
s-European Transport Network
Priority Projects

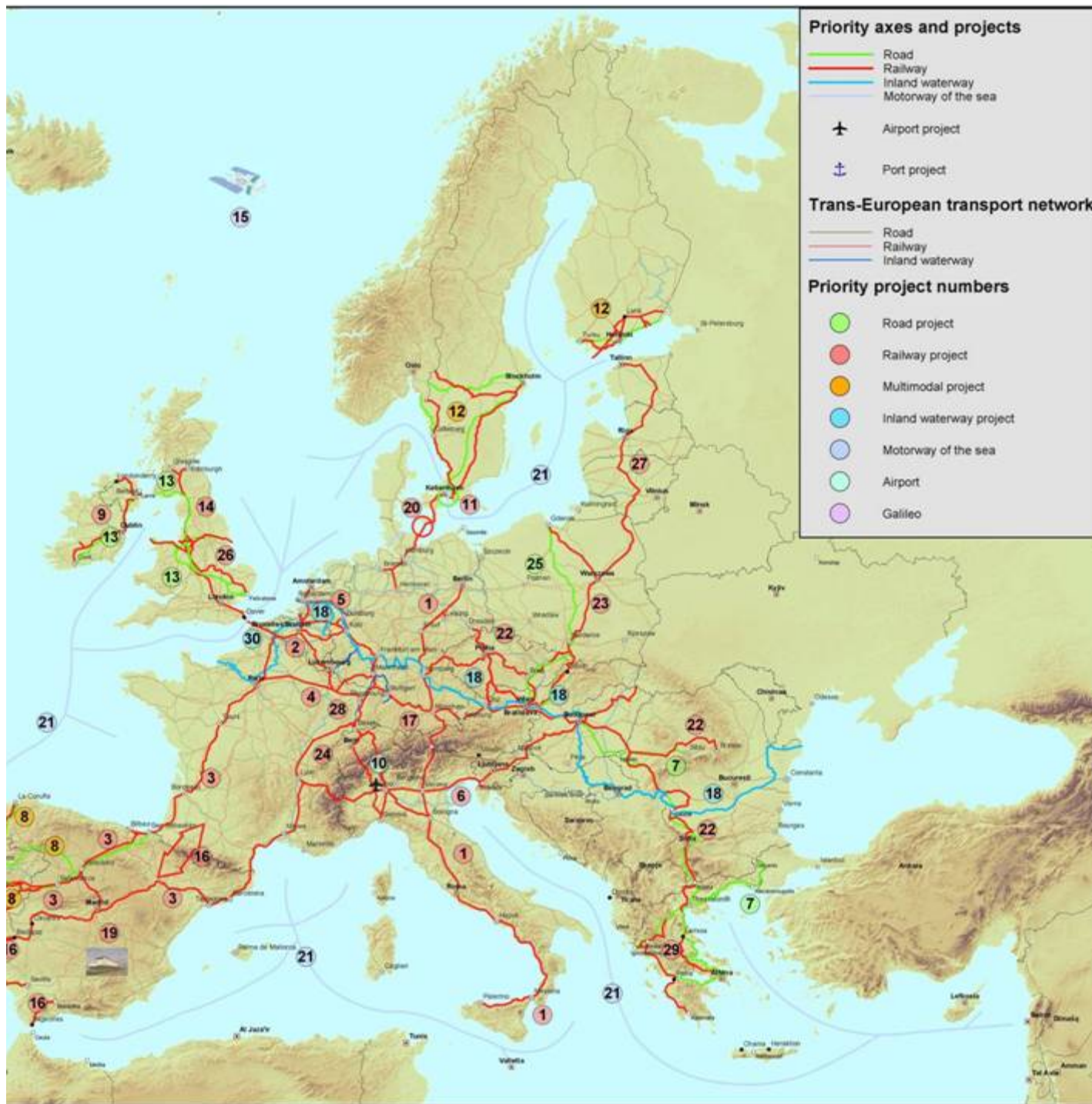
RAILWAY AXIS

LYON-TRIESTE-DIVAČA/KOPER-DIVAČA- LJUBLJANA-BUDAPEST-UKRAINIAN BORDER

0 50 100 200 300 400 km
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Cartography: DG TREN, 9/3/2005

- Planned Conventional
- Planned HighSpeed
- Planned UpgradedHighSpeed
- Existing Conventional
- Existing HighSpeed
- Existing UpgradedHighSpeed
- Priority axis n° 6
- Priority sections
- Other priority axes





Trans-European transport network (TEN-T) 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 2001)
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/Algeiras-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 Athens-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 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 84/2004/EC of 29 April 2004)

Important cities

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

0 100 200 400 600 800 1000 km



THANK YOU

