EUROPEAN COMMISSION
Audiovisual Services

EU Transport - 2012

Type: Stockshots [long] Référence: I074483 Durée: 55:00 Lieu: Amsterdam - Airport Schiphol | Karlskrona - Port | Alvesta - Central Station | Rome | Hellerup | Czech Republic | Nasielsk | Bordeaux | Roskilde - Station | Valga - Train Station | Poland | Belgium | Copenhagen | Valga | Barcelona - Port | Cenon | Terneuzen | Brussels - National Airport | Spain | Herlev | Maastricht | Venice - Harbour | Vienna | Kehl

This video stockshot on transport illustrates the following chapters: - Airport / Planes / Air Traffic; - Decarbonisation; - Intermodality; - Inland Waterways / Motorways of the Sea; - Railway Development; - Roads. The Trans-European Transport Network (TEN-T) is a major element for economic growth and job creation in Europe because the existence of an integrated, technology-led and user-friendly transport system is regarded as a key factor for the competitiveness of the UE. The TEN-T is essential to facilitate the mobility of persons, goods and services and thus strengthening the internal market and the economic and social cohesion of the EU. Envisioning such a network, the European Commission's TEN-T programme dedicates financial support towards the realisation of important transport infrastructure projects - in line with the overreaching goal of European competitiveness, job creation and cohesion. The projects represent all transport modes – air, rail, road, and maritime/inland waterway – plus logistics and intelligent transport systems, and involve all EU Member States. The trans-European Transport Network Executive Agency (TEN-T EA) assures the technical and financial implementation and management of the Trans-European Transport Network programme.

HEURE	DESCRIPTION	DUREE
00:00:00	Title	00:00:20
00:00:20	Credits and title	00:00:05
	1. AIRPORT / PLANES / AIR TRAFFIC	
00:00:25	1.1. Title: MAASTRICHT CONTROL CENTRE, THE NETHERLANDSThe Maastricht Upper Area Control Centre (MUAC), operated by Eurocontrol on behalf of four States, provides air traffic control for the upper airspace (above 24,500 feet, i.e. approximately 7,500 metres) of Belgium, the Netherlands, Luxembourg and north-west Germany. The international area of responsibility it covers illustrates the harmonisation of airspace and represents a model for cross-border projects in the spirit of the Single European Sky.Together with its civil and military partners in Belgium, France, Germany, Luxembourg, the Netherlands and Switzerland, MUAC is currently working on the creation of the Functional Airspace Block Europe Central (FABEC), the functional airspace block at the heart of Europe, with the objective of implementing	00:00:05

	heart of Europe, with the objective of implementing multinational management of the airspace of those six countries. FABEC airspace accounts for 55% of all European traffic and is located above or close to major European airports.A study for the development of FABEC will receive 13.780.130 million euro in EU support from the 2010 TEN-T Multi-Annual Call, representing 49.4% of the total project cost (27.895 million euro). It will identify solutions to further implement the Single European Sky II (SES II) legislation and aims to improve safety, capacity and environmental performance of air transport, as well as reduce costs. It includes 13 activities covering the development of a new airspace design and cost-efficiency measures in the areas of Communication, Navigation, Surveillance Services (CNS) to human resources-related issues like training and working conditions.	
00:00:30	Entrance and sign of Maastricht Upper Area Control Centre (2 shots)	00:00:10
00:00:40	Aerial control room (20 shots)	00:01:43
00:02:23	TitleThe greening European transportation infrastructure for electric vehicles electrisation is an action aiming at analysing and testing the deployment of an integrated battery recharging and switching infrastructure that allows for long distance travels, modal shift with railways, integration of Intelligent Transport Systems (ITS) and sourcing of renewable energy. With a 50% EU contribution in studies and pilots out of 9.9 million euro of the total cost, the company Better Place implemented charging infrastructures for electric vehicles in Denmark and is just starting in the Netherlands. A first battery switch station was built in the summer 2012 at Amsterdam Schiphol Airport. In Denmark, a network of five battery switch stations connects Copenhagen to Aarhus, one of the biggest routes in the country. Thirteen more are planned.	00:00:05
2. DECARBONISATION		
00:02:28	2.1. Title: INFRASTRUCTURE FOR ELECTRIC VEHICLES, THE NETHERLANDS	00:00:05
00:02:33	Sign of the Better Place battery switch station, built at Amsterdam Schiphol Airport, first one of the Dutch network (2 shots)	00:00:10
00:02:43	Exterior view of the battery switch station (3 shots)	00:00:15
00:02:58	Workers completing the works inside the station (8 shots)	00:00:41
00:03:39	Exterior view of the battery switch station with a worker passing by	00:00:07
00:03:46	Side of the station	00:00:05

00:03:51	Electric generator of the structure (2 shots)	00:00:10
00:04:01	Back view of the station	00:00:05
00:04:06	2.2. Title: INFRASTRUCTURE FOR ELECTRIC VEHICLES, DENMARK	00:00:05
00:04:11	Woman going to charge her electric car from a charge point in Hellerup, North of Copenhagen, Denmark (4 shots)	00:00:24
00:04:35	Starting the car	00:00:05
00:04:40	Finding her way on the car's support system, Oscar. The system helps finding the closest battery switch station, navigate traffic and predict energy usage (2 shots)	00:00:14
00:04:54	Driving (6 shots)	00:00:35
00:05:28	Man getting off the train at DSB Roskilde station	00:00:05
00:05:33	Walking on the station square and unlocking his electric car through his smart phone via SMS	00:00:05
00:05:39	Unplugging and leaving the station in the electric car (3 shots)	00:00:16
00:05:54	Car going through the battery switch station in Herlev and getting its battery switched (10 shots)	00:00:56
00:06:51	Better Place signs in front of the battery switch station	00:00:05
00:06:56	Better Place operations Centre in Copenhagen with workers monitoring the network and charging points (6 shots)	00:00:31
00:07:27	Exterior view of the Better Place Visitor Centre, in Hellerup	00:00:05
00:07:32	Better Place Visitor Centre (6 shots)	00:00:36
3. INTERMODALITY		
00:08:07	TitleMuelle Prat is a semi-automated container terminal scheduled to be fully operational in 2013 in the port of Barcelona. The objective is to develop the hinterland of the port to increase container traffic bound for the South of Europe.The pilot project involves the construction of a rail terminal within Muelle Prat, which will accommodate both Iberian and UIC (International Union of Railways) gauge trains. When completed, Muelle Prat will cover 200 hectares, rivalling Northern European terminals in size.The total cost is 29,134,988 euro, with a 10% EU participation in the works (2,913,499 euro).	00:00:05
00:08:12	3.1. Title: MUELLE-PRAT TERMINAL, SPAIN	00:00:05

00:08:17	Exterior view of Barcelona	00:00:05
00:08:22	Overview of the new Prat dock	00:00:04
00:08:27	Prat dock entry where lorries proceed to registration	00:00:05
00:08:32	Landside transfer area	00:00:05
00:08:37	Automated stacking blocks and cranes, area where containers are placed waiting for lorries or ships (8 shots)	00:00:40
00:09:17	Pre-gate with workers	00:00:05
00:09:22	Muelle Prat rail terminal sign (2 shots)	00:00:10
00:09:32	Railway view with ship cranes (2 shots)	00:00:10
00:09:42	Workers	00:00:05
00:09:47	Workers placing rails (3 shots)	00:00:15
00:10:02	Rails and cranes in the background	00:00:05
00:10:07	Workers building a concrete surface (5 shots)	00:00:25
00:10:32	General view of the working site (4 shots)	00:00:20
00:10:52	3.2. Title: TERMINAL RAIL/SHIP, PORT OF VENICE, ITALYOne pilot project aims at implementing shipping accessibility in the port of Venice-Marghera and consists of infrastructural works for the operational and remedial dredging of two streches of the West industrial and South industrial canals to allow vessels of higher tonnage to access the port facilities. Another goal is to reduce the environmental pollution of the lagoon by removing contaminated sediment from the canal.Another pilot project consists of adaptating both road and rail networks in the stretch Malcontenta-Fusina of "Via dell'Elettronica" in the port of Marghera Venice, widening the existing road from two to four lanes and doubling the existing railway line by constructing 1900 meters of new tracks to improve the connections.The total cost for the first project is 39,120,000 euro, with a 10% EU participation, and it is of 2,700,000 euro for the second project, with a 50% EU participation in studies and a 10% participation in the works.	00:00:05
00:10:57	Venice harbour, South and West Canals (3 shots)	00:00:17
00:11:14	Along the Venice harbour, West Canal, sign of the construction site (2 shots)	00:00:10
00:11:24	Sediment removal (4 shots)	00:00:27
00:11:50	Venice harbour, Canal (2 shots)	00:00:18
00:12:08	New rail tracks (5 shots)	00:00:33

00:12:41	Asphalting of the Via dell'Elettronica" (5 shots)	00:00:32
00:13:12	Road sign	00:00:06
	4. INLAND WATERWAYS / MOTORWAYS OF THE SEA	
00:13:19	TitleThis pilot project, part of Priority Project 18 (Waterways axis Rhine/Meuse-Main-Danube) concerns the construction of the fourth lock at Lanaye, the key lock along the Albert Canal at the Belgian Dutch border. This lock connects maritime and inland ports along the Rhine-Main-Danube (from Rotterdam to Constanza) and along the Seine-Scheldt (from Le Havre to Antwerp) and constitutes an essential point of passage for the European inland waterway network.The existing lock is highly congested, causing considerable delays. The fourth lock at Lanaye will be 225m x 25m, so as to bring the lock's capacity to more than 50 000 vessels per year. EU participates in 30% for a total cost of 89,766,666 euro.	00:00:05
00:13:24	4.1. Title: NEW LOCKS ON ALBERT CANAL, BELGIUM	00:00:05
00:13:29	Part of the existing lock (2 shots)	00:00:11
00:13:40	The construction site	00:00:05
00:13:45	Scaffolding behind a new wall (2 shots)	00:00:10
00:13:55	Workers inspecting part of the newly built wall (2 shots)	00:00:10
00:14:05	Support metal pole being placed in a newly dredged canal (5 shots)	00:00:24
00:14:28	Part of the construction site (4 shots)	00:00:21
00:14:49	General view of the Albert canal	00:00:05
00:14:54	4.2. Title: RIVER INFORMATION SYSTEMS (RIS), TRAFFIC CENTRE TERNEUZEN, BELGIUMLocated on the border between Belgium and the Netherlands, the Western Scheldt River is a very important axis for water-borne transport, with maritime and inland navigation both using the waterway at high capacity.The pilot project aims to extend the range of available River Information Services (RIS) to replace the current radar system with better performing Vessel Traffic Management Information System (VTMIS). Cross-border data exchange has become more important due to the increased traffic and routes. The monitoring of the traffic has to be gradually increased and made more accurate through improved communication with the different players. The EU participates in 20% of the works, out of a 2,650,000 euro total cost.	00:00:05
00:14:59	General view of the estuary of the Scheldt river	00:00:05

00:15:04	The Terneuzen Traffic Centre, which will be completely rebuilt and reequipped as part of the action (2 shots)	00:00:10
00:15:14	Man showing a map of the Western Scheldt river (2 shots)	00:00:10
00:15:24	Man consulting the website "vts-scheldt.net", which gives navigation information to vessels (3 shots)	00:00:20
00:15:44	Woman at control post, video screens and computer screens with the vessels' positions (6 shots)	00:00:30
00:16:14	A vessel seen navigating through the windows of the control room	00:00:05
00:16:19	Man communicating as a drawbridge is opening (3 shots)	00:00:15
00:16:34	Drawbridge opening	00:00:05
00:16:39	Another controller at post, computer screen with vessels' positions (4 shots)	00:00:20
00:16:59	Barges navigating (2 shots)	00:00:10
00:17:09	4.3. Title: GDYNIA-KARLSKRONA PROJECT, POLAND/SWEDENThe objective is to implement the Motorways Of the Sea project in the Baltic Sea region through the ports of Karlskrona, Sweden, and Gdynia, Poland. The project will reduce the amount of freight using the north European motorways and will diminish the related road congestion. The result is expected to be an increase in the intermodal share of the corridor from a current 3% to 10% in 2015 and 30% in 2025. The EU participates in 20% of the works, out of a 17,090,800 euro total cost. On the stockshots, the Swedish part is shown, from Alvesta train station to Karlskrona ferry terminal.	00:00:05
00:17:14	Billboard with terminal project (3 shots)	00:00:15
00:17:29	Alvesta Central Station	00:00:05
00:17:34	Goods train with Coop-wagons arriving at Alvesta Central Station (3 shots)	00:00:16
00:17:50	Train moving to the marshalling yard	00:00:09
00:17:59	Goods wagons being unloaded with reach stackers at the Terminal in Alvesta (6 shots)	00:00:38
00:18:37	Crane driver checking a container for external damage (2 shots)	00:00:11
00:18:49	Ferry arriving in Karlskrona ferry terminal	00:00:06
00:18:55	Ferry's crew prepares to connect the power cable (2 shots)	00:00:10
00:19:05	The ferry	00:00:05

00:19:10	Lorries driving in the ferry (3 shots)	00:00:16
00:19:26	Ferry's bow doors close (2 shots)	00:00:10
00:19:36	The ferry sails from the port	00:00:05
	5. RAILWAY DEVELOPMENT	
00:19:41	TitleThe aim of the pilot project is to link Brussels Zaventem Airport with the high speed rail network: Brussels-Antwerp-Amsterdam and Paris-Brussels/Brussels-Köln-Amsterdam-London high speed railway axis, each line forming part of Priority Project 2. The airport is currently only accessible by a dead-end railway station served by local and regional trains, or by very busy road. By constructing a northbound tunnel underneath the airport, the new link will connect Zaventem Airport to the north-south railway axis between Brussels and Antwerp. (Independently of the current project, a new track is to be constructed on the central reservation of the E19 highway between Brussels and Antwerp.This project contributes to the interconnection of high speed lines, and the establishment of an interoperable rail network, while reducing the isolation of Zaventem Airport, a major economic hub threatened by problems of accessibility and congestion.The EU contribution represents 5.59% in works and studies out of the total cost (266,970,00 euro).	00:00:05
00:19:46	5.1. Title: BRUSSELS AIRPORT RAILWAY, BELGIUM	00:00:05
00:19:51	New bridge (3 shots)	00:00:15
00:20:06	General view of the motorway	00:00:05
00:20:11	New viaduct, the pillars are in the shape of the iris flowers, symbol of the city of Brussels	00:00:05
00:20:16	New high speed railway tracks (5 shots)	00:00:24
00:20:40	New bridge (2 shots)	00:00:10
00:20:50	General view of the motorway	00:00:05
00:20:56	New bridge (2 shots)	00:00:10
00:21:06	Sign of the new railway station at Brussels airport, in Zaventem	00:00:05
00:21:11	The new tunnel and tracks for high speed trains (3 shots)	00:00:14
00:21:25	Welcoming board	00:00:05
00:21:30	Elevator leading to the airport (2 shots)	00:00:10
00:21:40	Passengers arriving and buying train tickets at a machine	00:00:05

00:21:45	Passengers walking to the desks (3 shots)	00:00:15
00:22:00	Information screens	00:00:05
00:22:04	Airport direction sign (2 shots)	00:00:10
00:22:14	General view of the new hall	00:00:05
00:22:19	5.2. Title: ELIMINATION OF RAILWAY BOTTLENECK, BORDEAUX, FRANCEThis pilot project forms part of the high speed railway line Paris-Madrid (Atlantic branch of Priority Project 3) focusing on the Bordeaux railway hub. The existing single track in each direction is insufficient to handle the amount of traffic that passes through Bordeaux.The project specifically aims to eliminate the rail bottlenecks around the city, mainly through the construction of two additional tracks (one in each direction). Activities covered by this project include:- The finalisation of four tracks between the Saint Jean station and the old station of Benauge (4x2 km);- Studies and works on the four tracks between the old station of Benauge and Cenon (4x3 km);- Studies and works related to the removal of three level crossings located between Cenon and the connection of Lagrave-Ambarès.The EU participation is 5% in works and studies out of a total cost of 425,540,000 euro.	00:00:05
00:22:24	Workers assembling an iron frame	00:00:05
00:22:29	Project sign	00:00:05
00:22:34	Train circulating	00:00:05
00:22:39	Part of the construction site	00:00:05
00:22:44	Passage underneath the new railway tracks (2 shots)	00:00:09
00:22:53	Workers assembling an iron frame (3 shots)	00:00:15
00:23:08	Crane (2 shots)	00:00:10
00:23:18	Part of the construction site with a train circulating (2 shots)	00:00:09
00:23:27	Workers assembling an iron frame (2 shots)	00:00:10
00:23:37	"Cenon gare" tramway stop (3 shots)	00:00:15
00:23:52	Access to Cenon railway station platform (3 shots)	00:00:15
00:24:07	Pan from Cenon tramway stop to the train platform	00:00:12

00:24:18	5.3. Title: CROSS-BORDER SECTION TARTU-VALGA RAILWAY, ESTONIA/LATVIAThe pilot project, part of the "Rail Baltica" corridor linking Warsaw-Kaunas-Riga-Tallinn-Helsinki involves the reconstruction and upgrading of the railway on the cross-border section Valga-Tartu:- Renewal of track (Estonian section);- Upgrading of tracks at Valga station;- Reconstruction work at Valga station.The completion of this section will help boost freight and passenger rail use both within Estonia and the region as a whole and will serve as an integral part of the Rail Baltica.EU contributed in 27% of the works, out of a 34,446,218 euro total cost.	00:00:05
00:24:23	Car and pedestrian crossing (2 shots)	00:00:10
00:24:33	Valga railway station (2 shots)	00:00:10
00:24:43	Train tracks (4 shots)	00:00:23
00:25:06	General view of the railway station	00:00:04
00:25:10	5.4. Title: HIGH SPEED RAIL LINE MADRID-BASQUE COUNTRY, SPAINThis project, part of the Atlantic branch of Priority Project 3 (High speed railway line Paris-Madrid) covers the section between Arrazua/Ubarrundia and Mondragón in the Basque Country in Spain. It supports the construction of the following high speed railway lines in the provinces of Álava and Guipúzcoa:The action consists of the construction of 4.44 km of track bed, including 3.62 km of tunnels (Túnel de Karraskain and Túnel de Udalaitz), 0.32 km of viaducts (Viaducto de Gabaundi and Viaducto de Kobate) and 0.50 km of track bed on surface.Due to the mountainous landscape of this region, the works include the construction of a series of viaducts and tunnels. The total length of the section is of 24.1 km - of which 4.5 km are viaducts and 9.8 km are tunnels. This project will help improving the competitiveness of rail transport between Madrid and the cities located along the corridor (Valladolid, Burgos, Vitoria, Bilbao and San Sebastián). It also aims to substantially improve travel time along this line.EU contributed in 50% for studies, out of a total cost of 34,200,000 euro.	00:00:05
00:25:15	Exterior view of the viaduct (3 shots)	00:00:15
00:25:30	General view of the work	00:00:05
00:25:35	New bridge	00:00:05
00:25:40	Construction sign	00:00:05
00:25:45	Road sign, directions Vitoria-Gasteiz - Bilbao (2 shots)	00:00:10

00:25:55	Under a bridge (2 shots)	00:00:10
00:26:05	Tunnel of Legutiano-eskoriatza stretch (6 shots)	00:00:35
00:26:40	Concrete pillars (2 shots)	00:00:10
00:26:50	Viaduct above road A-2620 (3 shots)	00:00:15
00:27:05	Tunnel of Mazmela (2 shots)	00:00:10
00:27:15	Construction site details (4 shots)	00:00:20
00:27:35	Workers (3 shots)	00:00:15
00:27:50	Engines and workers along a wall (9 shots)	00:00:45
00:28:36	Lorry emptying agglomerates	00:00:06
00:28:42	Viaduct (3 shots)	00:00:15
00:28:57	5.5. Title: HIGH SPEED RAIL LINE MADRID-BASQUE COUNTRY, SPAINThis pilot project, part of railway axis Paris-Strasbourg-Stuttgart-Wien-Bratislava, will connect the German and French high speed rail networks.A single track bridge crossing the Rhine river will be replaced by a double track one, allowing the maximum travel speed on the bridge to increase from 100 to 160 km/h.The connecting line between Kehl and Appenweier will also be upgraded to enable speeds up to 200 km/h and a new link with the high speed line Karlsruhe-Basel will be constructed.	00:00:05
00:29:02	Bridge from the bank (2 shots)	00:00:09
00:29:10	Train crossing the bridge	00:00:07
00:29:17	Bridge detail	00:00:05
00:29:22	Rail details: anti-derailment system on the bridge (double-rail), intended to prevent wagons, especially freight ones, to crash into the bridge in case of derailment (2 shots)	00:00:11
00:29:33	Bridge sign (2 shots)	00:00:11
00:29:44	Trains crossing the bridge (5 shots)	00:00:31
00:30:15	German flag above the river from the railway track	00:00:05
00:30:20	Pleasure boat passing under the bridge	00:00:06
00:30:26	5.6. Title: SIGNALLING SYSTEMS: RAILWAY LINE GRODZISK-ZAWIERCIE, POLANDThe action covers preparation and installation of the track side system ETCS Level 1 on the E 65 railway line section Grodzisk Mazowiecki-Zawiercie. The 224 km long section is located on Priority Project 23 railway axis Gdańsk-Warszawa-Brno/Bratislava-Wien Completion of	00:00:05

	Gdańsk-Warszawa-Brno/Bratislava-Wien.Completion of the Action will contribute to the development of the first commercial application of ERTMS (European Rail Traffic Management System) within the TEN-T network in Poland. It will in principle allow to increase over 160 km/h the speed of trains, thus boosting the line's capacity, reducing travel time and increasing comfort for passengers. The tests of ETCS components to be carried out during verification and certification procedures will be made available to the European Railway Agency (ERA). EU participates in 50% of the works out of a total cost of 17,645,314 euro.	
00:30:31	Trains circulating along the line Grodzisk-Zawiercie (5 shots)	00:00:24
00:30:54	Workers installing ETCS and connections boxes (8 shots)	00:00:37
00:31:32	Construction of a number of viaducts, high enough to allow for the passage of high speed trains (5 shots)	00:00:25
00:31:56	Polish countryside seen from a moving train (2 shots)	00:00:10
00:32:06	Exterior view of the control station to the railway station on the line Nasielsk-Krakow-Warsaw-Gdańsk (2 shots)	00:00:08
00:32:15	Employees monitor the movement of trains station at Nasielsk (7 shots)	00:00:36
00:32:50	5.7. Title: RAILWAY STATION, VIENNA, AUSTRIAThis project is part of the Priority Project 17 railway axis Paris-Strasbourg-Stuttgart-Wien-Bratislava which targets the provision of a continuous new and upgraded high speed railway line from Paris to Bratislava for both freight and passenger transport. The cross-border section Wien (Vienna)-Bratislava aims to link the new Vienna central railway station to the Vienna and Bratislava airports - contributing to the connectivity of Central and Eastern Europe as a whole.The pictures show the connection of new Vienna's Central railway station to the East, West and South railway stations (6 km), merging of all of the railway lines (north, south, east, west) in a new through station, the Vienna Central railway station.The total cost of the project is 4 billion euro with a 62 million euro participation from the EU (about 4 million euro for planning, the rest for construction).	00:00:05
00:32:55	Elevated view of new station under construction (2 shots)	00:00:14
00:33:09	Exterior view of the future main entrance (2 shots)	00:00:09
00:33:18	Construction site of the future railway station	00:00:05
00:33:23	Construction signs (2 shots)	00:00:11

00:33:34	Exterior shot of one of the main entrance of the future railway station - Ground floor of the railway station (the future shopping mall)	00:00:10
00:33:43	Workers carrying insulation plates	00:00:08
00:33:52	Workers (2 shots)	00:00:11
00:34:03	The new platform and railway line bed (2 shots)	00:00:10
00:34:13	Platform under construction (4 shots)	00:00:21
	6. ROADS	
00:34:34	Title	00:00:05
00:34:39	6.1. Title: HIGHWAY BOHUMIN, OSTRAVA, CZECH REPUBLIC/POLANDThis project follows a governmental agreement between Poland and the Czech Republic to connect the respective Polish A1 and Czech D47 motorways. It aims at constructing the section 47092 of the Motorway D47 within the municipalities of Bohumín and Dolní Lutynì near the Polish border. The project includes works for one interchange (MÚK Bohumín), two diversions of primary roads (category I) and five diversions of category III roads, 9 motorway bridges, 13 other bridges and relocation of some roads and service utilities.EU participated to 10% of the works of the 102,737,616 euro total cost.	00:00:05
00:34:44	General view of the motorway with several signs	00:00:05
00:34:49	Czech Republic border sign	00:00:05
00:34:54	CZ/PL sign on the crash barrier	00:00:05
00:34:59	Polish border sign	00:00:05
00:35:04	From the bridge overlooking the motorway	00:00:05
00:35:09	Motorway sign showing directions to Brno and Bohumín	00:00:05
00:35:14	Motorway road splitting into two (2 shots)	00:00:10
00:35:24	Sign of the project	00:00:05
00:35:29	SOS phone beside the motorway	00:00:05
00:35:35	Motorway sign showing the distance to a Polish city, Gliwice	00:00:05
00:35:39	Suspension bridge (2 shots)	00:00:10
00:35:49	From the bridge overlooking the motorway (2 shots)	00:00:10
00:35:59	Noise reduction wall	00:00:04

00:36:03	6.2. Title: ELIMINATION OF ROAD BOTTLENECK, ROME, ITALYThe construction aimed to complete the Rome Ring Road Motorway (GRA) stretch between the kilometres 11+250 and 12+650, with a new tunnel Cassia and the upgrading of the accesses at the Cassia interchange. The GRA is the most important road infrastructure in the city of Rome, as it connects and brings together the national roads in the city. The entire GRA was upgraded to three lanes in each direction. The 68 km of the ring-road now takes 41 minutes to be completed, compared to the previous 60 minutes.EU participated in 10% of the works out of a total cost of 29,810,000 euro.	00:00:05
00:36:08	General view of Rome ring road and Cassia tunnel (5 shots)	00:00:32
00:36:40	Sign of the project	00:00:05
00:36:44	Cassia tunnel (5 shots)	00:00:27
00:37:12	Copyright	00:00:07

Audiovisual Service
European Commission
ec.europa.eu/avservices