



EUROPEAN COMMISSION

**KEY ISSUES
ON THE IMPLEMENTATION
OF TEN-T PRIORITY PROJECTS**

**Background & Questions for discussion
at the Informal Transport Council of 6 May 2008**

1. INTRODUCTION

Developing, connecting, better integrating and coordinating the development of European energy, transport and telecommunications infrastructures are ambitious objectives and are referred to in the Treaty¹ and the Guidelines for growth and jobs².

The trans-European energy, transport and telecommunications networks are the lifeblood of our economies. If they don't perform, competitiveness suffers. **Their development is vital to this Commission's agenda on growth and jobs, to realise the internal market and to strengthen economic and social cohesion.** To this end, Community action should aim at promoting the interconnection and interoperability of national networks as well as access to these networks³.

The trans-European networks help to boost the EU's competitiveness. The sustainable use of resources is also an essential aspect of policy on the TENs since the priority projects give privileged status to those modes which are more environmentally friendly.

This discussion paper analyses briefly the state of play of the trans-European transport network (TEN-T), focuses thereafter on the main successes and obstacles to the implementation of the network, including specific examples and concludes by proposing a number of issues for discussion.

2. THE TRANS-EUROPEAN TRANSPORT NETWORK

2.1. State of play May 2008

14 priority projects were identified by the 1994 Essen European Council and included in the 1st Decision of the European Parliament and of the Council on Community guidelines for the development of the TEN-T in 1996⁴. This list was extended in 2004 to take account of the accession of 10 and then 2 more new Member States to the EU. The TEN-T comprises 30 priority projects which should be completed by 2020.

Of these 30 priority projects, 18 are railway projects, 3 are mixed rail-road projects, 2 are inland waterways transport projects and one refers to motorways of the sea. High priority has therefore been given to the more environmentally friendly transport modes. A map outlining progress in implementation to date is attached at Annex I. The Commission will also provide at the meeting of the Informal Council a detailed report outlining the progress of each of the Priority Projects.

Some of these large-scale projects have already been completed, e.g the Øresund fixed link (connecting Sweden and Denmark, completed in 2000), Malpensa airport (Italy, completed in 2001) and the Betuwe railway line (linking Rotterdam to the German border, completed in 2007). Others will be completed soon, like the PBKAL project (HST Paris-Brussels/Brussels-Cologne-Amsterdam-London, expected to be completed in 2009).

1 Articles 154, 155 and 156 of the Treaty.

2 Guidelines for growth and jobs (2005-2008) No 9, 10, 11 and 16.

3 Article 154 of the Treaty.

4 Decision 1692/96/EC, OJ L 228, 9.9.1996.

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At the same time, important sections of other priority projects have also been realised during the past years. Only to mention a few of them: the section Nürnberg-Ingolstadt, part of PP 1, has been put into service in 2006; the first phase of the TGV East in France, part of PP 4 and 17, has been put into service in 2007; and the Madrid-Barcelona high-speed rail link was completed in March 2008. Many more are about to follow, for instance the high-speed line Milano-Bologna-Firenze which should be ready in 2009.

However, the completion dates for some of the other major projects have fallen behind the original timetables. It is very clear today, that significant parts of the 30 priority projects will not be realised until 2010, 2015 or even 2020. It will be difficult to meet the 2020 deadline for some of the most complex projects, such as the Alpine crossings, along with a number of other bottlenecks on the priority projects.

Aside the enormous complexity of these key projects, there are several reasons for which projects can be lagging behind schedule: (i) lack of financing and/or financial guarantees, (ii) lack of coordination, project preparation and planning, and (iii) regulatory constraints.

2.2. Financing

Implementation of the trans-European transport networks requires substantial amounts of funding. Based on the revised information from the Member States, the overall cost of the network is EUR 900 billion⁵ and nearly EUR 500 billion still needs to be invested until 2020. Completion of the priority projects alone requires more than EUR 250 billion by 2020. A recent study commissioned by European Parliament⁶ reached a similar conclusion.

The Commission will provide at the meeting of the Informal Council a detailed and up-to-date table including all sources of financing (see provisional table in Annex II).

⁵ From 1996 to 2020

⁶ "Update on the costs of the TEN-T priority projects" – 17 March 2008

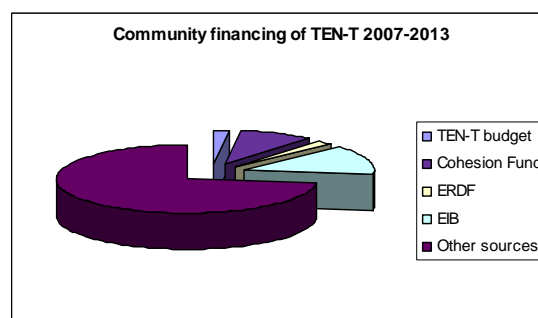
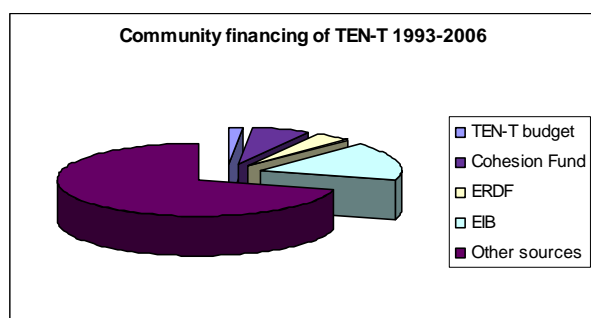
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2.2.1. Public financing in the delivery of TEN-T projects

The Community contributes financially to the implementation of the TEN-T through (i) the TEN-T budget, (ii) Cohesion and Structural Funds and (iii) loans and guarantees of the European Investment Bank (EIB). The share of all these sources of the Community contribution in the overall investment in TEN-T was 29% for the period 1993-2006 and is expected to reach around 27 % for the period 2007-2013.

Table 1: Community financing of TEN-T

Community financing of TEN-T (EUR billion)					
	1993-1999	2000-2006	Share 93-06	2007-2013*	Share 07-13
TEN-T budget	2.2	4.43	1.7%	8	2.1%
Cohesion Fund**	8.3	17.33	6.6%	34.79	8.9%
ERDF	7.5	8.6	4.1%	8.33	2.1%
EIB***	26.5	44.9	18.3%	54	13.9%
Other sources****	63.4	208	69.4%	283.88	73.0%
Total	107.9	283.26		389*****	



Source: InfoView DG REGIO, EIB, Implementation Report 2004-2005

* Indicative figures

** Including the Pre-Accession Structural Instrument (ISPA)

*** Between 1993-1999 loans for EU-15. From 2000 loans in EU-27

**** Public budgets and private financing

***** Total investment needs from Implementation Report 2004-2005

TEN-T budget

The TEN-T budget has been designed to facilitate preparation⁷ and triggering investment in TEN-T projects. EUR 4.43 billion was allocated to the development of the TEN-T for the 2000-2006 programming period (1.7% of the total investment in TEN-T in that period). Grants awarded permitted co-funding of projects up to a maximum of 10% on national and a maximum of 20% on cross border sections. Under the financial framework 2007-2013 the TEN-T budget available for projects has increased to EUR 8.013 billion. The new TEN financing regulation⁸ provides for Community co-funding rates of 50% for studies and maximum rates of 10 to 30% depending on the type of project⁹.

⁷ Important part of the budget and increased contribution rate is available to studies preparing the construction phase of projects.

⁸ OJ L 162/1, 22.6.2007

⁹ A maximum of 30% in case of cross border priority projects

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The 2007 call for proposals proved that the needs of project promoters highly exceed TEN-T budget capacity. For the priority projects alone, the proposals received represented a total investment of more than EUR 55 billion, and a total requested Community contribution of EUR 11.5 billion. Consequently, the Community support for the 2007-2013 programming period had to be targeted very selectively and is focused on cross-border sections and bottlenecks only.

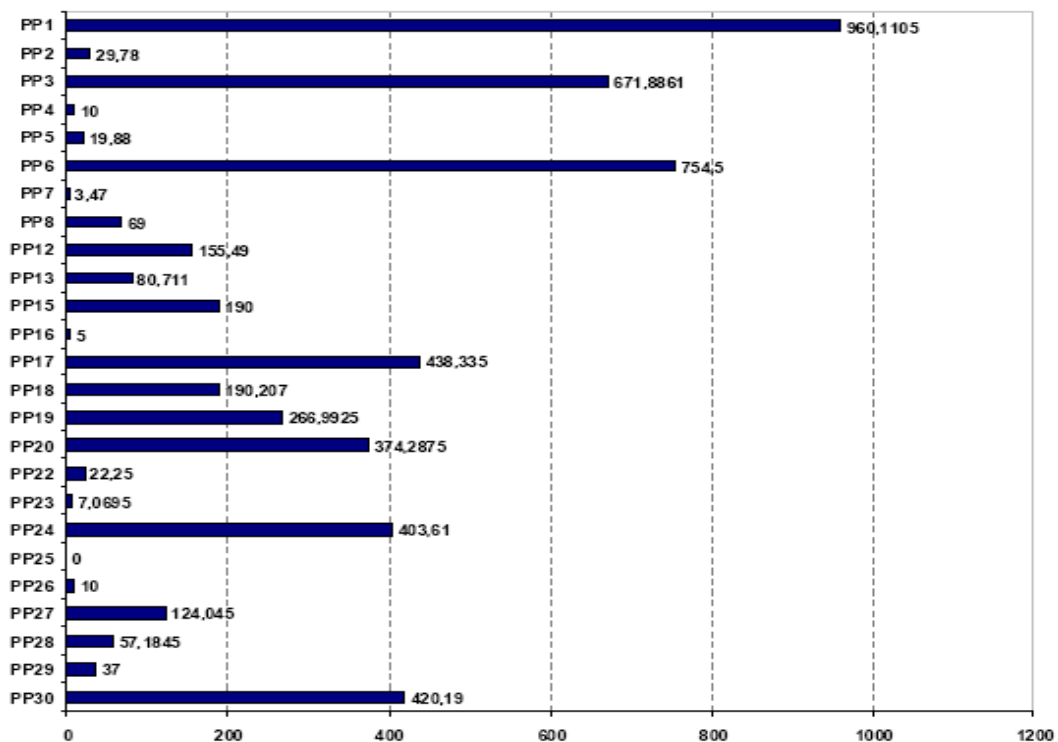
On 19 February 2008, the Commission adopted the Decision on the selection of projects for the TEN-T multi-annual programme, following the consultation of the Member States in the TEN financing Committee, which unanimously endorsed the draft proposal, and the European Parliament which also welcomed the Commission proposal.

The proposed project selection in the field of priority projects contributes to the Commission's objective in terms of sustainable development. Three quarters (74.2%) of the funding goes to railway projects and another 11.5% are reserved for inland waterways. The support for road and air transport is more limited.

The goal of concentrating support on critical cross-border sections has been met: 56% of the available budget has been concentrated on works and studies concerning cross-border sections. The Community and the Member States have committed themselves to those projects that generate a significant network effect beyond the borders of the Member States directly concerned and will thus be of great benefit to the trans-European transport network. The non cross-border projects are also of undisputed European added value since they aim at removing bottlenecks on the TEN-T network. However, the support requested (more than €11.5 billion) largely exceeded the available Community budget of €5.1 billion.

The call resulted in the following distribution between the priority projects.

Chart 1: Multi-annual programming 2007-2013 – breakdown per priority projects



Cohesion and Structural Funds

The European Regional Development Fund (ERDF) and Cohesion Fund resources are important sources of Community assistance for co-funding of the TEN-T, providing in total for almost 11% of the total investment needs. The Cohesion fund which has two overall objectives, transport and environment, is a particularly strong driving force behind the TEN-T development on the territory of eligible Member States¹⁰. At least 50% of it is available to TEN-T projects (EUR 34.8 billion) in the period 2007-2013, and a maximum intervention rate of 85% of eligible project cost. In eligible countries, the Cohesion fund has already financed on average about 40% of TEN-T investment. A further EUR 8 billion is expected from the ERDF budget to support TEN-T infrastructure under the convergence objective (see table in Annex III).

European Investment Bank (EIB)

The EIB is committed to supporting the Commission in the development of the TEN-T. It provides a significant contribution with over 18% of total TEN-T funding before 2007 and almost 14% estimated for 2007-2013 respectively. The EIB does not offer grants – rather, it can provide substantial loans and guarantees, often supported by a technical assistance element, both to private and public entities. The share of the Bank's involvement in TEN-T projects varies between countries and it is increasing its role in the TEN-T investment of New Member States.

Member State funding

Despite the high contribution from the Community budget to the TEN-T development, the lion's share of the investment has to come from the national and regional budgets as well as through private financing.

Transport infrastructure delivery, has been traditionally considered governments' responsibility, such assets being financed largely by taxpayers and public borrowing, and to a certain extent by users. With the growing need for mobility and accompanying standards relating to safety, security, interoperability or sustainability, the question arises whether increasing demand for transport infrastructures can still be addressed. It is commonly accepted that this huge increase, especially regarding freight, is a key problem in transport and logistics to be addressed in the near future.

In the 1980s, the Member States used to invest, on average, 1.5% of their GDP on transport infrastructure. Nowadays, only some New Member States reach this level whereas the EU 27 average went down to less than 1%. The EU27 investment in the TEN-T infrastructure is on average 0.45%¹¹. A similar decline in public expenditure in transport infrastructure seems not to have happened in other parts of the world.

Charging for infrastructure use (based on the definition of a stable and predictable framework) is important from the perspective of the infrastructure financing. On the one hand the increased efficiency of infrastructure use makes infrastructure more profitable and attractive to investors. On the other hand, under a proper charging regime, based on the internalisation of external costs, user charges can provide a direct income source to service the private financing obligations and therefore facilitate setting up PPP schemes in delivering infrastructure.

¹⁰ For 2007-2013 the list of eligible countries include all new Member States, Portugal, Spain and Greece.

¹¹ Estimation from TEN-T Implementation report 2004-2005, TINA Vienna for the European Commission.

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Common rules for the charging of heavy goods vehicles with a maximum permissible gross laden weight of more than 3,5 tons have been set by Directive 1999/62/EC (modified by Directive 2006/38/EC); covering distance-related tolls and time-based user charges, to be established in a non-discriminatory, proportional and transparent way.

Internalisation of external costs and Cross-financing

The Commission will launch a package of measure in June 2008, under the title 'Greening of Transport', including a proposal for amending the Directive 1999/62/EC. With this proposal the Commission wants to allow, road tolls and charges to include the external cost of local pollution (air and noise) and congestion in addition to the cost of constructing and maintaining the infrastructure. The aim is to stimulate a more efficient use of infrastructure as well as the use of cleaner lorries. These new smart and green charges will generate new revenues which should be earmarked to promote sustainable mobility.

Within the framework of Directive 1999/62/EC Member States may already apply a cross-financing scheme on cross-border roads in mountain areas in order to finance the construction of priority rail projects on those axes. Such a scheme has been put in place by Austria on the Brenner Highway and similar schemes are in preparation by Italy for both the Brenner and the Mont Cenis.

2.2.2. Private financing in the delivery of TEN-T projects

In view of the budgetary difficulties and the constraints on public borrowing, the public sector agencies are increasingly exploring options for alternative models for infrastructure delivery, often based on a stronger involvement of private sector in both financing and management of infrastructure. Such models bring a number of benefits, in terms of access to new sources of financing for infrastructure limiting impact of infrastructure investment on public debt and deficit (through transfer of risk to the private partner) or efficiency improvements in providing transport infrastructure. Private sector involvement often brings in not only financing but also know-how, expertise, innovation capability, new methods of management, better access to benchmarking data, etc.

In infrastructure projects, the degree of private sector involvement varies widely, from traditional works or service contracts to full privatization. Public Private Partnerships (PPP) lie between these two extremes, and can take different forms, notably as regards the risk-sharing between the private sector and public authority.

How can private financing complement public funding?

There are cases in the transport sector where private financing has completely taken over from public financing, in the sense that a private company or consortium takes care of the financing, the design, the construction and the operating of a large public infrastructure *wholly and solely* at the developers' own risk. As regards PPP, they have been used more often, but have mainly concerned engineering structures such as tunnels or bridges, or motorway concessions¹². Private sectors' appetite to finance and operate transport infrastructure is naturally dependent on the likelihood of such investment to be economically profitable. The combined financing and operation of transport infrastructure offers a number of advantages in this respect. The durability

¹² Not including the specific cases of ports or airports which could not always be fully considered as large *public* infrastructure.

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of the structure (once constructed it will last for decades), makes it possible, if the partnership is properly structured notably in terms of overall duration, to envisage a long-term return with relatively limited risks of default. This can be attractive for example for pension and sovereign funds, which are looking for stable, long-term returns and there is indeed an increasing interest in attracting such investment vehicles into infrastructures projects.

Promising as it may be, the use of PPPs in bridging the infrastructure gap may still not have been used to its full potential. It is necessary to look into ways how this can be achieved.

The key challenge is probably for public authorities to develop the necessary skills and know-how to deal with these new financing models. This requires sometimes a cultural change for public authorities which have to move from the logic of traditional public procurement to a new logic of partnership with the private sector. To achieve this, a strong political commitment may be necessary.

Risk sharing is at the essence of PPP and is one of the aspects of the model that needs to be carefully considered. Risks may be of different types: political risk, construction risk and revenue risk. In a full private financing scheme, all these risks fall to the private sector and this can be a serious barrier to its involvement. The major area of difficulty in formulating PPP arrangements is usually the revenue risk. This is sometimes difficult to assess at the outset, since it may be influenced by many different aspects such as, for example, the quality and the extent of the existing network (and further investments) that links to the infrastructure, notably catering for other transport modes, and the overall evolution of prices in the economy.

Moreover, since the infrastructure has to last for decades, its design should take into account an average maximum traffic to be in use, even though this maximum is unlikely to be reached in the early years of the operating period. This means not only that the overall timeframe of the PPP must take into account the need for a return on the initial investment that will build up only over the longer term, but also that the uncertainty surrounding the return in the first years of the project may be critical to its success. This is why the European Commission and the European Investment Bank (EIB) have launched the Loan Guarantee instrument for TEN Transport projects (LGTT), to support privately financed projects in the early stage of operation. The aim of the instrument is to mitigate the revenue risk of the early years of operation, enhance the overall credit quality of the project and thereby encourage a reduction of risk margins charged by financial institutions. LGTT is financed with a capital contribution of €1 billion (€500 million each from the Commission under the TEN-T budget and the EIB) which is intended to support up to €20 billion of senior loans.

Construction cost based grant in the framework of availability payment schemes is another instrument developed by the European Commission, to be used to contribute to availability payments during the operational phase. It allows for TEN-T budget support to privately financed projects based on a significant risk transfer. Such availability payments schemes provide a possible way to involve private financing, where the public sector would pay according to the “availability” of the facility, with penalties e.g. for closures and disruptions to traffic.

It is clear that these initiatives can be usefully complemented and that further reflection is needed in this area. The Commission wishes to engage in a dialogue with Member States and stakeholders on this subject matter, in particular on how to make a better and more widespread use of Public-Private Partnerships.

2.3. Coordination

2.3.1. Coordination needs

Infrastructure projects are complex processes which demand cooperation among a range of partners who can include authorities at Member State level, regional and local authorities, transport mode related undertakings (eg. railway companies and network operators), construction companies, certifying and controlling authorities, interest groups (e.g. chambers of commerce) and last but not least citizens having a direct or indirect stake in such projects.

For projects of European Interest such as the Priority Projects, and especially the cross-border sections, the partners involved are multiplied by a factor two or more, depending on the number of countries involved. This is the case for small projects as well as for very large projects. For example, on the section between München and Salzburg, the bridge over the river Saalach constitutes a cross-border project. This implies the need for a cross-border environmental impact assessment, cooperation between several German and Austrian ministries, the competent regional authorities of Bavaria and Salzburg and the two responsible infrastructure managers. An existing bilateral treaty had to be amended.

For a large project like the Brenner Base Tunnel, the coordination has to go even beyond the two partners directly involved in the project, Austria and Italy. Here further coordination is necessary with Germany in order to ensure the timely development of the access routes to the tunnel and to discuss and coordinate issues such as traffic forecasts, timetables and investments. The complexity of the coordination therefore increases even further.

Coordination needs are extensive. They range from the very first studies, economical feasibility and environmental impact studies, defining the final alignment of the project, through project approval, financing and execution processes to operational issues (which may require extensive testing of the new infrastructure). Moreover, cross-financing schemes, maintenance, security and safety provisions are all aspects which will continue to require effective coordination long after the project has been put into service.

2.3.2. European Coordinators

Given this background it can be appreciated why the major trans-European transport projects require sustained coordination between the Member States involved. This is why, in July 2005, after consultation with the European Parliament and with the agreement of the Member States concerned, the Commission appointed six European coordinators for five rail projects and ERTMS: Loyola de Palacio (replaced by Laurens Brinkhorst in July 2007), Karel Van Miert, Etienne Davignon, Péter Balázs, Pavel Telicka and Karel Vinck. Two further coordinators were nominated in 2007: Carla Peijs for inland waterways, and Luis Valente de Oliveira for motorways of the sea. The mandate of these coordinators requires them to draw up an annual report on their activities.

From a general point of view, the appointment of coordinators has been a positive experience which has made it possible to stimulate the priority projects concerned. Their action has brought transparency concerning the progress with these corridors which represents an additional safeguard for the Commission in enabling it to enter into financial commitments with a full knowledge of the facts. It emerges from the analysis carried out by the coordinators that these

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projects/corridors are to a large extent dependent on support from the Community since certain sections are above all of Community interest.

Aside from financial aspects, the coordinators' activities also highlighted the importance of strengthened coordination between Member States to ensure effective implementation of the projects. The possibility of approaching a project or a corridor in an overall manner thus helped create an awareness, among the authorities concerned, of the need to set up common planning or management structures. The coordinators' comments are, in this context, important because they point out the need to reinforce an integrated network policy. This should not simply be a "major works" approach with short-term objectives but should also represent a key element of a sustainable transport policy, with longer-term objectives.

An integrated network policy aims to bring together all related aspects of transport policy, but also other key elements such as environmental or regional considerations. Decision 884/2004 clearly laid down these priorities. The new rail connection over the Brenner on PP 1 will only bring optimal results if these works are coordinated with the logistic chains north and south which should allow to transfer goods from road to rail. This directly links to interoperability and to the dedicated rail freight network objective and at the same time to the environmental standards on air quality which are not met within the specific weather conditions of the Alpine valleys. This integration of several policy objectives has been the objective of the 'Brenner Corridor Platform' which has been set up to coordinate activity beyond the mere infrastructural aspects of the construction of the Brenner Base Tunnel and its northern and southern access routes.

Coordination difficulties do not only occur across national borders. It can be the case that coordination mechanisms within a country are insufficiently developed in terms of implementation and deployment of major infrastructure. One example of this could be in the rail sector where major restructurings have not yet been completely embedded, and where the effects of recent liberalisation measures are yet to be experienced. This could potentially lead to tensions between e.g. infrastructure managers, operators, maintenance bodies etc.

All such scenarios lead to a conclusion that for all trans-European transport priority projects, a coordination between all partners involved can only lead to improved results and better value for money for the taxpayer in the long run.

2.3.3. Project preparation and planning

"Project Delivery" is key to the success of all infrastructure development. Good quality infrastructure that is produced to time and to budget, and which meets the expected objectives and performances is the aspiration of all Decision makers. In reality however, the picture is one where delays, cost overruns and poor output may occur along with a lack of interconnectivity and/or interoperability.

For a TEN-T policy and development programme where efficient use of funding is crucial, it is vital to identify the key factors (and related indicators) that characterise successful projects – and also those that prove more problematic.

Some elements have begun to emerge from different TEN-T studies (e.g. Ex-post evaluation of TEN-T MIP 2001-2006 and ex-ante evaluation of TEN-T MAP 2007-2013) and research (e.g.

NETLIPSE RTD/FP6). They range from the administrative capacity of the Member States (planning, programming) to the quality of the project management processes. At the core of the difficulties are often issues of a lack of pragmatism and realism regarding both investment and deadlines. Without these, decision-makers cannot make informed decisions.

It has become apparent that dates shown in the list of projects included in the updated TEN-T guidelines in 2004¹³ were most certainly wishful rather than realistic and objectively based. With construction periods of 10 years or more, large projects were never to be realised by 2012, 2015 or 2015/17. Such overly ambitious declarations lead to a weakening of the image of good delivery of the TEN-T network.

The way ahead must work towards a situation that overcomes these difficulties. This entails the best possible initial gathering of information and knowledge, including sound economical proof, followed by a full consideration at an early stage of all the external factors and risks (e.g. environment, technical difficulties) before defining realistic deadlines and investment costs. Thereafter it calls for the need to plan and set-up an adequate project management system that both evaluates (by means of a thorough assessment of risks and ways to mitigate them) and monitors (including using appropriate indicators to measure its deviation or consistency with timing or objectives) the preparation and/or implementation of the project.

The availability of suitably qualified and experienced technicians (in programme, project management and delivery) varied from country to country. This in turn affects the ability to deliver both at the level of the national administration and individual project promoters.

2.4. Regulatory constraints

It is often claimed that regulatory constraints put a burden on the progress, and even on the financing, of infrastructure projects. Reference is made to territorial planning, economic appraisal and environmental impact assessment, which are seen as time-consuming and costly. It has to be underlined that regulatory procedures are an integral and indispensable part of the life cycle of transport infrastructure projects, and that they are based on relevant national legislation as well as – especially in the field of environmental legislation and public procurement – on relevant Community law. These procedures, intended to ensure highest possible quality of project preparation at the lowest possible cost for society, are partly subject to a democratic process (public consultations etc.) and the principle of subsidiarity. Clearly, the efforts put in at the outset in terms of proper project preparation in this regard can lead to a smooth implementation of the project concerned.

In the past decade, the Commission has spent a considerable part of the available TEN-T budgetary resources to support studies related to the undertaking of administrative procedures (feasibility, detailed technical design and environmental impact assessment studies, the latter two directly related to the development consent procedure) – in many cases at the maximum 50 % funding rate. This has greatly helped accelerating the studies needed to launch the relevant administrative procedures.

Community environmental protection legislation provides a framework in which these projects have to be implemented. The Community guidelines for the development of the trans-European

¹³ Decision 884/2004/EC OJ L 201, 29.4.2004

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transport network refer to it explicitly¹⁴. Each new infrastructure programme has to undergo a strategic environmental assessment¹⁵ and each project has to be assessed on an individual basis¹⁶. This double obligation makes it possible to optimise the implementation of the major infrastructure projects from the environmental angle.

Apart from these environmental assessments, each individual project has to comply with Community legislation on noise, water and the protection of flora and fauna¹⁷. If an impact is found on any of these aspects, alternatives will have to be looked for in order to guarantee that environmental legislation is complied with as far as possible. If none of the alternatives to a project declared to be in the public interest is considered to be an optimum solution and in line with Community legislation, compensatory measures may be adopted which will allow the project to be carried out while at the same time compensating for any negative impact. The Commission has worked out a very specific modus operandi which will enable to resolve any logjams that may arise between the particular circumstances of each investment project and the need to comply with environmental legislation¹⁸.

The penalties for non-compliance with the legislation can be considerable. Schemes have been criticised for procedural reasons e.g. because there was insufficient consultation with the public. Non observance of such provisions can prove costly in terms of negative media attention as well as time delays and cost increases.

For the future there may be a need, at the level of the Community, to exchange best practices between Member States.

3. QUESTIONS FOR DISCUSSION

The TEN-T network is progressing. Three projects are finalised and a further three are nearing completion. Other projects are progressing well within a majority of Member States. However, progress on cross-border sections remains critical as well as progress on the elimination of the most complex bottlenecks.

A range of issues and questions are proposed for discussion below.

On Financing:

The European economy relies highly upon a functional and efficient transport infrastructure network. Investment in the network has gone down, but conversely, the needs are growing rapidly. Freight transport has almost doubled over the last 20 years and has the potential to double again over the next 25 to 30 years. Private financing is unlikely to entirely fill this growing gap, due to a series of reasons described above.

- On public financing:

¹⁴ Article 8 of the above mentioned Decision No 884/2004/EC.

¹⁵ Strategic Environmental Assessment (SEA) Directive (2001/42/EC) for plan and programme assessment.

¹⁶ Environmental Impact Assessment (EIA) Directive (85/337/EEC as amended by Directives 97/11/EC and 2003/35/EC) for project assessment.

¹⁷ Birds Directive (79/409/EEC), Habitats Directive (92/43/EEC) and Water Framework Directive (2000/60/EC).

¹⁸ "Towards an integrated approach to trans-European transport, energy and telecommunications networks" – Commission's communication of 21 March 2007

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- Why has the percentage of GDP dedicated to the infrastructure investment gone down?
- Can Member States confirm their financial commitments for project works which have been confirmed for this period?
- Is the EU financial intervention providing sufficient leverage for realising the main cross-border sections and bottlenecks on the TEN-T network?
- How can other public financing schemes, like cross-financing, be developed?

- On private financing:

- What can be done at EU level to foster private sector involvement in infrastructure investment, notably through a better and more widespread use of Public-Private Partnerships ("PPPs")?
- How can Member States develop solid competencies in order to better deal with PPPs? What could be the role of the EU in that matter?

On Coordination

The complexity of the often huge TEN-T projects requires to set-up an adequate project management system that both evaluates and monitors the preparation and implementation of the project.

- How far can the integrated corridor approach be extended to all Priority Projects?
- In particular, should corridor structures be set-up? How should these structures be managed? What is the role of the EU?
- Can the open method of coordination carried out at European level generate critical mass and exchange of experience that will contribute to the timely realisation of TEN-T projects?
- How can the timely and efficient delivery of the 30 Priority Projects be ensured? What is the role of the Member States and of the EU?
- Does the Commission's analysis of the problems in this area leave out any important elements?
- Is there a role for the Commission in disseminating and promoting best practice as a means to improve project delivery?

On Regulatory Issues

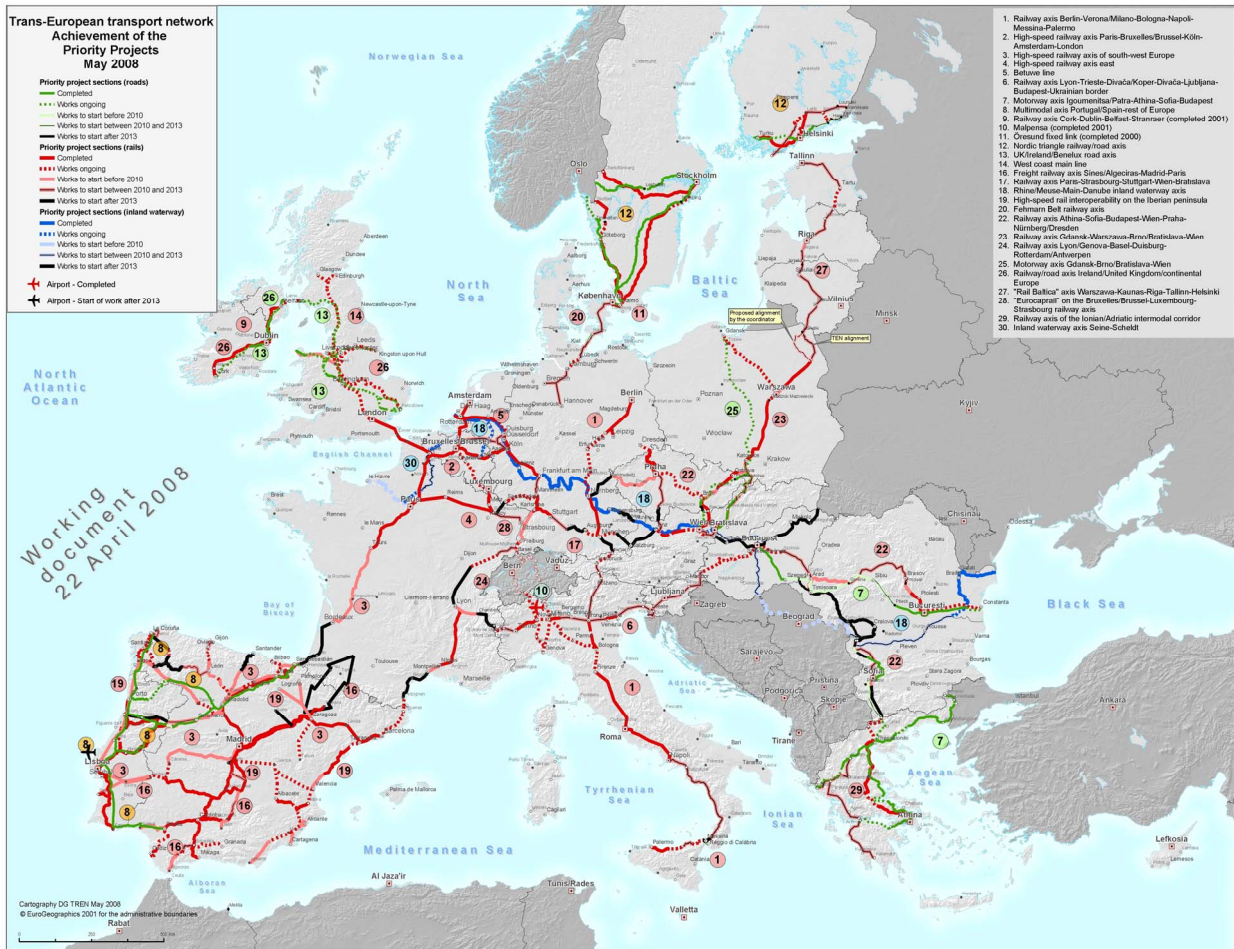
Project preparation through thorough studies is an indispensable part of the life-cycle of projects and therefore need to be given due attention.

- What steps can Member States and project promoters take to ensure regulatory issues are identified and tackled at the earliest possible stage?
- Can the EU provide more assistance/guidance to help in this task?

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ANNEX I: Overview Map



This is a draft version based on the information received in 2007. In view of the Informal Meeting of Transport Ministers in May 2008 the Commission jointly with the Member States currently prepare substantially updated and revised version. PP15 Galileo and PP 21 Motorways of the Sea not included.

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ANNEX II: Table – Implementation of TEN-T Priority Projects

Priority axis	MSs involved	End of works confirmed by MS	Total cost in M EUR	Total investment before 2007 in M EUR	Total 2007-2013 in M EUR	Remaining investment in M EUR
PP1 Railway axis Berlin-Verona/Milan-Bologna-Napels-Messina-Palermo	AT, IT, DE	2024	47.054,61	22.370,53	14.285,63	10.398,45
PP2 High-speed railway axis Paris-Brussels/Brussels-Cologne-Amsterdam-London	BE, DE, NL, UK	2015	18.848,01	16.954,61	1.857,07	36,33
PP3 High-speed railway axis of south-west Europe	ES, FR, PT	2020	50.656,68	10.556,20	26.782,65	13.317,83
PP4 High-speed railway axis east	FR, DE	2013	5.255,00	4.521,60	590,60	142,80
PP5 Betuwe Line	NL	2008	4.776,40	4.361,00	415,40	0,00
PP6 Railway axis Lyon-Trieste-Divaca/Koper/Divaca-Ljubljana-Budapest-Ukrainian border	FR, HU, IT, SL	2025	60.741,96	7.827,03	10.427,94	42.486,98
PP7 Motorway axis Igoumenitsa/Patra-Athina-Sofia-Budapest	BG, GR, RO	2020	14.928,70	10.051,10	4.727,60	150,00
PP8 Multimodal axis Portugal/Spain-rest of Europe	ES, PT	2017	15.324,54	8.882,71	4.752,97	1.688,86
PP9 Railway axis Cork-Dublin-Belfast-Stranraer (COMPLETED)	IRL, UK	2001	357,00	357,00	0,00	0,00
PP10 Malpensa Airport (Milan) (COMPLETED)	IT	2001	1.344,00	1.344,00	0,00	0,00
PP11 Öresund fixed link (COMPLETED)	DK, S	2001	4.158,00	4.158,00	0,00	0,00
PP12 Nordic triangle railway-road axis	FIN, S	2016	11.746,37	4.364,40	5.705,37	1.676,60
PP13 UK-Ireland/Benelux road axis	IRL, UK	2015	7.526,44	3.285,65	4.057,80	182,99
PP14 West Coast Main Line	UK	2009	12.629,24	10.896,37	1.732,87	0,00
PP16 Freight railway axis Sines/Algeciras-Madrid-Paris	ES, PT	2020	8.899,04	48,80	1.100,34	7.749,90
PP17 Railway axis Paris-Strasbourg-Stuttgart-Vienna-Bratislava	AT, FR, DE, SK	2020	13.563,29	3.528,68	6.779,99	3.254,62
PP18 Rhine/Meuse-Main-Danube inland waterway axis	AT, BE, BG, DE, HU, NL, RO	2016	2.103,28	45,29	1.075,55	982,44
PP19 High-speed rail interoperability on the Iberian peninsula	ES, PT	2020	41.770,45	5.236,30	33.194,37	3.339,78
PP20 Fehmarn Belt railway axis	DE, DK	2018	7.930,70	36,72	2.680,50	5.213,48
PP22 Railway axis Athina-Sofia-Budapest-Vienna-Prague-Nürnberg/Dresden	AT, BG, CZ, DE, GR, HU, RO	2020	12.641,80	465,36	5.618,52	6.557,92
PP23 Railway axis Gdansk-Warsaw-Brno/Bratislava-Vienna	CZ, PL, SK	2017	6.159,17	1.384,42	3.296,22	1.478,53
PP24 Railway axis Lyon/Genoa-Basel-Duisburg-Rotterdam/Antwerp	BE, DE, FR, IT, NL	2020	22.647,29	2.103,69	5.421,19	15.122,41
PP25 Motorway axis Gdansk-Brno/Bratislava-Vienna	AT, CZ, PL, SK	2017	6.845,96	1.063,50	5.782,46	0,00
PP26 Railway-road axis Ireland/United Kingdom/continental Europe	IRL, UK	2020	6.242,82	2.356,39	2.473,43	1.413,01
PP27 Rail Baltica axis Warsaw-Kaunas-Riga-Tallinn-Helsinki	EE, LT, LV, PL	2020	3.198,19	50,00	1.556,19	1.592,00
PP28 Eurocaprail on the Brussels-Luxembourg-Strasbourg railway axis	BE, LUX	2013	1.183,19	18,76	1.083,23	81,20
PP29 Railway axis if the Ionian/Adriatic intermodal corridor	GR	2019	4.308,00	81,00	1.074,00	3.153,00
PP30 Inland waterway Seine-Scheldt	BE, FR	2016	4.422,41	21,31	4.097,70	303,40
Total			397.262,54	126.370,42	150.569,57	120.322,55

Key issues on the implementation of TEN-T priority projects
Informal Transport Council, 6 May 2008

ANNEX III: Structural funds

Table 2: Share of transport and TEN-T objectives in the total cohesion and structural funds allocation per Member State for the period 2007-2013 in EUR million

Country	Total allocation SF/CF	Transport objectives	% of Transport in total allocation	TEN-T objectives	% TEN-T in total allocation
Austria	1.204	8	0,7%	3	0,2%
Belgium	2.064	54	2,6%	2	0,1%
Bulgaria	6.674	1.914	28,7%	1.250	18,7%
Cyprus	604	60	9,9%	26	4,4%
Czech Republic	26.303	7.515	28,6%	3.916	14,9%
Denmark	510	0	0,0%	0	0,0%
Estonia	3.403	682	20,0%	437	12,8%
Finland	1.596	34	2,1%	10	0,6%
France	13.449	927	6,9%	176	1,3%
Germany	25.489	3.149	12,4%	903	3,5%
Greece	20.210	5.184	25,6%	3.500	17,3%
Hungary	24.921	5.490	22,0%	2.904	11,7%
Ireland	751	26	3,5%	0	0,0%
Italy	27.845	3.889	14,0%	1.339	4,8%
Latvia	4.530	1.173	25,9%	595	13,1%
Lithuania	6.775	1.530	22,6%	980	14,5%
Luxembourg	50	0	0,0%	0	0,0%
Malta	840	184	21,9%	143	17,0%
Netherlands	1.660	40	2,4%	0	0,0%
Poland	65.222	22.677	34,8%	13.277	20,4%
Portugal	21.412	2.785	13,0%	1.642	7,7%
Romania	19.213	5.330	27,7%	3.622	18,9%
Slovakia	11.361	3.425	30,2%	2.240	19,7%
Slovenia	4.101	986	24,0%	728	17,7%
Spain	34.658	7.376	21,3%	5.117	14,8%
Sweden	1.626	63	3,9%	9	0,6%
UK	9.891	273	2,8%	75	0,8%
Cross border cooperation	7.858	1.038	13,2%	233	3,0%
Total	344.219	75.814		43.127	

Source: InfoView DG REGIO