

Directorate-General  
for Energy  
and Transport



# TEN – T

## Trans-European Transport Network

### Implementation of the Priority Projects

### Progress Report

### May 2008

Informal Transport Council  
Brdo, May 6, 2008

Information contained in this report summarises the current state of play regarding the development of the priority projects, including the sources of financing. It was put together with the data provided by the Member States in the framework of the annual survey on the implementation of priority project and complemented with information provided in response to the request of Vice President Barrot sent in preparation of the informal Council in Brdo. Each Member State provided information for the sections of the priority projects located on its territory, whereas the cross border sections were reported on jointly by the countries involved. In addition, the European Investment Bank provided information on the loans given to priority projects and the Commission added the figures reflecting the grant allocation to individual sections. This information was subsequently revised and in some cases altered by the Member States. Despite the attention given to the quality and reliability of data, some figures, especially on the sources of financing, may be missing. It should also be borne in mind that the data for the programming period 2007-2013 and beyond reflects intentions and plans of the Member States. In particular estimates of investment on TEN-T priority projects from cohesion policy funds are at this stage indicative. Information received may therefore naturally evolve in the future. The completeness of the information gathered in the table will be gradually improved since the process of data improvement based on further cooperation with Member States Authorities will continue.

The report includes information on 28 TEN-T priority projects only. PP15 (Galileo) and PP21 (Motorways of the sea) have been excluded from the scope of this enquiry. The priority projects listed in the financing tables are divided into sections in line with the definition in annex III of the TEN-T Guidelines. In case of some priority axes Member States provided additional information on sections of the axis that are not priority ones in the sense of annex III of the TEN-T Guidelines. These figures are not included in the total amounts illustrating the development of each priority axis. To the extent possible, the information on total costs and the remaining investment needs is in 2007 prices.

*All data provided in this brochure are as of 25/04/2008.*

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## Foreword

I am proud to present this first report on the implementation of the trans-European transport network (TEN-T) priority projects. Not only does it paint a positive picture of the progress already achieved on the priority projects - nearly one third of the necessary investments have already been made - but it confirms the extraordinary commitment of Member States and Community Institutions to accelerate the delivery of these key projects. Their completion will not only improve the economic efficiency of the European transport system - they will also provide direct benefits for European citizens. These priority projects, which include a high proportion of rail and inland waterway schemes, should also contribute to the emergence of a more sustainable transport system and help us fight against climate change.

This remarkable progress can be explained in part by the efforts of the European Commission in the recent multi-annual programming exercise for the period 2007-2013. We were keen to concentrate funding on a limited number of projects, where the European added value is based on the leverage effect of the funding provided and on the acceleration of the project. I am happy that our proposal to fund the Brenner tunnel and its access routes to the tune of over € 900 million, the Lyon-Turin base tunnel for € 672 million, the Fehmarn Belt for € 351 million, the Seine Escaut inland waterway project for € 420 million, or the Rail Baltica for € 125 million to name a few examples, has been approved both by the European Parliament and the Council. This funding decision will mobilise very significant amounts of national funding. Equally the programming of Community structural funds, with up to € 15 billion earmarked for the priority projects, signals the determination of the European institutions to accelerate the implementation of these projects. Finally, the European Investment Bank's ever increasing portfolio of TEN-T projects is a further sign of commitment at European level.

It is important to remember that the bulk of the funding comes from national sources and usually from the public purse. I am impressed by the investments that Member States have programmed between now and 2013, but success will require an ongoing commitment from Transport Ministers. I very much hope that the reporting process that is triggered by this report will support Transport Ministers in their efforts to ensure that the investments are completed and that any technical and political obstacles are overcome.

At European level, the Commission will step up its efforts to encourage Member States to coordinate their infrastructure policies, with a view to exchanging best practices and identifying early obstacles to funding and solving cross border constraints. It will continue to rely on the work of the European coordinators who, by their dedication, have played a major role in advancing the priority projects.

Public funds also need to be complemented by greater private sector involvement. The Commission will strive to make available the expertise and the instruments required to promote a wider use of private funding. I have started to develop two key levers in this regard. Firstly, new financial instruments such as the Loan Guarantee instrument for TEN Transport projects have been put in operation in 2008 by the EIB and the European Commission in order to facilitate access to loans by PPP project promoters. Secondly, we will explore the contribution user charging could make to the financing of infrastructure investments, notably in the framework of better internalisation of external costs.

It is important that we now maintain this momentum throughout the 2007-2013 programming period. If all the intentions highlighted in this first report are confirmed, by the end of the period we will have delivered a further thirty eight per cent of the investment required, taking us yet closer to our goal of a sustainable and competitive transport network fit for the 21<sup>st</sup> Century.

Jacques Barrot

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## Introduction

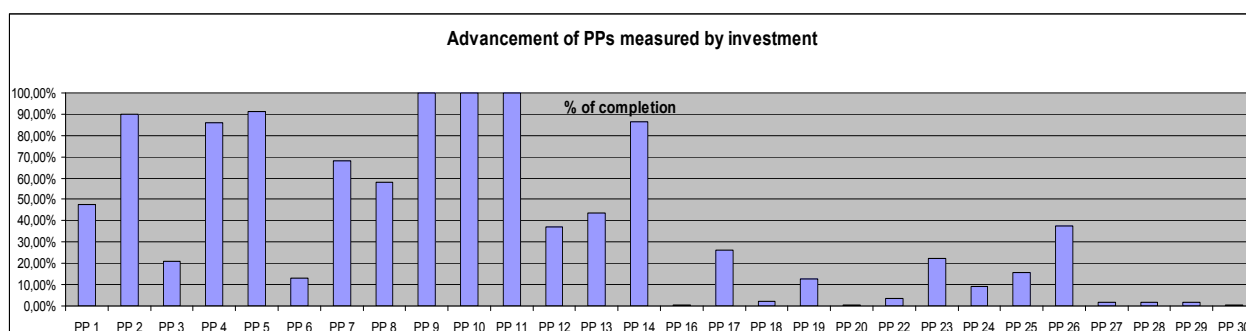
This progress report pulls together different data and information in an attempt to summarise as accurately as possible the current state of play regarding the implementation and development of the TEN-T priority projects. It draws on the knowledge of the European Commission and on the work and reports from the European Coordinators. It also brings together data provided by Member States' Administrations in the framework of the annual survey on the implementation of priority projects as complemented with information provided in response to the request of Vice President Barrot sent in preparation of the informal Council in Brdo (6 May 2008). The European Investment Bank also provided up to date information on loans given to priority projects. All information contained herein was submitted to Member States and reviewed at a meeting of the TEN-T Guidelines Committee held on 24 April 2008. The report should nevertheless be considered as work in progress where the quality of the data and the methodologies applied to collect and process the data can and should be improved further.

This report, which should be read in conjunction with the paper prepared by the Commission for the informal Transport Council in Brdo "Key issues on the implementation of the TEN-T priority projects", is meant to provide the basis and starting point for a process of regular and comprehensive reporting at the highest level on the technical and financial status of each of the TEN-T priority projects. Such reporting should create transparency, allow for the exchange of best practices, foster coordination between all parties involved and facilitate the mobilisation of the necessary resources, both financial and technical, to complete these key projects.

The report provides an overview of the updated costs of the priority projects, now set at € 397 billion which constitutes an increase of 16,8 % as compared to the costs in 2004 (€ 340 billion). This increase reflects in part some delays and cost overruns but is also largely explained by the natural process of project preparation where more accurate investment costs emerge when studies and technical preparations come to fruition. The report gives a positive image on progress achieved, with 3 PPs completed - the Øresund fixed link (connecting Sweden and Denmark, completed in 2000), the Malpensa airport (Italy, completed in 2001) and the Cork-Dublin-Belfast-Stranraer railway line (Ireland-UK completed in 2001), and one virtually completed - the Betuwe railway line (no detailed reports for these 4 PPs), as well as two more nearing completion: - the PBKAL high speed rail, and the West Coast main line. At the same time, important sections of other priority projects have also been completed during the past years. These include: the section Nürnberg-Ingolstadt, part of PP1, was put into service in 2006; the first phase of the TGV East in France, part of PP4 and 17, was put into service in 2007; and the Madrid-Barcelona high-speed rail link was completed in March 2008. Many more are about to follow, such as for instance the Milano-Bologna-Firenze high-speed line which should be ready in 2009. The amount invested until 2007 represents nearly one third of the total investment required to complete the Priority Projects.

The report also confirms the mobilisation of Community institutions and Member States, who together intend to provide more than a further third of the required investment (37,90%) during the present financial programming period (2007-2013). The leverage effect of Community funding and the mobilisation achieved by the European Coordinators, as well as the increasing political visibility of these projects, all explain this impressive result.

The report also indicates that the efforts will need to be sustained and even further increased for several PPs after 2013, as the completion dates for some of the major projects have fallen behind the original timetables. It is very clear today that significant parts of the 30 priority projects will not be completed until 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. According to the data collected nearly one third of the investment will still be required (30,28%) after 2013.



## Implementation of the TEN-T Priority Projects\*

### Updated overview of costs and investment

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
<b>Total</b>			<b>397.262,54</b>	<b>126.370,42</b>	<b>150.569,57</b>	<b>120.322,55</b>

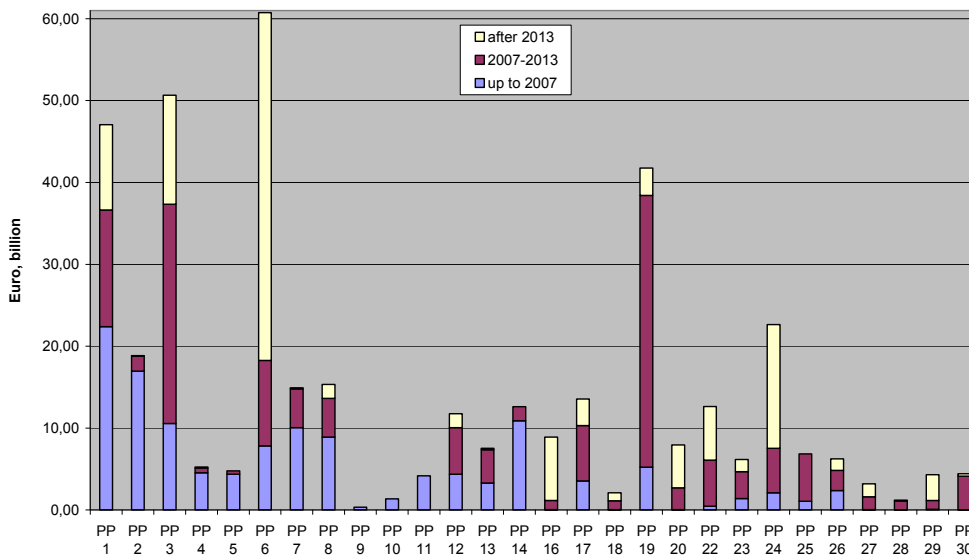
\*This table is based on information received in April 2008 from Member States in preparation of the Informal Meeting of Transport Ministers in May 2008. PP15 Galileo and PP 21 Motorways of the Sea are not included. Costs and investment for the priority sections of the PP only. A full table with detailed information for all the priority sections is also available.

# Breakdown of investment in PPs in time

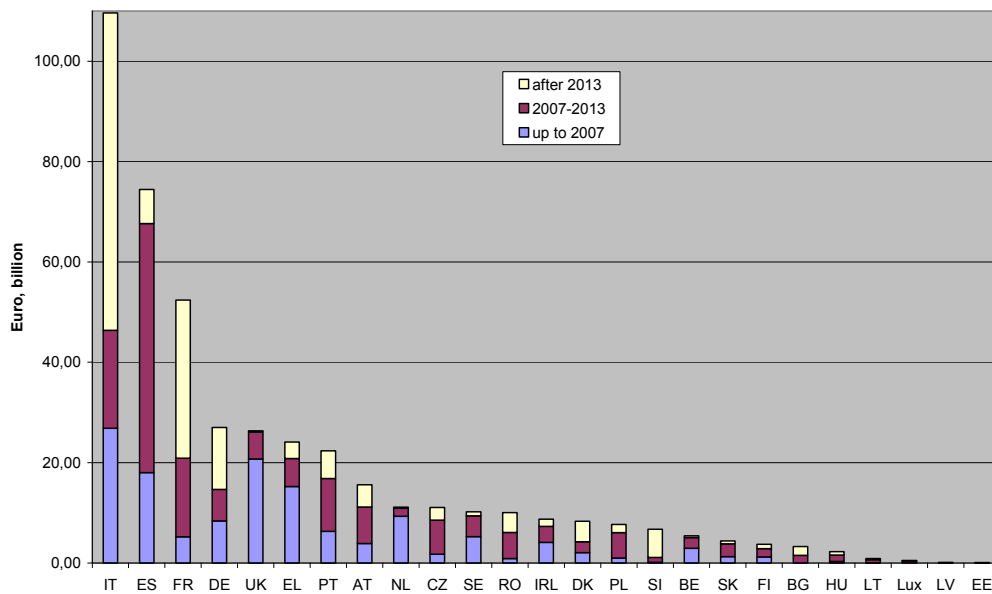
Overall investment



Investment by PP



Investment by Member State



# Priority Project N° 1



MS involved	Estimated completion date	Total cost in M EUR	Investment before 2007 in M EUR			Degree of completion end 2006	Investment 2007-2013 in M EUR				Degree of completion in 2013	Investment after 2013	Investment after 2013 as % of total investment	
			Total invested	Of which			Total invested	Of which						
				TEN-T budget	Structural / Cohesion			EIB	TEN-T budget	Structural / Cohesion				EIB
AT, IT, DE	2024	47.054,61	22.370,53	449,21	424,65	2.430,03	47,5%	14.285,63	942,99	24,00	1.701,38	77,9%	10.398,45	22,1%

Length of the PP in km	Total 2520	Works			Works to be started	of which:	Start before 2010	Start 2010 - 2013	Start after 2013
		Works ongoing	completed	to be started					
		in km	in %	in km					
		756	956	808		0	682	126	
		30,0%	37,9%	32,1%		0,0%	27,1%	5,0%	

Completed: 956 km





## **Railway axis Berlin-Verona/Milano-Bologna-Napoli-Messina-Palermo**

The railway axis 'Berlin-Verona/Milano-Bologna-Napoli-Messina-Palermo' is a key north-south axis crossing the Alps along the Brenner Corridor. It touches upon three Member States: Germany, Austria and Italy. It will link up important urban areas in Germany and in Italy. A significant increase in capacity will result and the project will bring about modal shift in the sensitive mountainous regions it is crossing. The progress along this railway axis is good. Regular reporting has been made available to the European Parliament, the Council and the wider public through the annual activity reports of the European Coordinator, Mr. Karel Van Miert.

### Cross-border sections

The München-Innsbruck-Bolzano-Triente-Verona section constitutes the core section of this priority project. It comprises the cross-border Brenner Base Tunnel (BBT) and the northern and southern access routes. Work on this central section is progressing. This has been underlined by the repeated expression of support by all three Member States involved. Under the 2007-2013 TEN-T Multi-annual programme (MAP), investment of € 903 million is anticipated for the Brenner Base Tunnel and both access routes.

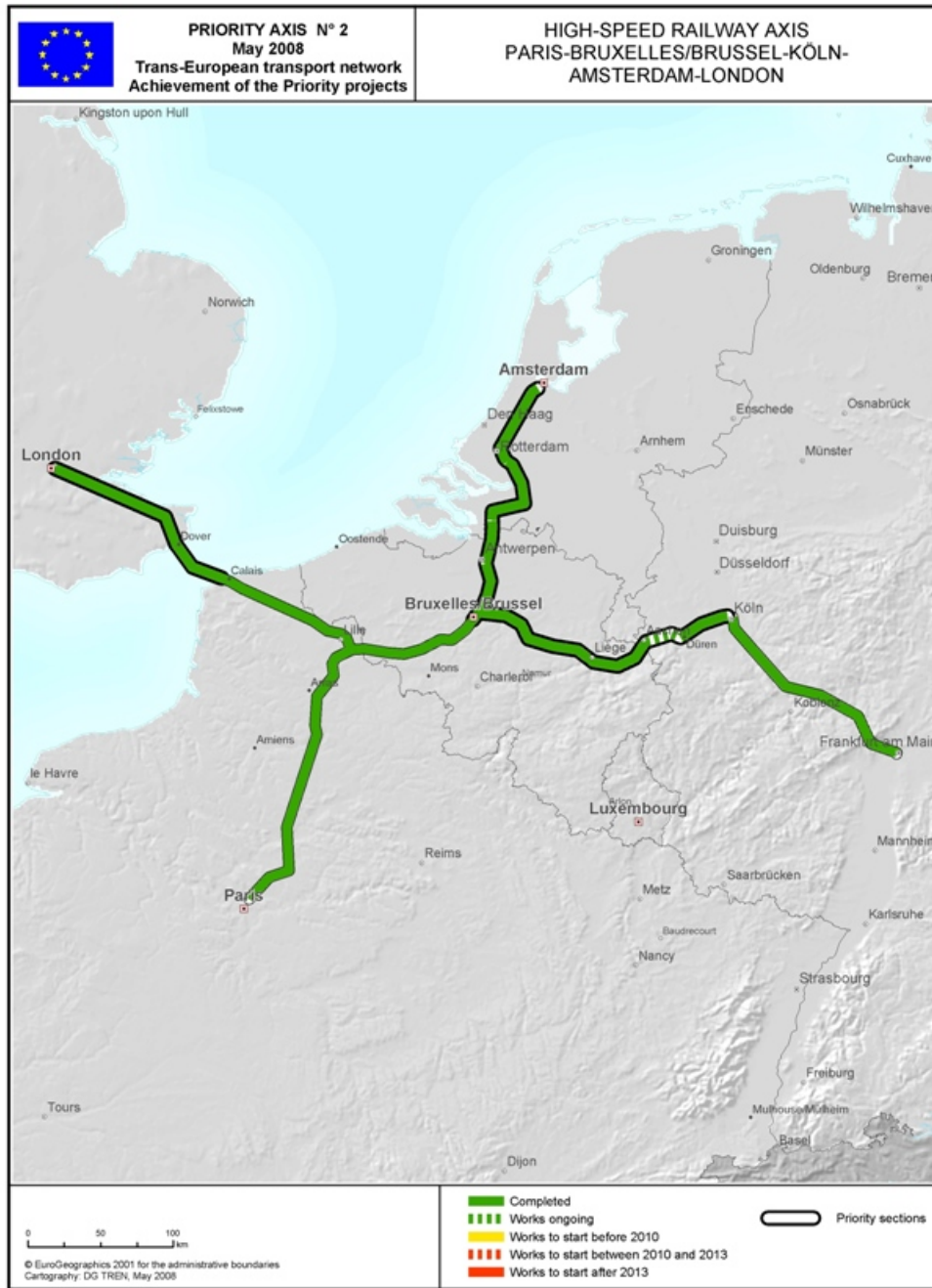
The works on the BBT are due to start in 2010 and to complete in 2022. The northern and southern access routes are progressing as well. The section between Wörgl and Innsbruck is under construction and will be finalised in 2012. For the other sections on the access routes, studies and/or works will be carried out during the present financial programming period. Special attention will be paid to the section between Fortezza and Ponte Gardena, which has the same technical characteristics as the actual Brenner Pass and therefore needs to be eliminated at the same time.

However, several important issues are still outstanding. The environmental impact procedure (EIA) still needs to be completed for the BBT and its financial model, including the possibility of a PPP and guarantees from the Member States involved, needs to be finalized this year. Equally on the access routes, their realization is still some way ahead, especially for the northern access between Munich and Kundl/Radfeld.

### Other sections

The sections outside this core central section are also being actively pursued. Germany has put into service the sections between Berlin and Halle/Leipzig, as well as between Nürnberg and Munich. Furthermore, Germany is investing heavily in the bottleneck between Halle/Leipzig and Nürnberg, which is due to be completed in 2016. Italy has put into service the section Roma-Napoli and is investing heavily in the sections Milano-Bologna-Firenze, which should enter into service by 2009. The capacity bottleneck between Verona and Bologna will be eliminated by end 2008.

## Priority Project N° 2



MS involved	Estimated completion date	Total cost in M EUR	Investment before 2007 in M EUR				Degree of completion end 2006	Investment 2007-2013 in M EUR				Degree of completion in 2013	Investment after 2013	Investment after 2013 as % of total investment
			Total invested	Of which				Total invested	Of which					
				TEN-T budget	Structural / Cohesion	EIB			TEN-T budget	Structural / Cohesion	EIB			
BE, DE, NL, UK	2015	18.848,01	16.954,61	753,01	0,00	2.971,00	90,0%	1.857,07	20,81	0,00	0,00	99,8%	36,33	0,2%

Length of the PP in km	Total 1124	Works			of which:	Start before 2010	Start 2010 - 2013	Start after 2013
		Works ongoing	Works completed	Works to be started				
		in km	in %	in %				
		30	1094	0	0	0	0	
		2,7%	97,3%	0,0%	0,0%	0,0%	0,0%	

Completed: 1094 km



Total PP2: 1124 km

## **High-speed railway axis Paris-Bruxelles/Brussel-Köln-Amsterdam-London: PBKAL**

This is Europe's first cross-border high-speed passenger rail project, linking major cities in France, Belgium, Germany, the Netherlands and the United Kingdom.

The PBKAL network offers substantial reductions in journey times between the five countries and therefore provides passengers with a real alternative to air and road transport. Improved connections between some of Europe's key airports - Brussels, Frankfurt, Cologne/Bonn, Paris Charles de Gaulle and Amsterdam Schiphol will also make a significant contribution to the promotion of intermodal air-rail journeys, in line with Community transport policy objectives.

The French section linking Paris, Lille and Calais and the Channel Tunnel is complete, and has been in service since 1993.

The high-speed Brussels-Paris line has been in full service since 1997 serving more than six million passengers a year, having attracted very large numbers from road and air, with some flights being taken out of service as a result.

### Cross-border sections

Construction of the Dutch line began in 2000, through a public-private partnership. The southern part, from Rotterdam to the Belgian border was completed in 2006.

Upgrading from the Belgian border to Düren is ongoing.

In Belgium, the line from Brussels to the French border came into operation in 1997, with high-speed services now operating to Paris, and through the Channel Tunnel to London.

In the United Kingdom, the section between London and the Channel Tunnel was completed on 14<sup>th</sup> November 2007. This now enables trains on the axis to travel from London's St Pancras Station along the Channel Tunnel Rail Link for onward travel to the continent with improved reliability and journey times (from London St. Pancras to Paris Gare du Nord in 2 hours 15 minutes and to Brussels in 1 hour 51). These routes now provide a real alternative to air travel between London and cities in continental Europe.

### Other sections

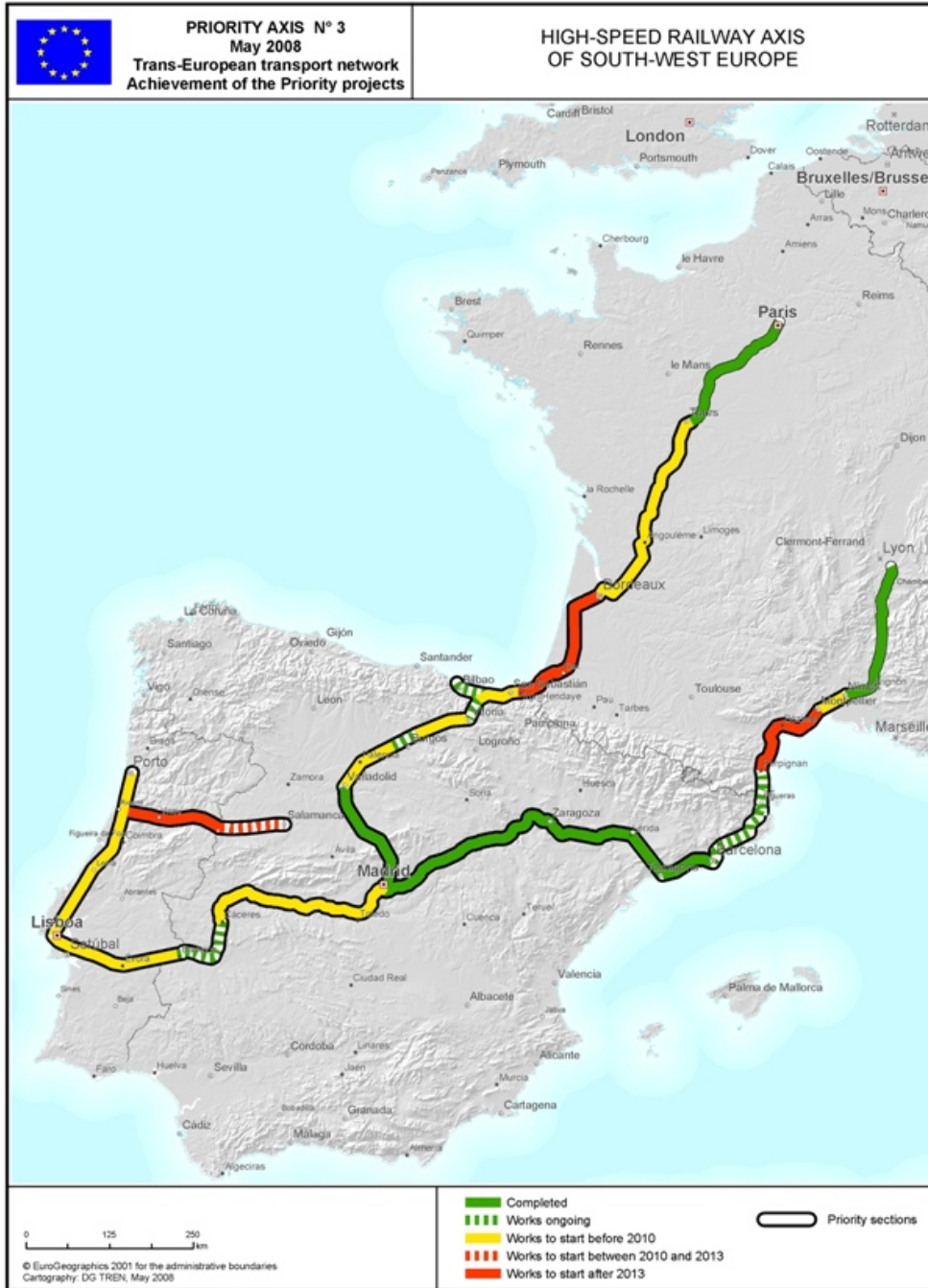
The northern section of the Dutch line from Amsterdam to Rotterdam was completed in 2007.

Works between Brussels-Leuven-Liège are complete and the high-speed line from Liège to the German border is scheduled for completion by the end of 2008.

The high-speed line from Antwerp to the Dutch border, including a new tunnel beneath the city of Antwerp, was finished in 2007. Commercial services started in 2008, although train sets equipped with European train control systems (ETCS) will only be available in 2012.

On the Brussels-Antwerp line, the by-pass project in Mechelen and the *Diabolo* project link with the national airport (Zaventem (Brussels airport)) will be completed by 2012.

### Priority Project N° 3



MS involved	Estimated completion date	Total cost in M EUR	Investment before 2007 in M EUR				Degree of completion end 2006	Investment 2007-2013 in M EUR				Degree of completion in 2013	Investment after 2013 as % of total investment	
			Total invested	Of which				Total invested	Of which					
				TEN-T budget	Structural / Cohesion	EIB			TEN-T budget	Structural / Cohesion	EIB			
ES, FR, PT	2020	50.656,68	10.556,20	304,69	5.247,66	2.100,00	20,8%	26.782,65	670,11	1.437,02	1.650,00	73,7%	13.317,83	26,3%

Length of the PP in km	Total 3753	Works			of which:	Start before 2010	Start 2010 - 2013	Start after 2013
		Works ongoing	completed	Works to be started				
		in km	in km	in km				
		431	1236	2085	1435	126	525	
		11,5%	32,9%	55,6%	38,2%	3,4%	14,0%	

Completed: 1236 km



Total PP3: 3753 km

## High-speed railway axis of South-West Europe

The high-speed rail link south-west Europe is essential for ensuring the continuity of the trans-European railway network. It will enable rail connections between the Iberian Peninsula (Portugal and Spain) and the rest of Europe without the need for reloading as a result of the difference in gauge between these networks. This rail link comprises two branches between France and Spain: a "Mediterranean" branch (Nîmes-Perpignan-Figueras-Barcelona-Madrid) and an "Atlantic" branch (Tours-Dax-Vitoria-Madrid) as well as a connection between Spain and Portugal (Madrid-Lisbon/Porto). Regular reporting has been made available to the European Parliament, the Council and the wider public through the annual activity reports of the European Coordinator, Mr Etienne Davignon.

### Mediterranean branch

Progress on the Mediterranean branch is uneven. Whereas the new line (660 km) between Madrid and Barcelona has been operational since February 2008, reducing the journey time between Madrid and Barcelona to 2 h 38 minutes, the connection towards France faces delays due to the need for better integration of the urban sections crossing Barcelona and Gerona. As the expected date to complete this connection is not until 2012, Spain has developed a transitional solution for the utilisation of the infrastructure from 2010.

Works on the cross-border section (Figueras–Perpignan) are ongoing. This section is being developed by a concession system (PPP). The planning of the French sections (Perpignan-Montpellier and Montpellier-Nîmes) is also facing delays. A more effective coordination between the two MS is therefore required to complete this branch.

### Portugal-Spain

The Portuguese-Spanish sections of PP3 were developed with the aim of reducing journey times between Lisbon-Porto and Lisbon-Madrid to around 1h 15 minutes and 2h 45 minutes respectively. Interoperability with the standard European Gauge will also be achieved.

In Portugal, the activities started in 2001 with generic studies on High speed Connections (AVEP Study), with more in-depth studies taking place since 2004 on the sections between Lisbon-Porto and between Lisbon-Madrid. In 2007 both sections were regrouped under a single TEN-T project with a global investment of € 7.1 billion required. It is expected that Lisbon–Porto section will be operational in 2015. Construction works are expected to start by end 2009 with a total cost of € 4.5 billion. The Lisbon – Madrid high speed line is expected to be operational in 2013. In this case construction works will start in 2009 for a total cost of € 2.6 billion. This section includes a new crossing over the Tagus River.

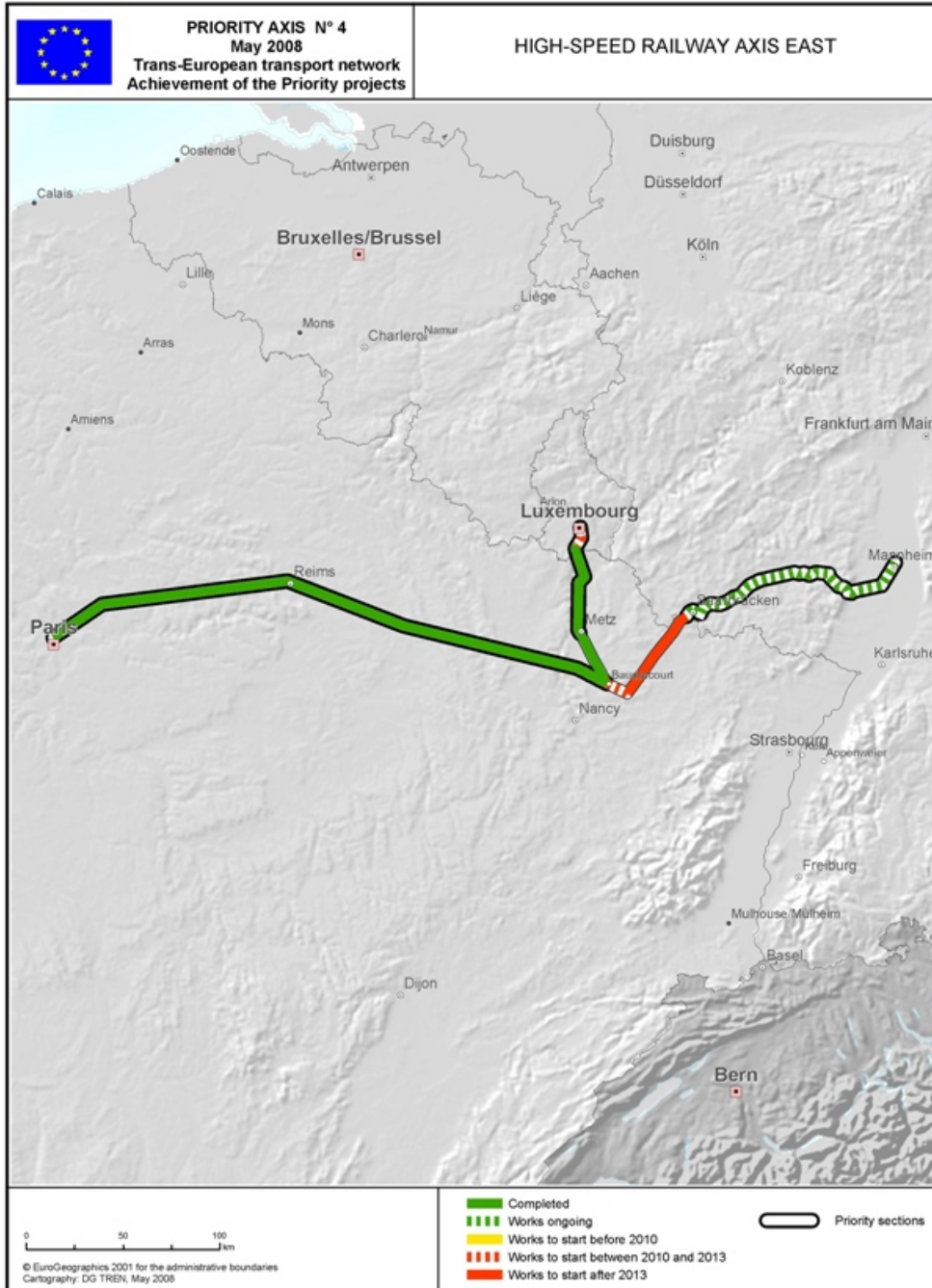
In Spain, the works have already begun in the Cáceres – Mérida and Mérida – Badajoz sections. The total cost of the connection between Madrid and the Portuguese border is of € 3,3 billion. Studies of Salamanca – Aveiro section are being carried out by the European Group of Economic Interest AVEP.

### Atlantic branch

The project is being implemented very rapidly in Spain. The Madrid-Valladolid section of nearly 180 km, which includes a tunnel of 28 km, was brought into operation in December 2007. The Valladolid – Burgos and Burgos - Vitoria sections are in the pre-construction phase, and the works have begun at the Burgos by-pass. On the "Basque Y" several sections between Vitoria and Bilbao are under way. Works have also begun in some sections of the branch linking Vitoria to the French border – due to be completed by 2013. The existing Vitoria-Dax European Group of Economic Interest (EEIG) will be soon complemented by an Intergovernmental Commission, in line with the proposal of the European Coordinator, which was endorsed by the two MS in January 2008. In this framework too, coordination is crucial in order to ensure the proper implementation and utilisation of this future infrastructure which will be used by freight as well as passenger transport.

French planning is less advanced since the construction of the cross-border section is not planned before 2013 at the earliest. The Dax-Bordeaux link was the subject of a "public debate" in 2006. The French government plans to enable shared use of a part of the infrastructure with the future Bordeaux-Toulouse high-speed line. The cost range has to be specified, with commissioning being set for 2020. As far as the Bordeaux-Tours section is concerned, the French Government has decided that the line should be the subject of a concession. The call for bidders was launched at the end of 2006 and a concessionaire is expected to be chosen by the end of 2008. The Tours-Bordeaux high-speed line is due to be completed by 2017.

## Priority Project N° 4



MS involved	Estimated completion date	Total cost in M EUR	Investment before 2007 in M EUR				Degree of completion end 2006	Investment 2007-2013 in M EUR				Degree of completion in 2013	Investment after 2013	Investment after 2013 as % of total investment
			Total invested	Of which				Total invested	Of which					
				TEN-T budget	Structural / Cohesion	EIB			TEN-T budget	Structural / Cohesion	EIB			
FR, DE	2013	5.255,00	4.521,60	20,33	0,00	300,00	86,0%	590,60	10,00	0,00	0,00	97,3%	142,80	2,7%

Length of the PP in km	Total 603	Works			of which:	Start before 2010	Start 2010 - 2013	Start after 2013
		Works ongoing	Works completed	Works to be started				
		in km	in km	in km				
		137	390	76	0	24	52	
		22,7%	64,7%	0	0,0%	4,0%	8,7%	

Completed: 390 km



Total PP4: 603 km

## **High-speed railway axis east**

The project aims to connect the high-speed rail networks of France and Germany, as well as improve the railway link between France and Luxembourg. Its three parts are:

- a new 300 km long high-speed, passenger-only rail line from Paris to Baudrecourt (near Metz) with a commercial speed of 320 km/h;
- the upgrading of the Saarbrücken–Mannheim section (on the Paris–Metz–Frankfurt–Berlin railway corridor), for 200 km/h running;
- the upgrading of the Metz– Luxembourg line.

The progress along this railway axis is very good, with the project well on the way to completion.

### Completed sections

#### **Paris-Baudrecourt**

The construction of the new high-speed line between Paris and Baudrecourt started in January 2002 and was completed in summer 2006. The new line has been in operation since summer 2007 and has cut journey times from Paris to Strasbourg to 2 hours and 20 minutes; from Paris to Metz and Nancy to 1 hour and 30 minutes; from Paris to Reims to 45 minutes; and from Paris to Luxembourg to 2 hours and 15 minutes. The section was co-financed under the TEN-T multi-annual work programme 2001-2006 with an amount of € 158, 33 million. France also obtained an EIB loan of € 300 million for the works on this section. These contributions facilitated the rapid completion of the section Paris-Baudrecourt.

#### **Cross-border section Luxembourg-Metz-Baudrecourt**

Works on this section were completed and it has been operational together with the line Paris-Baudrecourt since 2007.

### Cross-border sections to be completed

#### **Saarbrücken–Mannheim**

In Germany, upgrading work on the Saarbrücken–Mannheim section, to allow the use of 200 km/h tilting trains, is due to be completed by 2013. The section was co-financed under the TEN-T multi-annual work programme 2001-2006 with an amount of € 25, 33 million and a further € 10 million is to be allocated in the period 2007-2013.

#### **Baudrecourt-Saarbrücken – non-priority section of the axis**

This section Baudrecourt-Saarbrücken consists of an existing railway line between Germany and France. No upgrading works are planned for this section before 2013.

## Priority Project N° 6



MS involved	Estimated completion date	Total cost in M EUR	Investment before 2007 in M EUR				Degree of completion end 2006	Investment 2007-2013 in M EUR				Degree of completion in 2013	Investment after 2013	Investment after 2013 as % of total investment
			Of which					Of which						
			Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB			
FR, HU, IT, SI	2025	60.741,96	7.827,03	334,02	77,48	184,00	12,9%	10.427,94	1.080,16	874,85	369,41	30,1%	42.486,98	69,9%

Length of the PP in km	Total 1688	Works			of which:	Start before 2010	Start 2010 - 2013	Start after 2013
		Works ongoing	Works completed	Works to be started				
		in km	in %	in km				
		158	190	1340	92	724	524	
		9,4%	11,3%	79,4%	5,4%	42,9%	31,1%	

Completed: 190 km



Total PP6: 1688 km



## **Railway axis 'Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border'**

The railway axis 'Lyon-Trieste-Divača-Koper-Divača-Ljubljana-Budapest-Ukrainian border' is an important east-west link crossing the Alps between Lyon and Turin and between Italy and Slovenia. Four Member States are involved in the project: Hungary, Slovenia, Italy and France. It is a fundamental link in the European transport network that will be able to absorb part of the continuing growth of traffic flows between the south-east, central part and south-west of Europe. An important increase in rail freight capacity will be achieved and will help to realise a modal shift in the sensitive mountainous regions. Progress on this railway axis is mixed. Regular reporting has been made available to the European Parliament, the Council and the wider public through the annual activity reports of the European Coordinator, Mrs. Loyola de Palacio, and her successor, Mr Laurens Jan Brinkhorst.

### Cross-border sections

The Lyon-Turin section constitutes the core section of this priority project. It comprises the Lyon-Turin Base Tunnel and the access routes. Work on the actual Lyon-Turin Base Tunnel has not started, only the exploratory tunnels on the French side are in the process of being finalised. On the Italian side, no decision has yet been taken on the alignment of the line, rendering obtaining permits and full environmental impact assessments difficult. The cross-border section between Trieste and Divača is also a key element of this project. Work on Trieste-Divača is still at an early stage with a decision on the alignment anticipated by June 2008. Notwithstanding the political commitment repeatedly expressed by the Member States involved, the current situation on both of these cross-border sections could be improved.

The works on the Lyon-Turin Base Tunnel are scheduled to start in 2011 and to be completed in 2023. A protocol was signed by the French Government, the local governments and RFF, in March 2007, for financing a first phase of the access routes to the Base tunnel. An Italian decision on the alignment, together with clear financial commitments is necessary to realise this time path. The European Commission has reserved € 671,8 million for the works on the Base tunnel for the 2007-2013 period.

On the Trieste-Divača section encouraging progress was made in 2007, culminating in the first Intergovernmental Conference between Italy and Slovenia in December. The final alignment of the Trieste-Divača line has not yet been decided upon. Concerning the continuation of the line from Divača through Slovenia and Hungary to the Ukrainian border, clarification concerning final alignment and financial commitments would be very helpful.

Political commitment by the Member States and subsequent follow-up actions at EU and Member States' level are crucial to the timely realisation of PP6.

## Priority Project N° 7



MS involved	Estimated completion date	Total cost in M EUR	Investment before 2007 in M EUR				Degree of completion end 2006	Investment 2007-2013 in M EUR				Degree of completion in 2013	Investment after 2013	Investment after 2013 as % of total investment
			Of which					Of which						
			Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB			
BG, GR, RO	2020	14.928,70	10.051,10	66,20	4.658,83	4.223,00	68,0%	4.727,60	3,48	2.444,40	440,00	99,0%	150,00	1,0%

Length of the PP in km	Total 3333	Works			of which:	Start before 2010	Start 2010 - 2013	Start after 2013
		Works ongoing	Works completed	Works to be started				
		in km	in %	in km				
		609	1593	1131	524	189	418	
		18,3%	47,8%	33,9%	15,7%	5,7%	12,5%	

Completed: 1593 km



Total PP7: 3333 km

## Motorway axis Igoumenitsa/Patra –Athina –Sofia –Budapest

This motorway project will provide significant improvements to the road network of south-eastern Europe. The initial plan for this axis involved the construction of two new motorways across Greece. The first, which runs from west to east following the route of the *Via Egnatia*, will connect the port of Igoumenitsa to Kipi on the Greek-Turkish border (680 km). The second road consists of the modernisation of the existing 800km *Pathe* road (Patras-Athens-Thessaloniki and Evzoni), which runs from Southern Greece to the north, connecting Patras to Promahon on the Greek-Bulgarian border

Extensions to this axis were adopted in 2004, adding connections from the north of Greece towards the neighbouring countries, and from there towards Central Europe. The first branch of these extensions runs along the pan-European corridor IV from the Greek-Bulgarian border at Promahon to Nadlac, linking Thessaloniki to Sofia and to Nadlac on the Romanian-Hungarian border. The other branch runs in the direction of the port of Constanta, via Bucharest.

### Cross-border sections

**Greece –Bulgaria:** The cross-border section Promaxonas/Kulata is completed.

**Bulgaria –Romania:** The rail/road bridge Calafat–Vidin, on the Danube, is under construction, with financial support from Structural Funds. It will be completed in 2010.

**Romania –Hungary:** The section will be completed during the 2007-2013 programming period.

### Other sections

**Greece:** On the *Via Egnatia* section, around 80% is already completed. The remaining 134 km are in construction with completion planned for the end of 2008. On the Ardanio-Ormenio-Bulgarian border section of 124km, around 72% is already completed. The remaining 34 km are under construction.

On the *Pathe* road, 70% is already completed. The remaining 240 km is in construction. The completion date of work is planned for 2012.

**Bulgaria:** Bulgaria intends to invest a major part of its Cohesion Fund 2007-2013 on the motorway route Sofia–Kulata (the *Stuma* motorway). However, serious environmental constraints could lead to delays on a 56km section at the "Kresna Gorge".

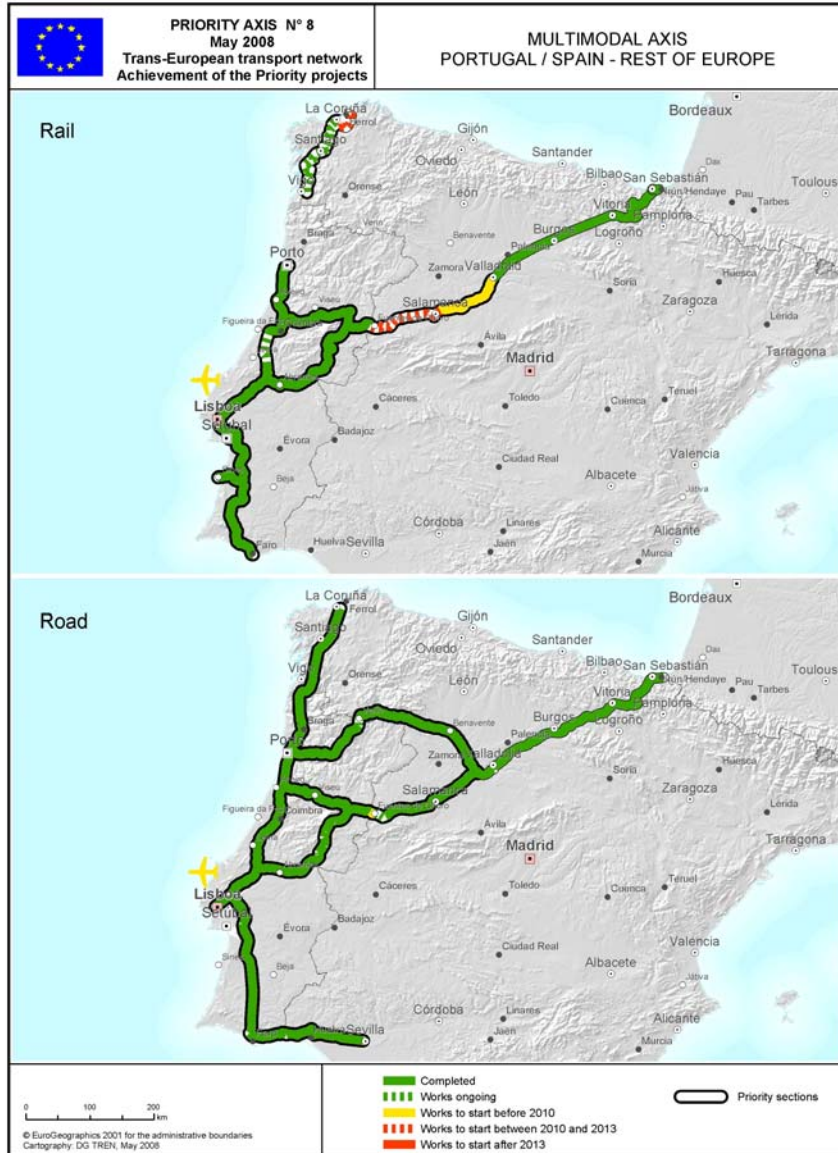
Regarding the section Vidin – Sofia, the section Sofia–Botergrand is completed. Works in two sections of 50Km in total will start before 2010. The rest after 2013. The largest section to the north of Sofia (as far as Montana) is completed. Work is due to commence by 2010 on the 20 Km section Montana-Vidin (Romanian border).

**Romania:** Romania has already carried out a number of important investments on the northern branch of PP7, notably the section Nadlac–Bucuresti–Constanta. Certain sub-sections are already complete (Pitesti–Bucuresti–Cernavoda), and the section Cernavoda–Constanta is in construction. For the period 2007-2013 Romania will undertake works on the section Nadlac–Pitesti. Works in Sibiu-Pitesti will not be completed until 2013.

Romania is not planning to invest heavily in the section Arad–Calafat towards Bulgaria and Greece. Only a few minor rehabilitation projects are envisaged.

**Hungary:** The M5 road link from Budapest to Szolnok was completed in 2006. Work on the remaining section from Szeged to the Romanian border is in preparation and is due to be completed in the 2007-2013 programming period, using the support of the Cohesion Fund.

## Priority Project N° 8



MS involved	Estimated completion date	Total cost in M EUR	Investment before 2007 in M EUR				Degree of completion end 2006	Investment 2007-2013 in M EUR				Degree of completion in 2013	Investment after 2013	Investment after 2013 as % of total investment
			Of which			Of which								
			Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB			
ES, PT	2017	15.324,54	8.882,71	31,76	2.841,23	1.782,49	58,0%	4.752,97	70,79	270,66	7,15	89,0%	1.688,86	11,0%

Length of the PP in km (Rail)	Total 1857	Works			of which:	Start before 2010	Start 2010 - 2013	Start after 2013
		Works ongoing	Works completed	Works to be started				
		in km	in %	in %				
		222	1397	238	108	130	0	
		12,0%	75,2%	12,8%	5,8%	7,0%	0,0%	

Length of the PP in km (Road)	Total 2372	Works			of which:	Start before 2010	Start 2010 - 2013	Start after 2013
		Works ongoing	Works completed	Works to be started				
		in km	in %	in %				
		30	2320	22	22			
		1,3%	97,8%	0,9%	0,9%	0,0%	0,0%	

Completed: 3717 km



Total PP8: 4229 km

## **Multimodal axis Portugal/ Spain-rest of Europe**

This axis will reinforce multimodal corridors linking Portugal and Spain, contributing to the improvement of links between the centre of the EU and its peripheral regions, and the strengthening of the Iberian peninsula's position as a western European gateway.

It includes sub-projects to improve routes across the Spanish-Portuguese border, linking Spanish cities such as Valladolid, Seville, Vigo and La Coruna, with Portugal's principal sea ports and airports, and its large urban centres - Porto and Lisbon in particular. As part of wider infrastructure investments, it complements existing rail, road, maritime and air routes in the west of the Iberian peninsula, and will link the main Portuguese and Spanish sections of the trans-European transport network. The project also includes the construction of the new Lisbon Airport.

Overall, the axis involves the construction of 2 265 km of new motorways, upgrading of 1 067 km of conventional rail lines, and upgrading/construction of Atlantic ports and a key airport.

### ES/PT bottleneck sections

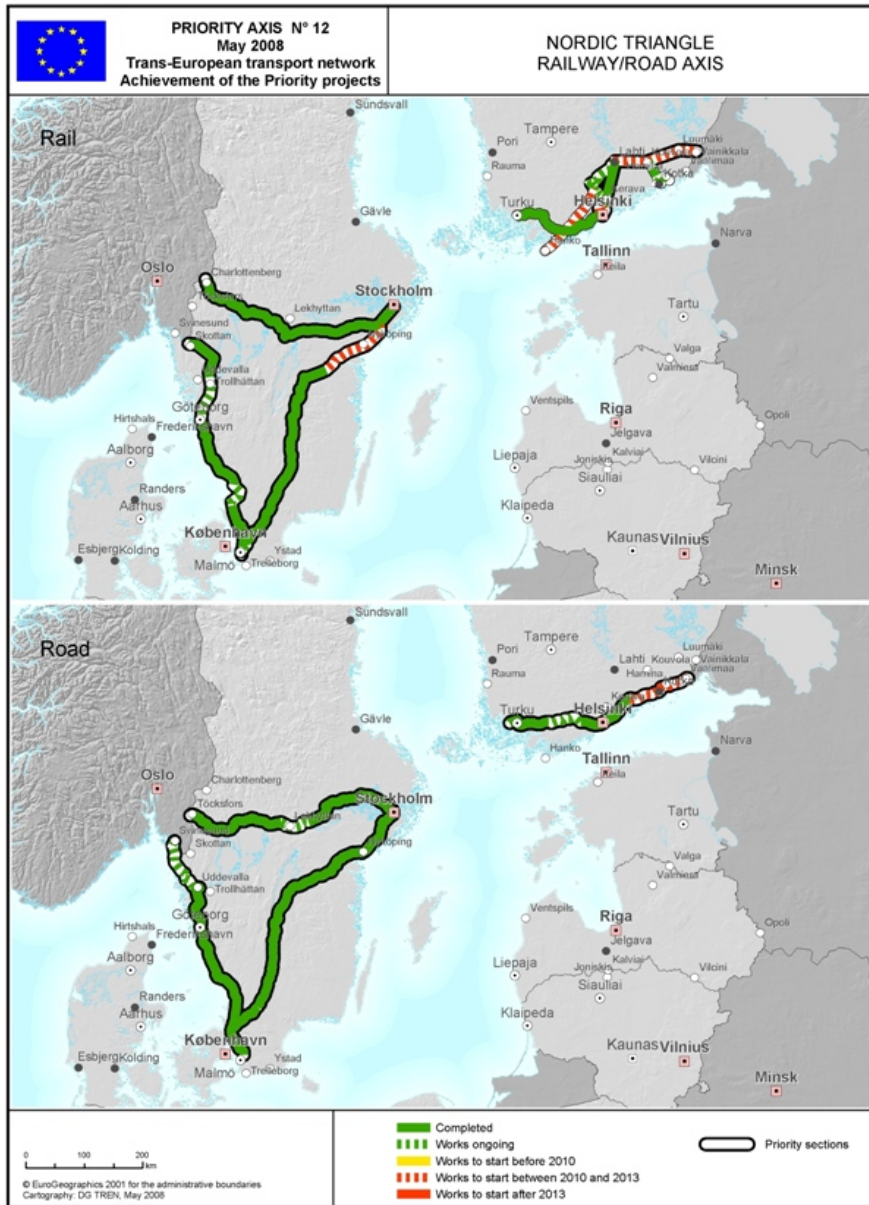
In Portugal the motorway works have all been completed. Within the framework of the multi-annual work-programme (2007-2013), the co-financing of € 69 million (studies and works) is foreseen for the development of the new Lisbon airport, representing a global investment of € 4 billion. It is scheduled to be fully operational in 2017.

On the Spanish side, motorway links between Lisbon and La Coruna and Lisbon and Seville are complete. The Valladolid-Porto section of motorway is nearly complete with the final section from Verin to the border already under construction.

The southern motorway from Valladolid to the Portuguese border is also progressing well. Work between Valladolid and Ciudad Rodrigo is complete and the section Ciudad-Rodrigo to Fuentes de Oñoro will be operational by end of 2008. Moreover works will start shortly on the remaining section from Fuentes de Oñoro to the border with Portugal.

Regarding the railways, substantial works on electrification, track doubling and other upgrading has already been carried out on the main railway lines in Portugal. On the Spanish side a substantial upgrading is taking place between La Coruña (Ferrol) and Vigo - close to the Portuguese border to create a High Performance Line. Most the line is under construction, and some sections are complete. The upgrading involves some modifications to the layout of the line. The line Valladolid - Fuentes de Oñoro is also being upgraded to create a High Performance Line. The section Medina del Campo-Salamanca-Fuentes de Oñoro is in the pre-construction phase.

## Priority Project N° 12



MS involved	Estimated completion date	Total cost in M EUR	Investment before 2007 in M EUR				Degree of completion end 2006	Investment 2007-2013 in M EUR				Degree of completion in 2013	Investment after 2013	Investment after 2013 as % of total investment
			Total invested	Of which				Total invested	Of which					
				TEN-T budget	Structural / Cohesion	EIB			TEN-T budget	Structural / Cohesion	EIB			
FIN, SV	2016	11.746,37	4.364,40	257,28	0,00	1.425,00	37,2%	5.705,37	151,77	0,00	0,00	85,7%	1.676,60	14,3%

Length of the PP in km (Rail)	Total	in km	Works ongoing	Works completed	Works to be started	of which:	Start before 2010	Start 2010 - 2013	Start after 2013
							0	312	125
							0,0%	14,4%	5,8%
	2170		380	1353	437				
			17,5%	62,3%	20,1%				

Length of the PP in km (Road)	Total	in km	Works ongoing	Works completed	Works to be started	of which:	Start before 2010	Start 2010 - 2013	Start after 2013
								114	
							0,0%	6,3%	0,0%
	1800		209	1476	114				
			11,6%	82,0%	6,3%				

Completed: 2829 km



Total PP12: 3970 km

## Nordic triangle railway/road axis

The Nordic Triangle transport corridor links the Nordic countries and their capitals to each other and improves passenger and freight transport from the region to central Europe, the Baltic countries and Russia. This multimodal scheme involves upgrading road, rail and maritime infrastructures in Sweden and Finland in order to improve transport links between the Øresund fixed link, (*Priority project No 11*), Stockholm, Oslo, Turku, Helsinki and the Finnish–Russian border.

### Bottlenecks

**SWEDEN:** the Nordic Triangle in Sweden extends from Malmö (and the Öresund fixed link) to Stockholm and the Swedish/Norwegian border and from Stockholm to Oslo.

**Roads:** works on the routes Stockholm-Oslo and Copenhagen-Oslo are progressing well with a number of projects already in construction and others in preparation. Regarding the connection Stockholm-Copenhagen, preparations for a bypass in Stockholm are on-going while some bottlenecks remain on the section between Södertälje and Stockholm. Between Stockholm and Oslo, the section Karlstad-Norwegian Border has encountered design problems and discussions are taking place with the Norwegian authorities.

**Rail:** a number of major projects are in construction including the "Citybanan project" (Stockholm) and, on the Copenhagen-Oslo line, the "Citytunneln" (Malmö), the tunnel Hallandsåsen, Göteborg-Trollhättan and Falkenberg. Others are in the preparation phase (e.g Ostlänken Södertälje-Linköping on the Stockholm-Copenhagen line). Works to alleviate a number of severe bottlenecks will also need to be undertaken.

**FINLAND:** The Nordic Triangle in Finland covers road and railway connections from Turku through the Helsinki Metropolitan Area to the Russian border.

**Roads:** the Nordic Triangle road connection in Finland consists of Road E 18 from the ports of Turku and Naantali via Helsinki to the Russian border (Vaalimaa border station). The section Turku–Helsinki will be of motorway standard when the remaining 50-kilometre road section Muurla–Lohja is completed by the end of 2008. Two motorway sections and the Hamina by-pass road in the section Helsinki – Vaalimaa are yet to be implemented, and upgrading work on a busy section of Ring Road III in the Helsinki Metropolitan Area also remains to be carried out. Moreover, a lorry parking area is under construction.

**Rail:** The Nordic Triangle railway network in Finland consists of sections: Turku-Helsinki, Helsinki-Riihimäki, Riihimäki-Lahti, Kerava-Lahti, Lahti-Luumäki, Luumäki-Vainikkala, Kouvola-Kotka/Hamina and Hyvinkää-Hanko. The new Vuosaari harbor line and airport line in Vantaa will also be part of Nordic Triangle. The Kerava-Lahti line is completed. The Vuosaari harbor line will be completed in 2008. Constructions of the airport line will start in 2009. Preparations are underway regarding the lines Lahti-Luumäki-Vainikkala and Kouvola-Kotka/Hamina. There will be also improvements in future years on the lines Turku-Helsinki, Helsinki-Riihimäki and Hyvinkää-Hanko.

## Priority Project N° 13



MS involved	Estimated completion date	Total cost in M EUR	Investment before 2007 in M EUR				Degree of completion end 2006	Investment 2007-2013 in M EUR				Degree of completion in 2013	Investment after 2013	Investment after 2013 as % of total investment
			Total invested	Of which				Total invested	Of which					
				TEN-T budget	Structural / Cohesion	EIB			TEN-T budget	Structural / Cohesion	EIB			
IRL, UK	2015	7.526,44	3.285,65	66,23	450,27	260,00	43,7%	4.057,80	80,71	0,00	236,00	97,6%	182,99	2,4%

Length of the PP in km	Total	Works ongoing	Works completed	Works to be started	of which:	Start before 2010	Start 2010 - 2013	Start after 2013	
	1690	in km	1375	315		0			
		in %	81,4%	18,6%		0,0%	0,0%	0,0%	0,0%

Completed: 315 km



Total PP13: 1690 km



## Road axis United Kingdom/Ireland/Benelux

This axis will improve road transport between Cork, Dublin and Belfast, complementing the development of Ireland's main east-coast rail line (PP9). It will also provide upgraded links to mainland Europe via ferry links to Scotland and Wales, the A14 and M6 roads across England, and the North Sea ferry ports of Felixstowe and Harwich. The 1 500 km route includes both the construction of new roads, mainly in Ireland, and the upgrading of existing roads to motorway, expressway, dual-carriageway and high-quality single-carriageway standards, appropriate to traffic density.

These schemes, when taken together, will lead to shortened journey times, a reduction in the number of bottlenecks, fewer accidents and a reduced impact upon the environment.

### IE/UK bottleneck sections

In Ireland, construction of the M1 Dundalk western bypass was completed in September 2005. As regards the southern leg (Dublin-Cork), the upgrade of the N7 from Rathcoole to the Naas bypass was completed in August 2006, and the M8 Fermoy-Watergrasshill scheme in October 2006.

In the UK section, significant construction has been undertaken. In England this includes completion of the A120 Stansted-Braintree, as well as the M6 Toll road, helping to improve safety and relieve key bottlenecks on the network. In Wales the A55 has been dualled allowing improved access along the North Wales coast to the port of Holyhead. In Scotland improvements have been made to the A75 to the port of Stranraer. In Northern Ireland the dualling of the A1 Loughbrickland to Beech Hill was completed in 2006.

In England further work has started on relieving key bottlenecks on the A5117 at Deeside Park, the M6 Carlisle to Guardsmill and on the A14 between Haughley and Stowmarket. Further improvements are planned to remove the bottleneck on the A14 between Ellington and Fen Ditton and at Junction 19 of the M1 (junction with A14). In Wales the focus is on making further improvements to the North East corridor. In Scotland, continuing improvements to the A75 in Dumfries and Galloway are planned to allow for overtaking of slower moving vehicles and relieve congestion. In Northern Ireland work is being taken forward to remove bottlenecks on the M1 Westlink, the M2 and the A1 Beech Hill-Cloghogue. Work is also planned to further improve the A8 to the port of Larne.

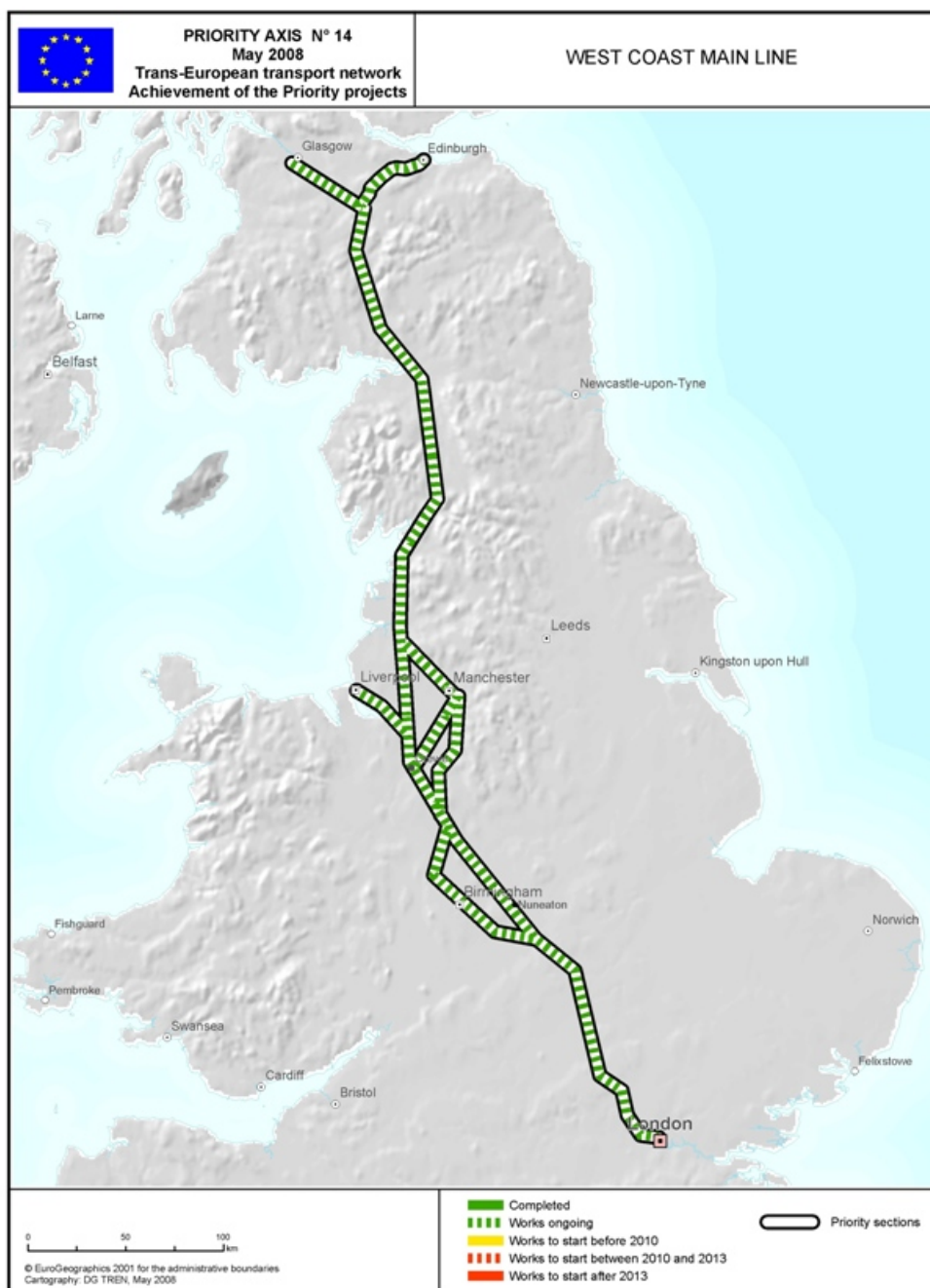
Within the framework of the multi-annual work-programme (2007-2013), the co-financing of € 80,71 million (works) for improvements and upgrade of road infrastructure on sections of the A1 in Northern Ireland and the A14 and M6 in England is foreseen.

### Cross-border section

The cross-border section from N1 Dundalk to the border with Northern Ireland received TEN-T grants in the 2001-2006 programming period and it is now complete.

The project was related to the completion of the construction of 19 km of dual carriageway from Dundalk to Newry (4.6 km lie on UK territory/14.5km are south of the border), which replaced an existing inadequate trans-frontier link on the Dublin-Belfast corridor.

## Priority Project N° 14



MS involved	Estimated completion date	Total cost in M EUR	Investment before 2007 in M EUR				Degree of completion end 2006	Investment 2007-2013 in M EUR				Degree of completion in 2013	Investment after 2013	Investment after 2013 as % of total investment
			Of which					Of which						
			Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB			
UK	2009	12.629,24	10.896,37	79,60	0,00	1.142,00	86,3%	1.732,87	0,00	0,00	0,00	100,0%	0,00	0,0%

Length of the PP in km	Total 928	Works			of which:	Start before 2010	Start 2010 - 2013	Start after 2013
		Works ongoing	Works completed	Works to be started				
		in km	in %	in %				
		928	0	0	0	0	0	
		100,0%	0,0%	0,0%	0,0%	0,0%	0,0%	

Completed: 0 km



Total PP14: 928 km

## **West coast main line**

The west coast main line (WCML) is the most important trunk route in the United Kingdom's rail network with some 2 000 train movements per day. It links London and the south-east with England's largest conurbations (Birmingham and Manchester), as well as with Liverpool, North Wales, the North-West, Cumbria and Scotland, covering a distance of 850 km.

The WCML project will modernise the line, renewing and enhancing the infrastructure to provide improved journey times, greater capacity for trains, and better and more resilient performance of track, signaling and other assets.

In London, the upgraded line can connect with the Channel Tunnel rail link (PP2), making possible the development of further through services between the UK and mainland Europe.

The project will cut passenger and freight journey times between Ireland, Scotland, the north of England and France, Belgium, the Netherlands and Germany. Improved speed and convenience are expected to attract new users on these international routes, helping to shift traffic from the roads. Journey times from London to Manchester and Glasgow will be reduced to 2 hours, and around 4 hours 15 minutes respectively by end 2008.

### Bottleneck sections

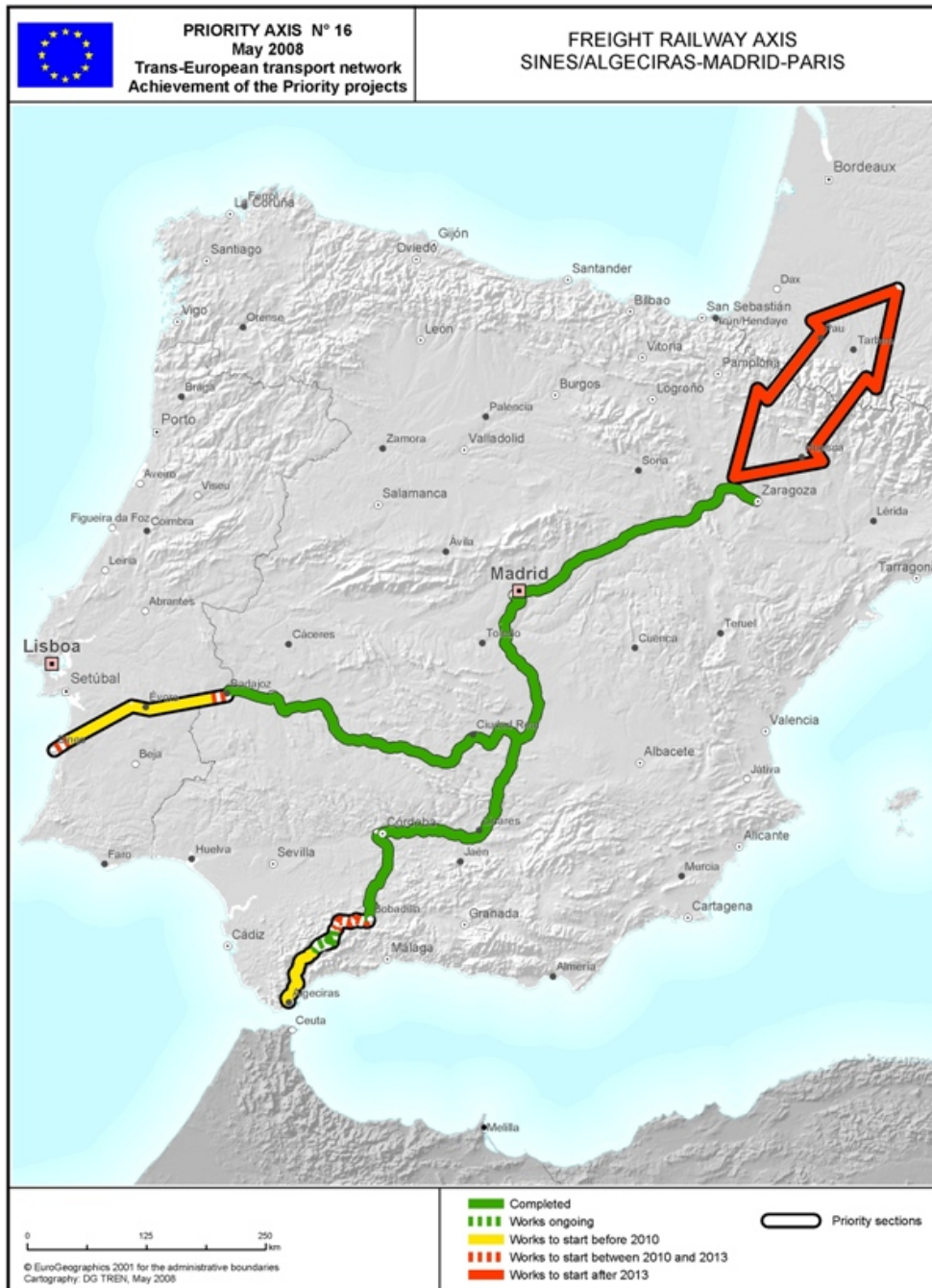
The route is the core national long-distance freight route and 43 % of all UK rail freight traffic uses the WCML for some or all of its journey. There are also significant commuting flows on the route around London, Manchester, Glasgow and Birmingham. Therefore most of its sections are considered as bottlenecks.

Extensive renewal and enhancement works have already been completed. For example, re-signalling and re-modelling at London's Euston Station, at Willesden and in the Stoke-on-Trent area have all been completed, along with line-speed upgrades between Euston and Crewe.

Although work on the modernisation programme is scheduled to finish in 2009, a number of schemes will further enhance the axis between now and 2013. These are likely to include works at Stafford and Bletchley. In addition there are related works planned at Reading, which aim to remove a bottleneck for freight traffic accessing the WCML from the Port of Southampton.

This project received TEN-T grants totalling € 78, 6 million up to 2006.

## Priority Project N° 16



MS involved	Estimated completion date	Total cost in M EUR	Investment before 2007 in M EUR				Degree of completion end 2006	Investment 2007-2013 in M EUR				Degree of completion in 2013	Investment after 2013	Investment after 2013 as % of total investment
			Total invested	Of which				Total invested	Of which					
				TEN-T budget	Structural / Cohesion	EIB			TEN-T budget	Structural / Cohesion	EIB			
ES, PT	2020	8.899,04	48,80	0,00	7,65	0,00	0,5%	1.100,34	5,00	270,90	0,00	12,9%	7.749,90	87,1%

Length of the PP in km	Total 1497	Works			of which:	Start before 2010	Start 2010 - 2013	Start after 2013
		Works ongoing	Works completed	Works to be started				
		in km	in %	in %				
		49	1140	308	230	78	0	
		3,3%	76,1%	20,6%	15,4%	5,2%	0,0%	

Completed: 1140 km



Total PP16: 1497 km

## **Freight railway axis Sines/Algeciras-Madrid-Paris**

The project aims to develop a high-capacity freight railway axis linking the ports of Algeciras in southern Spain and Sines in south-western Portugal with the centre of the EU. The scheme also involves the construction of a new high-capacity rail link for freight across the Pyrenees, connecting the French and Spanish networks. The railways lines will be built in European gauge therefore achieving full physical interoperability and improving inter-connection of networks. The project also includes the construction of a long-distance tunnel. Several possible alignments are under consideration.

The rail link across the Pyrenees will complete a major European trade route from Portugal and Spain to the rest of Europe on which significant future traffic growth is forecast. The construction of this new line, in European gauge, is expected to enable rail to achieve a 30 % share of the land transport market in the Pyrenees.

### Cross- border sections

For the trans-Pyrenean link, initial studies and detailed cross-border surveys have been carried out by the neighbouring regions (Aragon, Aquitaine, Midi-Pyrénées) working together through the TCP (Traversée Centrale des Pyrénées) organisation. The Spanish and French governments have been monitoring traffic flows through the Pyrenees, and the rail link is discussed at the regular summits regarding regional cooperation in the Pyrenees area. At the recent Spanish-French Summit in January 2008, both countries ratified a Joint Studies Plan. The goal is to finish the studies necessary to allow the launching of the informative and consultation procedures by 2013.

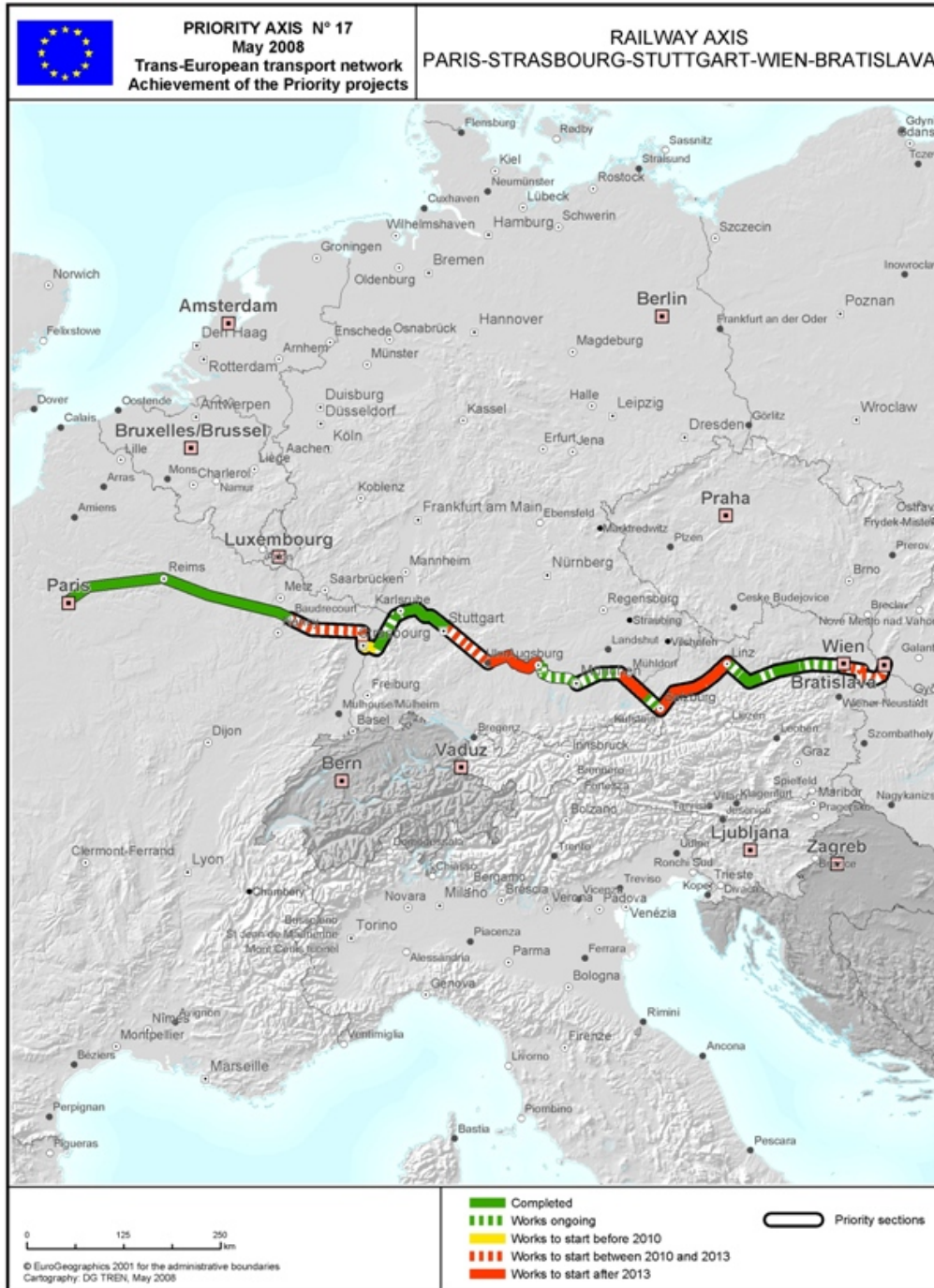
Within the framework of the 2007-2013 multi-annual work-programme, the co-financing of € 5 million for studies for the construction of the new high capacity line through the Pyrenees is foreseen.

### Other sections

The new Sines-Badajoz and Algeciras-Bobadilla lines are critical for the development of the ports of Sines and Algeciras and will foster traffic between Lisbon, Setúbal, Sines and Algeciras, and central Spain and the rest of Europe. Their construction in European gauge will facilitate full interoperability and higher speeds between the Portuguese and Spanish freight networks and the rest of the trans-European rail network.

On the Spanish side, regarding the Algeciras-Bobadilla rail link, detailed studies have been prepared, with works already started on the sections of Ronda-Cortes and Cortes-San Pablo. The section San Pablo-Algeciras is in the pre-construction phase, and studies for the section Ronda-Antequera are being completed. On the Portuguese side, both final alignment and environmental studies are being carried out for the section Sines-Badajoz. The Spanish and Portuguese governments have also agreed to add a third track on the cross-border section.

# Priority Project N° 17



MS involved	Estimated completion date	Total cost in M EUR	Investment before 2007 in M EUR				Degree of completion end 2006	Investment 2007-2013 in M EUR				Degree of completion in 2013	Investment after 2013	Investment after 2013 as % of total investment
			Of which					Of which						
			Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB			
AT, FR, DE, SK	2020	13.563,29	3.528,68	139,34	0,00	140,00	26,0%	6.779,99	451,30	440,74	600,00	76,0%	3.254,62	24,0%

Length of the PP in km	Total 1298	Works			of which:	Start before 2010	Start 2010 - 2013	Start after 2013
		Works ongoing	Works completed	Works to be started				
		in km	in km	in km				
		266	466	566	20	271	274	
		20,5%	35,9%	43,6%	1,6%	20,9%	21,1%	

Completed: 466 km



Total PP17: 1298 km

## **Railway axis Paris-Strasbourg-Stuttgart-Wien-Bratislava**

The railway axis 'Paris-Strasbourg-Stuttgart-Wien-Bratislava' is an east-west oriented axis crossing very densely populated areas in the centre of Europe. It touches upon four Member States: France, Germany, Austria and Slovakia. The progress along this railway axis is good. Regular reporting has been made available to the European Parliament, the Council and the wider public through the annual activity reports of the European Coordinator, Mr. Péter Balázs.

### Cross-border sections

Bilateral agreements were signed for each of the cross-border sections which will all be developed during the present financial programming period.

A bilateral treaty governing the Strasbourg-Kehl-Appenweier section and in particular the bridge over the river Rhine was signed on 14 March 2006. Works have already started on the French part of this section and the construction of the new bridge will be launched officially in July 2008. The whole section should be completed by 2010/11, including the interconnection in Appenweier, where a fly-over is being studied.

A bilateral agreement governing the Munich-Salzburg cross-border section (Freilassing – Salzburg) and in particular the bridge over the river Saalach was signed on 10 July 2007. Works are due to start in 2010 and should be completed in 2013; however, the cross-border environmental impact assessment (EIA) has not been completed yet.

A bilateral agreement on the Wien-Bratislava cross-border section was signed on 11 July 2007. Works are due to start in 2010 and should be completed in 2013. Preparatory works for Wien main station already started in 2007. Works for other Austrian sections are due to start in 2011 and should be completed by 2015.

### Bottlenecks

Three major bottlenecks were identified by the European Coordinator. Each of the sections is progressing. The section crossing the 'Vosges du Nord' between Baudrecourt (Lorraine) and Vendenheim near Strasbourg is foreseen to be constructed between 2010 and 2015. Preparatory works and finalisation of the detailed studies are already under way.

The section between Stuttgart and Ulm is probably the most complex bottleneck to be dealt with on this railway axis. An agreement was signed between the German Minister of Transport, Deutsche Bahn AG and the regional authorities on 19 July 2007. The section will be constructed between 2010 and 2020.

The section between St.Pölten and Wien is progressing well. On 3 September 2007, the excavation works of the Wienerwald tunnel (13 km) were finalized. The whole section should be completed by 2013.

### Other sections

In France, the first phase of the eastern European high-speed rail line was put into service on 10 June 2007. 300 km of new high-speed line allow very important time gains, in France and beyond. The operation is a big success, also regarding the new services between Paris and Stuttgart/München.

In Germany, important sections between Appenweier-Karlsruhe and Stuttgart have already been completed. The works between Augsburg and München are ongoing and will be completed by 2010, allowing for important increases in capacity and speed (up to 230/250 kmh). Between München and Mühldorf initial works started in 2007. However, a way forward for the entire section from München to Mühldorf still has to be defined. Furthermore, the section between Ulm and Augsburg still needs to be studied in detail.

In Austria, important works have been ongoing for several years in order to increase speed and capacity between Linz and Wien. Four tracks should be available along the entire route by 2013. Further works on some sections between Salzburg and Linz are scheduled as of 2013.

In Slovakia, the detailed studies are under preparation for launching all necessary works, connecting Bratislava and its airport with Wien and beyond. The EIA process has been successfully completed.

This rail link is making real progress and might be very largely completed by the year 2015, with certain sections being finalised by 2020.

# Priority Project N° 18



MS involved	Estimated completion date	Total cost in M EUR	Investment before 2007 in M EUR				Degree of completion end 2006	Investment 2007-2013 in M EUR				Degree of completion in 2013	Investment after 2013	Investment after 2013 as % of total investment
			Of which					Of which						
			Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB			
AT, BE, BG, DE, HU, NL, RO	2016	2.103,28	45,29	14,60	21,95	17,00	2,2%	1.075,55	169,81	245,00	0,00	53,3%	982,44	46,7%

Length of the PP in km	Total 3255	in km	Works ongoing	Works completed	Works to be started	of which:	Start before 2010	Start 2010 - 2013	Start after 2013			
										292	1781	1182
										in %	9,0%	54,7%

Completed: 1781 km



Total PP18: 3255 km



## **Waterway axis Rhine/Meuse-Main-Danube**

The Priority Project 18 crosses Europe transversally from the North Sea at Rotterdam to the Black Sea in Romania. The Meuse and the Rhine rivers are the entrance gates for the Belgian and the Dutch inland waterways to this Priority Project corridor. The Main canal connects Rhine River to the Danube, which flows into the Black Sea. This corridor is one of the longest ones in the Trans European Transport Network and crosses both EU and non-EU countries.

Along with PP30, Canal Seine-Scheldt, and in recognition of its complexity and multifaceted aspects, the European Commission has appointed Mrs. Karla Peijs as European Coordinator for Inland Waterways.

Besides the TEN-T Programme, other European Programmes are active on certain stretches of the Danube: the former ISPA Programme has financed studies and is about to finance construction for the improvement of navigation in Romania at Calarasi-Braila as well as in the long border section between Romania and Bulgaria. At the same time, activities for the restoration of navigability on the Danube stretch in Serbia are undertaken with the support of the European Commission.

### Cross-border sections

The construction works for the improvement of navigability in the Maasroute in The Netherlands and the construction of a new lock for larger barges in Lanaye represent the engagement for the establishment of a capacity continuity at the crossing between Belgium and The Netherlands. Works on the Maasroute started in 2007.

East of Vienna and until the Slovak border, studies and a pilot project are being financed to guarantee the reliable and consistent navigation capacity throughout the year, while preserving a Natura 2000 area.

### Bottlenecks

There are two key bottlenecks on the axis.

The one in the Straubing-Vilshofen area, in Bavaria (Germany), concerns a 70 km stretch of the Danube. It is at the centre of a long lasting debate between local entrepreneurs and European environmentalists. The entrepreneurs are requesting the construction of a lock, in Aicha, that, according to recent studies, would guarantee 2.5 meters depth for more than 290 days per year. The environmentalists argue that this is the last "free flowing" stretch and that the lock would cause the destruction of wet lands and of the natural habitat. They claim that only limited infrastructural works are needed for flood protection and that these will be sufficient to guarantee sustainable navigability.

The German Federal government, together with the Bavarian State government have decided to launch a new three year study that will analyse solutions between these two positions, including the analysis of the impact on the overall regional transport system in case inland navigation will be able to attract part of the traffic.

The Coordinator Mrs. Peijs has recently met representatives of both sides and has proposed that the study will be monitored by both in order to ensure the respect of European Environmental Directives, while evaluating the necessary works for sustainable inland navigation.

The second important bottleneck is relevant to the Danube River in Hungary where there are more than thirty points where navigability is endangered by the low waters and by the unstable main flow of the river. Studies are about to be launched for the identification of measures and interventions to be adopted.

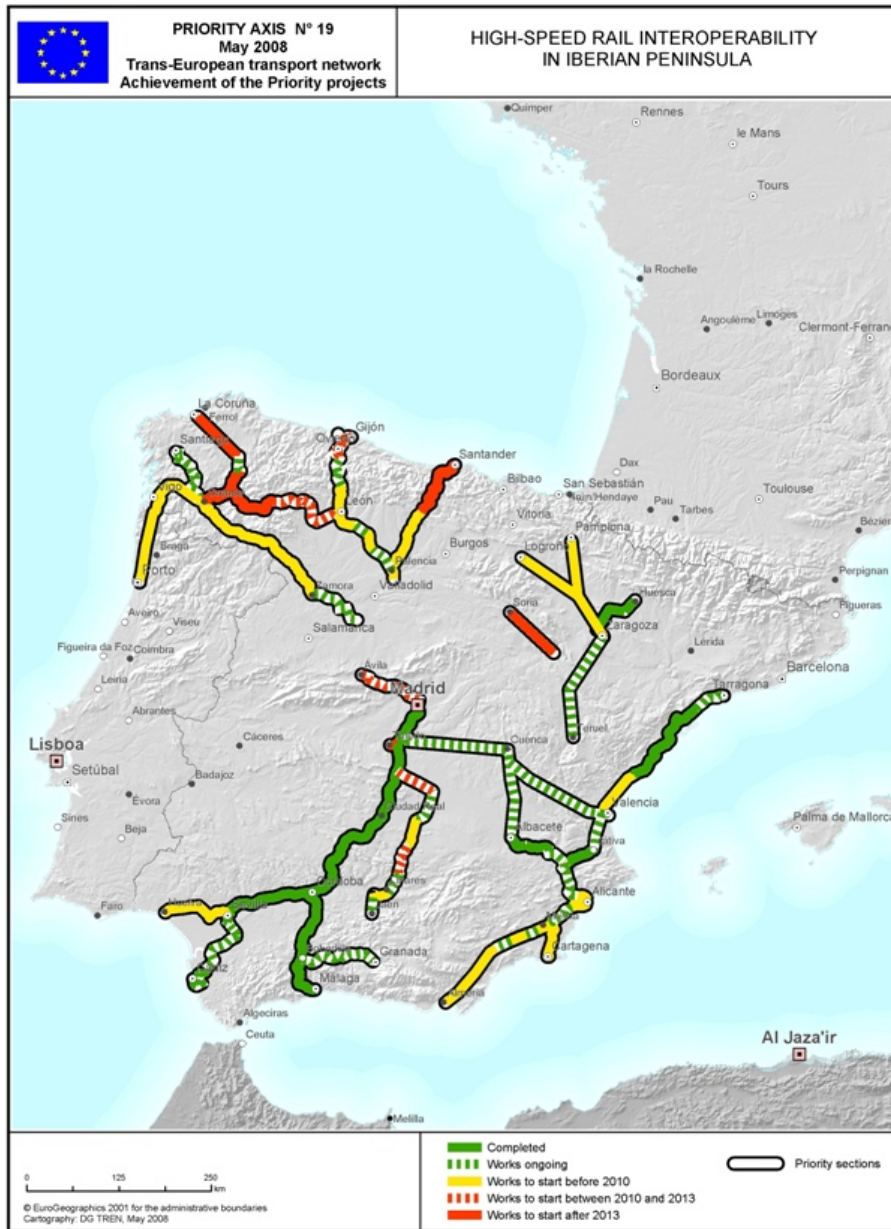
### Other sections

Additional important activities on this project will take place on the Belgian stretch to build a new lock at Ivoz-Ramet and to launch studies for the construction of a new lock at Ampsin-Neuville that will allow the transit of barges of more than 3000 tons.

Further improvements to the navigability in the Bavarian stretch will involve the reconstruction of the rail bridge at Deggendorf. This will allow a safer navigation in a site where the existing bridge pillars represent a dangerous bottleneck.

The horizon of all these activities is quite scattered due to the variety of required interventions, the issues at stake and the number of countries involved.

## Priority Project N° 19



MS involved	Estimated completion date	Total cost in M EUR	Investment before 2007 in M EUR				Degree of completion end 2006	Investment 2007-2013 in M EUR				Degree of completion in 2013	Investment after 2013	Investment after 2013 as % of total investment
			Total invested	Of which				Total invested	Of which					
				TEN-T budget	Structural / Cohesion	EIB			TEN-T budget	Structural / Cohesion	EIB			
ES, PT	2020	41.770,45	5.236,30	84,40	2.742,40	700,00	12,5%	33.194,37	267,00	3.102,60	300,00	92,0%	3.339,78	8,0%

Length of the PP in km	Total 4776	in km	Works ongoing 1448	Works completed 1090	Works to be started 2238	of which:	Start before 2010	Start 2010 - 2013	Start after 2013
							1349	412	477
							28.2%	8.6%	10.0%

Completed: 1090 km



Total PP19: 4776 km

## High-speed rail interoperability in Iberian Peninsula

The difference in gauges between the rail networks of the Iberian Peninsula and the rest of the European Union remains a major obstacle to the efficient operation of Europe's rail transport system. This project involves the construction of new lines and the installation of dual-gauge sleepers, third rails or axle-gauge changeover stations on the Spanish and Portuguese high-speed rail networks, in order to make them fully interoperable with the rest of the trans-European rail network.

The project will provide access to the biggest cities of Spain and Portugal by high-speed train and will target five corridors: Madrid-Andalusia, north-east, Madrid-Levante/Mediterranean, north/north-west corridor, including Vigo-Porto, and Extremadura. The project will be implemented in compliance with Directive 96/48/EC on interoperability, and will incorporate ERTMS.

Prioritizing interoperability on the high-speed rail network will help to channel investment by the countries concerned towards technologies that ensure interoperability, progressively reducing the additional costs imposed by gauge differences.

By significantly enhancing their rail links, interoperability will improve communications between Spain and Portugal and the rest of Europe. On the routes served by the high-speed network, it should help rail to win market shares from both air and road transport on congested routes. Significant benefits will be seen in travel times, and in freeing up significant freight-transport capacity on conventional lines.

### Bottleneck sections

The sections of this axis complement those of the 'high-speed south-western railway axis' (PP3), where several new high-speed lines are already operating at European gauge: Madrid-Valladolid, and Madrid-Zaragoza-Lérida-Barcelona.

The sections Madrid-Sevilla, Córdoba-Málaga and Zaragoza-Huesca are already operational. A number of other sections are under construction: Sevilla-Cádiz, Antequera-Granada, Madrid-Jaén, Zaragoza-Teruel, Madrid-Albacete-Valencia/Alicante, Alicante-Almería, the Mediterranean Corridor, Valladolid-Palencia-León-Asturias and Valladolid-Zamora-Ourense-Santiago.

Within the framework of the multi-annual work-programme (2007-2013), the co-financing of € 22.86 million, for the works for the interconnection between the Mediterranean Corridor and the PP3 is foreseen.

On the Portuguese side of the cross-border section Vigo-Porto, the first preparatory works have started (upgrading between Porto and Braga) or will soon start (new line between Braga and Ponte de Lima).

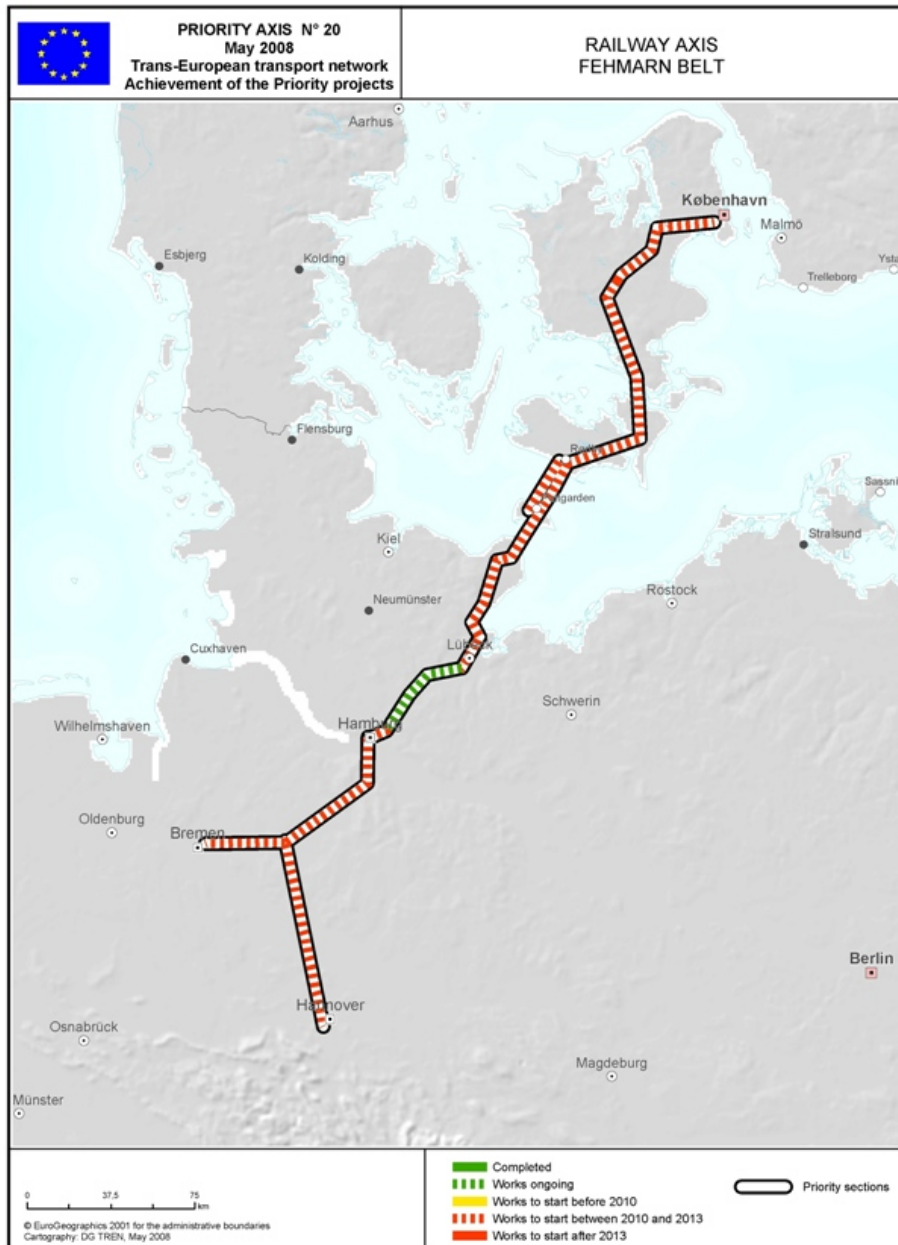
### Cross-border sections

Preparatory studies for the cross-border section Ponte de Lima-Vigo are under way. The first phase of works is expected to start in 2010 and the line is scheduled to be fully operational in 2013.

The GEIE AVEP is responsible for the preparation of the common studies for both sides of the International section. These studies have already started.

Within the framework of the multi-annual work-programme (2007-2013), the co-financing of € 244,14 million (studies and works) for this section (ca. 25.51 % of total eligible costs) is foreseen.

## Priority Project N° 20



MS involved	Estimated completion date	Total cost in M EUR	Investment before 2007 in M EUR				Degree of completion end 2006	Investment 2007-2013 in M EUR				Degree of completion in 2013	Investment after 2013	Investment after 2013 as % of total investment
			Of which			Of which								
			Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB			
DE, DK	2018	7.930,70	36,72	32,42	0,00	0,00	0,5%	2.680,50	361,59	0,00	0,00	34,3%	5.213,48	65,7%

Length of the PP in km (Rail)	Total 533	Works ongoing			Works completed			Works to be started					
		in km	in %	in %	in km	in %	in %	in km	in %	in %			
		of which:	Start before 2010	Start 2010 - 2013	Start after 2013								
		47	8,8%	0	0,0%	486	91,2%	0	0,0%	486	91,2%	0	0,0%

Length of the PP in km (Road)	Total 19	Works ongoing			Works completed			Works to be started			
		in km	in %	in %	in km	in %	in %	in km	in %	in %	
		of which:	Start before 2010	Start 2010 - 2013	Start after 2013						
		0,0%	0,0%	19	100,0%	0	0,0%	19	100,0%	0	0,0%

Completed: 0 km



Total PP20: 552 km

## **Railway axis Fehmarn belt**

This axis is an extension of the Øresund crossing (*PP11*) and the Nordic triangle road and rail links (*PP12*) and is a key component in the main north–south route connecting central Europe and the Nordic countries. It will involve the construction of a bridge or a tunnel in order to form a fixed road and rail link, spanning the 19 km-wide Fehmarn Strait between Germany and Denmark as well as improvements to related rail links in Denmark and Germany.

The project will provide an alternative for the ferry link between Rødby (Denmark) and Puttgarden on the Fehmarn Island in Germany. It is expected to stimulate economic development in the Baltic Sea regions of Denmark and Germany, especially in the cross-border areas close to the link. Once completed, it will attract passenger and freight traffic estimated at 3.3 million vehicles and 30-35 thousand trains a year, helping to relieve congestion on the Great Belt route across Denmark, in particular on the rail network.

### Cross border sections

A Memorandum of Understanding on the fixed link between Rødby and Puttgarden was signed by the Danish Minister for Transport and the German Minister for Transport on 29 June 2007. Negotiations on a Treaty based on this Memorandum are at an advanced stage. Studies concerning the navigational conditions in the Fehmarn Belt are under way and the tendering of the necessary environmental impact assessments is being prepared.

Within the framework of the 2007-2013 multi-annual work-programme, the co-financing of € 338,9 million (studies and works) for the fixed road and rail link of the Fehmarn Belt (ca. 26,60 % of total eligible costs) is foreseen.

### Other sections

As far as the railway section in Denmark (Copenhagen - Rødby) is concerned, the implementation has progressed to different degrees at different sub-sections. On a small part of the section east of Ringsted the upgrading works started earlier this year. On a 6 kilometre sub-section south west of the Copenhagen Central Station, the upgrading works also started recently. On the remainder of the railway section Copenhagen-Ringsted, substantial capacity increases are required and an environmental impact assessment is currently being carried out in order to provide the basis for a decision by autumn 2009 on one of the two alternatives: either a new line between Copenhagen and Ringsted via Køge or the construction of a 5th track on the sub-section Hvidovre - Høje Taastrup.

On the German side, considerable investments will be needed to make the sections Hamburg-Lübeck (double tracked and non-electrified) and Lübeck-Puttgarden (single track and non-electrified) fully operational.

## Priority Project N° 22



MS involved	Estimated completion date	Total cost in M EUR	Investment before 2007 in M EUR			Degree of completion end 2006	Investment 2007-2013 in M EUR			Degree of completion in 2013	Investment after 2013	Investment after 2013 as % of total investment		
			Total invested	TEN-T budget	Structural / Cohesion		EIB	Total invested	TEN-T budget				Structural / Cohesion	EIB
AT, BG, CZ, DE, GR, HU, RO	2020	12.641,80	465,36	12,64	190,55	372,80	3,7%	5.618,52	49,11	2.734,80	413,02	48,1%	6.557,92	51,9%

Length of the PP in km	Total 3812	Works			of which:	Start before 2010	Start 2010 - 2013	Start after 2013
		Works ongoing	Works completed	Works to be started				
		in km	in %	in km				
		748	1032	2032	421	802	809	
		19,6%	27,1%	53,3%	11,0%	21,0%	21,2%	

Completed: 1032 km



Total PP22: 3812 km

## **Railway axis Athina–Sofia–Budapest–Wien–Praha–Nürnberg/Dresden**

The project links the eastern Member States of the enlarged EU through a major railway axis. Completing them will improve connectivity between all the networks on the basis of common standards. This axis is the only connection from south-eastern Europe (and Greece) to the heart of the EU. Progress to date is fairly uneven. Some sections have been already completed (in Germany, Czech Republic, Hungary and Greece), whilst works on other sections will start only after 2013.

### Cross-border sections

Nürnberg-Prag-Brno: The Czech Republic is making good progress on its sections which are intended to increase average line speeds to 160 kph. The section Prague-Nürnberg involves some challenging geological conditions – work is already in preparation. Regarding the section from Prague to Brno, this section can be considered complete – there remains only a few junction modernisation works. Germany has not planned yet any works of upgrading on this existing railway line between Nürnberg and Czech border in the period up to 2013. Linz-Prague: On the Czech side preparations are at an early stage. The sub-section Prague-Ceske Budejovice will start between 2010 and 2013. Regarding the cross border section Ceske Budejovice-Linz , each country received TEN-T support in 2005 of € 1 million for initial studies with the construction phase on both sides of the border due to start only after 2013.

Wien-Budapest section: The section on the Austrian side is completed. Between the Hungarian/Austrian border and Komárom the works are ongoing, in the remaining section until Budapest the works will start after 2013. In the current programming period preparations will commence and will be supported by a TEN-T grant of € 1, 25 million for the second part of the Hungarian section. The bridge in Vidin/Calafat on the RO/BG border: The Danube road and rail bridge in Vidin/Calafat, between Bulgaria and Romania, is not only a key project for Bulgaria but also for this axis. The contract for the bridge was signed in 2007. It is expected to be completed by 2010.

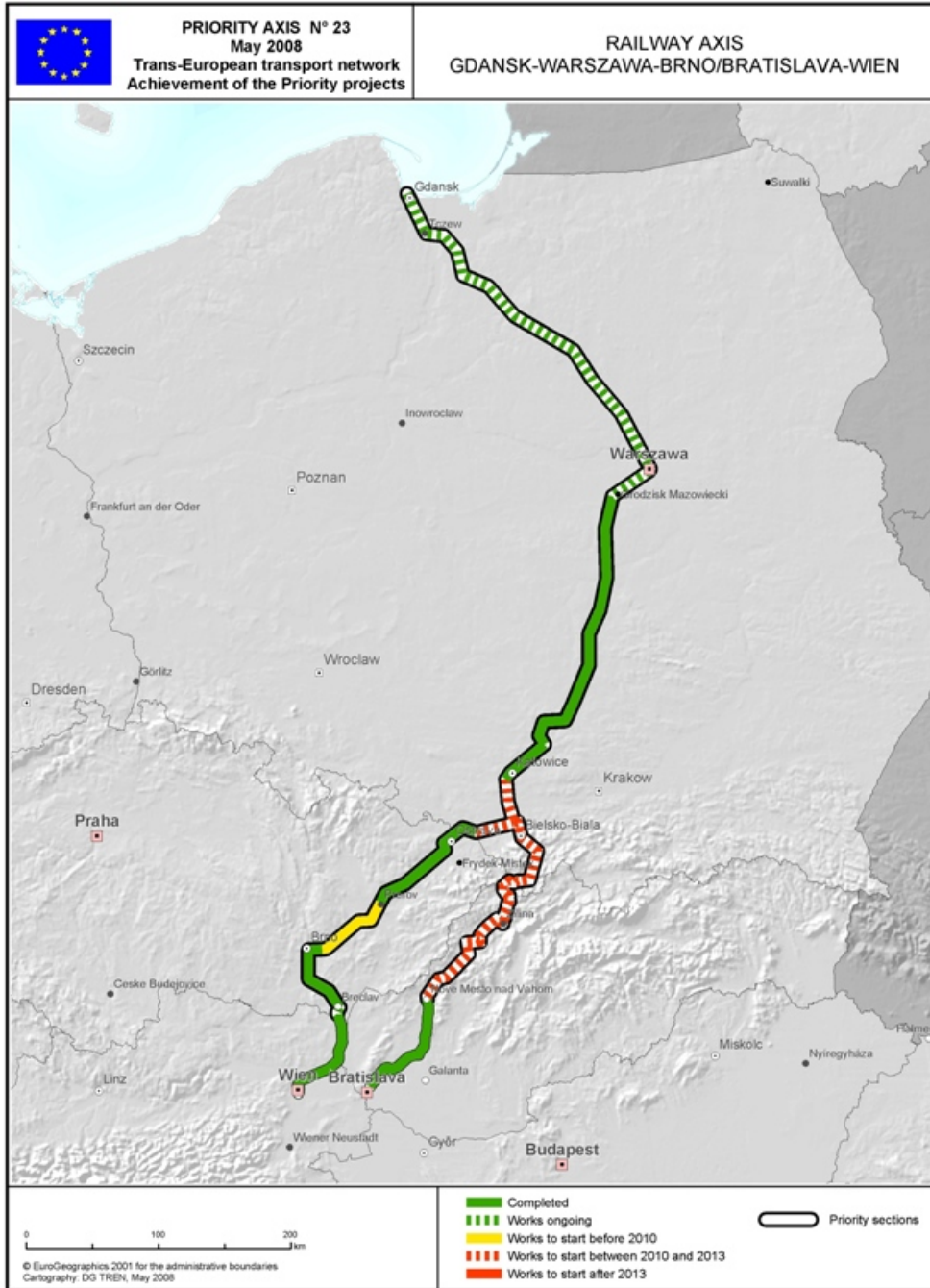
### Bottlenecks

Curtici-Brasov-Predeal: The main Romanian branch – Curtici–Brasov–Bucharest–Constanta – is electrified twin-track, in good condition but with relatively low speeds. Works between Curtici and Predeal will start before 2013, but are unlikely to be completed before 2020. Vidin-Sofia-Kulata: The 280 km Sofia–Vidin section is electrified, but two thirds is single track with speeds below 100 km/h. A feasibility study for upgrading this section has been carried out with ISPA financial assistance. Bulgaria intends to implement a relatively small part of the section by 2013. The sub-section Sofia-Radomir (Southern of Sofia) will be completed by 2013 as well, but the remainder (Vidin-Sofia-Kulata) will not be completed before 2020. Budapest-Curtici, Predeal-Campina, Bucharest-Constanta, Curtici-Arad-Calafat – non-priority sections of the axis 22: Between Budapest and the Hungarian/Romanian border the works are on-going and will be completed in the 2007-2013 programming period. Works will be completed by 2010 on the Romanian sections Predial-Campina. Romania will not invest heavily in the line Arad-Calafat until after 2013. Before then, only a small section of 3, 3 km leading to the bridge in Calafat will be built.

### Other sections

Kulata-Athina, Dresden-Praha, Brno-Vienna and Campina Bucharest - non-priority sections of the axis: The sections Thessaloniki–Domokos and Tithoréa–Athens have been operational since 2008. The constructions along the two sections between Thessaloniki-Kulata and between Tithoréa-Domokos will be completed by 2015. The sections Dresden-Praha and Brno-Vienna are already operational, though there will be some additional junction improvement work at Breclav in the current programming period. Agreements between Germany, the Czech Republic and Austria, for upgrading to higher speeds and the use of tilting trains, will lead to reductions in journey times: for Berlin–Prague to 3 hours and Prague–Vienna to 3.5 hours. The 92 km long section north of Bucharest is completed, the rehabilitation works ended in 2004.

## Priority Project N° 23



MS involved	Estimated completion date	Total cost in M EUR	Investment before 2007 in M EUR				Degree of completion end 2006	Investment 2007-2013 in M EUR				Degree of completion in 2013	Investment after 2013	Investment after 2013 as % of total investment
			Of which					Of which						
			Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB			
CZ, PL, SK	2017	6.159,17	1.384,42	9,60	446,66	280,00	22,5%	3.296,22	14,17	2.301,80	0,00	76,0%	1.478,53	24,0%

Length of the PP in km	Total	Works ongoing	Works completed	Works to be started	of which:	Start before 2010	Start 2010 - 2013	Start after 2013
	1289	341	608	340		63	277	0
	in %	26,5%	47,2%	26,4%		4,9%	21,5%	0,0%

Completed: 608 km



Total PP23: 1289 km



## **Railway axis Gdansk – Warszawa – Brno / Bratislava - Wien**

Priority Project n°23 consists of the modernisation of the two-branch railway axis between Gdansk (PL) and Brno (CZ) / Nove Mesto and Vahom (SK). This is an important north-south corridor in central-Europe with significant traffic both for freight and passengers. Its western branch passes through Brno, the second city of the Czech Republic on its way to Vienna, while its eastern branch passes through Zilina, a city of growing importance regarding automotive production in Slovakia, to the country's capital Bratislava. The works will reinforce the attractiveness of rail, enabling a modal shift from road to rail and increasing therefore its market share. The project also includes the construction of an access link to the port of Gdansk.

The modernisation of the line is due to be completed by 2015. The section Grodzisk Mazowiecki and Katowice is already in service at a speed up to 200 km/h. It is reported to be the most efficient railway line in the country. Further investments are nonetheless planned to increase the speed up to 250 km/h at a later stage though the PP only intends at this stage to achieve an average speed of 160 km/h for passenger service and 120 km/h for freight.

The section Gdansk - Warszawa is currently under construction and works are well progressing. Poland intends now to proceed with the modernisation of the remaining 200 km of track and to upgrade power supply stations and the traffic controlling system (including ERTMS on the whole section Warszawa – Gdynia). This should enable a speed up to 200 km/h for the passenger service (160 km/h on average commercial service) and 120 km/h for freight. The works on the access of Gdansk port have started.

### Cross-border sections

Cross-border sections in Poland are due to be completed by 2015. A first stage has already been done in order to overcome major bottlenecks in the cross-border section from Biesko – Biela to both the Czech Republic and the Slovakian border. Further investments are planned after 2010 in order to make the connections fully interoperable and to increase speed.

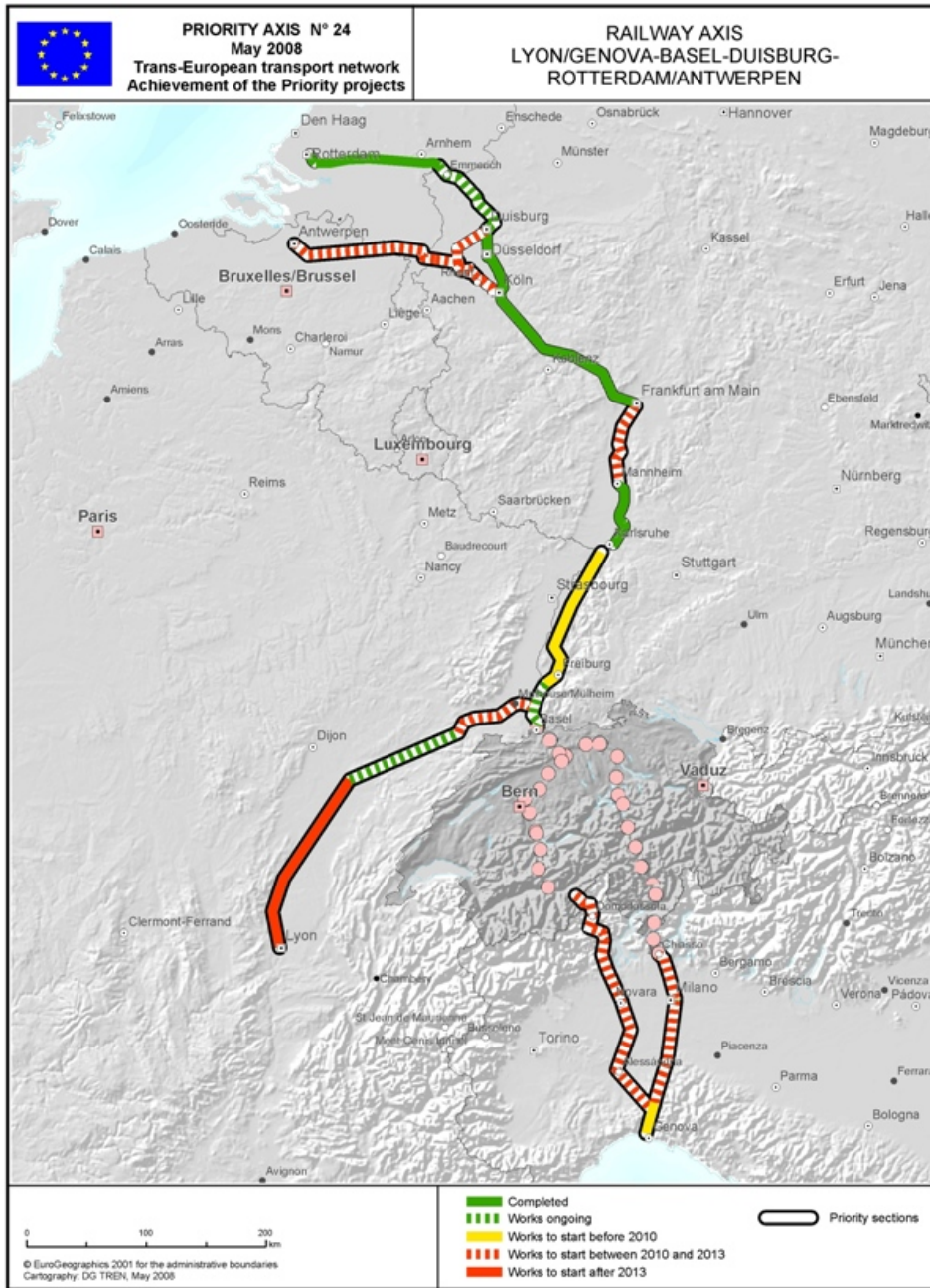
Works in the territory of the Czech Republic are already complete between Prerov and the PL border, and between Brno-AUS border. Works on the remaining section Brno-Prerov are due to commence around 2011 using financial support from the Cohesion Fund.

In Slovakia the section Bratislava-Nove Mesto and Vahom is now complete and activity will continue in this programming period with the works up to the Polish border. The final elements are due to complete in 2016.

### Other issues

PKP (the infrastructure manager in Poland) is said to be facing difficulties in the allocation of EU funds and the running of works. This could significantly hinder the progress of PP23.

# Priority Project N° 24



MS involved	Estimated completion date	Total cost in M EUR	Investment before 2007 in M EUR				Degree of completion end 2006	Investment 2007-2013 in M EUR				Degree of completion in 2013	Investment after 2013	Investment after 2013 as % of total investment
			Total invested	Of which				Total invested	Of which					
				TEN-T budget	Structural / Cohesion	EIB			TEN-T budget	Structural / Cohesion	EIB			
BE, DE, FR, IT, NL	2020	22.647,29	2.103,69	66,41	0,00	150,00	9,3%	5.421,19	403,62	0,00	475,00	33,2%	15.122,41	66,8%

Length of the PP in km	Total 1688	Works			of which:	Start before 2010	Start 2010 - 2013	Start after 2013
		Works ongoing	Works completed	Works to be started				
		in km	in km	in km				
		240	395	1053	156	733	164	
		14,2%	23,4%	62,4%	9,2%	43,4%	9,7%	

Completed: 395 km



Total PP24: 1688 km

## **Railway axis Lyon/Genova-Basel-Duisburg-Rotterdam/Antwerpen**

The priority project (PP24) is an important north-south transport axis linking the major ports of Rotterdam and Antwerp with Genoa passing through one of the most industrialised and densely populated areas in Europe. Therefore, the railway line is one of the most important rail freight lines in Europe. It carries today some 22.043 million ton-km per year and this is estimated to double by 2020<sup>1</sup>. It covers the following countries: Italy, France, Germany, Belgium and the Netherlands and passes through Switzerland.

### Alpine crossing

PP24 is the main railway axis crossing the Alps through Switzerland i.e. Gotthard and Lötschberg/Simplon tunnels. Sections in Germany and in Italy leading to Switzerland and the Alpine tunnels are crucial for realising the transport potential of this axis and for delivering a modal transfer from road to rail. On both sides of Switzerland, the access routes are still to be realised. These include important sections in Germany and Italy, which also link together logistic centres north and south of the Alps (e.g. Karlsruhe, Milano and Novara). The Lötschberg tunnel has been in service since December 2007.

### Genoa-Rotterdam

In Italy PP24 includes the upgrading and construction of the railway lines from the port of Genoa to the Swiss border both in Domodossola and in Chiasso passing either through Novara or Milano. The project is divided into several smaller projects and some have been completed and others are either ongoing or planned. Overall the planned works in Italy are very extensive and expensive.

In Germany PP24 includes the upgrading and construction of new lines on sections Karlsruhe-Basel, Frankfurt-Mannheim and Duisburg-Emmerich. The section Karlsruhe-Basel is divided into 6 smaller sections of which one is already completed. The Katzenbergtunnel section is ongoing and others are planned. Completion of the whole Karlsruhe-Basel sections is foreseen for 2020. The Frankfurt-Mannheim project is currently under preparation and works are planned for 2010-2015. Capacity improvement on the existing line Duisburg-Emmerich has been completed and the construction of a 3<sup>rd</sup> track is planned to start in 2010.

PP24 links to another priority project "the Betuwe line", which has recently been completed in the Netherlands to provide access between the port of Rotterdam and the German rail network.

### Other sections

In France PP24 covers the construction of the eastern and southern sections of the high-speed railway line "TGV Rhin-Rhône" linking Lyon-Dijon to Mulhouse. The first phase of the eastern section of the "TGV Rhin-Rhône" is ongoing and due to be completed in 2011, with works on the second phase due to start in 2010. The southern section of the "TGV Rhin-Rhône" is currently in the study phase and it is planned to be in operation in 2020.

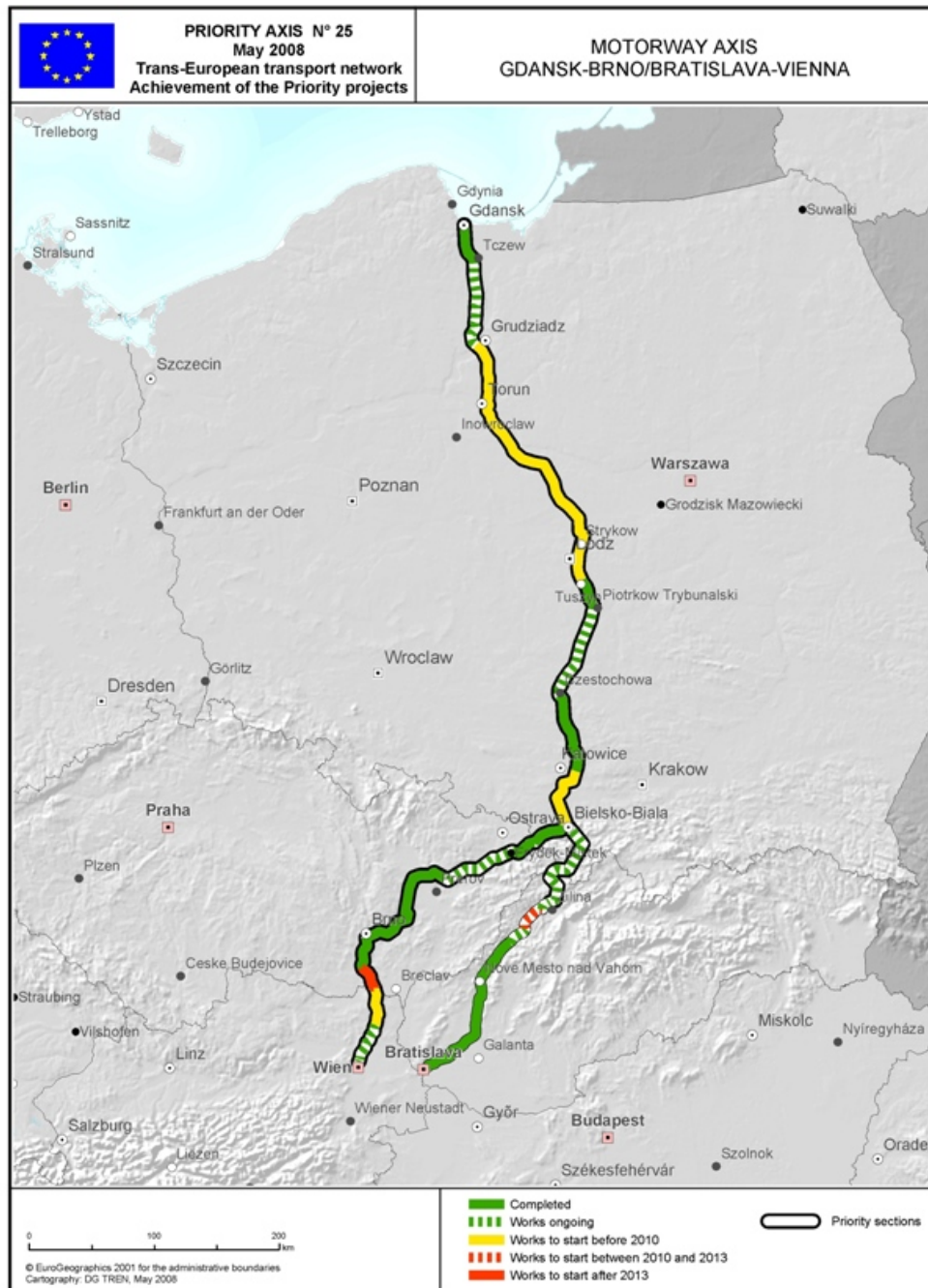
PP24 also includes the "Iron Rhine" project between Belgium and the Netherlands, which will improve connections from the Antwerp port to the German rail network. However as the project brings together the three countries, progress depends on reaching an international agreement.

The Rotterdam-Genoa railway axis is also being developed as ERTMS corridor A. It is expected that the infrastructure investments, combined with the implementation of ERTMS and harmonisation of operational procedures, will bring significant benefits in terms of capacity increases, reliability improvements and transport time and cost savings along the railway axis.

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<sup>1</sup> European Rail Infrastructure Master plan (ERIM)

## Priority Project N° 25



MS involved	Estimated completion date	Total cost in M EUR	Investment before 2007 in M EUR				Degree of completion end 2006	Investment 2007-2013 in M EUR				Degree of completion in 2013	Investment after 2013	Investment after 2013 as % of total investment
			Total invested	Of which				Total invested	Of which					
				TEN-T budget	Structural / Cohesion	EIB			TEN-T budget	Structural / Cohesion	EIB			
AT, CZ, PL, SK	2017	6.845,96	1.063,50	22,41	84,97	826,00	15,5%	5.782,46	5,01	2.019,88	293,15	100,0%	0,00	0,0%

Length of the PP in km	Total 1185	Works ongoing			Works completed			Works to be started				
		of which:			of which:			of which:				
		in km	in %		in km	in %		in km	in %			
		396	33,4%	434	36,6%	355	310	26,2%	26	2,2%	19	1,6%

Completed: 434 km



Total PP25: 1185 km

## **Motorway axis Gdansk – Brno / Bratislava - Vienna**

Priority Project n°25 is the construction of a motorway linking Gdansk (PL) to the Czech Republic and Slovakia. Works are due to be completed in the current 2007-2013 period. However, numerous environmentally sensitive areas are impacted by the project, which are likely to slow down its progress.

In Poland the works on motorway A1 (Gdańsk – Katowice) are due to be completed by 2012. This is urgent because the infrastructure is needed for the "Euro 2012" football championships.

Some stretches of the road are already in service: Gdansk – Tczew, Tuszyn – Piotrkow Trybunalski and Czestochowa – Katowice. Works are on going on the rest of the axis with the exception of sections Grudziąz – Tuszyn and Katowice – Biesko Biala where works are due to start before 2010.

### Cross-border sections

South of Katowice, the completion of PP25 is a second priority for Poland behind the conclusion of works on the remainder of the A1 motorway (which from this point does not form part of the PP).

The PP25 cross-border section from Ostrava (PL) to the Czech border is already completed. The cross-border section from Ostrava to the Slovak border is currently under construction.

In the Czech Republic, around 20km of route from the Polish border is already complete, with preparatory works ongoing or complete in the other sections of route as far as Brno. The route south of Brno to Pohorelice is complete, but the remaining section from Pohorelice to the Austrian border is in an environmentally sensitive area and associated procedures are likely to mean that construction is unlikely to start before 2010.

In Austria the Southern part of the A 5 motorway (Vienna – Schrick) is under construction since 2007 and is due to be completed in 2010. The Northern part of the A 5 motorway (Schrick – Czech border) is in the planning stage. Start of works for the Northern part is envisaged for 2010 and completion is intended for 2013.

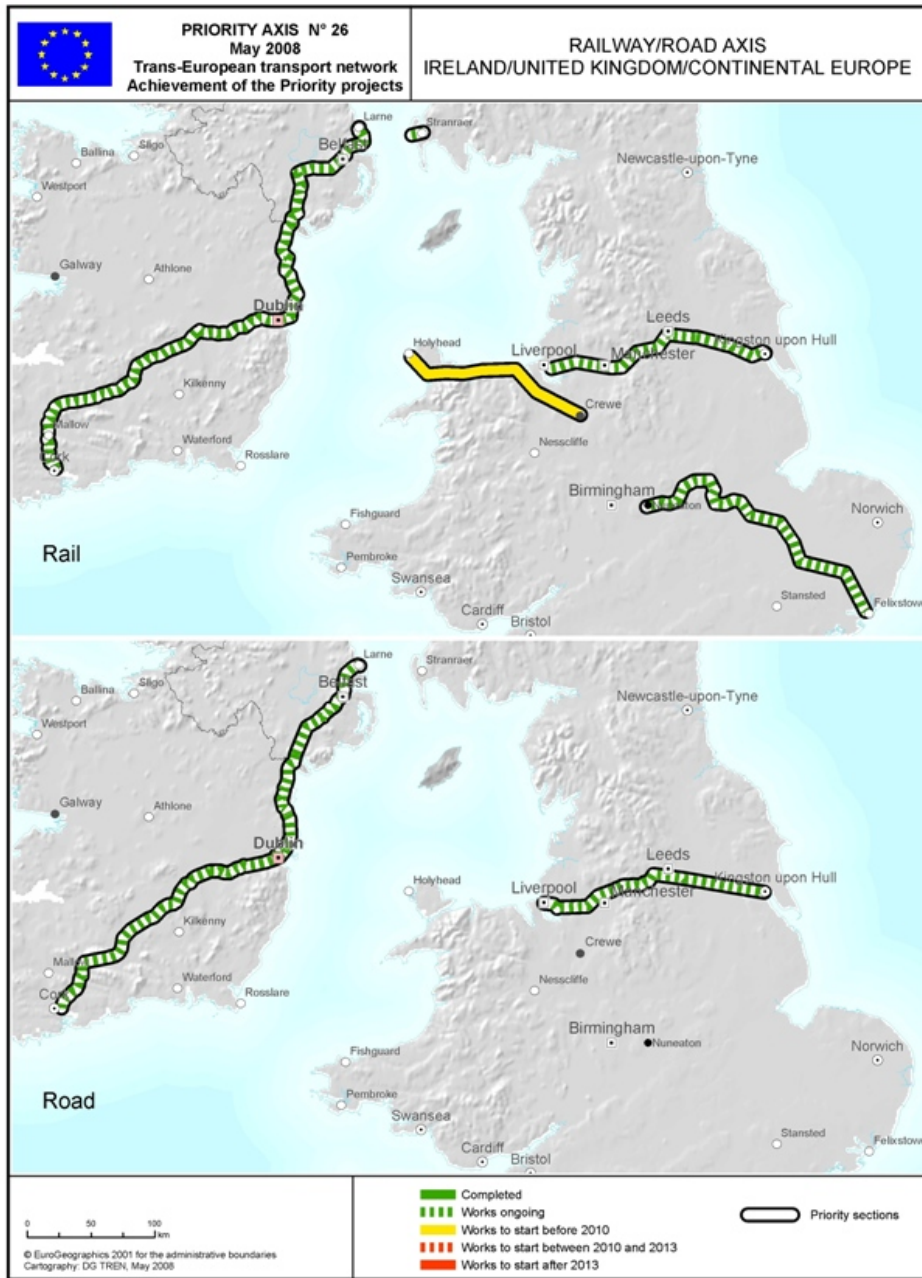
In the Slovak Republic the authorities are looking to complete the works between Zilina and the Polish border in the current programming period.

### Public-Private Partnership

In Poland various sections are planned to be built using PPP schemes: Gdańsk- Świecie (A1) and Łódź – Katowice (A1). Furthermore, the section Stryków-Pyrzowice (A1) may receive support from the Loan Guarantee instrument for TEN-Transport's projects (LGTT), funded under the TEN-T budget and operated by the European Investment Bank.

In Austria the Southern part of the A 5 motorway (Vienna – Schrick), which is already under construction, is implemented as a PPP project.

# Priority Project N° 26



MS involved	Estimated completion date	Total cost in M EUR	Investment before 2007 in M EUR				Degree of completion end 2006	Investment 2007-2013 in M EUR				Degree of completion in 2013	Investment after 2013	Investment after 2013 as % of total investment
			Of which					Of which						
			Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB			
IRL, UK	2020	6.242,82	2.356,39	10,29	0,00	0,00	37,7%	2.473,43	10,00	0,00	0,00	77,4%	1.413,01	22,6%

Length of the PP in km (Rail)	Total 1089	Works ongoing			Works completed	Works to be started	of which:	Start before 2010	Start 2010 - 2013	Start after 2013	
		Of which									
		in km	in %	in %							
		932	85,6%	0	0,0%	157	14,4%	0	0,0%	0	0,0%

Length of the PP in km (Road)	Total 633	Works ongoing			Works completed	Works to be started	of which:	Start before 2010	Start 2010 - 2013	Start after 2013	
		Of which									
		in km	in %	in %							
		633	100,0%	0	0,0%	0	0,0%	0	0,0%	0	0,0%

Completed: 0 km



Total PP26: 1822 km

## **Railway/road axis Ireland/United Kingdom/continental Europe**

This axis builds on improvements to the main north-south rail line in Ireland (PP9) and to the Ireland-United Kingdom-Benelux road links (PP13). Both have helped to considerably reduce passenger and freight journey times between Ireland, the United Kingdom and the European mainland. But further improvements in capacity in both rail and road are now required to cope with the development in traffic, and to further improve links with the rest of the EU.

Investment is needed to complete the upgrading of the major inter-urban motorways north and south from Dublin, linking the three principal cities on the island, and to set up a driver information system to improve traffic management. In the United Kingdom, the major projects relate to modernising the Felixstowe-Nuneaton and Crewe-Holyhead railway lines. These links to two major ports will almost triple the current capacity of west-east freight movements across the United Kingdom. These two lines intersect the United Kingdom's main north-south line, the west coast main line (PP14).

### UK/IE bottleneck sections

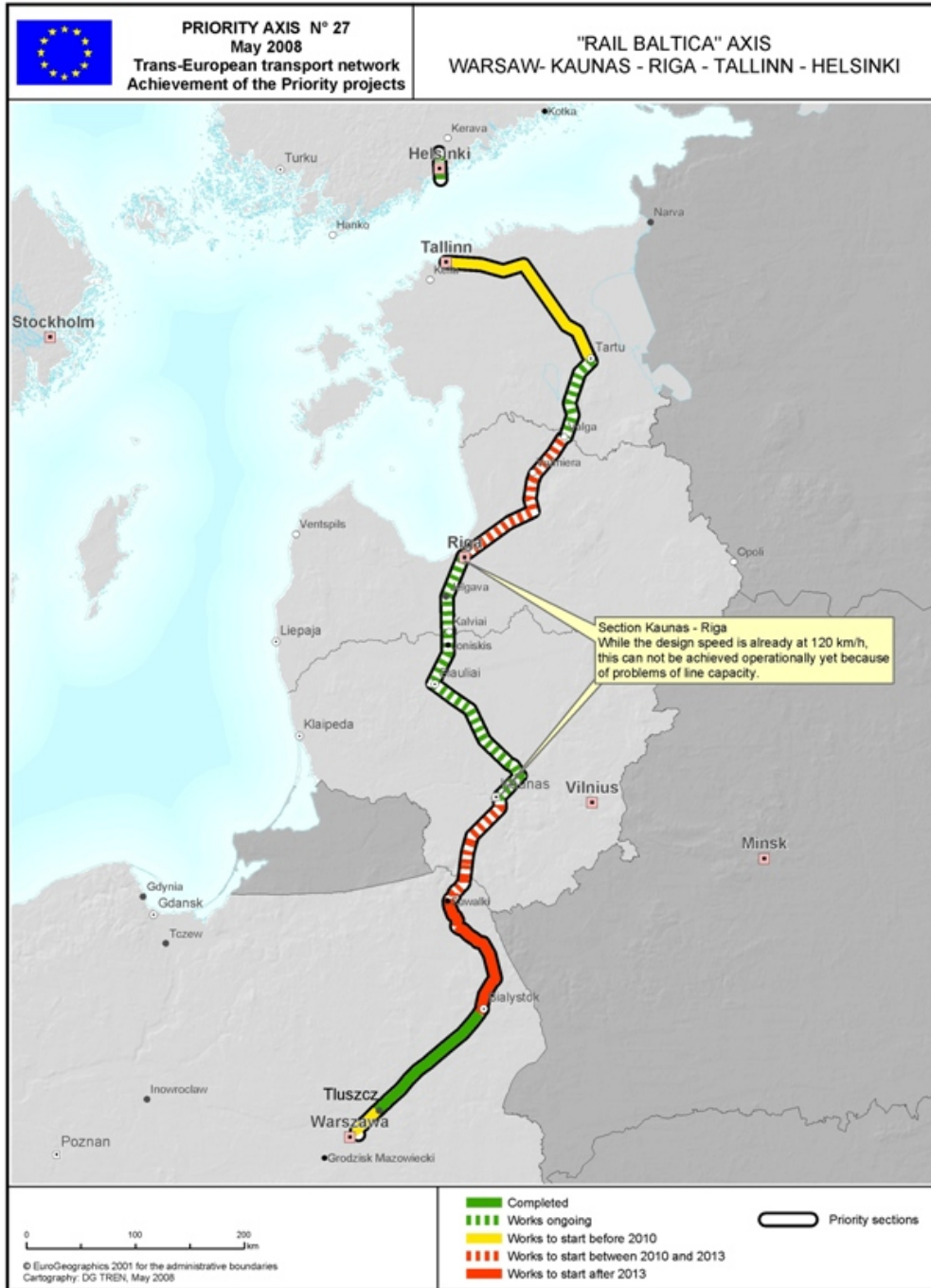
In the UK work on the road axis is being taken forward between now and 2013 to remove key bottlenecks on the M62 which is the main transit route across Northern England. On the rail side, significant improvements on the Felixstowe to Nuneaton rail line have already been achieved on the spur via London during the first phase of the project (which received financial assistance from the TEN-T budget), whilst in Northern Ireland works have started on building a new station at Newry. Further works being considered from 2009 in England include a cost effective solution to the bottleneck at Stafford, possible remodelling/resignalling around Crewe and works at Hull Docks. Improvements are also planned for Peterborough Station. In Northern Ireland significant investments are planned for track at Lisburn and between Ballymena to Coleraine.

Between 2004-2006, works in Ireland concentrated on track renewal. In addition to safety improvements, this investment has also facilitated improved journey times, additional services and passenger comfort by providing a platform for further investment in rolling stock for example. It has also enabled hourly services to be introduced on the Dublin/Cork route for the first time. Works at Heuston Station have allowed for more efficient handling of trains as well as new platforms, a new signalling system, new track work and much improved customer facilities.

Between 2007–2010, works will focus on the Kildare Route where their completion will allow for more frequent running of commuter, regional and intercity trains and enable faster inter-city services from Cork to Dublin to overtake slower commuter services. Track Renewal and safety-related work is also planned to deliver further improved journey times, safety levels, reliability and performance, which will in turn facilitate increased frequency and reduced journey times of the intercity services.

Within the framework of the multi-annual work-programme (2007-2013), the co-financing of 10 million € for the Dublin Interconnector Tunnel studies is foreseen.

## Priority Project N° 27



MS involved	Estimated completion date	Total cost in M EUR	Investment before 2007 in M EUR				Degree of completion end 2006	Investment 2007-2013 in M EUR				Degree of completion in 2013	Investment after 2013	Investment after 2013 as % of total investment
			Of which					Of which						
			Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB			
EE, LT, LV, PL	2020	3.198,19	50,00	0,00	21,36	0,00	1,6%	1.556,19	125,65	780,29	0,00	50,2%	1.592,00	49,8%

Length of the PP in km	Total 1142	Works			of which:	Start before 2010	Start 2010 - 2013	Start after 2013
		Works ongoing	Works completed	Works to be started				
		in km	in %	in km				
		374	135	633	255	258	120	
		32,7%	11,8%	55,4%	22,3%	22,6%	10,5%	

Completed: 135 km



Total PP27: 1142 km



## **"Rail Baltica" axis: Warsaw-Kaunas-Riga-Tallinn-Helsinki**

"Rail Baltica" will link four of the central and eastern European states that joined the EU in 2004 – Estonia, Latvia, Lithuania and Poland – and can be linked by rail ferry to another EU member, Finland. The project will provide the only rail connection between the Baltic countries and Poland and will act as a crucial link between the Baltic region and other EU countries such as Germany to the west and other countries in Central and Eastern Europe to the south. "Rail Baltica" will also provide an interface between the European standard gauge track used throughout most of Europe, including Poland and the broad gauge track used in the Baltic countries and neighbouring countries, most notably Russia, "Rail Baltica" can also offer an important trade route between the EU and Russia. A feasibility study revealed that the project would benefit principally rail freight as the population of the three Baltic countries is low (less than 8 million total).

Regular reporting has been made available to the European Parliament, the Council and the wider public through the annual activity reports of the European Coordinator, Mr. Pavel Telička. Six specific projects to help realise "Rail Baltica" have been accepted for funding under the TEN-T programme for the period 2007-2013 - the ultimate aim being to provide by 2013 a rail link with an operating speed of 120kph. The eligible cost of the project (not including Poland) will be € 422.8 million of which € 125.8 million will come from the TEN-T (25.4%).

### Cross-border sections

Bilateral agreements have been signed for each of the three cross-border sections which will be developed during the current programming period.

A bilateral treaty was signed in March 2007 for the Poland-Lithuania cross-border section from Suwałki to Mariampolė. Works will start on the Lithuanian side in 2010 and will continue until 2013. On the Polish side works are estimated to start after 2011.

A bilateral treaty was signed in July 2007 for the Lithuanian-Latvian cross-border section from Siauliai to Jelgava. On the Lithuanian side works should start in April 2011 and be completed in December 2012. On the Latvian side the works will start in May 2009.

A bilateral treaty was signed in July 2007 for the Latvian-Estonian cross border section from Valmiera to Tartu. Works should start on the Latvian section in June 2009 and be completed by the end of 2012. In Estonia work has already started on upgrading the line from the border to Tartu.

### Other sections

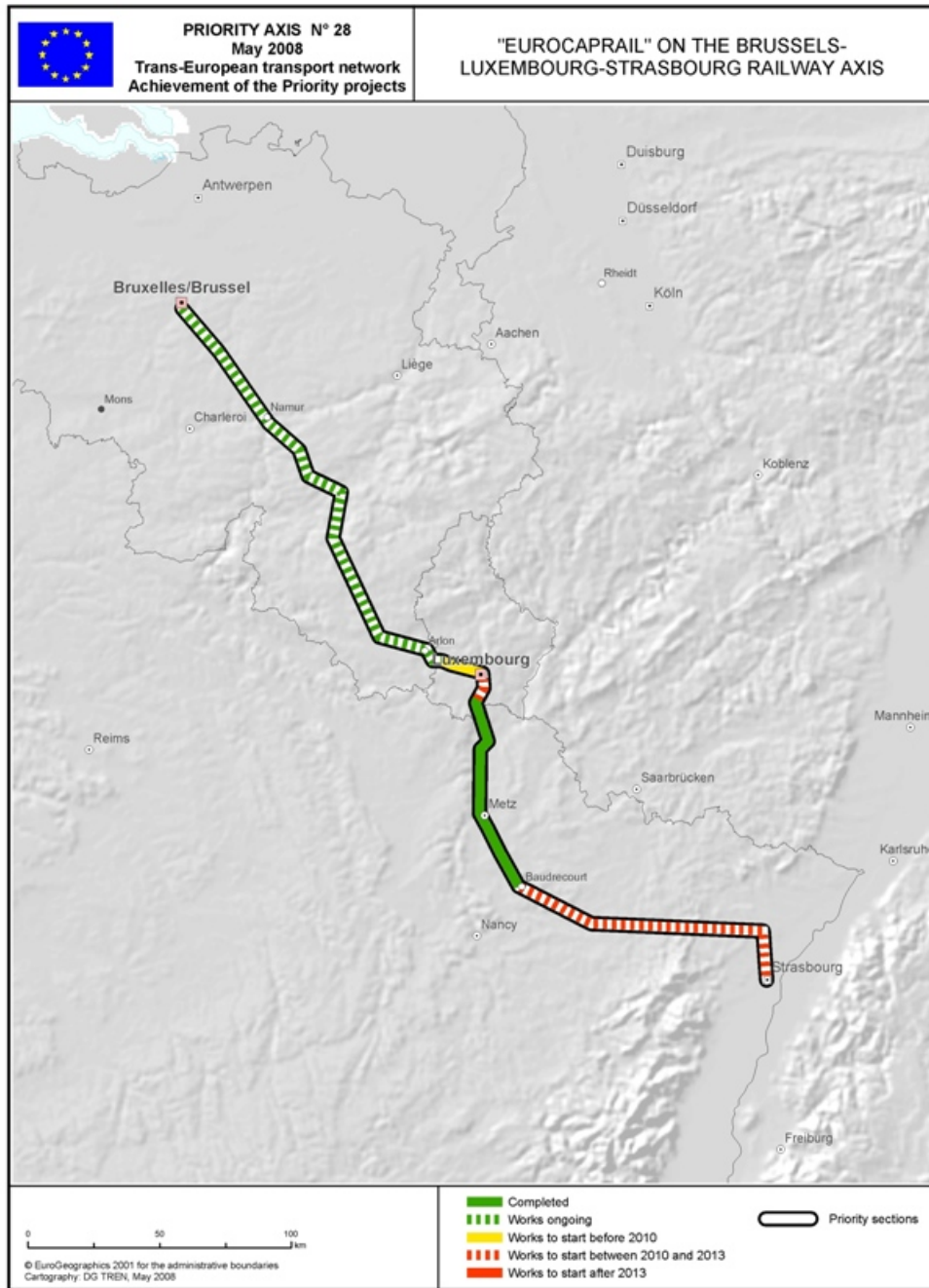
Works on the Latvian section Riga-Valmiera will receive TEN-T financial support, and should start in October 2010 and last until 2013. The reconstruction works on Estonian section Tallinn-Tapa will start in 2009 and last until 2011 and will be financed from the EU Cohesion Fund and by Estonian Railways.

### Constraints

The Coordinator understands that Poland wishes to modify the route between Białystok and Suwałki via Elk.

The fact that Poland (which will use only national and cohesion fund finance) has indicated that it cannot start work until after the route has been redefined, means that the completion of the upgrading of the whole route is now estimated to be carried out by 2020. However Poland is a party to the agreement made between the Coordinator and all four partner countries that the line will have an average operating speed of 120 km/hr by 2013, therefore Poland agrees that it will have to make best use of its existing infrastructure to allow this outcome. While the line from Warsaw to Białystok is satisfactory, Poland must make every effort to complete the border section by 2013.

## Priority Project N° 28



MS involved	Estimated completion date	Total cost in M EUR	Investment before 2007 in M EUR				Degree of completion end 2006	Investment 2007-2013 in M EUR				Degree of completion in 2013	Investment after 2013	Investment after 2013 as % of total investment
			Total invested	Of which				Total invested	Of which					
				TEN-T budget	Structural / Cohesion	EIB			TEN-T budget	Structural / Cohesion	EIB			
BE, LUX	2013	1.183,19	18,76	9,46	0,00	0,00	1,6%	1.083,23	57,18	0,00	0,00	93,1%	81,20	6,9%

Length of the PP in km	Total 411	Works			of which:	Start before 2010	Start 2010 - 2013	Start after 2013
		Works ongoing	Works completed	Works to be started				
		in km	in %	in km				
		188	83	140	15	125	0	
		45,7%	20,2%	34,1%	3,6%	30,4%	0,0%	

Completed: 83 km



Total PP28: 411 km

## **"Eurocaprail" on the Brussels-Luxembourg-Strasbourg railway axis**

The axis adds an important link to the European rail network. It will join existing infrastructure to improve north-south links through better connections between the North Sea and Italy, via Belgium, Luxembourg, eastern France and Switzerland. It will also improve connections between the EU's three main administrative centers.

The major international objective is to achieve travel times between Brussels and Luxembourg of one and a half hours and Brussels and Strasbourg of three hours in combination with the TGV-Est. In total, completing the project will represent a time saving of 2.5 million hours per year, of which more than 2 million would be accounted for by international traffic. It will increase the profitability and competitiveness of rail on the route, and relieve road traffic on the adjacent motorways. This will make a significant contribution to sustainable development and protecting the environment in areas of natural beauty such as the Ardennes.

Works will include linking the Brussels international airport axis and the Brussels-Antwerp-Amsterdam high-speed line (see *PP2*) via a new tunnel between Brussels Schuman and Josaphat. In Brussels, an additional twin-track line will be created between Brussels Schuman and the Brussels North-South junction for high-speed connections to London, France and the Dutch Randstad region. The construction of a new line between Bettembourg (Luxembourg) and links with the TGV-Est (see *PP No 4*) and the Paris-Stuttgart-Vienna-Bratislava line (see *PP17*) will provide high-speed connections to and from the south and east. The upgrades will also facilitate the daily commuting of some 30 000 Belgians from southern Wallonia to their work in Luxembourg.

### Cross-border section Luxembourg-Metz-Baudrecourt

Works on this section were completed and it has been operational together with the line Paris-Baudrecourt (*PP17*) since 2007.

The 104 km Baudrecourt-Strasbourg section in France (see *PP4 and PP17*) is currently at an advanced stage in planning. Studies are on going but works will depend on availability of funds.

### Other sections

In Belgium, works are on going. Part of it is pre- financed by the Walloon Region which signed at the end of 2006, a convention with the Belgian State. This pre-financing mechanism makes it possible to start works earlier than initially foreseen. However, as this is an operational line, the last phase of works (re-electrification) should not be completed before end of 2014. In Luxembourg, investment to upgrade the rail line between the capital city and the Belgian border is planned from 2009 to 2012, and could be extended into 2013. Funds totalling € 57million from the 2007-2013 TEN-T budget will be used to support this activity.

## Priority Project N° 29



MS involved	Estimated completion date	Total cost in M EUR	Investment before 2007 in M EUR				Degree of completion end 2006	Investment 2007-2013 in M EUR				Degree of completion in 2013	Investment after 2013	Investment after 2013 as % of total investment
			Total invested	Of which				Total invested	Of which					
				TEN-T budget	Structural / Cohesion	EIB			TEN-T budget	Structural / Cohesion	EIB			
EL	2019	4.308,00	81,00	0,00	178,77	0,00	1,9%	1.074,00	37,00	0,00	0,00	27,0%	3.153,00	73,0%

Length of the PP in km	Total 606	Works			of which:	Start before 2010	Start 2010 - 2013	Start after 2013
		Works ongoing	Works completed	Works to be started				
		in km	in %	in km				
		0	0	606	0	202	404	
		0,0%	0,0%	100,0%	0,0%	33,3%	66,7%	

Completed: 0 km



Total PP29: 606 km

## **Railway axis of the Ionian/Adriatic intermodal corridor**

These new rail links are founded on Greece's geographical position at the crossroads between Europe, Africa and Asia. The two interlinked routes will lead to huge increases in capacity for intermodal links between sea and rail transport, by connecting the major ports in Greece with each other, and with main rail routes to the rest of Europe. This axis will complete a major part of the missing railway infrastructure in northern Greece, allowing the operation of the so-called Egnatia railway axis. Connections between the rail networks of south-eastern Europe (Greece, the Former Yugoslav Republic of Macedonia, Bulgaria and Turkey) will become much easier and more efficient.

These routes will significantly increase the capacity of the rail network for efficiently accommodating intra-EU and international transport flows towards central European markets, which are currently served by road and long-distance maritime transport. Improved intermodal operation along the Adriatic– Ionian corridor will create significant time and cost savings for cargo transit as well as encouraging the use of sustainable modes of transport.

The first rail line, which will connect with existing infrastructure, will create a high quality and environmentally friendly "land bridge", between the port of Igoumenitsa (on the Adriatic Sea) and Thessaloniki (end point of the rail pan-European corridor X), Volos (motorway of the sea towards Asia and the Middle East), Alexandroupoli (end point of pan-European corridor IX) and Piraeus (the major hub of the Eastern Mediterranean). Technical studies for this new rail line have been finalised and the beginning of works is envisaged for 2010.

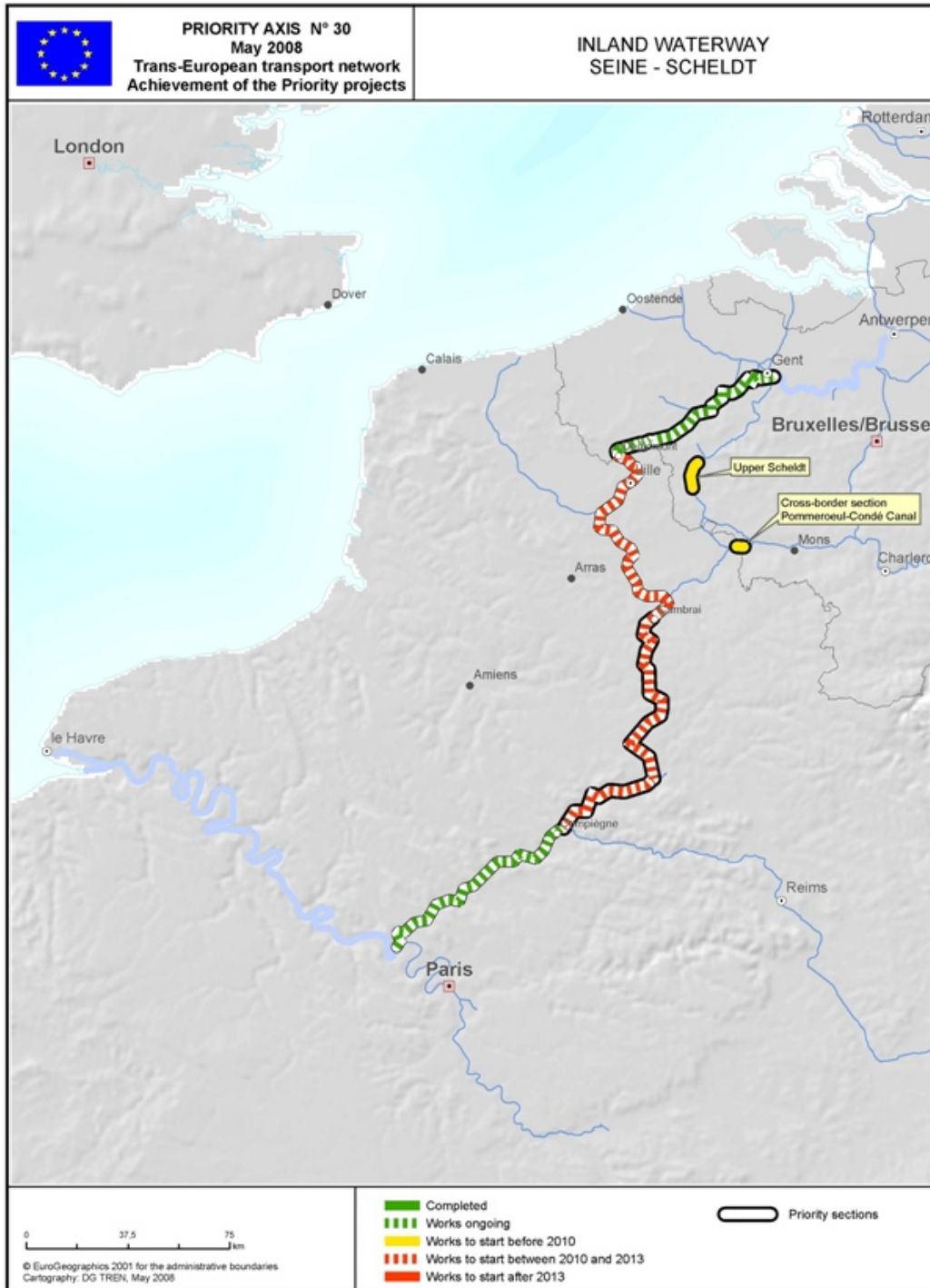
The second line will connect the four Greek ports of the Adriatic-Ionian corridor (Patras, Igoumenitsa, Kalamata and Astakos).

The section Ioannina - Antirio involves a new rail line. For this section the technical studies will be finalised before 2012 and financed with support from the TEN programme 2007-2013. The beginning of works is envisaged for 2013.

The section Rio - Kalamata involves the rehabilitation of an existing rail line (metric spacing). For this section the technical studies, also to be financed with TEN-T support, will be finalised before 2013. The beginning of works is envisaged for 2013.

For information, the Operational Programme "Improving Accessibility" produced within the framework of the National Reference Strategic framework for Greece does not foresee financial support for this TEN-T project.

## Priority Project N° 30



MS involved	Estimated completion date	Total cost in M EUR	Investment before 2007 in M EUR				Degree of completion end 2006	Investment 2007-2013 in M EUR				Degree of completion in 2013	Investment after 2013	Investment after 2013 as % of total investment
			Total invested	Of which				Total invested	Of which					
				TEN-T budget	Structural / Cohesion	EIB			TEN-T budget	Structural / Cohesion	EIB			
BE, FR	2016	4.422,41	21,31	21,06	0,00	0,00	0,5%	4.097,70	379,34	0,00	0,00	93,1%	303,40	6,9%

Length of the PP in km	Total 408	Works ongoing	Works completed	Works to be started	of which:	Start before 2010	Start 2010 - 2013	Start after 2013
		in km				0	234	
		in %	42,6%	0,0%		57,4%	0,0%	57,4%
		174		234				

Completed: 0 km



## **Inland Waterway Seine-Scheldt**

The Seine-Scheldt Project represents the second major waterway link in Europe after the Main Canal that connected in 1992 the Rhine and Danube rivers. The investments for both projects are comparable in terms of technical and financial challenges. Due to the growing importance of inland navigation, the Commission has nominated Mrs. Karla Peijs European Coordinator for Inland Waterways Transport, both for Priority Project 30 and for Priority Project 18, Rhine/Meuse-Main-Danube.

€ 420 million have been allocated to this project for studies and construction works from the Trans European Transport Network (TEN-T) budget for the 2007-2013 programming period.

### Cross-border sections

The restoration of the Canal Pommeroeul-Condé in Wallonia and the border Lys are the cross border section of this project. These two realisations will allow the connection from the French part of the canal to the north towards Ghent and to the eastern part of the network towards Liège.

### Bottlenecks

The construction of the canal Seine-Scheldt will eventually interconnect the French and Belgian inland waterways network and pave the way to the achievement of an eagerly expected single European inland waterways network towards the Netherlands and the German networks.

The removal of the Pont des Trous bottleneck in Wallonia and the improvement of navigation regions will ensure the creation of a network capable of accommodating barges with over 3000 tons of freight.

### Other sections

The improvement of navigation conditions between Deulemont and Ghent, including the ring around Ghent, forms part of the activities to realise the full Priority Project corridor from the Seine and the canal that connects to the Dutch Terneuzen port.

The Canal Seine-Nord in France goes far beyond a mere infrastructure project to boost transport capacity as it aims to integrate several land based policies to benefit regional development and sustainability. The construction industry will be boosted by public and private spending of more than 4 billion until 2014.

The overall completion is planned for 2016 and will sustain a capacity for barges up to Class Vb of the European Classification.

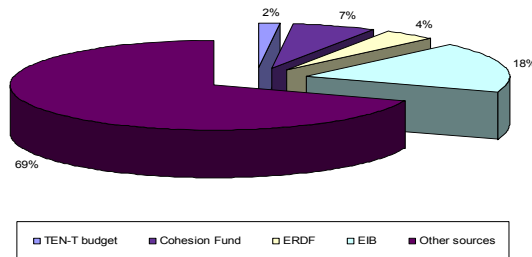
# Statistics on Transport Infrastructure and on TEN-T Funding and Investments

## 1. Funding sources

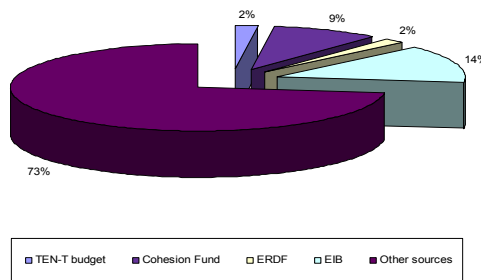
The following charts provide an analysis of the Community funds contribution to the TEN financing in each Member State for the period 2007-2013<sup>1</sup> as well as the financial effort that has to be undertaken in the mentioned period in terms of the investment on TEN-T projects and the part that it represents in the GDP.

Charts 1 and 2 provide an analysis of the time evolution of the financial sources.

**Chart 1: Financing of TEN-T 1993-2006**

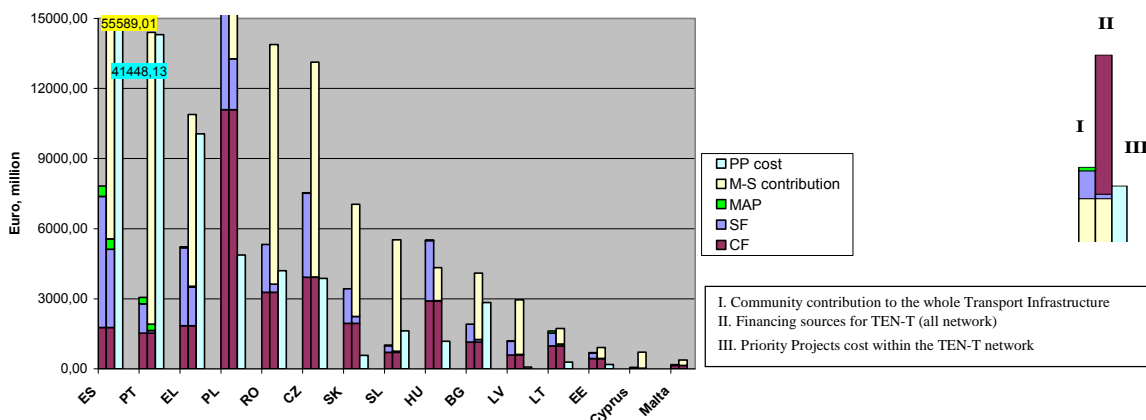


**Chart 2: Financing of TEN-T 2007-2013**



Charts 3 and 4 show the total contribution by Member States to the transport infrastructure sector (2007-2013) of the cohesion policy funds (CF+SF) and of TEN-T funds, the share of these funds in the financing of the TEN-T, as well as the cost of the priority projects<sup>2</sup> for the respective Member States.

**Chart 3: Financing of the transport infrastructure projects (Cohesion countries)**

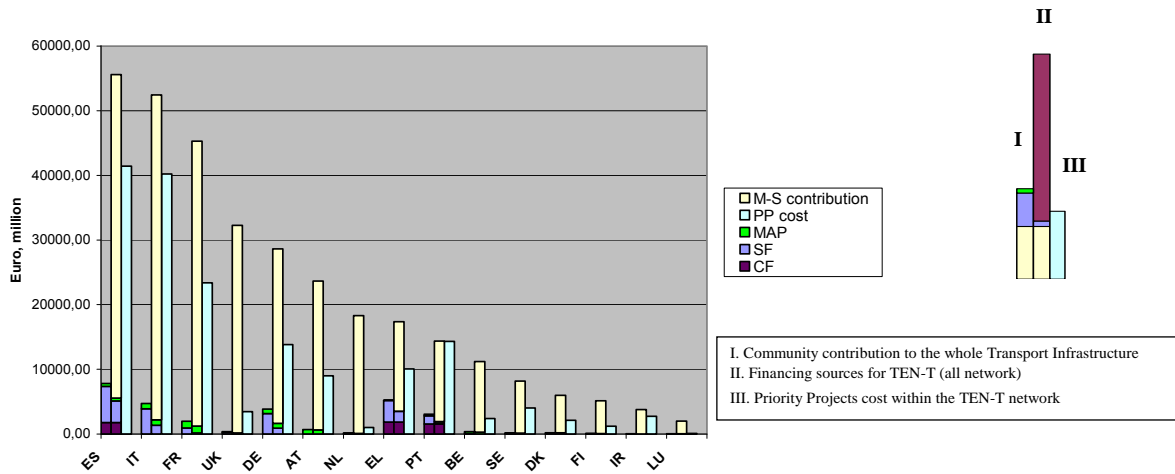


<sup>1</sup>Source of the 2007-2013 TEN-T investment data: Implementation report on the TEN-T guidelines for the period 2004-2005 (TREN/2006/ADM/S07.60719/162/B1).

<sup>2</sup>The 2007-2013 TEN-T PP investment has been estimated by a simulation process.

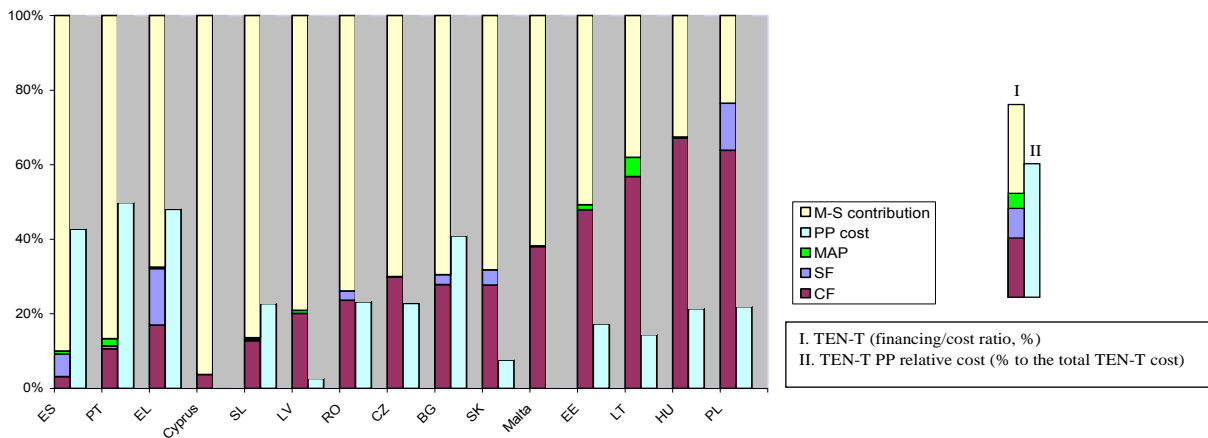


**Chart 4: Financing of the transport infrastructure projects (EU-15)**



Charts 5 and 6 reflect the percentage of the Member States and Community contribution in the financing of the TEN-T projects in 2007-2013, as well as the share (%) of the priority projects cost in the total figure of the TEN-T projects.

**Chart 5: Share of the Member States and Community contribution in the TEN-T financing and relative PP cost in the TEN-T implementation (Cohesion countries)**



**Chart 6: Share of the Member States and Community contribution in the TEN-T financing and relative PP cost in the TEN-T implementation (EU-15)**

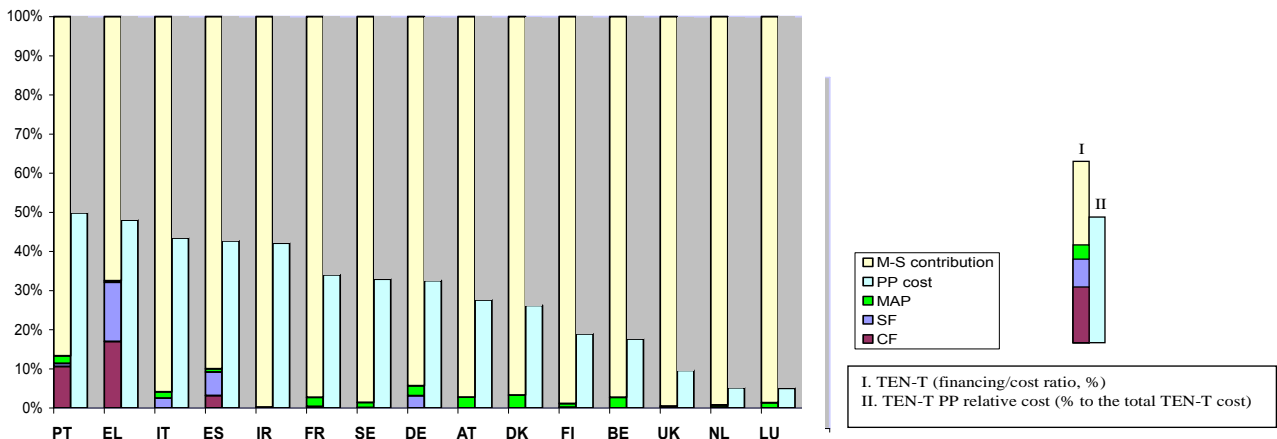
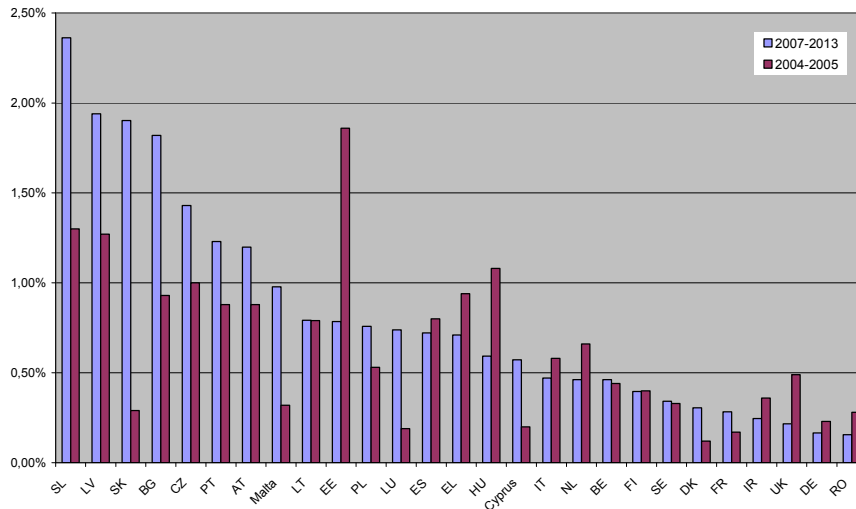


Chart 7 elaborates an estimation of the financial effort to be done in 2007-2013 by each Member State in terms of the share that the TEN-T projects cost represents in comparison with the national GDP. Such effort can be compared with the one made in the period 2004-2005.

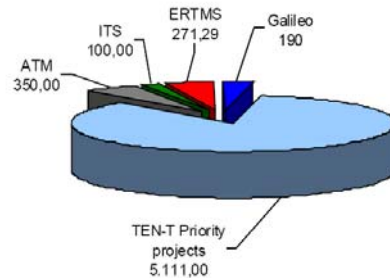
**Chart 7: Ratio TEN-T investment / GDP (EU-27)**



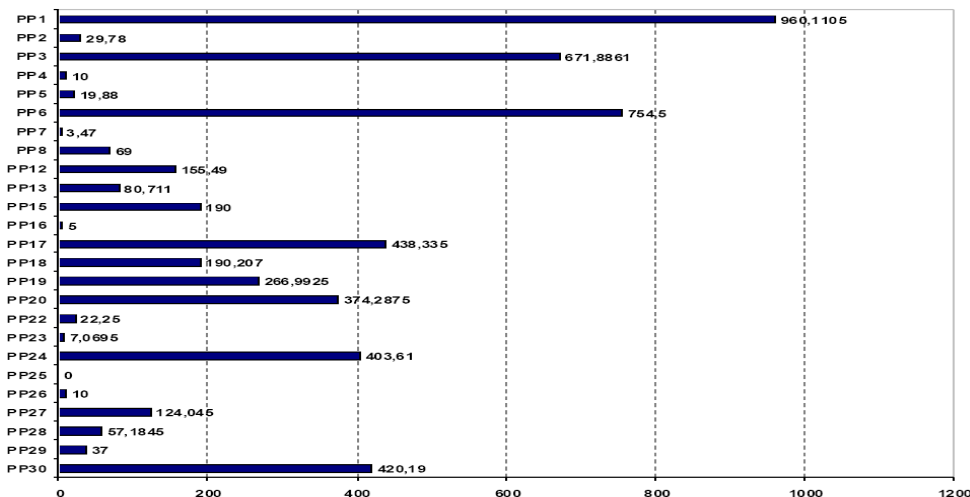
**2. TEN-T Multi-annual programme**

Charts 8 to 12 present the results of projects selection in the framework of the multi-annual programming exercise carried out in 2007. Distribution of funding to different modes of transport, types of projects as well as the scale of support to individual Priority Projects are illustrated below.

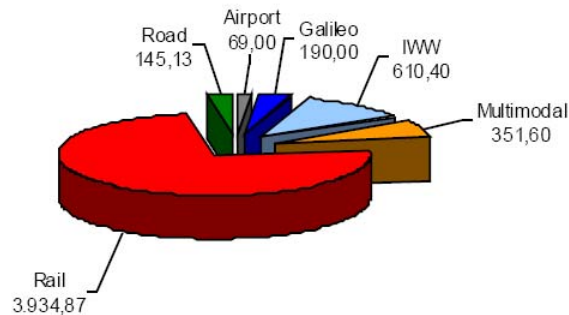
**Chart 8: MAP 2007-2013 Results of selection (in million EUR)**



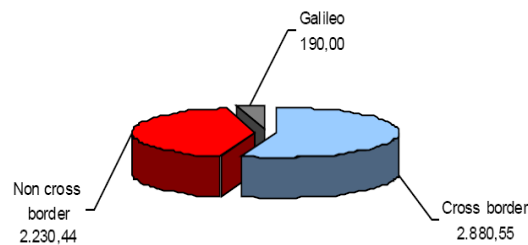
**Chart 9: Multi-annual programming of TEN-T 2007-2013, breakdown per Priority Projects (in million EUR)**



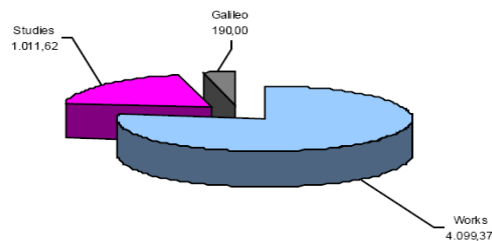
**Chart 10: Multi-annual programming of TEN-T 2007-2013. Breakdown per mode of transport (in million EUR)**



**Chart 11: Multi-annual programming of TEN-T 2007-2013. Breakdown per category of project (in million EUR)**



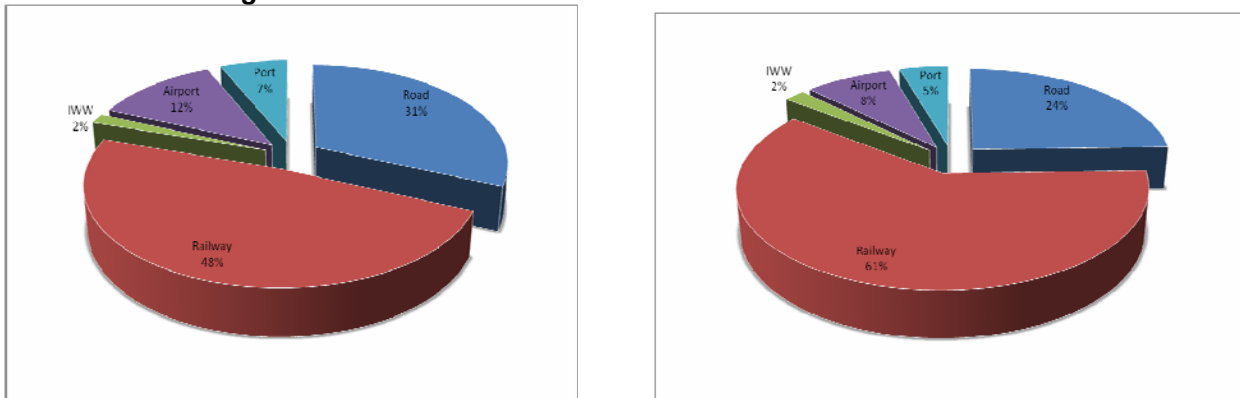
**Chart 12: Multi-annual programming of TEN-T 2007-2013. Breakdown into works and studies funding (in million EUR)**



### **3. Modal distributions**

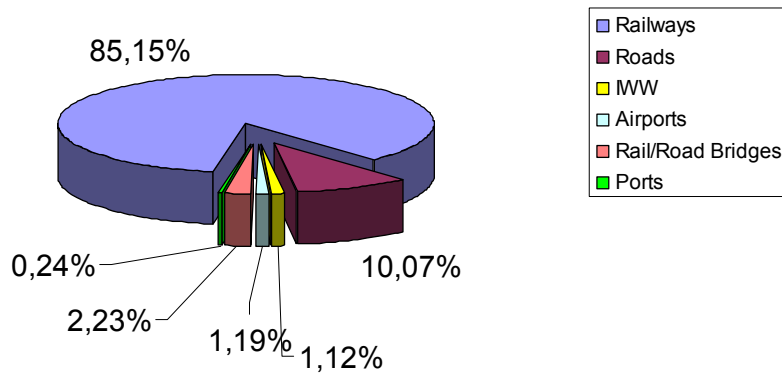
Chart 13 shows the division of the overall investment in the TEN-T by mode of transport. The data was collected by external consultants in the process of preparation of the TEN-T Implementation Reports.

**Chart 13: Modal segment of TEN-T Investments in EU-27 in 1996-2003 and 2004-2005**

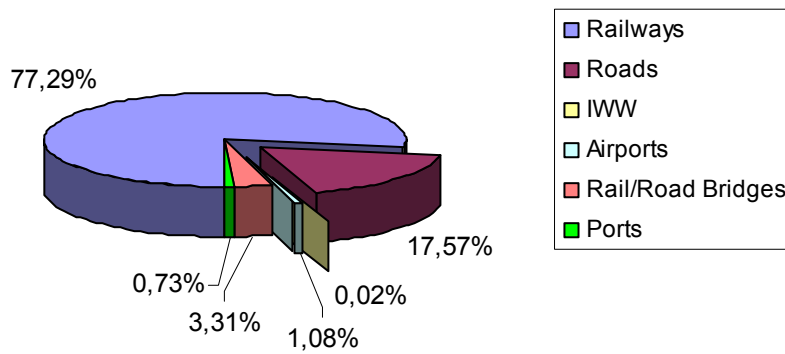


Charts 14 to 16 show the distribution of PP costs by transport mode.

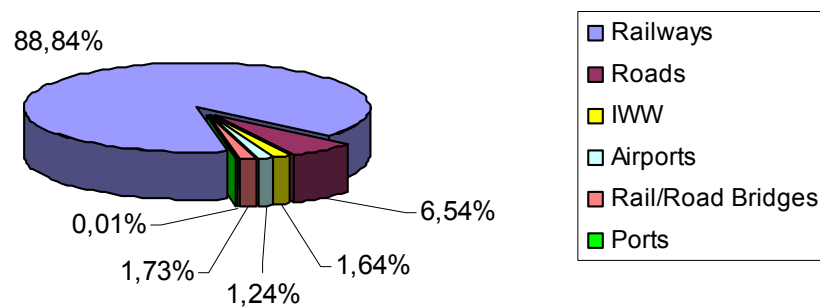
**Chart 14: Modal distribution of the total PP cost**



**Chart 15: Modal distribution of the PP expenditure up to 2007**



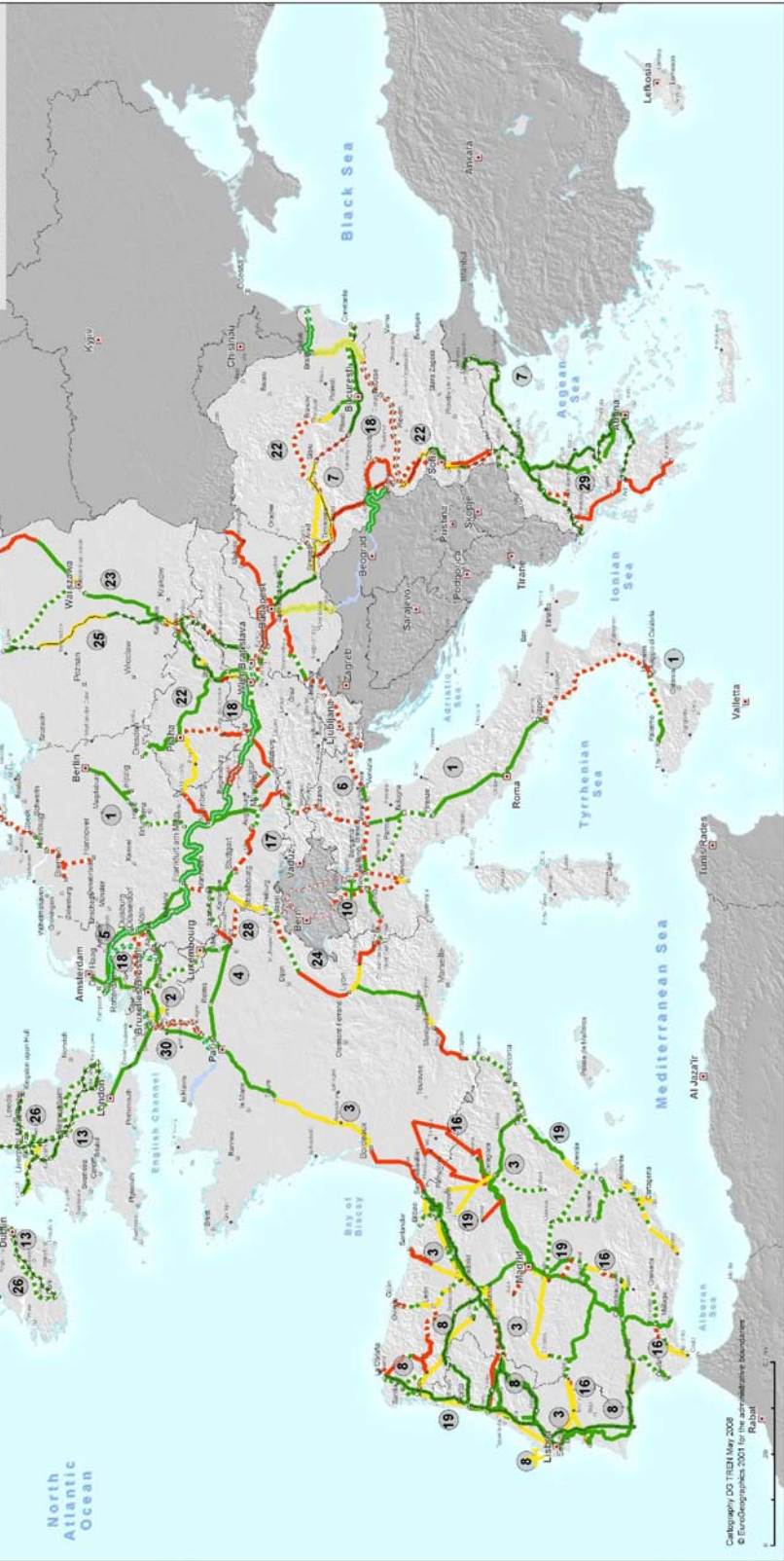
**Chart 16: Modal distribution of the remaining PP investment after 2007**



### Trans-European transport network Achievement of the Priority Projects May 2008

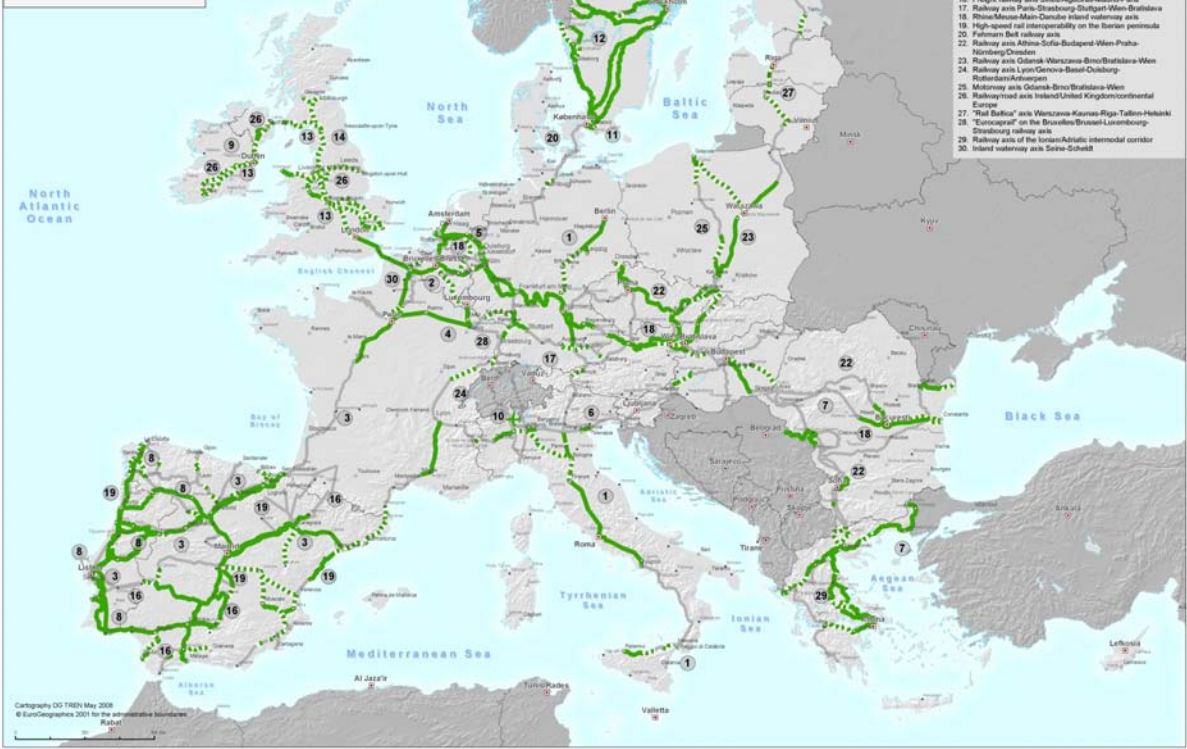
- Priority project sections (roads)**
- Completed
  - Works ongoing
  - Works to start before 2010
  - Works to start between 2010 and 2013
  - Works to start after 2013
- Priority project sections (rails)**
- Works ongoing
  - Works to start before 2010
  - Works to start between 2010 and 2013
  - Works to start after 2013
- Priority project sections (inland waterway)**
- Completed
  - Works ongoing
  - Works to start before 2010
  - Works to start between 2010 and 2013
  - Works to start after 2013
- Airport - Completed  
 Airport - Works to start before 2010

1. Railway axis Berlin-Venice-Milano-Bologna-Napoli-Messina-Palermo
2. Motorway axis Paris-Brussels-Brussels-Köln-Amsterdam-London
3. High-speed railway axis of south-west Europe
4. High-speed railway axis east
5. Railway axis Lyon-Trieste-Chisinau-Koper-Chuvpi-Ljubljana-Budapest-Ukrainian border
6. Motorway axis Ispahan-Istanbul-Patra-Athina-Sofia-Budapest
7. Railway axis Copenhagen-Stockholm-Tampere
8. Railway axis Cork-Dublin-Belfast-Stranraer (completed 2001)
9. Malpensa (completed 2007)
10. Orly (completed 2000)
11. Orly (completed 2000)
12. Orly (completed 2000)
13. UK/Ireland/Benelux road axis
14. West coast main line
15. Freight railway axis Shijiazhuang-Beijing-Paris
16. High-speed rail interoperability on the Iberian peninsula
17. Rhine-Meuse-Main-Danube inland waterway axis
18. High-speed rail interoperability on the Iberian peninsula
19. Fehmarn Belt railway axis
20. Fehmarn Belt railway axis
21. Fehmarn Belt railway axis
22. Fehmarn Belt railway axis
23. Railway axis Gdansk-Warszawa-Berlin-Badalona-Wien
24. Railway axis Lyon-Genève-Basel-Duisburg
25. Motorway axis Odense-Berlin-Badalona-Wien
26. Railway/road axis Ireland-United Kingdom/continental Europe
27. "Eurospine" axis Warszawa-Konarska-Rpa-Talians-Melbalki
28. "Eurospine" axis Warszawa-Konarska-Rpa-Talians-Melbalki
29. Strasbourg railway axis
30. Railway axis of the Indian/Atlantic intermodal corridor
31. Inland waterway axis Seine-Scheldt



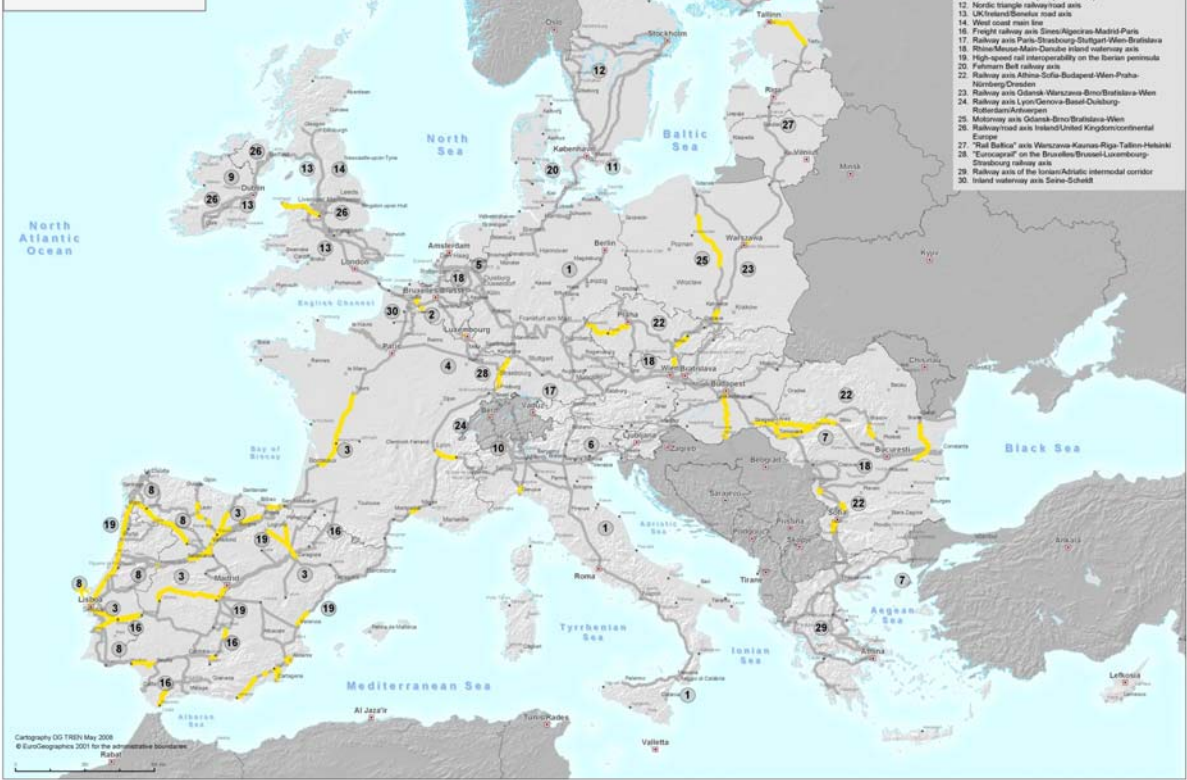
Cartography: DG TREN, May 2008  
 © EuroGeographics 2001 for the administrative boundaries  
 Project

Trans-European transport network  
Achievement of the  
Priority Projects  
**Completed sections  
and works ongoing**  
May 2008



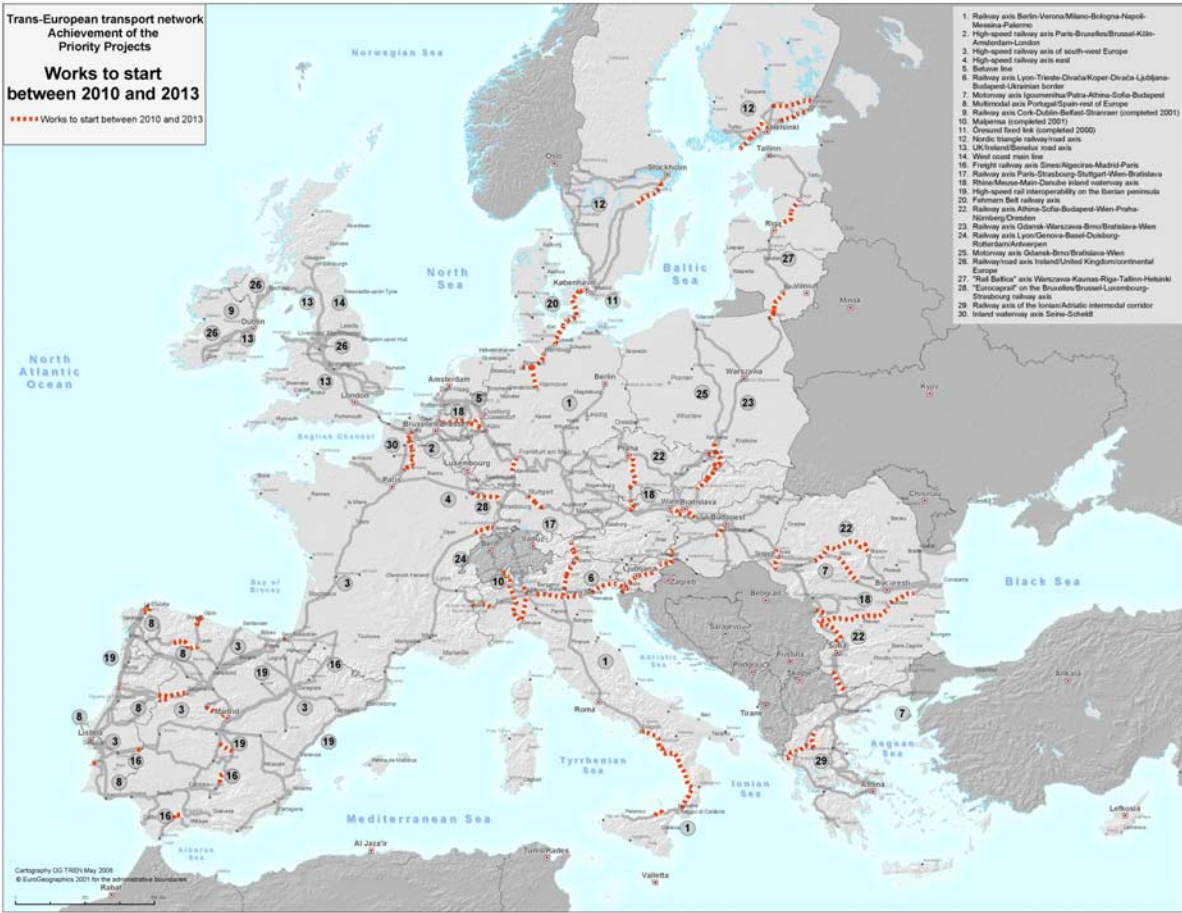
1. Railway axis Berlin-Vienna-Milano-Bologna-Napoli-Messina-Palermo
2. High-speed railway axis Paris-Brussels-Brussels-Köln-Amsterdam-London
3. High-speed railway axis of south-west Europe
4. High-speed railway axis east
5. Seville line
6. Railway axis Lyon-Trieste-Divaca-Koper-Divaca-Ljubljana-Budapest-Ukrainian border
7. Motorway axis Igoumenitsa-Patra-Athina-Sofia-Budapest
8. Multimodal axis Portugal-Spain-east of Europe
9. Railway axis Cork-Dublin-Belfast-Shannon (completed 2001)
10. Malpensa (completed 2001)
11. Orundund forest link (completed 2000)
12. Nordic triangle railway/road axis
13. UK Inland/Benelux road axis
14. West coast main line
15. Freight railway axis Sines/Algeiras-Madrid-Paris
16. Railway axis Paris-Strasbourg-Düsseldorf-Wien-Budapest
17. Rhine-Meuse-Main-Danube inland waterway axis
18. High-speed rail interoperability on the Iberian peninsula
19. Fehmarn Belt railway axis
20. Railway axis Athens-Sofia-Budapest-Wien-Prague-Nürnberg-Dresden
21. Railway axis Odessa-Warszawa-Berlin-Budapest-Wien
22. Railway axis Lyon-Genova-Basel-Östschweiz-Rotterdam/Amsterdam
23. Motorway axis Odessa-Berlin-Budapest-Wien
24. Railway/road axis Ireland/United Kingdom/continental Europe
25. "Rail Baltica" axis Warszawa-Kaunas-Riga-Tallinn-Helsinki
26. "Eurocrisp" on the Brussels-Brussels-Luxembourg-Strasbourg railway axis
27. Railway axis of the Iberian/Atlantic intermodal corridor
28. Inland waterway axis Seine-Scheldt

Trans-European transport network  
Achievement of the  
Priority Projects  
**Works to start  
before 2010**

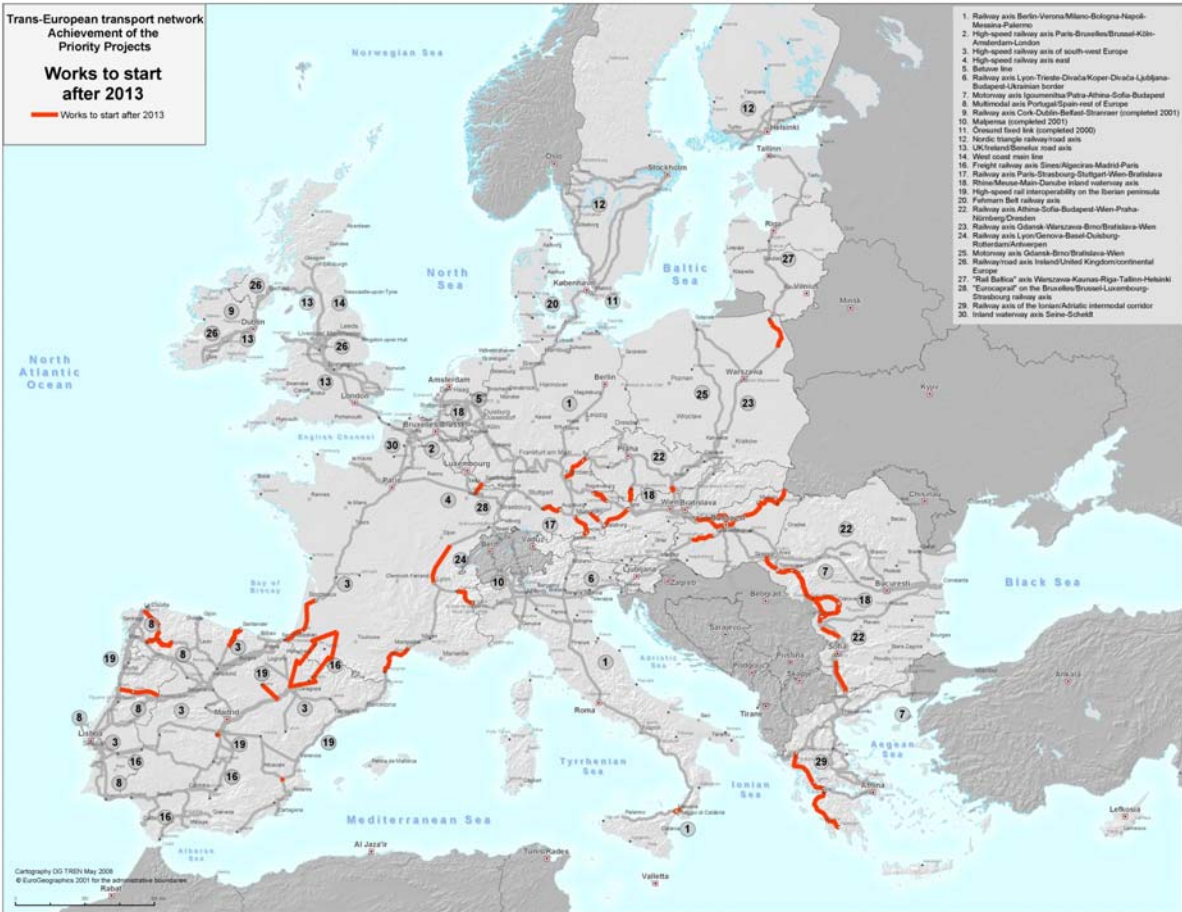


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Trans-European transport network  
Achievement of the  
Priority Projects  
**Works to start  
between 2010 and 2013**  
Works to start between 2010 and 2013



Trans-European transport network  
Achievement of the  
Priority Projects  
**Works to start  
after 2013**  
Works to start after 2013





**EUROPEAN COMMISSION**