



European Commission



**The trans-European
transport network: new
guidelines and financial
rules**

***Proposals of the
Commission***

October 2003

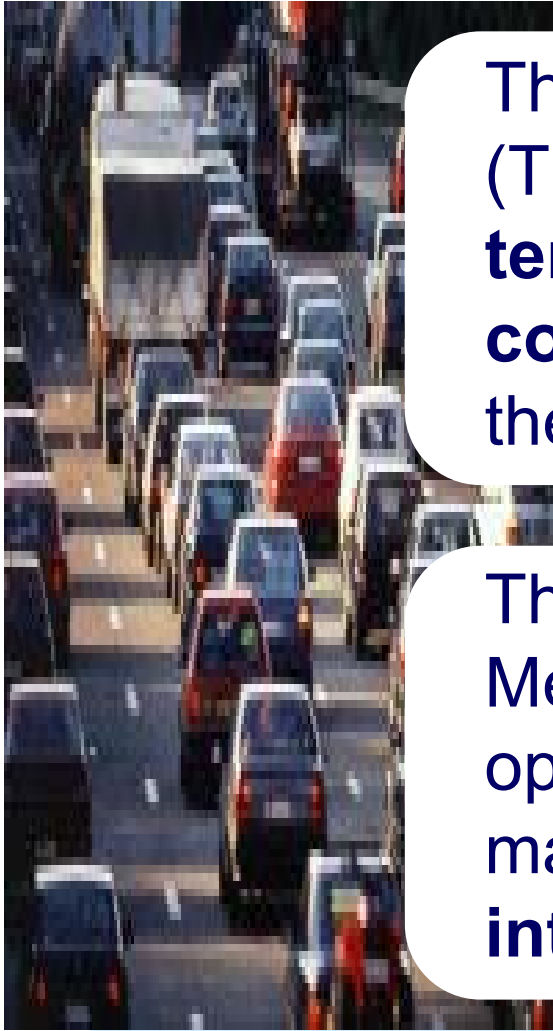




Why?

The trans-European transport network (TEN-T) needs to be broadened to improve **territorial cohesion** and boost the **competitiveness** and **growth** potential of the **enlarged** European Union.

The extension of the network to the future Member States also provides a new opportunity to reduce **congestion** on the major routes and encourage **intermodality**.





The Commission's proposals

The Commission proposed on 1st October 2003 a new revision of the TEN-T network **guidelines** and of the TEN-T **financial rules**.

This proposed revision complements and updates its 2001 proposals for an adaptation of the guidelines and of the TEN-T financial rules.

Its aim is to **concentrate resources** on priority infrastructure projects and to **facilitate Council and Parliament's agreement** on these new proposals so that they can enter into force as soon as possible.





Content of the proposed revision



1. New priority projects

Slides 5-12



2. Reinforcement of international cooperation

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3. New financial rules for transborder projects


Slide 16





A refined concept

Priority projects 1/

A photograph of a red and white high-speed train (TGV) on a track, with a green field in the foreground and a blue sky in the background.

The TEN-T network is made up of many projects of common interest. Some of which have a **particular importance for the Union** given their scale, their role in supporting transnational trade, in reinforcing cohesion or because they help concentrating long distance traffic flows on environmentally friendly modes of transport.

A **particular effort** to support these projects is therefore justified and necessary. These projects, selected according to a strict methodology included in the guidelines, are called “**priority projects**”.



A declaration of European Interests

Priority projects 2/8

The Commission proposes for each of those priority projects a Declaration of European interest which entails:



- **A concentration of EU financial resources** (TEN-T, cohesion, structural and ISPA funds)
- **An incitation for Member States to stick to the agreed timetable.** A project could be withdrawn from the list in case of unjustified delays.
- **Ex-post evaluations** of each project to prepare next revisions.
- **Coordinated evaluation and public consultation procedures,** prior to the project's assent.



New priority projects

Priority projects 3/



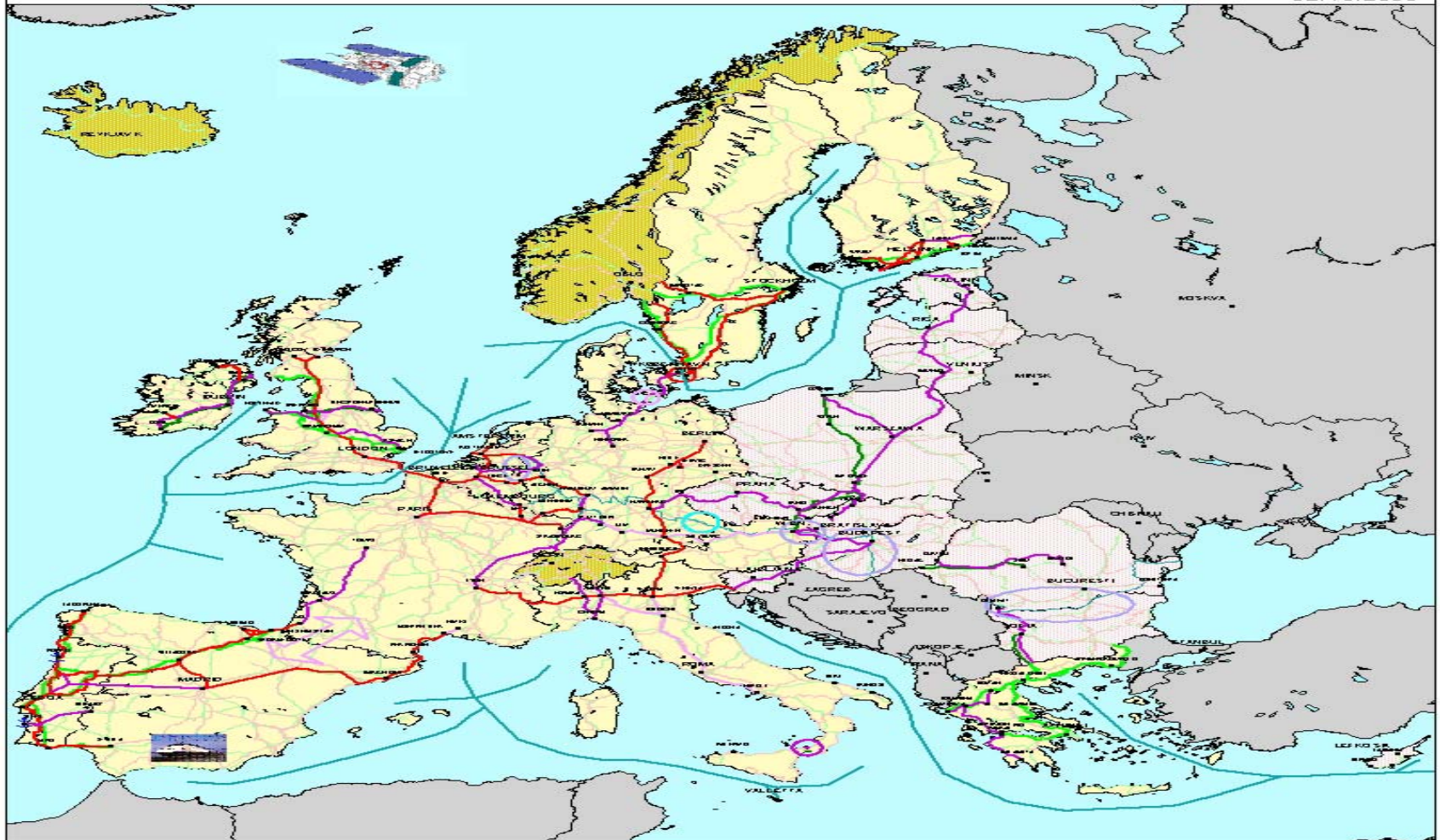
The Commission proposes to include **all projects** identified in the list 1 of the Van Miert High Level Group report published on 30th June and **three** projects which were debated within the group and for which new development since June make them to meet the criteria.

These new projects therefore come as an addition to the 6 new projects and 2 new extensions proposed by the Commission in October 2001 and approved by the European Parliament in May 2002.



TEN-T Priority projects of European interest

02/10/2003



- "Essen" Rail project
- "Essen" Road project
- Rail project (2001)
- Road project (2001)
- Rail project (2003)
- Road project (2003)

- Inland waterway project 2001
- Inland waterway project (2003)
- Motorway of the sea (2003)
- ✕ Airport project
- ⚓ Port project



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The new list

Priority projects 5/

New proposed projects (as compared with the 2001 proposal) are in italics. The indicative date of completion is in between brackets

1. Rail axis Berlin-Verona/Milan-Bologna-Napoli-Messina-Palermo
Rail/road bridge over the Messina Strait (2015)

3. High Speed Rail Axis of South-West Europe
Lisboa/Porto–Madrid (2011)
Dax–Bordeaux (2020)
Bordeaux–Tours (2015)

6. Rail Axis Lyon–Trieste/ Koper– Ljubljana– Budapest- Ukrainian border
Venice–Trieste/Koper–Divaca (2015)
Ljubljana–Budapest (2015)

7. Motorway axis Igoumenitsa/Patra-Athina-Sofia–Budapest
*Motorway Sofia-Kulata-Greek/Bulgarian border (2010), with Promahon-Kulata
as cross-border section*
Motorway Nadlac–Sibiu–(section towards Bucuresti and Constanta) (2007)





The new list

Priority projects 6/8

16. Freight rail line Sines-Madrid-Paris

New trans-pyrenean high capacity rail line (2020)

Rail line Sines-Badajoz (2010)

17. Rail axis Paris–Strasbourg–Stuttgart–Wien–Bratislava

Baudrecourt–Strasbourg–Stuttgart (2015) Kehl bridge as cross-border section

Wien–Bratislava (2010), cross-border section.

18. Rhin/Meuse-Main-Danube inland waterway route

Rhin–Meuse (2019) with the lock of Lanay as cross-border section

Wien–Bratislava (2015) cross-border section

Palkovicovo–Mohács (2014)

Bottlenecks in Roumana and Bulgaria (2011)

20. Rail axis of Fehmarn Belt

Fixed rail/road link Fehmarn Belt (2014)

Railway line for access in Denmark from Öresund (2015)

Railway line for access in Germany from Hannover (2015)

Rail line Hannover-Hamburg/Bremen (2015)





The new list

Priority projects 7/8

- 21. Motorways of the Sea**
- 22. Rail Axis Athina–Sofia–Budapest–Wien–Praha–Nürnberg /Dresden**
- 23. Rail axis Gdansk–Warszawa–Brno/Bratislava-Wien**
- 24. Rail axis Lyon/Genova–Basel–Duisburg–Rotterdam/Antwerp**
- 25. Motorway Gdansk–Brno/Bratislava-Wien**
- 26. Rail/road axis Ireland/United Kingdom/Continental Europe**
- 27 . « Rail Baltica »: Rail axis Warsaw - Kaunas - Riga – Tallinn**
- 28. « Eurocaprail »**
- 29. Ionian/Adriatic intermodal corridor**





Motorways of the sea

Priority projects 8/8



This new priority project aims to ensure that transnational maritime links be treated with the same importance as land links. Member States will be encouraged to jointly establish transnational maritime links with projects which:

- can include both port and access infrastructure, electronic systems and start-up aids.
- concern a limited number of ports and aims at developing transnational links to reduce congestion or link peripheral countries.
- are proposed by at least two Member States who organise jointly an open tendering procedure.





Reinforcing international cooperation

The issue

Member States have their own planning systems, provide most of the public financing, canvass private investors, manage the complex administrative procedures prior to construction authorisations and supervise the awarding of contracts and the approval of work.

Coordination is an important issue, as the profitability of investments is closely linked to the sequence of putting into operation the various sections on the route in question. Investments therefore have to be synchronised along transnational routes.





European coordinators

The proposed solution (1/2)

For some large projects located on major European routes, the Commission proposes to set up a **coordination team**.

The Commission would designate a **personality**, after consulting the Member States concerned, to be responsible for this coordination. This **European coordinator** would encourage cooperation with users and operators, promote the projects amongst private investors and financial institutions, including the EU, and keep the EU informed of progress so that, if necessary, measures can be taken to overcome any possible difficulties.





A transnational inquiry

The proposed solution (2/2)

Some cross-border projects experience difficulties because of separate national evaluation and public consultation procedures.

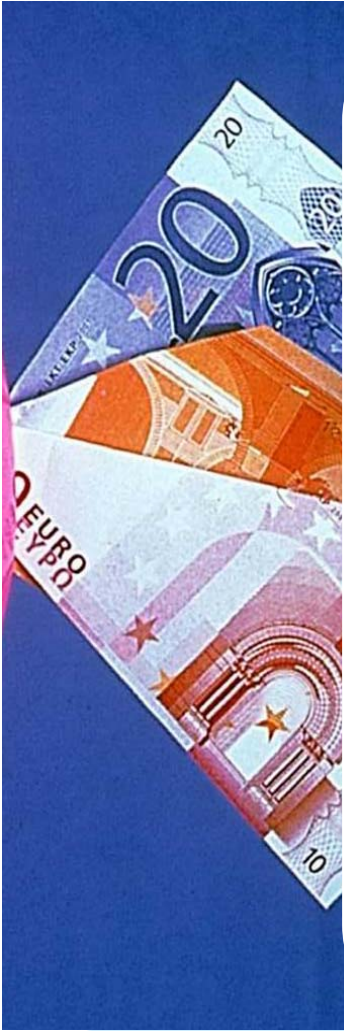
The Declaration of European Interest thus calls on Member States to coordinate their procedures to evaluate the environmental, economic, social impacts of projects.

For some cross-border sections like bridges or tunnels Member States will have to carry out a single transnational enquiry based on a "transnational" commission which would run impact assessment studies and obtain the opinion of all interested parties concerned prior to the assent.





New financial rules for transborder projects



The Commission proposes that cross border sections of projects declared of European interest can benefit from EU funds up to a **30% co-financing level**. This increase should create enough incentive for the creation of public private partnerships on several cross-border sections.

The current maximum cofinancing level is at 10%. Propositions made so far by the Commission limited the increased cofinancing share at 20% only for cross-border sections of rail projects on natural barriers or with candidate countries.

The proposal also introduces a **pluri-annual financial planification** which will give guarantees to investors while allowing flexibility in the financial process.



Estimated impact of the new proposals

Estimated amount required for all priority projects: € 220 billion

Expected private sector contribution: 20%

Total cost of the trans-European network by 2020: € 600 billion

Carrying out these projects in conjunction with intermodality, interoperability and infrastructure charging policies would:

- produce time savings adding up to almost € 8 billion per year;
- reduce CO2 emissions by 17 millions tonnes per year;
- cut external costs of air pollution by over € 700 million per year;
- rebalance the modal split on the international market segments;
- stimulate international trade, in particular in acceding countries;
- reduce road congestion by up to 14%;
- improve welfare which may lead to a 0.23% GDP growth