



European Commission



**Trans-European
transport networks and
selection of priority projects**

Catharina Sikow-Magny

30 March 2005





Trans-European Transport Network (TEN-T)

- Chapter on TENs was introduced to EU Treaty in 1993 (Maastricht treaty)
- The TEN Guidelines were first adopted in 1996 aiming at:
 - ◆ Integrating national networks and modes of transport
 - ◆ Linking peripheral regions of the Union to the centre
 - ◆ Improving safety and efficiency of the networks



Trans-European Transport Network

- TEN-T is a reference network for application of other EU transport policies (infrastructure charging, interoperability, weekend bans etc)
- Projects of common interest
- 30 priority projects adopted in 2004



Trans-European Transport Network

- TEN-T network (EU25, existing and planned) consists approximately of
 - ◆ 90 000 km of roads,
 - ◆ 100 000 km of rail tracks,
 - ◆ 12 000 km of inland waterways,
 - ◆ 400 airports,
 - ◆ 400 international sea ports,
 - ◆ 300 inland ports and
 - ◆ traffic management systems.



Trans-European Transport Network and TEN-T priority projects

(Ref.: Decision 884/2004/CE)

TEN-T priority projects

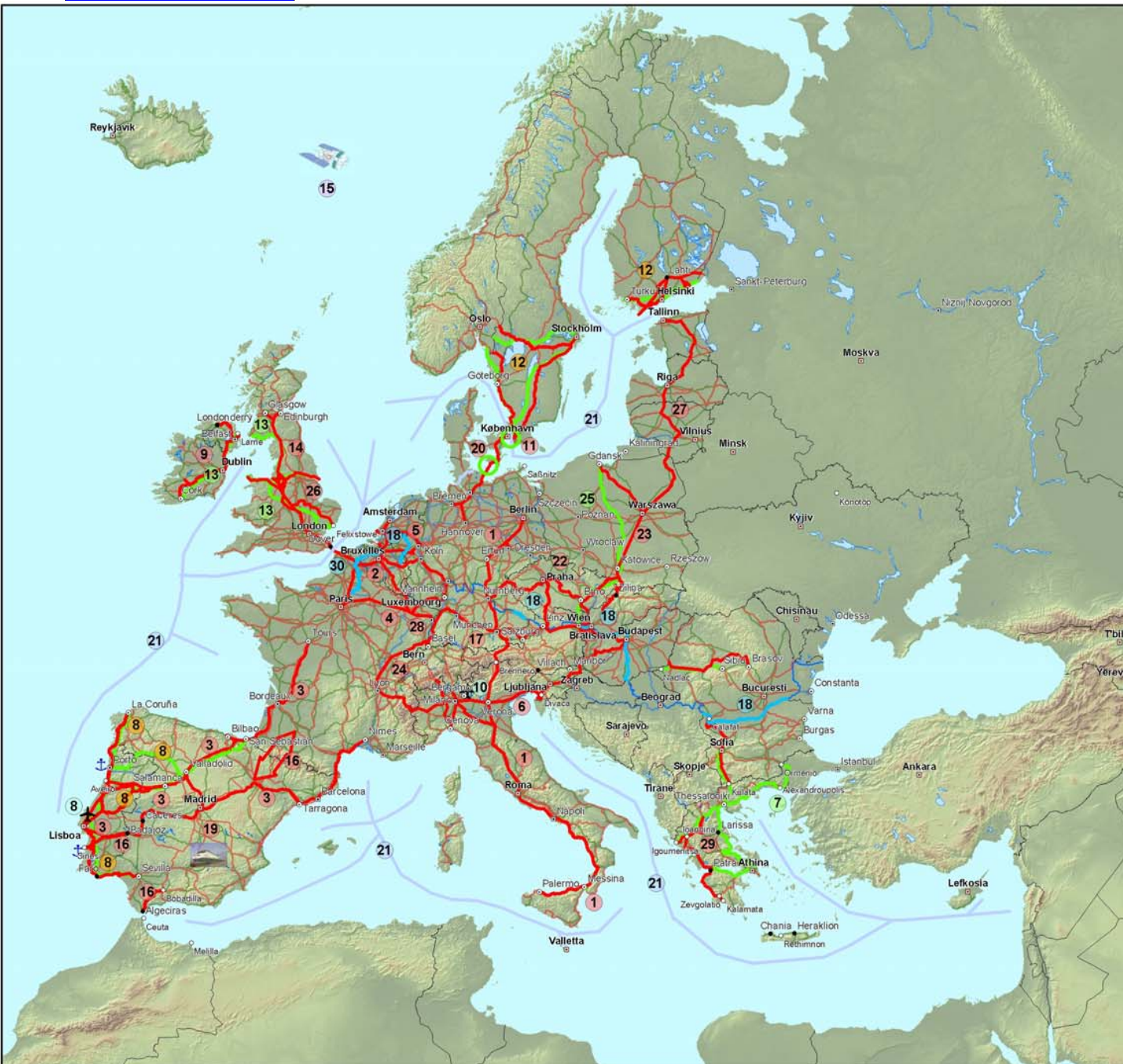
- Road
- Railway
- Inland waterway
- Motorway of the sea
- Airport projects
- Port projects

TEN-T network

- TEN-T Road
- TEN-T Railway
- TEN-T Inland waterway

Project section numbers

- Railway project
- Road project
- Multimodal project
- Inland waterway project
- Motorway of the sea
- Airport
- Galileo





TEN projects - Selection criteria

- i. are intended to eliminate a bottleneck or complete a missing link on a major route of the trans-European network, in particular projects which are **cross-border projects**, cross natural barriers or have a cross-border section;
- ii. are on such a **scale** that long-term planning at European level will help significantly;
- iii. present, overall, potential **socio-economic net benefits** and other socio-economic advantages;
- iv. significantly improve the **mobility** of goods and persons between Member States and thus also contribute to the **interoperability** of national networks;



TEN projects - Selection criteria

- v. contribute to the **territorial cohesion** of the European Union by integrating the networks of the new Member States and improving connections with the **peripheral and island regions**;
- vi. contribute to the sustainable development of transport by improving **safety** and reducing **environmental** damage caused by transport, in particular by promoting a **modal shift** towards railways, intermodal transport, inland waterways and maritime transport;
- vii. demonstrate **commitment** on the part of the Member States concerned to carrying out studies and evaluation procedures in time to complete the work



Need for a common approach

- Coherence in different EU policy fields
 - ◆ Integration of environmental sustainability in all policy areas
 - ◆ TEN infrastructure projects / charging for infrastructure use
 - ◆ Transport policy / energy policy
- Allocation of scarce EU resources between countries and within a country (between sectors)
 - ◆ European added value
 - ◆ Cross-border sections
- Compatibility of approaches in different EU institutions
 - ◆ DG REGIO and EIB (Railpag) – TEN-T
 - ◆ DG ELARG, DG RELEX – extension of TEN-T



Way ahead

- Socio-economic research under the 4th, 5th and 6th Framework Programmes
 - ◆ Data and modelling tools
 - ◆ Assessment and appraisal methods
 - ◆ Monetary valuation of externalities
 - ◆ Indirect effects, macro-economic impacts
 - ◆ HEATCO Guidelines
- TEN-T Committee
 - ◆ Ex post assessment
 - ◆ HEATCO presentation on 4 May