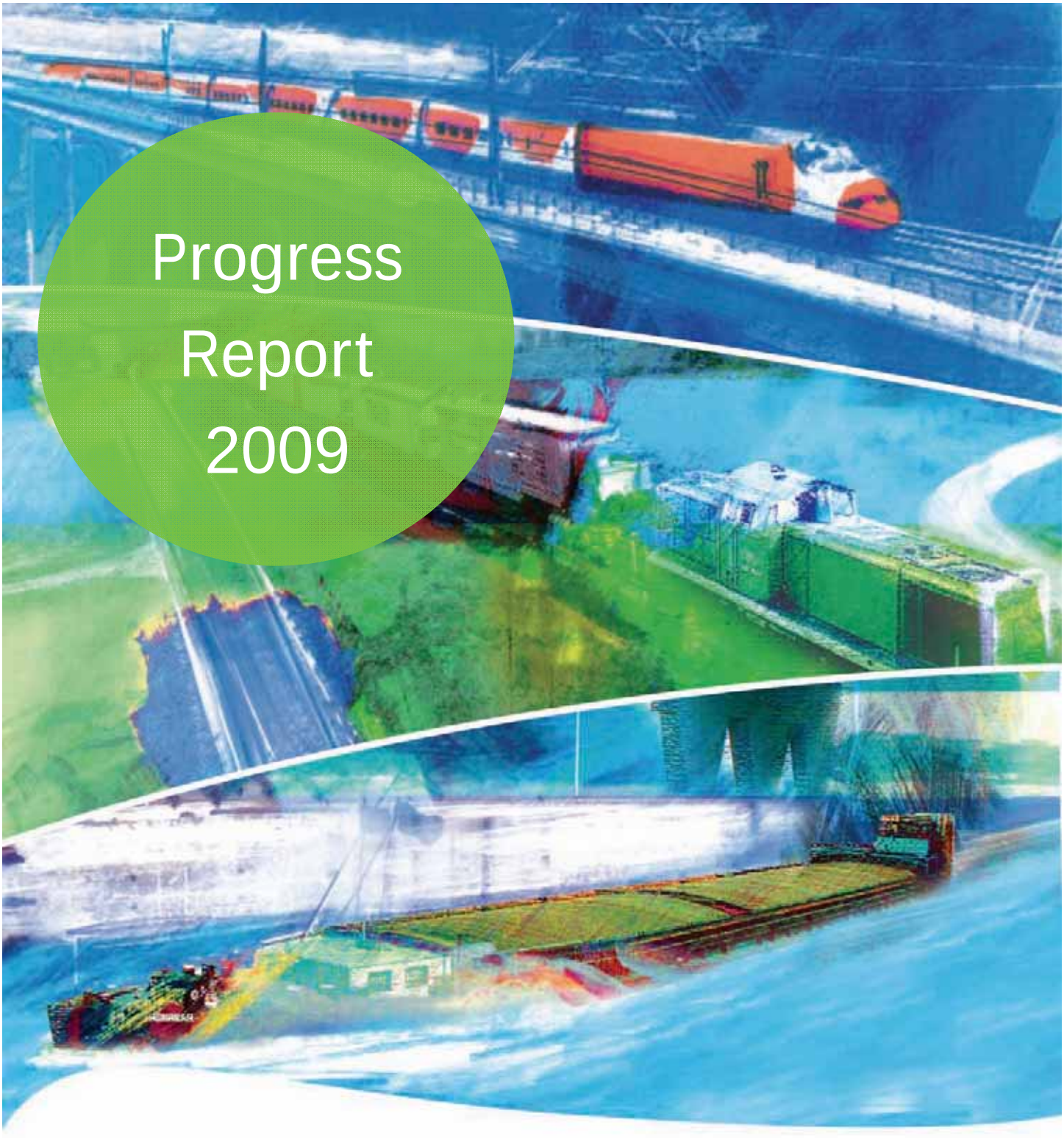

Progress Report 2009

Directorate-General for Energy and Transport

EUROPEAN COMMISSION

TEN–T
Trans-European Transport Network

Implementation of the Priority Projects

September 2009

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 by using the electronic submission-tool. 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 statistical information on 30 TEN-T priority projects, including the new integrated PP15 (Galileo) and PP21 (Motorways of the Sea). 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.

All data provided in this brochure are as of 30/04/2009.

Contact details:
European Commission – Directorate General for Energy and Transport
Directorate B – Transport Logistics, TEN-T and Co-Modality
Unit B1 – International Transport Relations and Trans-European Transport Network Policy
Unit B2 – Co-ordination of TEN-T Priority Projects

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A: Introduction

This 2009 progress report on the implementation of the Priority Projects provides an update of the progress report published in 2008. As before it contains a variety of 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. For this purpose further (sub-) chapters had to be added, while overall structure and layout was maintained.

For the first time in the TEN-T programme, DG TREN together with the Member States embarked on a new way to improve coordination and make policy – the Open Method of Coordination (OMC), which is discussed in more detail in a separate chapter. As a first step to introducing this new policy, the data collection for this progress report was carried out by using the electronic submission tool "IReport Tool 2009", thereby increasing data-quality and timeliness by direct and timely co-operation between the Commission and the Ministries in the Member States. All information contained herein was submitted by the Member States and reviewed in collaboration with the Commission during bilateral meetings after the TEN-T Guidelines Committee held on 22 April 2009. The report should nevertheless be considered as a work in progress as the quality of the data and the methodologies applied to collect and process the data will be improved regularly.

The 2009 progress report is also meant to continue the process of regular and comprehensive reporting at the top 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. This reporting process will support transport Ministries in their efforts to ensure that the investments are completed and that technical and political obstacles are overcome.

The report provides an overview of the updated costs of the priority projects, now set at approximately €415 billion which constitutes an increase of 4.5% as compared to the costs presented in the previous 2008 progress report (€397 billion). The remaining investment for the period after 2013 has increased considerably from nearly 30% to 35%. 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 completion. Furthermore it is very important to mention the impact of the economic crisis on infrastructure, and this should be considered as a critical obstacle for the successful advancement and implementation of the priority projects. The chapter on the Europe's Economic Recovery Plan (EERP) will outline the impact of the economic crisis on the infrastructure, its effects, the actions undertaken by the European Commission with the EERP-Call 2009, as well as the responses from the Member States.

Not only does this report paint a positive picture of the progress already achieved on the priority projects - nearly 39% of the necessary investments have already been made - but it also confirms the 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, it will also benefit European citizens directly. These priority projects, which include a high proportion of rail and inland waterway trajectories, should in addition contribute to the emergence of a more sustainable transport system and help in the fight against climate change.

This remarkable progress can be explained in part by the efforts made by the European Commission in the recent multi-annual programming exercise for the period 2007-2013. The Commission is concentrating 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 a project. The Commission decisions to fund the Brenner tunnel and its access routes to the tune of more than €900 million, the Lyon-Turin base tunnel for €672 million, the Fehmarn Belt for €351 million, the Seine Escaut inland waterway project for €379 million, or the Rail Baltica for €125 million, to name just a few examples, has had a strong leverage effect on these projects, allowing to mobilise very significant additional 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.

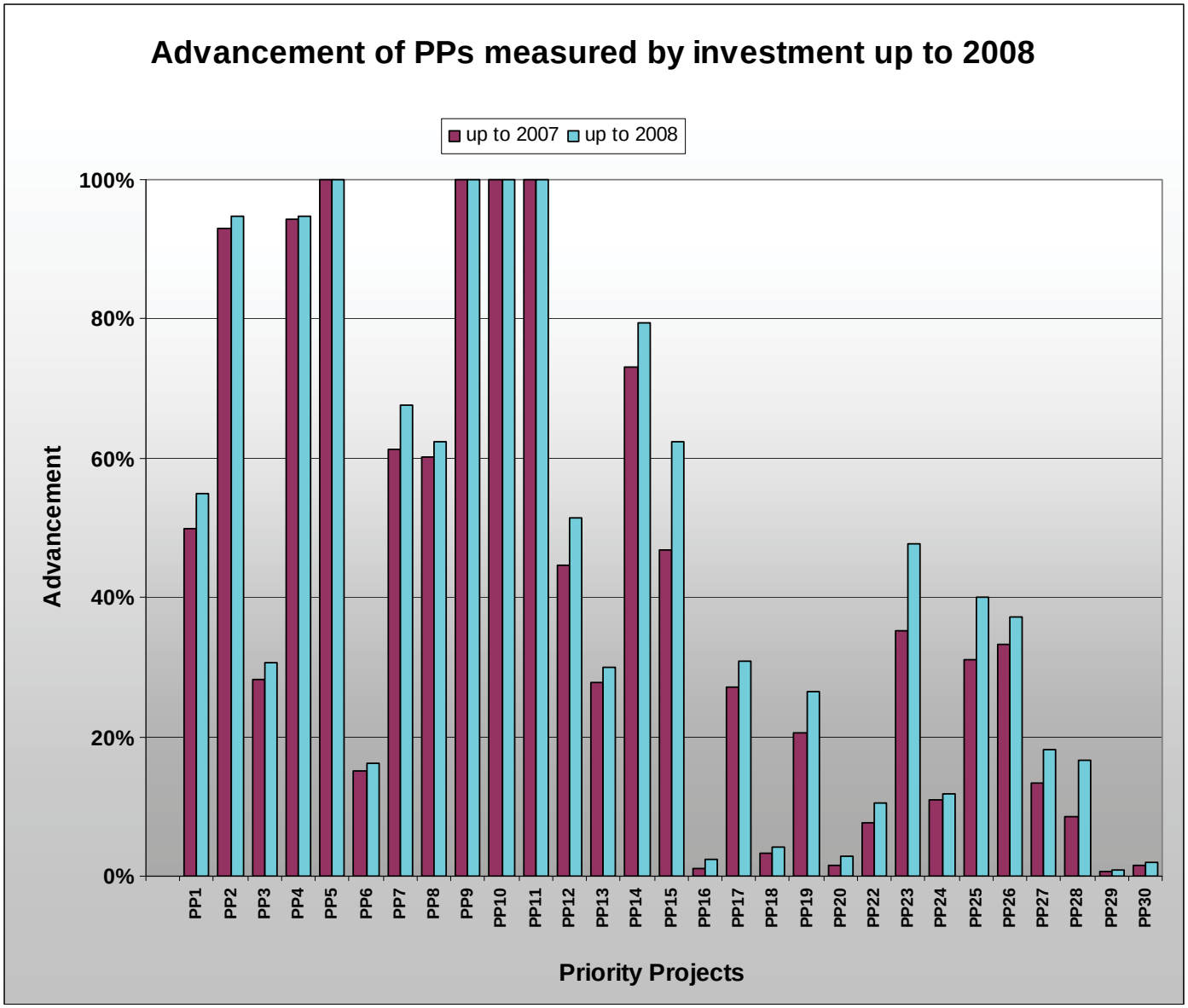
At European level, the Commission will step up its efforts to encourage Member States to coordinate their infrastructure policies, with a view to exchanging best practices and identifying obstacles to funding and solving cross border constraints. In particular the Open Method of Coordination should have a significant impact through fostering transparency and up-to-date monitoring of project planning and implementation across Europe. Moreover, Europe will continue to rely on the work of the European coordinators who because of their dedicated work, have played a major role in advancing the priority projects.

Public funds also need to be complemented by greater private sector involvement. The Commission plays an active role – in strong collaboration with the European Investment Bank (EIB) – to improve the expertise and the instruments required to promote a wider use of private funding. A further chapter on Private Public Partnerships (PPPs) highlights those efforts and will go more into detail.

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.

Another remarkable milestone in 2008 was the adoption of the Green Paper "TEN-T policy review: Towards a better integrated trans-European transport network at the service of the common transport policy" on 4 February 2009. The Green Paper summarises the Commission's assessment of the TEN-T policy implementation so far and sets out options for its future development in the light of the new challenges. It prepared the basis for the review of the TEN-T Guidelines, which has just started. The results are due to be published next year.

An executive summary of the issues which were key to increasing the European added value of Trans-European Transport Networks are presented in the last part of the report, such as TEN-T Policy Review, Intelligent Transport Systems/ITS, Public-Private-Partnerships, the Open Method of Coordination (OMC) and the TEN-T Executive Agency. Finally some global statistics and thematic overview maps are displayed.



B: Implementation of the TEN-T Priority Projects: State of Play

Undeniable success of the (partly) completed projects

The 30 Priority Projects have advanced steadily since the Commission presented the report on the progress of the TEN-T network at the Brdo Council. This progress was achieved by finalising some of the projects, such as: the Øresund fixed link (connecting Sweden and Denmark, completed in 2000), Malpensa airport (Italy, completed in 2001) and the Betuwe railway line (linking Rotterdam to the German border, completed in 2007). There are still other projects that are close to be completed, like the PBKAL project (HST Paris-Brussels-Cologne-Amsterdam-London, expected to be completed in 2009), or that are near completion such as the West-Coast Main Line and the Nordic Triangle[1].

The success of some of the completed projects is evident, such as the Øresund fixed link or the PBKAL project. Trains are circulating at half hour intervals between Paris and Brussels and the projects' acceptance is beyond expectations.

The completed sections of other projects, which have so far remained often limited to national sections, are also successful. For example, there is the success of the Nürnberg-Ingolstadt rail line, part of PP 1, which went into service in 2006, or the first phase of the high-speed rail line named "TGV Est" in France, part of PP 4 and 17, which went into service in 2007. The take up of these sections has been beyond all forecasts[2].

Other remarkable examples of successful projects are the Madrid-Barcelona high-speed rail link, which was completed in March 2008 and where service is increasing rapidly and the high-speed line Milano-Bologna-Firenze-Roma, which will be fully up and running by the end of 2009. Progress has also been realised in the new Member States. Several sections of rail infrastructure have been realised on Priority Project 22 (Dresden-Praha-Brno-Breclav (CZ) and Campina-Bucharest (RO)), on Priority Project 23 (south of Warszawa until Katowice (PL), between Prerov and CZ/PL border and between Brno and Breclav (CZ)) and on Priority Project 27 (between Tluszcz-Bialystok). Highway sections have been upgraded/realised on Priority Project 7 (Budapest-Szeged (HU), Pitesti-Bucharesti-Cernavoda (RO) and Sofia-Botergrand (BG)) and on Priority Project 25 (Gdansk and Tczew, Czestochowa and Katowice (PL), Ostrava-Fydek-Mistek, Brno-Pohorelice, Trencin-Bratislava (SK)). Many more sections are about to follow in the period leading up till the end of these financial perspectives, such as Linz-St.Pölten-Wien on PP 17 for instance.

Concerning ERTMS deployment, a common technical interoperability standard has been legalised through a Decision of the European Commission, in April 2008. A Memorandum of understanding on the strengthening of cooperation was signed by the main European rail organisations and the European Commission in July 2008 in order to speed up the deployment of ERTMS along six rail freight corridors of European importance,. All the Ministries of Transport agreed in March 2009 upon the deployment plan of ERTMS, thereby committing themselves to complete trackside equipment of the above mentioned freight corridors by deadlines that are binding.

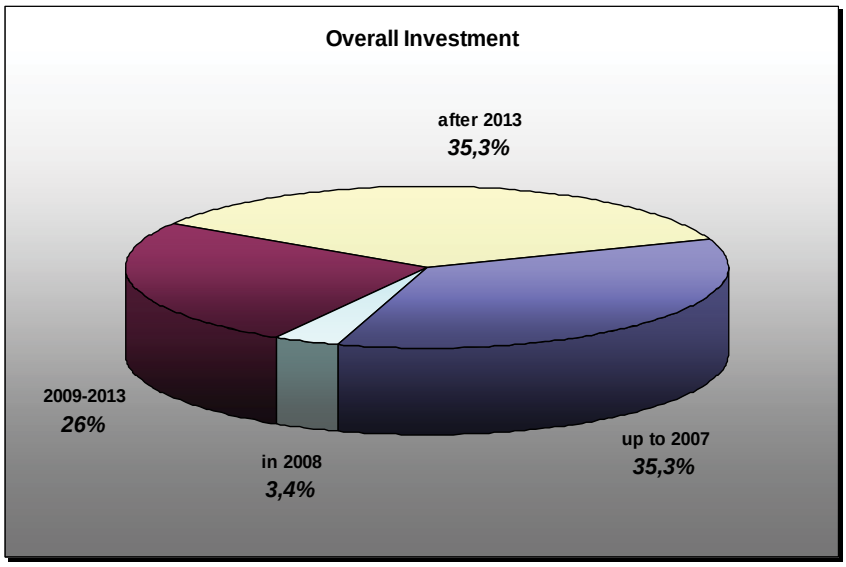
[1] Decision of the European Parliament and of the Council on Community Guidelines for the Development of the Trans-European Transport Network
[2] Ibidem

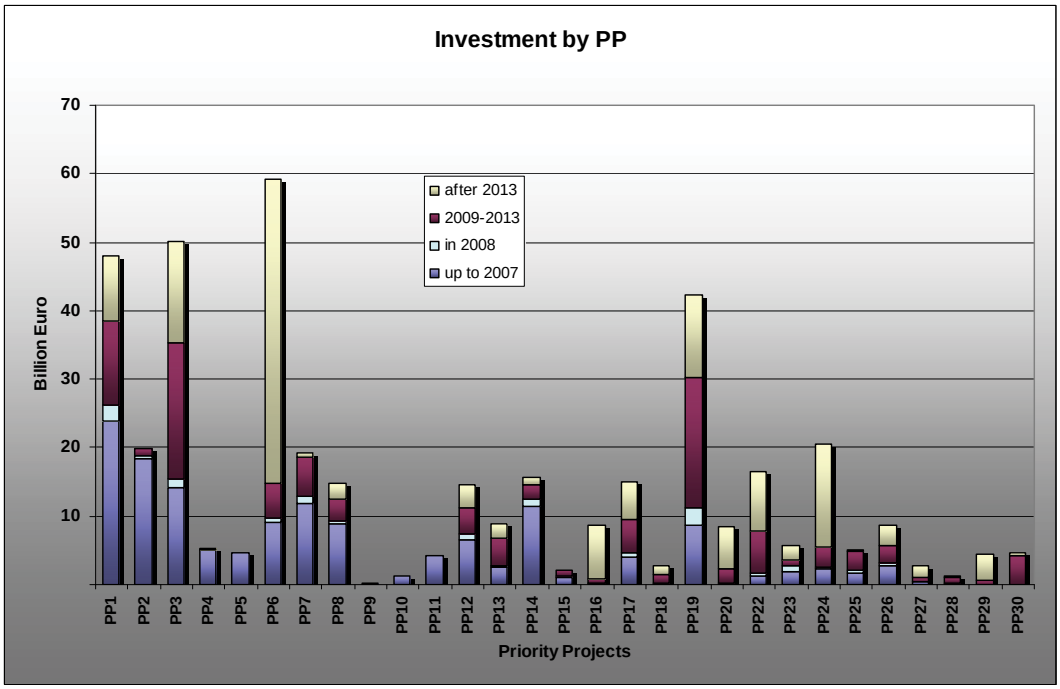
Implementation of the TEN-T Priority Projects*
Updated overview of costs and investment

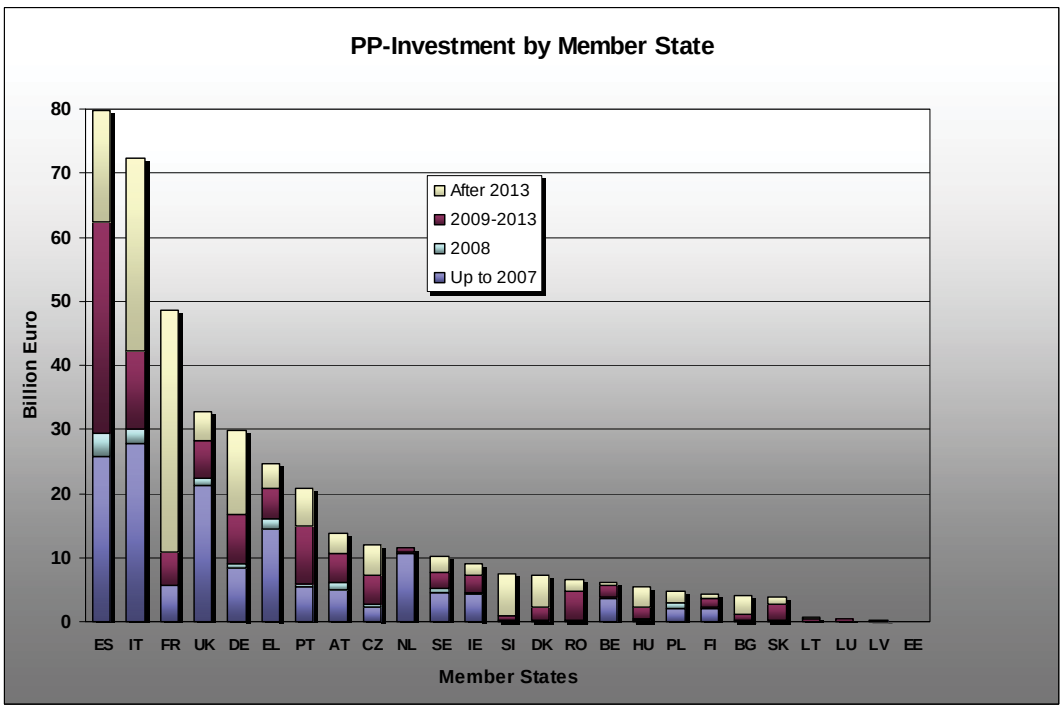
Priority axis	MSs involved	End of works confirmed by MS	Total costs in M EUR	Total investments before 2008 in M EUR	Total estimated investments in 2008 in M EUR	Total foreseen investments 2009-2013 in M EUR	Remaining foreseen investments after 2013 in M EUR
PP1 Railway axis Berlin-Verona/Milan-Bologna-Napels-Messina-Palermo	AT, IT, DE	2022	**47.987,00**	23.926,69	2.392,89	12.110,25	9.557,17
PP2 High-speed railway axis Paris-Brussels/Brussels-Cologne-Amsterdam-London	BE, DE, NL, UK	2023	**19.867,86**	18.466,20	364,25	1.037,42	0,00
PP3 High-speed railway axis of south-west Europe	ES, FR, PT	2020	**50.162,19**	14.179,45	1.176,08	19.875,66	14.931,01
PP4 High-speed railway axis east	FR, DE	2013	**5.285,31**	4.984,54	24,64	133,33	142,80
PP5 Betuwe Line	NL	2008	**4.705,93**	4.607,93	98,00	0,00	0,00
PP6 Railway axis Lyon-Trieste-Divaca/Koper/Divaca-Ljubljana-Budapest-Ukrainian border	FR, HU, IT, SL	2025	**59.263,78**	9.010,06	641,82	5.184,76	44.427,15
PP7 Motorway axis Igoumenitsa/Patra-Athina-Sofia-Budapest	BG, EL, RO	2020	**19.180,24**	11.746,27	1.215,60	5.714,32	504,05
PP8 Multimodal axis Portugal/Spain-rest of Europe	ES, PT	2016	**14.788,05**	8.884,65	343,08	3.273,17	2.287,15
PP9 Railway axis Cork-Dublin-Belfast-Stranraer (COMPLETED)	IE, UK	2001	**238,00**	238,00	0,00	0,00	0,00
PP10 Malpensa Airport (Milan) (COMPLETED)	IT	2001	**1.344,80**	1.344,80	0,00	0,00	0,00
PP11 Öresund fixed link (COMPLETED)	DK, S	2001	**4.158,00**	4.158,00	0,00	0,00	0,00
PP12 Nordic triangle railway-road axis	FIN, S	2020	**14.592,61**	6.538,00	969,82	3.703,19	3.381,60
PP13 UK-Ireland/Benelux road axis	IE, UK	2015	**8.984,04**	2.619,71	188,83	3.934,71	2.240,80
PP14 West Coast Main Line	UK	2009	**15.560,74**	11.511,03	886,52	2.163,07	1.000,13
PP15 GALILEO	All	2010	**2.205,00**	1.032,00	342,00	831,00	0,00
PP16 Freight railway axis Sines/Algeciras-Madrid-Paris	ES, PT	2020	**8.697,79**	86,06	121,95	739,88	7.749,90
PP17 Railway axis Paris-Strasbourg-Stuttgart-Vienna-Bratislava	AT, FR, DE, SK	2020	**15.061,20**	4.077,15	583,18	4.824,15	5.576,73
PP18 Rhine/Meuse-Main-Danube inland waterway axis	AT, BE, BG, DE, HU, NL, RO	2016	**2.649,02**	85,42	23,75	1.280,66	1.259,19
PP19 High-speed rail interoperability on the Iberian peninsula	ES, PT	2020	**42.224,05**	8.713,28	2.452,97	19.053,72	12.004,08
PP20 Fehmarn Belt railway axis	DE, DK	2020	**8.430,42**	137,04	108,70	2.077,50	6.107,18
PP21 Motorways of the Sea	Four corridors	n/a	n/a	n/a	n/a	n/a	n/a
PP22 Railway axis Athina-Sofia-Budapest-Vienna-Prague-Nürnberg/Dresden	AT, BG, CZ, DE, EL, HU, RO	2030	**16.578,80**	1.272,79	464,14	6.157,45	8.684,42
PP23 Railway axis Gdansk-Warsaw-Brno/Bratislava-Vienna	CZ, PL, SK	2025	**5.618,00**	1.976,19	698,88	1.018,84	1.924,10
PP24 Railway axis Lyon/Genoa-Basel-Duisburg-Rotterdam/Antwerp	BE, DE, FR, IT, NL	2020	**20.571,49**	2.270,36	162,06	2.981,73	15.157,34
PP25 Motorway axis Gdansk-Brno/Bratislava-Vienna	AT, CZ, PL, SK	2017	**5.153,00**	1.602,69	457,81	2.800,84	291,65
PP26 Railway-road axis Ireland/United Kingdom/continental Europe	IE, UK	2020	**8.704,38**	2.775,25	327,75	2.509,34	3.092,04
PP27 Rail Baltica axis Warsaw-Kaunas-Riga-Tallinn-Helsinki	EE, LT, LV, PL	2020	**2.686,82**	361,01	126,60	607,21	1.592,00
PP28 Eurocaprail on the Brussels-Luxembourg-Strasbourg railway axis	BE, LUX	2015	**1.177,75**	100,72	94,90	900,93	81,20
PP29 Railway axis if the Ionian/Adriatic intermodal corridor	EL	2020	**4.339,00**	23,79	15,83	645,67	3.653,72
PP30 Inland waterway Seine-Scheldt	BE, FR	2020	**4.707,53**	70,19	21,02	4.099,59	516,73
Total			**414.922,82**	**146.799,25**	**14.303,06**	**107.658,37**	**146.162,14**

*This table is based on information received in April 2009 from Member States in preparation of the Transport, Telecommunications and Energy Council (TTE) – Transport in June 2009. Costs and investments for the priority sections of the PPs only. A full table with detailed information for all the priority sections is also available.

Breakdown of investment in PPs in time







Priority Project N° 1

Member States involved: AT, IT, DE											Estimated completion date: 2022						
Total costs in M EUR	Investment until end 2007 in M EUR				completion-status 2007	Investment 2008 in M EUR (estimated)				completion-status 2008	Investment 2009-2013 in M EUR (foreseen)				completion-status 2009-2013	Investment 2014-2020 (foreseen)	Investment after 2014 as % of total investment
		Of which					Of which					Of which					
	Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB			
47.987,00	*23.926,69*	459,99	121,00	0,00	49,9%	*2.392,89*	30,98	0,00	0,00	54,8%	*12.110,25*	910,28	5,00	0,00	80,1%	*9.557,17*	19,9%

Length in km	Works							
Total	Ongoing	Completed before 2007	Completed after 2007	To be started	of which:	Before 2010	2010 - 2013	After 2013
2461	525	930	220	786		0	657	129
	21,3%	37,8%	8,9%	31,9%		0,0%	26,7%	5,2%

Completed: 1150 km

Total PP1: 2461 km

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

The railway axis 'Berlin-Verona/Milano-Bologna-Napoli-Messina-Palermo' is an important 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. An important increase in capacity will allow realising a 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.

Karel Van Miert has been European Coordinator for Priority Project N°. 1, the Berlin-Verona/Milano-Bologna-Napoli-Messina-Palermo rail axis, from 20 July 2005 until 22 June 2009, the date that he suddenly passed away. The progress that Karel Van Miert has achieved in coordinating the Berlin-Palermo project cannot be underestimated. Right from the start he focused in particular on the cross-border section Munich-Verona, setting down clear conditions for the correct implementation of the project. In particular the work of the Brenner Corridor Platform led to an integrated approach, encompassing more than a follow-up of a mere infrastructure project, bringing in not only aspects such as interoperability, terminals and related rail aspects, but also environmental monitoring, accompanying policy measures and finally the relationships between rail, road, environment and energy. This led to the adoption, on 18 May 2009 in Rome, of a Common Declaration of all stakeholders, enacting a 'Brenner Action Plan 2009-2022', encompassing all measures necessary for a correct implementation of this Priority Project.

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), it is foreseen to invest €903 million for the Brenner Base Tunnel and both access routes.

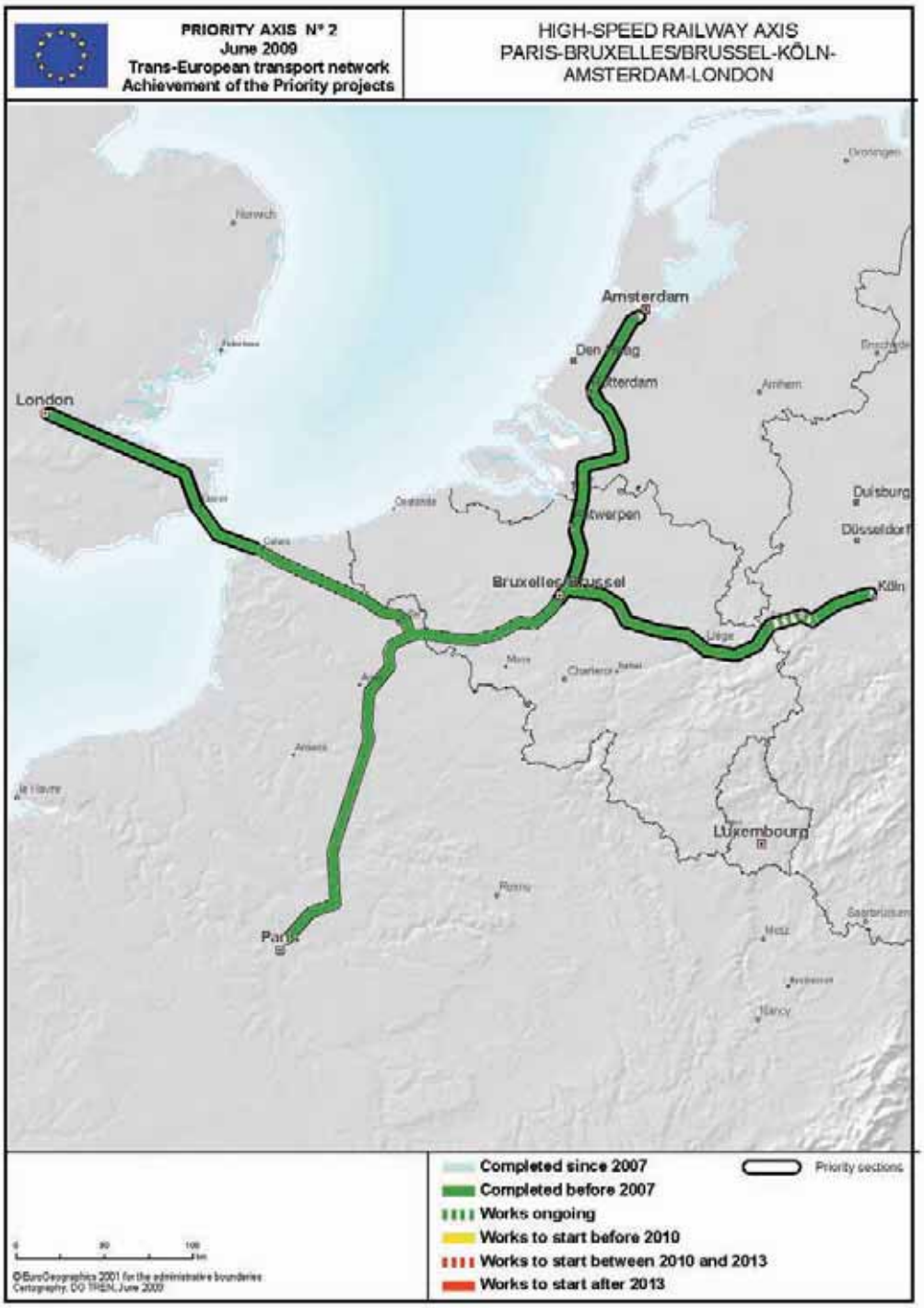
Austria and Italy are both in a process to include the works on the BBT in their multi-annual infrastructure investment planning. This will secure the financing for the works phase that is due to be launched now with an effective start of the works in 2010. The tunnel is to be completed until 2022. The northern and southern access routes are progressing as well. The section between Wörgl and Innsbruck is under construction and will be finalised until 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 drawn to the section between Fortezza and Ponte Gardena, which has the same technical characteristics as the actual Brenner Pass and therefore this bottleneck needs to be eliminated at the same time.

The three Member States have adopted on 18 May 2009 in Rome an ambitious Brenner Action Plan which should allow covering all actions that are linked to the optimal implementation of the Munich-Verona section, including all such aspects as rail capacity, bottlenecks, interoperability, terminals, and accompanying measures such as cross-financing. This Brenner Action Plan will be followed-up by the Brenner Corridor Platform and will be updated at regular intervals.

Other sections

Also the sections outside this core central section are 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 to be realised until 2016. Italy has put into service the sections Milano-Bologna and Verona-Bologna end of 2008 and will put into service the section Bologna-Firenze end of 2009.

Priority Project N° 2



Member States involved: BE, DE, NL, UK						Estimated completion date: 2023										
Total costs in M EUR	Investment until end 2007 in M EUR				completion-status 2007	Investment 2008 in M EUR (estimated)				completion-status 2008	Investment 2009-2013 in M EUR (foreseen)				completion-status 2009-2013	Investment 2014-2020 (foreseen)	Investment after 2014 as % of total investment
		Of which					Of which					Of which				
	Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB			
19.867,86	*18.466,20*	736,87	121,00	6.437,20	92,9%	*364,25*	5,51	0,00	0,00	94,8%	*1.037,42*	112,76	0,00	0,00	100,0%	*0,00*	0,0%

Length in km	Works							
Total	Ongoing	Completed before 2007	Completed after 2007	To be started	of which:	Before 2010	2010 - 2013	After 2013
931	28	903	0	0		0	0	0
	3,0%	97,0%	0,0%	0,0%		0,0%	0,0%	0,0%

Completed: 903 km

Total PP2: 931 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 partly, 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 14th 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

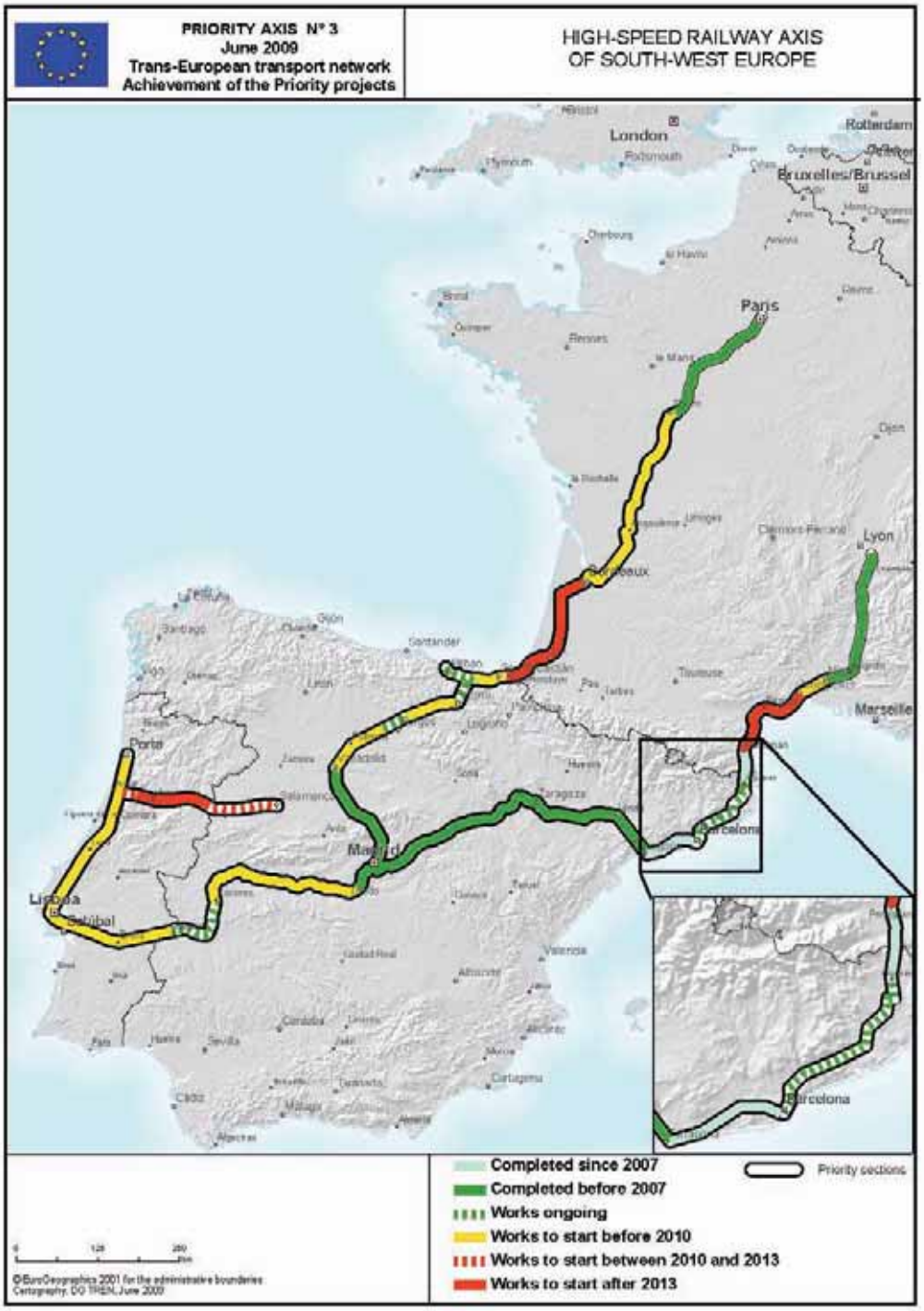
The northern section of the Dutch line- from Amsterdam to Rotterdam – was completed in 2007.

Works between Brussels-Leuven-Liege are complete and the high-speed line from Liège to the German border has been completed and is tested for entering into service end of 2009.

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 2013.

Priority Project N° 3



Member States involved: ES, FR, PT											Estimated completion date: 2020						
Total costs in M EUR	Investment until end 2007 in M EUR				completion-status 2007	Investment 2008 in M EUR (estimated)				completion-status 2008	Investment 2009-2013 in M EUR (foreseen)				completion-status 2009-2013	Investment 2014-2020 (foreseen)	Investment after 2014 as % of total investment
		Of which					*Of which*					*Of which*					
	Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB			
50.162,19	*14.179,45*	303,49	5.231,66	2.100,00	28,3%	*1.176,08*	0,00	0,00	0,00	30,6%	*19.875,66*	640,09	1.378,50	3.500,00	70,2%	*14.931,01*	29,8%

Length in km	Works							
Total	Ongoing	Completed before 2007	Completed after 2007	To be started	of which:	Before 2010	2010 - 2013	After 2013
3656	376	1175	128	1978		1354	147	477
	10,3%	32,1%	3,5%	54,1%		37,0%	4,0%	13,0%

Completed: 1303 km

Total PP3: 3656 km

High-speed railway axis 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 through a full interoperable network. 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.

Completed sections

Two high-speed rail sections are in operation from the end of 2007 – beginning of 2008:

- **The Madrid-Barcelona** section, connecting the two main Spanish cities, through Guadalajara, Zaragoza, Lerida and Tarragona cities. The journey time between Madrid and Barcelona has been reduced from 6h 20 minutes to 2h 38 minutes.
- **The Madrid-Valladolid** section, including the Guadarrama tunnel (2x27 km). The technological advances on axle-gauge changeover stations allows substantial time benefits on the connections from Madrid with the North and North-West cities of Spain, using the Madrid-Valladolid high speed line and afterwards the conventional line.

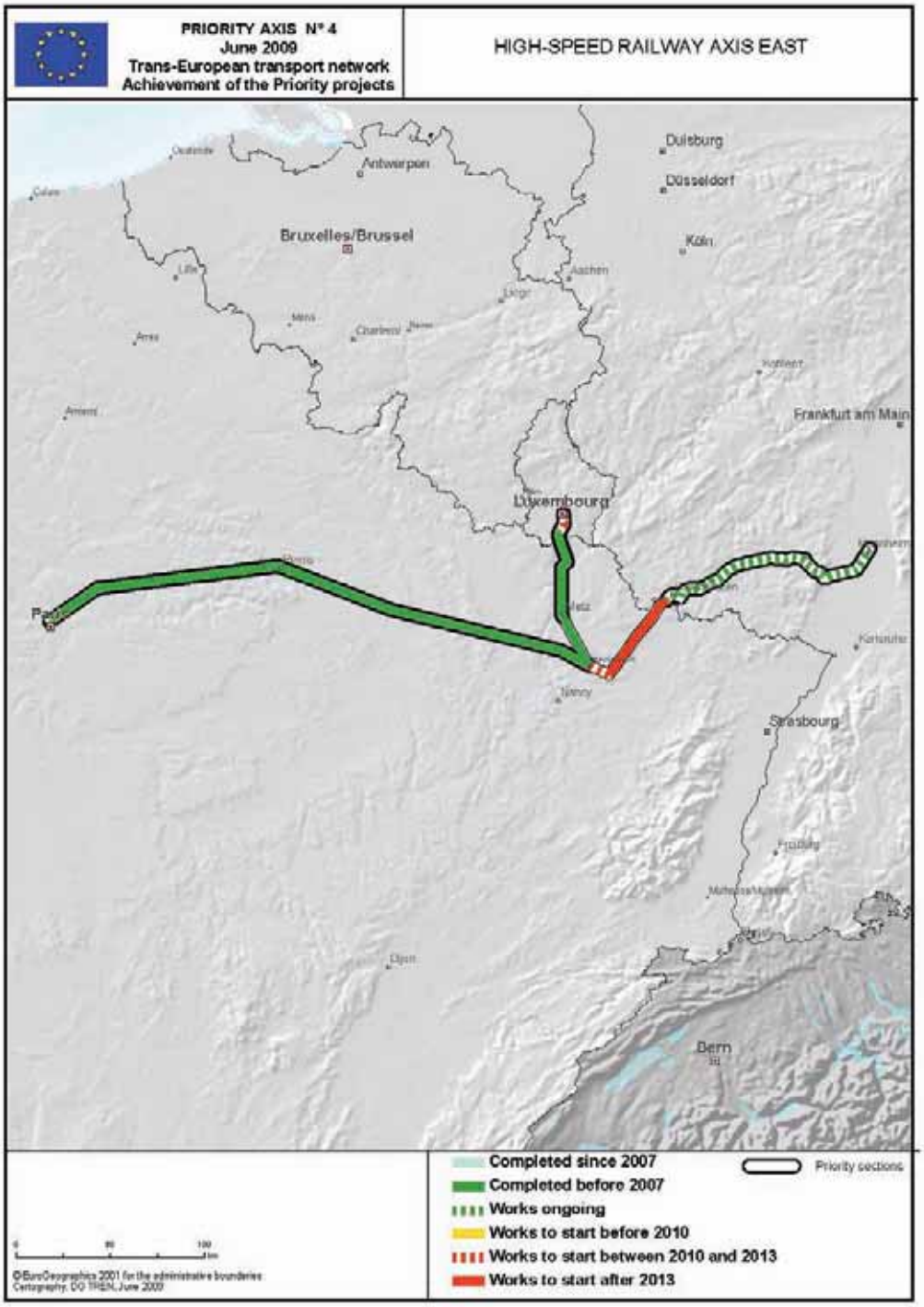
Cross-border and bottlenecks

Moreover, the interoperable connection of the Iberian High Speed Railway with the rest of Europe, will allow interoperable-mixed traffic (passengers and freight) through the Catalan and Basque Regions with the rest of Europe, including ports, airports and multimodal platforms.
Beginning 2010, passengers and freight will start to circulate from Barcelona (including Barcelona harbour) to the rest of Europe. The line will be fully operational in 2012. This is a very important step for full interoperability of Iberian railway networks with the rest of Europe.

Sections to be completed

In 2008 important progress has been made on the ES/PT and ES/FR coordination for the harmonious implementation of the axis. In Spain all the sections are either under study/tendering process or under construction.
In France a number of sections (Nimes-Montpelier, Tours-Bordeaux) are either under very advanced tendering process or under public consultation. In Portugal the first tendering process, following PPP schemes, have been launched in the year 2008 and a calendar has been defined for the tendering and starting up of the works of the remaining sections.

Priority Project N° 4



Member States involved: FR, DE										Estimated completion date: 2013							
Total costs in M EUR	Investment until end 2007 in M EUR				completion-status 2007	Investment 2008 in M EUR (estimated)				completion-status 2008	Investment 2009-2013 in M EUR (foreseen)				completion-status 2009-2013	Investment 2014-2020 (foreseen)	Investment after 2014 as % of total investment
		Of which					Of which					Of which					
	Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB			
5.285,31	*4.984,54*	20,49	0,00	0,00	94,3%	*24,64*	0,00	0,00	0,00	94,8%	*133,33*	8,28	0,00	0,00	97,3%	*142,80*	2,7%

Length in km	Works							
Total	Ongoing	Completed before 2007	Completed after 2007	To be started	of which:	Before 2010	2010 - 2013	After 2013
579	129	377	0	73		0	22	51
	22,3%	65,1%	0,0%	12,6%		0,0%	3,8%	8,8%

Completed: 377 km

Total PP4: 579 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, it is almost completed.

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 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.

Sections to be completed

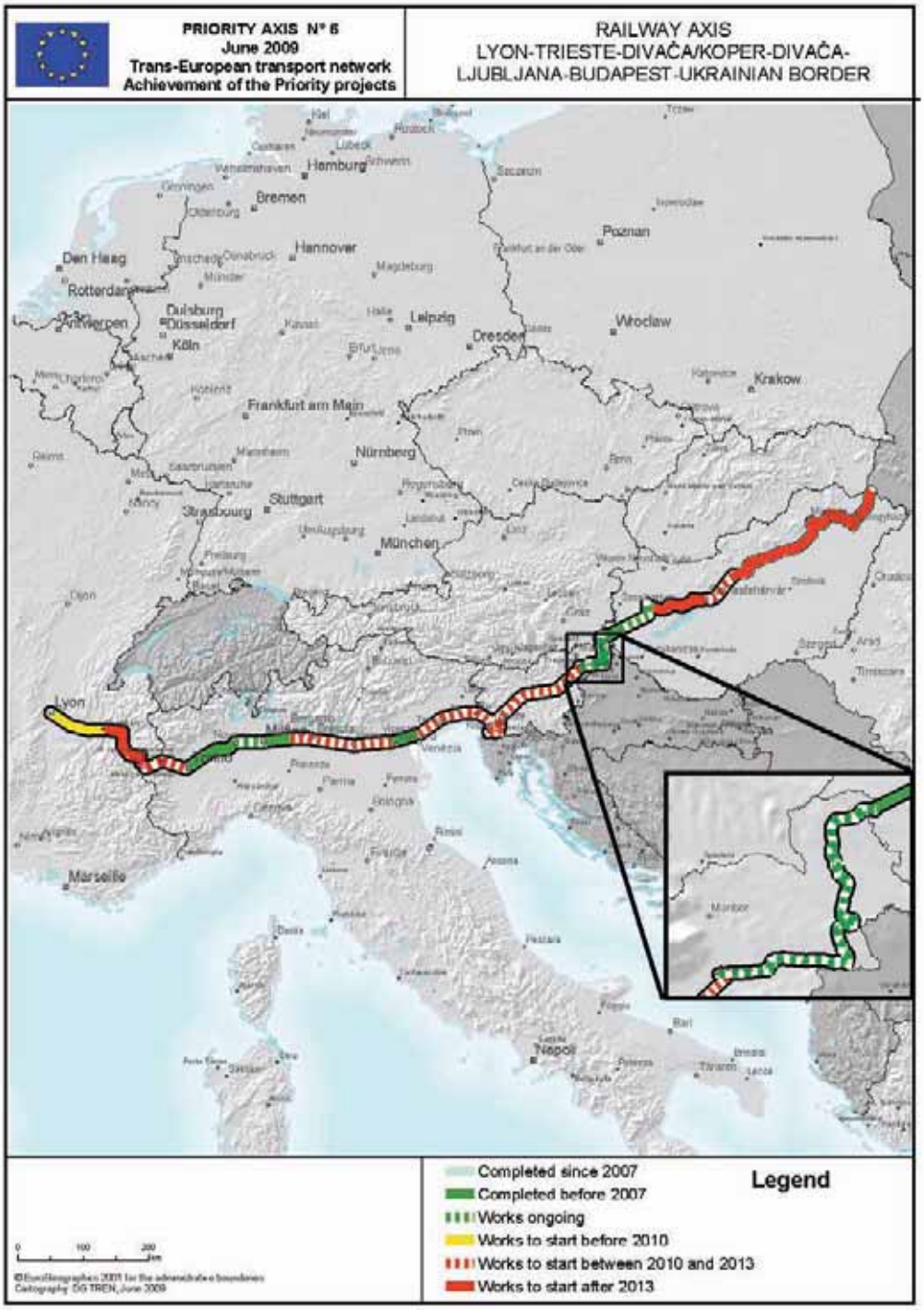
Saarbrücken–Mannheim

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 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 cross-border section before 2013.

Priority Project N° 6



Member States involved: FR, HU, IT, SL						Estimated completion date: 2025										
Total costs in M EUR	Investment until end 2007 in M EUR				completion-status 2007	Investment 2008 in M EUR (estimated)				completion-status 2008	Investment 2009-2013 in M EUR (foreseen)				completion-status 2009-2013	Investment 2014-2020 (foreseen)	Investment after 2014 as % of total investment
		Of which					*Of which*					*Of which*					
	Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB			
59.263,78	*9.010,06*	301,13	62,48	184,00	15,2%	*641,82*	0,49	15,28	0,00	16,3%	*5.184,76*	64,12	564,93	0,00	25,0%	*44.427,15*	75,0%

Length in km	Works							
Total	Ongoing	Completed before 2007	Completed after 2007	To be started	of which:	Before 2010	2010 - 2013	After 2013
1638	227	186	0	1225		89	638	498
	13,9%	11,4%	0,0%	74,8%		5,4%	38,9%	30,4%

Completed: 186 km

Total PP6: 1638 km

Railway axis 'Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukranian border'

The railway axis 'Lyon-Trieste-Divaça-Koper-Divaça-Ljubljana-Budapest-Ukranian border' is the only east-west link crossing through the southern part of 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. Even though the current crisis has led, to a decline in rail freight, as in all freight sectors, the trend that was discernible is expected to pick up rapidly again once economy will have picked up again. An important increase in rail freight capacity will allow realising a modal shift in the environmentally sensitive mountainous regions it is crossing. The progress along 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, Mr Laurens Jan Brinkhorst[3].

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. The cross border section between Trieste and Divaça is certainly less costly, but no less important. 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, still no decision has been taken on the alignment of the line, rendering obtaining permits and full environmental impact assessments impossible. The work on the Trieste-Divaça section is currently at the stage of studies. However, in mid-2008 and early 2009 significant progress has been made in the cross-border cooperation. Notwithstanding the political commitment repeatedly expressed by the Member States involved, the current situation on Lyon-Turin and Trieste-Divaca is not satisfactory.

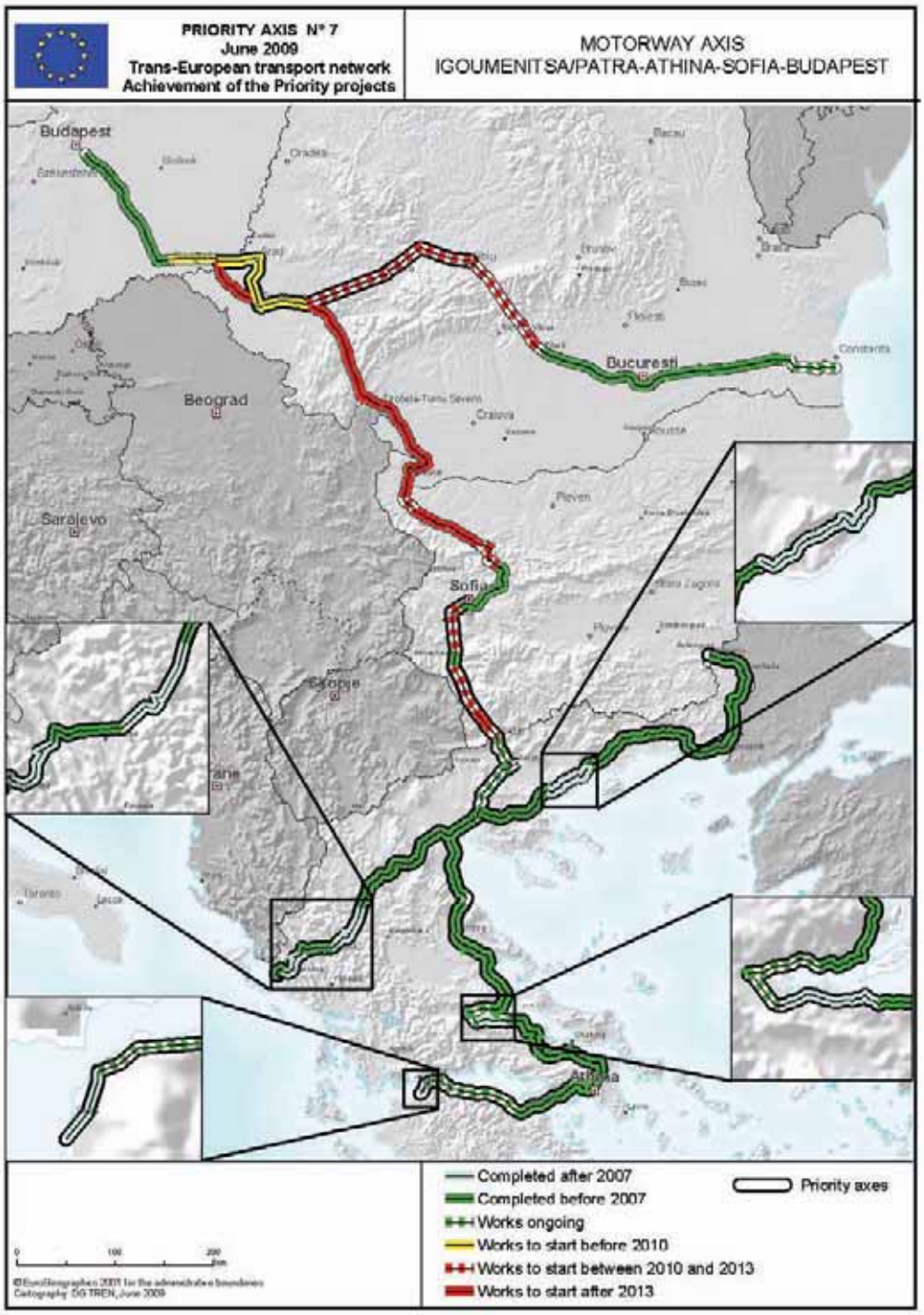
The works on the Lyon-Turin Base Tunnel are scheduled to start in 2013 to be completed until 2023. Firm financial engagements from the French authorities on the realisation of the access routes to the Base Tunnel, as well as an Italian decision on the alignment, together with clear financial commitments are necessary to realise this time path. The European Commission has reserved €670 million for studies and works on the base tunnel, provided both Member States live up to their commitments.

Concerning the continuation of the line from Divaca through Slovenia and Hungary to the Ukranian border, some issues concerning alignment and financial commitments still need to be resolved between the two countries.

Crucial to the timely realisation of PP6 is political commitment by the Member States and active policy at EU and Member States' level to speed up developments in the direction of true modal shift.

3http://ec.europa.eu/transport/infrastructure/european_coordinators/european_coordinators_en.htm

Priority Project N° 7



Member States involved: BG, EL, RO											Estimated completion date: *2020*						
Total costs in M EUR	Investment until end 2007 in M EUR				completion-status 2007	Investment 2008 in M EUR (estimated)				completion-status 2008	Investment 2009-2013 in M EUR (foreseen)				completion-status 2009-2013	Investment 2014-2020 (foreseen)	Investment after 2014 as % of total investment
		Of which					*Of which*					*Of which*					
	Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB			
19.180,24	*11.746,27*	167,00	4.227,04	2.104,93	61,2%	*1.215,60*	2,99	533,27	240,00	67,6%	*5.714,32*	1,72	3.120,75	200,00	97,4%	*504,05*	2,6%

Length in km	Works							
Total	Ongoing	Completed before 2007	Completed after 2007	To be started	of which:	Before 2010	2010 - 2013	After 2013
3221	414	1561	134	1112		430	270	412
	12,9%	48,5%	4,2%	34,5%		13,3%	8,4%	12,8%

Completed: 1695 km

Total PP7: 3221 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 100% is already completed. The remaining 51 km are in construction with completion planned for May 2009. 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, 75% is already completed. The remaining 200 km is in construction. The completion date of work is planned for 2014.
Bulgaria: Bulgaria intends to invest a major part of its Cohesion Fund 2007-2013 on the motorway route Sofia–Kulata (the *Stuma* motorway). Currently the project preparation process is in advanced stage and the basic activities related to the projects preparation are expected to be finalized by the end of 2009. However, serious environmental constraints have led to delays on a 61km section at the "Kresna Gorge', where works will start after 2014.

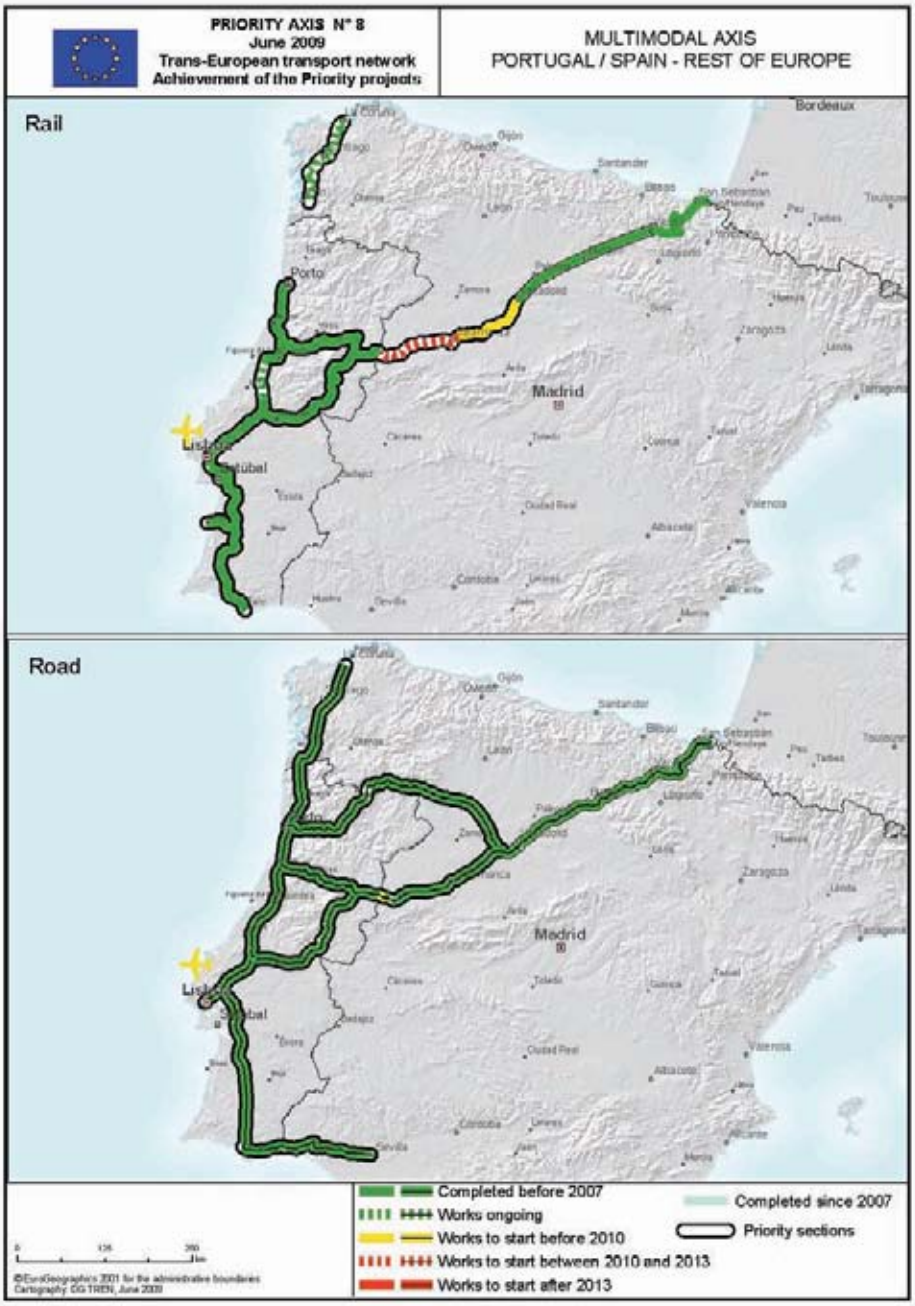
Regarding the section Vidin – Sofia, the section Sofia-Botevgrad is completed. Works in two sections between Vidin and Botevgrad of 50Km in total will start in 2010. The rest after 2013. The largest section to the north of Sofia (as far as Montana) is completed. Work is due to commence by 2010 on the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



Member States involved: ES, PT											Estimated completion date: 2016						
Total costs in M EUR	Investment until end 2007 in M EUR				completion-status 2007	Investment 2008 in M EUR (estimated)				completion-status 2008	Investment 2009-2013 in M EUR (foreseen)				completion-status 2009-2013	Investment 2014-2020 (foreseen)	Investment after 2014 as % of total investment
		Of which					Of which					Of which					
	Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB			
14.788,05	*8.884,65*	33,87	3.066,43	1.731,17	60,1%	*343,08*	0,00	36,62	42,58	62,4%	*3.273,17*	70,26	170,00	297,88	84,5%	*2.287,15*	15,5%

Length in km (Rail)		Works						
Total	Ongoing	Completed before 2007	Completed after 2007	To be started	of which:	Before 2010	2010 - 2013	After 2013
1820	209	1378	0	233		106	127	0
	11,5%	75,7%	0,0%	12,8%		5,8%	7,0%	0,0%

Length in km (Road)		Works						
Total	Ongoing	Completed before 2007	Completed after 2007	To be started	of which:	Before 2010	2010 - 2013	After 2013
2316	32	2276	0	8		8	0	0
	1,4%	98,3%	0,0%	0,3%		0,3%	0,0%	0,0%

Completed: 3654 km

Total PP8: 4136 km

Multimodal axis Portugal/ Spain-rest of Europe

This axis includes sub-projects to improve routes across the Spanish-Portuguese border, linking Spanish cities such as Valladolid, Seville, Vigo and La Coruña, 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 key airports.

Completed sections

In Portugal the motorway works have all been completed.
On the Spanish side the motorway from Valladolid to the Portuguese border has suffered some delay. Work between Valladolid and Fuentes de Oñoro is completed. Nevertheless, the remaining section from Fuentes de Oñoro to the border with Portugal will be operational by 2011.

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 completed. The upgrading involves some modifications to the layout of the line. The line Valladolid –Salamanca-Fuentes de Oñoro is also being upgraded to create a High Performance Line, linking with the Aveiro-Salamanca HSR planned on the PP3.

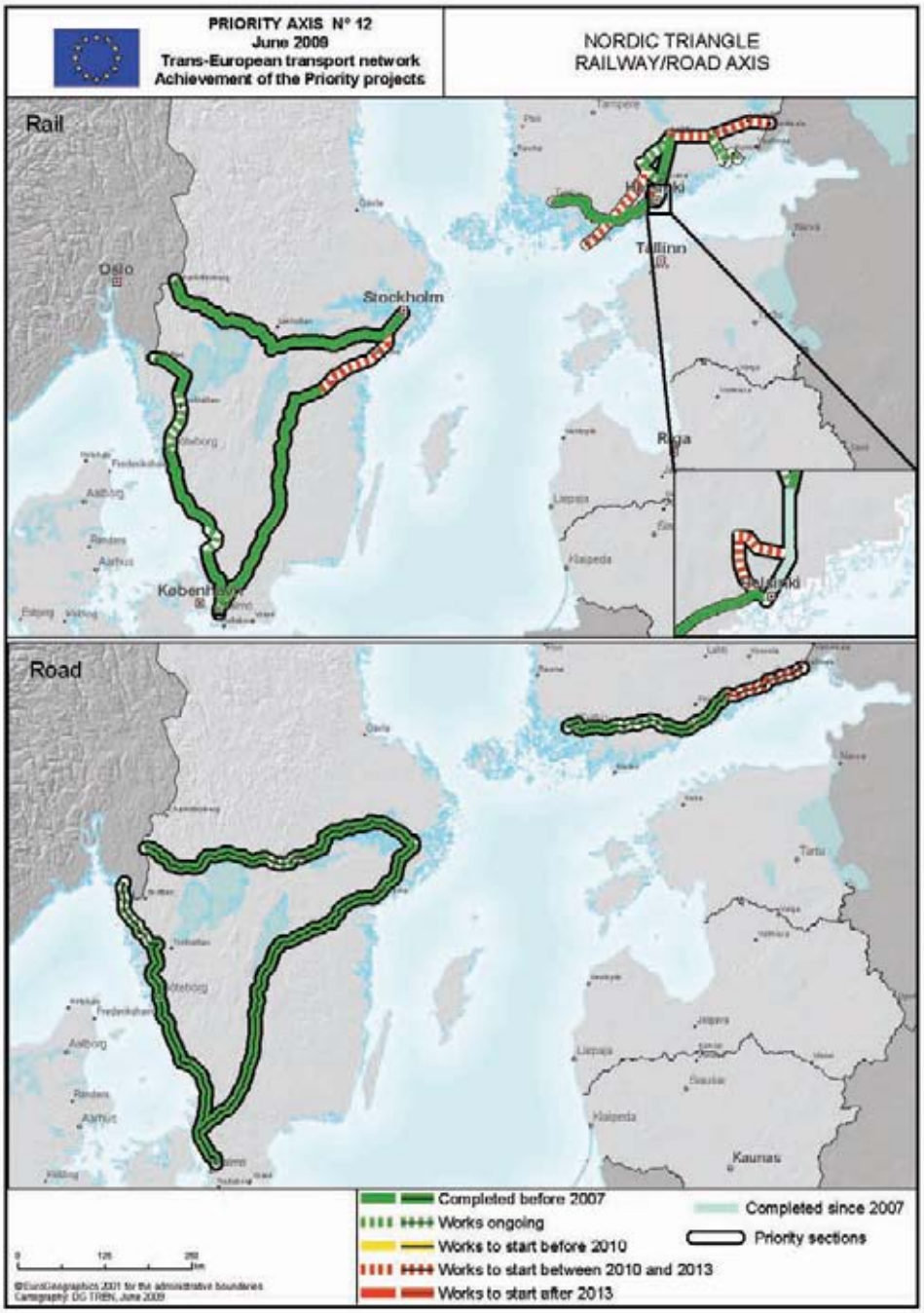
Strategic value of the projects

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 western Europe gateway.
The new Lisbon airport will reinforce the international connexions of Portugal with the rest of the world.

Projects to be completed

Portugal is making in depth studies for the project and further construction of the New Lisbon Airport. The final target is that the new airport will be operable by 2017.

Priority Project N° 12



Member States involved: FI, SE										Estimated completion date: *2020*						
Total costs in M EUR	Investment until end 2007 in M EUR				completion-status 2007	Investment 2008 in M EUR (estimated)				completion-status 2008	Investment 2009-2013 in M EUR (foreseen)				completion-status 2009-2013	Investment 2014-2020 (foreseen)	Investment after 2014 as % of total investment
		Of which					*Of which*					*Of which*					
	Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB			
14.592,61	*6.538,00*	293,53	0,00	1.093,00	44,8%	*969,82*	41,82	0,00	0,00	51,4%	*3.703,19*	127,19	0,00	0,00	76,8%	*3.381,60*	23,2%

Length in km (Rail)		Works						
Total	Ongoing	Completed before 2007	Completed after 2007	To be started	of which:	Before 2010	2010 - 2013	After 2013
2119	347	1308	26	439		0	439	0
	16,4%	61,7%	1,2%	20,7%		0,0%	20,7%	0,0%

Length in km (Road)		Works						
Total	Ongoing	Completed before 2007	Completed after 2007	To be started	of which:	Before 2010	2010 - 2013	After 2013
1748	228	1409	0	111		0	111	0
	13,0%	80,6%	0,0%	6,4%		0,0%	6,4%	0,0%

Completed: 2743 km

Total PP12: 3867 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, Norway 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, Göteborg, 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 the Swedish/Norwegian border east of Oslo.

Roads: works on the routes Stockholm-Oslo and Copenhagen-Oslo are progressing well with a number of projects newly completed, others in construction and some 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.

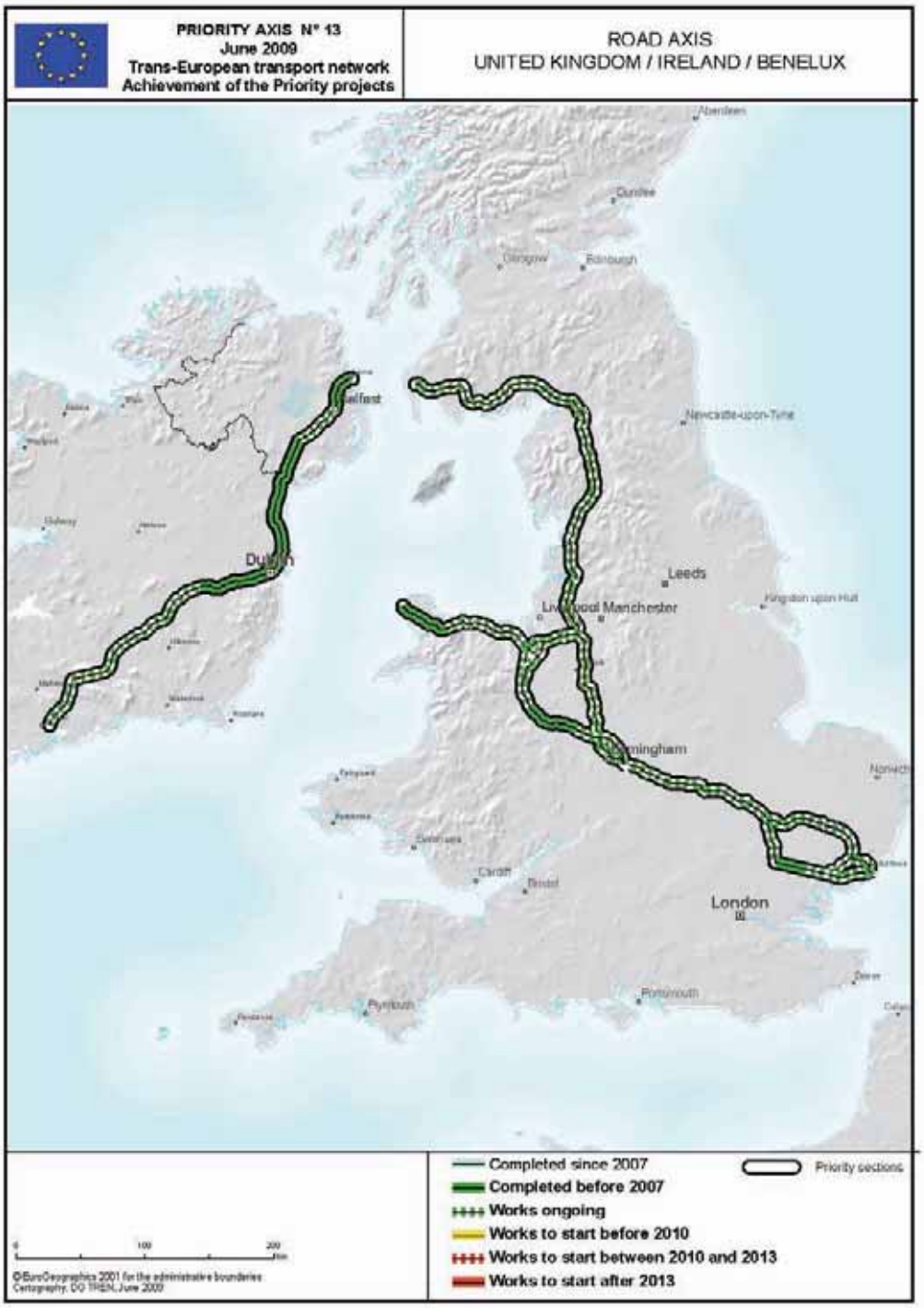
Rail: a number of major projects are in construction including the "Citybanan project" (Stockholm) and, on the Copenhagen-Oslo line, the "Citytunneln" (Malmö), the tunnel Hallandsåsen and Göteborg-Trollhättan Falkenberg was completed in June 2008. Others are in the preparation phase. Works to alleviate 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 remaining 50-kilometre road section Muurla–Lohja between Turku and Helsinki was open to the traffic in januari 2009. 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 will start in 2009. Moreover, a lorry parking area will start in 2010.

Rail: The Nordic Triangle railway network in Finland consists of sections: Turku-Helsinki, Helsinki-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 Vuosaari harbor line was 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



Member States involved: IE, UK										Estimated completion date: 2015						
Total costs in M EUR	Investment until end 2007 in M EUR				completion-status 2007	Investment 2008 in M EUR (estimated)				completion-status 2008	Investment 2009-2013 in M EUR (foreseen)				completion-status 2009-2013	Investment 2014-2020 (foreseen)	Investment after 2014 as % of total investment
		Of which					Of which					Of which					
	Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB			
8.984,04	*2.619,71*	64,29	450,27	179,00	29,2%	*188,83*	6,37	0,00	0,00	31,3%	*3.934,71*	56,67	0,00	236,00	75,1%	*2.240,80*	24,9%

Length in km	Works							
Total	Ongoing	Completed before 2007	Completed after 2007	To be started	of which:	Before 2010	2010 - 2013	After 2013
1610	1304	306	0	0		0	0	0
	81,0%	19,0%	0,0%	0,0%		0,0%	0,0%	0,0%

Completed: 306 km

Total PP13: 1610 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 Al4 and M6 roads across England, and the North Sea ferry ports of Felixstowe and Harwich. The 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 Ml 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.

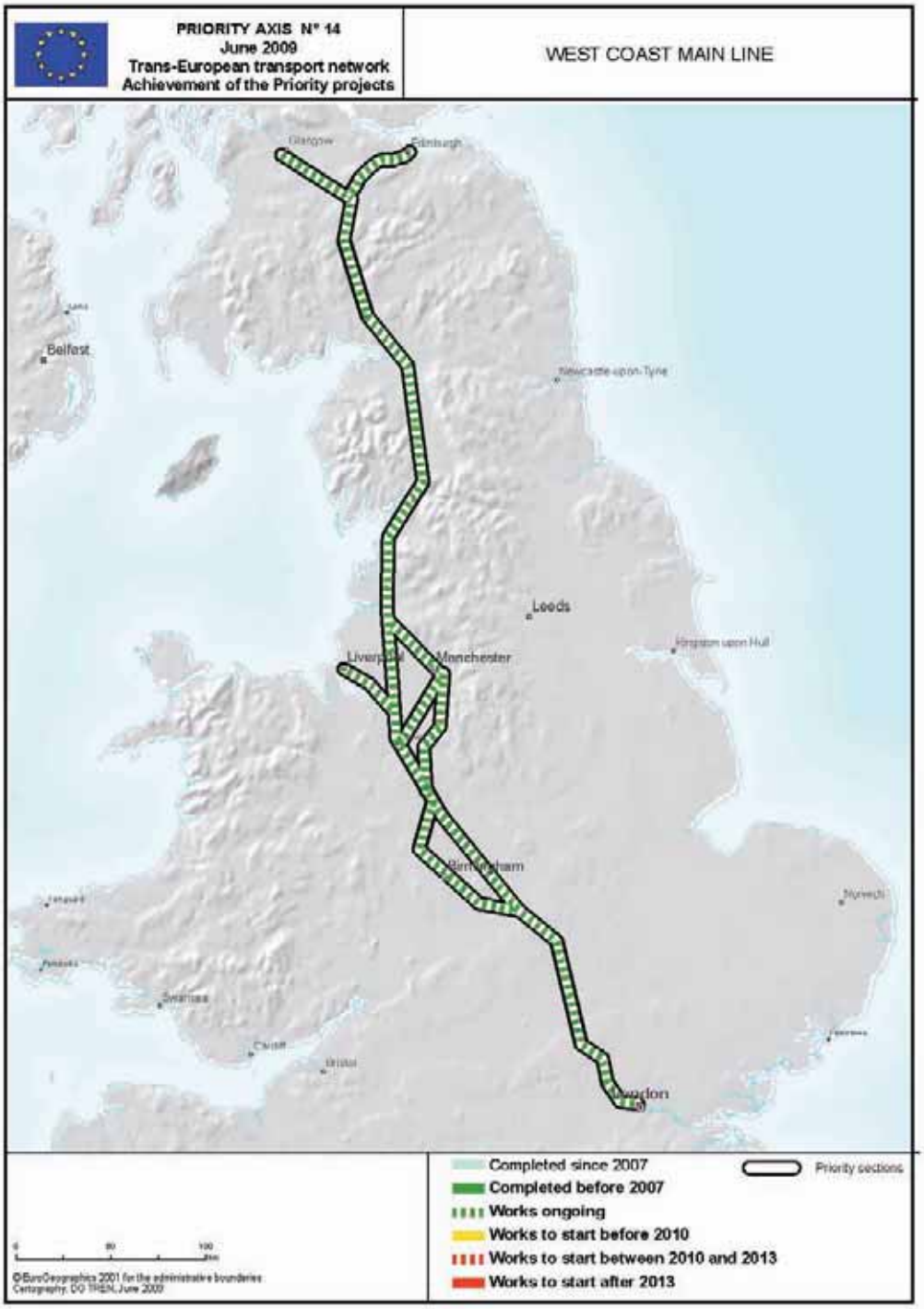
Within the framework of the multi-annual work-programme (2007-2013), the co-financing of €80.71 million (works) for improvements and upgrade of road infrastructure on sections of the A1 in Northern Ireland and the A14 and M6 in England is foreseen.

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



Member States involved: UK											Estimated completion date: 2009						
Total costs in M EUR	Investment until end 2007 in M EUR				completion-status 2007	Investment 2008 in M EUR (estimated)				completion-status 2008	Investment 2009-2013 in M EUR (foreseen)				completion-status 2009-2013	Investment 2014-2020 (foreseen)	Investment after 2014 as % of total investment
		Of which					*Of which*					*Of which*					
	Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB			
15.560,74	*11.511,03*	79,60	0,00	0,00	74,0%	*886,52*	0,00	0,00	0,00	79,7%	*2.163,07*	0,00	0,00	0,00	93,6%	*1.000,13*	6,4%

Length in km	Works							
Total	Ongoing	Completed before 2007	Completed after 2007	To be started	of which:	Before 2010	2010 - 2013	After 2013
897	897	0	0	0		0	0	0
	100,0%	0,0%	0,0%	0,0%		0,0%	0,0%	0,0%

Completed: 0 km

Total PP14: 897 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 2000 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 897 km.

The West Coast Route Modernisation project has modernised 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. The work has supported the introduction of a significantly improved timetable that commenced in December 2008.

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

The project has cut passenger and freight journey times between Ireland, Scotland, the north of England and France, Belgium, the Netherlands and Germany.

Improved speed and convenience and significantly more frequent weekend services are expected to attract new users on these international routes, helping to shift traffic from the roads. The WCML project has reduced journey times from London to Manchester 2 hours and from London to Glasgow to 4 hours and 15 minutes.

Bottleneck sections

The route is the core national long-distance freight route and 40 % 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 which represent significant bottlenecks.

Extensive renewal and enhancement works have been delivered. For example, re-signalling and re-modelling at London's Euston Station and new layouts at Milton Keynes and Rugby have all been completed, along with line-speed upgrades between Euston and Scotland.

A number of schemes will further enhance the axis in the next decade. These will include funded works in the Stafford area and at Bletchley. Complementary works are planned at Reading, which aim to remove a bottleneck for freight traffic accessing the WCML from the Port of Southampton. In addition there will also be investment along the WCML through the UK High Level Output Specification Programme including the provision of longer trains

The total UK investment for WCML route modernisation up to 2009 was €9.1 billion.

This project received TEN-T grants totalling €79.6 M up to 2006.

Priority Project N° 15

Member States involved: ALL											Estimated completion date: 2010						
Total costs in M EUR	Investment until end 2007 in M EUR				completion-status 2007	Investment 2008 in M EUR (estimated)				completion-status 2008	Investment 2009-2013 in M EUR (foreseen)				completion-status 2009-2013	Investment 2014-2020 (foreseen)	Investment after 2014 as % of total investment
		Of which					*Of which*					*Of which*					
	Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB			
2.205,00	*1.032,00*	53,15	0,00	0,00	46,8%	*342,00*	0,00	0,00	0,00	62,3%	*831,00*	0,00	0,00	0,00	100%	*0,00*	0,0%

European Global Navigation Satellite System programmes: Galileo and EGNOS

Galileo is Europe's initiative for a state-of-the-art global navigation satellite system, providing a highly accurate, global positioning service under civilian control. While providing autonomous navigation, positioning and timing services, Galileo will at the same time be interoperable with GPS and GLONASS, the two other global satellite navigation systems. The fully deployed Galileo system will consist of 30 satellites and associated ground infrastructure.

The EGNOS infrastructure improves the accuracy of GPS by means of differential corrections and implements warnings of system malfunction (integrity) of the GPS constellations.

Description of the European GNSS programmes Galileo and EGNOS is available on:
http://ec.europa.eu/transport/galileo/index_en.htm

Milestones achieved in 2007-2009

- Following the first "test and experimental" Galileo satellite launched in December 2005, the second satellite was successfully launched in April 2008. This satellite includes the first passive hydrogen maser atomic clock ever flown in space and implements the new signal structure as agreed with the US. Giove-B is currently working as expected. Workshops have taken place to analyse and share the results to the concerned community.

- The procurement for the Galileo development phase, which includes four operational satellites, is proceeding: the Galileo System Preliminary Critical Design Review has taken place, allowing the start of production and assembly of the main building blocks. The European Space Agency has taken the role of overall system prime, ensuring full coherency between the various elements constituting the overall infrastructure.

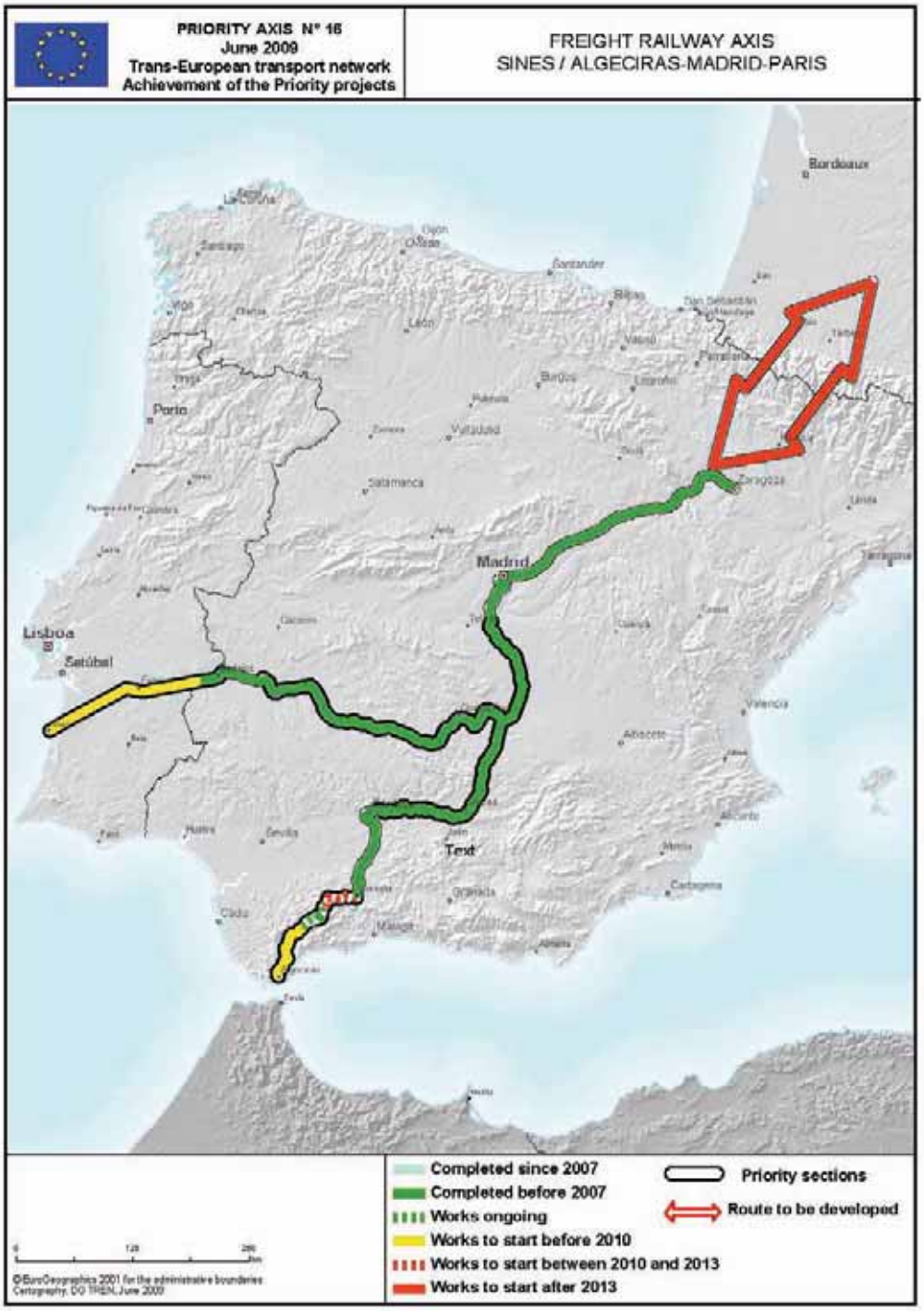
- The EGNOS deployment has been finalised by the European Space Agency, with excellent results in terms of service provision over most EU regions. Signal availability close to 100% has been achieved. This allows the transfer of ownership of the EGNOS assets from the European Space Agency to the European Community.

In parallel, the European Commission has secured the necessary financing for the deployment of the European GNSS systems till 2013. The GNSS Regulation, which entered into force in July 2008, tasks the European Commission with the overall Programme Management responsibility for the EGNOS and Galileo programmes.

Outlook

- The four IOV-satellites are planned to be launched in 2010 and 2011 and will complete their in-orbit testing and validation in the course of 2011.
- The procurement actions for the Galileo full deployment have started in July 2008, with a view to setting up an operational infrastructure by 2013.
- EGNOS services will be provided on an operational basis by the end of 2009.

Priority Project N° 16



Member States involved: ES, PT											Estimated completion date: 2020						
Total costs in M EUR	Investment until end 2007 in M EUR				completion-status 2007	Investment 2008 in M EUR (estimated)				completion-status 2008	Investment 2009-2013 in M EUR (foreseen)				completion-status 2009-2013	Investment 2014-2020 (foreseen)	Investment after 2014 as % of total investment
		Of which					Of which					Of which					
	Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB			
8.697,79	*86,06*	0,86	28,47	0,00	1,0%	*121,95*	1,02	49,84	0,00	2,4%	*739,88*	2,50	202,00	0,00	10,9%	*7.749,90*	89,1%

Length in km	Works							
Total	Ongoing	Completed before 2007	Completed after 2007	To be started	of which:	Before 2010	2010 - 2013	After 2013
1573	44	1242	0	287		243	43	0
	2,8%	79,0%	0,0%	18,2%		15,4%	2,7%	0,0%

Completed: 1242 km

Total PP16: 1573 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 global project will include the construction of a long-distance tunnel across the Pyrenees.

The rail link across the centre of the Pyrenees will complement the Atlantic and Mediterranean (PP3) trade route from Portugal and Spain to the rest of Europe on which significant future traffic growth is forecasted. An important study on traffic forecast and socio-economic impact of the Central line across the Pyrenees has been launched by Spain and France, co-financed by the TEN-T program. The goal of the Joint Studies on the trans-Pyrenean link is to allow the launching of the informative and consultation procedure for the construction of the tunnel by 2013.

Strategic value of the project

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. Further expansion of the hinterland of Sines and Algeciras will contribute also to a more balanced traffic of the North and South parts of Europe and to avoid congested traffic on some parts of Europe.

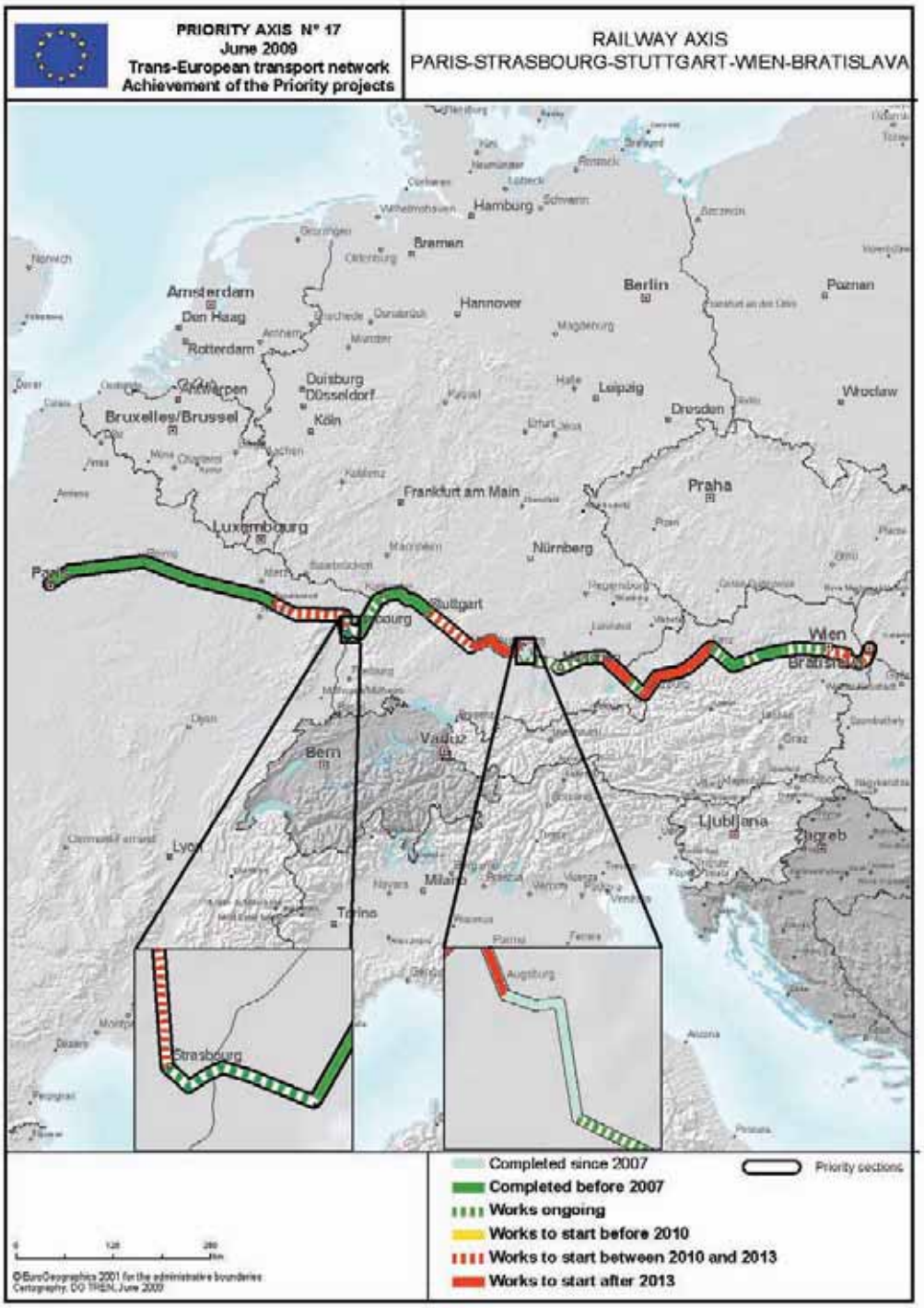
Cross- border sections

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 ratified a Joint Studies Plan, for which the TEN-T 2007-2013 multi-annual work-programmes will co-finance €5 million.
Multimodal platforms among both sides of the Pyrenees, particularly the PLAZA platform in Zaragoza, will enhance the performance of a high capacity rail freight connection across the Pyrenees.

Progress to be made

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.
Spain has adopted a plan for upgrading rail network for freight transport, with a total financial envelope of €4.700 million that will contribute to the development of the Pan-European rail freight corridors that are foreseen on the PP 16 axis.

Priority Project N° 17



Member States involved: AT, FR, DE, SK											Estimated completion date: 2020						
Total costs in M EUR	Investment until end 2007 in M EUR				completion-status 2007	Investment 2008 in M EUR (estimated)				completion-status 2008	Investment 2009-2013 in M EUR (foreseen)				completion-status 2009-2013	Investment 2014-2020 (foreseen)	Investment after 2014 as % of total investment
		Of which					*Of which*					*Of which*					
	Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB			
15.061,20	*4.077,15*	141,66	0,00	180,00	27,1%	*583,18*	36,91	0,00	40,00	30,9%	*4.824,15*	413,29	216,90	200,00	63,0%	*5.576,73*	37,0%

Length in km	Works							
Total	Ongoing	Completed before 2007	Completed after 2007	To be started	of which:	Before 2010	2010 - 2013	After 2013
1274	283	450	14	527		20	262	246
	22,2%	35,3%	1,1%	41,4%		1,6%	20,6%	19,3%

Completed: 464 km

Total PP17: 1274 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 Freilassing 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

Member States involved: AT, BE, BG, DE, HU, NL, RO						Estimated completion date: 2016										
Total costs in M EUR	Investment until end 2007 in M EUR				completion-status 2007	Investment 2008 in M EUR (estimated)				completion-status 2008	Investment 2009-2013 in M EUR (foreseen)				completion-status 2009-2013	Investment 2014-2020 (foreseen)	Investment after 2014 as % of total investment
	Total invested	Of which TEN-T budget	Of which Structural / Cohesion	Of which EIB		Total invested	Of which TEN-T budget	Of which Structural / Cohesion	Of which EIB		Total invested	Of which TEN-T budget	Of which Structural / Cohesion	Of which EIB			
2.649,02	*85,42*	16,00	23,18	4,15	3,2%	*23,75*	6,01	0,00	1,80	4,1%	*1.280,66*	177,45	309,45	31,60	52,5%	*1.259,19*	47,5%

Length in km	Works							
Total	Ongoing	Completed before 2007	Completed after 2007	To be started	of which:	Before 2010	2010 - 2013	After 2013
3114	270	1723	0	1121		535	508	78
	8,7%	55,3%	0,0%	36,0%		17,2%	16,3%	2,5%

Completed: 1723 km

Total PP18: 3114 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. Through the Main river and the Main-Danube Canal, the Rhine river is connected to the Danube that flows until the Black Sea. This corridor is one of the longest ones in the Trans European Transport Network and crosses European Union countries as well as non EU ones.

Along with Priority Project 30, Canal Seine-Scheldt, and in recognition of its complexity and multifaceted aspects, the European Commission has appointed Mrs. Karla Peijs 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

If the cross-border activities of this Project are well defined and no major difficulties are foreseen, more demanding are two bottlenecks that are hampering the possibility of using the full stretch of the project for a sustainable transport system.

The Straubing-Vilshofen section, located in the Bavarian State in Germany, concerns a 70 km stretch of the Danube, where there is a long lasting debate on the construction of a lock in Aicha. The section is considered by some the last “free flowing” stretch and that the lock would cause the destruction of wet lands and of the natural habitat. On the contrary, a lock could guarantee 2.5 meters depth for more than 290 days per year and thereby create the necessary condition for a modal shift to inland waterway transport.

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. Her proposal to set up a Common Monitoring Group, between environmentalists and entrepreneurs, has been taken on board 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 instable main flow of the river. Studies are launched for the identification of measures and interventions to be adopted.

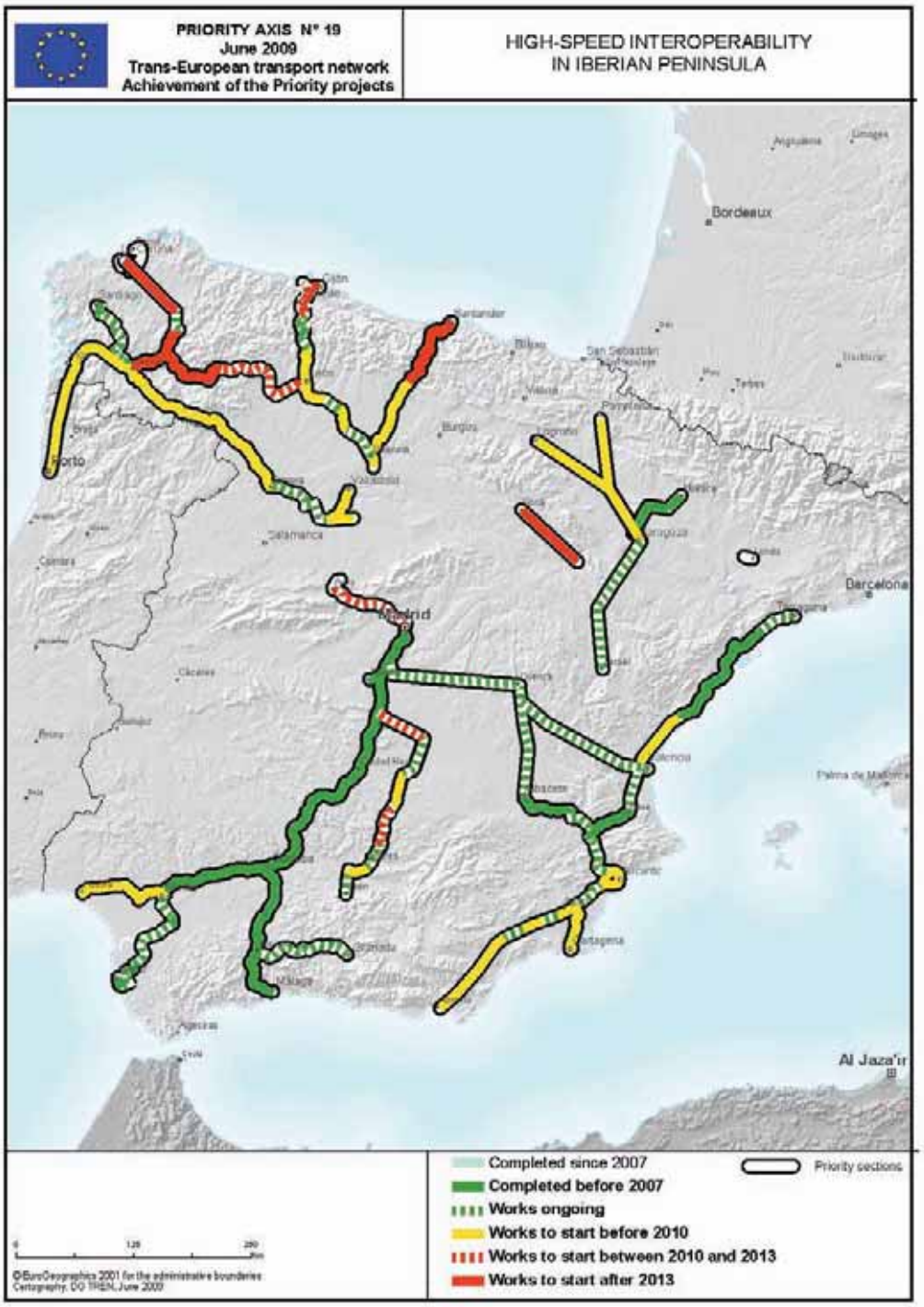
Other sections

Additional important activities on this project have been launched in the Belgian stretch to build a new lock at Ivoz-Ramet and to perform 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 be 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 intervention, the issues at stake and the number of countries involved, a coordinated and harmonized action is necessary to ensure that single efforts will produce the large benefits that can already be foreseen in restoring sustainable navigability across Europe.

Priority Project N° 19



Member States involved: ES, PT											Estimated completion date: 2020						
Total costs in M EUR	Investment until end 2007 in M EUR				completion-status 2007	Investment 2008 in M EUR (estimated)				completion-status 2008	Investment 2009-2013 in M EUR (foreseen)				completion-status 2009-2013	Investment 2014-2020 (foreseen)	Investment after 2014 as % of total investment
		Of which					*Of which*					*Of which*					
	Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB			
42.224,05	*8.713,28*	81,60	2.742,40	700,00	20,6%	*2.452,97*	0,00	0,00	0,00	26,4%	*19.053,72*	270,40	2.983,60	650,00	71,6%	*12.004,08*	28,4%

Length in km	Works							
Total	Ongoing	Completed before 2007	Completed after 2007	To be started	of which:	Before 2010	2010 - 2013	After 2013
4730	1492	995	0	2243		1421	380	443
	31,5%	21,0%	0,0%	47,4%		30,0%	8,0%	9,4%

Completed: 995 km

Total PP19: 4730 km

High-speed rail interoperability in Iberian Peninsula

This project involves the construction or the upgrading of high performance 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 2008/57/EC on interoperability, and will incorporate ERTMS.

Moreover of the high-speed transport of passengers, some of the lines will be available for freight traffic. The Spanish strategy adopted on the PEIT 2005/2020 is to foster rail transport services by the development of a "High performance network" of railways.

By significantly enhancing their rail links, interoperability will improve passengers and freight rail traffic 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.

Strategic value of the project

The project will allow the creation of a full interoperable high speed rail network on the Iberian peninsula connected with the rest of Europe. Moreover, the higher availability of the conventional rail network for freight traffic will allow the development of Trans-European rail freight corridors.

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.

Sections to be completed

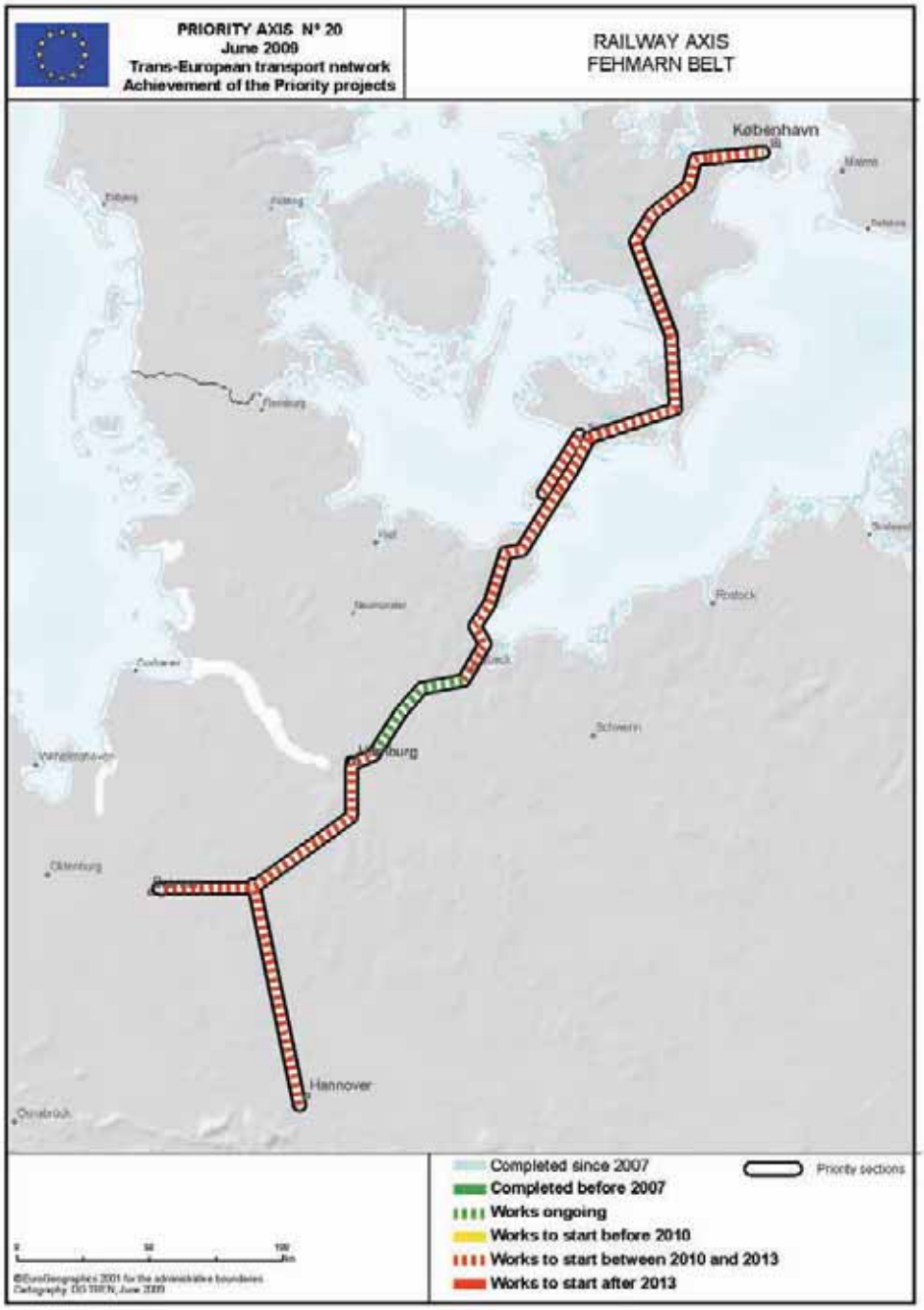
The sections of this axis complement those of the 'high-speed south-western railway axis' (PP3*),* where several new high-speed lines are already operating at European gauge: Madrid-Valladolid, and Madrid-Zaragoza-Lérida – Barcelona.

The sections Madrid-Sevilla, Madrid-Córdoba-Málaga, Madrid-Toledo 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-Almeria, the Mediterranean Corridor, Valladolid-Palencia-León-Asturias and Valladolid-Zamora-Ourense-Santiago.

The full passengers dedicated HSL from Madrid to Valencia is expected to be operational in 2010.

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).

Priority Project N° 20



Member States involved: DE, DK										Estimated completion date: 2020						
Total costs in M EUR	Investment until end 2007 in M EUR				completion-status 2007	Investment 2008 in M EUR (estimated)				completion-status 2008	Investment 2009-2013 in M EUR (foreseen)				completion-status 2009-2013	Investment 2014-2020 (foreseen)	Investment after 2014 as % of total investment
		Of which					*Of which*					*Of which*					
	Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB			
8.430,42	*137,04*	34,02	0,00	0,00	1,6%	*108,70*	9,20	0,00	0,00	2,9%	*2.077,50*	414,00	0,00	0,00	27,6%	*6.107,18*	72,4%

Length in km (Rail)		Works						
Total	Ongoing	Completed before 2007	Completed after 2007	To be started	of which:	Before 2010	2010 - 2013	After 2013
515	45	0	0	470		0	470	0
	8,7%	0,0%	0,0%	91,3%		0,0%	91,3%	0,0%

Length in km (Road)		Works						
Total	Ongoing	Completed before 2007	Completed after 2007	To be started	of which:	Before 2010	2010 - 2013	After 2013
19	0	0	0	19		0	19	0
	0,0%	0,0%	0,0%	100,0%		0,0%	100,0%	0,0%

Completed: 0 km

Total PP20: 534 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 and/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 Treaty on the fixed link between Rødby and Puttgarden was signed by the Danish Minister for Transport and the German Minister for Transport on 3 September 2008. This treaty was ratified by the Danish Parliament on 26 March 2009 and has been ratified by the German Parliament this summer. Studies concerning the navigational conditions in the Fehmarnbelt are under way. Following an EU-tender procedure seven environmental consultants were appointed in autumn 2008 and the environmental base-line studies are under way as well.'

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.

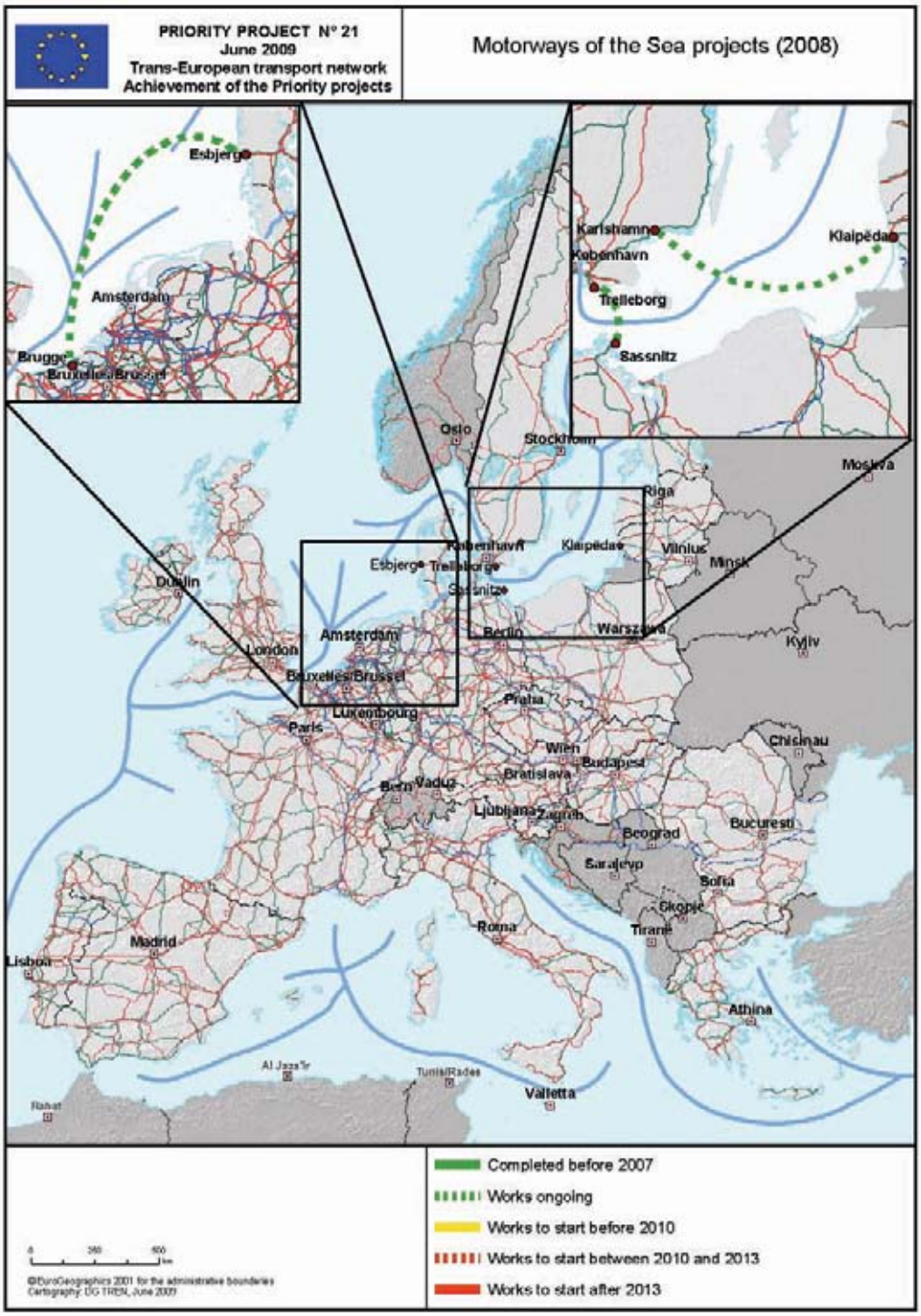
Other sections

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 last year. On a 6 kilometre sub-section south west of the Copenhagen Central Station, the upgrading works also started last year. 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 subsection Hvidovre - Høje Taastrup. Also the electrification of the existing rail line between Ringsted and Rødby and the upgrading to double track rail line from Vordingborg to Storstrøms Bridge and from Orehoved to Rødbyhavn will be done. The rail link across Storstrøms Bridge will remain single track.

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

No later than seven years after the opening of the coast-to-coast link, the rail line between Bad Schwartau and Puttgarden will have to be extended to a double track rail line. The rail link across the Fehmarnbelt link will remain single track.

Priority Project N° 21



Motorways of the Sea (MoS)

The TEN-T Priority Project 21 on Motorways of the Sea (MoS) builds on the EU's goal of achieving a clean, safe and efficient transport system by transforming shipping into a genuine alternative to overcrowded land transport. The concept aims at introducing new inter-modal maritime logistics chains to bring about a structural change to transport organisation: door-to-door integrated transport chains. It will also help implement the policy initiatives on the European maritime space without barriers and the maritime transport strategy for 2018.

Maritime transport is the backbone of international trade, yet its capacity has not been fully exploited in Europe. Motorways of the Sea, which are based upon successful short-sea shipping routes are designed to shift cargo traffic from heavily congested land networks to where there is more available spare capacity – the environmentally-friendly waterways. This will be achieved through the establishment of more efficient and frequent, high quality maritime-based logistics services between Member States.

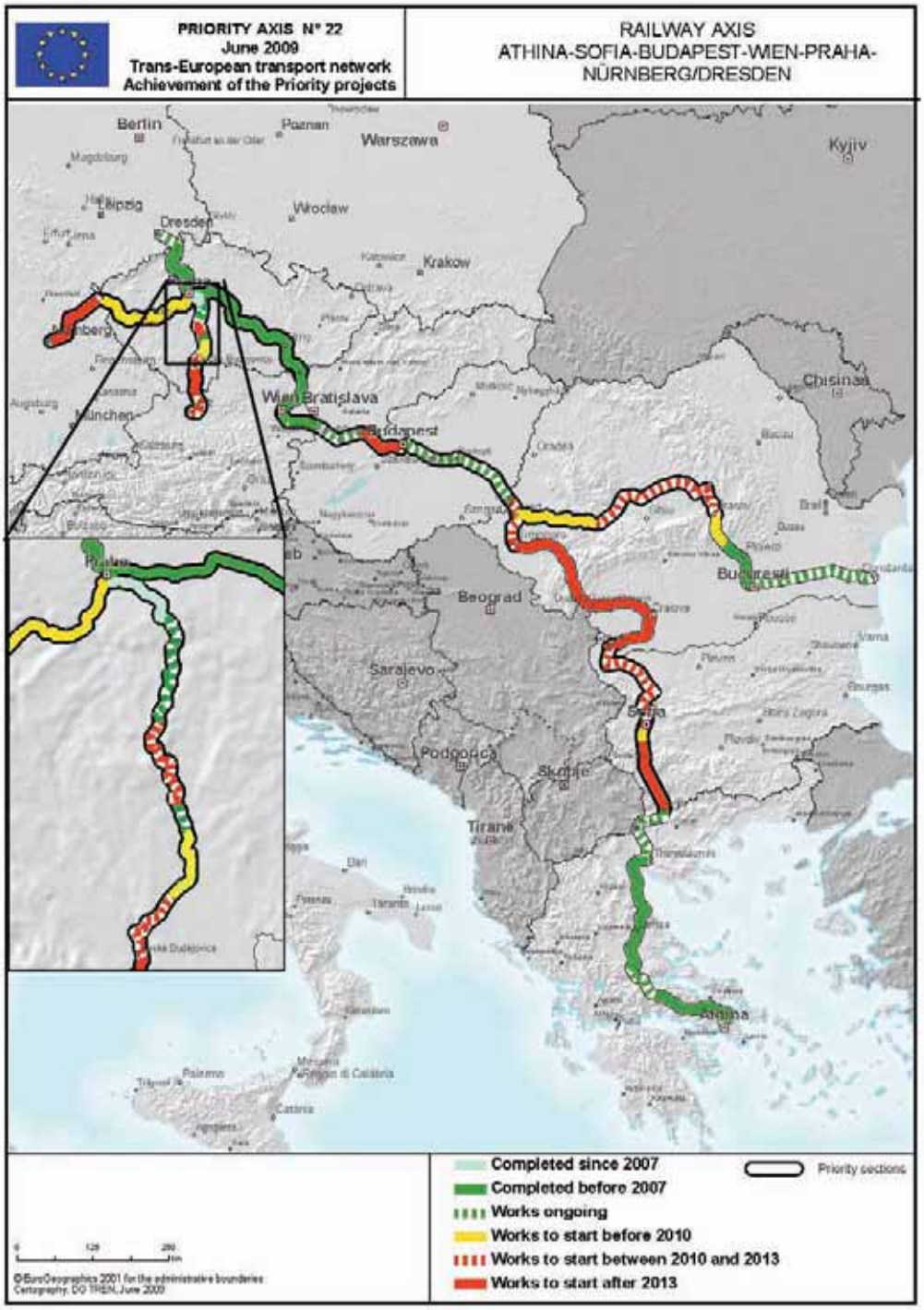
Motorways of the Sea will also help to establish new, regular and frequent maritime links for the transport of goods between Member States and improve access to peripheral and island regions and States. Motorways of the Sea require year-round navigability across European maritime regions, sufficient facilities for dredging and icebreakers needed for winter access as well as the good connections to the hinterland.

Using TEN-T funding, the Commission is supporting the development of Motorways of the Sea across Europe. In the guidelines, the Priority Project on Motorways of the Sea (PP21) refers, inter alia, to four sea areas, i.e.: (i) Motorway of the **Baltic Sea**; (ii) Motorway of the **sea of Western Europe**; (iii) Motorway of the Sea of **South-east Europe** (eastern Mediterranean and Black sea) and (iv) Motorway of the sea of **South-west Europe** (western Mediterranean).

Since 2004, the Commission and Member States initiated coordination activities on MoS. From these activities resulted the first studies on the role of MoS and the first Member State-driven regional Motorways of the Sea task forces were set-up. Furthermore, several development projects and studies were carried out by stakeholders with the support of European Institutions and funds such as the EIB, structural funds, Marco Polo and TEN-T.

In various geographic areas, MoS calls for proposals have been organised jointly by Member States in order to invite stakeholders to formulate project proposals, (two calls in the Baltic Sea and North sea region, two calls in the Atlantic and three calls in the Mediterranean Sea) Until now, five studies on MoS were co-funded with the TEN-T budget, one MoS project was launched in 2007 under the framework of Marco Polo and three MoS TEN-T projects (2008) were selected for funding and are about to be implemented.

Priority Project N° 22



Member States involved: AT, BG, CZ, DE, EL, HU, RO						Estimated completion date: 2030										
Total costs in M EUR	Investment until end 2007 in M EUR				completion-status 2007	Investment 2008 in M EUR (estimated)				completion-status 2008	Investment 2009-2013 in M EUR (foreseen)				completion-status 2009-2013	Investment 2014-2020 (foreseen)	Investment after 2014 as % of total investment
		Of which					*Of which*					*Of which*					
	Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB			
16.578,80	*1.272,79*	30,18	319,00	5,60	7,7%	*464,14*	0,00	251,30	88,38	10,5%	*6.157,45*	49,04	646,10	312,14	47,6%	*8.684,42*	52,4%

Length in km	Works							
Total	Ongoing	Completed before 2007	Completed after 2007	To be started	of which:	Before 2010	2010 - 2013	After 2013
3784	773	1057	26	1929		433	716	780
	20,4%	27,9%	0,7%	51,0%		11,4%	18,9%	20,6%

Completed: 1083 km

Total PP22: 3784 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 2014.

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 and is due to complete by 2018. 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. A small part of the sub-section Prague-Ceske Budejowice (near to Prague) has been completed. At some short sections the works are ongoing, whereas at others the Czech Republic will start the works before 2010 or between 2010-2013. Regarding the cross border section Ceske Budejowice-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. In the Check Republic the track optimisation works already started in 2008 and are due to complete around 2013. In the longer term the Czech Republic is considering further investment to increase capacity and performance levels. Any related works would be unlikely to start before 2025.

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: this Danube road and rail bridge between Bulgaria and Romania (financed by ISPA), 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 end of 2010.

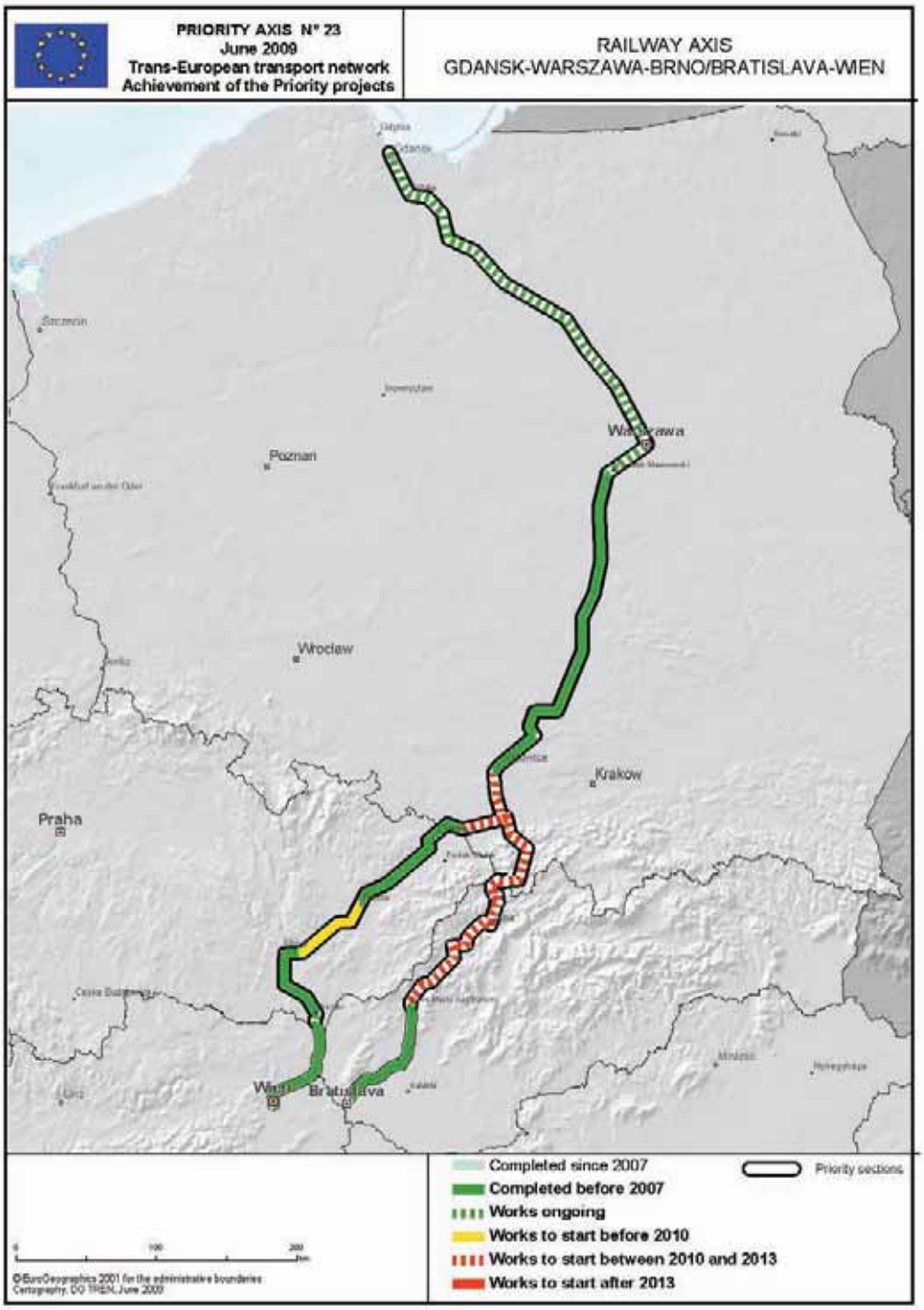
Bottlenecks

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. Bulgaria intends to complete all preparatory studies for the section Vidin-Sofia until 2013 and implement the works in 2014-2020. The section Sofia-Kulata will progressively be implemented after 2015. 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 2011 on the Romanian sections Predeal-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



Member States involved: CZ, PL, SK											Estimated completion date: 2025						
Total costs in M EUR	Investment until end 2007 in M EUR				completion-status 2007	Investment 2008 in M EUR (estimated)				completion-status 2008	Investment 2009-2013 in M EUR (foreseen)				completion-status 2009-2013	Investment 2014-2020 (foreseen)	Investment after 2014 as % of total investment
		Of which					Of which					Of which					
	Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB			
5.618,00	*1.976,19*	11,84	905,58	80,00	35,2%	*698,88*	88,95	194,15	0,00	47,6%	*1.018,84*	0,07	565,72	0,00	65,8%	*1.924,10*	34,2%

Length in km	Works							
Total	Ongoing	Completed before 2007	Completed after 2007	To be started	of which:	Before 2010	2010 - 2013	After 2013
1244	331	588	0	325		60	265	0
	26,6%	47,3%	0,0%	26,1%		4,8%	21,3%	0,0%

Completed: 588 km

Total PP23: 1244 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 - Warsawa is currently under construction and works are progressing well. 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.

The passage through Warsaw node is going to be completed in 2015.

The Central Railway Trunk Line (CMK), section Warsaw (Grodzisk Maz. – Zawiercie) with a length of 228 km is upgraded for a speed 160 km/h however, further improvement works regarding catenary and bridges are continuing.

Cross-border sections

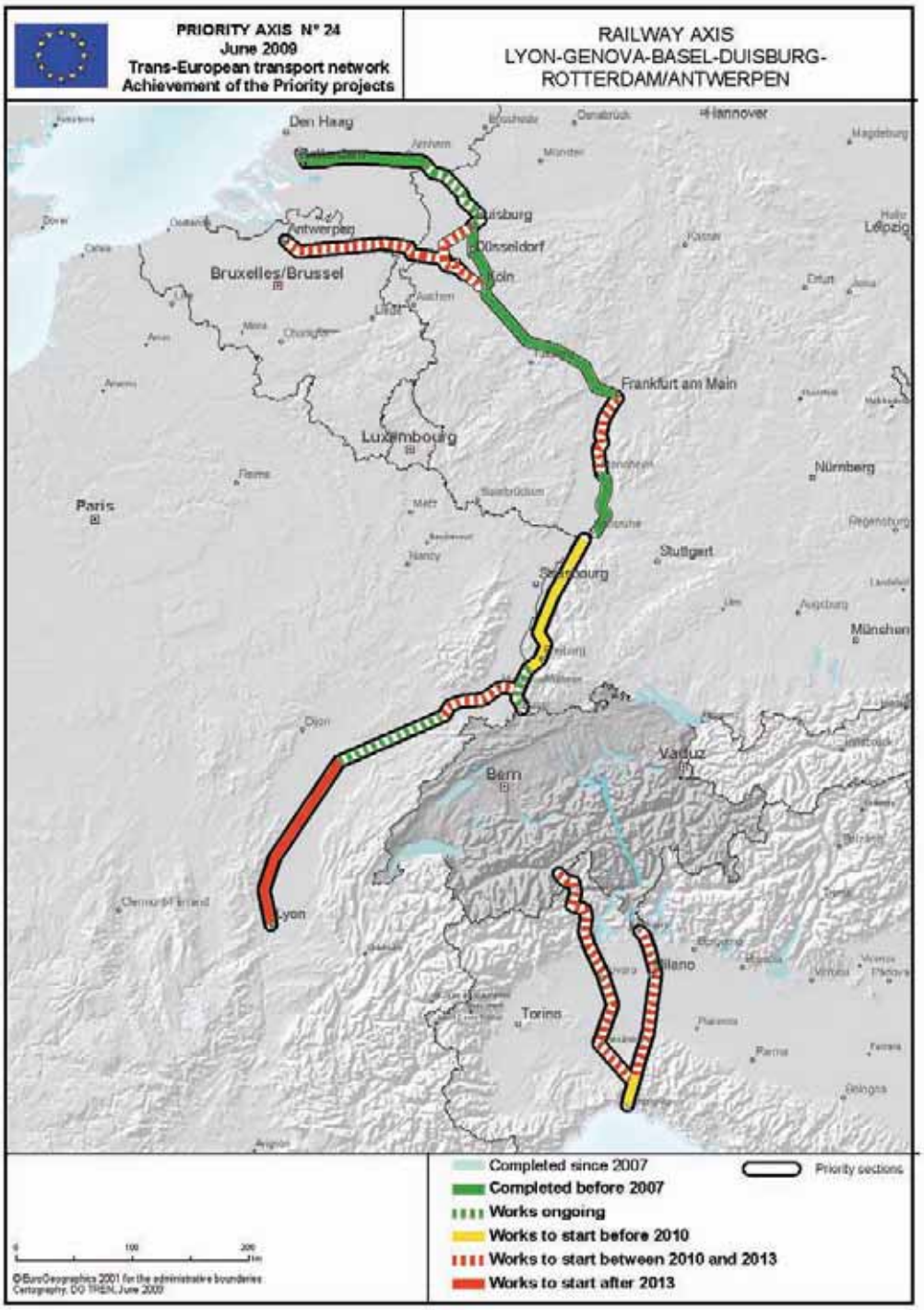
The section of the E 65 rail line in the Silesia region is under preparation for upgrading. Due to coal mines damages it is one of the most expensive section to modernize. Now the trains are circulating with a speed up to 100 km/h. Upgrading of the section Katowice – Zebrzydowice (PL-CZ) is planned after 2013.

Separate section linking Katowice (Czechowice-Dziedzice) to Zwardoń (PL-SK) is planned to be upgraded after 2013. Now the speed of trains can reach up to 80 km/h. Works on improvement of the electrification system were completed in 2008.

Works on the territory of the Czech Republic are already complete between Prerov and the PL border, and between Brno-Austrian border. Works on the remaining section Brno-Prerov are due to commence around 2013 using financial support from the Cohesion Fund.

In Slovakia the section Bratislava-Nove Mesto nad 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.

Priority Project N° 24



Member States involved: BE, DE, FR, IT, NL						Estimated completion date: 2020										
Total costs in M EUR	Investment until end 2007 in M EUR				completion-status 2007	Investment 2008 in M EUR (estimated)				completion-status 2008	Investment 2009-2013 in M EUR (foreseen)				completion-status 2009-2013	Investment 2014-2020 (foreseen)	Investment after 2014 as % of total investment
		Of which					Of which					Of which				
	Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB			
20.571,49	*2.270,36*	68,70	0,00	150,00	11,0%	*162,06*	17,08	0,00	0,00	11,8%	*2.981,73*	87,50	0,00	0,00	26,3%	*15.157,34*	73,7%

Length in km	Works							
Total	Ongoing	Completed before 2007	Completed after 2007	To be started	of which:	Before 2010	2010 - 2013	After 2013
1633	218	382	0	1033		154	721	159
	13,3%	23,4%	0,0%	63,3%		9,4%	44,2%	9,7%

Completed: 382 km

Total PP24: 1633 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 and carries today some 28.5 bn ton-km per year and this is estimated to double by 2020[4]. It covers the following countries: Italy, France, Germany, Belgium and The Netherlands and by-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 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).

Genoa-Rotterdam

In Italy PP24 includes 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, Katzenbergtunnel section is ongoing and others are planned. Completion of the whole Karlsruhe-Basel sections is foreseen for 2020. Frankfurt-Mannheim project is currently under preparation and works are planned for 2010-2015. Capacity improvement on the existing line, border Germany/Netherlands - Duisburg-Emmerich has been completed and the construction of the 3rd track is planned to start in 2010.

PP24 links to another priority project "the Betuwe line" (PP 5), which has recently been completed in The Netherlands to provide access between the port of Rotterdam and the German rail network.

Other sections

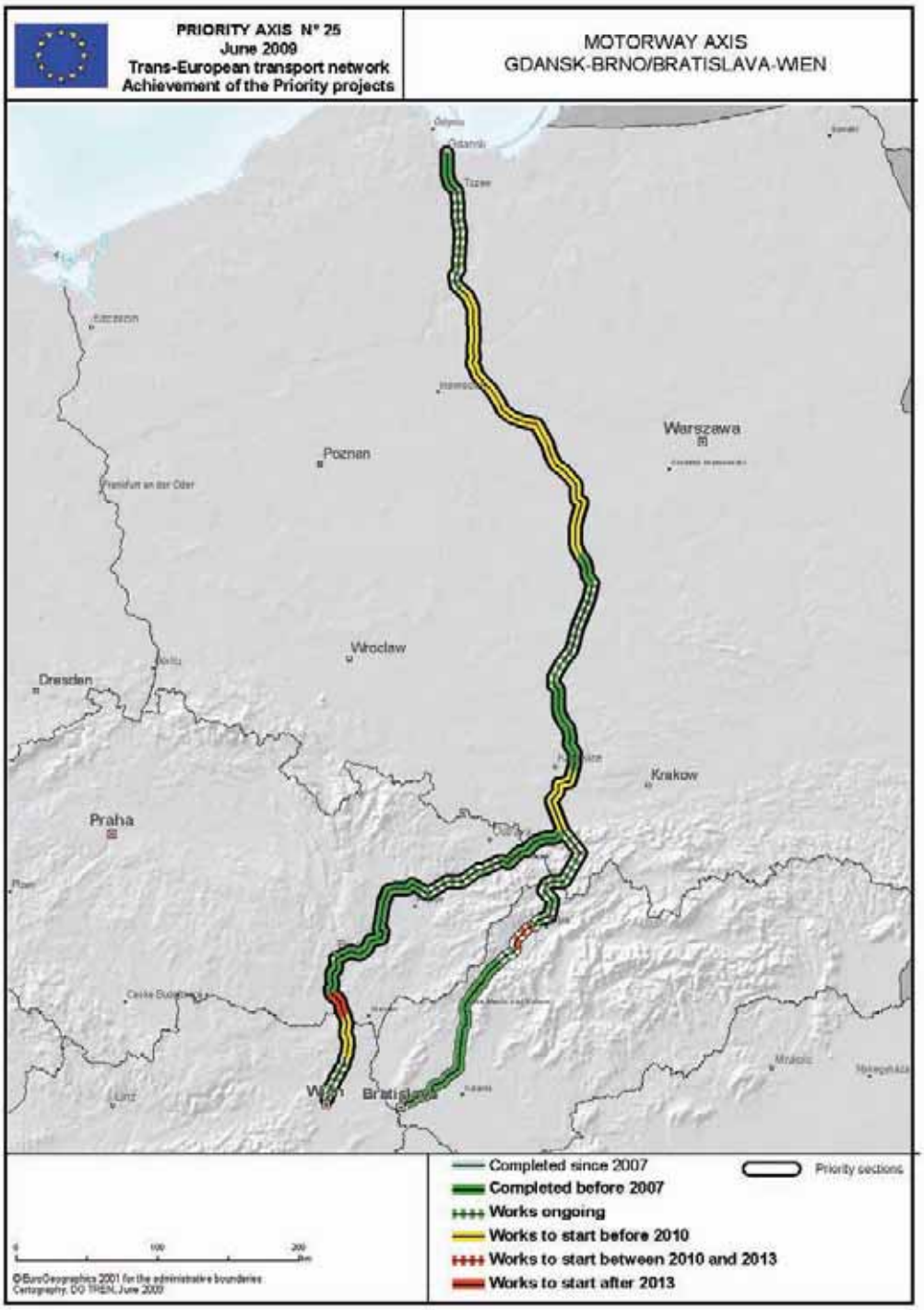
In France PP24 covers the construction of the eastern and southern sections of the high-speed railway line "TGV Rhin-Rhône" linking Lyon-Dijon to Mulhouse. The first phase of the eastern section of the "TGV Rhin-Rhône" is ongoing and due to be completed in 2011 and the works on the second phase of that section are due to start in 2010. The southern section of the "TGV Rhin-Rhône" is currently in the study phase and 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 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. In 2008, ProRail, DB Netz and RFI grounded an EEIG "Corridor A" in charge of the realising the Rotterdam Genoa Rail freight corridors regards ERTMS deployment, removal of bottlenecks and the harmonisation of bottlenecks. SBB infra and BLS infra are associated partner to the EEIG

[4] European Rail Infrastructure Master plan (ERIM)

Priority Project N° 25



Member States involved: AT, CZ, PL, SK										Estimated completion date: 2017						
Total costs in M EUR	Investment until end 2007 in M EUR				completion-status 2007	Investment 2008 in M EUR (estimated)				completion-status 2008	Investment 2009-2013 in M EUR (foreseen)				completion-status 2009-2013	Investment 2014-2020 (foreseen)	Investment after 2014 as % of total investment
		Of which					Of which					Of which					
	Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB			
5.153,00	*1.602,69*	20,01	175,40	756,00	31,1%	*457,81*	7,73	122,23	9,26	40,0%	*2.800,84*	2,91	741,90	27,12	94,3%	*291,65*	5,7%

Length in km	Works							
Total	Ongoing	Completed before 2007	Completed after 2007	To be started	of which:	Before 2010	2010 - 2013	After 2013
1143	360	428	0	355		311	25	18
	31,5%	37,4%	0,0%	31,1%		27,2%	2,2%	1,6%

Completed: 428 km

Total PP25: 1143 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 – Katowiçe) are due to be completed by 2012. This is urgent because the infrastructure is needed for the "Euro 2012" football championships. Progress on A1 implementation is as follows :

- Section Gdańsk – Grudziądz (91 km) – completed in 2008;
- Section Grudziądz – Toruń (60 km) – under construction by concessionary, to be completed in 2010;
- Section Toruń – Stryków and Stryków – Pyrzowice (300 km) – planned to be constructed in 2011, existing subsection: Tuszyn – Piotrków Trybunalski (16 km);
- Section Pyrzowice – Sośnica (40 km) – planned to be constructed in 2011;
- Section Sośnica – Gorzyczki (51 km) – under construction up to 2010.

Cross-border sections

Starting from Katowice, A1 becomes S1 motorway towards the CZ border and S69 expressway towards the SK border. On the S-1 motorway (Polish side):

- Section Częstochowa – Katowice (80 km) – existing section of dual carriageway road needs to be upgraded;
- Section Katowice – Bielsko-Biała (60 km) – construction of a new road link planned after 2010;
- Section Bielsko-Biała – Cieszyn (PL-CZ) – opened to traffic in 2008.

Regarding the S-69 expressway, the section Bielsko-Biała – Zwardoń (PL-SK, 59 km) is under construction including one tunnel in Laliki and the completion date is estimated for 2011.

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 remaining section to the Austrian border is in an environmentally sensitive area and clarifications on appropriate alignment are being explored. 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.

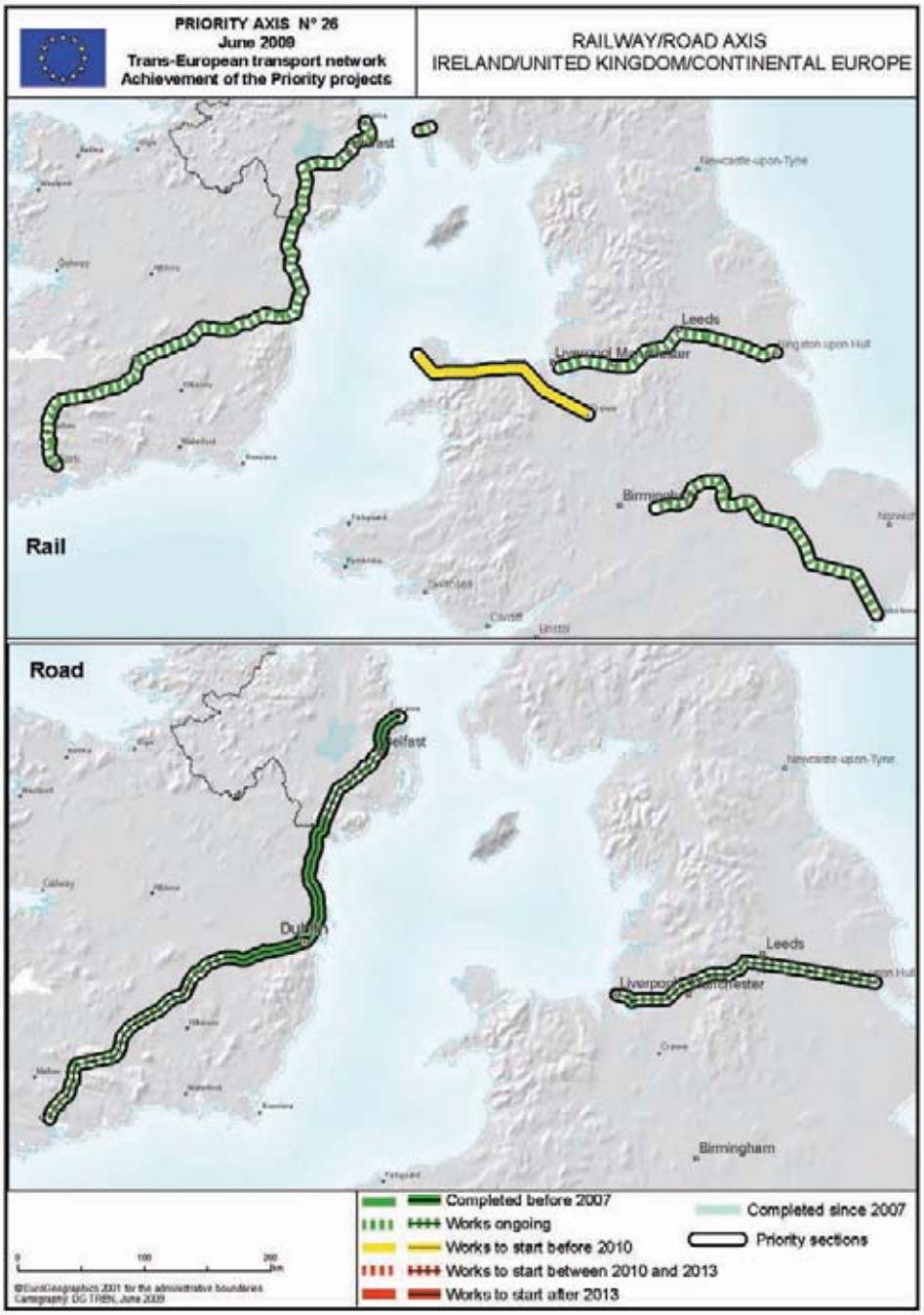
In the Slovak Republic, works commenced in 2008 on the section between Zilina and the Polish border but will not complete until around 2017.

Public-Private Partnership

In Poland, various sections are planned to be built using PPP schemes: Gdańsk- Świecie (A1) and Łódź – Katowice (A1). Further the section Strykow-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



Member States involved: IE, UK										Estimated completion date: 2020							
Total costs in M EUR	Investment until end 2007 in M EUR				completion-status 2007	Investment 2008 in M EUR (estimated)				completion-status 2008	Investment 2009-2013 in M EUR (foreseen)				completion-status 2009-2013	Investment 2014-2020 (foreseen)	Investment after 2014 as % of total investment
		Of which					*Of which*					*Of which*					
	Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB			
8.311,01	*2.772,85*	6,85	0,00	0,00	33,4%	*324,88*	0,00	0,00	0,00	37,3%	*2.147,79*	9,60	13,60	0,00	63,1%	*3.065,49*	36,9%

Length in km (Rail)		Works						
Total	Ongoing	Completed before 2007	Completed after 2007	To be started	of which:	Before 2010	2010 - 2013	After 2013
1051	899	0	0	152		152	0	0
	85,5%	0,0%	0,0%	14,5%		14,5%	0,0%	0,0%

Length in km (Road)		Works						
Total	Ongoing	Completed before 2007	Completed after 2007	To be started	of which:	Before 2010	2010 - 2013	After 2013
603	420	183	0	0		0	0	0
	69,7%	30,3%	0,0%	0,0%		0,0%	0,0%	0,0%

Completed: 183 km

Total PP26: 1654 km

Priority axis N° 26: 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 improve links with the rest of the EU further.

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 and M 60 which are 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 has received financial assistance from the TEN-T budget), whilst in Northern Ireland work is on going on the new railway station at Newry, which is expected to be operational by September 2009. Further works being considered from 2009 in England include a cost effective solution to the bottleneck at Stafford, the possible remodelling/resignalling around Crewe and works at Hull Docks. Further improvements are also being carried out in the Felixstowe to Nuneaton rail route and the Peterborough Station. In Northern Ireland significant investments are planned for track at Lisburn and between Ballymena to Coleraine.

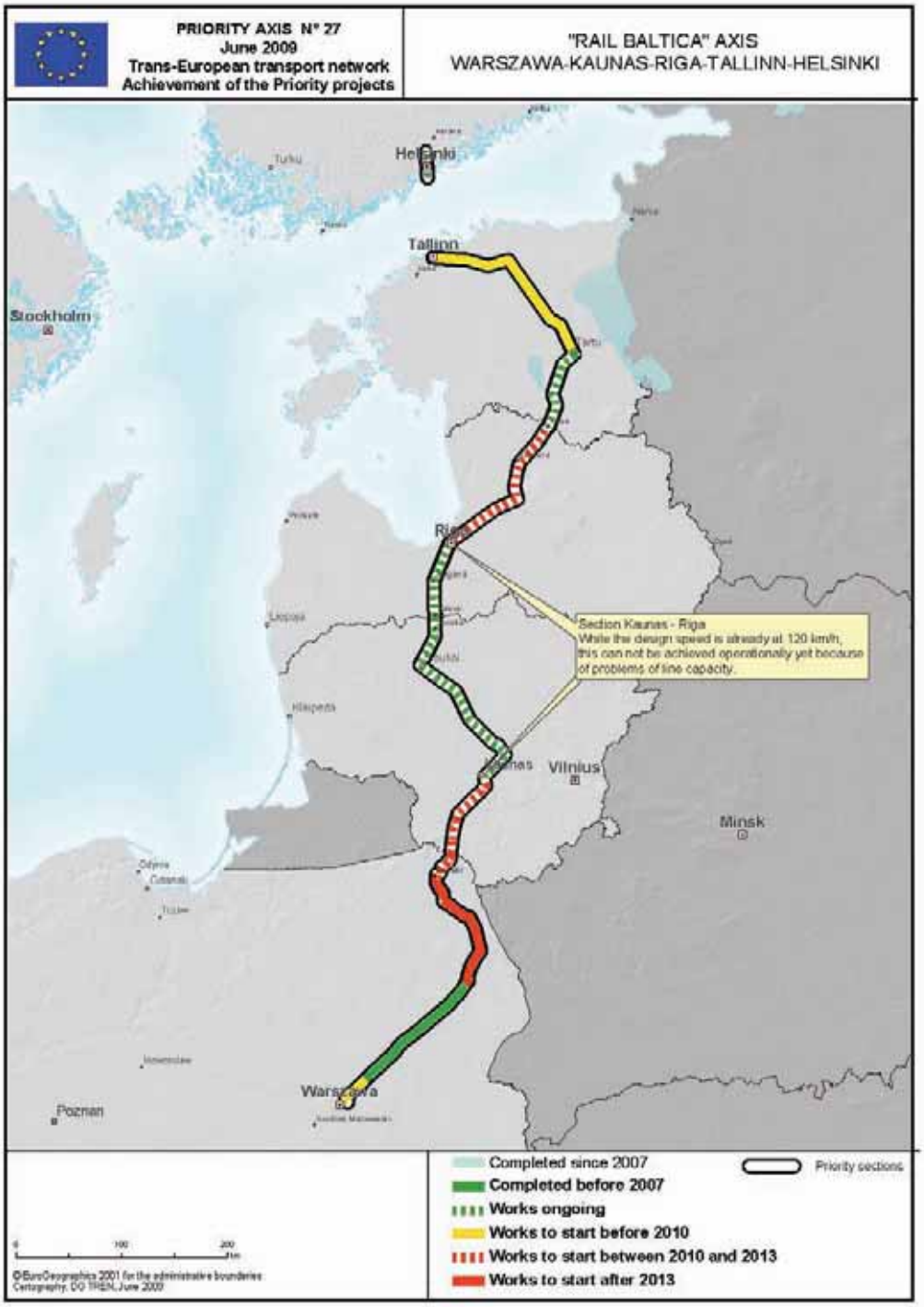
Between 2004-2006, works in Ireland concentrated on track renewal. In addition to safety improvements, this investment has also facilitated improved journey times, additional services and passenger comfort by providing a platform for further investment in rolling stock for example. It has also enabled hourly services to be introduced on the Dublin/Cork route for the first time. Works at Heuston Station have allowed for far 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. In addition, the rollout of new rolling stock will continue, as will programmes to improve and upgrade station facilities and the elimination of speed restrictions on the line.

After 2010 works will focus on the DART Underground. The DART Underground will permit the running of trains between the Dublin-Belfast line and the Dublin-Cork line and therefore will provide the current missing link within the Cork-Dublin-Belfast railway line. Actual construction work is expected to commence in 2010 with a projected finish date of late 2015. The project involves the construction of a number of new underground stations along the line from the East of Dublin city to Heuston Station in the West of the City, under the river Liffey, which will eliminate commuter rail bottlenecks and capacity constraints. The project is a major Infrastructure project in Transport21, which is the capital investment framework through which the transport system in Ireland will be developed to 2015. It will be the single most important piece of infrastructure in Ireland to ensure a modal shift from private to public transport. It is also a key part of the overall package of rail measures which will quadruple existing rail capacity – from 25 millions to 100 millions passengers per annum in the Greater Dublin Area.

Within the framework of the multi-annual work-programme (2007-2013), the co-financing of €10 million for the DART underground, previously known as the Dublin Interconnector Tunnel, studies is foreseen. The studies will involve the detailed design of the Tunnel, in addition to securing the planning permission necessary to complete the project within the timeframe allocated.

Priority Project N° 27



Member States involved: EE, LT, LV, PL											Estimated completion date: 2020						
Total costs in M EUR	Investment until end 2007 in M EUR				completion-status 2007	Investment 2008 in M EUR (estimated)				completion-status 2008	Investment 2009-2013 in M EUR (foreseen)				completion-status 2009-2013	Investment 2014-2020 (foreseen)	Investment after 2014 as % of total investment
		Of which					*Of which*					*Of which*					
	Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB			
2.686,82	*361,01*	44,66	94,92	0,00	13,4%	*126,60*	2,27	76,00	0,00	18,1%	*607,21*	122,63	133,31	0,00	40,7%	*1.592,00*	59,3%

Length in km	Works							
Total	Ongoing	Completed before 2007	Completed after 2007	To be started	of which:	Before 2010	2010 - 2013	After 2013
1108	376	131	0	601		213	263	125
	33,9%	11,8%	0,0%	54,2%		19,2%	23,7%	11,3%

Completed: 131 km

Total PP27: 1108 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. It will connect Warsaw, Kaunas, Riga, Tallinn and Helsinki. 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" also aims to 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 present financial perspectives.

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 April 2010, after detailed design is completed (scheduled for mid 2009). Until now a detailed examination and analysis of the technical condition of the railway line has been made. Preparation of a detailed design assignment has begun.

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 beginning of 2011 and be completed by the end of 2013. In Estonia work has already started on upgrading the line from the border to Tartu. Work has started on upgrading of the station Valga/Valka

Bottlenecks

There are no defined bottlenecks.

Other sections

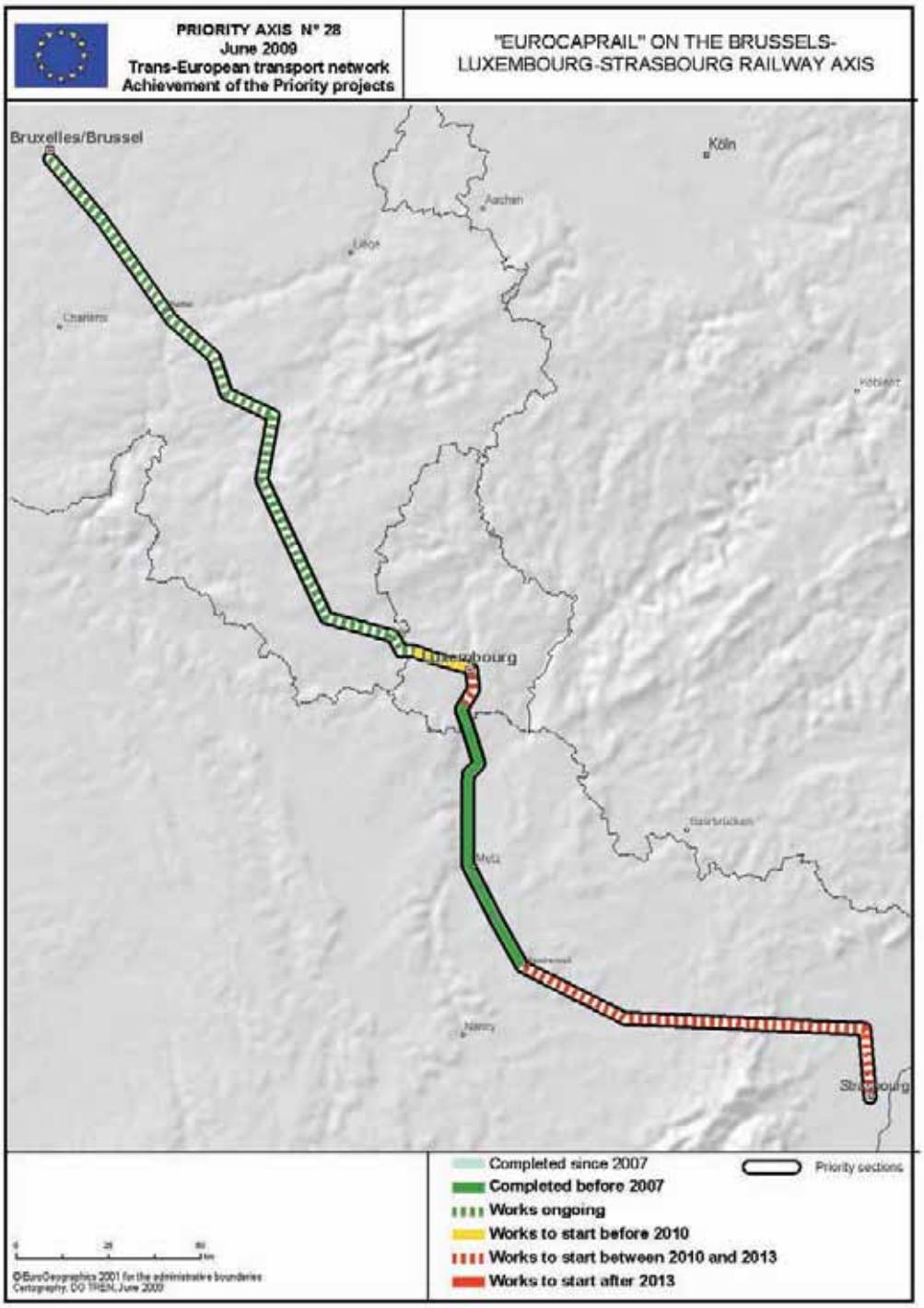
Only the Latvian section Jugla-Valmiera has been defined for TEN-T financial support. The work should start in the beginning of 2011 and last until 2013. The reconstruction works on Estonian section Tallinn-Tapa will start in 2009 and last until 2011and will be financed from the EU Cohesion Fund and by Estonian Railways. The Lithuanian section Kaunas-Marijampole will be upgraded, but it will remain in the 1st phase with "Russian gauge". A second phase will start after 2014.

Constraints

The Coordinator understands the Polish wish to modify the route between Białystok and Suwalki via Ełk.

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



Member States involved: BE, LUX											Estimated completion date: 2020						
Total costs in M EUR	Investment until end 2007 in M EUR				completion-status 2007	Investment 2008 in M EUR (estimated)				completion-status 2008	Investment 2009-2013 in M EUR (foreseen)				completion-status 2009-2013	Investment 2014-2020 (foreseen)	Investment after 2014 as % of total investment
		Of which					*Of which*					*Of which*					
	Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB			
1.177,75	*100,72*	6,90	0,00	0,00	8,6%	*94,90*	4,43	0,00	0,00	16,6%	*900,93*	49,35	0,00	0,00	93,1%	*81,20*	6,9%

Length in km	Works							
Total	Ongoing	Completed before 2007	Completed after 2007	To be started	of which:	Before 2010	2010 - 2013	After 2013
397	180	77	0	140		16	124	0
	45,3%	19,4%	0,0%	35,3%		4,0%	31,2%	0,0%

Completed: 77 km

Total PP28: 397 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 axis No 2)* 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 PP No 17)* 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 *PPs No 4 and 17)* is currently at an advanced stage in planning. Studies are ongoing and the works will be launched in 2010 to be completed in 2015.

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 what was 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 2013. Funds totalling €57million from the 2007-2013 TEN-T budget will be used to support this activity.

Priority Project N° 29

Member States involved: EL											Estimated completion date: 2020						
Total costs in M EUR	Investment until end 2007 in M EUR				completion-status 2007	Investment 2008 in M EUR (estimated)				completion-status 2008	Investment 2009-2013 in M EUR (foreseen)				completion-status 2009-2013	Investment 2014-2020 (foreseen)	Investment after 2014 as % of total investment
		Of which					Of which					Of which					
	Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB			
4.339,00	*23,79*	0,00	0,00	0,00	0,5%	*15,83*	0,00	0,00	0,00	0,9%	*645,67*	15,50	0,00	0,00	15,8%	*3.653,72*	84,2%

Length in km	Works							
Total	Ongoing	Completed before 2007	Completed after 2007	To be started	of which:	Before 2010	2010 - 2013	After 2013
598	0	0	0	598		0	197	401
	0,0%	0,0%	0,0%	100,0%		0,0%	32,9%	67,1%

Completed: 0 km

Total PP29: 598 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.

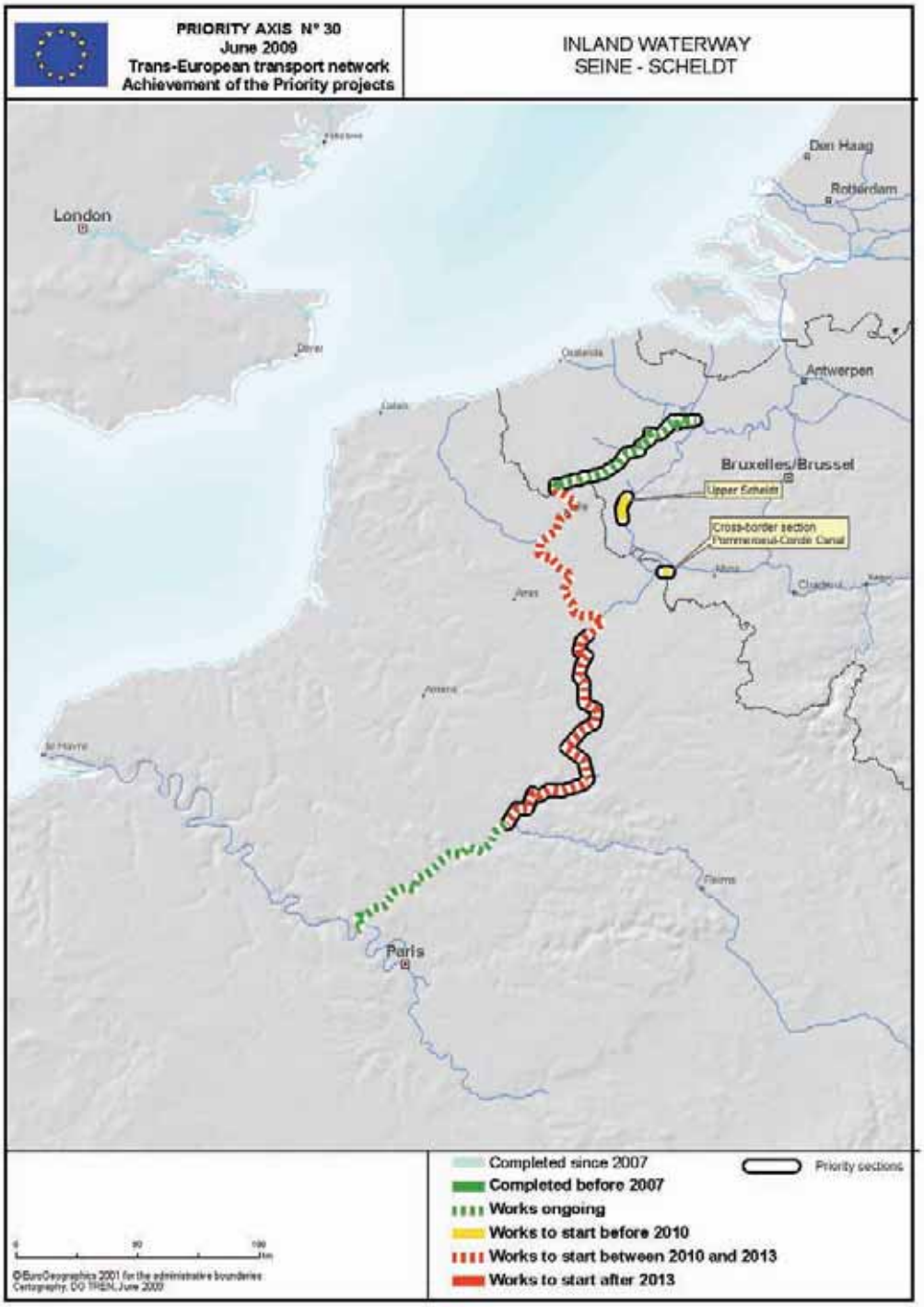
The second line will connect the four Greek ports of the Adriatic-Ionian corridor (Patras, Igoumenitsa, Kalamata and Astakos).

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



Member States involved: BE, FR						Estimated completion date: 2020										
Total costs in M EUR	Investment until end 2007 in M EUR				completion-status 2007	Investment 2008 in M EUR (estimated)				completion-status 2008	Investment 2009-2013 in M EUR (foreseen)				completion-status 2009-2013	Investment 2014-2020 (foreseen)	Investment after 2014 as % of total investment
		Of which					Of which					Of which					
	Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB		Total invested	TEN-T budget	Structural / Cohesion	EIB			
4.707,53	*70,19*	15,88	0,00	0,00	1,5%	*21,02*	8,32	0,00	0,00	1,9%	*4.099,59*	367,63	0,00	0,00	89,0%	*516,73*	11,0%

Length in km	Works							
Total	Ongoing	Completed before 2007	Completed after 2007	To be started	of which:	Before 2010	2010 - 2013	After 2013
380	156	0	0	224		13	211	0
	41,1%	0,0%	0,0%	58,9%		3,4%	55,5%	0,0%

Completed: 0 km

Total PP30: 380 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, the Main and the Danube rivers. The investments for the Seine-Scheldt Project are comparable to the Main one in terms of technical and financial challenges as well as for its strategic importance. Due to the growing importance of the 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.

Approximately €379 million have been allocated to this project from the Trans European Transport Network (TEN-T) budget for the programming period 2007-13 for studies and construction works.

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. Large industrial areas in France, Belgium and The Netherlands will be connected by this new link reaching oceanic ports on one side, like Le Havre, and northern sea ports, like Rotterdam and Antwerp.

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 to allocate barges with over 3000 tons of freight.

Other sections

The improvement of navigation conditions between Deulemont and Ghent, including the ring around Ghent, are 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, in terms of social, environmental and social sustainability including a relevant effect for the construction industry by a public and private spending of more than 4 billion until 2014. The overall completion is planned for 2020 and will sustain a capacity for barges up to Class Vb of the European Classification.

C: TEN-T Policy: Key Issues and Developments

This chapter highlights important political developments in TEN-T transport policy relating to the TEN-T Network, which includes the response to the economic crisis. Further topics are the TEN-T Policy Review, Intelligent Transport Systems/ITS, Public-Private-Partnerships, the Open Method of Coordination and the TEN-T Executive Agency, thus providing an executive summary on issues which were key to increasing the European added value of Trans-European Transport Networks during the reporting period or preparing the ground for its future development.

C.1 Europe's Economic Recovery Plan (EERP)

- The European infrastructure response to the crisis

The purpose of this section is to outline how the economic crisis has affected infrastructure investments and what is currently being undertaken by both the EU and the Member States in response to it.

The information presented herein takes stock of some of the activities undertaken by DG TREN and DG ECFIN on the subject over the past months. The next chapter will present facts and figures regarding the EERP-call 2009.

C.1.1 The impact on investments

As bank lending to the private sector has declined, the private sector has considerably decreased investment activity. In 2009 real investment is expected to drop by 18% in the EU and by 20% in the Euro area. This represents a significant downward revision of expectations.

The construction sector is hit hard by the crisis and the downturn in construction has significant negative consequences for employment. Construction is a labour-intensive sector, accounting for 7.2% of the total EU workforce. A large majority of Member States is facing a sharp deterioration in employment in this sector. Low skilled workers, who represent a high share of the labour force in this sector, are particularly exposed to the economic downturn.

The downturn in investment activity is especially at odds with the need to adapt the infrastructure to pressing climate and energy challenges. Buildings account for more than 40% of the EU energy consumption and transport infrastructure for more than 20%. Decisions on these very long-life investments determine the prospects of realising climate targets by 2020 and beyond. Reinforcing EU low-carbon leadership despite the crisis is essential for the competitiveness of the EU in this growing market.

While private investment is severely affected by the crisis, public investment plays a key role in alleviating the drop in investment levels. However, this has consequences for public finance sustainability. In case of a prolonged recession, increasing budget constraints could jeopardise future investment in public infrastructure.

C.1.2 Community response to the crisis

A **massive increase in public infrastructure investment is a proven strategy for an economic recovery and growth program**. On the one hand it has the greatest multiplier effect of any stimulus and, on the other it paves the way to the competitiveness of a country in the post-crisis conditions. Infrastructure investment also creates jobs and thus helps counter the negative employment effects of the recession. It also creates demand for materials and services; therefore each euro of increased infrastructure spending will generate much higher increase in overall GDP[5].

In November 2008 the Commission approved the **European Economic Recovery Plan** (EERP), including actions at EU and Member State level aimed at supporting investment activity in infrastructure, energy, research and innovation. It contained proposals to increase available Community funding for large scale infrastructure projects by €5 billion and announced a set of measures to accelerate the implementation of the Structural Funds, as well as an increase of the EIB's lending volume. The Plan is designed to help create a **climate of confidence and calls for smart investment** including transport infrastructure. It identifies actions which should specifically trigger an increased infrastructure spending e.g. the launch of an important equity fund (the so-called "*2020 Fund*" or "*Marguerite Fund*") which would target infrastructure as well as energy and climate change projects – and the launch in 2009 of an additional €500 million call for proposals for Trans-European Network Transport projects .The latter alone is expected to accelerate the delivery of the trans-European infrastructure and mobilise national investment of more than €3 billion in 2009 and 2010! It will make the implementation possible of projects that cannot currently advance due to funding limitations, particularly severe under the current economic circumstances. The call was open to all TEN-T works projects for which it could accelerate the investment.

[3] According to various studies from EU and US, the every direct job in public transport is linked to 2-2.5 indirect jobs in other sectors of the economy (Verkehrsclub Österreich: Wirtschaftsfaktor Öffentlicher Verkehr, 2004).

The Commission is also working closely with the European Investment Bank in order to develop solutions which could mitigate the current constraints in bank financing to infrastructure projects (i.e. significant liquidity and capital constraints of the major banking groups, decreased level of trust and confidence, and continuous reduction of the average amount each bank is able to commit to each transaction). The EIB is expected to "step in" for some transactions but also provide “bridge” or “intermediate” financing to alleviate capacity constraints for infrastructure funding. In view of the increasing difficulties of certain Member States to borrow directly from the financial markets (the credit rating of some of them has recently been downgraded), the EIB loans emerge as a viable alternative.

New solutions, such as TEN-T project bonds issued by the infrastructure promoters, are also being explored. The EIB could provide debt service/deficiency guarantees to cover these bonds and mitigate the risk for potential investors. Such an instrument is expected to open market financing opportunities for projects. All projects programmed in line with the TEN-T policy could potentially benefit, without favouring those with the highest potential to stimulate growth and competitiveness in the short- and medium-term.

Boosting investment is not the only action the Community has identified. For instance, in the **road sector** the Community rules on state aid provide possibilities to Member States that could be better exploited. With a view to unblock lending to companies and to encourage continued investment, the Commission has authorised a series of additional and **temporary state aid measures**. Member States are allowed to grant €500,000 per undertaking under certain conditions. Moreover the new rules proposed within the **"Maritime Transport Space without Barriers"** and the **"Single European Sky II"** package will help to reduce the administrative burden as well as costs. Those new rules should be implemented as soon as possible. In the framework of the **“ERTMS corridors initiative”** Member States and infrastructure managers have identified a number of concrete measures such as the simplification of administrative rules and the upgrade of infrastructure to accommodate trains of appropriate length or axle loads.

C.1.3 Member States response

Member States have also adopted recovery packages including measures to support investment activity. Nearly all of them have announced measures aimed at supporting investment in physical infrastructure. Infrastructure investment contributes to recovery by employing otherwise idle resources and by supporting aggregate demand. Infrastructure can also contribute to increasing productivity and growth in the medium to long term, but it has potentially negative side effects such as increasing negative externalities. Even though a general definition of a National Recovery Plan (NRP) is hard to sort out, the work so far has been to gather the major measures aiming to boost the economy in the short run.

It has to be borne in mind that a significant number of measures being undertaken (roughly one third of them/half of the budgetary stimulus) was already announced by Member States in their 2008 National Reform Programmes and can therefore be considered as *business as usual,* rather than as an additional stimulus. Almost two-thirds of the measures aim to support investment in **transport infrastructure** and most of them are related to the road and/or railway sectors, with some measures for investment in ports, airports and their access routes, and inland waterways. A few measures announce investment in urban public and a few measures are dedicated to logistics (CZ), air traffic control (SI), and construction of a microwave toll system (CZ).

The investments foreseen are intended to be implemented in 2009 or 2010 at the latest. However, the implementation of infrastructure projects often lags behind schedule due to different reasons, including a lack of project preparation and planning, **a lack of coordination**, as well as regulatory constraints. Moreover, progress with major projects under the Cohesion policy is behind schedule in almost all of the new Member States[6].

Moreover, investment in **maintenance of existing infrastructure** is more likely to be implemented in a timely way. About 40% of the measures include both maintenance work and new construction. Anecdotal evidence shows that some big projects on maintenance are being carried out on time, such as railway works on the Hungarian TEN-T network. Similarly, measures which were already **planned before the crisis** are also more likely to be carried out on time, since their design could be more advanced. On the other hand, new actions can be designed specifically to address the current challenges (for example, financial instruments providing advantageous conditions for private investors in DE or PT, as well as measures targeted towards sectors or groups particularly hit by the crisis, see below).

A further 30% of the measures are frontloading of programmed projects, which are also more likely to be ready for execution, such as the measures announced by the UK on transport, building and environment (€2 billion).

[4] Only EE, HU and MT do not consider this as a potential obstacle to absorption. Weakness of national administrative capacities is an important problem in PL, BG, RO and SK. In LV, final beneficiaries in the public sector are being halted by budgetary uncertainties related to the change of government. Some major projects in HU face major cost overruns and thus delays, due to the depreciation of the HUF. Slow public procurement is an important constraint in BG. There are Member States that plan to use the option to start and finance their major projects before they get approved by the Commission (LT, HU and EE). All the Member States rely on the JASPERS technical assistance facility, but cooperation could be strengthened in particular in PL.

But another third of the measures are new actions, including some of relevance, such as the German and Spanish packages (€2.3 and 1.1 billion respectively, mainly on local or communal infrastructure), or the measures announced by SE (€1 billion) and FI (€0.3 billion).

To conclude, if the measures are implemented during 2009 and/or 2010 as foreseen, investment in physical infrastructure could contribute **to sustaining aggregate demand in the short term**. Concerning timeliness, the main **challenge is to avoid delays** in the implementation of the measures.

In principle, we can consider that all measures aimed at supporting investment in physical infrastructure are targeted towards the construction sector, one of the most hit by the crisis in many Member States.

However, it has to be noted that people who are unemployed due to the crisis cannot necessarily be used to carry out the announced measures. For example, workers who were employed in the housing sector before the crisis might not have the adequate skills to carry out certain infrastructure projects; resources can be concentrated in certain regions/areas, whereas investment is planned in others. The analysis of these issues would require very detailed information on the projects and is out of the scope of this note.

Concerning transport, traditionally Member States have invested in projects defined in **national networks**, contributing to persisting discontinuities in international traffic flows (border effects), thus hampering integration. Individual governments have little incentive to invest in cross-border sections because their effects go beyond their boundaries. Moreover, **cross-border projects are often hindered by the lack of coordination** between the parties involved. These problems are especially relevant when the projects have asymmetric effects (the distribution of expected benefits differs from the distribution of required investments). The Trans-European Transport Network (TEN-T) policy has defined a comprehensive network and a list of thirty priority projects with a view to improving the functioning of the internal market and the accessibility of regions. By investing in sections of this network or in priority projects, **national measures could contribute to creating spill-over effects in other countries**. A number of the transport measures are likely to correspond to sections which are part of the TEN-T network, but evidence on this is available for a few measures only, such as CZ (highway project), ES (priority projects 3 and 19), HU (railway and highway projects), LT (railway infrastructure), MT (road and ports), and PL (road projects). Moreover, IE and UK foresee the joint funding of a transport project, and a few small Member States announced measures with a clear focus on international traffic (LU, SI, CY).

C.1.4 Responses outside the EU

The US

On 17 February President Obama signed into law a **$790 billion economic stimulus** bill that includes substantial funding for transportation and energy-related investments. The package allocates roughly $48 billion for highways, roads, bridges, rail, airports, sea ports, and mass transit, while nearly $43 billion is set aside for alternative energy and energy efficiency spending and $20 billion in tax incentives. Of this $48 billion total, $27.5 billion is provided for highways, roads and bridges; $9.3 billion is allocated to rail funding, including $8 billion for the development of high-speed, passenger and intercity rail; $8.4 billion is included in mass transit funding; $1.1 billion is set aside for funding airport improvement projects; $1 billion is to help the Homeland Security Department speed up the installation of in-line baggage screening machines at airports and $200 million for modernisation of the air traffic control system (please verify in Aviation Daily); and $1.5 billion is reserved for a competitive grant program for longer-term surface transportation projects.

Russia

The Russian Transport Strategy until 2030 and accompanying substantive spending forecasts were finally approved by Prime Minister Putin in November 2008. The Strategy is a comprehensive document based on a thorough horizontal analysis of the current situation of all sub-sectors of the Russian transportation system. It defines general objectives, ambitious targets and financial requirements for their realisation. Total foreseen financial needs for the most ambitious "Innovative Scenario" are RUR 170.6 trillion, equivalent to the **expenditure of €4.62 trillion** until 2030 (15 Dec 2008 exchange rate). According to the Innovative Scenario of the sector development to 2030 the prospective investment funds distribution per transport mode is €1.573 billion for railway transport, €1.625 billion for road transport, €270 million for maritime transport and €571 million for air transport.

China

In many ways, China is less affected by the financial crisis than other countries, due to its more closed financial system. This has led other nations to urge China to provide greater financial support e.g. by increasing its own imports. But any slowdown in China's growth can have significant effects. The Chinese government has therefore reviewed its investment priorities under the **4-trillion-yuan stimulus package** introduced in autumn last year (e.g. November 2008), with more emphasis given to social welfare projects, rural development, and technology advancement. China's top economic planner, the National Development

and Reform Commission (NDRC), unveiled a breakdown of the revised stimulus package spending during a news conference on March 6.
Public infrastructure development took up the biggest portion -- 1.5-trillion yuan, or nearly 38% of the total package. The projects lined up include railway, road, irrigation, and airport construction. The second largest allocation - one trillion yuan - went to **reconstruction works** in regions hit by the 8-magnitude Sichuan earthquake last May; that was followed by funding for social welfare plans, including the construction of low-cost housing, rehabilitation of slumps, and other social safety net projects.

C.1.5 TEN-T and the European Economic Recovery Plan (EERP)

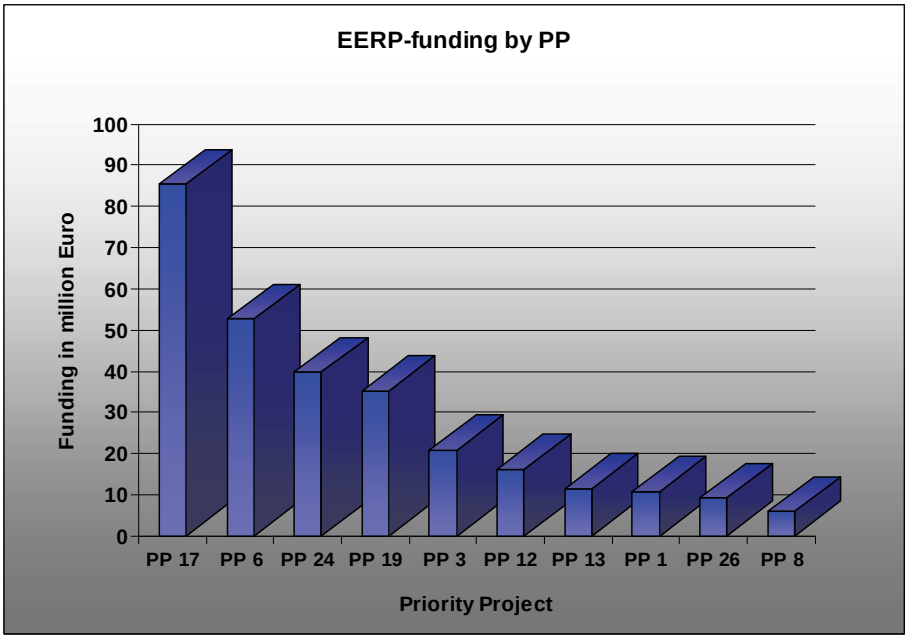
In the light of the economic crisis that hit Europe in 2008, the Commission published in autumn 2008 a European Economic Recovery Plan[7], to provide a counter-cyclical macro-economic response in the form of a set of actions to support the real economy. The plan was designed both to give an immediate boost to the economy, and also to enhance Europe's longer-term sustainable growth potential. Europe needs to accelerate its investments in infrastructure.

In accordance with the EERP Communication and with the conclusions of the Presidency of the European Council Meeting in Brussels on 11 and 12 December 2008 the Commission launched in April 2009 a €500 million call for proposals for trans-European transport (TEN-T) projects. This did not represent a new source of funding for the TEN-T – it brought forward existing funds that would have been reallocated following the mid-term review of the multi-annual TEN-T programme in 2010.

The Call[8] was intended to provide an immediate boost to the economy by providing support to works projects where the timetable can be accelerated to enable expenditure to be incurred in the short-term. Therefore the aid to be granted under the Call was focussed only on TEN-T projects which could demonstrate that the Community support would enable works to start, or to be accelerated in 2009 or, at the latest, in 2010.

After an extensive evaluation process of 101 bids received by the May 15 closing date, the Commission is recommending 39 bids for funding under the EERP. Its proposal was submitted in July 2009 for consideration under comitology procedures. The recommendations are made across all modes including horizontal traffic management schemes for road and air with rail projects due to be allocated the largest share of the funding (52%). In addition to the ca. €5billion of TEN-T funding already earmarked[9] for the priority projects in the 2007-2013 TEN-T programme, the recommendation includes funding of a further ca. €288 million on Priority Projects as a result of this Call.

The Commission has now completed the project selection process on the basis of the EERP work programme and has adopted a decision that sets out the results of this process, i.e. a decision that (in accordance with Article 9 of the TEN Regulation) establishes the projects that shall be funded under the EERP work programme and the amounts to be granted to these projects. This decision was adopted by the TEN-T Financial Assistance Committee (FAC), composed of Member State representatives) on 15 July 2009 and was approved by the European Parliament on 17 September 2009.[10]

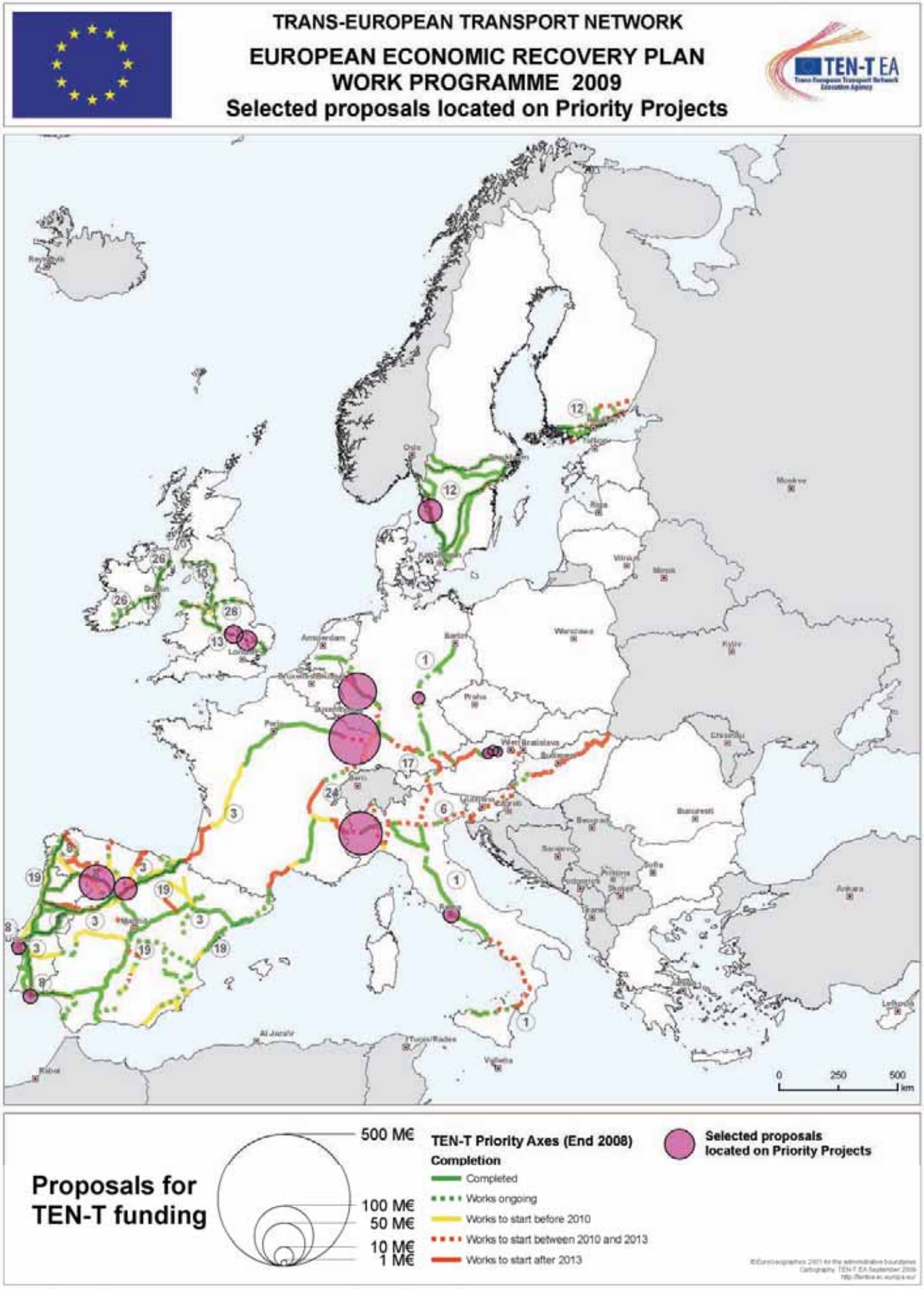


7 Communication from the Commission to the European Council, COM(2008) 800 final of 26.11.2008

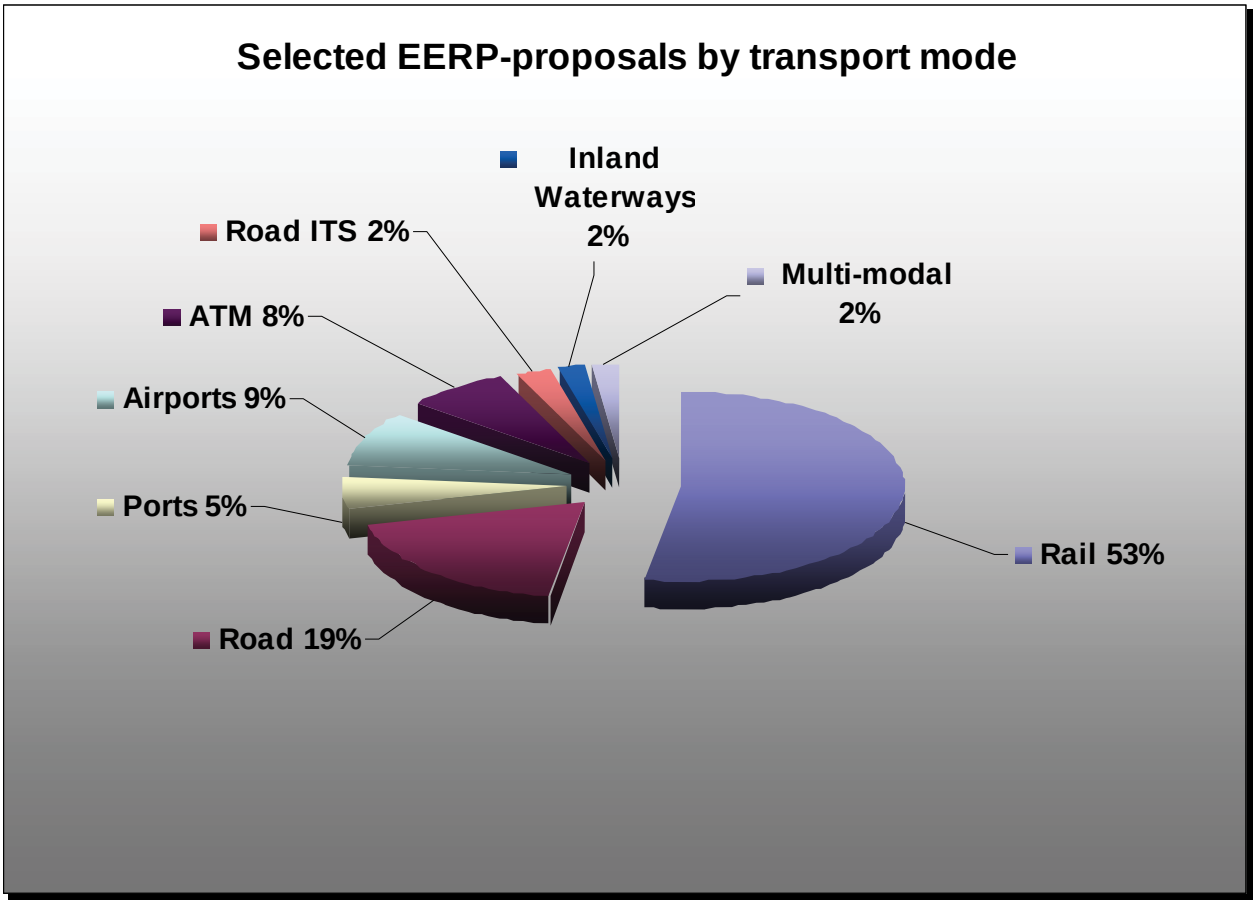
8 Decision C(2009) 2183

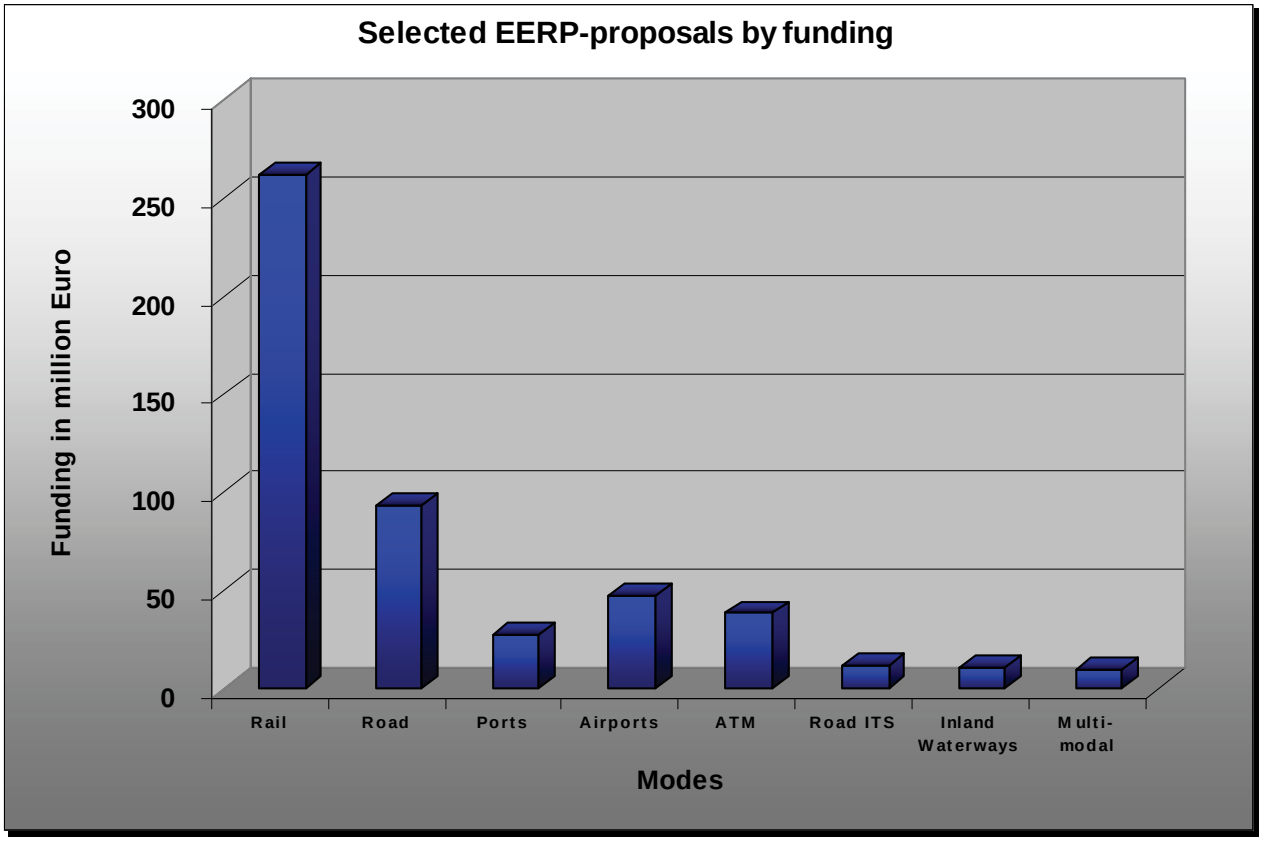
9 Commission Decision C (2008) 602

10 European Economic Recovery Plan (EERP)-Brochure: Projects selected under the European Economic Recovery Plan TEN-T Programme 2009


TRANS-EUROPEAN TRANSPORT NETWORK
EUROPEAN ECONOMIC RECOVERY PLAN
WORK PROGRAMME 2009
Selected proposals located on Priority Projects
TEN-T EA
Trans-European Transport Network Executive Agency
Proposals for TEN-T funding
500 M€
100 M€
50 M€
10 M€
1 M€
TEN-T Priority Axes (End 2008)
Completion
Completed
Works ongoing
Works to start before 2010
Works to start between 2010 and 2013
Works to start after 2013
Selected proposals located on Priority Projects
0
250
500
km

PP	MS	Project	Mode	Total elegible costs accepted in Euro	Proposed TEN-T funding
PP 1	DE	Verkehrsprojekt Deutsche Einheit (VDE) 8.1, Neubaustrecke (NBS) Ebensfeld - Erfurt; Planfeststellungsabschnitte Freistaat Bayern (BA 3121 EÜ Füllbachtalbrücke; BA 3122 EÜ Fornbachbrücke	**Rail**	19.700.000	**3.940.000**
	IT	Nodo di Roma, progetto prioritario n. 1, upgrading impianto ferroviario di Roma Tiburtina.	**Rail**	34.800.000	**6.960.000**
			Total	**10.900.000**	
PP 3	PT	Empreitadas preparatórias para a implementação da ligação entre a Terceira Travessia do Tejo e a Estação do Oriente-Lisboa, parte integrante do Eixo Ferroviário de Alta Velocidade Lisboa-Madrid (PP3)	**Rail**	27.000.000	**5.400.000**
	ES	L.A.V. Valladolid-Burgos-Vitoria. Obras de Plataforma Subtramos: Nudo Norte de Vallaloid - Cabezon de Pisuerga, San Martin de Valveni Nudo de Venta de Banos y Torquemada - Quintana del Puente	**Rail**	77.020.000	**15.404.000**
			Total	**20.804.000**	
PP 6	IT	Nodo di Torino, Tratta Susa Stura, progetto prioritario n. 6, rimozione bottleneck.	**Rail**	263.700.000	**52.740.000**
			Total	**52.740.000**	
PP 8	PT	Faro Airport Development Plan - Phase 1	**AP**	30.080.000	**6.016.000**
			Total	**6.016.000**	
PP 12	SE	E 6.21 Partihall Connection	**Road**	162.960.000	**16.296.000**
			Total	**16.296.000**	
PP 13	UK	A14 Corridor Traffic Management Scheme	**IST**	58.350.000	**11.670.000**
			Total	**11.670.000**	
PP 17	FR	Seconde phase de la LGV Est-Européenne entre Baudrecourt et Strasbourg - Réalisation du génie civil de la LGV	**Rail**	633.300.000	**75.996.000**
	AT	TEN-Vorhaben Nr. 17 (PP17) Paris - Bratislava; Abschnitt Wien - Salzburg; Viergleisiger Ausbau der Westbahn Wien - Linz; Bahnhof Melk	**Rail**	17.000.000	**3.400.000**
	AT	TEN 17 Strecke Paris-Bratislava; viergleisiger Ausbau der Westbahn Wien - Salzburg; Lückenschluss St. Pölten - Loosdorf (GZU) Brückenbauarbeiten	**Rail**	13.000.000	**2.600.000**
	AT	TEN-Vorhaben Nr. 17 (PP17), Paris - Bratislava; Abschnitt Wien - Salzburg, Viergleisiger Ausbau der Westbahn, Bauvorhaben Ybbs - Amstetten, Burgstallertunnel (Rohbau)	**Rail**	17.190.000	**3.438.000**
			Total	**85.434.000**	
PP 19	ES	Madrid-Galicia High-Speed mixed traffic Rail. Section: La Hiniesta-Perilla-Otero-Cernadilla	**Rail**	176.010.000	**35.202.000**
			Total	**35.202.000**	
PP 24	DE	Equipment of the railway from Emmerich (border) to Basel (border) with electronic interlocking as part for the corridor A Rotterdam-Genoa	**Rail**	198.660.000	**39.732.000**
			Total	**39.732.000**	
PP 26	UK	Felixstowe - Nuneaton Route Work	**Rail**	46.170.000	**9.234.000**
			Total	**9.234.000**	
Total				**288.028.000**	


Selected EERP-proposals by transport mode
Inland Waterways 2%
Road ITS 2%
Multi-modal 2%
ATM 8%
Airports 9%
Ports 5%
Rail 53%
Road 19%


Selected EERP-proposals by funding
Funding in million Euro
300
250
200
150
100
50
0
Rail
Road
Ports
Airports
ATM
Road ITS
Inland Waterways
Multi-modal
Modes

C.2 TEN-T Policy Review

C.2.1 Background to the TEN-T policy review

Fifteen to 20 years after the inception of the TEN-T policy, new circumstances call for a substantial policy review: the fight against climate change; a Union that has grown from 15 to 27 Member States; a Union whose global role – politically, economically and socially – is steadily developing.

A new dimension will also need to be given to long-standing challenges, such as fighting congestion, meeting mobility needs for passengers and freight within the internal market, ensuring social, economic and geographical cohesion, and promoting the implementation of major projects.

Past and current TEN-T policy has channelled a large part of the available resources to high-speed rail and the preparation of major projects in the field of intelligent transport systems. This has greatly helped to advance cross-border projects and to remove bottlenecks, as well as to prepare the ground for new generation traffic management systems that boost the efficiency of infrastructure use.

In order to cope with the expected increases in freight traffic in the coming decades, while containing CO_2 emissions from transport, it will be particularly important for the Community to ensure that the infrastructure basis fully supports the development of logistics as well as, more generally, efficient, safe and commercially viable co-modal transport services.

TEN-T policy calls for a stronger European level planning, a planning that moves from disconnected priority projects to a genuine network approach. Concerning the future shape of the TEN-T the Commission, in its Green paper (COM (2009) 44 final - published in February 2009) suggested three alternative options. One of them directs towards the development of a "core network" (with the current priority projects as its starting basis), while the current "comprehensive network" would be maintained as a means to give particular attention to territorial, economical and social cohesion objectives and network access, as well as a reference basis for various transport and other Community policy objectives and a vector for innovation.

Along with a strong European network planning, which optimally integrates all modes of transport and connects the EU with its neighbours, the different financial and non-financial instruments shall be reviewed. The best possible use of financial and non-financial instruments will have to be made so as to stimulate full implementation of the TEN-T objectives within the set timescale. Financial instruments include existing ones, such as Community grants, stimulation of public-private partnerships, loans, loan guarantees, as well as new instruments if appropriate. Non-financial instruments include European coordinators or other forms of coordination and cooperation. Member States will have to assume their full responsibility in implementing the TEN-T projects located on their respective territories, since the TEN-T as a whole will only yield results when all the elements are in place. With a view to the TEN-T's contribution to the Community's climate change objectives, the connection with the Community's policy on the internalisation of external cost is also of the utmost importance.

C.2.2 The EU institutions' reaction to the TEN-T Green Paper "Towards a better integrated trans-European transport network

The European Parliament and the Council of the European Union as well as the two consultative bodies - Economic and Social Committee and Committee of the Regions - adopted, or will shortly adopt, reports/conclusions on the TEN-T Green Paper.

The European Parliament

On 22 April 2009 the European Parliament adopted an own initiative report (Rapporteur Eva Lichtenberger). With this report, the European Parliament

- welcomes the Green Paper to fundamentally review the TEN-T policy
- highlights the TEN-T's importance regarding economic, social and territorial cohesion and support of the internal market
- states that environmental / climate change objectives should be high on the agenda of the review
- stresses the need to properly connect the TEN-T (EU 27) to the Community's neighbours and the wider world both through efficient land transport links and major nodes (ports and airports)
- supports the Green Paper's "structural option 3 for the shaping of TEN-T ", i.e. a dual layer, consisting of a comprehensive network, based on the current TEN-T maps, and a multimodal "core network", still to be defined and with rail, sustainable waterways and ports and their connection with logistical centres as priorities

Council of the European Union

On 11 June 2009, the Council adopted Conclusions on the TEN-T Green Paper. In a similar way as the European Parliament, the Council supports the review process. It stresses in particular the following aspects:

- Continuity needs to be ensured between current and future TEN-T policy, and the necessary efforts need to be made to complete previously decided projects
- TEN-T policy needs to make a significant contribution to climate change objectives whereby an optimal integration and interconnection of all transport modes (both physical and intelligent transport systems), which facilitates efficient co-modal transport services, plays an important role.
- The current priority projects should be integrated into a priority network ("core network"), bringing together infrastructure already completed or under construction and projects of common interest. Stresses that such a network should be multimodal and give due attention to ports and intermodal connections
- The Commission should develop a methodology for the development of such a priority network by the beginning of 2010, on the basis of which the Commission shall elaborate its proposal for the revision of the TEN-T Guidelines (foreseen for publication at the end of 2010)
- The "comprehensive network" needs to be maintained, given its particular importance for cohesion and access functions
- There is a need for strengthening financial and non-financial instruments for TEN-T implementation; stressing in this context the importance to make available the necessary financial resources to stimulate investment in TEN-T projects
- Member States are responsible for the implementation of TEN-T projects on their respective territory.

The Economic and Social Committee and the Committee of the Regions

Both committees had intense discussions in their relevant sections, and adoption of the reports is forthcoming. Both committees fully support the review process and see it as a vital contribution to the achievement of the Community's objectives in relation to the internal market, cohesion policy, sustainable development and international relations.

Within this context, ECOSOC places particular emphasis on the integration of transport policy and transport infrastructure, the optimal integration of transport modes, the efficient use of infrastructure, the vital role of intelligent transport systems and the need for innovative approaches in of the fight against climate change.

The Committee of the Regions strengthens in particular the need to connect peripheral and central regions, to pay due attention to urban nodes and to ensure coherence between the Community's policy on territorial cohesion and TEN-T.

C.2.3 Contributions to the public consultation

More than 300 stakeholders from the whole range of sectors concerned by TEN-T development - Member States, regional and local authorities, infrastructure managers, industry, researchers, financial institutions, non-governmental organisations, citizens and TEN-T users - have expressed their views on the outlined policy and the options proposed. Especially European associations have elaborated very comprehensive contributions based on broad consultation process with their members.

Overall, the consultation has shown that there is a strong interest in and support for the TEN-T policy review process and that the stakeholder community expects a forward looking revision of the TEN-T Guidelines and a review of the instruments for their implementation.

Some issues which have been particularly stressed by certain stakeholder groups are:

- The need for a strengthening of the European dimension of the TEN-T policy, the highlighting of the European added value, is supported.

- The priority or core network idea is largely supported, and a number of contributions make concrete proposals on what elements should form part of the planning methodology. Such a network is seen as an expression of a stronger European dimension of TEN-T policy (while, at the same time, referring to the subsidiarity principle and Member States sovereign responsibility for transport infrastructure planning).

- The need to coordinate TEN-T policy and territorial cohesion is underlined in many contributions, and the maintaining of the "comprehensive network" is considered to be essential for this purpose.

- The integration of future Member States and the connection between the current EU and its neighbours is seen as a key issue of the future TEN-T policy.

- A strong network integration which supports co-modal transport services across the modes, both for freight and passenger transport, includes new technologies and caters for innovation, is seen as meeting a double objective: facilitating safe, efficient, innovative and high quality transport services in a liberalized transport market and contributing to the achievement of climate change objectives.

- While taking up the new challenges, continuity with the past TEN-T Policy – which has brought significant results – has to be ensured. In particular, the completion of the 30 priority projects needs to be advanced further. The implementation of both current and future TEN-T projects shall be facilitated by the most appropriate financial and non-financial instruments.

- In particular, a number of local and regional authorities made proposals of projects which should become part of a future priority network. As a first step, however, the Commission will establish a methodology for the planning of the network. Such a methodology shall be set out in a Communication of the Commission, foreseen to be published in spring 2010. On this basis, the Commission will elaborate its proposal for the revised TEN-T Guidelines.

C.3 Open Method of Coordination (OMC) – *TENtec Information System*

C.3.1 Overview

Applying the Open Method of Coordination (OMC) to TEN-T could help to establish a common working framework for the Commission, the TEN-T Executive Agency and the Member States, and provide a common knowledge base on the TEN-T network. Implemented through the TENtec Information System and its portal, the OMC will allow the main user groups to have access to the data stored in the TENtec database and to GIS maps with TEN-T data, and to update them. Allowing public access (e.g. to reports and maps with information on the network) could also be a useful communications instrument for providing information on the Commission's work in relation to TEN-T. More systematic and comprehensive information about TEN-T policy development overall is important to raising citizens' awareness of its benefits.

TENtec System has been designed to help in the management of the TEN-T Programmes and to fill the gap left by other in-house IT developments. Its main objective is to store, manage and report on technical data required to execute and develop the TEN-T Programme, including support for briefings, modelling of future policy/budgetary scenarios, interfacing to GIS and electronic submission of application. TENtec system is under the complete supervision and responsibilities of Dir B of DG TREN.

TENtec serves as a bridge between the COM and the TEN-T Executive Agency, providing an effective and efficient working environment which desk officers of both services use to store data, execute project selection rounds and negotiate and issue COM decisions on selected projects.

TENtec is being developed using the RUP methodology, the standard methodology at the European Commission, and the development is divided into several phases. The modular design allows for easy upgrading through integration specialised software packages. The Commission’s standard ECAS security system is used.

C.3.2 TENtec information system implementation

Phase I, which covers the pre-contractual cycle of the decision making process, was deployed into production in 2008. During Phase I also the interface (data and workflow “bridge”) to the TEN-T Executive Agency has been developed.

Phase II is under development and will be in production by the end of 2009, this phase implies the development the TENtec Portals V1 and V1.1, i.e. the online implementation of the Open Method of Coordination (OMC), the creation of the Implementation Report for the TEN-T network and the migration to the Datacenter of DG-DIGIT to allow external users (Member States, applicants, citizens, etc.) to access TENtec. In parallel the “bridge” to TEN-T EA is improved through maintenance by the TENtec team of DG-TREN and through integration of additional modules developed by the Agency. Finally, via TENtec Portal V1.1 the start-up of a public outreach functionality is brought online at the end of 2009 (indicative target date).

Phase III, which is scheduled to start at the beginning of 2010, includes the development of TENtec Portal V2, featuring the continuous updating capability of the Implementation Report (entire TEN-T network with 3000 sections online) as well as the inclusion of modelling capabilities with the generation and preparation of data for scenario simulation using the GIS system (and TRANSTOOLS). Furthermore the Portal V2 covers new interfaces (data and workflow “bridges”) to other key-stakeholders of TEN-T, such as related Directorates-Generals (e.g. DG Regio) and other European Institutions, such as the European Investment Bank (EIB), if an IT cooperation agreement can be reached. Finally TENtec Portal V2 plans to upgrade the public outreach functionality.

C.4 Public Private Partnerships (PPP) - State of Play

Participation of private firms in traditionally state-run infrastructure projects, particularly under Public Private Partnerships (PPP) schemes, emerges as a relevant option for delivery of key transport infrastructure. Public sector agencies alone, especially in view of the constraints on the public budgets, are no longer in a position to provide everything needed for constantly growing infrastructure needs. Consequently many governments pursue the use of "innovative" alternative models for infrastructure delivery, characterised by increasing use of private sector involvement, with the aim of accessing new sources of financing and improving the efficiency with which infrastructure is provided. The track record of PPP-projects proves that partnership structures can be successfully applied to all modes of transport and translate into concrete benefits to project promoters. The benefits go beyond simply mobilising complementary financing sources or shifting financing burden from taxpayers to infrastructure users. Partnership models allow to lower infrastructure costs, introduce innovative technology, management and improved risk management as well as ensure on-time and on-budget project delivery. Moreover, the costs of investment can be spread over the lifetime of the asset and therefore the investment decision can be brought forward by years. Therefore public infrastructure can be delivered both earlier and faster.
However, PPP schemes are complex and more difficult to set up than traditionally procured projects. This means successful PPPs require a competitive tendering process, rigorous preparation and planning, as well as appropriate design and risk allocation giving private partners the possibility of generating profit in line with the accepted risk. Equally, a conductive legal, regulatory and financial framework is also needed, along with long-term political commitment and public sector PPP expertise.

The promotion of successful PPP schemes has always been an implicit element of TEN-T policy. In 2007, the Commission took an important step to make it more explicit with the new TEN Financing Regulation[11]. The regulation introduces three financial instruments specifically tailored for projects which aim to increase the participation of private capital.

Loan Guarantee Instrument for TEN-T Projects (LGTT)

PPPs for TEN-T projects in which the private sector takes on risk relating to the possible variations in demand (e.g. concessions) often face difficulties in attracting competitively priced private financing. The LGTT is a guarantee facility which helps by partially covering these risks and therefore improves the financial viability of a project and its overall credit quality. The subsequent savings to the borrower are typically greater than the cost of the guarantee, thereby resulting in a substantial decrease of the overall financing cost.
Individual LGTT guarantees are available through the European Investment Bank which is Commission's partner in this initiative. The instrument was officially launched in 2008 and three PPP schemes have already benefited – motorway schemes "IP4 Amarante – Villa Real12" and "Baixo Alentejo" in Portugal, and the A5 Autobahn A-model PPP in Germany. It is expected that the LGTT facility will benefit further 20-35 TEN-T projects by 2013. The current project pipeline includes a high speed rail line, an airport express, motorway concessions in some new Member States and innovative freight logistics projects.

Construction cost based grant in the framework of availability payment schemes

While a standard grant reduces the amount of private capital needed upfront and hence worsens risk transfer options in a PPP scheme, with this special instrument the TEN-T budget can still trigger a project without renouncing an optimal transfer of risk to the private sector. Instead of providing funds at the construction phase of the project, the project promoter is encouraged to enter into a PPP agreement with the private partner. The TEN-T grant, equivalent to up to 30% of the total construction cost, will be used by the promoter to support his availability payment obligations only once the project is completed and open to traffic.
The E18 motorway PPP project in the south of Finland is the first beneficiary of this instrument.

Provision of risk capital – equity participation in TEN-T projects

Up to 1% or €80 million of the TEN-T budget can be invested in projects in the form of equity or quasi-equity through a dedicated infrastructure fund. This relatively modest equity investment may then lead to a high volume of project investment. The Commission is currently exploring options for using this instrument to invest in the 2020 Fund for Energy, Climate Change and Infrastructure (Marguerite)13.

In September 2008 the Commission took another step to underline its commitment and ambitions to see more well-performing PPP structures in the key European infrastructure. Together with the EIB it launched the European PPP Expertise Centre (EPEC). The objective is to address one of the most important limitation to the growth of the European PPP market i.e. competence and capacity shortcomings within the public sector in the PPP field.

11 Regulation (EC) No 680/2007 of the European Parliament and of the Council of 20 June 2007 laying down general rules for the granting of Community financial aid in the field of the trans-European transport and energy networks, OJ L 162, 22.6.2007, p. 1

12 Part of the TEN-T Priority project No8 "multi modal axis Portugal/Spain – rest of Europe. The project improves the connection between Amarante and Vila Real and comprises of, in particular, the construction of a 5.7 km tunnel through the Marão Mountain

13 The proposal for creating such fund which would invest in the core infrastructure areas of EU interest was endorsed by the European Council in December 2008

Consequently the EPEC will share experience, pool and synthesise information from across the EU on requirements for effective transactions and skill-sets required to handle them. Good practice guidance will be disseminated among EPEC's members and several governments will receive policy building support with the clear aim of training the public sector, reducing PPP costs and eventually increasing deal flow for infrastructure assets. EPEC will help to build public sector confidence in PPP transactions which will translate in both better and more PPP projects across Europe.

It is not simple to measure the involvement of the private sector in the financing of European infrastructure, and in particular TEN-T. Alternative financing and in particular PPPs has been undeniably spreading. According to the data from the OECD, in the period 1985-2005 390 PPP road projects were funded internationally and a similar amount planned, representing a total of more than $380 billion. PPPs are also increasingly common where rail is concerned. From 1985 to 2005, 133 rail PPPs were funded internationally and a similar number planned, for a total of more than $270 billion. According to a recent study by the European Investment Bank[14], more than 1000 PPP contracts have been signed in the EU over the past fifteen years, representing a capital value of almost €200 billion. The transport sector continue to dominate the PPP market especially in continental Europe, however the relative importance of investment through PPPs remains small[15].
There are numerous examples of projects based on different PPP models in the TEN-T network. The list includes high speed railway lines (e.g. High Speed Railway Line in the Netherlands including PPP for the superstructure, Channel Tunnel Rail Link in the UK, Perpignan – Figueras 50 year rail concession including a cross-border tunnel), bridges and tunnels (Oresund fixed link between Sweden and Denmark, Rostock tunnel in Germany), ports and airports as well as multiple motorway schemes. There are also numerous potential PPP projects currently in the planning/contracting phase, to some of them only:

- Fehmarn Belt rail/road bridge between Denmark and Germany;
- Canal Seine-Nord – a cross-border inland waterways project in France and Belgium;
- French TGV links (Nimes-Montpellier and Tours-Bordeaux, the latter as a concession);
- PPP for providing and operating the GSM-R system for the French railways;
- High Speed Railways network programme in Portugal for the period 2007-2015 of a total value approaching 7 billion EUR where 5 separate PPP schemes are foreseen.

The PPP phenomenon in the TEN-T network is growing and this trend is likely to continue. The Commission as well as the EIB remain committed to promoting successful partnership between the private and public sector and the initiatives undertaken in the last three years are bound to translate into more PPP projects.

14 Economic and Financial Report 2007/03, Public-Private Partnership in Europe: An Update, EIB

15 The UK is an exception with significant PPPs investment flows in the transport sector, nearing 60%

C.5 Traffic Management/ITS

C.5.1 European Rail Traffic Management System (ERTMS)

ERTMS belongs to traffic management systems to which the opportunity of targeted EU financing has been recognised as necessary, and as being a major instrument for achieving a competitive and open rail market. Indeed, ERTMS enables a train to operate on international tracks using a single signalisation system, whereas about twenty currently exist throughout Europe and impose either the multiplication of onboard modules (Thalys trains have up to seven systems onboard) or a change of locomotive at borders.

After further consideration, priority was set to the deployment of ERTMS along major rail freight corridors. By 2013, the EU shall have granted €500 million to trackside and onboard ERTMS equipment.

Since May 2008, two major steps were taken to speed up the deployment of ERTMS across Europe:

- The European Commission, in close cooperation with EU Coordinator for ERTMS, Mr Karel Vinck, and the main European railway organisations signed on 4 July 2009 in Rome a Memorandum of Understanding concerning the strengthening of cooperation for speeding up the deployment of ERTMS. The MoU aims to define the role of actors from the railway sector as well as from the European Rail Agency and the European Commission so as to be in a situation to legalise a single system requirement specification, known as Baseline 3, by the end of 2012.

- A European ERTMS Deployment Plan (EDP), based on national deployment plans noticed by Member States to the Commission in September 2007 was adopted by the European Commission on 22 July 2009. The EDP sets binding deadlines (2015 and 2020 depending on the case), both for trackside and onboard equipment along six major rail freight corridors: Corridor A (Rotterdam – Genoa), Corridor B (Stockholm – Naples), Corridor C (Antwerp – Luxemburg – Basel/Lyon), Corridor D (Valencia - Lyon – Milano – Trieste – Ljubljana – Budapest), Corridor E (Dresden – Prague – Vienna/Budapest – Constanta) and Corridor F (Aachen – Hannover – Magdeburg – Wrozlaw/Terespol). The EDP also foresees deadlines for the deployment of ERTMS on tracks connecting to major freight terminals along these corridors and on specific sections such as that linking Rotterdam (Corridor A) to Antwerp (Corridor C). The EDP is expected to be adopted in the form of a Commission Decision mid July 2009.

C.5.2 River Information Services (RIS)

River Information Services (RIS) stands for harmonised information services in support of traffic and transport management in inland navigation, including interfaces to other transport modes. RIS facilitates inland navigation and eases the integration of inland waterway transport into the overall co-modal transport chain. RIS contributes to safety, efficiency and environmental-friendliness of this mode of transport.

In a nutshell, RIS provides geographical, hydrological and administrative information on the waterway and enables the electronic reporting of cargo and voyage data and the tracking and tracing of vessels. Potential users range from public authorities, skippers and fleet operators, transport logistics providers and last but not least ports and terminals. The information provided supports amongst others navigation, traffic management, accident abatement, fleet management, transport planning, execution and monitoring.

The initial conceptual and technical development of RIS took place in the European Framework Programmes for research and technological development and was actively supported by the Member States and waterway authorities and the industry concerned.

RIS are today regulated through both, Directive 2005/44/EC which defines binding rules for data communication and RIS equipment as well as the minimum level of RIS Services, and the Commission Regulations defining the technical guidelines and specifications identified under the Directive. The latter encompass technical guidelines for RIS as well as technical specifications in the area of notices to skippers, vessel tracking and tracing (Inland AIS), electronic chart display and information system for inland navigation (Inland ECDIS) and electronic ship reporting (all to be compatible in particular with maritime specifications with respect to mixed traffic areas).

The Directive provides the framework for the deployment of harmonised and interoperable RIS systems and services and constitutes together with the Commission Regulations the legal reference framework

The deployment of RIS is supported through the TEN-T framework. Under the previous TEN-T programming period, a limited number of RIS projects were realised. In the TEN-T programming period 2007-2013 (Multi-Annual Programme), the support for RIS deployment is extended. RIS projects focus on the co-ordinated deployment of enabling infrastructure and on the provision of River Information Services. The implementation of RIS across Europe is further supported by the Structural Funds as well as IPA (Instrument for Pre-Accession Assistance).

C.5.3 Single European Sky ATM Research (SESAR)

Air transport contributes significantly to European economic growth and employment. As demand in air transport is constantly growing, developing an efficient air transport infrastructure in Europe is a priority for the European Union (EU) which launched **Single European Sky** initiative in 2004 aiming to:

- Restructure national airspaces with a consolidated air traffic service provision
- Modernise air traffic management (ATM) infrastructure in order to provide the required capacity that continuing traffic growth entails

Significant progress has been made in achieving the Single European Sky. However, with air traffic volumes rising constantly, insufficient capacity of the current ATM systems and increasing environmental consciousness, better technology and more harmonised procedures are needed to face the expected increased complexity and density of air traffic.

A "capacity crunch" can only be avoided through revolutionary **technological innovation** and the **elimination of fragmentation**. To achieve these objectives, the European Commission has launched an ambitious pan-European programme called **SESAR**: the technological dimension of the Single European Sky.

SESAR is a performance driven programme built around the ATM stakeholders' expectations for the new ATM system on the 2020 horizon.

SESAR brings a truly new approach to ATM modernisation through a coherent programme which will provide guidance and leadership to all ATM related initiatives in Europe with a perspective to achieve global interoperability.

The SESAR programme comprises three phases:

The definition phase (2005-2008) has produced the **European ATM Master plan**, which identifies the technological steps and the modernisation priorities necessary for implementing a new **ATM concept**.

The development phase (2008-2013), will develop the new equipment and standards ensuring, through the regulatory mechanisms of the Single European Sky, the replacement of the existing ground and airborne systems assuring interoperability with those outside Europe.

The deployment phase (2014 to 2020) will consist of large-scale production, procurement and implementation of the new ATM infrastructure and the corresponding aircraft equipment.

The ultimate goal of SESAR is to ensure **sustainable air transport** development in Europe in a **safe** and **efficient** manner through a performance driven approach. The key performance targets are:

- Enabling a three-fold increase in capacity
- Improving safety by a factor of 10
- Reducing the environmental impact per flight by 10%
- Cutting ATM costs by 50%

Community support for activities related to the modernisation of ATM in Europe shall be channelled through SESAR.

For the purpose of managing the development phase of SESAR through a public-private partnership, the Council of the EU has established the **SESAR Joint Undertaking** (SESAR JU) in February 2007[16]. The statute of the Joint Undertaking was amended in 2008 [17] for the purpose of aligning it to similar structures latter established under Article 171 of the Treaty (JTIs). The main objective of the amendment was the formal recognition of the SESAR JU as a "Community body". This amendment will enable considerable savings on the administrative costs and optimise the use of Community funds. The amended Regulation also fixes the total amount of the Community's contribution to the Joint Undertaking over the period 2007-2013: 350 million EUR from FP7 and 350 million from the Trans-European Network programme.

The estimated cost of the development phase is €2.1 billion which shall be equally supported by the European Community, Eurocontrol and the ATM industry.

The SESAR JU, the first European ATM Public-Private Partnership, is the single managing entity for the **SESAR development phase**. The founding members of the SESAR Joint Undertaking are the European Community and EUROCONTROL. Membership, however, is open to public or private entities across the EU and also in third countries.

The Joint Undertaking's mission is to execute the European ATM master plan by bringing together and managing public and private resources and by rationalising ATM-related research and development activities in Europe.

16 Council Regulation (EC) 219/2007 of 27.02.2007

17 COM (2008) 483 final

In the course of 2008, the SESAR JU carried out membership negotiations with the 15 pre-selected members and Eurocontrol and established its work programme on the basis of the "European ATM Master plan"[18]. On 1.12.2008 the SESAR JU launched the final phase of the membership process with the objective to sign the membership agreements before summer of 2009 and launch the development activities. These activities aim to develop the SESAR target concept which relies on new key features: network operation plan, integration of airport operations, trajectory management, new aircraft separation modes, system-wide information management and the role of humans as the central decision makers. The SESAR Joint Undertaking will work closely with the "Clean Sky" JTI in order to ensure a "total system" approach.

C.5.4 Vessel Traffic Monitoring and Information Systems (VTMIS)

Europe is highly vulnerable to the risks of maritime accidents and pollution, as confirmed by a number of major catastrophes such as the losses of the passenger ship ESTONIA and of the oil tankers ERIKA and PRESTIGE.

In such a context, setting up a Vessel Traffic Monitoring and Information System (VTMIS) within the EU will contribute to the safety of navigation, notably in heavily congested or environmentally sensitive areas. It also contributes to a more efficient management of the maritime transport chain.

The development of an EU VTMIS is the main objective of Directive 2002/59/EC. It includes the requirement for ships to be fitted with equipment enabling short-range transmission of their identity and position (AIS-Automatic identification Systems) and to notify of their arrival and departure from EU ports.

Member States also have to establish appropriate shore-based infrastructures for the monitoring of maritime traffic in their waters. Recently, the decision has been taken to establish an EU Data Centre for the Long-Range Identification and Tracking of ships (EU LRIT DC) which will enable the identification and monitoring of EU-flagged vessels all around the world for safety, security and environmental purposes. The Centre, operated by the European Maritime Safety Agency (EMSA) in Lisbon, is operational since the end of May 2009.

In addition, the Commission has launched the development of an electronic network for the transmission of data between maritime administrations of Member States, SafeSeaNet, which is operated by EMSA and enables a better knowledge of ships bound for or in transit in European waters and of their dangerous or polluting cargoes.

Recently the Directive 2009/17/EC of the European Parliament and of the Council of 23 April 2009 amended the previous Directive 2002/59/EC. The objective of the EU VTMIS has been expanded with a view to enhancing the safety and efficiency of maritime traffic, improving the response of authorities to incidents, accidents or potentially dangerous situations at sea, including search and rescue operations, and contributing to a better prevention and detection of pollution by ships.

The focus for the implementation of the EU VTMIS is now on the Member States (MS), which are obliged to monitor and take all necessary and appropriate measures to ensure that the requested services are performed individually or in cooperation with other MS or non MS.

18 The Council endorsed of the European ATM Master Plan on 30.3.2009

C.6 Trans-European Transport Network Executive Agency (TEN-T EA)

The Trans-European Transport Network Executive Agency (TEN-T EA or 'the Agency') was formally established by the Commission on 26 October 2006. Its mission is to provide an efficient and effective service in realising the technical and financial implementation of the TEN-T Programme. To this end, in November 2007 the Commission approved the delegation of powers to TEN-T EA concerning the projects which had been granted Community financial aid from the 2000 to 2006 Financial Perspective. TEN-T EA assumed full financial and operational autonomy from 15 April 2008. In July 2008 the Commission modified the tasks and extended the lifetime of the Agency up to the end of 2015, giving the Agency responsibility for the budget linked to the 2007 – 2013 Financial Perspective. Since 1 January 2009 TEN-TEA has been fully responsible for the management of all open TEN-T projects under the TEN-T Programme 2001-2006 (EUR 4.875 million) and the 2007-2013 TEN-T Programme (EUR 8.013 million).

During the first quarter of 2008, 390 files were transferred from DG TREN to the Agency, representing EUR 780 million of open commitments, and 138 requests for payment for an amount of EUR 238 million. In addition, approximately 100 amendments to open Financing Decisions were to be made. The Agency also provided assistance and logistical support in the evaluation of the 2008 Call for Proposals for projects of common interest in the field of TEN-T and the preparation of the selection process in DG TREN. Its staff participated in the negotiation process with the beneficiaries for the 139 Decisions under the 2007 Call. Following the modification of its mandate, in collaboration with DG TREN, it was agreed that the Agency would be responsible for the preparation of all the Annual 2007 Decisions, play a leading role in the preparation of the Multi-Annual Decisions and undertake the preparation of all corresponding funding commitments.

During the first semester of 2009 TEN-T EA has been performing a variety of TEN-T project and programme management tasks which include:

- **Monitoring of projects from the 2000-2006 TEN-T Programme**;

- **Preparation of Decisions for projects under the Annual and Multi-Annual Programmes 2008**;

- **Implementation of the projects selected under the 2007 Calls for Proposals**:

This includes the examination of the first ever Strategic Action Plans (SAPs) for the 2007 Decisions and Annual Status Reports (ASRs) that are now required from the beneficiaries for assessment and approval by the Agency. The SAPs lay down the basis for closer project monitoring and are an important element in improving the quality of the follow-up of the projects. Both the SAP and ASR should help consolidate the process of routine monitoring of all running projects. As part of the added value to beneficiaries, the Agency has worked towards the simplification and improved clarity of these procedures through the provision of SAP models and guidelines, pre-filled ASRs, and standard cost claims. The general aim has been to ensure an improvement in the clarity of the requirements for beneficiaries, a consistency in the application of the rules in force, and an overall increased transparency of the whole project selection process;

- **Managing the 2009 Calls for Proposals and related external evaluation exercise:**

Since the beginning of 2009 the Agency is responsible for the organisation and administration of the TEN-T Calls for Proposals. From 2 to 19 June 2009 the Agency managed the external evaluation exercise for the 2009 Calls under the three work programmes: The ad hoc *European Economic Recovery Plan (EERP) Work Programme*: €500 million; The 2009 *Multi-Annual Work Programme:* (Three fields: Motorways of the Sea: maximum €30 million; European Rail Traffic Management Systems (ERTMS): maximum €240 million; Intelligent Transport Systems for Roads (ITS Roads): maximum €100 million.); The 2009 *Annual Work Programme* (€140 million which included an amount of €60 million for the Loan Guarantee Instrument (LGTT), which represents the Commission's annual contribution to this instrument which is managed by the European Investment Bank (EIB);

- **Increasing emphasis on information and communications on projects, in order to promote and support the TEN-T programme to all stakeholders:**

Efforts continue to establish and maintain good working relationships between TEN-T EA and the grant beneficiaries and other stakeholders, in order to ensure the added value of the Agency's tasks in guiding the implementation of the TEN-T programme;

- **Increasing the efficiency and improving the management of the TEN-T Programme and projects:**

The Agency has been working towards improving both the technical and financial implementation of the TEN-T projects by making significant improvements in both the budget execution and the payment delays;

- **Developing coordination with other services and Institutions**:

The Agency is continuing to maintain close cooperation and working relationships with its institutional partners: A Memorandum of Understanding has been signed by the Director of TEN-T EA and the Director General of DG TREN; The Agency has improved coordination with DG Environment and together with DG

TREN have developed a 'modus operandi' in order to better address environmental issues in the evaluation and selection of projects; The Agency plans to develop further and closer contacts with other services such as DG REGIO; The Agency has received visits from three European Coordinators (for PP17, 18, 30 and ERTMS) thus setting the basis for an enhanced collaboration. More such working sessions are planned for the second half of 2009; The Agency has also started to progressively build up a working relationship with the European Railway Agency (ERA); The role of the Agency will be taken into account during the ongoing revision of the Memorandum of Understanding between DG TREN and the EIB;

- **Developing the Geographical information System and IT systems**:

The establishment and development of the Geographical Information (GIS) and IT systems are undertaken in close cooperation with DG TREN (see for instance Open Method of Coordination). It is improving the follow up of the projects managed by the Agency and the reporting on the implementation of the TEN-T network. They also contributed substantially to the successful organisation of the 2009 Calls for Proposals and the external evaluation exercise.

TEN-T EA Key Dates:

Original mandate (2007/60/EC of 26 October 2006) Management of projects under the 2001-2006 TEN-T Programme	Until 31 December 2008
Extended mandate (2008/593/EC of 11 July 2008) Management of projects under the 2007-2013 TEN-T Programme	Until 31 December 2015
Commission Decision C(2007) 5282 delegating powers to TEN-T EA for tasks linked to the implementation of the TEN-T Programme and budget	5 November 2007
Financial, legal and operational autonomy (TEN-T 2001-2006 projects	From 5 April 2008
Commission Decision C(2008) 5538 delegating powers to TEN-T EA	From 7 October 2008
Financial autonomy (All 2007-2013 projects)	From 22 October 2008
Operational autonomy (2007-2013 Annual Programme	From 1 November 2008
TEN-T EA Project Management Workshop	3 December 2008
Operational autonomy (2007-2013 Multi-Annual Programme)	From 1 January 2009
Dissemination of information on the TEN-T Calls for Proposals 2009 (Deadline 15/05/2009)	31 March 2009
TEN-T Info Day to prepare the Calls for Proposals 2009	22 April 2009
External Evaluation Exercise - TEN-T Calls for Proposals 2009	2 – 19 June 2009
TEN-T EA Project Management Workshop (provisional)	7-8 December 2009

More information is available on the TEN-T EA Website: http://tentea.ec.europa.eu/en/home.htm

D: Statistics on Transport Infrastructure and on TEN-T Funding and Investments[1]

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 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

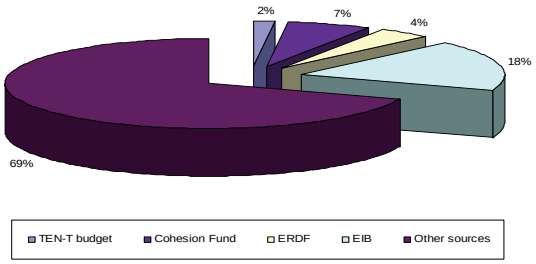
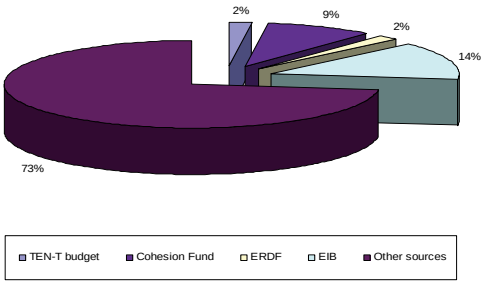
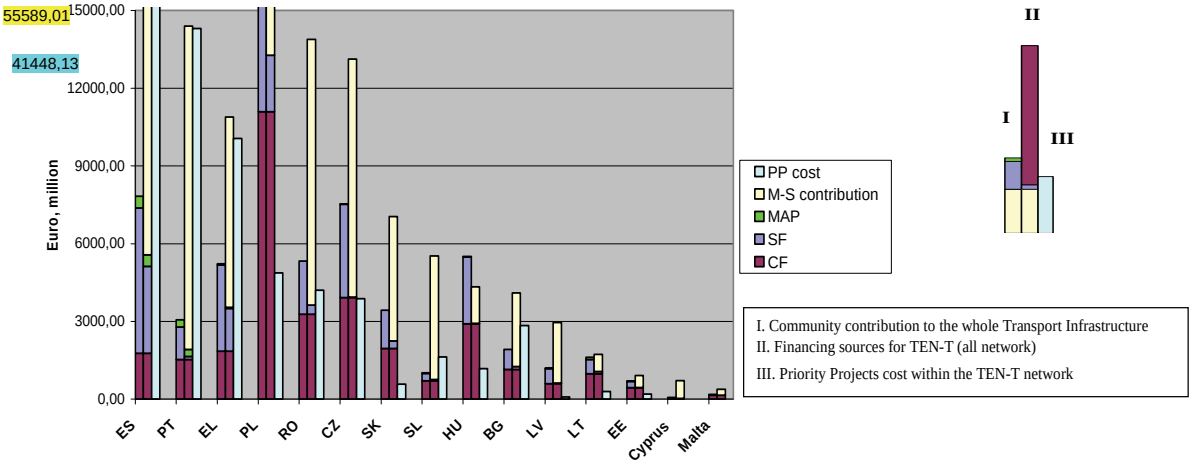


Chart 2: Financing of TEN-T 2007-2013



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[2] for the respective Member States.

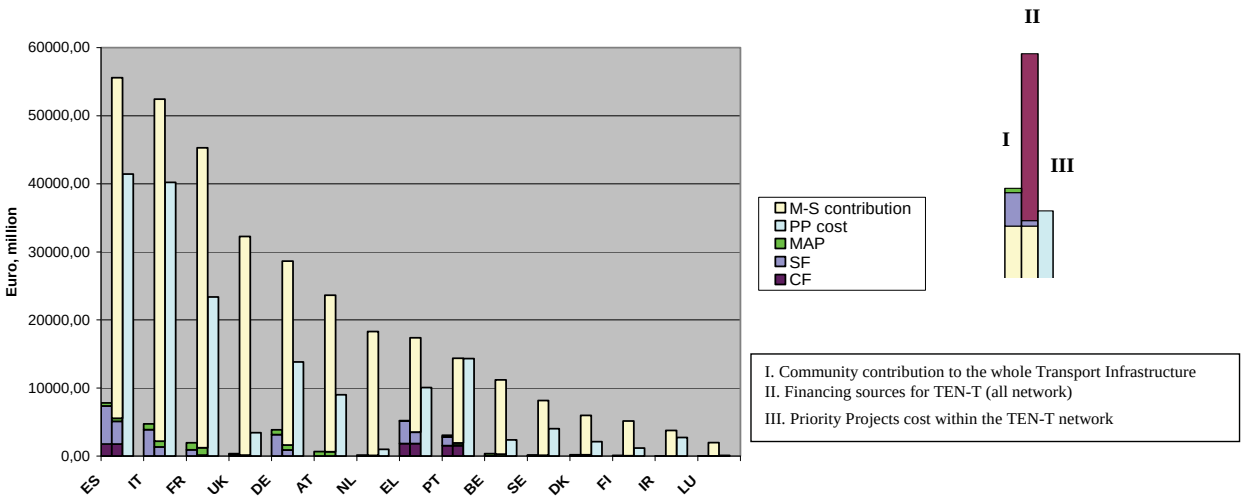
Chart 3: Financing of the transport infrastructure projects (Cohesion countries)



[1]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).

[2]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)

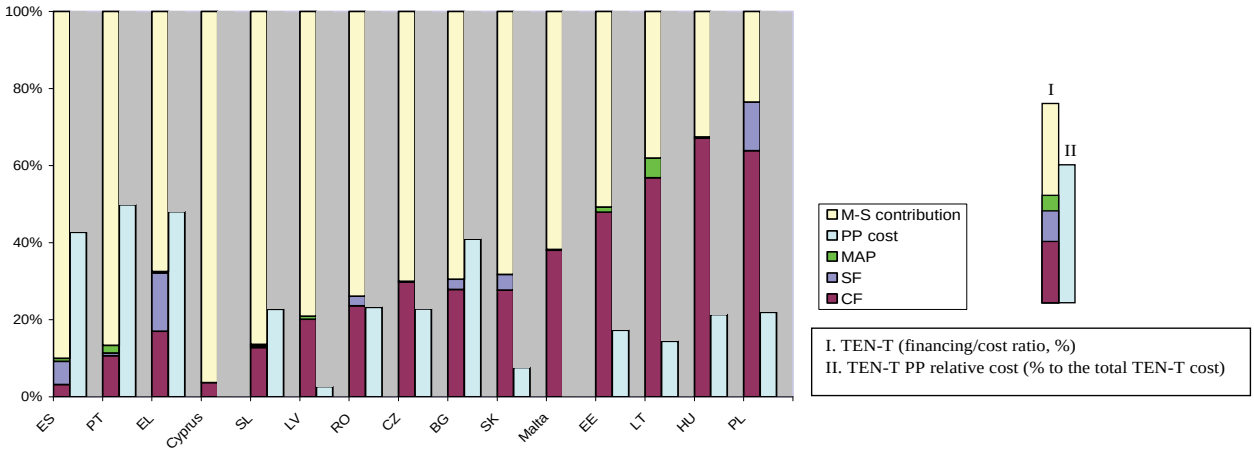


Chart 6: Share of the Member States and Community contribution in the TEN-T financing and relative PP cost in the TEN-T implementation (EU-15)

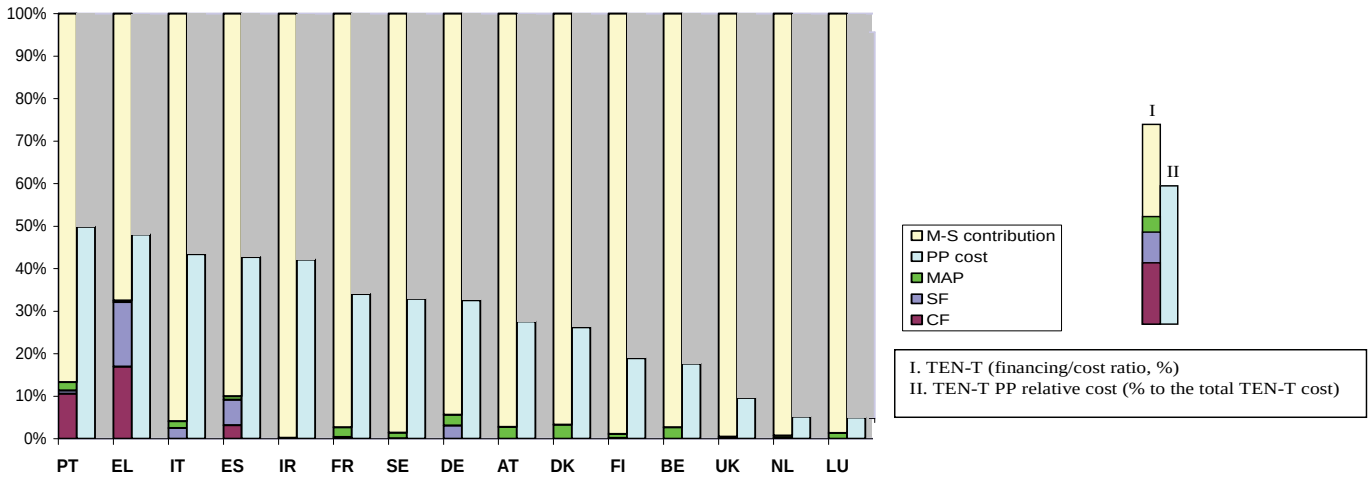


Chart 7: Ratio TEN-T investment / GDP (EU-27)

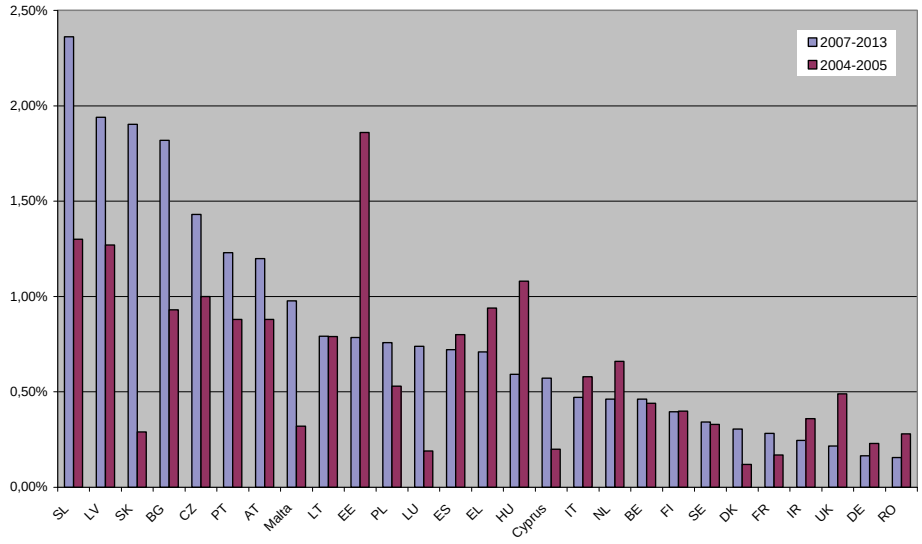


Chart 7 elaborates an estimation of the financial effort to be done in 2007-2013 by each Member State in terms of the share that the TEN-T projects cost represents in comparison with the national GDP. Such effort can be compared with the one made in the period 2004-2005.

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)

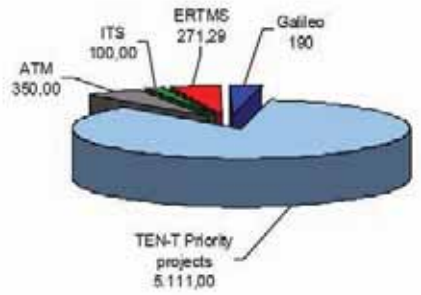


Chart 9: Multi-annual programming of TEN-T 2007-2013, breakdown per Priority Projects (in million EUR)

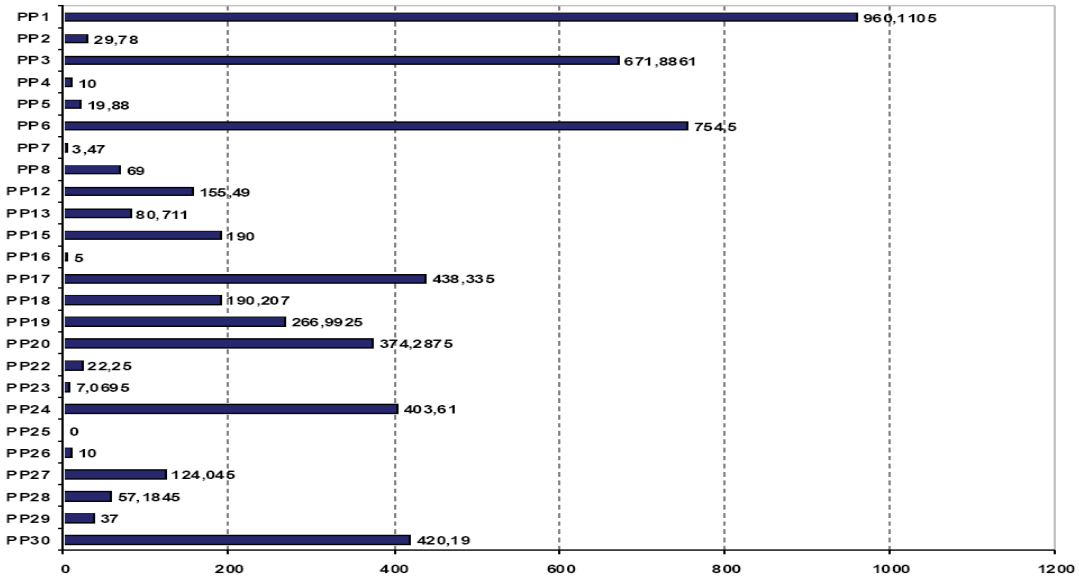


Chart 10: Multi-annual programming of TEN-T 2007-2013. Breakdown per mode of transport (in million EUR)

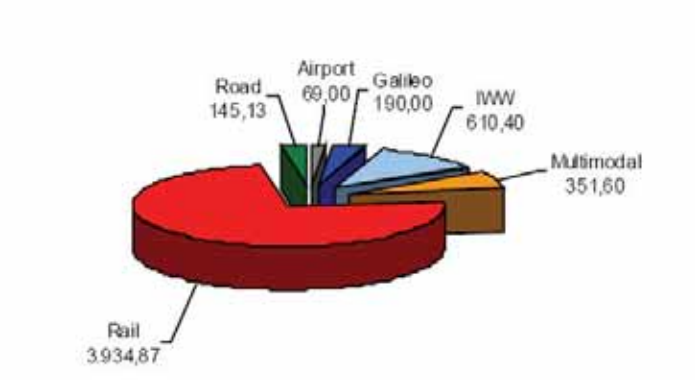


Chart 11: Multi-annual programming of TEN-T 2007-2013. Breakdown per category of project (in million EUR)

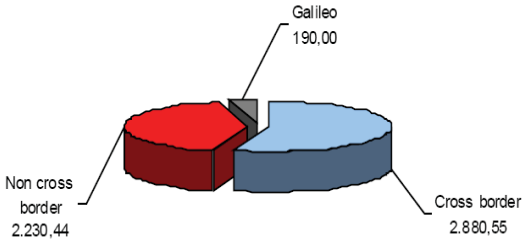
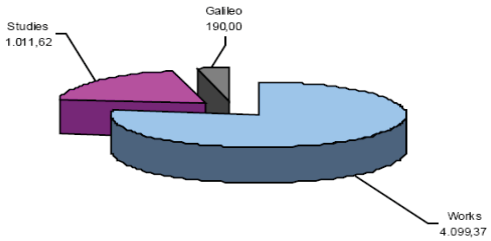


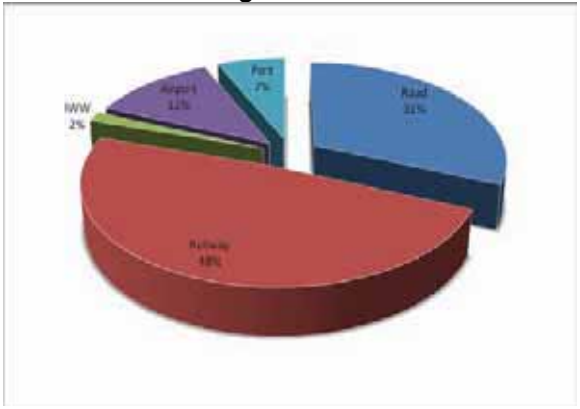
Chart 12: Multi-annual programming of TEN-T 2007-2013. Breakdown into works and studies funding (in million EUR)

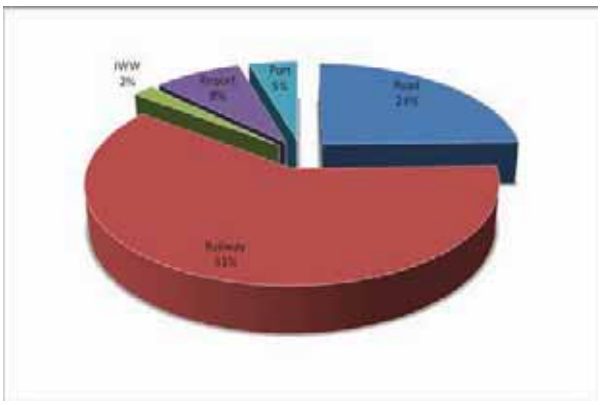


3. Modal distributions

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

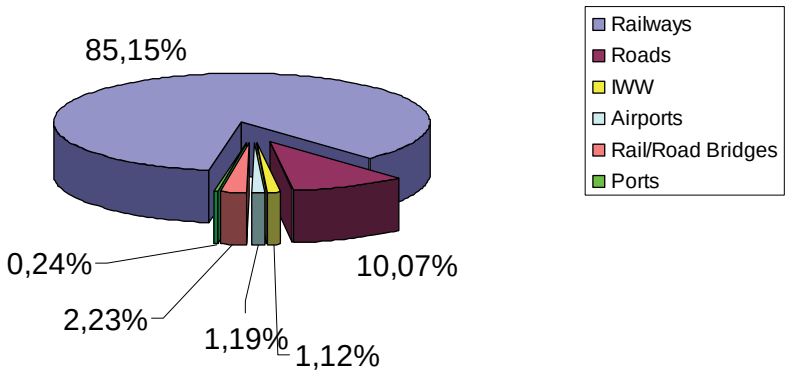


Chart 15: Modal distribution of the PP expenditure up to 2007

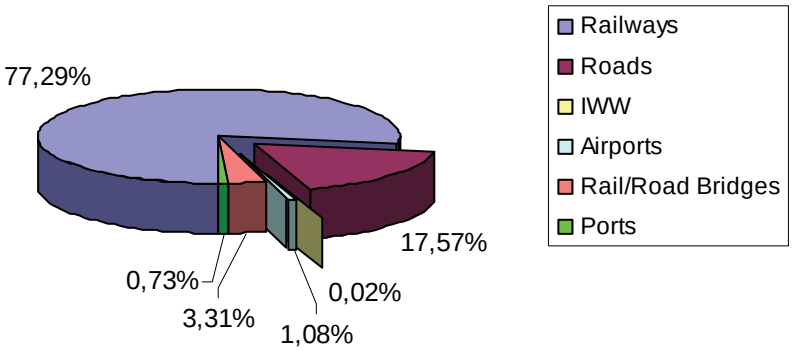
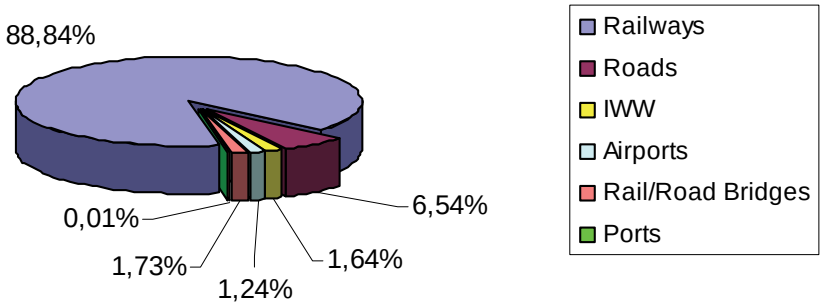
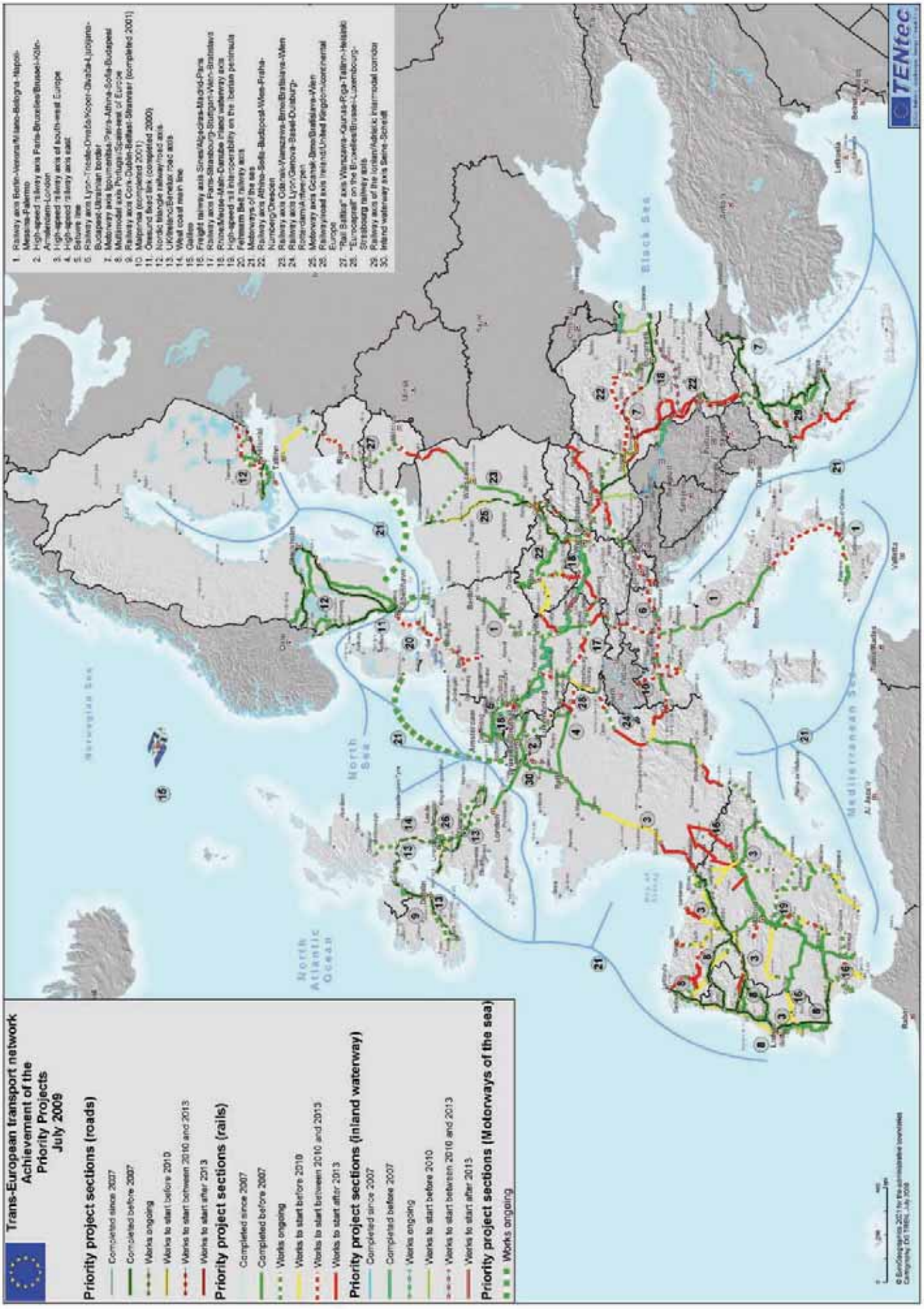
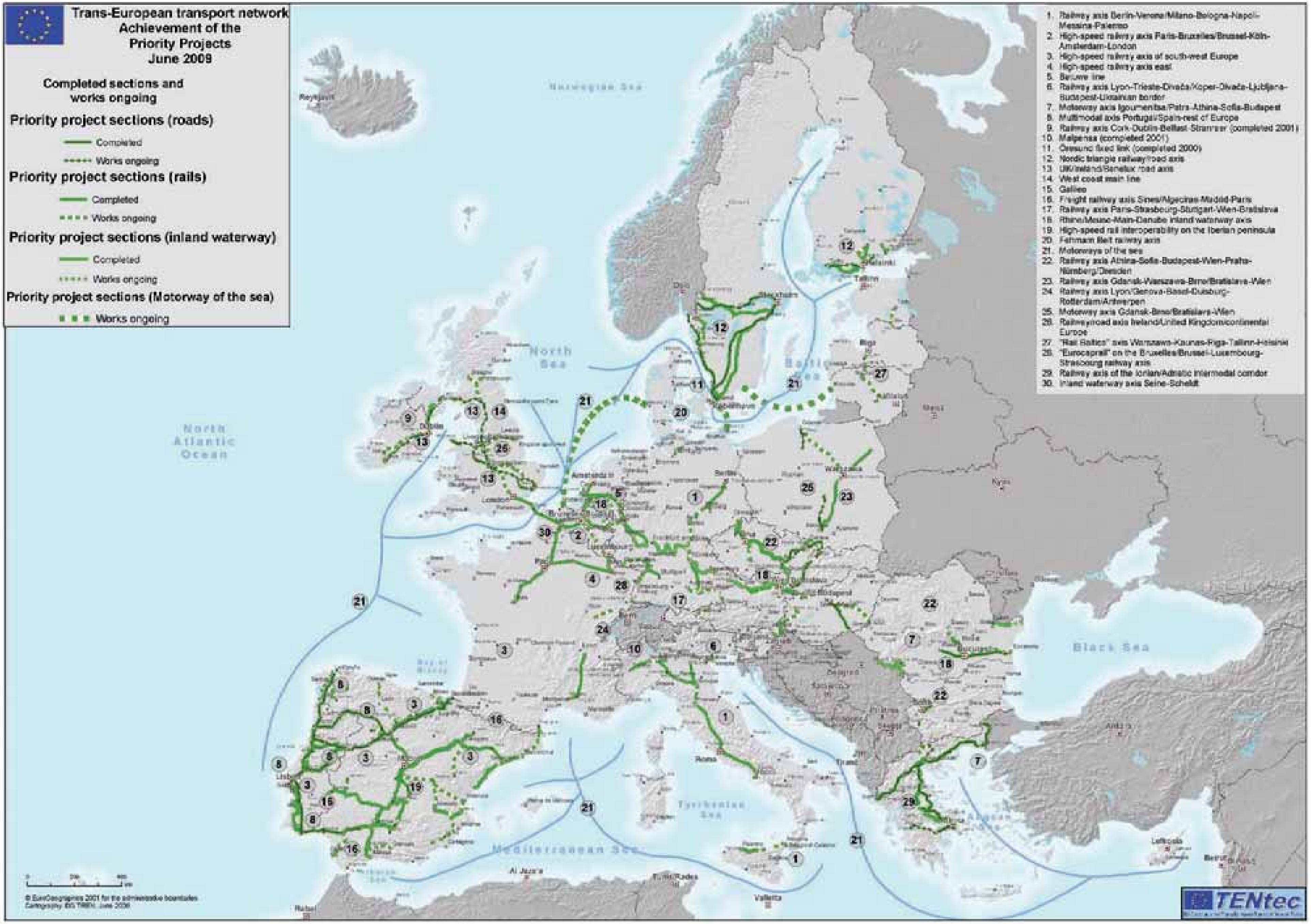


Chart 16: Modal distribution of the remaining PP investment after 2007




Trans-European transport network
Achievement of the Priority Projects
July 2009
Priority project sections (roads)
Completed since 2007
Completed before 2007
Works ongoing
Works to start before 2010
Works to start between 2010 and 2013
Works to start after 2013
Priority project sections (rails)
Completed since 2007
Completed before 2007
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 since 2007
Completed before 2007
Works ongoing
Works to start before 2010
Works to start between 2010 and 2013
Works to start after 2013
Priority project sections (Motorways of the sea)
Works ongoing
1. Railway axis Berlin-Verona/Milano-Bologna-Napoli-Messina-Palermo
2. High-speed railway axis Paris-Bruxelles/Brussel-Köln-Amsterdam-London
3. High-speed railway axis of south-west Europe
4. High-speed railway axis east
5. Betuwe line
6. Railway axis Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border
7. Motorway axis Igoumenitsa-Patra-Athina-Sofia-Budapest
8. Multimodal axis Portugal-Spain-rest of Europe
9. Railway axis Cork-Dublin-Belfast-Stranraer (completed 2001)
10. Malpensa (completed 2001)
11. Oresund fixed link (completed 2000)
12. Nordic triangle railway/road axis
13. UK/Ireland-Benelux road axis
14. West coast main line
15. Galileo
16. Freight railway axis Sines/Algeciras-Madrid-Paris
17. Railway axis Paris-Strasbourg-Stuttgart-Wien-Bratislava
18. Rhine/Meuse-Main-Danube inland waterway axis
19. High-speed rail interoperability on the Iberian peninsula
20. Fehmarn Belt railway axis
21. Motorways of the sea
22. Railway axis Athina-Sofia-Budapest-Wien-Praha-Nürnberg/Dresden
23. Railway axis Cobra-Warszawa-Brno/Bratislava-Wien
24. Railway axis Lyon/Genova-Basel-Duisburg-Rotterdam/Antwerpen
25. Motorway axis Gdansk-Brno/Bratislava-Wien
26. Railway/road axis Ireland/United Kingdom/continental Europe
27. "Rail Baltica" axis Warszawa-Kaunas-Riga-Tallinn-Helsinki
28. "Eurocaprail" on the Bruxelles/Brussel-Luxembourg-Strasbourg railway axis
29. Railway axis of the Ionian/Adriatic intermodal corridor
30. Inland waterway axis Seine-Scheldt
North Sea
Black Sea
Mediterranean Sea
North Atlantic Ocean
TENtec


Trans-European transport network
Achievement of the
Priority Projects
June 2009
Completed sections and
works ongoing
Priority project sections (roads)
Completed
Works ongoing
Priority project sections (rails)
Completed
Works ongoing
Priority project sections (inland waterway)
Completed
Works ongoing
Priority project sections (Motorway of the sea)
Works ongoing
1. Railway axis Berlin-Verona/Milano-Bologna-Napoli-Messina-Palermo
2. High-speed railway axis Paris-Bruxelles/Brussel-Köln-Amsterdam-London
3. High-speed railway axis of south-west Europe
4. High-speed railway axis east
5. Betuwe line
6. Railway axis Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border
7. Motorway axis Igoumenitsa/Patra-Athina-Sofia-Budapest
8. Multimodal axis Portugal/Spain-rest of Europe
9. Railway axis Cork-Dublin-Belfast-Stranraer (completed 2001)
10. Malpensa (completed 2001)
11. Öresund fixed link (completed 2000)
12. Nordic triangle railway/road axis
13. UK/Ireland/Benelux road axis
14. West coast main line
15. Galileo
16. Freight railway axis Sines/Algeciras-Madrid-Paris
17. Railway axis Paris-Strasbourg-Stuttgart-Wien-Bratislava
18. Rhine/Meuse-Main-Danube inland waterway axis
19. High-speed rail interoperability on the Iberian peninsula
20. Fehmarn Belt railway axis
21. Motorways of the sea
22. Railway axis Athina-Sofia-Budapest-Wien-Praha-Nürnberg/Dresden
23. Railway axis Gdansk-Warszawa-Brno/Bratislava-Wien
24. Railway axis Lyon/Genova-Basel-Duisburg-Rotterdam/Antwerpen
25. Motorway axis Gdansk-Brno/Bratislava-Wien
26. Railway/road axis Ireland/United Kingdom/continental Europe
27. "Rail Baltica" axis Warszawa-Kaunas-Riga-Tallinn-Helsinki
28. "Eurocaprail" on the Bruxelles/Brussel-Luxembourg-Strasbourg railway axis
29. Railway axis of the Ionian/Adriatic intermodal corridor
30. Inland waterway axis Seine-Scheldt
Norwegian Sea
North Sea
North Atlantic Ocean
Baltic Sea
Black Sea
Mediterranean Sea
Tyrrhenian Sea
TENtec
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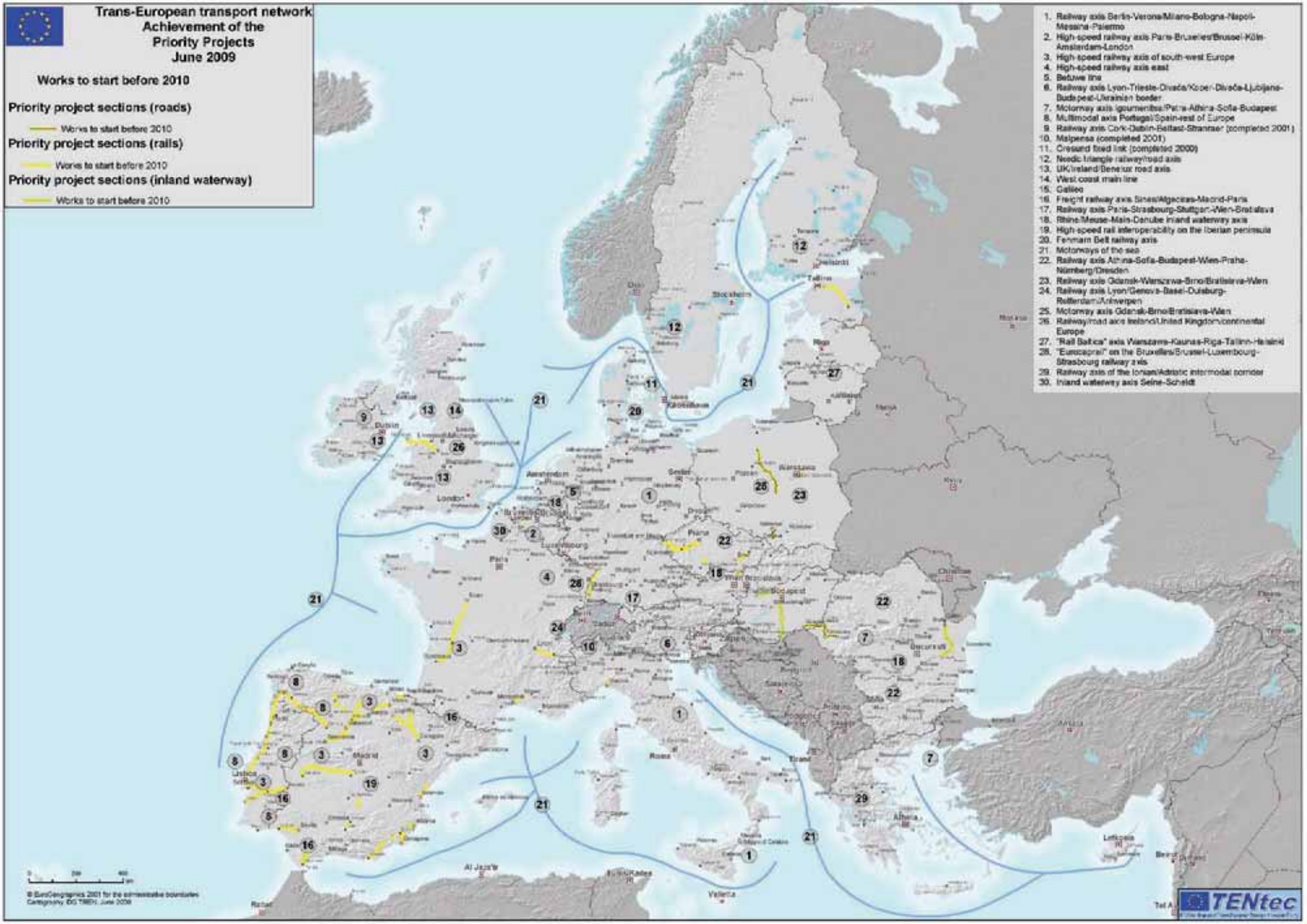
Cartography: DG TREN, June 2009


Trans-European transport network
Achievement of the
Priority Projects
June 2009
Works to start before 2010
Priority project sections (roads)
Works to start before 2010
Priority project sections (rails)
Works to start before 2010
Priority project sections (inland waterway)
Works to start before 2010
1. Railway axis Berlin-Verona/Milano-Bologna-Napoli-Messina-Palermo
2. High-speed railway axis Paris-Bruxelles/Brussel-Köln-Amsterdam-London
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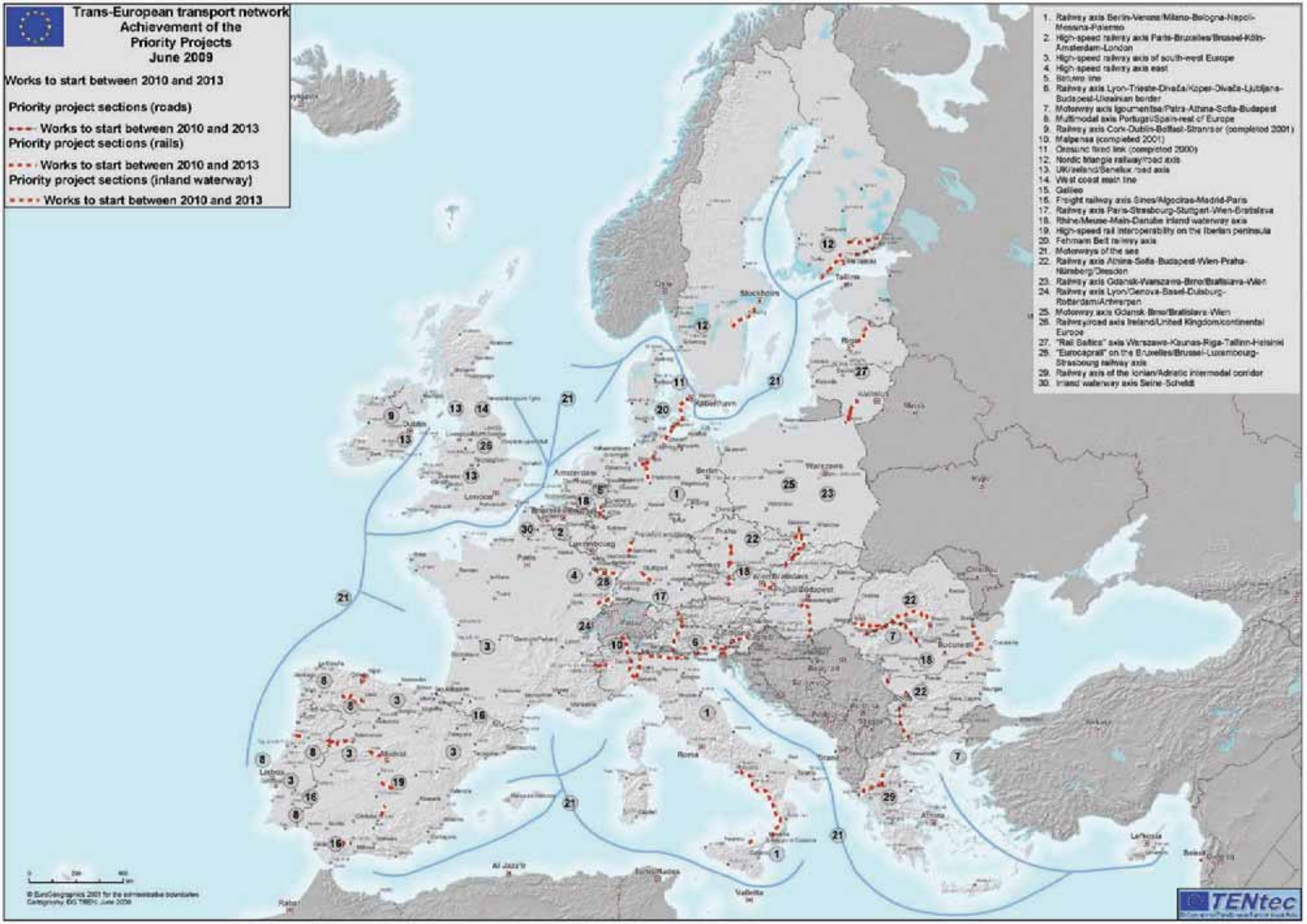
Trans-European transport network
Achievement of the
Priority Projects
June 2009
Works to start between 2010 and 2013
Priority project sections (roads)
Works to start between 2010 and 2013
Priority project sections (rails)
Works to start between 2010 and 2013
Priority project sections (inland waterway)
Works to start between 2010 and 2013
1. Railway axis Berlin-Verona/Milano-Bologna-Napoli-Messina-Palermo
2. High-speed railway axis Paris-Bruxelles/Brussel-Köln-Amsterdam-London
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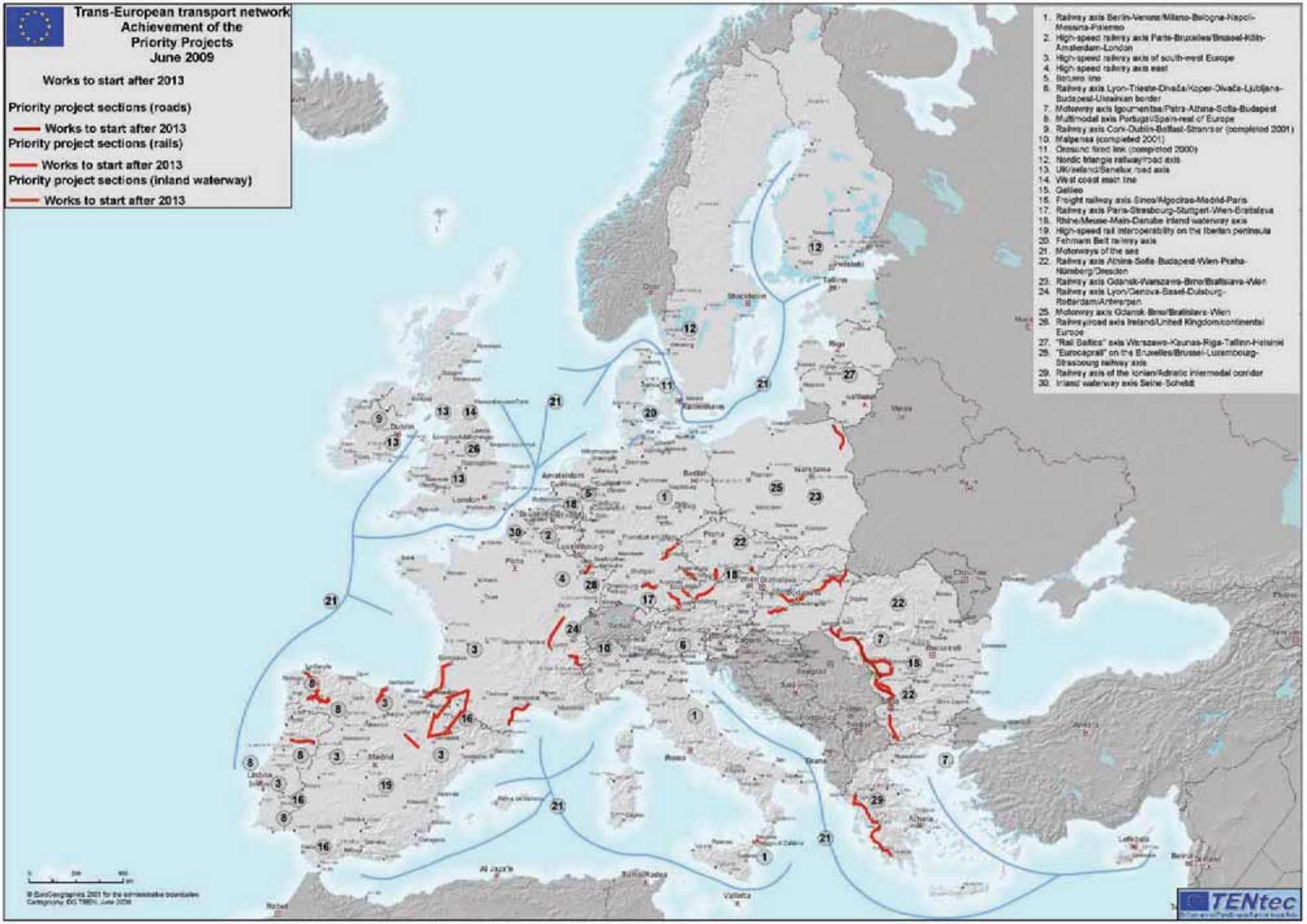
Trans-European transport network
Achievement of the
Priority Projects
June 2009
Works to start after 2013
Priority project sections (roads)
Works to start after 2013
Priority project sections (rails)
Works to start after 2013
Priority project sections (inland waterway)
Works to start after 2013
1. Railway axis Berlin-Verona/Milano-Bologna-Napoli-Messina-Palermo
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EUROPEAN COMMISSION

DIRECTORATE GENERAL FOR ENERGY AND TRANSPORT
DIRECTORATE B – Transport Logistics, TEN-T and Co-modality