

TEN-T
Guidelines

**Community guidelines for the development
of the trans - European transport network
Recast proposal**

Disclaimer:

Decision 1692/96/EC of the European Parliament and of the Council of 23 July 1996 on Community guidelines for the development of the Trans-European Transport Network has been substantially amended several times. In the interest of clarity a consolidated version is to be established. The Commission has adopted last 27 July 2009 a proposal to be submitted for approval to the other Community institutions.

The Director General for Energy and Transport is making the proposal available for information to participants at TEN-T Days 2009: The future of Trans-European Transport Networks. The official version will be published once the Decision has been adopted by the other Community Institutions.



COMMISSION OF THE EUROPEAN COMMUNITIES

Brussels, 27.7.2009
COM (2009)391
2009/ 0110(COD)

Proposal for a

DECISION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

on Community guidelines for the development of the trans-European transport network

Recast

(Text with EEA relevance)

EN

EN

2009/0110 (COD)

Proposal for a

DECISION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

on Community guidelines for the development of the trans-European transport network

(Recast)

(Text with EEA relevance)

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty establishing the European Community, and in particular the first paragraph of Article 156 thereof,

Having regard to the proposal from the Commission,

Having regard to the opinion of the European Economic and Social Committee¹,

Having regard to the opinion of the Committee of the Regions²,

Acting in accordance with the procedure laid down in Article 251 of the Treaty³,

Whereas:

- (1) Decision 1692/96/EC of the European Parliament and of the Council of 23 July 1996 on Community guidelines for the development of the trans-European transport network⁴ has been substantially amended several times⁵. As new amendments are now being introduced, it is appropriate to recast the decision for the sake of clarity.
- (2) The establishment and development of trans-European networks contribute to the attainment of major Community objectives, such as the smooth functioning of the internal market and the strengthening of economic and social cohesion.
- (3) The establishment and development of trans-European transport networks throughout the territory of the Community also have the specific objectives of ensuring the sustainable mobility of persons and goods under the best possible social, environmental and safety conditions and integrating all modes of transport, taking account of their comparative advantages. Job creation is one of the possible spin-offs of the trans-European network.
- (4) Growth in traffic, in particular due to the growing share in heavy goods vehicles, has resulted in increased congestion and bottlenecks on international transport corridors. In order to ensure international mobility of goods and passengers, it is therefore necessary to optimise the capacity of the trans-European transport network.

¹ OJ C [...], [...], p. [...].

² OJ C [...], [...], p. [...].

³ OJ C [...], [...], p. [...].

⁴ OJ L 228, 9.9.1996, p. 1.

⁵ See Annex IV.

- (5) Short distance shipping may, inter alia, help to relieve congestion on inland transport routes.
- (6) Network integration at European level can only be developed progressively by interlinking different modes of transport with a view to making better use of the inherent advantages of each.
- (7) Interconnection points including seaports, inland ports and intermodal terminals are a precondition for the integration of the different transport modes in a multimodal network.
- (8) Since the objectives of the action to be taken, and in particular the establishment of the broad outlines and priorities in the field of trans-European transport networks cannot be sufficiently achieved by the Member States and can therefore be better achieved at Community level, the Community may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty. In accordance with the principle of proportionality, as set out in that Article, the present decision does not go beyond what is necessary to achieve those objectives.
- (9) It is necessary to identify projects of common interest which contribute to the achievement of those objectives and which correspond to the priorities of the action which have thus been established. Only projects which are potentially economically viable should be taken into account.
- (10) There is a need for declaring priority projects to be of European interest, for concentrating Community financing on such projects and for introducing mechanisms to encourage coordination between Member States in order to facilitate completion of the projects within the desired timetable.
- (11) In accordance with Article 154 of the Treaty, the trans-European network policy should help to strengthen economic and social cohesion within the Community. In order to achieve this objective, efforts should be made to maximize consistency between the Community guidelines for the trans-European transport network and the programming of the relevant financial instruments available at Community level.
- (12) *A posteriori* evaluation of the priority projects should facilitate future revisions of the guidelines and of the list of priority projects and should help improve the *a priori* evaluation methods practiced by the Member States.
- (13) Authorization for certain public and private projects likely to have a significant environmental impact should be granted only after prior assessment of that potential impact, in compliance with existing Community rules.
- (14) Environmental protection requirements should be integrated into the definition and implementation of Community policy in the field of the trans-European networks in accordance with Article 6 of the Treaty. This entails the promotion as a priority of infrastructure for transport modes that cause less damage to the environment, namely rail transport, short sea shipping and inland waterways shipping.
- (15) Environmental assessment pursuant to Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment⁶ will in the future be carried out for all plans and programmes leading to projects of common interest. Funding for transport infrastructure should also be

⁶ OJ L 197, 21.7.2001, p. 30.

conditional on compliance with the provisions of Community environmental legislation, in particular Council Directive 85/337/EEC of 27 June 1985 on the assessment of the effects of certain public and private projects on the environment⁷ and Council Directive 79/409/EEC of 2 April 1979 on the conservation of wild birds⁸ and Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora⁹.

- (16) Within the general objective of ensuring the sustainable mobility of persons and goods, mechanisms should be put in place to support the development of motorways of the sea between Member States in order to reduce road congestion and/or improve access to peripheral and island regions and States. Establishment of such mechanisms, backed up, inter alia, by tendering procedures, should be transparent and geared to needs and should in no way prejudice the Community rules on competition or on public procurement.
- (17) Closer coordination between the States involved in projects on the same route may be necessary to improve the return on investments and to make it easier to synchronize investments and to put together a funding package.
- (18) The Commission should submit every two years a report on the implementation of this Decision and by 2010 the Commission should draft a progress report on the priority projects and, if necessary, propose amendments to the list of priority projects.
- (19) A Committee should be set up at the Commission with tasks which include assisting the Commission when it examines the implementation and development of the guidelines laid down by this Decision,
- (20) In the interests of clarify, the maps relating to the 10 Member States listed in the 2003 Act of Accession in Annex I to the Decision should be added to the existing maps relating to the 15 countries that were Members of the European Union before the enlargement of 1 May 2004, and the 2010 target date for the plan should be replaced by 2020. This amendment was provided for in Article 1(15) of Decision N° 884/2004/EC and it must be made.

⁷ OJ L 175, 5.7.1985, p. 40.

⁸ OJ L 103, 25.4.1979, p. 1.

⁹ OJ L 206, 22.7.1992, p. 7.

HAVE ADOPTED THIS DECISION:

SECTION 1

GENERAL PRINCIPLES

Article 1

Purpose

1. The purpose of this Decision shall be to establish the guidelines covering the objectives, priorities and broad lines of measures envisaged in the area of the trans-European transport network. These guidelines identify projects of common interest, the implementation of which should contribute to the development of the network throughout the Community.
2. The guidelines referred to in paragraph 1 shall constitute a general reference framework intended to encourage the Member States and, where appropriate, the Community in carrying out projects of common interest, the purpose of which is to ensure the cohesion, interconnection and interoperability of the trans-European transport network, as well as access to that network. These guidelines are also intended to facilitate the involvement of the private sector.
3. Essential requirements relating to the interoperability of the trans-European transport network, transport telematics and ancillary services, shall be defined in accordance with the Treaty, in Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system¹⁰, and separately from this Decision.

Article 2

Objectives

1. The trans-European transport network shall be established gradually by 2020 by integrating land, sea and air transport infrastructure networks throughout the Community in accordance with the outline plans indicated on the maps in Annex I and/or the specifications in Annex II.
2. The network must:
 - (a) ensure the sustainable mobility of persons and goods within an area without internal frontiers under the best possible social and safety conditions, while helping to achieve the Community's objectives, particularly in regard to the environment and competition, and contribute to strengthening economic and social cohesion;
 - (b) offer users high-quality infrastructure on acceptable economic terms;
 - (c) include all modes of transport, taking account of their comparative advantages;
 - (d) allow the optimal use of existing capacities;
 - (e) be, insofar as possible, interoperable within modes of transport and encourage intermodality between the different modes of transport;
 - (f) be, insofar as possible, economically viable;
 - (g) cover the whole territory of the Member States so as to facilitate access in general, link island, landlocked and peripheral regions to the central regions and interlink without bottlenecks the major conurbations and regions of the Community;
 - (h) be capable of being connected to the networks of the European Free Trade Association (EFTA) States, the countries of Central and Eastern Europe and the Mediterranean countries, while at the same time promoting interoperability and access to these networks, insofar as this proves to be in the Community's interest.

¹⁰ OJ L 191, 18.7.2008, p.1.

Article 3

Scope of the network

1. The trans-European network shall comprise transport infrastructure, traffic management systems and positioning and navigation systems.
2. The transport infrastructure shall comprise road, rail and inland waterway networks, motorways of the sea, seaports and inland waterway ports, airports and other interconnection points between modal networks.
3. The traffic management systems and the positioning and navigation systems shall include the necessary technical installations and information and telecommunications systems to ensure harmonious operation of the network and efficient traffic management.

Article 4

Broad lines of measures

The broad lines of Community measures shall cover:

- (a) the drawing up and revision of the network outline plans;
- (b) the identification of projects of common interest;
- (c) the adaptation of the existing network;
- (d) the promotion of network interoperability;
- (e) the optimum combination of modes of transport, inter alia, by creating interconnection centres, which in the case of freight should be located, insofar as possible, away from urban centres, in order to render possible the effective operation of intermodality;
- (f) the pursuit of consistency and complementarity of financial aid in line with the rules applicable to each financial instrument;
- (g) research and development;
- (h) cooperation with third countries concerned by development of the network and the conclusion of suitable agreements with them;
- (i) incentives for Member States and international organisations to further the objectives pursued by the Community;
- (j) promotion of continuous cooperation between interested parties;
- (k) any other measures which prove necessary for the achievement of the objectives referred to in Article 2(2).

Article 5

Priorities

Taking into account the objectives set out in Article 2(2) and the broad lines of measures set out in Article 4, the priorities shall be:

- (a) establishment and development of the key links and interconnections needed to eliminate bottlenecks, fill in missing sections and complete the main routes, especially their cross-border sections, cross natural barriers, and improve interoperability on major routes;

- (b) establishment and development of infrastructure which promotes the interconnection of national networks in order to facilitate the linkage of islands, or areas similar to islands, and landlocked, peripheral and outermost regions on the one hand and the central regions of the Community on the other, in particular to reduce the high transport costs of these areas;
- (c) the necessary measures for the gradual achievement of an interoperable rail network, including, where feasible, routes adapted for freight transport;
- (d) the necessary measures to promote long-distance, short sea and inland shipping;
- (e) the necessary measures to integrate rail and air transport, especially through rail access to airports, whenever appropriate, and the infrastructures and installations needed;
- (f) optimisation of the capacity and efficiency of existing and new infrastructure, promotion of intermodality and improvement of the safety and reliability of the network by establishing and improving intermodal terminals and their access infrastructure and/or by deploying intelligent systems;
- (g) integration of safety and environmental concerns in the design and implementation of the trans-European transport network;
- (h) development of sustainable mobility of persons and goods in accordance with the objectives of the European Union on sustainable development.

Article 6

Third-country networks

Promotion by the Community of projects of common interest and network interconnection and interoperability in order to ensure the compatibility of third-country networks with the trans-European transport network shall be determined on a case-by-case basis in accordance with the appropriate procedures in the Treaty.

Article 7

Projects of common interest

1. Projects of common interest shall form a common objective, the implementation of which depends on their degree of maturity and the availability of financial resources, without prejudging the financial commitment of a Member State or the Community.

2. In compliance with the rules of the Treaty, particularly as regards questions of competition, any project shall be considered to be of common interest which:
 - (a) pursues the objectives set out in Article 2(2);
 - (b) concerns the network described in Article 3(1);
 - (c) corresponds to one or more of the priorities set out in Article 5; and
 - (d) is potentially economically viable on the basis of analysis of the socio-economic costs and benefits.

3. Projects shall relate to an element of the network described in Articles 9 to 18 and shall in particular:
 - (a) relate to the routes identified on the maps in Annex I; and/or
 - (b) correspond to the specifications or criteria in Annex II.

4. Member States shall take any measures which they consider necessary within the framework of the principles laid down in Article 1(2).

Article 8

Environmental protection

1. When projects are planned and carried out, environmental protection must be taken into account by the Member States by carrying out, pursuant to Council Directive 85/337/EEC, environmental impact assessments of projects of common interest which are to be implemented and by applying Directives 79/409/EEC and 92/43/EEC.

As from 21 July 2004 an environmental assessment of the plans and programmes leading to such projects, especially where they concern new routes or other important nodal infrastructure development, shall be carried out by Member States pursuant to Directive 2001/42/EC.

Member States shall take the results of this environmental assessment into account in the preparation of the plans and programmes concerned, in accordance with Article 8 of that Directive.

2. Before 21 July 2004, the Commission shall, in agreement with Member States, develop suitable methods for implementing the strategic environmental assessment with the objective of ensuring, inter alia, appropriate coordination, avoiding duplication of effort, and achieving simplification and acceleration of planning processes for cross-border projects and corridors.

The results of this work and of the environmental assessment of the trans-European networks projects carried out by Member States pursuant to Directive 2001/42/EC shall be taken into account, as appropriate, by the Commission in its report on the guidelines and the possible accompanying legislative proposals to revise the guidelines, as provided for in Article 22 of this Decision.

SECTION 2

ROAD NETWORK

Article 9

Characteristics

1. The trans-European road network shall comprise motorways and high-quality roads, whether existing, new or to be adapted, which:

- (a) play an important role in long-distance traffic; or
- (b) bypass the main urban centres on the routes identified by the network; or
- (c) provide interconnection with other modes of transport; or
- (d) link landlocked and peripheral regions to central regions of the Community.

2. The network shall guarantee users a high, uniform and continuous level of services, comfort and safety.

3. The network shall also include infrastructure for traffic management, user information, dealing with incidents and emergencies and electronic fee collection, such infrastructure being based on active cooperation between traffic management systems at European, national and regional level and providers of travel and traffic information and value added services, which will ensure the necessary complementarity with applications whose deployment is facilitated under the trans-European telecommunications networks programme.

SECTION 3

RAIL NETWORK

Article 10

Characteristics

1. The rail network shall comprise high-speed rail lines and conventional rail lines.
2. The high-speed rail network, whether using current or new technology, shall comprise:
 - (a) specially built high-speed lines equipped for speeds generally equal to or greater than 250 km/h;
 - (b) specially upgraded high-speed lines equipped for speeds of the order of 200 km/h;
 - (c) specially upgraded high-speed lines or lines specially built for high speed and connected to the high-speed rail network which have special features as a result of topographical or environmental, relief or town-planning constraints, on which speed must be adapted individually.

The high-speed rail network shall consist of the lines indicated in Section 3 of Annex I. Essential requirements and technical specifications for interoperability applicable to high-speed rail lines using current technology shall be defined in accordance with Council Directive 96/48/EC¹¹. Member States shall give the Commission prior notice of the opening of any high-speed line and of the line's technical characteristics.

3. The conventional rail network shall comprise lines for the conventional transport by rail of passengers and freight, including the rail segments of the trans-European combined transport network referred to in Article 15, access links to sea and inland ports of common interest and those freight terminals which are open to all operators. Essential requirements and technical specifications for interoperability applicable to the conventional rail lines shall be defined in accordance with Directive 2001/16/EC of the European Parliament and of the Council¹².

4. The rail network shall include the infrastructures and the facilities which enable rail and road and, where appropriate, maritime services and air transport services to be integrated. In this regard, particular attention shall be paid to the connection of regional airports to the network.

5. The rail network shall fulfill at least one of the following functions:
- (a) play an important role in long-distance passenger traffic;
 - (b) permit interconnection with airports, where appropriate;
 - (c) permit access to regional and local rail networks;
 - (d) facilitate freight transport by means of the identification and development of trunk routes dedicated to freight or routes on which freight trains have a priority;
 - (e) play an important role in combined transport;
 - (f) permit interconnection via ports of common interest with short sea shipping and inland waterways.

¹¹ OJ L 235, 17.9.1996, p. 6.

¹² EN OJ L 110, 20.4.2001, p. 1.

6. The rail network shall offer users a high level of quality and safety, by virtue of its continuity and of the gradual implementation of its interoperability, which shall be brought about in particular by technical harmonization and the ERTMS harmonized command and control system recommended for the European railway network. To this end, a deployment plan, coordinated with national plans, shall be established by the Commission in consultation with the Member States.

SECTION 4

INLAND WATERWAY NETWORK AND INLAND PORTS

Article 11

Characteristics

1. The trans-European inland waterway network shall comprise rivers and canals and various branches and links which connect them. It shall, in particular, render possible the interconnection between industrial regions and major conurbations and link them to ports.

2. The minimum technical characteristics for waterways forming part of the network shall be those laid down for a class IV waterway, which allows the passage of a vessel or a pushed train of craft 80 to 85 m long and 9,50 m wide. Where a waterway forming part of the network is modernised or constructed, the technical specifications should correspond at least to class IV, should enable class Va/Vb to be achieved at a later date and should make satisfactory provision for the passage of vessels used for combined transport. Class Va allows the passage of a vessel or a pushed train of craft 110 m long and 11,40 m wide and class Vb allows the passage of a pushed train of craft 172 to 185 m long and 11,40 m wide.

3. Inland ports shall form part of the network, in particular as points of interconnection between the waterways referred to in paragraph 2 and Article 15 and other modes of transport.

4. The network shall include inland ports:

- (a) open to commercial traffic;
- (b) located on the network of inland waterways as shown in the outline in Annex I, Section 4;
- (c) interconnected with other trans-European transport routes as shown in Annex I; and
- (d) equipped with transshipment facilities for intermodal transport or with an annual freight traffic volume of at least 500 000 tonnes.

The inland ports referred to in point (d) are shown in Annex I.

5. The network shall also include the traffic management infrastructure. This shall entail in particular the establishment of an interoperable, intelligent traffic and transport system known as the 'River Information Services' intended to optimise the existing capacity and safety of the inland waterway network and to improve interoperability with other modes of transport.

SECTION 5

SEAPORTS

Article 12

Characteristics

1. Seaports shall permit the development of sea transport and shall constitute shipping links for islands and the points of interconnection between sea transport and other modes of transport. They shall provide equipment and services to transport operators. Their infrastructure shall provide a range of services for passenger and goods transport, including ferry services and short- and long-distance shipping services, including coastal shipping, within the Community and between the latter and non-member countries.

2. The seaports included in the trans-European transport network shall correspond to one of the categories, A, B or C, defined as follows:

- A. international seaports: ports with a total annual traffic volume of not less than 1,5 million tonnes of freight or 200 000 passengers which, unless it is an impossibility, are connected with the overland elements of the trans-European transport network and therefore play a major role in international maritime transport;
- B. Community seaports, not included in category A: these ports have a total annual traffic volume of not less than 0,5 million tonnes of freight or between 100 000 and 199 999 passengers, are connected, unless it is an impossibility, with the overland elements of the trans-European transport network and are equipped with the necessary transshipment facilities for short-distance sea shipping;
- C. regional ports: these ports do not meet the criteria of categories A and B but are situated in island, peripheral or outermost regions, interconnecting such regions by sea and/or connecting them with the central regions of the Community.

The seaports in category A shall be shown on the indicative maps in the outline plans in Section 5 of Annex I, on the basis of the most recent port data.

3. In addition to the criteria set out in Article 7, seaport projects of common interest related to seaports included in the trans-European seaport network shall comply with the criteria and specifications in Annex II.

Article 13

Motorways of the sea

1. The trans-European network of motorways of the sea is intended to concentrate flows of freight on sea-based logistical routes in such a way as to improve existing maritime links or to establish new

viable, regular and frequent maritime links for the transport of goods between Member States so as to reduce road congestion and/or improve access to peripheral and island regions and States. Motorways of the sea should not exclude the combined transport of persons and goods, provided that freight is predominant.

2. The trans-European network of motorways of the sea shall consist of facilities and infrastructure concerning at least two ports in two different Member States. The facilities and infrastructure shall include elements, in at least one Member State, such as port facilities, electronic logistics management systems, safety and security and administrative and customs procedures, as well as infrastructure for direct land and sea access, including ways of ensuring year-round navigability, in particular the availability of facilities for dredging and icebreakers for winter access.

3. Waterways or canals, as identified in section 4 of Annex I, which link two European motorways of the sea, or two sections thereof, and make a substantial contribution to shortening sea routes, increasing efficiency and saving shipping time shall form part of the trans-European network of motorways of the sea.

4. The projects of common interest of the trans-European network of motorways of the sea shall be proposed by at least two Member States and shall be geared to actual needs. The projects proposed shall in general involve both the public and private sectors in accordance with procedures which, before aid granted from the national budgets can be supplemented, if necessary, by aid from the Community, provide for a tendering process in one of the following forms:

- (a) a public call for tenders organised jointly by the Member States concerned, intended to establish new links from the category A port, as defined in Article 12(2), which they select in advance within each sea area, as provided for in project No 21 referred to in Annex III;
- (b) in so far as the location of the ports is comparable, a public call for tenders organised jointly by the Member States concerned and targeting consortia bringing together at least shipping companies and ports located in one of the sea areas, as provided for in project No 21 referred to in Annex III.

5. The projects of common interest of the trans-European network of motorways of the sea:

- (a) shall focus on the facilities and infrastructure which make up the network of motorways of the sea;
- (b) may include, without prejudice to Articles 87 and 88 of the Treaty, start-up aid if, as a result of the tendering process referred to in paragraph 4, public support is deemed necessary for the financial viability of the project; start-up aid shall be limited to two years and shall be granted only in support of duly justified capital costs; the aid may not exceed the minimum estimated amount required to start up the links concerned; the aid may not lead to distortions of competition in the relevant markets contrary to the common interest;
- (c) may also include activities which have wider benefits and are not linked to specific ports, such as making available facilities for ice-breaking and dredging operations, as well as information systems, including traffic management and electronic reporting systems.

6. The projects of common interest of the trans-European network of motorways of the sea shall be submitted to the Commission for approval.

7. The Commission shall, within three years, submit to the Committee referred to in Article 21(1) an initial list of specific projects of common interest, thereby putting the concept of the motorways of the sea into concrete form.

This list shall also be communicated to the European Parliament.

SECTION 6

AIRPORTS

Article 14

Characteristics

1. The trans-European airport network shall comprise airports situated within the territory of the Community which are open to commercial air traffic and which comply with the criteria set out in Section 6 of Annex II. These airports shall be classified differently according to the volume and type of traffic they handle and according to their function within the network. They shall permit the development of air links and the interconnection of air transport and other modes of transport.

2. The international connecting points and the Community connecting points shall constitute the core of the trans-European airport network. Links between the Community and the rest of the world shall be mainly via the international connecting points. The Community connecting points shall essentially provide links within the Community, with extra-Community services still accounting for a small proportion of their business. Regional connecting points and accessibility points shall facilitate access to the core of the network or help to open up peripheral and isolated regions.

3. International and Community connecting points shall be gradually linked to the high-speed lines of the rail network, where appropriate. The network shall include the infrastructures and the facilities which permit the integration of air and rail transport services and, where appropriate, maritime transport services.

SECTION 7

COMBINED TRANSPORT NETWORK

Article 15

Characteristics

The trans-European combined transport network shall comprise:

- (a) railways and inland waterways which are suitable for combined transport and shipping which, combined where appropriate with the shortest possible initial and/or terminal road haulage, permit the long-distance transport of goods;
- (b) intermodal terminals equipped with installations permitting transshipment between railways, inland waterways, shipping routes and roads;
- (c) suitable rolling stock, on a provisional basis, where the characteristics of the infrastructure, as yet unadapted, so require.

SECTION 8

SHIPPING MANAGEMENT AND INFORMATION NETWORK

Article 16

Characteristics

In order to guarantee a high level of safety and effectiveness as regards shipping and of environmental protection in the shipping areas under the jurisdiction of the Member States, the trans-European shipping management and information network shall concern:

- (a) coastal and port shipping management systems;
- (b) vessel positioning systems;
- (c) reporting systems for vessels transporting dangerous or polluting goods;
- (d) communications systems for distress and safety at sea.

SECTION 9

AIR TRAFFIC MANAGEMENT NETWORK

Article 17

Characteristics

The trans-European air traffic management network shall comprise the airspace reserved for general aviation, airways, air navigation aids, the traffic planning and management systems and the air traffic control system (control centres, surveillance and communications facilities) that are necessary for safe and efficient aviation in European airspace.

SECTION 10

POSITIONING AND NAVIGATION NETWORK

Article 18

Characteristics

The trans-European positioning and navigation systems network shall comprise the satellite positioning and navigation systems and the systems to be defined in the future European Radio Navigation Plan. These systems shall provide a reliable and efficient positioning and navigation service which can be used by all modes of transport.

SECTION 11

COORDINATION BETWEEN MEMBER STATES

Article 19

European Coordinator

1. In order to facilitate the coordinated implementation of certain projects, in particular cross-border projects or sections of cross-border projects included among the projects declared to be of European interest referred to in Article 25, the Commission may designate, in agreement with the Member States concerned, and after having consulted the European Parliament, a person called the 'European Coordinator'.

2. The European Coordinator shall be chosen, in particular, on the basis of his/her experience of European institutions and knowledge of issues relating to the financing and the socio-economic and environmental evaluation of major projects.

3. The Commission decision designating the European Coordinator shall specify how he/she is to perform the tasks referred to in paragraph 5.

4. The European Coordinator shall act in the name of and on behalf of the Commission. The remit of the European Coordinator shall normally relate to a single project, especially in the case of a cross-border project, but may, if necessary, be extended to cover the whole of a major axis. The European Coordinator shall draw up together with the Member States concerned a work plan for his/her activities.

5. The European Coordinator shall:

- (a) promote, in cooperation with the Member States concerned, joint methods for the evaluation of projects and, where appropriate, advise project promoters on the financial package for the projects;
- (b) draw up a report every year for the European Parliament, the Commission and the Member States concerned on progress achieved in the implementation of the project(s) for which he/she is responsible, new regulatory or other developments which could affect the characteristics of the projects and any difficulties and obstacles which may result in a significant delay in relation to the dates indicated in Annex III;
- (c) consult, together with the Member States concerned, regional and local authorities, operators, transport users, and representatives of civil society with a view to gaining fuller knowledge of the demand for transport services, the possibilities of investment funding and the type of services that must be provided in order to facilitate access to such funding.

6. The Member States concerned shall cooperate with the European Coordinator and give him/her the information required to perform the tasks referred to in paragraph 5.

7. Without prejudice to the applicable procedures laid down in Community and national law, the Commission may request the opinion of the European Coordinator when examining applications for Community funding for projects or groups of projects for which the European Coordinator is responsible.

SECTION 12

COMMON PROVISIONS

Article 20

National plans and programmes

The Member States shall provide the Commission with abstracts of national plans and programmes which they are drawing up with a view to development of the trans-European transport network, in particular in relation to the projects declared to be of European interest referred to in Article 24 to 27. Once adopted, the Member States shall send the national plans and programmes to the Commission for information.

Article 21

Committee for Monitoring Guidelines and the Exchange of Information

1. The Committee for Monitoring Guidelines and the Exchange of Information, hereinafter 'the Committee', shall assist the Commission; it shall be composed of representatives of the Member States and chaired by a representative of the Commission.
2. The Committee shall exchange information on the plans and programmes notified by Member States and may consider any question relating to the development of the trans-European transport network.

Article 22

Report

The Commission shall report every two years to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions on the implementation of the guidelines described in this Decision.

The Committee shall assist the Commission with drawing up the report.

The report shall be accompanied where necessary by legislative proposals to revise the guidelines; these legislative proposals may, if necessary, include amendments to the list of priority projects in Annex III or the addition to that list of projects that are in conformity with Article 23(1). The revision shall have particular regard to projects that contribute to the territorial cohesion of the European Union in accordance with Article 23(1) (e).

Article 23

Priority projects

1. The priority projects shall be projects of common interest referred to in Article 7 where examination

confirms that they:

- (a) are intended to eliminate a bottleneck or complete a missing link on a major route of the trans-European network, in particular projects which are cross-border projects, cross natural barriers or have a cross-border section;
- (b) are on such a scale that long-term planning at European level will help significantly;
- (c) present, overall, potential socio-economic net benefits and other socio-economic advantages;
- (d) significantly improve the mobility of goods and persons between Member States and thus also contribute to the interoperability of national networks;
- (e) contribute to the territorial cohesion of the European Union by integrating the networks of the new Member States and improving connections with the peripheral and island regions;
- (f) contribute to the sustainable development of transport by improving safety and reducing environmental damage caused by transport, in particular by promoting a modal shift towards railways, intermodal transport, inland waterways and maritime transport;
- (g) demonstrate commitment on the part of the Member States concerned to carrying out studies and evaluation procedures in time to complete the work in accordance with a date agreed in advance, based upon national plans or any other equivalent document relating to the project in question.

2. The priority projects on which work is due to start before 2010, the sections thereof and the dates agreed for completing the work referred to in paragraph 1(g) are set out in Annex III.

3. By 2010 the Commission shall draft a progress report and, if necessary, propose amendments to the list of priority projects identified in Annex III in line with paragraph 1.

Article 24

Declaration of European interest

The priority projects identified in Annex III are declared to be of European interest. This declaration is made solely in accordance with the procedure laid down in the Treaty and in the legal acts based thereon.

Article 25

Projects declared to be of European Interest

1. Without prejudice to the legal basis of the Community financial instrument in question:

- (a) when submitting their projects under the Cohesion Fund, in accordance with Council Regulation (EC) No 1084/2006¹³, the Member States shall give appropriate priority to the projects declared to be of European interest;
- (b) when submitting their projects under the budget for the trans-European networks, in accordance with Articles 9 and 10 of Council Regulation (EC) No 680/2007¹⁴, the Member States shall give appropriate priority to the projects declared to be of European interest.

2. Without prejudice to the legal basis of the Community financial instrument in question, the Commission:

¹³ OJ L 210, 31.7.2006, p. 79.

¹⁴ OJ L 210, 31.7.2006, p. 79.

- (a) shall encourage the Member States to take into account the projects declared to be of European interest when planning the programming of the Structural Funds, in particular in regions covered by the Convergence Objective, having regard to national transport plans falling within the scope of existing Community support frameworks;
 - (b) shall ensure that the countries qualifying for the Instrument for Pre-accession Assistance (IPA) give appropriate priority, when submitting their projects under that instrument in accordance with Council Regulation (EC) No 1085/2006¹⁵, to the projects declared to be of European interest.
3. When forecasting its financial needs, the Commission shall give appropriate priority to the projects declared to be of European interest.

Article 26

Delay in completion of projects declared to be of European interest

1. In the event of a significant delay, in relation to the deadline of 2010, in starting work on one of the projects declared to be of European interest, the Commission shall ask the Member States concerned to give the reasons for the delay within three months. On the basis of the reply given, the Commission shall consult all the Member States concerned in order to solve the problem which has led to the delay.

The Commission may, in consultation with the Committee and as part of its active monitoring of the implementation of the project declared to be of European interest and having due regard to the principle of proportionality, decide to adopt appropriate measures. The Member States concerned shall be given the opportunity to submit observations on such measures before their adoption.

The European Parliament shall be informed immediately of any measure taken.

In adopting these measures, the Commission shall take due account of the share of responsibility for the delay of each Member State concerned and shall refrain from taking measures that would affect the realisation of the project in Member States not responsible for the delay.

2. In the event that a project declared to be of European interest is not substantially completed within a reasonable period of time after the expected date of its completion indicated in Annex III, and all Member States concerned are responsible for the delay, the Commission shall review the project, in accordance with the procedure referred to in paragraph 1, with a view to withdrawing its classification as a project declared to be of European interest by means of the revision procedure referred to in the third paragraph of Article 22.

The Commission shall, in any event, review the project at the end of a period of 15 years after it has been declared to be of European interest within the meaning of this Decision.

Article 27

EN

EN

1. Five years after completion of a project declared to be of European interest or of one of the sections thereof, the Member States concerned shall carry out an assessment of its socio-economic impact and its impact on the environment, including its impact on trade and the free movement of persons and goods between Member States, on territorial cohesion and on sustainable development. Member

¹⁵ OJ L 210, 31.7.2006, p. 82.

States shall inform the Commission of the results of this assessment.

2. Where a project declared to be of European interest includes a cross-border section which is technically and financially indivisible, the Member States concerned shall coordinate their procedures for assessing the socio-economic effects thereof and use their best endeavors to conduct a transnational enquiry prior to granting construction permission and within the existing framework.

3. Other sections of projects of European interest shall be coordinated bilaterally or multilaterally by the Member States on a case-by-case basis.

4. The coordinated actions or transnational enquiries referred to in paragraph 2 shall apply without prejudice to the obligations imposed by the Community legislation on environmental protection, and particularly those relating to environmental impact assessment. The Member States concerned shall inform the Commission when such coordinated actions or transnational enquiries are launched and of the results. The Commission shall include that information in the report referred to in Article 22.

Article 28

Cross-border sections

In the context of certain priority projects, cross-border sections between two Member States, including motorways of the sea, shall be identified by the Member States on the basis of criteria defined by the Committee and notified to the Commission.

These will be, notably, sections which are technically and financially indivisible or to which the Member States concerned commit themselves jointly and for which they put in place a common structure.

Article 29

Repeal

Decision 1692/96/EC is repealed.

References to the repealed Decision shall be construed as references to this Decision and shall be read in accordance with the correlation table in Annex V.

Article 30

Entry into force

This Decision shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

Article 31

Addressees

This Decision is addressed to the Member States.

Done at Brussels, [...]

For the European Parliament
The President
[...]

For the Council
The President
[...]

A N N E X I

NETWORK SCHEMES ILLUSTRATED BY MAPS¹

SECTION 2: ROAD NETWORK

2.0.	Europe	2.7.	Ireland	2.14	Lithuania	2.21	Portugal
2.1.	Belgium	2.8.	Greece	2.15	Luxembourg	2.22	Romania
2.2	Bulgaria	2.9	Spain	2.16	Hungary	2.23	Slovenia
2.3	Czech Republic	2.10	France	2.17	Malta	2.24	Slovakia
2.4.	Denmark	2.11	Italy	2.18	Netherlands	2.25	Finland
2.5	Germany	2.12	Cyprus	2.19	Austria	2.26	Sweden
2.6.	Estonia	2.13	Latvia	2.20	Poland	2.27	United Kingdom

SECTION 3: RAIL NETWORK

2.0.	Europe	2.7.	Ireland	2.14	Luxembourg	2.21	Slovenia
2.1.	Belgium	2.8.	Greece	2.15	Hungary	2.22	Slovakia
2.2	Bulgaria	2.9	Spain	2.16	Netherlands	2.23	Finland
2.3	Czech Republic	2.10	France	2.17	Austria	2.24	Sweden
2.4.	Denmark	2.11	Italy	2.18	Poland	2.25	United-Kingdom
2.5	Germany	2.12	Latvia	2.19	Portugal		
2.6.	Estonia	2.13	Lithuania	2.20.	Romania		

¹ The maps relate to the corresponding sections mentioned in the enacting terms and/or Annex II.

SECTION 4 : INLAND WATERWAYS NETWORK AND INLAND PORTS

4.0.	Europe	4.6.	France	4.12	Romania
4.1.	Belgium	4.7.	Bulgaria	4.13	Slovakia
4.2.	Netherlands	4.8.	Czech Republic		
4.3.	Germany	4.9.	Lithuania		
4.4.	Germany/ Austria	4.10	Hungary		
4.5	France/ Italy	4.11	Poland		

SECTION 5: SEAPORTS - CATEGORY A

5.0.	Europe
5.1.	Baltic Sea
5.2.	North Sea
5.3.	Atlantic Ocean
5.4.	Mediterranean Sea - western part
5.5.	Mediterranean Sea - eastern part
5.6	Bulgaria/Romania
5.7.	Cyprus
5.8.	Malta

SECTION 6: AIRPORTS NETWORK

6.0.		6.6.	Greece	6.12	Lithuania	6.18	Slovakia
6.1.	Europe Belgium/Denmark/ Germany/ Luxembourg/ Netherlands/ Austria	6.7.	Spain/ Portugal	6.13	Hungary	6.19	Finland/ Sweden
6.2.	Bulgaria	6.8.	France	6.14	Malta		
6.3.	Czech Republic	6.9.	Italy	6.15	Poland		
6.4.	Estonia	6.10	Cyprus	6.16	Romania		
6.5.	Ireland/ United Kingdom	6.11	Latvia	6.17	Slovenia		

SECTION 7: COMBINED TRANSPORT NETWORK

- 7.1. A. Rail
B. Rail, large-scale
-

NB: The term 'planned' in keys to the maps covers all stages of an infrastructure project of common interest from preliminary studies until construction.

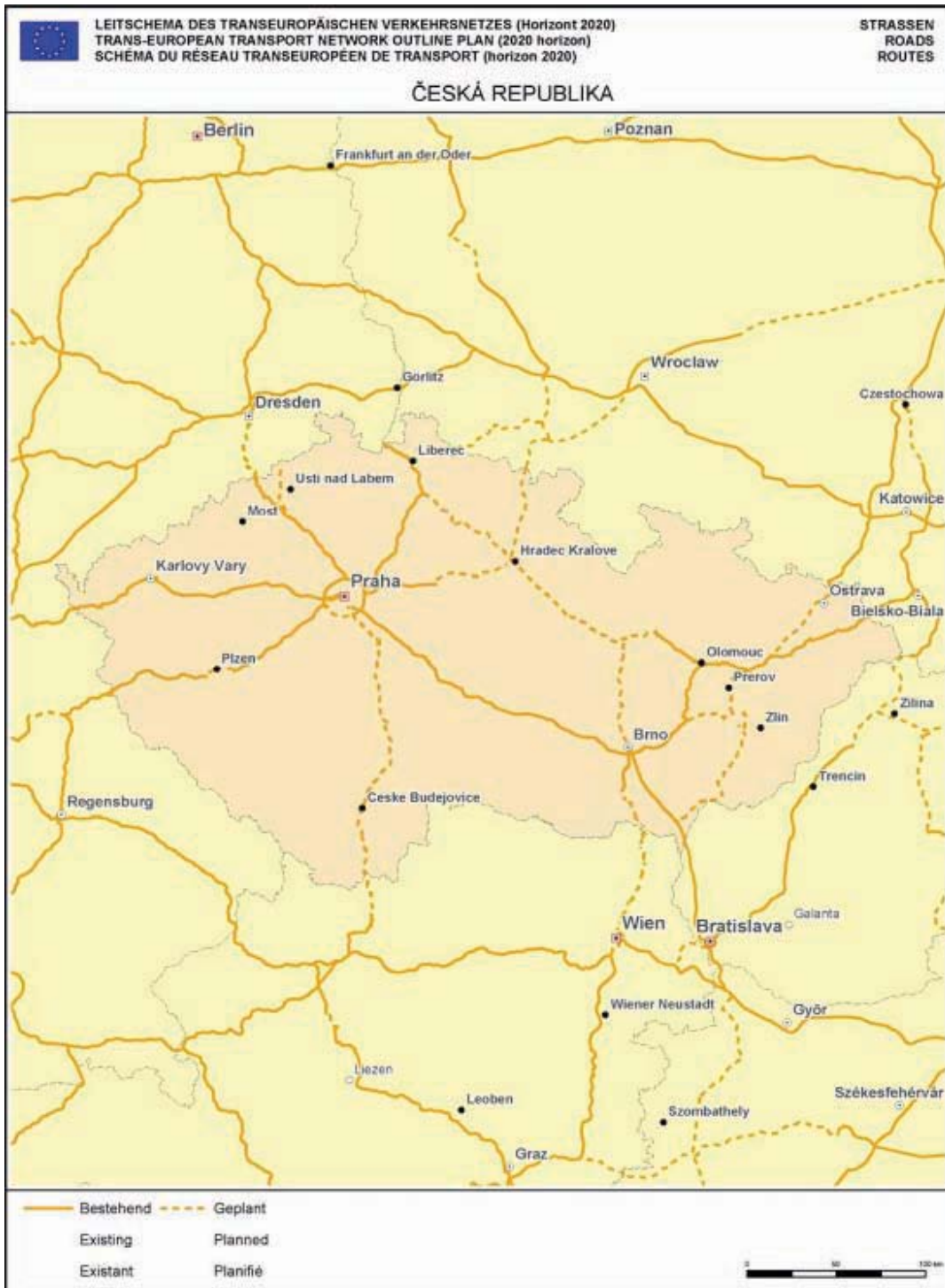
SECTION 2

ROAD NETWORK

















IRELAND







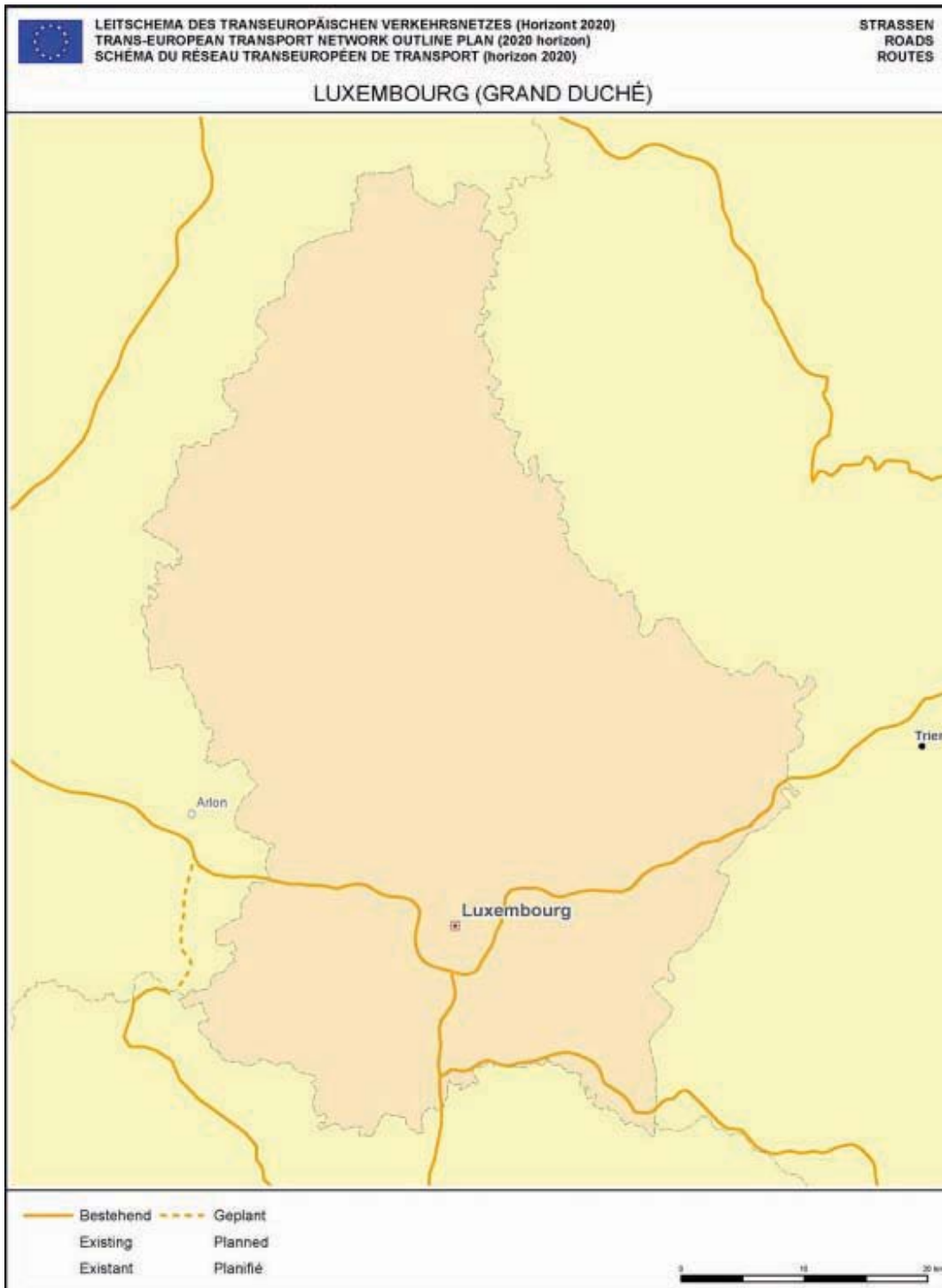


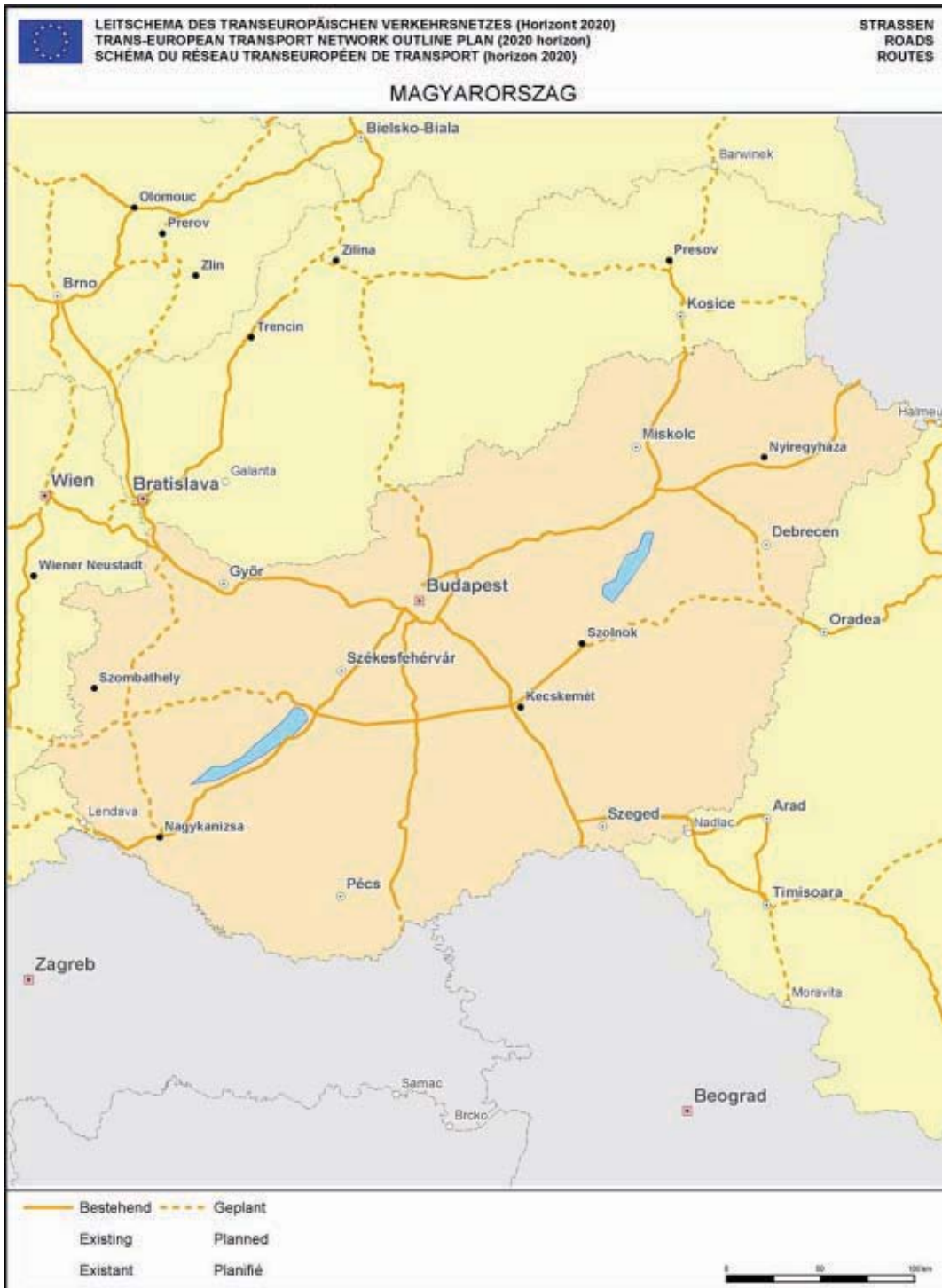






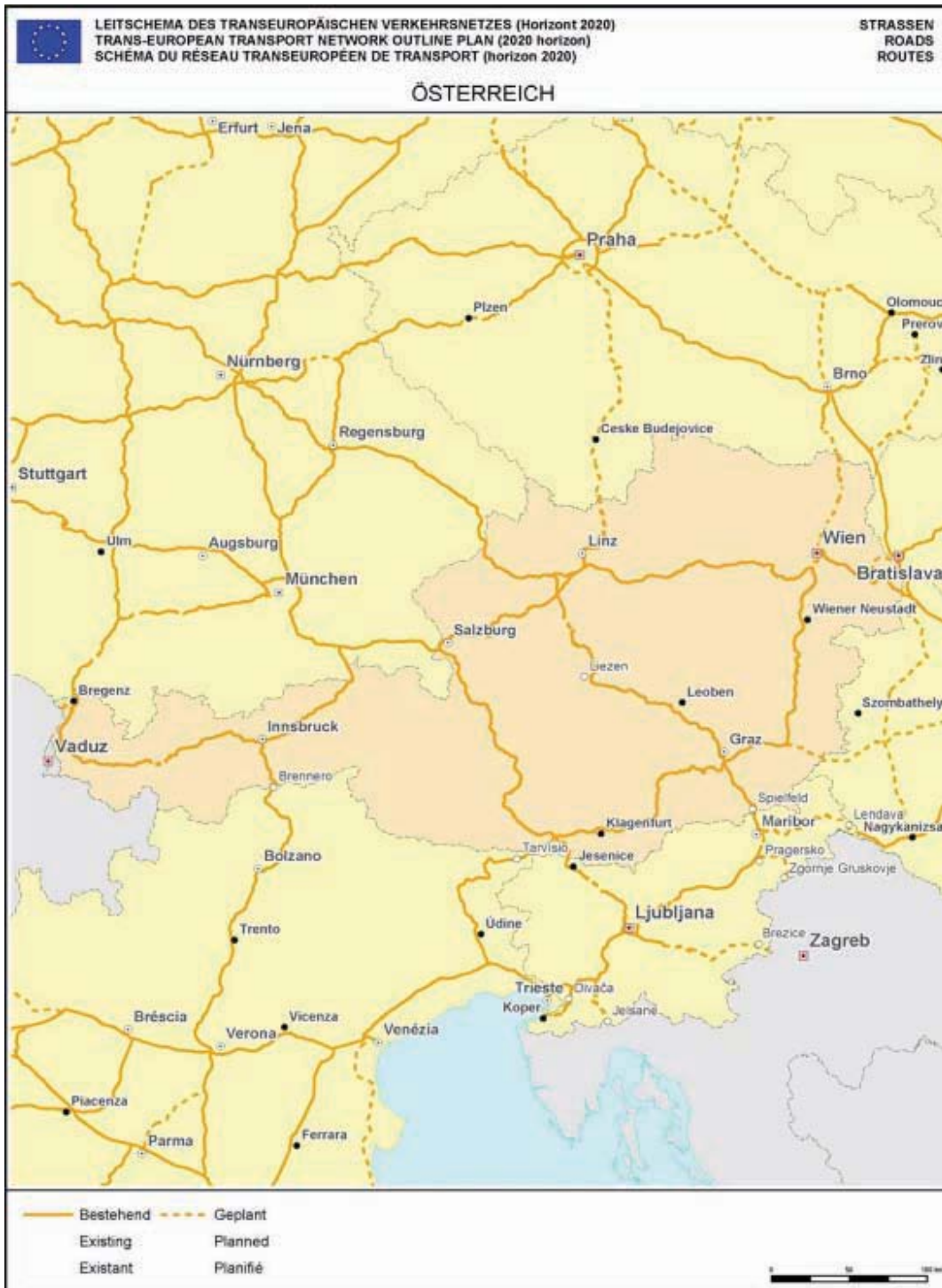












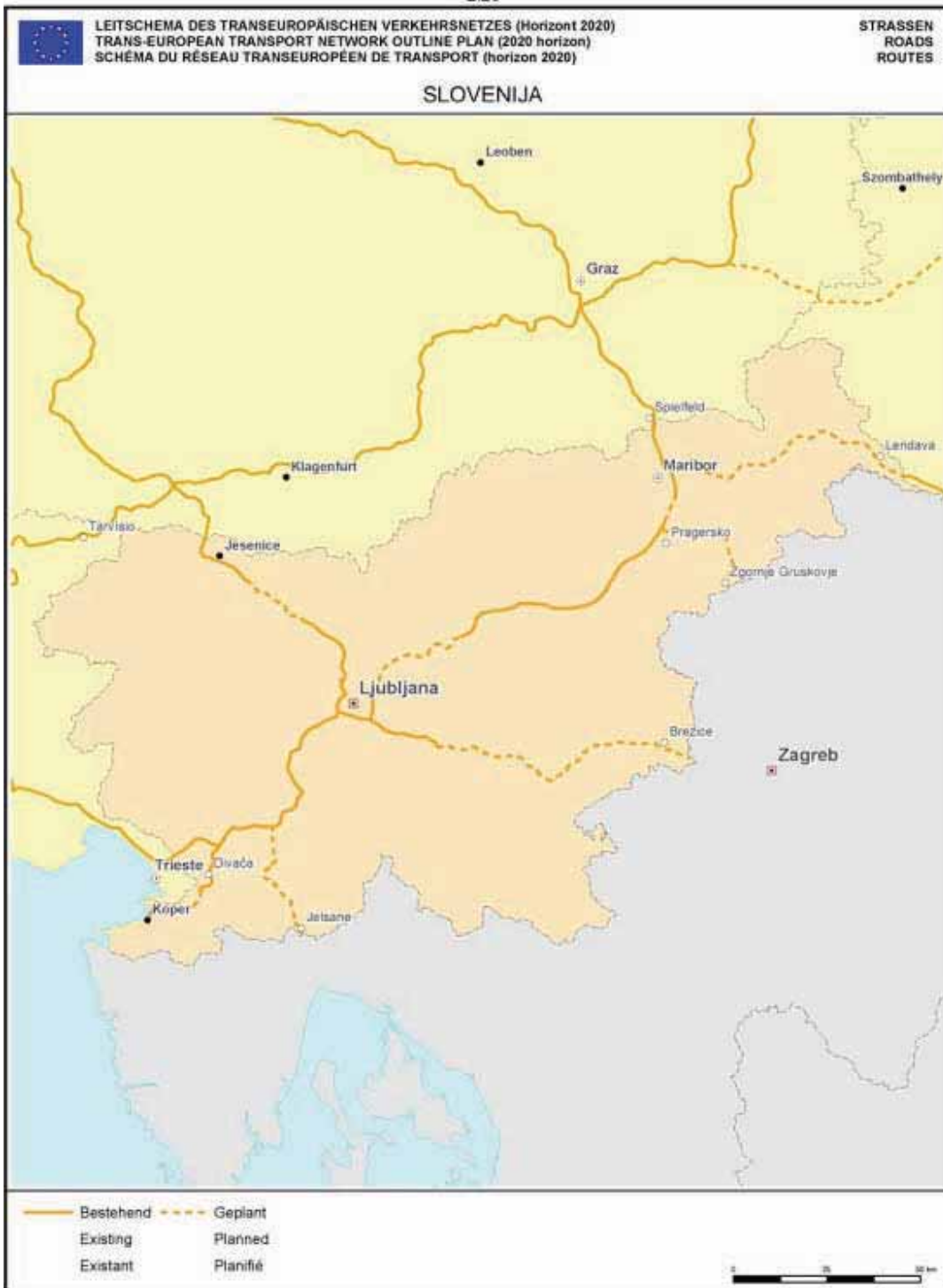






ROMANIA







SLOVENSKA REPUBLIKA









SECTION 3

RAILWAY NETWORK

3.0

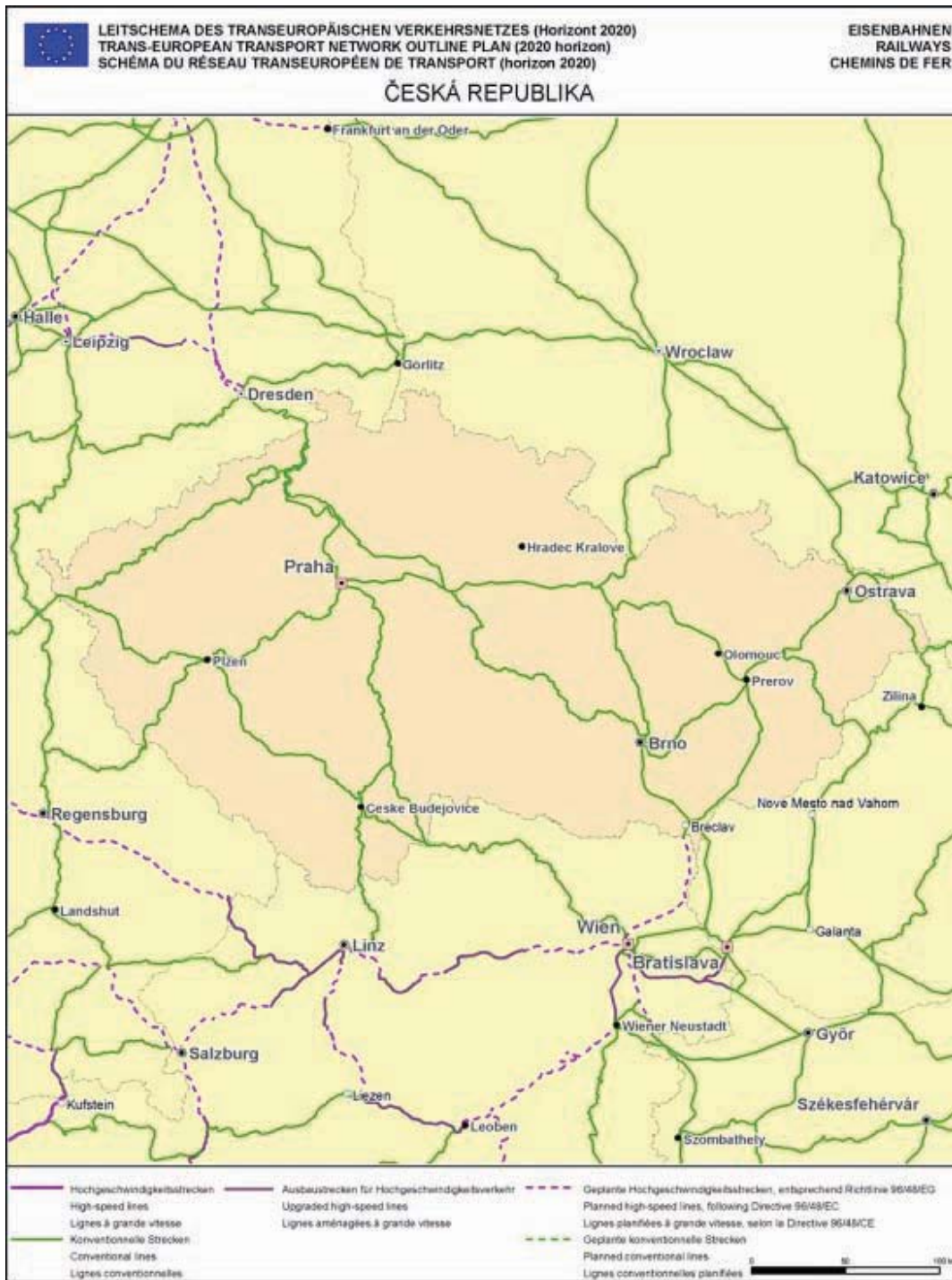






BULGARIA













IRELAND



	Hochgeschwindigkeitsstrecken		Ausbaustrecken für Hochgeschwindigkeitsverkehr		Geplante Hochgeschwindigkeitsstrecken, entsprechend Richtlinie 95/48/EG
	High-speed lines		Upgraded high-speed lines		Planned high-speed lines, following Directive 95/48/EC
	Lignes à grande vitesse		Lignes aménagées à grande vitesse		Lignes planifiées à grande vitesse, selon la Directive 95/48/CE
	Konventionelle Strecken				Geplante konventionelle Strecken
	Conventional lines				Planned conventional lines
	Lignes conventionnelles				Lignes conventionnelles planifiées

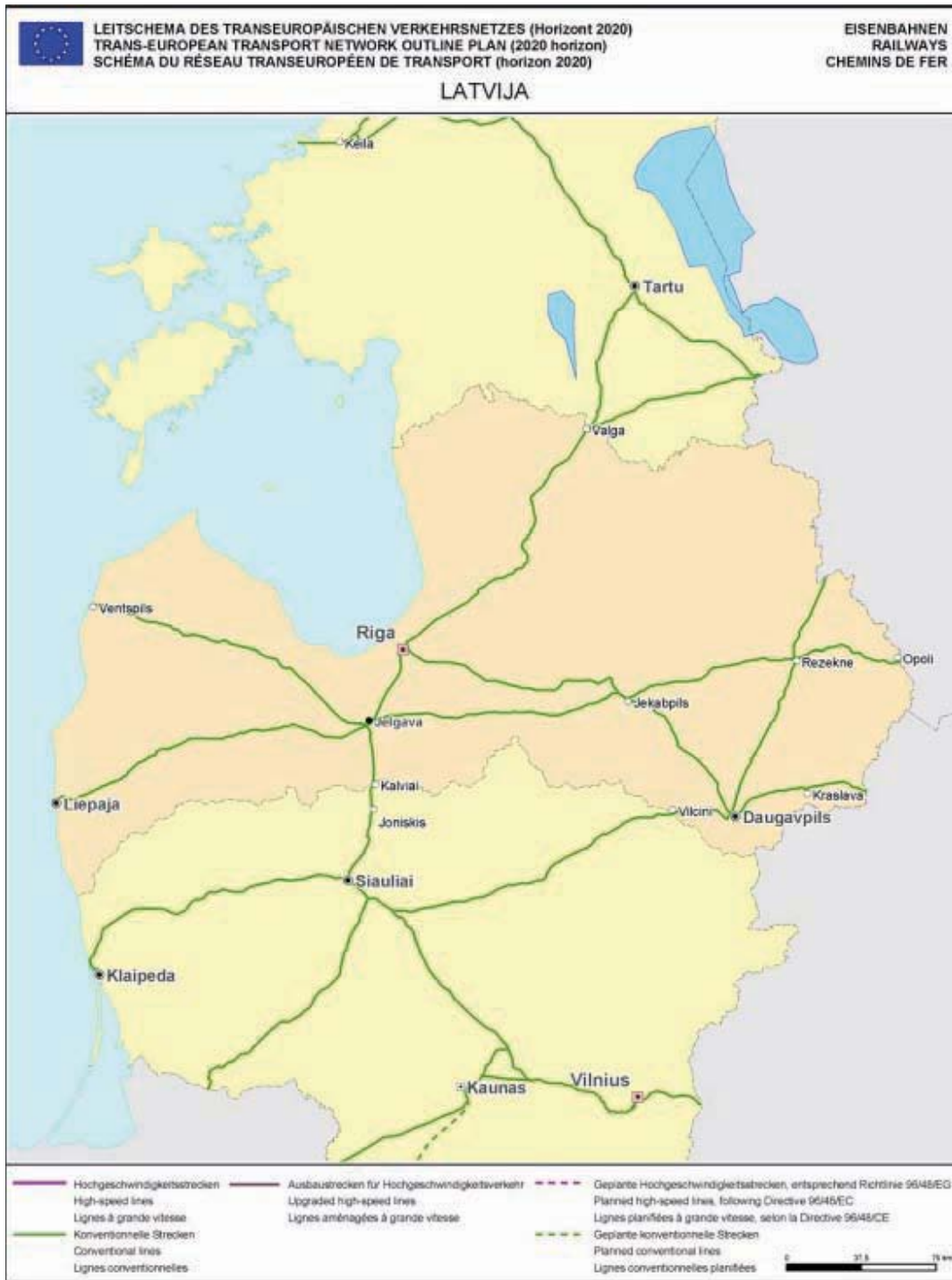




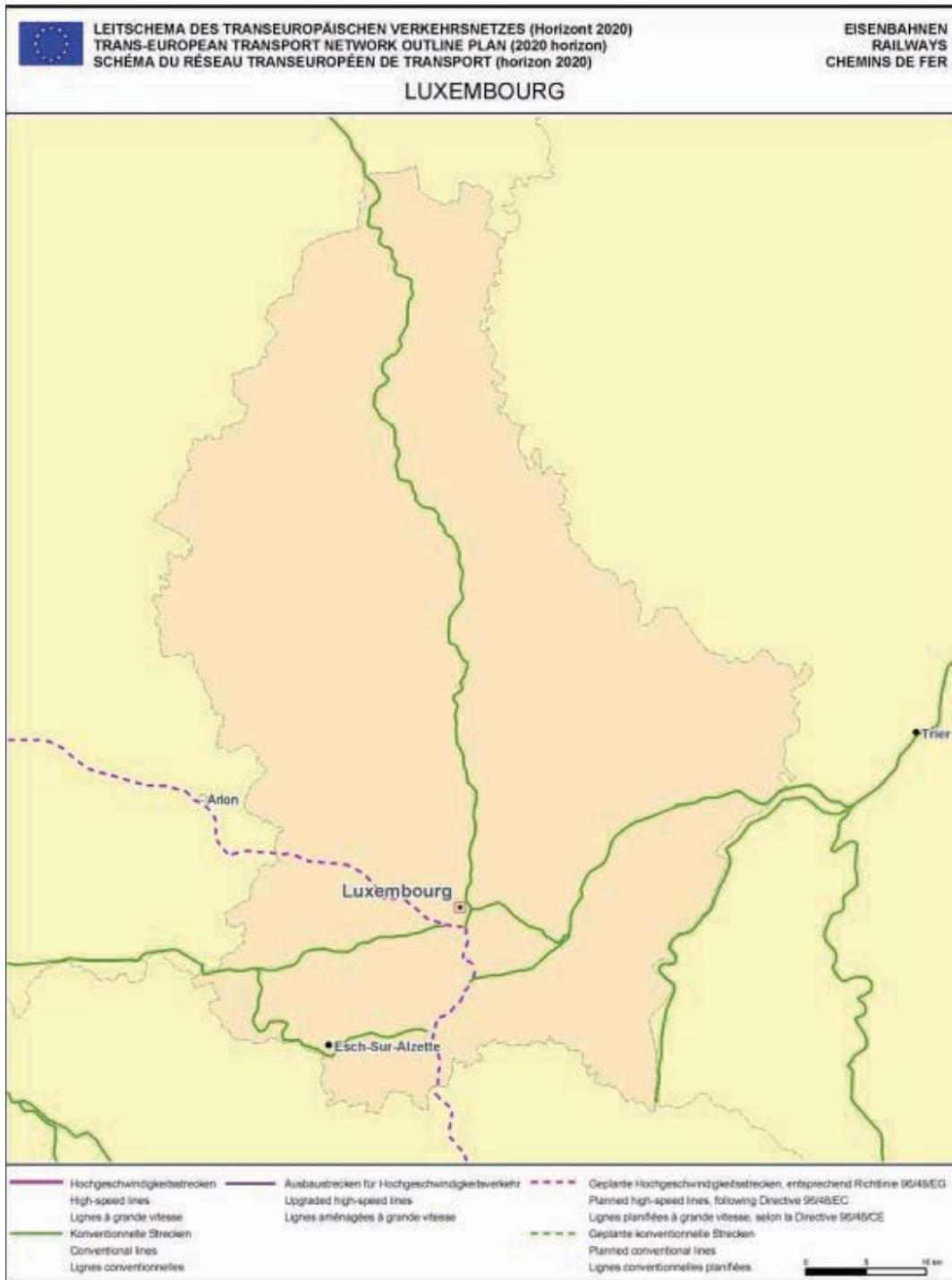






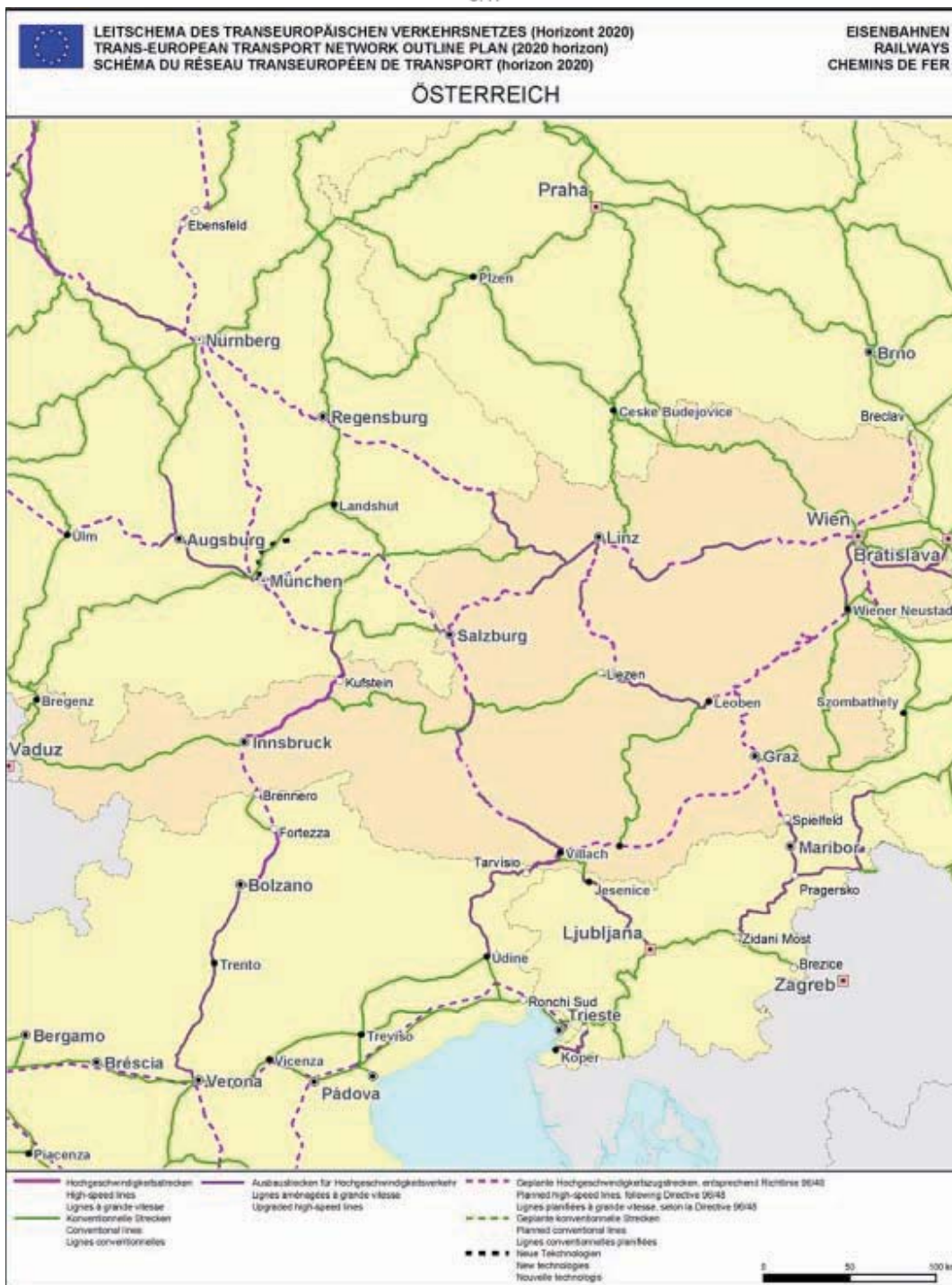










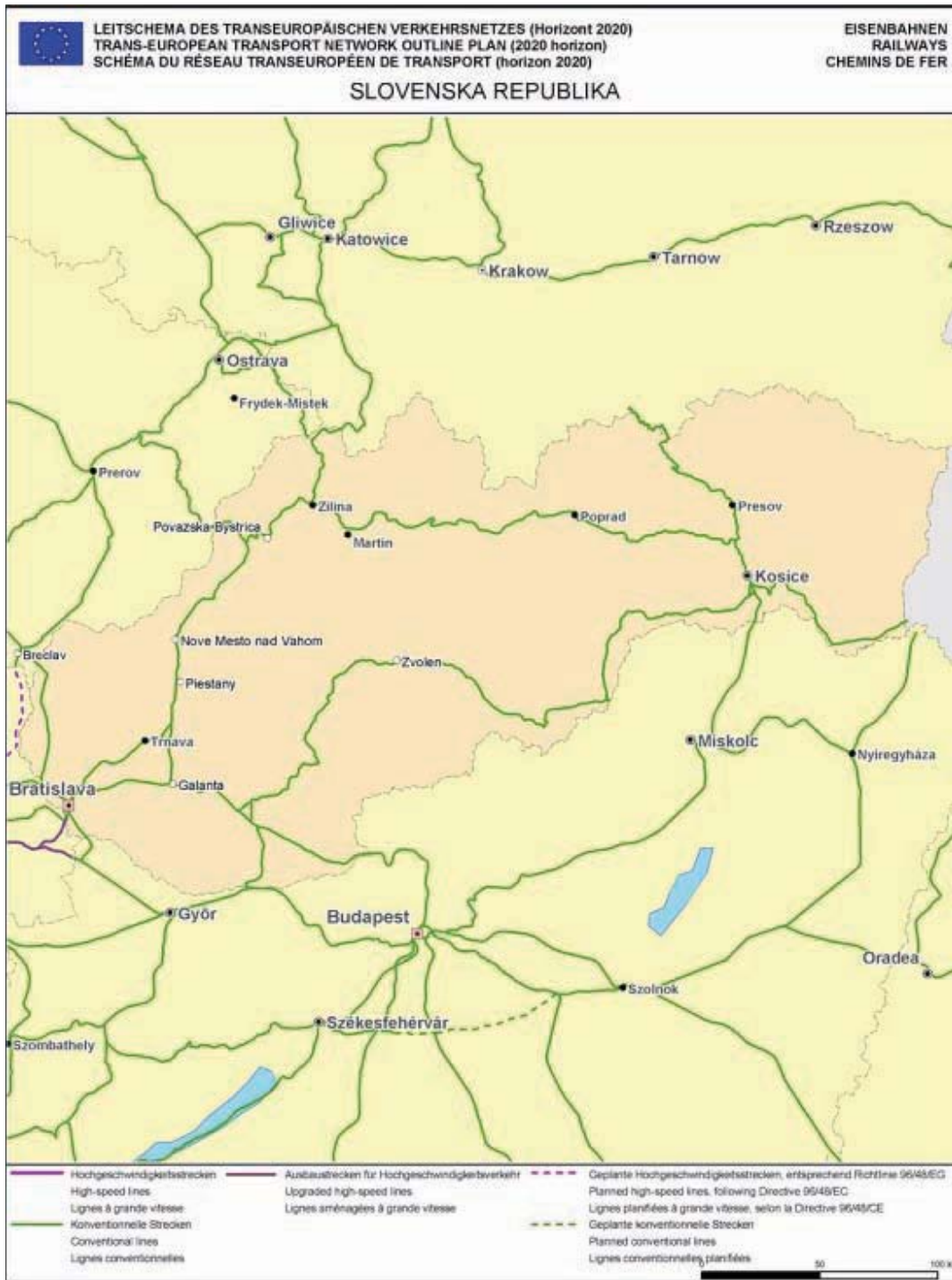
















LEITSHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES (Horizont 2020)
 TRANS-EUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2020 horizon)
 SCHEMA DU RÉSEAU TRANSEUROPEEN DE TRANSPORT (horizon 2020)

EISENBAHNEN
 RAILWAYS
 CHEMINS DE FER

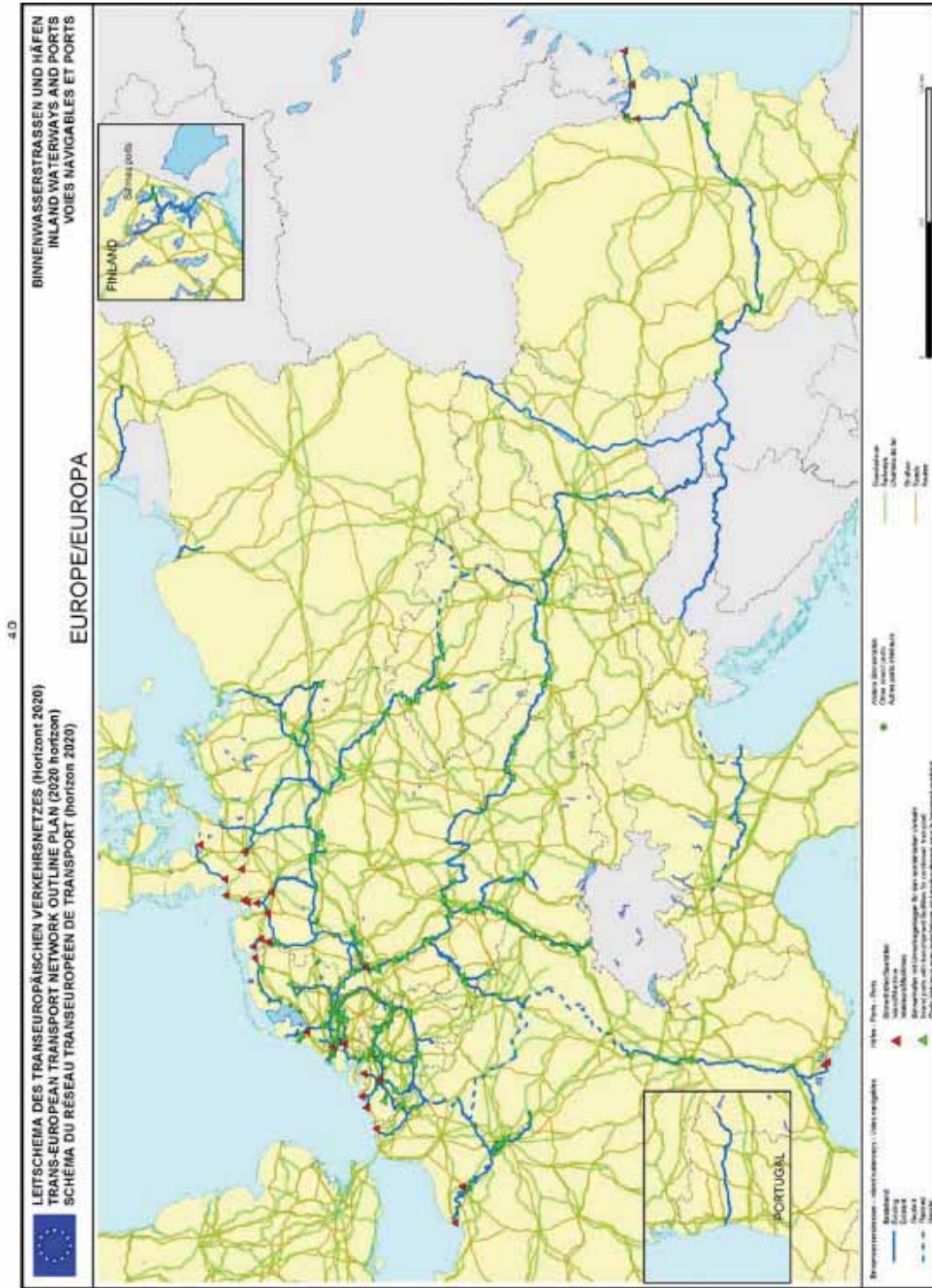
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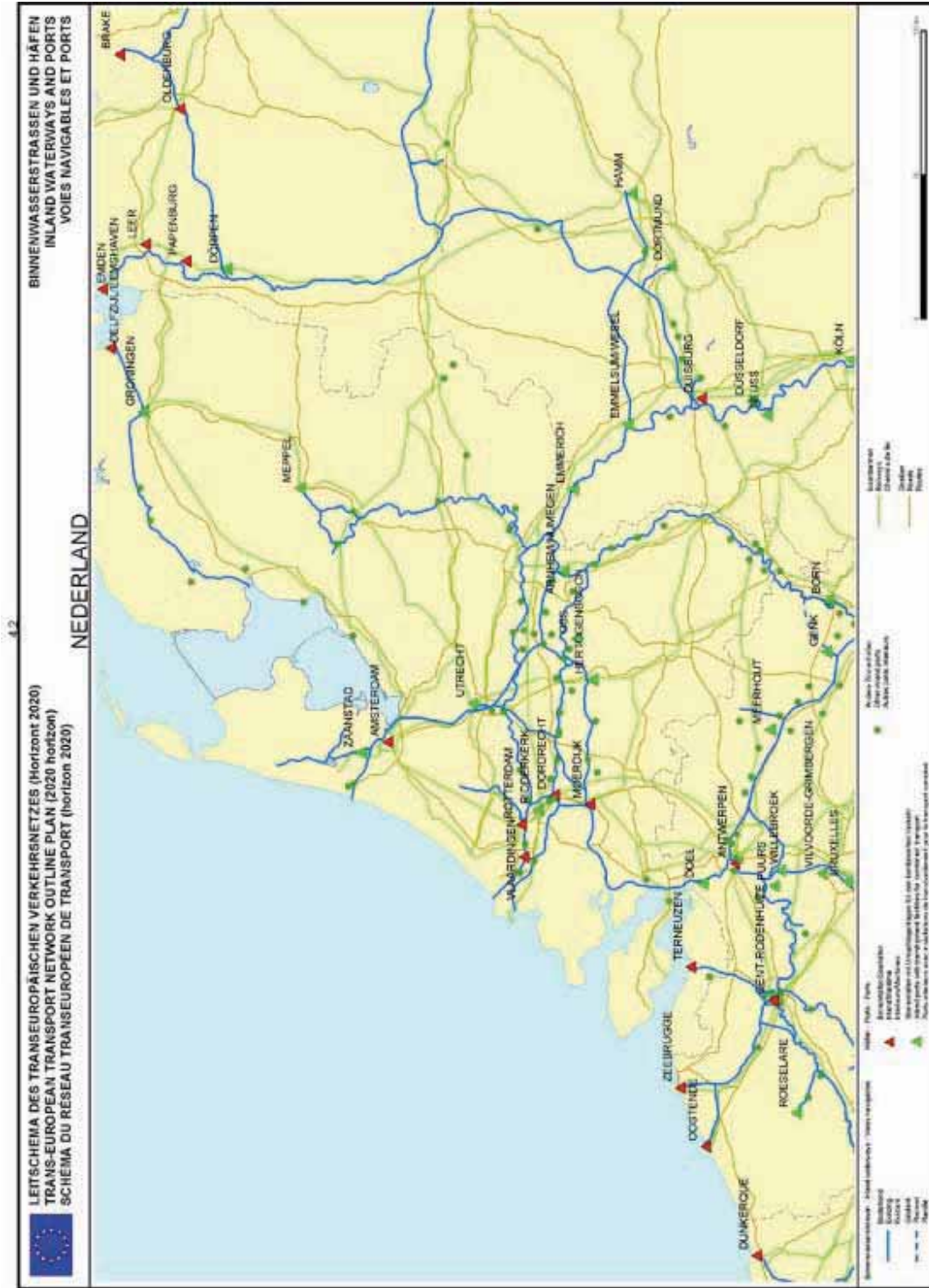


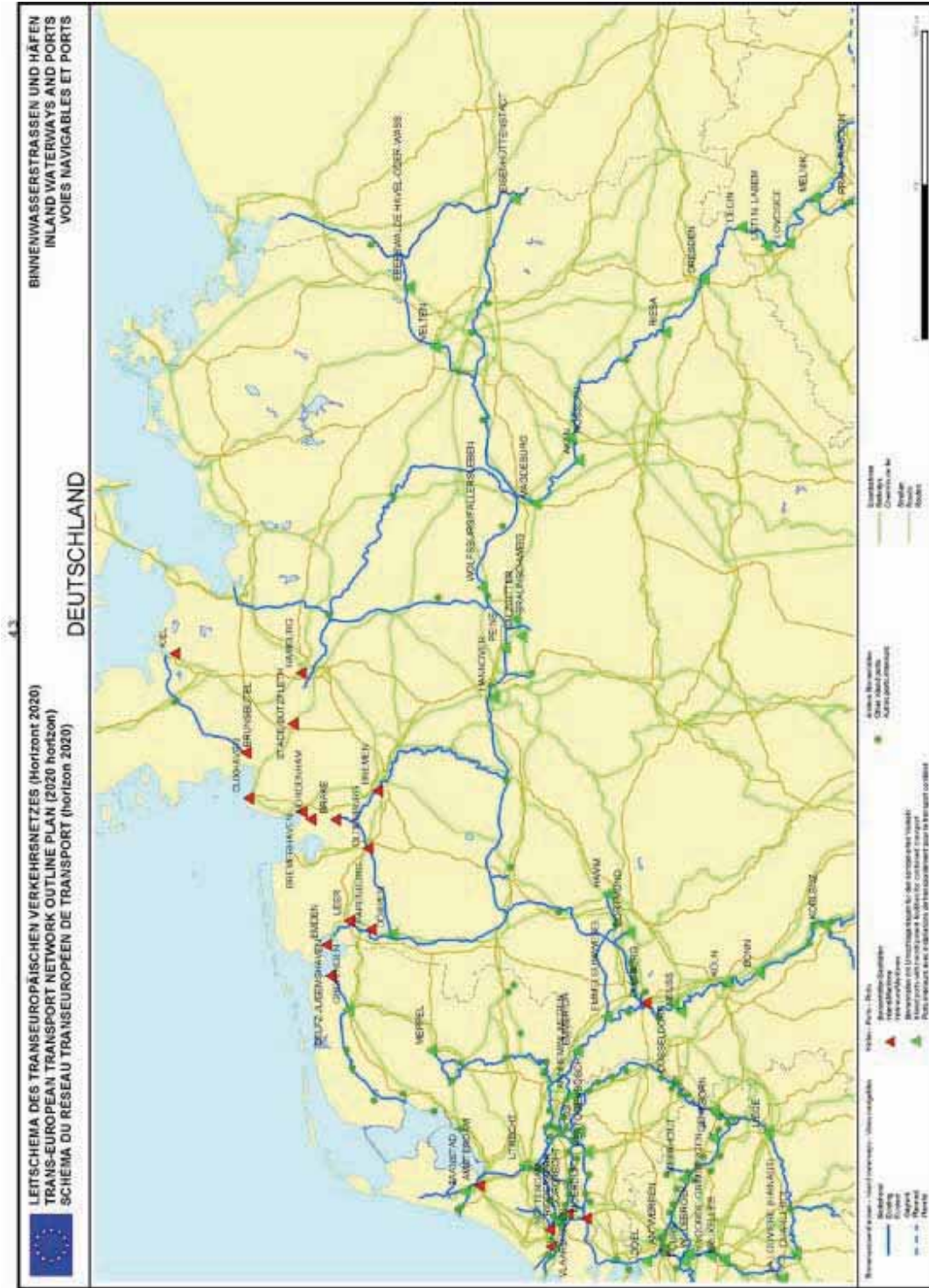


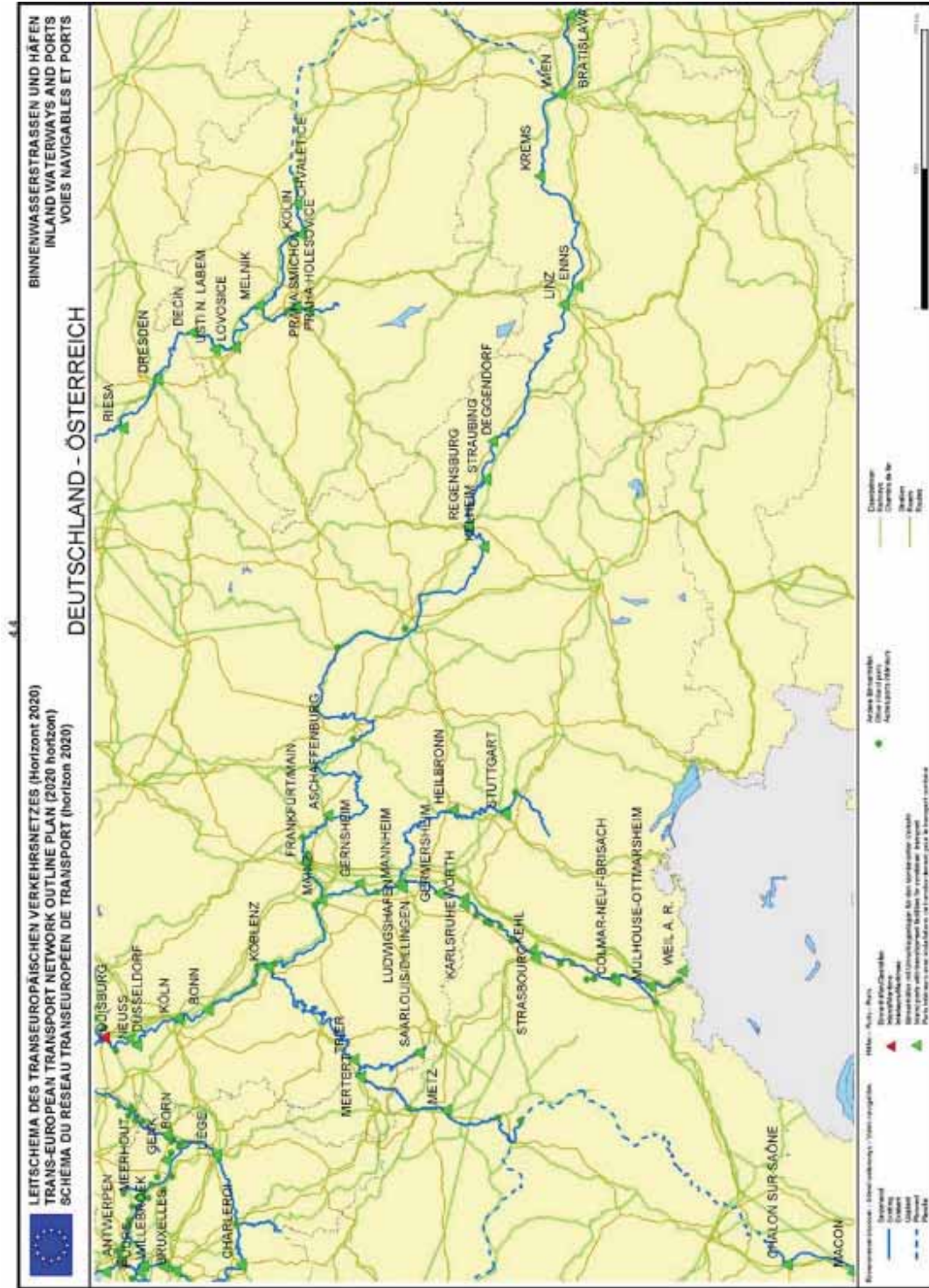
SECTION 4

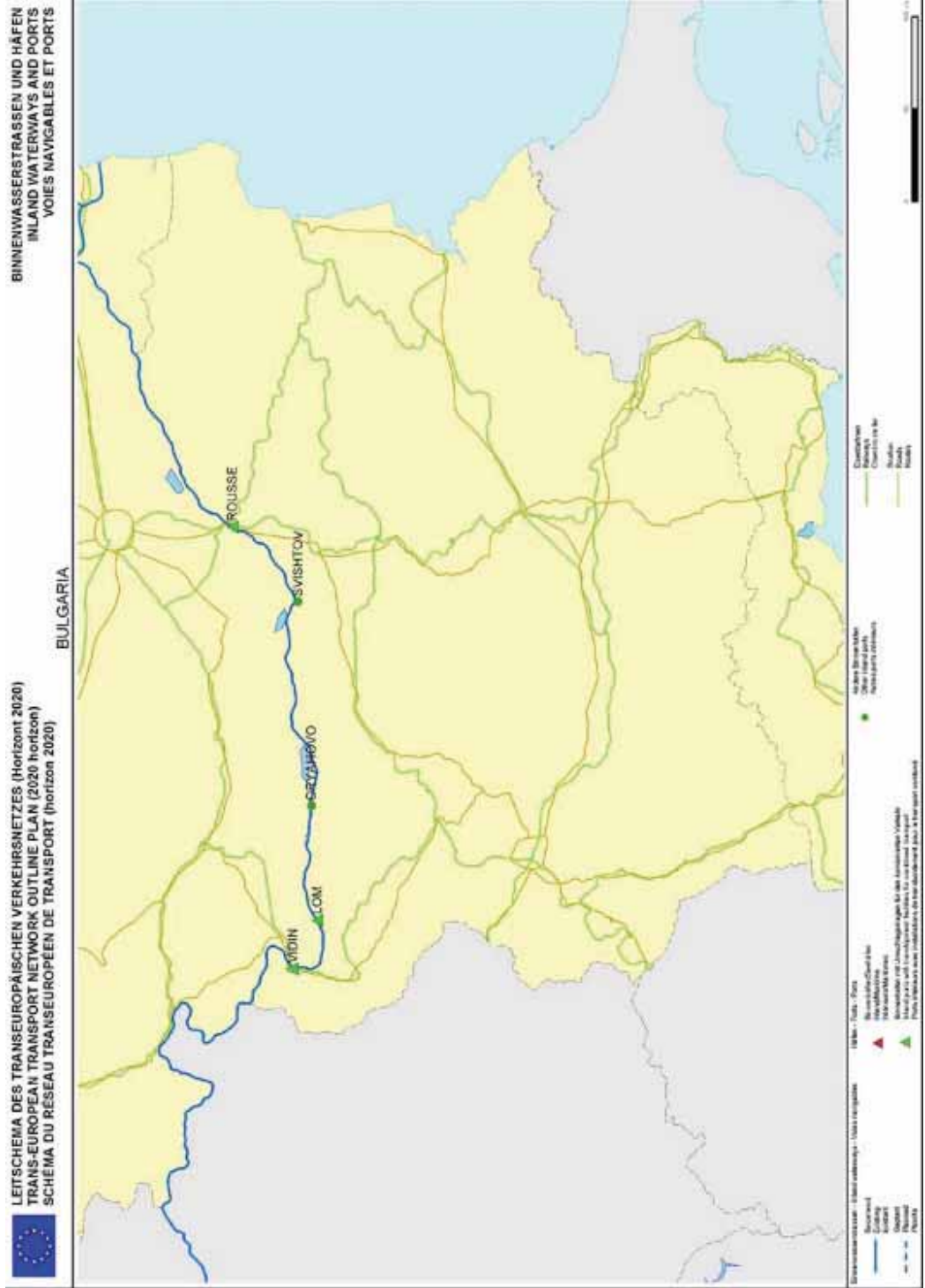
INLAND WATERWAY NETWORK AND INLAND PORTS

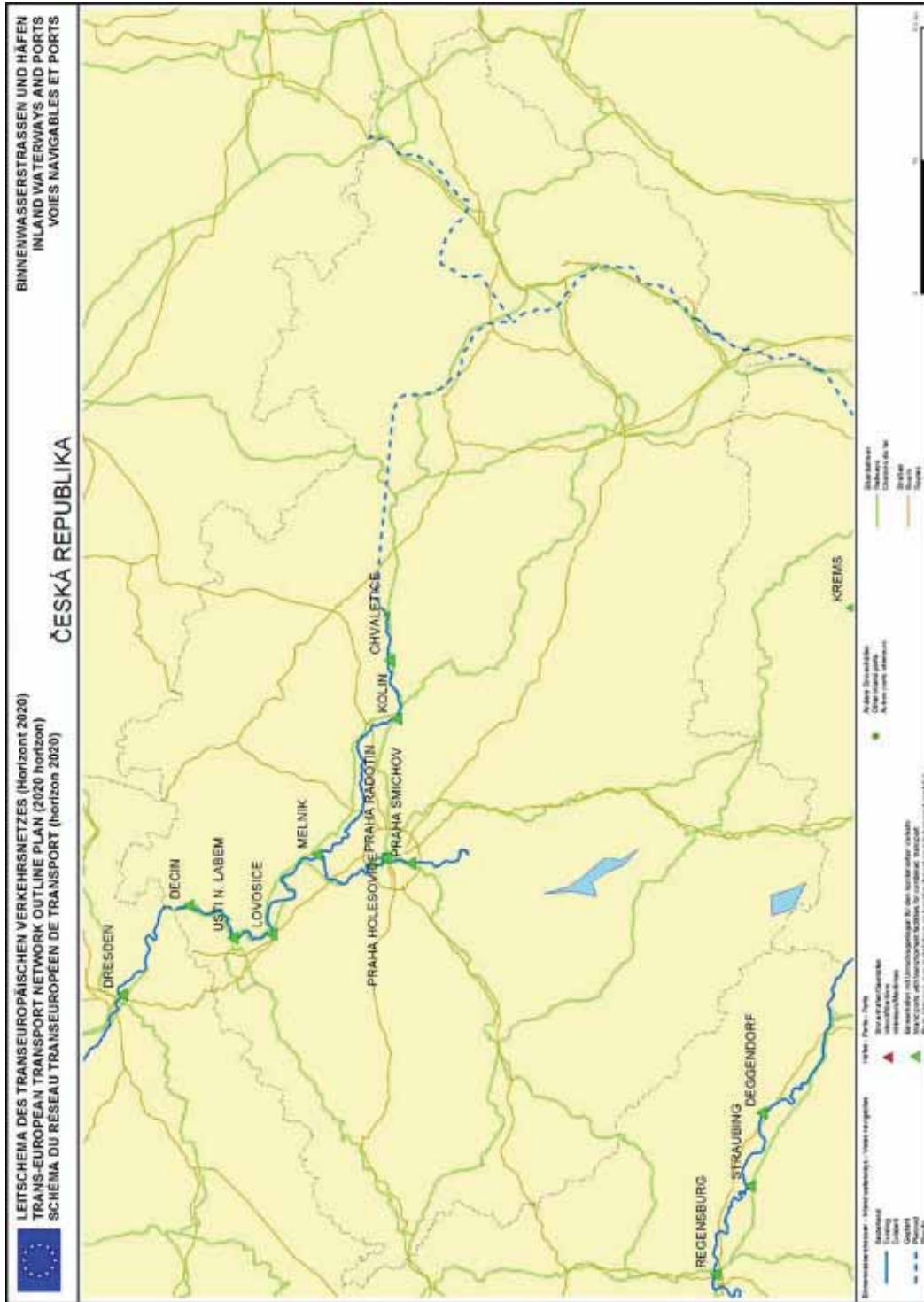


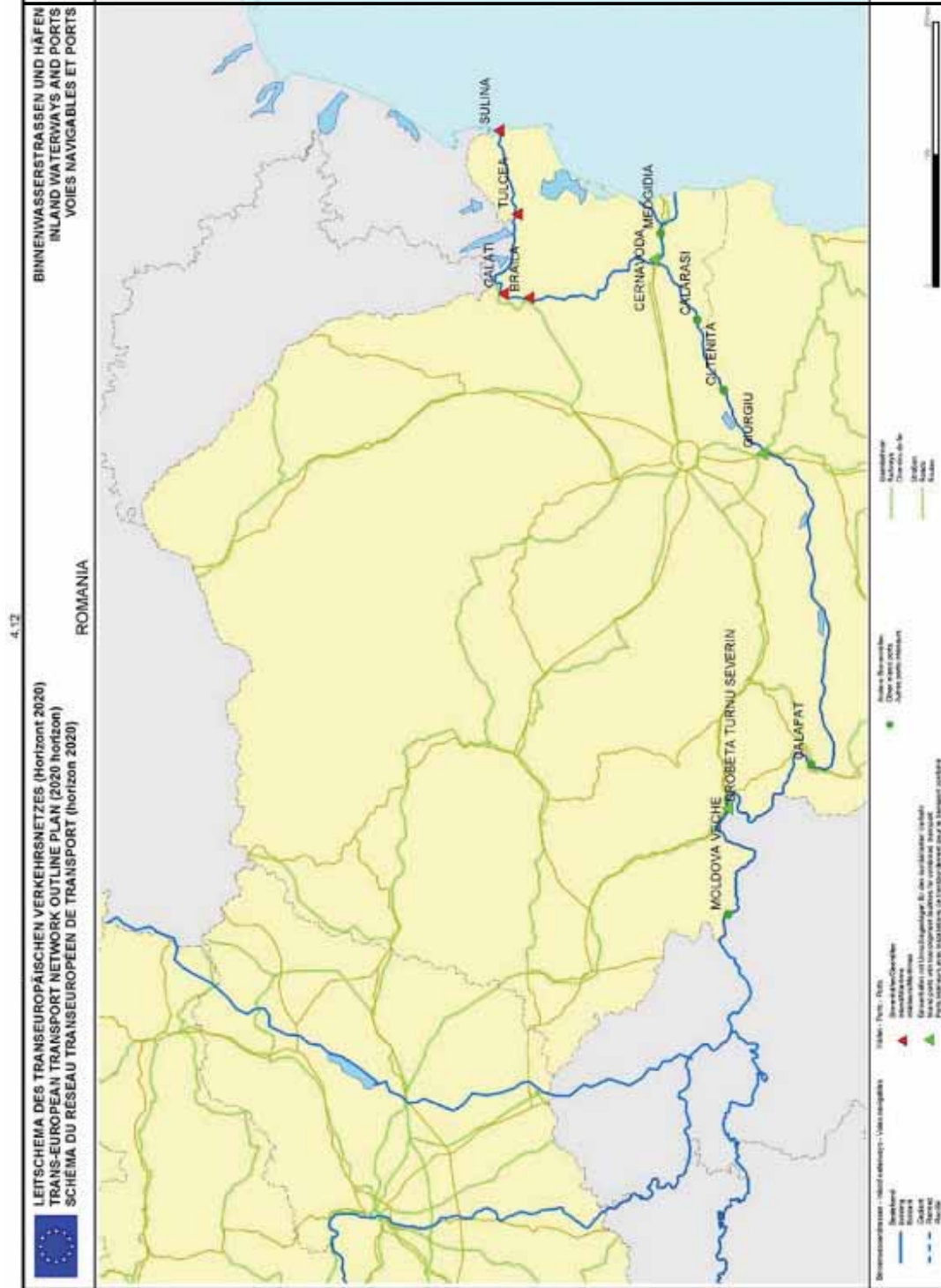


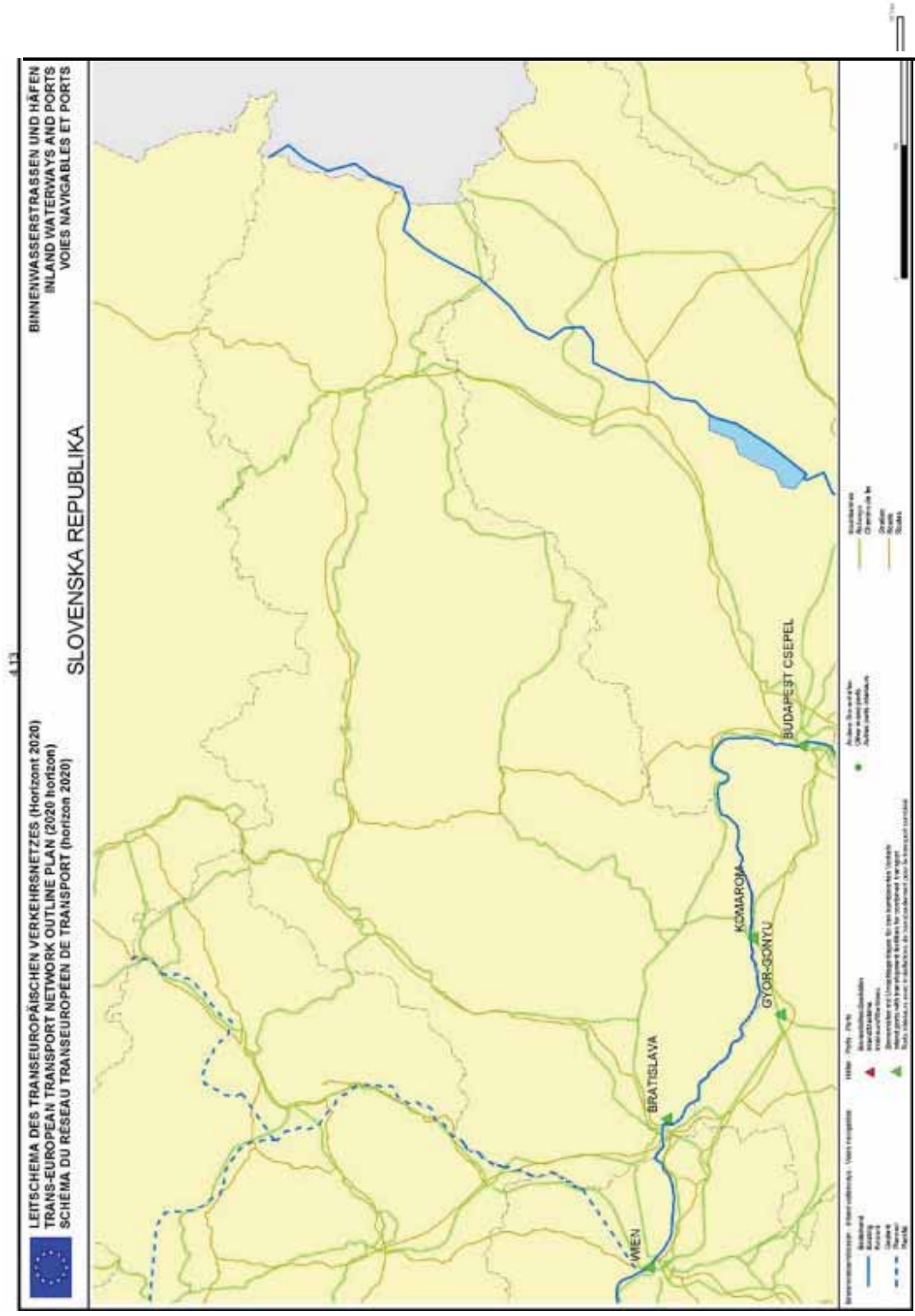












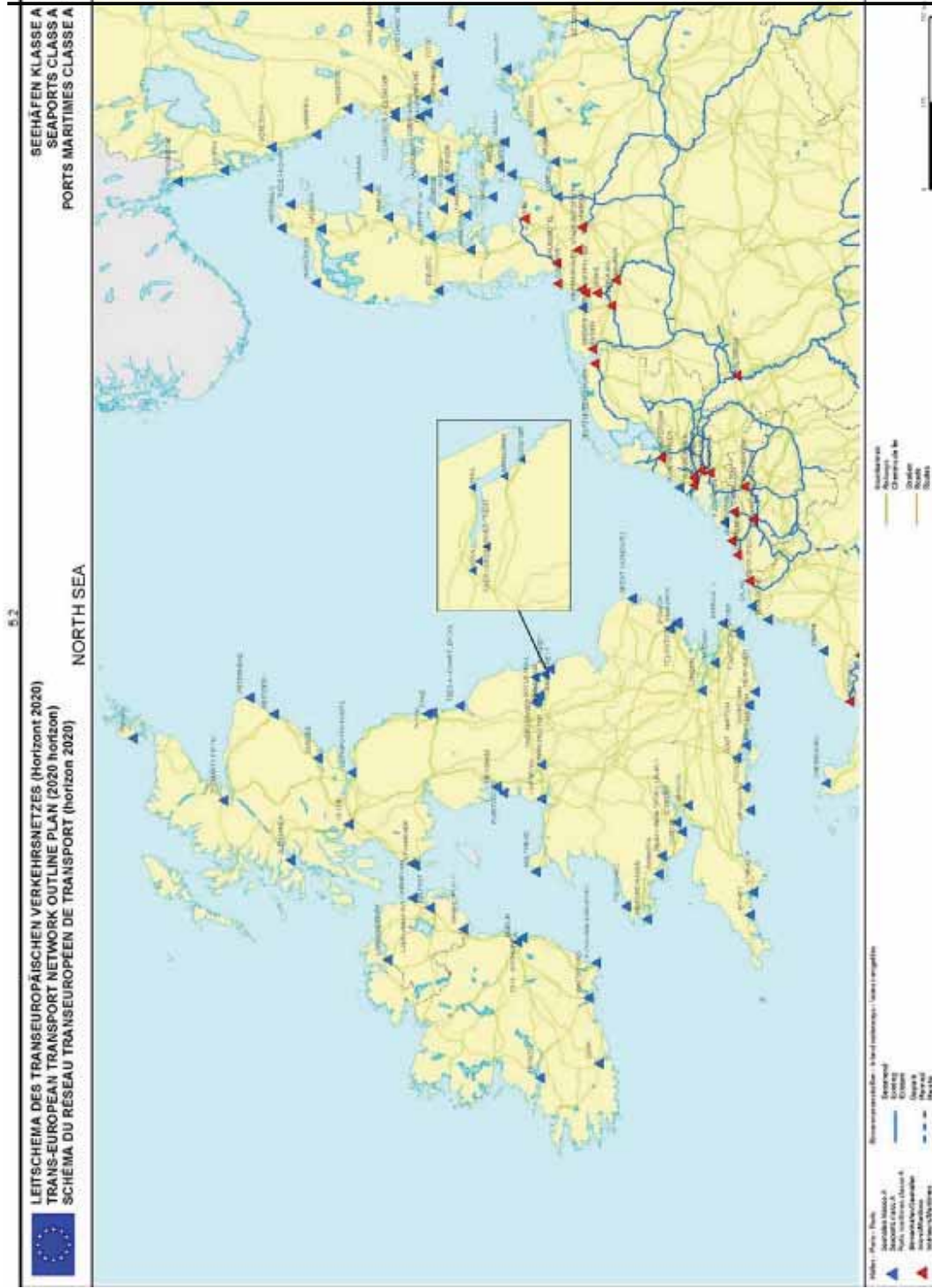
SECTION 5

SEAPORTS-CATEGORY A

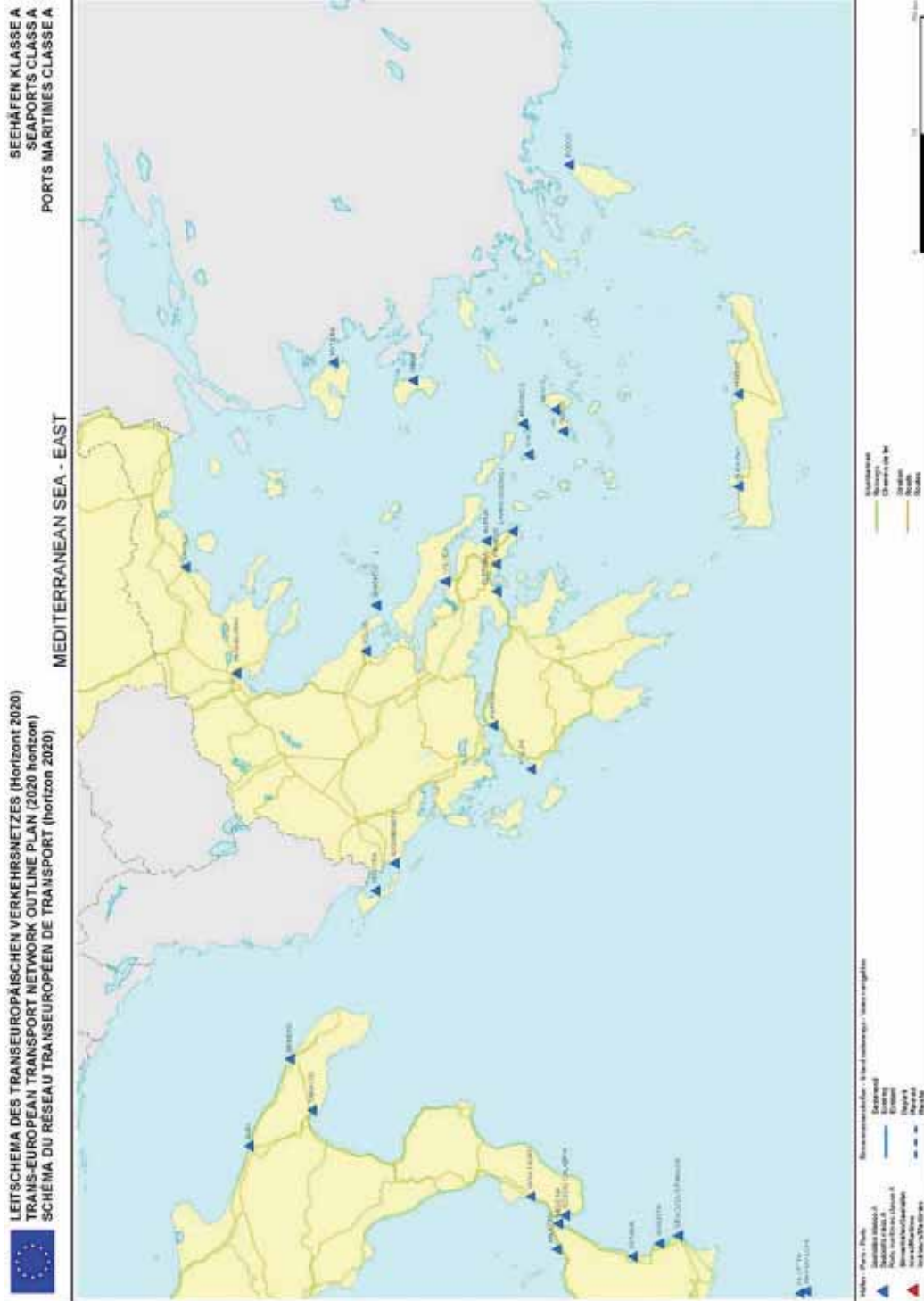
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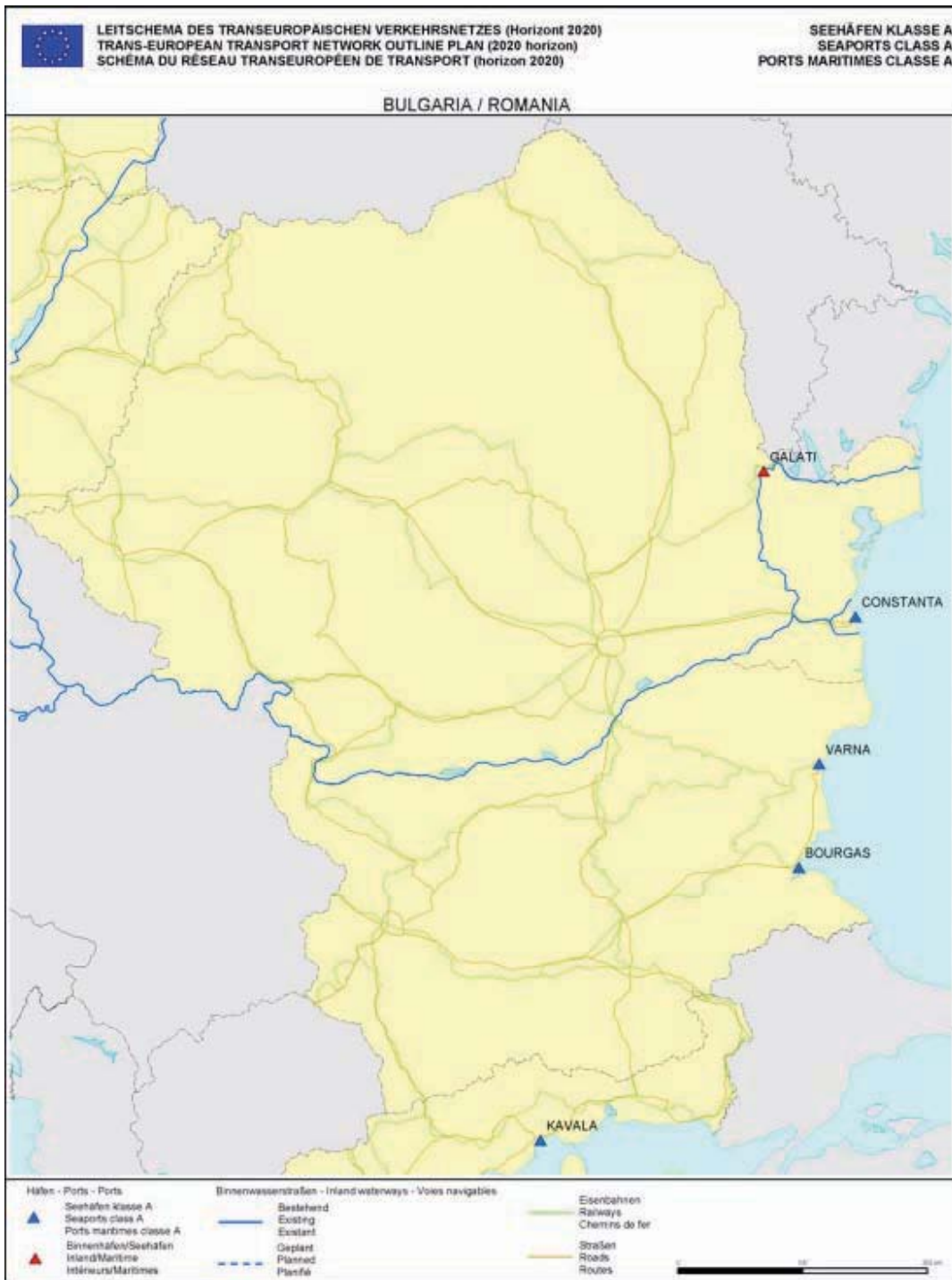
















SECTION 6

AIRPORTS

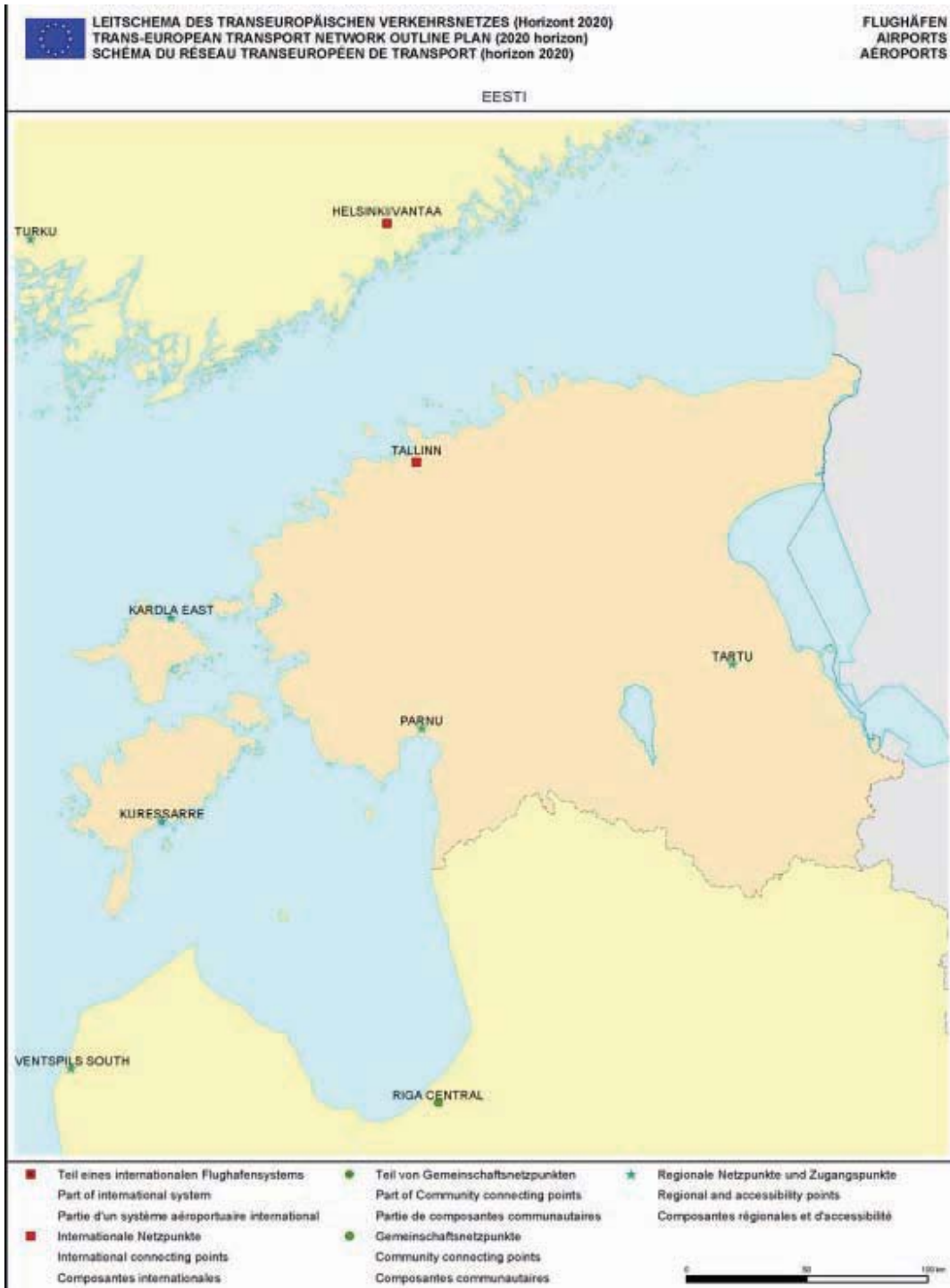
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IRELAND - UNITED KINGDOM

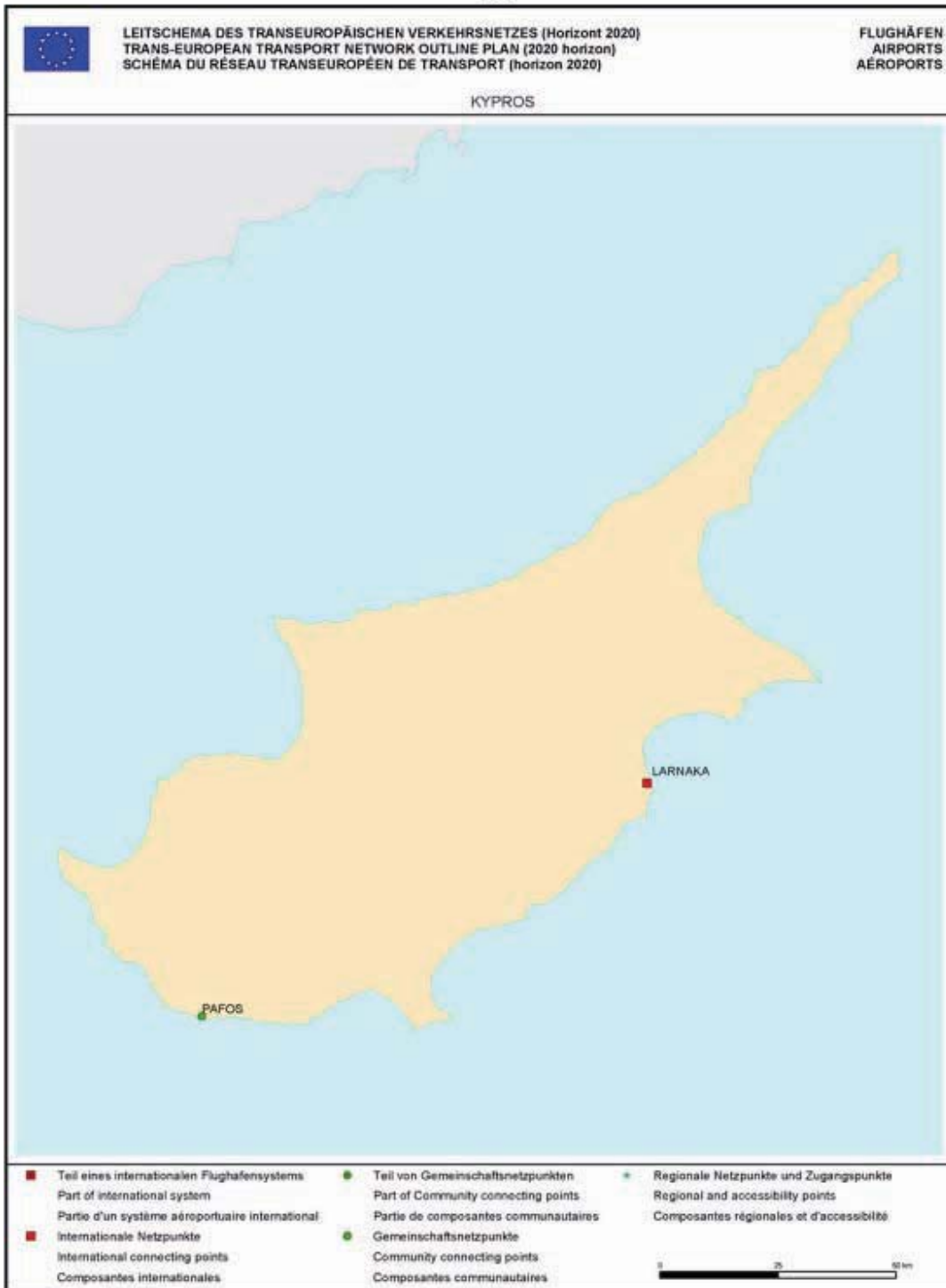




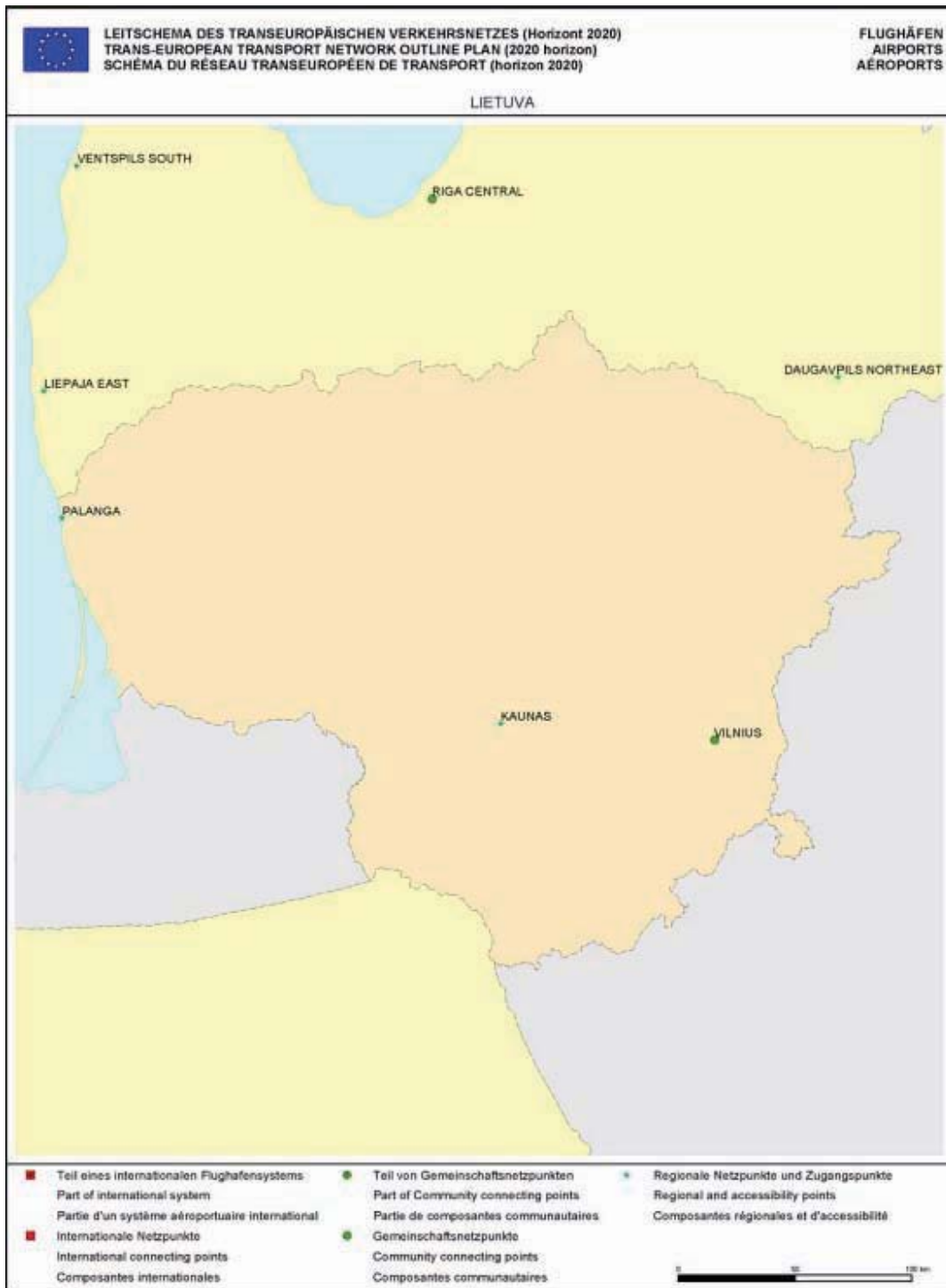












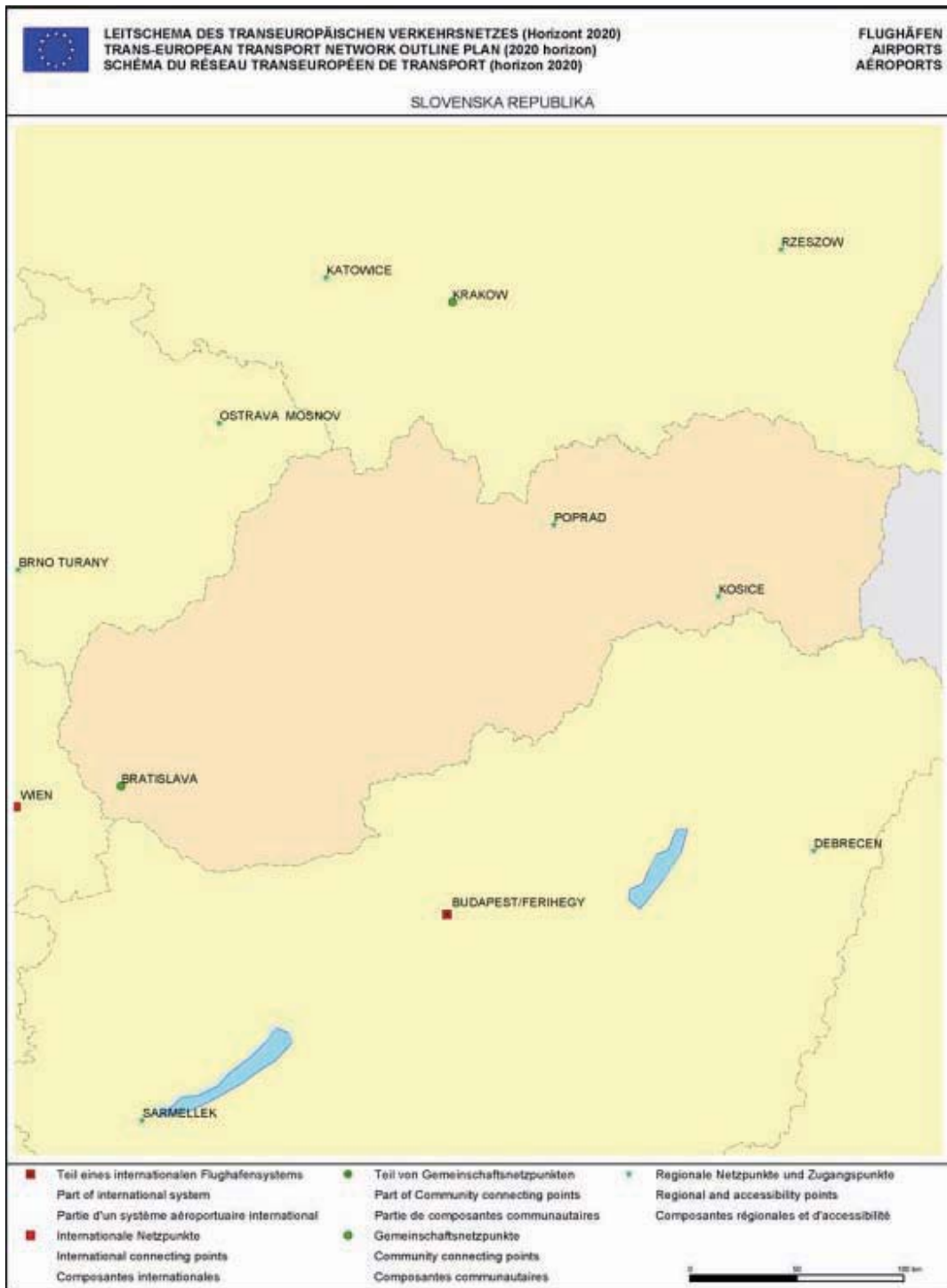










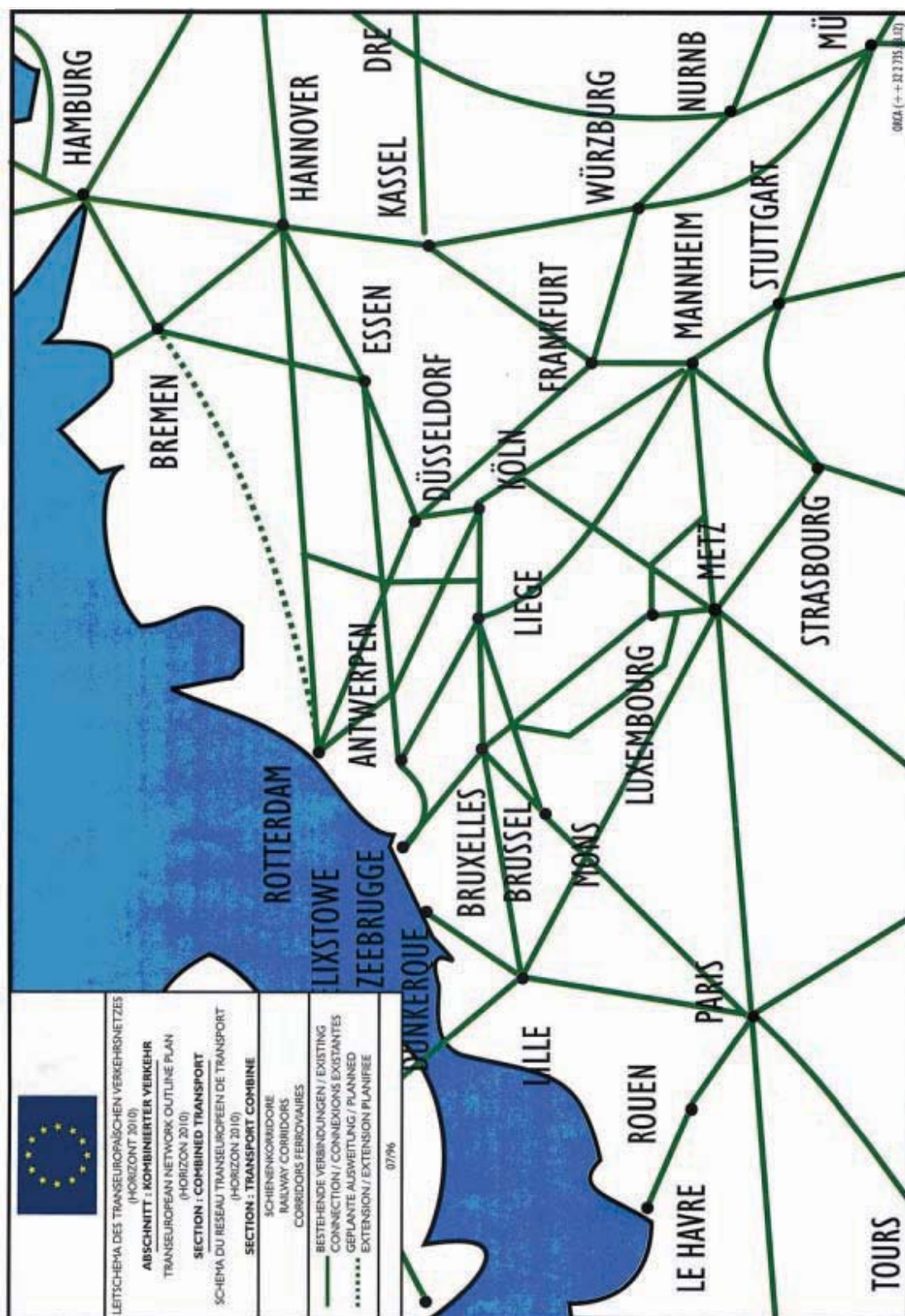




SECTION 7

COMBINED TRANSPORT NETWORK





ANNEX II

CRITERIA AND SPECIFICATIONS FOR PROJECTS OF COMMON INTEREST¹

Section 2	:	Road network
Section 3	:	Rail network
Section 4	:	Inland waterway network and inland ports
Section 5	:	Seaports
Section 6	:	Airports
Section 7	:	Combined transport network
Section 8	:	Shipping information and management network
Section 9	:	Air traffic management network
Section 10	:	Positioning and navigation network

SECTION 2

Road network

In addition to projects relating to the links in Annex I, projects of common interest will be deemed to include any infrastructure project relating to such links which deals with:

- A. Development of the network, and in particular:
 - widening of motorways or upgrading of roads,
 - construction or improvement of bypasses or ring roads,
 - increasing the interoperability of national networks.
- B. Development of traffic management and user information systems, and in particular:
 - establishment of telematic infrastructures for collecting traffic data,
 - developing traffic information centers and traffic control centers, as well as exchanges of data between traffic information centers in different countries,
 - establishing road information services, in particular the RDS-TMC system²,
 - technical interoperability of telematic infrastructures.

SECTION 3

Rail network

In addition to projects relating to the links in Annex I, projects of common interest will be deemed to include any infrastructure project relating to such links which deals with:

interoperability between trans-European railway systems,

¹ These criteria and specifications refer to the corresponding sections referred to in the enacting terms and/or Annex I.

² A radio-based digital road traffic message system in which the general message stream can be tuned to the individual needs of the road user.

interconnection with networks of other modes of transport.

SECTION 4

Inland waterway network and inland ports

Inland ports

Projects of common interest must relate solely to infrastructure open to any user on a non-discriminatory basis.

In addition to projects relating to the connections and inland ports mentioned in Annex I, projects of common interest will be deemed to include any infrastructure project corresponding to one or more of the following categories:

1. access to the port from waterways;
2. port infrastructure inside the port area;
3. other transport infrastructures inside the port area;
4. other transport infrastructures linking the port to other elements of the trans-European network.

Any project which concerns the following work will be deemed to be of common interest: construction and maintenance of all elements of the transport system generally open to all transport users within the port and of links with the national or international transport network. In particular, this includes the development and maintenance of land for commercial and other port-related purposes, the construction and maintenance of road and rail connections, the construction and maintenance, including dredging, of access routes and of other areas of water in the port, and the construction and maintenance of navigation aids and traffic management, communication and information systems in the port and on the access routes.

Traffic management

Projects of common interest will be deemed to include in particular:

- a signaling and guidance system for vessels, in particular those carrying dangerous or polluting goods,
communications systems for emergencies and inland waterway safety.

SECTION 5

Seaports

1. **Common conditions for projects of common interest relating to seaports in the network**

Projects of common interest must relate solely to infrastructure open to any user on a non-discriminatory basis.

Any project which concerns the following work will be deemed to be of common interest: construction

and maintenance of all elements of the transport system generally open to all transport users within the port and of links with the national or international transport network. In particular, this includes the development and maintenance of land for commercial and other port-related purposes, the construction and maintenance of road and rail connections, the construction and maintenance, including dredging, of access routes and of other areas of water in the port, and the construction and maintenance of navigation aids and traffic management, communication and information systems in the port and on the access routes.

2. Specifications for projects of common interest relating to the seaport network

Any project which meets the following specifications will be deemed to be of common interest:

Project specifications	Port category
I. Promotion of short-distance sea shipping	
Infrastructure necessary for the development of short-distance sea and sea-river shipping	Projects relating to ports in category A
II. Access to ports	
Access to ports from sea or inland waterway	Projects relating to ports in categories A and B
Permanent accessibility of ports in the Baltic Sea situated at approximately latitude 60° north and beyond, including capital costs for ice-breaking works during winter	Projects relating to ports in categories A, B and C
Creation or improvement of hinterland access linking the port to other elements of the trans-European transport network through rail, road and inland-waterway connections	Projects relating to ports in category A
Development of existing hinterland access linking the port to other elements of the trans-European transport network through rail, road and inland-waterway connections	Projects relating to ports in categories A and B
III. Port infrastructure within the port area	
Development of port infrastructure in order to increase intermodal efficiency	Projects relating to ports in categories A and B
Upgrading of the port infrastructure, in particular in ports on islands and in peripheral and outermost regions	Projects relating to ports in category C
Development and installation of management and information systems such as EDI (electronic data interchange) or other systems of intelligent management of goods and passenger traffic using integrated technologies	Projects relating to ports in categories A, B and C
Development of port installations to receive waste	Projects relating to ports in categories A, B and C

SECTION 6

Airports

I. Eligibility criteria for airports of common interest

Airports of common interest must meet the criteria of one of the following connecting points:

1. International connecting points will include:
 - all airports or airport systems³ with a total annual traffic volume of no less than:
 - 5 000 000 passenger movements minus 10 %, or
 - 100 000 commercial aircraft movements, or
 - 150 000 tonnes freight throughput, or
 - 1 000 000 extra-Community passenger movements;
 - or
 - any new airport constructed to replace an existing international connecting point which cannot be developed further on its site.
 2. Community connecting points will include:
 - all airports or airport systems with an annual traffic volume of:
 - between 1 000 000 minus 10% and 4 499 999 passenger movements, or
 - between 50 000 and 149 999 tonnes freight throughput, or
 - between 500 000 and 899 999 passenger movements, of which at least 30% are non-national, or
 - between 300 000 and 899 999 passenger movements and located off the European mainland at a distance of over 500 km from the nearest international connecting point;
 - or
 - any new airport constructed to replace an existing Community connecting point which cannot be developed further on its site.
 3. Regional connecting points and accessibility points will include all airports
 - with an annual traffic volume of between 500 000 and 899 999 passenger movements, of which less than 30 % are non-national, or
 - with an annual traffic volume of between 250 000 minus 10% and 499 999 passenger movements, or
 - with an annual traffic volume of between 10 000 and 49 999 tonnes freight throughput,
- or
- located on an island of a Member State, or
 - located in a landlocked area of the Community with commercial services operated by aircraft with a maximum take-off weight in excess of 10 tonnes.

An airport is located in a landlocked area if it is situated outside a radius of over 100 km from the nearest international or Community connecting point. This distance may, by way of exception, be reduced to 75 km in order to take account of difficult access due to the geographical situation or the poor quality of the inland transport infrastructure.

II. Specifications for projects of common interest related to the airport network

All projects will qualify as a project of common interest if it meets the following specifications:

³ EN Airport systems: OJ L 240, 24.8.1992, p. 14.

Project specifications	Type of connecting point principally concerned ⁴
<i>Measure 1</i> Optimisation of the existing capacity in terms of aircraft, passenger or freight movements, including the airport's air navigation equipment	International Community Regional connecting point and accessibility point
<i>Measure 2</i> Improvement of airport security and safety	International Community Regional connecting point and accessibility point
<i>Measure 3</i> Adaptation of existing infrastructures made necessary by completion of the internal market and in particular by the measures governing the free movement of persons within the Union	International Community Regional connecting point and accessibility point
I. Optimisation of existing airport capacity	
II. Development of new airport capacities	
<i>Measure 4</i> Development of the infrastructure and equipment which determine airport capacity in terms of aircraft, passenger or freight movements, including the airport's air navigation equipment	International Community
<i>Measure 5</i> Construction of new airport to replace an existing airport or airport system which cannot be developed further on its site	International Community
III. Improvement of protection against nuisances generated by airport activities	
<i>Measure 6</i> Improvement of environmental compatibility in terms noise and the treatment of airport effluent	International Community

⁴ This table does not exclude the measures concerned from being extended to other connecting points in certain, duly

SECTION 7

Combined transport network

In addition to the projects relating to links specified in Annex I, projects of common interest will be deemed to include any project concerning:

- construction or upgrading of railway or inland waterway infrastructures in order to make the transport of intermodal loading units technically possible and economically viable,
- construction or development of centres for transfers between inland types of transport, including the setting up within the terminal of transshipment equipment with the corresponding infrastructure,
- adaptation of port areas, making it possible to develop or improve combined transport between sea transport and rail, inland waterway or road transport,
- railway transport equipment specially adapted to combined transport where so required by the nature of the infrastructure, particularly as regards the cost of the possible adaptation of such infrastructure and subject to the use of such equipment being associated with the infrastructure in question and the operators concerned being able to avail themselves of it on a non-discriminatory basis.

SECTION 8

Shipping information and management network

Projects of common interest will be deemed to include any project:

- relating to the objectives of Community shipping safety policy, or
- designed to implement international conventions and resolutions of the International Maritime Organization (IMO) in the area of shipping safety and concerning:
 - implementation of the Community system of notification of vessels bound for or coming from Community ports or transiting off Community coasts, with the aid of an electronic system of data exchanges also including transmission of data between vessels and land installations via transponders, particular attention will be given to EDI (electronic data interchange) electronic systems of data exchange including compatible interfaces,
 - the development and improvement of the LORAN-C land-based radio-navigation channels,
 - the development or improvement of coastal and port shipping management and information systems (VTS) and their interconnection, with a view to safer and more effective surveillance and management of shipping, in particular in converging, busy, or environmentally sensitive areas,
 - the development of tools to improve understanding of traffic: databases on traffic flows and shipping accidents, development of the European Permanent Traffic Observatory (EPTO) tool for analysing traffic flows,
 - the development of infrastructure and equipment in order to further the implementation of the Global Maritime Distress and Safety System (GMDSS),
 - the improvement of telematic data exchange systems in the context of port state control of vessels.

SECTION 9

Air traffic management network

Projects of common interest are deemed to include any project leading to an increase in the capacity of the system and optimising its use which forms part of a pattern of harmonisation and integration of the facilities and procedures of the various national connecting points and complies with the relevant international standards defined by the International Civil Aviation Organization (ICAO) and by the competent European bodies, all of the foregoing taking account in particular of the European Organization for the Safety of Air Navigation (Eurocontrol).

Such projects relate to:

- studies on better utilisation of airspace by the various users and the establishment of a consistent and efficient system of routes,
- air traffic planning and management which helps supply keep pace with demand and makes optimal use of available control capacities,
- the studies and work necessary for the harmonisation of facilities and procedures so as to integrate the various service providers taking particular account of the guidelines adopted by the European Civil Aviation Conference (ECAC),
- the improvement of system productivity, in particular by means of automated control assistance and potential conflict detection and resolution systems,
- contributions to the installation of means of communication, navigation and surveillance necessary for air traffic control, including the promotion of new technologies, in particular satellites and digital data networks, where that leads to compliance with European common specifications.

SECTION 10

Positioning and navigation network

Projects of common interest are deemed to include any project relating to the establishment of any component of the future European Radio Navigation Plan or of a global satellite positioning and navigation system forming part of the following structure:

- control centre comprising a processing and control system,
- network of earth navigation stations,
- space segment composed of satellites enabling navigation signals to be transmitted, network of surveillance stations.

A N N E X I I I

PRIORITY PROJECTS ON WHICH WORK IS DUE TO START BEFORE 2010

1. Railway axis Berlin-Verona/Milan-Bologna-Naples-Messina-Palermo
 - Halle/Leipzig-Nürnberg (2015)
 - Nürnberg-Munich (2006)
 - Munich-Kufstein (2015)
 - Kufstein-Innsbruck (2009)
 - Brenner tunnel (2015), cross-border section
 - Verona-Naples (2007)
 - Milan-Bologna (2006)
 - Rail/road bridge over the Strait of Messina-Palermo (2015)
2. High-speed railway axis Paris-Brussels/Brussels-Cologne-Amsterdam-London
 - Channel tunnel-London (2007)
 - Brussels/Brussels-Liège-Cologne (2007)
 - Brussels/Brussels-Rotterdam-Amsterdam (2007)¹
3. High-speed railway axis of south-west Europe
 - Lisbon/Porto-Madrid (2011)²
 - Madrid-Barcelona (2005)
 - Barcelona-Figueras-Perpignan (2008)
 - Perpignan-Montpellier (2015)
 - Montpellier-Nîmes (2010)
 - Madrid-Vitoria-Irún/Hendaye (2010)
 - Irún/Hendaye-Dax, cross-border section (2010)
 - Dax-Bordeaux (2020)
 - Bordeaux-Tours (2015)
4. High-speed railway axis east
 - Paris-Baudrecourt (2007) –
 - Metz-Luxembourg (2007)
 - Saarbrücken-Mannheim (2007)
5. Betuwe line (2007)
6. Railway axis Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border³
 - Lyon-St Jean de Maurienne (2015)
 - Mont-Cenis tunnel (2015-2017), cross-border section
 - Bussoleno-Turin (2011)
 - Turin-Venice (2010)
 - Venice-Ronchi Sud-Trieste Divača (2015)
 - Koper- Divača -Ljubljana (2015)
 - Ljubljana-Budapest (2015)
7. Motorway axis Igoumenitsa/Patra-Athina-Sofia-Budapest
 - Via Egnatia (2006)
 - Pathe (2008)
 - Sofia-Kulata-Greek/Bulgarian border motorway (2010), with Promahon-Kulata as cross-border section
 - Nadlac-Sibiu motorway (branch towards Bucuresti and Constanța) (2007)
8. Multimodal axis Portugal/Spain-rest of Europe⁴
 - Railway La Coruña-Lisbon-Sines (2010)
 - Railway Lisbon-Valladolid (2010)
 - Railway Lisbon-Faro (2004)

¹ Including the two high-speed train stations in Rotterdam and Amsterdam which were not included in the project endorsed by the Essen European Council in 1994.

² Including links Lisbon-Porto (2013), Lisbon-Madrid (2010) and Aveiro-Salamanca (2015).

³ Parts of this route correspond to pan-European corridor V.

⁴ Including upgrade of ports and airports (2015) as in accordance with the contents endorsed by the Essen/Dublin European Council.

- Lisbon-Valladolid motorway (2010)
- La Coruña-Lisbon motorway (2003)
- Seville-Lisboa motorway (completed 2001)
- New Lisbon airport (2015)
- 9. Railway axis Cork-Dublin-Belfast-Stranraer⁵ (2001)
- 10. Malpensa (completed 2001)⁶
- 11. Öresund fixed link (completed 2000)⁷
- 12. Nordic triangle railway/road axis
 - Road and railway projects in Sweden (2010)⁸
 - Helsinki-Turku motorway (2010)
 - Railway Kerava-Lahti (2006)
 - Helsinki-Vaalimaa motorway (2015)
 - Railway Helsinki-Vainikkala (Russian border) (2014)
- 13. UK/Ireland/Benelux road axis (2010)
- 14. West coast main line (2007)
- 15. Galileo (2008)
- 16. Freight railway axis Sines-Madrid-Paris
 - New high-capacity rail axis across the Pyrenees
 - Railway Sines-Badajoz (2010)
 - Railway line Algeciras-Bobadilla (2010)
- 17. Railway axis Paris-Strasbourg-Stuttgart-Vienna-Bratislava
 - Baudrecourt-Strasbourg-Stuttgart (2015) with the Kehl bridge as cross-border section
 - Stuttgart-Ulm (2012)
 - Munich-Salzburg (2015), cross-border section
 - Salzburg-Vienna (2012)
 - Vienna-Bratislava (2010), cross-border section
- 18. Rhine/Meuse-Main-Danube inland waterway axis⁹
 - Rhine-Meuse (2019) with the lock of Lanaye as cross-border section
 - Vilshofen-Straubing (2013)
 - Wien-Bratislava (2015) cross-border section
 - Palkovicovo-Mohács (2014)
 - Bottlenecks in Romania and Bulgaria (2011)
- 19. High-speed rail interoperability on the Iberian Peninsula
 - Madrid-Andalusia (2010)
 - North-east (2010)
 - Madrid-Levante and Mediterranean (2010)
 - North/North-west corridor, including Vigo-Porto (2010)
 - Extremadura (2010)
- 20. Fehmarn Belt railway axis
 - Fehmarn Belt fixed rail/road link (2014)
 - Railway for access in Denmark from Öresund (2015)
 - Railway for access in Germany from Hamburg (2015)
 - Railway Hannover-Hamburg/Bremen (2015)
- 21. Motorways of the sea
Projects of common interest identified in accordance with Article 13 and concerning the following motorways of the sea:
 - motorway of the Baltic Sea (linking the Baltic Sea Member States with Member States in central and western Europe, including the route through the North Sea/Baltic Sea Canal (Kiel Canal) (2010)),
 - motorway of the sea of western Europe (leading from Portugal and Spain via the Atlantic Arc to the North Sea and the Irish Sea) (2010),

⁵ A further increase in capacity on this line was decided in 2003 and added as a separate project.

⁶ Project completed.

⁷ Project completed.

⁸ A few short sections of road and railway line will be completed between 2010 and 2015.

⁹ Part of this route corresponds to the definition of pan-European corridor VII.

- motorway of the sea of south-east Europe (connecting the Adriatic Sea to the Ionian Sea and the Eastern Mediterranean to include Cyprus) (2010),
 - motorway of the sea of south-west Europe (western Mediterranean), connecting Spain, France, Italt. and including Malta, and linking with the motorway of the sea of south-east Europe¹⁰ (2010).
22. Railway axis Athina-Sofia-Budapest-Vienna-Prague-Nürnberg/Dresden¹¹
 - Railway Greek/Bulgarian border-Kulata-Sofia-Vidin/Calafat (2015)
 - Railway Curtici-Brasov (towards Bucharest and Constanta) (2010)
 - Railway Budapest-Vienna (2010), cross-border section
 - Railway Břeclav-Prague-Nürnberg (2010), with Nürnberg-Prague as cross-border section
 - Railway axis Prague-Linz (2016)
 23. Railway axis Gdansk-Warsaw-Brno/Bratislava-Vienna¹²
 - Railway Gdansk-Warsaw-Katowice (2015) –
 - Railway Katowice-Břeclav (2010)
 - Railway Katowice-Zilina-Nove Mesto n.V. (2010)
 24. Railway axis Lyon/Genoa-Basel-Duisburg-Rotterdam/Antwerp
 - Lyon-Mulhouse-Mülheim¹³, with Mulhouse-Mülheim as cross-border section (2018)
 - Genoa-Milan/Novara-Swiss border (2013)
 - Basel-Karlsruhe (2015)
 - Frankfurt-Mannheim (2012)
 - Duisburg-Emmerich (2009)¹⁴
 - ‘Iron Rhine’ Rheidt-Antwerp, cross-border section (2010)
 25. Motorway axis Gdansk-Brno/Bratislava-Vienna¹⁵
 - Gdansk-Katowice motorway (2010)
 - Katowice-Brno/Zilina motorway (2010), cross-border section
 - Brno-Vienna motorway (2009), cross-border section
 26. Railway/road axis Ireland/United Kingdom/continental Europe
 - Road/railway axis linking Dublin with the North (Belfast-Larne) and South (Cork) (2010)¹⁶
 - Road/railway axis Hull-Liverpool (2015)
 - Railway Felixstowe-Nuneaton (2011)
 - Railway Crewe-Holyhead (2008)
 27. ‘Rail Baltica’ axis Warsaw-Kaunas-Riga-Tallinn-Helsinki
 - Warsaw-Kaunas (2010)
 - Kaunas-Riga (2014)
 - Riga-Tallinn (2016)
 28. ‘Eurocaprail’ on the Brussels-Luxembourg-Strasbourg railway axis
 - Brussels-Luxembourg-Strasbourg (2012)
 29. Railway axis of the Ionian/Adriatic intermodal corridor
 - Kozani-Kalambaka-Igoumenitsa (2012)
 - Ioannina-Antirrio-Rio-Kalamata (2014)
 30. Inland waterway Seine-Scheldt
 - Navigability improvements Deulemont-Gent (2012-2014-2016)
 - Compiègne-Cambrai (2012-2014-2016)

The date, agreed in advance, for completing the work is shown in brackets. The dates for completing the work for projects 1 to 20 and 30 and the details of the sections are as indicated in the High-Level Group's report where these have actually been identified.

¹⁰ Including to the Black Sea.

¹¹ This major route largely corresponds to the definition of pan-European corridor IV.

¹² This major route largely corresponds to the definition of pan-European corridor IV.

¹³ Including the TGV Rhin-Rhône, minus the western branch.

¹⁴ Project No 5 (Betuwe line) links Rotterdam and Emmerich.

¹⁵ This major route largely corresponds to the definition of pan-European corridor VI.

¹⁶ Including Essen project No 13: road axis Ireland/United Kingdom/Benelux.

ANNEX IV

Repealed Decision with list of its successive amendments

Decision No 1692/96/EC of the European Parliament and of the Council
(OJ L 228, 9.9.1996, p. 1)

Decision No 1346/2001/EC of the European Parliament and of the Council
(OJ L 185, 6.7.2001, p. 1)

2003 Act of Accession, Annex II, point 8. F (OJ L 236, 23.9.2003, p. 447)

Decision No 884/2004/EC of the European Parliament and of the Council
(OJ L 167, 30.4.2004, p. 1)

Council Regulation (EC) No 1791/2006
(OJ L 363, 20.12.2006, p. 1)

Point 6(D) of the Annex only

