

# COMMISSION OF THE EUROPEAN COMMUNITIES

COM(95) 48 final

Brussels, 22.02.1995

94/0098(COD)

Amended proposal for a

EUROPEAN PARLIAMENT AND COUNCIL DECISION

on the Community

**guidelines for the development of the trans-european transport network**

(presented by the Commission pursuant to Article 189 A (2)  
of the EC-Treaty)

**MODIFIED PROPOSAL**  
for a European Parliament and Council Decision on the Community  
guidelines for the development of the trans-european transport network

(Presented under the terms of article 189A§2 of the EC Treaty )

## **EXPLANATORY MEMORANDUM**

### **1. OBJECTIVE**

1.1. In accordance with the Title XII of the Treaty on European Union relating to trans-european networks, the Commission submitted to the Council, to the European Parliament, to the Economic and Social Committee and to the Committee Regions on 7 April 1994, a proposal for a decision on the Community guidelines for the development of the trans-european transport network<sup>2</sup>.

These guidelines constitute a first attempt to initiate a process of integration for all the guidelines specific to each mode of transport in a vast diagram reflecting the vision of the Union on what the single trans-european transport network in 2010 should be.

1.2 The importance of the adoption of the networks in particular for the promotion of growth and of employment in the Union is recognized by the European Parliament and was stressed at the European Council of Essen in December 1994.

But since April 1994, the conclusions of the Corfu and Essen Summits have stressed the importance of giving the impulse necessary for the implementation of priority projects and the Union became richer by three new Member States.

1.3 This communication is intended to take account of these developments and to adapt the original proposal of the Commission of 7 April 1994 accordingly.

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<sup>2</sup> COM(94)106 of 07.04.1994

## **2. COMMISSION PROPOSALS**

### **2.1 AMENDMENT OF ANNEX I OF THE ORIGINAL PROPOSAL**

2.1.1 Since 1 January 1995, the European Union has been counting three new Member States, namely the Republic of Austria, the Republic of Finland and the Kingdom of Sweden.

2.1.2 The Treaty on European Union envisages the establishment and the development of trans-european networks in the transport sector throughout the Community territory.

But when the proposal for a decision of the European Parliament and of the Council on the Community guidelines for the development of the trans-european transport network was adopted by the Commission on 7 April 1994, the European Union comprised only twelve Member States;

2.1.3 Consequently, it was necessary to supplement these guidelines to take account of the expansion of the European Union.

2.1.4 For their adhesion, the three Member States concerned took part in the working parties formed within the Committee of the Infrastructures and cooperated with the Commission at bilateral meetings:

This work made it possible to draw up the maps of networks schemes for these countries, in accordance with Annex I, whereas the articles composing the decision remain unchanged.

### **2.2 AMENDMENT OF ARTICLE 10 OF THE ORIGINAL PROPOSAL**

2.2.1 The additional disposition of article 10 related to the rail network should allow new technologies to be taken into consideration in the field of high-speed rail sector (eg., subject to satisfactory conditions of interoperability, systems such as TRANSRAPID).

### **2.3 INTRODUCTION OF ANNEX III :**

**"List of projects to be started within the next five years"**

2.3.1 In amending the proposal by this list the Commission meets the recommendations of the European Council in Essen regarding priority projects for the establishment of the TEN-T and the request of the European Parliament to provide more details on infrastructure investments which should commence in the next five years.

2.3.2 The list of projects is meant as guidance for infrastructure investments for the first five of the 15 years timehorizon when establishing the TEN-T as outlined in the guidelines. This guidance is addressed to the Member States, but the Community institutions as well as financial bodies and private investors are also concerned. This list one finds in part already in the White book on Growth, Competitiveness and Employment. This list was finalized by

the Commission using the results of the work done for the Christophersen group as reported to the Essen summit in the technical papers annexed to the group's final report.

2.3.3 To identify the projects included in this list, the Christophersen Group paid much attention to the establishment of selection criteria for priority projects and took these criteria into consideration for evaluation of any project proposal. They referred in particular to the project size, scope for private sector participation and state of maturity as well as to economic viability and to possible contributions to the Union's competitiveness and to social and economic cohesion within the Union. Care was also taken to keep a certain balance, both in modal and in regional terms, as the priority projects were considered to be of "pilot character".

2.3.4 The list comprises

- \* the 14 projects which the European Council in Essen confirmed as of priority nature and of such maturity that work may start in 1995/6. The European Council advised that these projects in particular shall be given special attention by the Council and the Member States concerned for their financing. Many of them are also suitable for public private partnerships which would introduce an additional option in infrastructure financing. These projects were selected due to their maturity not so much for a balanced development of the network.
- \* 21 other important projects which complement the 14 above mentioned projects for a structured development of the trans-European transport network.
- \* 5 pilot projects by which transport management services shall be introduced into the transport network

2.3.5 They can briefly be described as followed :

#### **High speed train/Combined transport North-South Berlin-München-Verona**

The Berlin-München-Verona axis forms part of a strategic European rail corridor which links Scandinavia, Germany, Austria and Italy; it is also important for connections with Greece. It consists of two parts: the Berlin-Nürnberg line and the Brenner axis München-Verona.

#### **High Speed Train Paris-Bruxelles-Köln-Amsterdam-London**

The PBKAL consists of the following sections:

- \* Paris - Lille - (Channel Tunnel) - London
- \* Bruxelles - Lille (Western Branch)
- \* Bruxelles - Amsterdam (Northern Branch)
- \* Bruxelles - Köln (Eastern Branch).

#### **High Speed Train South**

The project will link the Iberian Peninsula to the French High Speed Train network, thereby providing access to the core of Europe. It will break down in two parts : in its Mediterranean side, the line goes from Madrid to Montpellier via Zaragoza and Barcelona. Its Atlantic part makes the connection with the French "TGV Atlantique" on the way to Paris via Bordeaux possible.

### **High Speed Train : Paris-Eastern France - Southern Germany**

Included in the project is the construction of a new line from Paris to the eastern border of France where, at two points, the French and German high-speed railway networks are interconnected: at Forbach/Saarbrücken and Strasbourg/Kehl. Furthermore, a branch will be constructed which links Metz with Luxembourg.

### **Betuwe line : Combined transport/Conventional Rail Rotterdam - Dutch/German border - (Rhein/Main)**

The Betuwe Line between Rotterdam and the Dutch/German border will connect major European industrial and consumer centres (Rhein/Main; Rhein/Neckar) with the port of Rotterdam. It will be a conventional railway line with a total length of 160 km 75% of which will be newly constructed ; on the remaining sections, existing lines will be upgraded

### **High Speed Train / Combined transport Lyon - Torino- Milano- Venezia- Trieste**

The Lyon-Torino part of the project consists of approximately 250 km of new railway line, including a 55 km long base tunnel through the Alps. The continuation of the line towards Trieste (430 km) via the Po valley would help to improve contacts between the Community and eastern Europe.

### **Motorway Patras - Thessaloniki and Via Egnatia**

The project will be the backbone of the Greek motorway system and is crucial to the transport infrastructure development in Greece. Via branches it connects the isolated Union Member State with all of its neighbours: Albania, Bulgaria, FYROM and Turkey.

### **Lisbon - Valladolid motorway**

This project is of great importance for the interconnection of the Portuguese and Spanish motorway networks; it also facilitates the link between the networks of the Iberian peninsula and France and, by doing so, it contributes to social and economic cohesion within the Union.

### **Rail link / Cork- Dublin- Belfast- Larne- Stranraer**

The project involves a gradual upgrading of the existing line to adapt it for speeds of the order of 200 km/h. The line is intended to serve both passenger and freight traffic. The project complements the TEN rail link (Cork)- Dublin- (Belfast)- Holyhead- London- Channel tunnel- Benelux countries.

### **Malpensa airport**

Malpensa airport forms part of the existing Milano airport system which comprises furthermore Linate airport as well as the relatively small Bergamo airport.

### **Fixed rail/road link between Denmark and Sweden (öresund) including access routes Copenhagen - Malmö**

The Öresund link will be the first fixed link between the Scandinavian mainland and the continental Europe. Once complete, international freight and passenger traffic will be able to enjoy considerably improved conditions.

### **Nordic Triangle**

A joint proposal put forward by Finland, Norway and Sweden, the upgrading of the routes of this triangular-shaped corridor will provide high quality links between the capital cities and thus main urban areas of four Nordic countries. This corridor will also serve to connect continental Europe with the Nordic countries and third countries beyond.

### **Ireland - United Kingdom- Benelux road project**

The corridor connects the three main nodes in Ireland (Belfast, Dublin and Cork) by road and ferry links to Scotland, Wales and onwards diagonally through the road system in England to the ports of Felixstowe, Ipswich and Harwich and across the North-Sea to the Benelux network.

### **West Coast Main Line**

Forming part of the existing UK railway network, the West Coast Main Line is one of the most important InterCity routes. Via the ports of Holyhead in North Wales and Stranraer in Scotland it provides access to the corresponding Irish railway network, in particular the Cork-Dublin-Belfast line. It forms the continuation of the Channel Tunnel and the Channel Tunnel Rail Link.

### **Combined Transport**

Infrastructure for the needs of combined transport -transshipment equipment, logistics infrastructure, loading gauge adjustments, special rolling stock - for the links belonging to the combined transport network; this includes also infrastructure projects for the promotion of short sea shipping as well as ports related projects

### **Spata airport (Athens)**

Construction of a new airport to replace the existing Athens airport which faces capacity constraints and can hardly be extended because of the smallness of the existing airport site

### **Berlin Airport**

Construction of a new airport outside Berlin; necessary to meet increasing demand for capacity and to take account of environmental requirements (replacement of inner-city airports and, as a result, reduction of noise pollution)

### **Maurienne Motorway**

Motorway which connects the French and the Italian networks; includes the Fréjus Tunnel

### **Marateca-Elvas Motorway**

Motorway linking the Portuguese and Spanish networks; missing link of the Lisboa-Madrid link

### **High speed Train Denmark**

Programme concerning the improvement of HST lines; comprising four parts: Copenhagen-Ringsted, Fredericia-Aarhus, Rødebyhaven-Storström bridge, Vordingborg-Køge.

**Trans-Appenine Highway Bologna-Firence**

New construction of the Appenine section of the Milano-Roma motorway. The existing link between Bologna and Firence faces considerable capacity constraints; after completion, the new link will allow to eliminate congestion and reduce negative environmental impacts and improve road safety.

**High speed Train/Combined Transport Danube Axis**

Railway axis which traverses Austria in west-east direction (Salzburg-Linz-Wien-Hungarian and Slovak border).

**Nice-Cuneo motorway**

Alpin crossing motorway, which links the French and Italian networks

**Fehmarnbelt fixed link**

Fixed link between Germany and Denmark which will make it possible to develop high speed rail services between Hamburg and Copenhagen.

**Bari-Brindisi-Otranto motorway**

Motorway following the Adriatic coast in southern Italy. The motorway will link the major ports sea ports which have ferry services to Greece, Albania and former Yugoslavia and play a key role in the development of the multimodal transport network.

**Rhine-Rhône Link**

Construction of a missing link in the trans-European inland waterway network, which is of strategic importance. The implementation of the project will allow to link Marseilles with Rotterdam and, via Rhine, Main and Danube, the Mediterranean with the Black Sea.

**Seine-Escaut Link**

The inland waterway project links the whole of the Parisian region and the Seine Bassin with the whole of the Benelux network.

**Elbe-Oder link**

The inland waterway links Berlin and the Polish border and is of great importance for the east-west traffic between North sea ports, German industrial centers and the Polish inland waterway network.

**Danube upgrading**

Upgrading of a 70 km long stretch of the Danube in order to eliminate a bottleneck on the Rhine-Main-Danube axis which links the North Sea with the Baltic Sea.

**High Speed Train Randstad - Dutch/German border - Rhine/Ruhr**

Improvement of the existing railway line between Amsterdam and the Dutch/German border; contributes to the completion of the HST link Amsterdam-Oberhausen-Frankfurt/Main.

**Road Corridor Valencia-Zaragoza-Somport**

The project links the Spanish and French motorway networks and includes the Somport Tunnel in the border region.

**High Speed Train Milano-Roma-Napoli**

Railway line which links the northern and southern part of Italy and ensures the continuation of such

### **High Speed Train Milano-Roma-Napoli**

Railway line which links the northern and southern part of Italy and ensures the continuation of such axis as Frankfurt-Basel-Milano and Berlin-München-Verona(Brenner axis).

### **High Speed Train Luxemburg-Brussels**

Link which will allow considerably improved connections between European Institutions. Furthermore, it will improve-links such as Luxembourg-Amsterdam and Luxembourg-Channel Tunnel - London.

### **Road Corridor Napoli-Reggio Calabria**

Upgrading of an existing motorway which links the extreme South of Italy with Napoli. It contributes to better connecting this part of the country with the North of Italy and with central regions of the Union. The project is also of high importance to the economic development of the regions directly concerned.

### **Short sea shipping and ports infrastructure projects**

An investment in port and port-related infrastructure shall be made over the next five years, much of it to support the development of short sea shipping. Improving port efficiency will play a large part in promoting this development. These improvements will mostly concern better methods of handling and better procedures. Where improvements relate to infrastructure the order of priority will be to consider the better use of existing capacity, improvements in existing infrastructure and the construction of new infrastructure. A separate communication on short sea shipping will be submitted in the first half of 1995.

2.3.6 The investments for the physical infrastructure to be implemented by these projects concern the High speed rail network, mountain and sea crossings, closure of inlandwaterway links. They amount to a total of 140 Billion ecu for all 35 projects until 2010. The cost share is estimated as follows:

		Billion ecu
railways:	69%	97
motorways:	20%	28
inland waterways	4%	5
airports	5%	7
maritime	2%	3

Furthermore infrastructure for traffic management services and interoperability actions would be necessary in order to use the above mentioned infrastructure in the most efficient way. This would require additional 25 Billion ecu until 1999.

The overall cost estimate for these actions concerning the most urgent parts of the physical infrastructure of the trans-European transport network to be done in the next 5 years, amounts to 66 Billion ecu.



Projects require most of the time financial support from the Member States. This support can only be given in the framework of their priorities. The Member States concerned therefore take the final decision on the implementation schedule.

## **MODIFIED PROPOSAL**

1. **In article 7 of the original proposal of the Commission (COM(94)106), paragraph 3 is added :**

*"3. Work is intended to start on the projects of common interest listed in Annex III within the next five years.*

*The list appearing in this annex is not exhaustive."*

2. **In article 10, paragraph 1 of the original proposal of the Commission (COM(94)106), the first indent is replaced by the following text :**

*"- the high-speed network, comprising new lines equipped for speeds equal to or greater than 250 km/h in current or new technology and/or adapted lines for speed of the order of 200 km/h."*

3. **Maps of Annex I of the original proposal of the Commission (COM (94) 106) are replaced/complemented by the maps attached to this proposal.**

4. **Annex III attached to this communication is added to the original proposal**

**list of  
projects of common interest  
to be integrated as a new Annex III  
to the proposal COM(94)106 of 7 April 1994 on  
guidelines for the development of a trans-European transport Network**

## I. Priority projects (91Becu total investment/ 40 Becu for 1995- 1999)

	COST-ESTIMATES	
	Total BECU	95-99 BECU
<i>High-Speed Train/Combined Transport North-South</i>	21.0	4.2
Nürnberg-Erfurt-Halle/Leipzig-Berlin		
Brenner axis Verona-München		
<i>High-Speed Train (Paris)-Bruxelles/Brussel-Köln-Amsterdam-London</i>	16.0	9.5
Belgium: F/B border - Bruxelles/Brussel - Liège - B/D border;		
Bruxelles/Brussel - B/NL border		
United Kingdom: London - Channel Tunnel access		
Netherlands: B/NL border - Rotterdam - Amsterdam		
Germany :(Aachen-) <sup>1</sup> Köln-Rhein/Main		
<i>High-Speed Train South</i>	13.0	3.2
Madrid-Barcelona-Perpignan-Montpellier		
Madrid-Vitoria-Dax		
<i>High-Speed Train East</i>	4.5	3.0
Paris-Metz-Strasbourg-Appenweier-(Karlsruhe)		
with junctions to Metz-Saarbrücken-Mannheim		
and Metz-Luxembourg		
<i>Conventional Rail/Combined Transport: Betuwe line</i>	3.3	2.2
Rotterdam - NL/D border - (Rhein/Ruhr) <sup>1</sup>		
<i>High-Speed Train/combined transport France-Italy</i>	14.0	3.8
Lyon-Torino		
Torino-Milano-Venezia-Trieste		
<i>Greek Motorways: Pathe and Via Egnatia:</i>	6.4	5.1
Rio Antirio, Patras-Athens-Thessaloniki-Prohamon-(Bulgarian border)		
Igoumenitsa - Thessaloniki - Alexandroupolis - Ormenio-		
(Greek/Bulgarian border) - Kipi (Turkish border)		
<i>Motorway Lisboa-Valladolid</i>	1.1	0.7
<i>Conventional Rail link Cork-Dublin-Belfast-Larne-Stranraer</i>	0.3	0.1
<i>Malpensa airport (Milano)</i>	1.0	0.8
<i>Fixed-Rail/Road link between Denmark and Sweden</i>	3.4	2.7
(Øresund fixed link) including access routes for road, rail, air		
<i>Nordic Triangle</i>	4.4	1.2
<i>Ireland/United Kingdom/Benelux Road Link</i>	2.7	1.5
<i>West Coast Main Line (rail)</i>	0.9	0.7

Work on these projects has started or will start in the period 1995 to 1996.

<sup>1</sup> Ongoing construction support already provided at Community level.

**II. Further projects of importance (49 Becu total investment / 23 BECU for 1995-1999)**

	COST-ESTIMATES	
	Total BECU	95-99 BECU
<b>Acceleration possible so that work can begin in about two years</b>		
<i>Combined transport(1996-2005)</i> up to now projects identified in France, Germany, Italy, Belgium, Portugal and Spain ( see also below)	2.4	1.3
<i>Spata airport (Athina)(up to 2000)</i>	2.0	2.0
<i>Berlin airport( 1995-98)</i>	4.1	4.1
<i>Autoroute de la Maurienne(up to 1998)</i>	1.1	1.1
<i>Autoroute Marateca-Elvas(up to 1997)</i>	0.4	0.4
<i>High-Speed Train in Denmark</i>	2.1	1.8
<i>Trans-Appennine Highway Bologna-Firenze(1995-2001)</i>	3.1	2.6
<i>High-Speed Train/combined transport Danube axis(1995-2010)</i> München/Nürnberg-Wien-(Budapest-Bratislava)	4.7	2.0
<i>Motorway Nice-Cuneo(1997-2010)</i>	1.9	0.7
<b>Projects which need to be further examined</b>		
<i>Fehmernbælt: fixed link between Denmark and Germany(98-2010)</i>	4.5	0.7
<i>Motorway Bari-Otranto(1998-2003)</i>	0.3	0.1
<i>Canal Rhin-Rhône(1995-2007)</i>	2.5	0.9
<i>Canal Seine-Escaut(1999-2006)</i>	1.4	0.2
<i>Canal Elbe-Oder(1996-2010)</i>	0.7	
<i>Danube upgrading between Straubing and Vilshofen(1999-2010)</i>	0.7	0.1
<i>High-Speed Train Randstad-Rhein/Ruhr(1998-2010)</i> Amsterdam-Arnhem(-Köln)	1.6	0.7
<i>Road corridor Valencia-Zaragoza-Somport(1995-2002)</i>	1.2	0.3
<i>High-Speed Train (Brenner-)Firenze;Roma-Napoli(after 2000)</i>	8.3	0.3
<i>High-Speed Train connection Luxembourg-Bruxelles(after 1999)</i>	0.5	
<i>Road corridor Napoli-Reggio Calabria( up to 2000)</i>	3.2	3.2
<i>Short sea shipping and ports infrastructure projects</i>	3.0	1.0

Work on these projects is intended to start in the next 5 years; the years in brackets indicate their construction time

## Combined transport links considered in the above mentioned project

The following rail links shall be completed for combined transport usage during the next five years:

- |  |  |
|--|--|
| 1. Taulov - Nordjylland  | 27. Tarvis - Udine - Bologna   |
| 2. Hamburg - Padborg - Taulov - København                                  | 28. Brenner-Achse - Bologna  |
| 3. Hamburg - Berlin  | 29. Udine - Trieste  |
| 4. Hannover - Berlin   | 30. Iselle - Torino/Milano - Bologna   |
| 5. Nürnberg - Berlin   | 31. Modena - Torino - Milano   |
| 6. Berlin - Dresden  | 32. Chiasso - Milano   |
| 7. Frankfurt - Würzburg  | 33. Verona - Trieste   |
| 8. Betuwe-Linie (Rotterdam-Ruhr) and the Dutch links to Hengelo and Venlo  | 34. La Spezia - Fidenza  |
| 9. Rotterdam - Antwerpen/Zeebrugge - Bruxelles - Luxembourg - Bettembourg. | 35. Livorno - Firenze  |
| 10. Antwerpen - Aachen   | 36. Patras - Athen   |
| 11. Rotterdam - Antwerpen - Bruxelles - Aulnoye                            | 37. Athen - Larissa (Volos) - Thessaloniki - Nordgrenze (former Yugoslavia and Bulgaria) |
| 12. Aachen - Liège - Erquelinnes   |  |
| 13. Porto - Lisboa - Madrid - Barcelona                                    |  |
| 14. Lisboa - Burgos - Irun - french/spanish border                         |  |
| 15. Port-Bou - Barcelona - Valencia - Murcia                               |  |
| 16. Madrid - Almeria/Algeciras   |  |
| 17. Le Havre - Paris   |  |
| 18. Dijon - Modane   |  |
| 19. Paris - Strasbourg   |  |
| 20. Kehl - Dijon   |  |
| 21. Nancy - Avignon  |  |
| 22. Marseille - Genova   |  |
| 23. Avignon - Narbonne   |  |
| 24. Paris - Dijon  |  |
| 25. Paris - Hendaye  |  |
| 26. Aulnoye - Metz   |  |

### III. Europe-wide projects (ca. 50 Becu total investment 10 Becu until 1999)

With regard to the projects which deal with the implementation of new technologies and relate to traffic management and which will improve the use of infrastructure for all modes of transport (land, sea, air) benefiting several Member States, the following projects are identified as pilot actions which should lead in the course of the next five years to full implementation:

	COST ESTIMATES	
	Total Becu	95-99
- air traffic management : harmonisation and integration of the national air traffic management systems into a unified system;	16 <sup>1</sup>	6.5
- road traffic management services: pilot actions using traffic control centres and Radio Data System - Traffic Message Channel (RDS-TMC);	31	2.6
- vessel traffic management and information services: a European ship reporting system;	1.1-1.5	0.8
- System of positioning and navigation : development and implementation of European components of the global navigation satellite system (GNSS);	0.9	0.2
- pilot projects for a railway management system: control command systems for selected high-speed rail links.	0.7	0.35

For these projects the provisions of Article 24 second paragraph of the proposal (COM (94) 106 of 7 April 1994) apply.

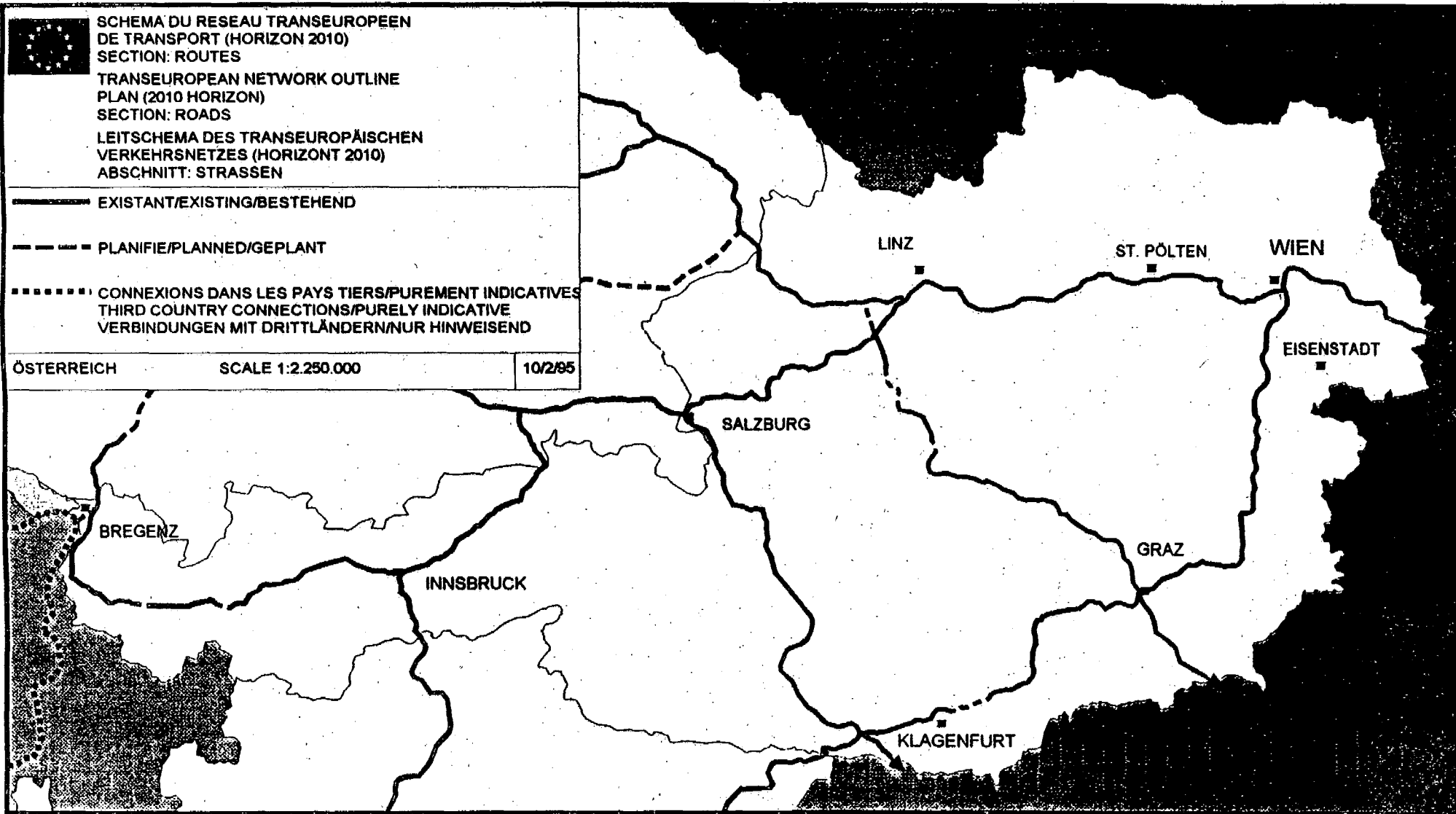
### IV. Projects connecting to third countries

(These projects are mentioned here for completeness, subject to the specific decision procedures applicable.)

- Berlin-Warsaw-Minsk-Moscow (rail and road);
- Dresden-Prague (rail and road);
- Nürnberg-Prague (road);
- Fixed link across the Danube (road and rail) between Bulgaria and Romania;
- Helsinki - St. Petersburg - Moscow (rail and road);
- Trieste-Ljubljana-Budapest-Lvov-Kiev (rail and road);
- Baltic Sea Telematic Platform.

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<sup>1</sup> rough estimate based on ca 1 Becu per year investments likely



WORKING DOCUMENT

SCHEMA DU RESEAU TRANSEUROPEEN  
 DE TRANSPORT (HORIZON 2010)  
 SECTION: ROUTES

TRANSEUROPEAN NETWORK OUTLINE  
 PLAN (2010 HORIZON)  
 SECTION: ROADS

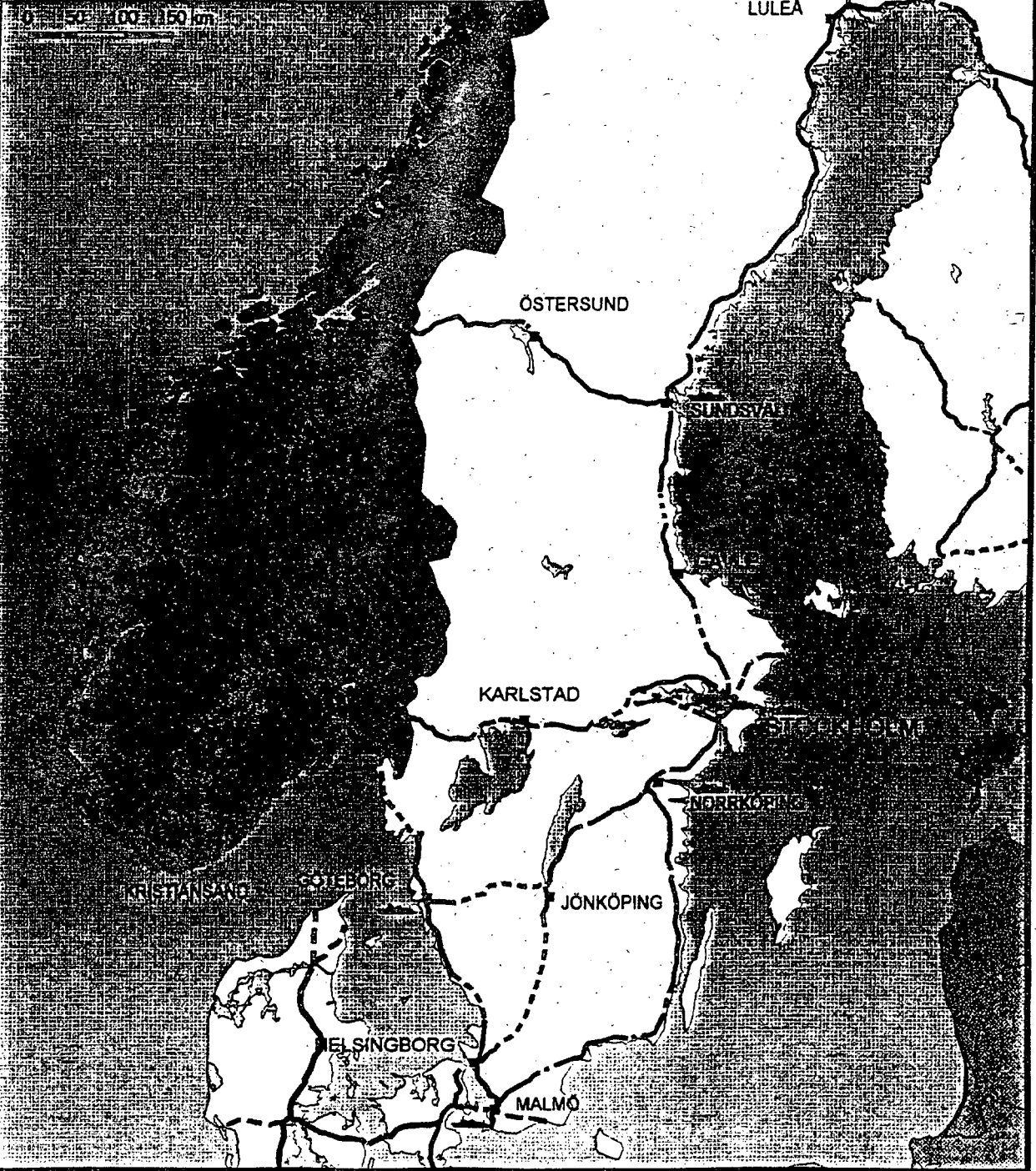
LEITSHEMA DES TRANSEUROPAISCHEN  
 VERKEHRSNETZES (HORIZONT 2010)  
 ABSCHNITT: STRASSEN

————— EXISTANT/EXISTING/BESTEHEND

- - - - - PLANIFIE/PLANNED/GEPLANT

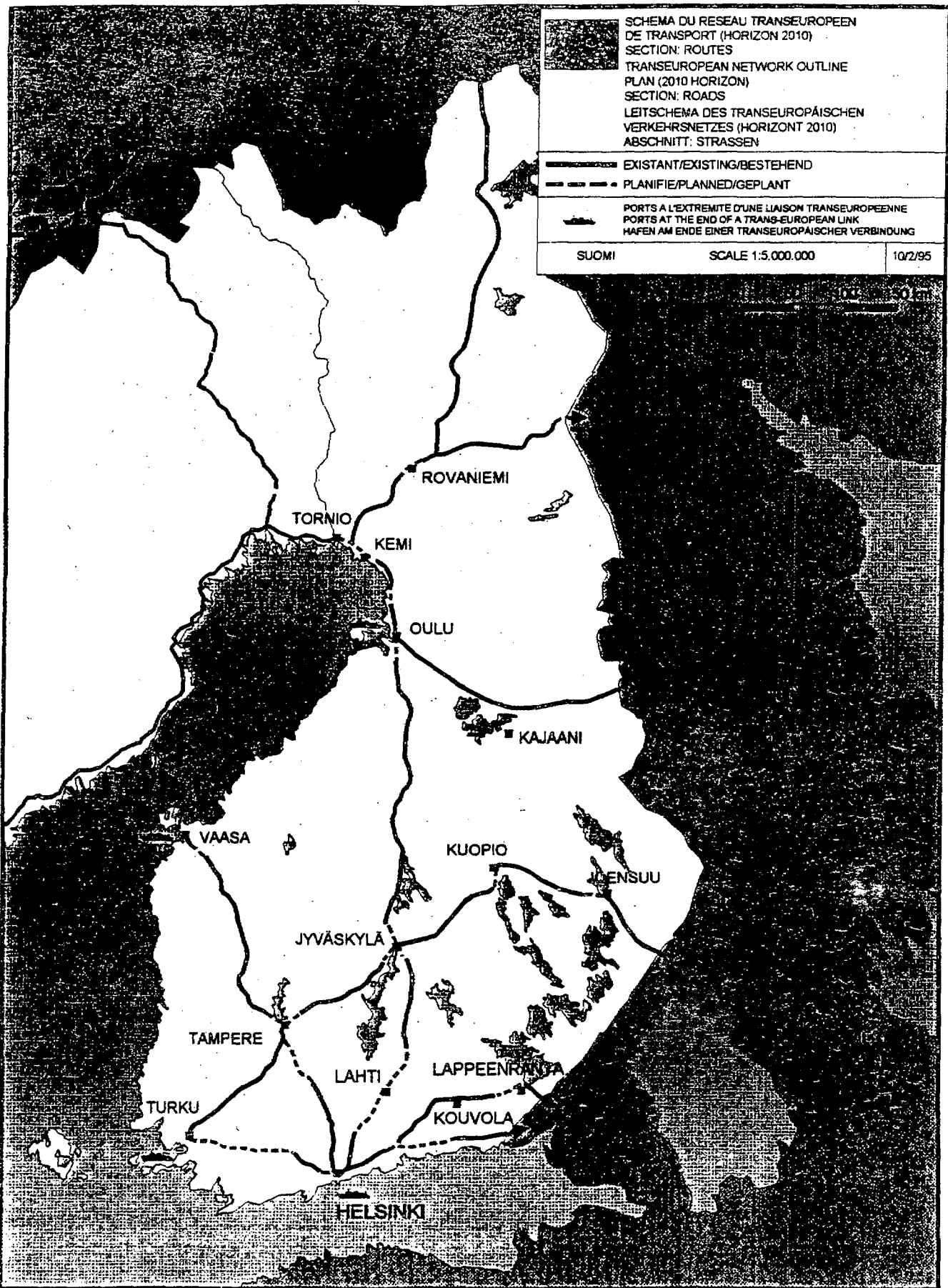
⚓ PORTS A L'EXTREMITE D'UNE LIAISON TRANSEUROPEENNE  
 PORTS AT THE END OF A TRANS-EUROPEAN LINK  
 HAFEN AM ENDE EINER TRANSEUROPAISCHER VERBINDUNG

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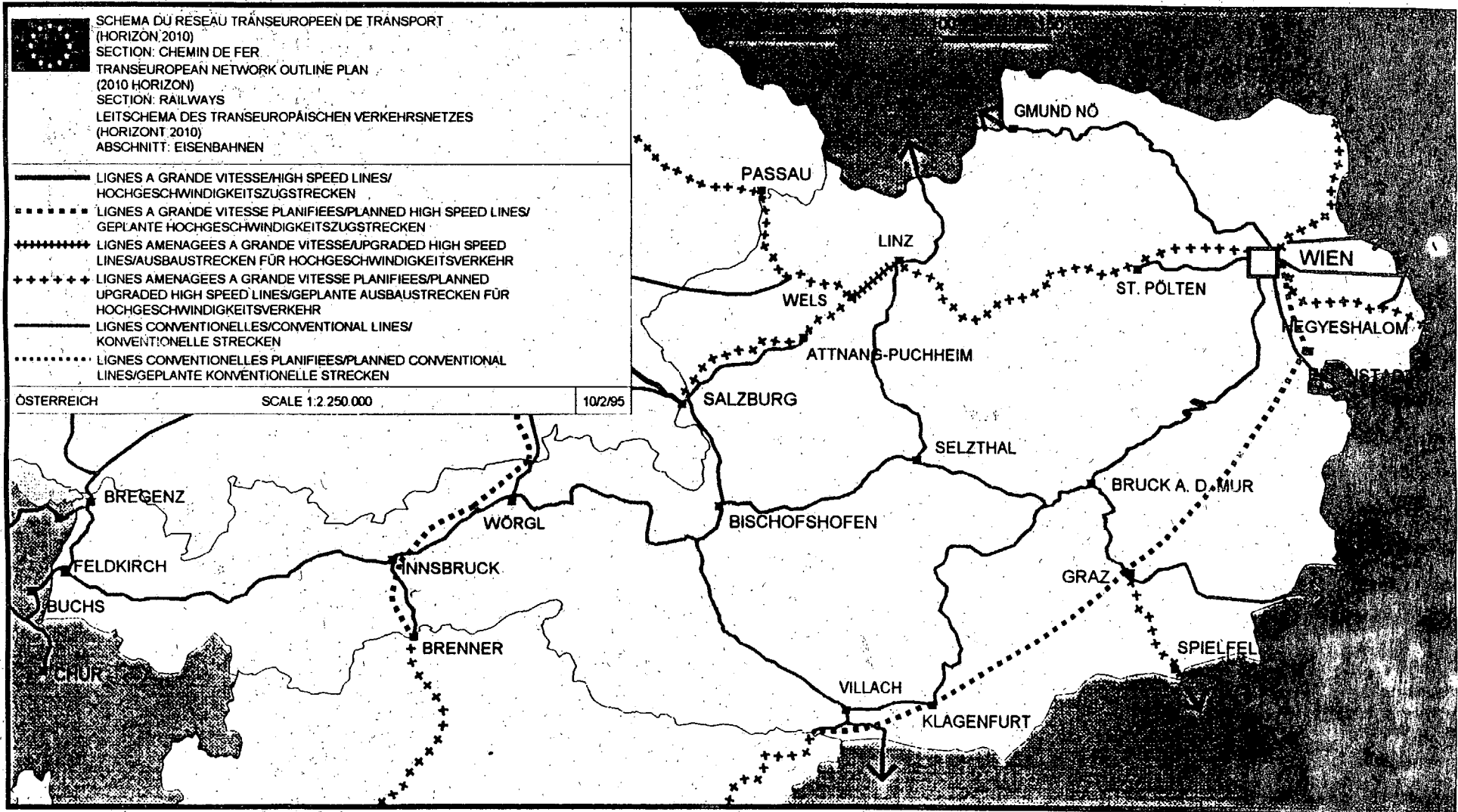


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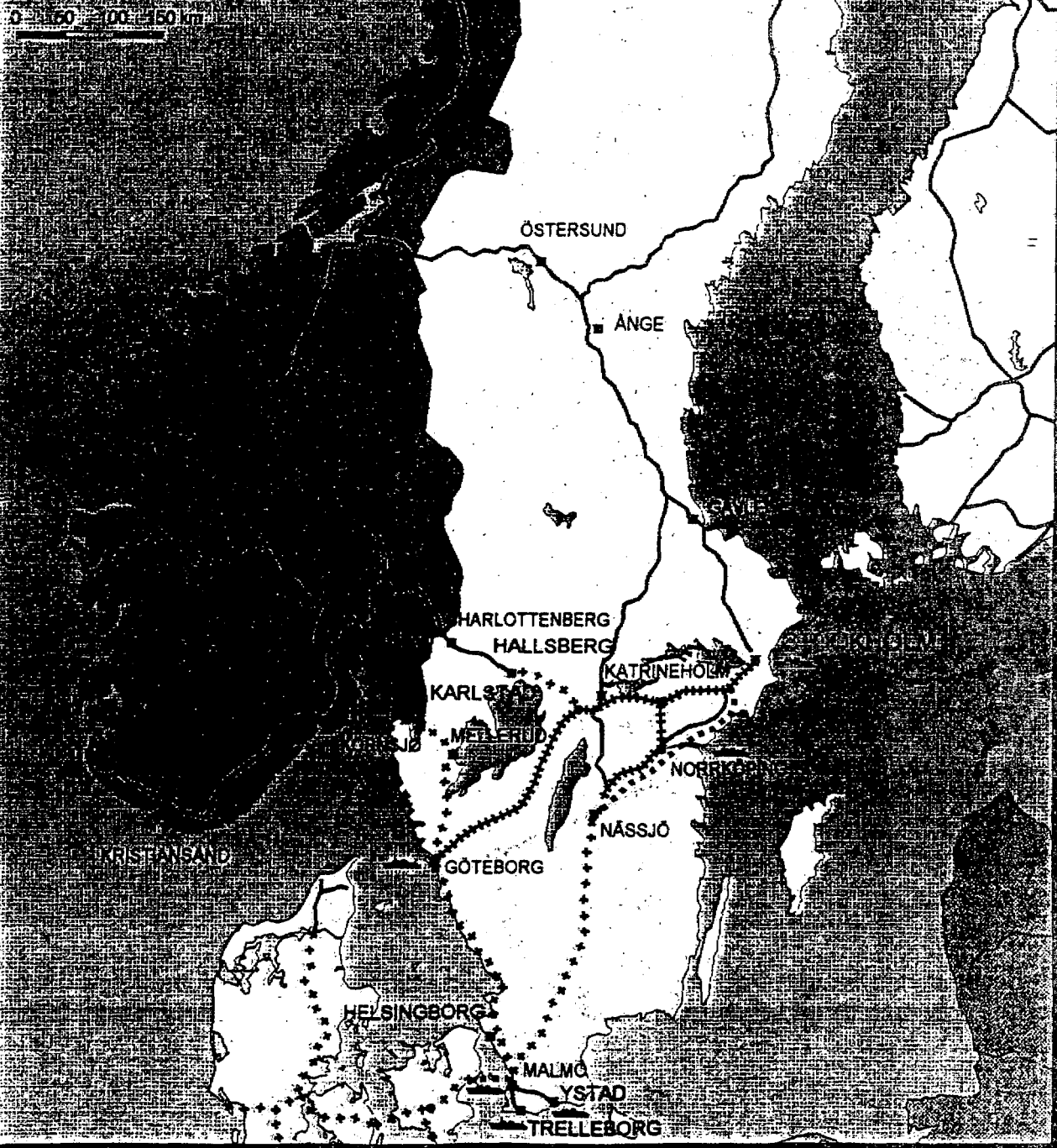
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SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT  
 (HORIZON 2010)  
 SECTION: CHEMIN DE FER  
 TRANSEUROPEAN NETWORK OUTLINE PLAN (2010 HORIZON),  
 SECTION: RAILWAYS  
 LEITSHEMA DES TRANSEUROPAISCHEN VERKEHRSNETZES  
 (HORIZONT 2010)  
 ABSCHNITT: EISENBAHNEN

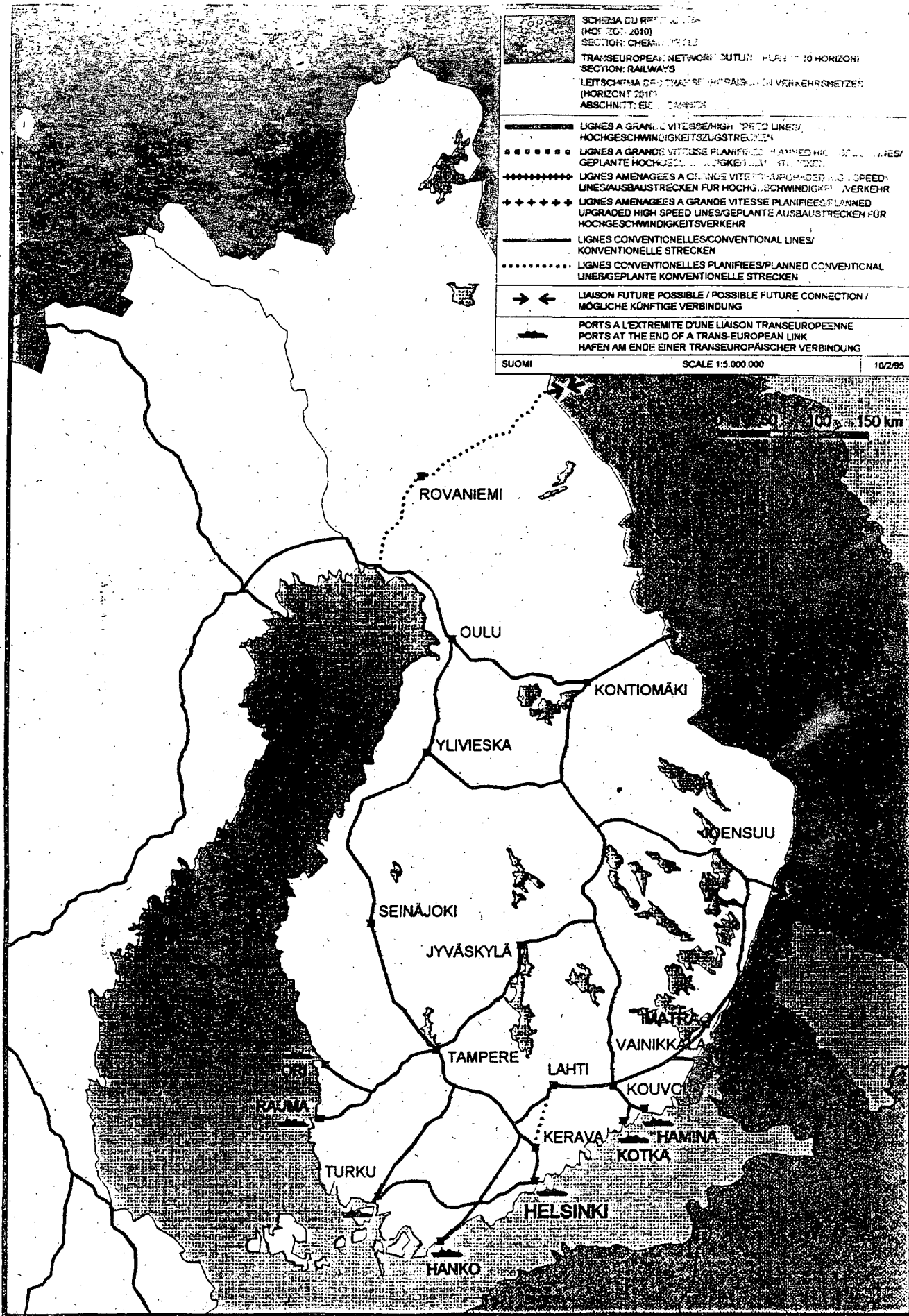
————— LIGNES A GRANDE VITESSE/HIGH SPEED LINES/  
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 LINES/GEPLANTE KONVENTIONNELLE STRECKEN

■ PORTS A L'EXTREMITE D'UNE LIAISON TRANSEUROPEENNE  
 PORTS AT THE END OF A TRANS-EUROPEAN LINK  
 ■ HAFEN AM ENDE EINER TRANSEUROPAISCHER VERBINDUNG

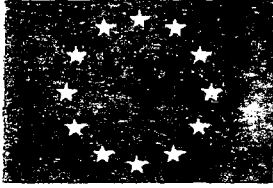
SVERIGE SCALE 1:8.500.000 10/2/96



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SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT  
(HORIZON 2010)  
SECTION : TRANSPORT COMBINE

TRANSEUROPEAN NETWORK OUTLINE PLAN  
(HORIZON 2010)  
SECTION : COMBINED TRANSPORT

LEITSCHHEMA DES TRANSEUROPAISCHE VERKEHRSNETZES  
(HORIZONT 2010)  
ABSCHNITT : KOMBINIERTER VERKEHR

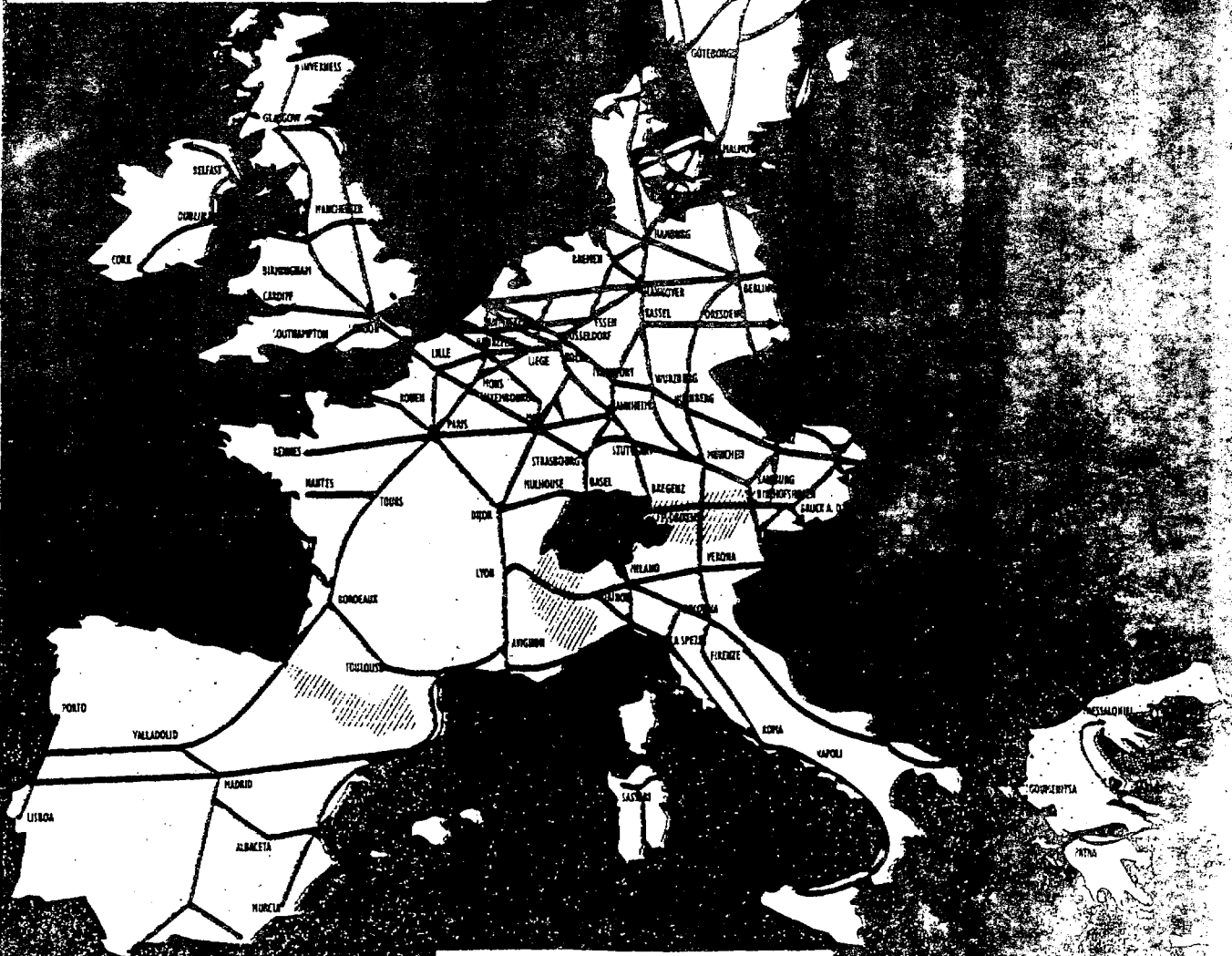
— RAIL  
— RAILWAYS  
— SCHIENE

— CONNEXIONS EXISTANTES / EXISTING  
CONNECTION / BESTEHENDE VERBINDUNGEN

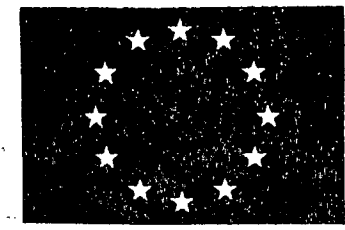
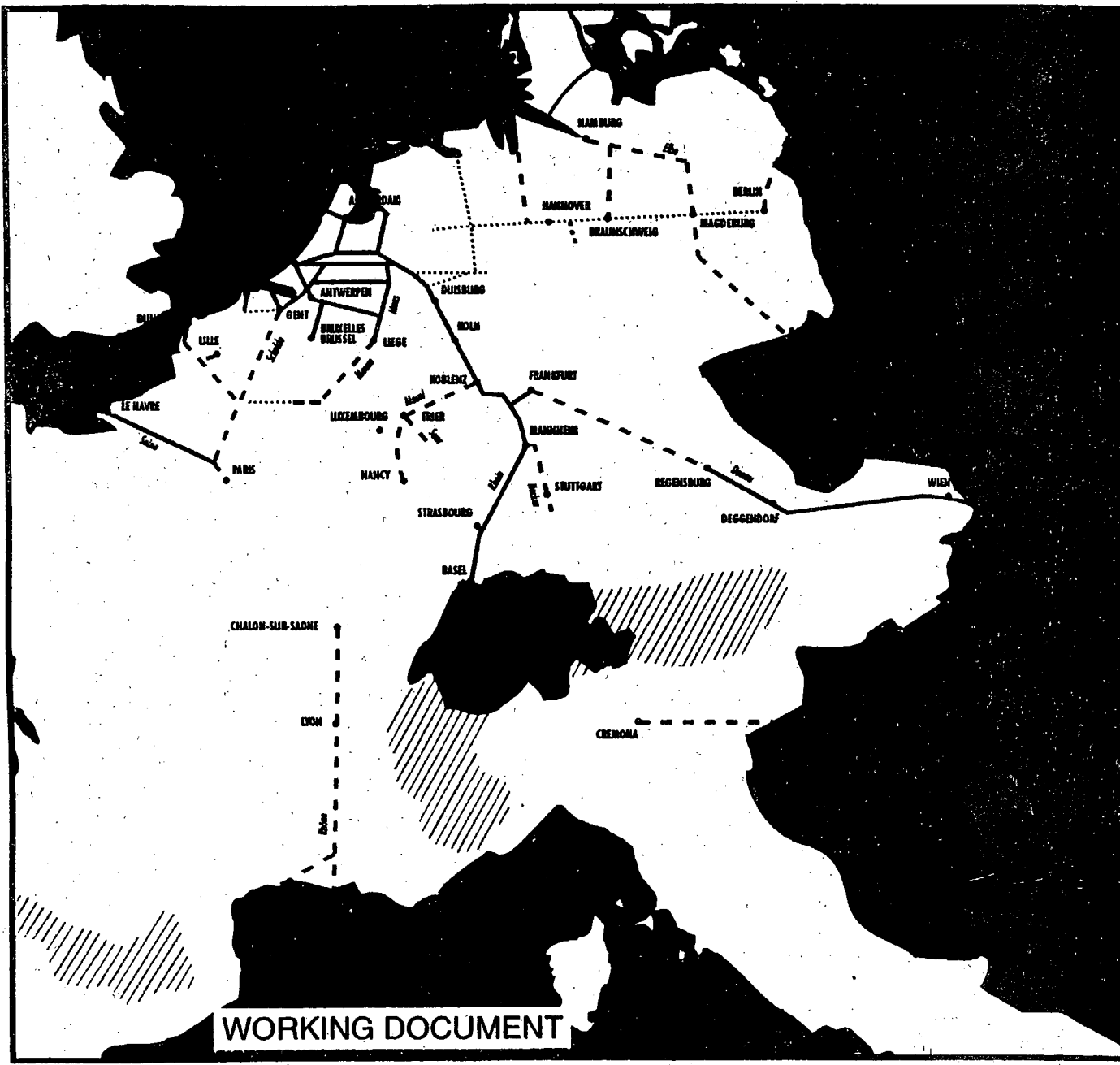
..... EXTENSION PLANIFIEE / PLANNED EXTENSION  
GEPLANT AUSWEITUNG

..... CONNEXIONS DANS LES PAYS TIERS (purement indicatives)  
THIRD COUNTRY CONNECTIONS (purely indicative)  
VERBINDUNGEN MIT DRITTLANDERN (nur Hinweislinie)

10/02/95



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



SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT  
(HORIZON 2010)  
**SECTION : TRANSPORT COMBINE**

TRANSEUROPEAN NETWORK OUTLINE PLAN  
(HORIZON 2010)  
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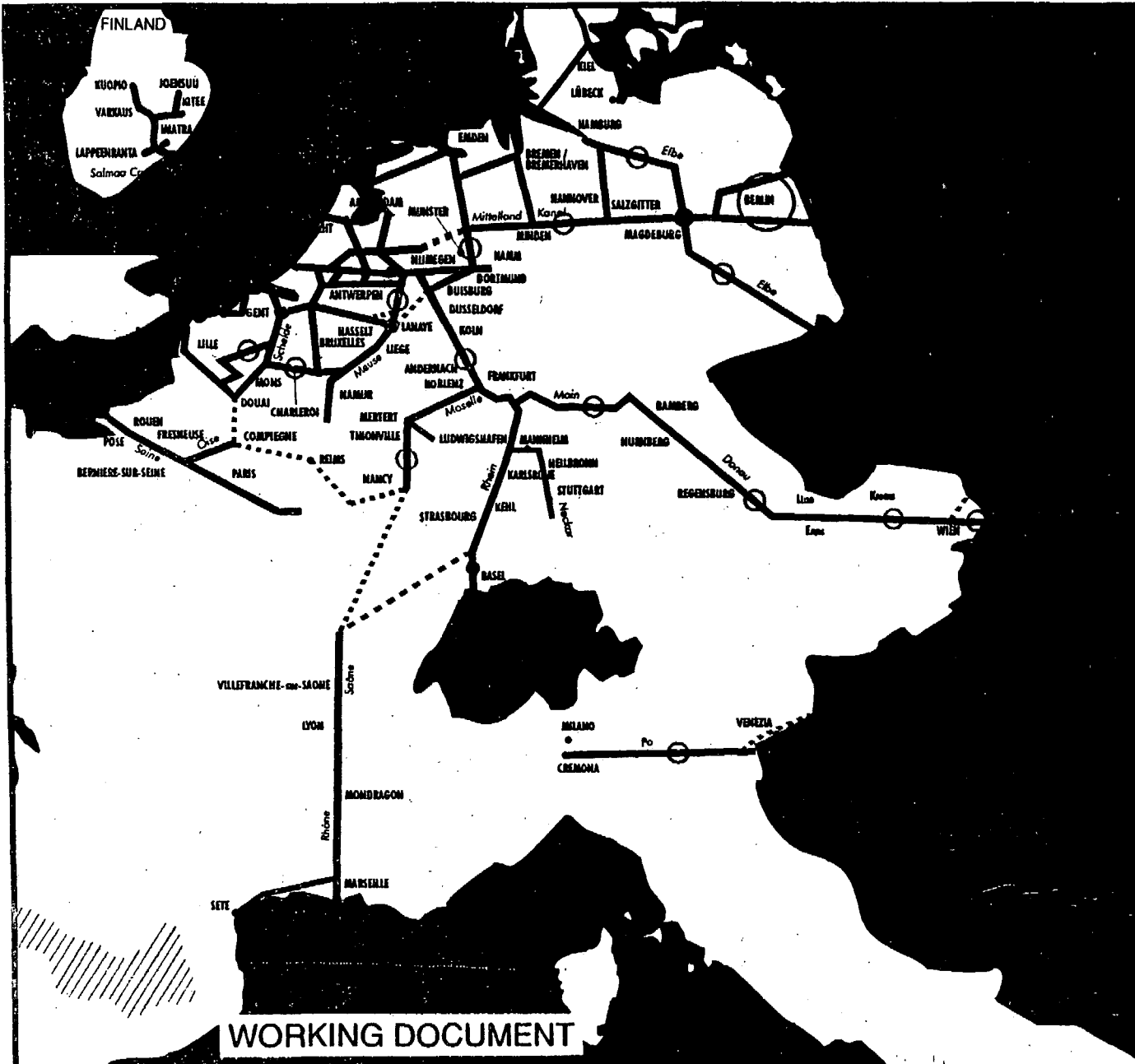
LEITSHEMA DES TRANSEUROPAISCHE VERKEHRSNETZES  
(HORIZONT 2010)  
**ABSCHNITT : KOMBINIERTER VERKEHR**

**2 -** Voies navigables  
Inland Waterways  
Binnenwasserstraßen

- 
 Voies navigables pour 4 x 3 niveaux de containers et plus  
 Inland waterways for 4 x 3 stacks or more  
 Binnenwasserstraßen mit 4 x 3 Lagen und mehr
- 
 Voies navigables pour 3 x 2 niveaux de containers  
 Inland waterways for 3 x 2 stacks  
 Binnenwasserstraßen mit 3 x 2 Lagen
- 
 Extension planifiée  
 Planned extension  
 Geplant Ausweitung

10/02/95

**WORKING DOCUMENT**



COMMUNAUTÉS EUROPÉENNES  
INFRASTRUCTURES DE TRANSPORT  
EUROPEAN COMMUNITIES  
TRANSPORT INFRASTRUCTURE  
EUROPÄISCHE GEMEINSCHAFTEN  
VERKEHRSINFRASTRUKTUR

SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT  
(HORIZON 2010)  
SECTION : VOIES NAVIGABLES

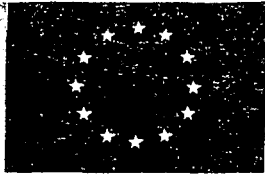
TRANSEUROPEAN NETWORK OUTLINE PLAN  
(2010 HORIZON)  
SECTION : INLAND WATERWAYS

LEITSHEMA DES TRANSEUROPAISCHEN VERKEHRSNETZES  
(HORIZON 2010)  
ABSCHNITT : BINNENWASSERSTRASSEN

- EXISTANT/EXISTING/BESTEHEND
- ..... PLANIFIE/PLANNED/GEPLANT
- GOULET D'ETRIANGLEMENT/BOTTLENECK/ENGPASS
- ..... CONNEXION DANS LES PAYS TIERS (purement indicative)  
THIRD COUNTRY CONNECTIONS (purely indicative)  
VERBINDUNGEN MIT DRITTLÄNDERN (nur hinweisend)

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**Trans-European airport network**  
Network components  
**Réseau aéroportuaire transeuropéen**  
Composantes du réseau  
**Transeuropäisches Flughafenetz**  
Netzkomponenten

- Community connecting points  
Composantes communautaires  
Gemeinschaftskomponenten
- Regional connecting points  
Composantes régionales  
Regionale Komponenten
- ★ Accessibility points  
Composantes d'accessibilité  
Zugangskomponenten

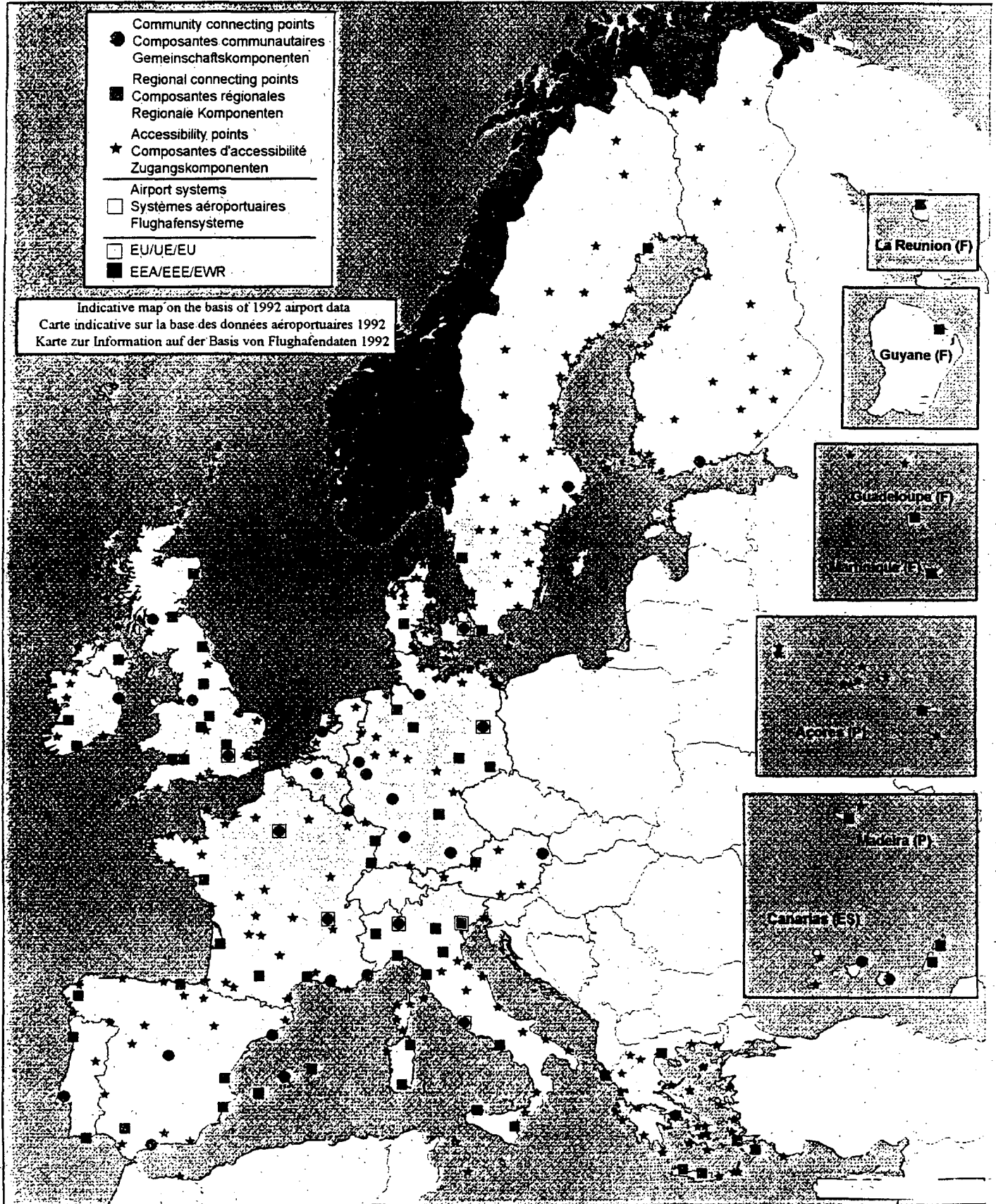
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- Airport systems  
Systèmes aéroportuaires  
Flughafensysteme

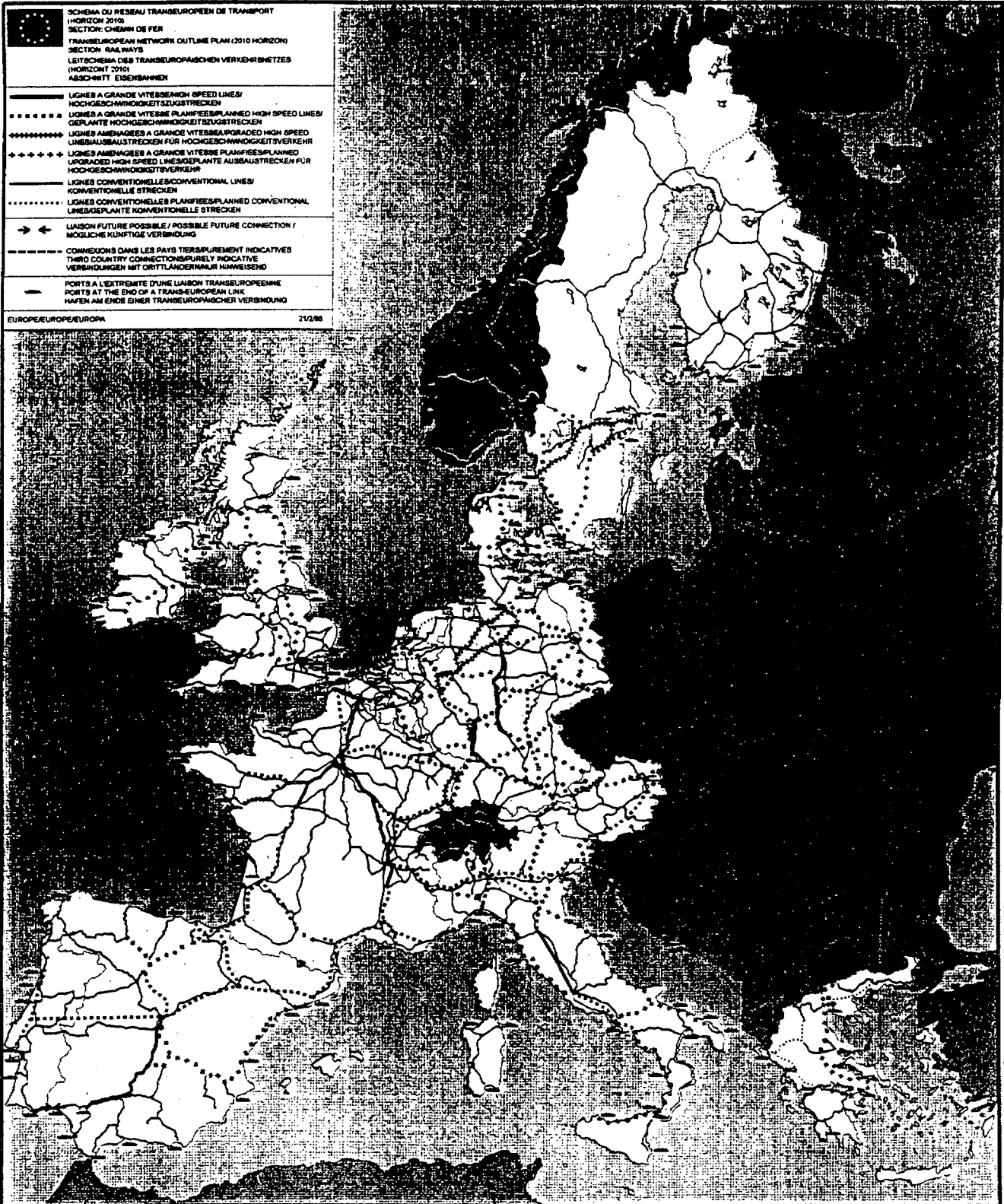
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- EU/UE/EU
- EEA/EEE/EWR

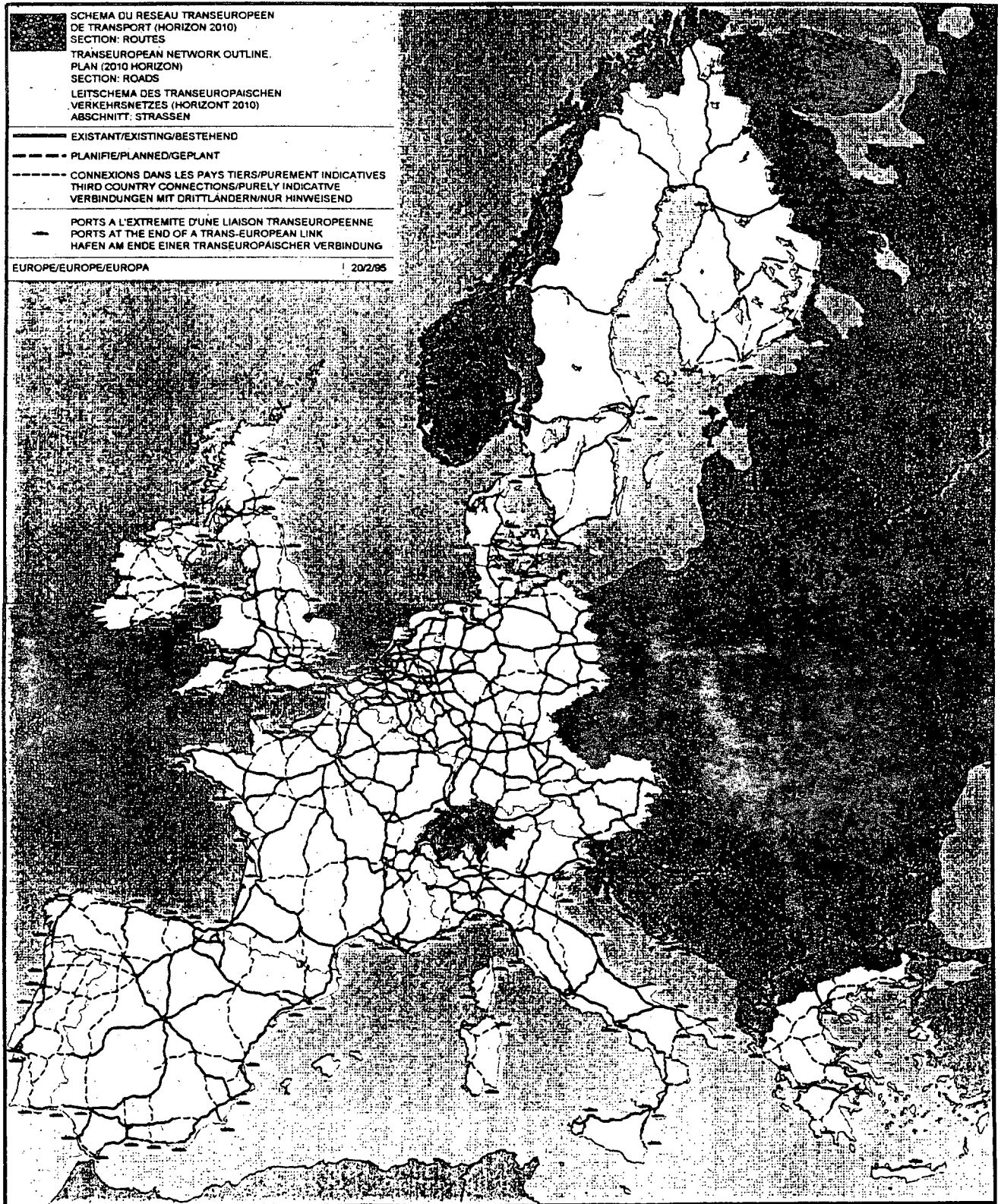
Indicative map on the basis of 1992 airport data  
Carte indicative sur la base des données aéroportuaires 1992  
Karte zur Information auf der Basis von Flughafenendaten 1992









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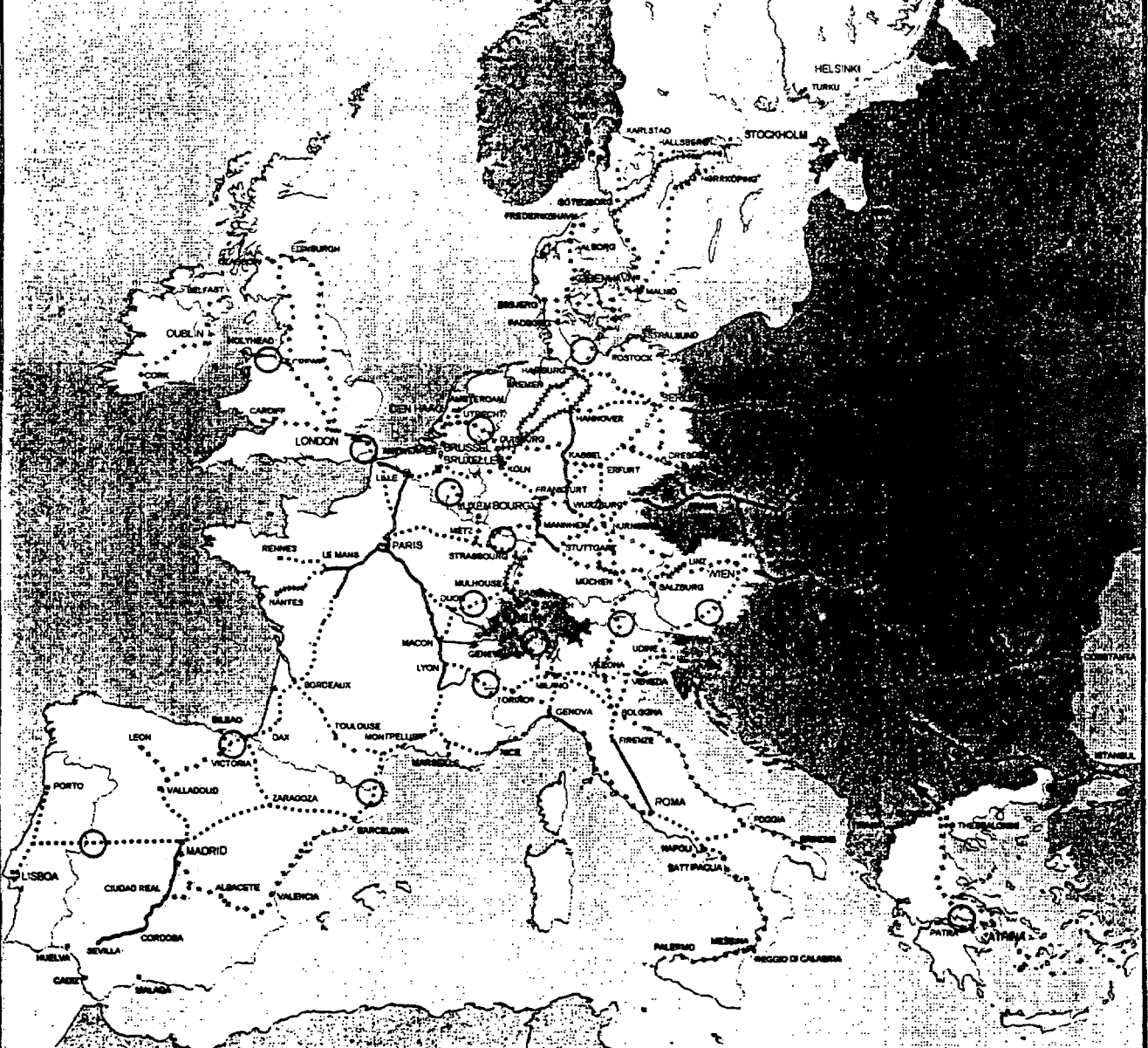
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 SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT (HORIZON 2010)  
 SECTION CHEMIN DE FER  
 TRANSEUROPEAN NETWORK OUTLINE PLAN (2010 HORIZON)  
 SECTION RAILWAYS  
 LEITSCHHEMA DES TRANSEUROPAISCHEN VERKEHRSNETZES (HORIZONT 2010)  
 ABSCHNITT EISENBAHNEN

- - - - - LIGNES A GRANDE VITESSE/HIGH SPEED LINES/  
 HOCHGESCHWINDIGKEITSSSTRECKEN  
 - - - - - LIGNES A GRANDE VITESSE PLANIFIEES/PLANNED HIGH SPEED LINES/  
 GEPLANTE HOCHGESCHWINDIGKEITSSZUGSTRECKEN  
 - - - - - LIGNES AMENAGEES A GRANDE VITESSE/UPGRADED HIGH SPEED LINES/AUSBAUSTRECKEN FUR HOCHGESCHWINDIGKEITSVVERKEHR  
 - - - - - LIGNES AMENAGEES A GRANDE VITESSE PLANIFIEES/PLANNED  
 UPGRADED HIGH SPEED LINES/GEPLANTE AUSBAUSTRECKEN FUR  
 HOCHGESCHWINDIGKEITSVVERKEHR  
 - - - - - LIGNES D'INTERCONNECTION/INTERCONNECTION LINES/  
 VERKNUPPLUNGSTRECKEN  
 - - - - - CONNEXIONS PRIORITAIRES EN EUROPE CENTEALE ET ORIENTALE  
 PRIORITY CORRIDORS IN CENTRAL AND EASTERN EUROPE  
 PRIORITARE KORRIDORE IN ZENTRAL- UND OSTEUROPA

 MAILLONS-CLES  
 KEY LINKS  
 SCHLUSSELVERBINDUNGEN

EUROPE/EUROPA/EUROPA 21/200



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