



COMMISSION OF THE EUROPEAN COMMUNITIES

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Amended proposal for a

**EUROPEAN PARLIAMENT AND COUNCIL DECISION**

**on 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)**

## EXPLANATORY MEMORANDUM

### I.

1. To implement Title XII ("Trans-European networks") of the Treaty on European Union, on 7 April 1994 the Commission adopted a proposal for a Decision on Community guidelines for the development of the trans-European transport network (COM(94)106).<sup>1</sup> This was followed by an amended proposal on 22 February 1995 (COM(95)48).<sup>2</sup>
2. The European Parliament gave its opinion on the proposal at its plenary session on 18 May 1995, at which it adopted 159 amendments.
3. The Commission has included in full 67 of the amendments proposed by Parliament and a further 35 in part. Some of the amendments are to the body of the proposal, others to Annexes I and II (maps and specifications for projects of common interest) and others to Annex III (list of priority projects). Some concern rewording, others the structure of the original Commission proposal and others the substance.
4. The Commission has included all the amendments which add to or improve its original proposal. It has also made a number of amendments to clarify the wording of Parliament's amendments or to keep the structure and wording consistent.

A brief summary of these amendments and of the amendments rejected by the Commission is set out below.

### II.

#### New recital 2a (EP amendment No 1)

This adds strength to the idea that the establishment and development of the networks must take account of the need to protect the environment.

#### Recital 3 (EP amendment No 144)

This recital adds a reference to the environment, as provided for in Article 130r of the Treaty, and advocates use of the modes of transport which cause least harm to the environment, taking account of the national geographical situations.

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<sup>1</sup> OJ No C 220, 8.8.1994.

<sup>2</sup> OJ No C 97, 20.4.1995.

Recital 6 (EP amendment No 3)

This addition states that the projects must be evaluated by comparison against alternatives for the infrastructure concerned.

New recital 6a (EP amendment No 4)

This recital adds a reference to the Commission White Paper on Growth, Competitiveness and Employment.

Article 1: Purpose (EP amendment No 5)

This addition to paragraph 1 makes it clear that the network is to be developed "at Community level".

Paragraph 2 defines the guidelines, which will be binding and in keeping with the subsidiarity principle. The guidelines are seen as a reference framework for implementing projects of common interest, depending on their technical and financial feasibility. They are addressed primarily to the public authorities, but also to the private sector.

Article 2: Objectives (EP amendment No 6)

Paragraph 1 has been reworded slightly to include a reference to the outline plans in Annex I and the technical specifications in Annex II.

Paragraph 2 refers to the objectives of the network. It clarifies and expands the original wording of several subparagraphs.

Article 3: Scope of the network (EP amendment No 7)

This article has been reorganized and reworded. Paragraph 1 specifies the aspects of the network defined in greater detail in paragraphs 2 (infrastructure) and 3 (management systems). Paragraph 4 adds a reference to separate legislation laying down the requirements for network interoperability (Article 129c(1), second indent, of the Treaty) and telecommunications systems.

Article 4: Broad lines of measures (EP amendment No 8)

This amendment clarifies several points in the original text and adds a new indent concerning the installation of transfer points near large urban areas.

#### Article 5: Priorities (EP amendment No 9)

This article has been reshaped more logically. The introductory sentence establishes the link with the objectives mentioned in Article 2.

Optimization of the capacity and efficiency of existing infrastructure now comes first, before the completion of new infrastructure. This change takes account of the financial and environmental constraints.

As in the original version, the idea of systematic integration of the various modes of transport appears in several places (fourth and seventh indents) but has been slightly reworded.

The fifth indent is new and adds the priority "completion of the projects of particular economic interest", taking into account the environmental impact and economic and social cohesion.

Former indents 9 and 10 on the development of traffic management and control systems and user information have been combined into a single subparagraph.

#### Article 5a: Networks of third countries (EP amendment No 10)

This new article interprets Article 129c(3) of the Treaty concerning cooperation with third countries on trans-European transport networks; it includes a reference to the general procedures laid down in the Treaty.

#### Article 6: Projects of common interest (EP amendment No 162)

Paragraph 1 clarifies the concept of "potential economic viability" (Article 129c(1) of the Treaty) based on the socio-economic costs and benefits.

Paragraph 2 specifies the ways of identifying projects of common interest. According to these:

- (a) all such projects must concern transport infrastructure, as described in sections 2 to 10;
- (b) all projects must concern either a link on one of the maps in Annex I or meet the specifications or criteria in Annex II if they cannot be pinpointed on a map (as in the case, for example, of nodal points and management systems).

The new paragraphs 3 and 4 correspond to paragraphs 3 and 1 respectively of the former Article 7, which has been deleted.

### Article 7: Environmental requirements (EP amendment No 12)

This new article dealing specifically with the environmental protection requirements gives a prominent position to this key point. It stipulates that the environmental aspects must be taken into consideration at all stages of network development, planning, design and building:

- a strategic evaluation of the environmental impact of the whole network, based, if possible, on corridor analyses. (Corridor analyses are comparative studies of several alternatives. This is generally accepted and there is no need to specify this explicitly);
- projects of common interest must be subjected to a general evaluation, taking account of the environmental risks;
- as provided for already by Council Directive 85/337/EEC, before implementation projects of common interest must be subjected to an environmental impact assessment and comply with the Community legislation on nature protection.

Article 9 (EP amendment No 14), Article 10(3) (EP amendment No 15), Article 11 (EP amendment No 16), Article 13 (EP amendment No 21), Article 15 (EP amendment No 24), Article 17, the final sentence of Article 18(1) (EP amendment No 31) and Article 19 (EP amendment No 32), which referred to Annexes I and/or II, have been deleted following reorganization of the text. The subject covered by these clauses has been moved and concentrated in Article 2(1) in the case of general network development and Article 6(2) in the case of projects of common interest of relevance to each link in the network.

### Article 10: Characteristics (EP amendments No 17 to No 20)

The title of the section on the inland waterway network and the article on the characteristics of the network have been reworked and expanded.

Paragraph 1 incorporates the wording of Council Decision 93/630/EEC on the creation of a trans-European inland waterway network.

The new paragraph 3 includes inland ports in the text, following the example set for seaports.

The new paragraph 4 on traffic management retains the final sentence of the former paragraph 1. The relevant technical specifications, on the other hand, are now in Annex II.

#### Article 11: Characteristics (EP amendments Nos 23 and 25)

Paragraph 1 has been reworded slightly to place greater emphasis on the port-related infrastructure dimension.

Paragraph 2 gives a clearer definition of the function of ports in short sea shipping, which offers unexploited potential for harmonious, environmentally sustainable development of the trans-European transport network.

#### Article 12: Characteristics (EP amendment No 28)

The amendments to the article on airports are concerned mainly with improving the layout and wording.

#### Article 14: Characteristics (EP amendment No 26)

Two minor changes of wording have been made to this article. The principal idea behind the second part of the EP's amendment and the substance of the former Article 21 (deleted as a result of the reorganization of the text) have been included in the technical specifications in Annex II (Section 8).

#### Article 15: Characteristics (EP amendment No 29)

The former Article 22 on air traffic management remains virtually unchanged, apart from the deletion of the final sentence. The connected Article 23 has been deleted as a result of the reorganization of the text but the substance has been moved to the technical specifications in Annex II (Section 9).

#### Section 10: Positioning and navigation network (EP amendment No 37)

The former Article 24 has been completely reworded to place the emphasis on the characteristics of the positioning and navigation network for all modes of transport.

#### Article 17: Definition of common interest (EP amendment No 39)

This article empowers the Commission, on application, to define a project as fulfilling the conditions laid down in Article 6 (i.e. as being of common interest). Such definition could prove necessary should it prove impossible to identify a project as of common interest with any certainty, particularly where the project is based solely on specific criteria. It will not imply any right to Community support.

#### Article 18: Committee (EP amendment No 40)

The new wording of this article conceives the Committee as a purely consultative body with no executive powers. It will serve, in particular, for exchanges of information between the Commission and the Member States on development of the network. To this end, the Member States must regularly submit their plans and programmes, particularly for implementation of projects of common interest.

#### Article 19: Updating of guidelines (amendment No 209)

Article 19 has been reworded to stress that the guidelines are subject to change. They will be revised every five years, starting on 1 July 1999.

#### **ANNEX I: Outline plans illustrated by maps**

The maps have been amended to make it easier to distinguish between existing links and missing links or links requiring substantial improvements ("planned links").

The following amendments proposed by the EP have been included: No 43, 44, 45, 46, 48 (in part), 49, 55 (in part), 57, 58 (in part), 59, 60 (in part), 63, 64, 65, 66, 67, 68, 69, 70, 71, 73, 74, 75, 77, 80 (in part), 83, 85, 86 (in part), 88, 89, 90, 92, 94, 96 (in part), 97 (in part), 99 (in part), 100, 101, 102, 103, 105, 106, 107, 108, 110, 111, 115, 116, 117, 119, 120, 121, 122, 123, 124, 125, 126, 127, 147, 148 (in part), 151 (in part), 153, 159, 165, 169, 234 (in part) and 235 (in part).

#### **ANNEX II: Criteria and specifications for projects of common interest (EP amendment No 129)**

Annex II has been amended to set out the criteria and technical specifications for projects of common interest, particularly on interconnection nodes and traffic management systems.

The lists of road, rail, inland waterway and combined transport routes have been deleted in view of the improved layout of the maps.

#### **Section 4: Inland waterway network and inland ports**

This new section contains the specifications for projects of common interest on inland ports. It specifies the qualitative and quantitative requirements to be met by ports and defines the project categories.

The specifications concerning the traffic management system for inland waterways (EP amendment No 19) have been added.

### Section 8: Shipping management and information network

This section has been reworked and expanded to include the substance of the special conditions formerly in Article 21.

### Section 9: Air traffic control network

This section has been reworked and expanded to include the substance of the special conditions formerly in Article 23.

The principal amendments rejected by the Commission are as follows:

#### 1. Amendments to the text

- The addition to Article 4 of studies based on cost-benefit analyses for the regions concerned and the creation of lasting jobs as one of the broad lines of Community measures. Although the trans-European network will have a major impact on regional development and employment, these are not the principal objectives of these guidelines.
- Deletion of the principal characteristics of the proposed road network. The objective of these guidelines is, in particular, to give indications regarding overall development of the network and of the individual components.
- The amendment to Article 7 calling for projects to be evaluated on the basis of their compatibility with networks outside the Community. This aspect is covered sufficiently by the new Article 5a (networks of third countries).
- The amendment to Article 7 stipulating that all financial support from the Community for the trans-European transport network must satisfy the environmental requirements. This obligation must be covered by the legislation specifically on financial support from the Community (the Cohesion Fund Regulation, the Structural Funds, trans-European networks, etc.).
- The inclusion of air links in the combined transport network and the deletion of the reference to rolling stock. As regards air links, differences between the systems and technical obstacles preclude integration of the air transport sector in the combined rail or inland waterway network at the moment. Rolling stock, on the other hand, could provide an alternative to costly conversion of the infrastructure to combined transport operations in certain cases.



- The amendment calling for an annual report on the job creation and income growth effects broken down by region. Given the long timescale often needed for major infrastructure-building an annual regional report would be inadequate.
- The new structure proposed for the maritime and air transport section, with subdivisions into subsections for traffic management has not been followed. The information networks and maritime and air traffic management systems are generally independent of ports and airports.
- The introduction of a new article stipulating that within two years the Community will propose minimum environmental standards for each-mode of transport and a Community product pipeline network. The Commission is unable to accept this amendment, particularly for formal reasons - the Decision is addressed to the Member States - and in view of the deadline imposed.

#### Amendments to Annex I (Maps)

Many of the proposed amendments to the maps have not been included because they concerned a service rather than transport infrastructure, regional or local infrastructure as opposed to trans-European infrastructure or links for which the traffic forecasts were too low or development work could not be justified on economic grounds.

#### Amendments to Annex II (Criteria and specifications for projects of common interest)

Neither the addition of quantitative and qualitative selection criteria for ports nor the deletion of the specific conditions to be met by port projects have been incorporated. Selection would entail undesirable discrimination between ports. To avoid distortion of competition in the port sector, the projects of common interest should satisfy the specific criteria, notably, for example, the requirement for a financial analysis.

#### Amendments to Annex III (Priority projects)

The Commission included a list of projects to be started in the next five years in Annex III to its amended proposal of 22 February 1995 [COM(95)48]. This list contains 14 projects adopted as priorities by the European Council in Essen, plus 21 other major projects and 5 pilot projects on traffic management. Detailed studies have confirmed that all these projects are indeed priorities. By contrast, no such studies have been conducted on the projects proposed in the amendments which, consequently, cannot be granted priority.

Original proposal

**PROPOSAL FOR A EUROPEAN PARLIAMENT AND COUNCIL DECISION ON COMMUNITY GUIDELINES FOR THE DEVELOPMENT OF THE TRANS-EUROPEAN TRANSPORT NETWORK**

**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 129d thereof,

Having regard to the proposal from the Commission,

Having regard to the opinion of the Economic and Social Committee,<sup>1</sup>

Having regard to the opinion of the Committee of the Regions,<sup>3</sup>

- (1) Whereas the establishment and development of trans-European networks contribute to the attainment of major Community objectives, such as the completion of the internal market and the strengthening of economic and social cohesion;
- (2) Whereas 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 and environmental conditions and combining all modes of transport, taking account of their comparative advantages;
- (3) Whereas the Commission's White Paper on the development of a common transport policy calls for the integration of all networks relating to various modes of transport into a single trans-European rail, road, air, sea and inland waterway passenger and goods transport network, with a view especially to better protecting the environment by making optimum use of existing capacities;

Amended proposal

**PROPOSAL FOR A EUROPEAN PARLIAMENT AND COUNCIL DECISION ON COMMUNITY GUIDELINES FOR THE DEVELOPMENT OF THE TRANS-EUROPEAN TRANSPORT NETWORK**

**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 129d thereof,

Having regard to the proposal from the Commission,

Having regard to the opinion of the Economic and Social Committee,<sup>2</sup>

Having regard to the opinion of the Committee of the Regions,<sup>4</sup>

(1) Unchanged.

(2) Unchanged.

(2a)

**Whereas the trans-European networks should take account of the objective of protecting nature and the landscape;**

- (3) Whereas, as called for in the Commission's White Paper on the development of a common transport policy, greater protection should be given to the environment:
  - by making optimum use of existing capacities, integrating all networks relating to various modes of transport into a single trans-European rail, road, air, sea and inland waterway passenger and goods transport network;
  - by using the modes of transport which cause least harm to the environment, in particular railways, inland waterways, shipping, notably short sea coastal shipping, and combined transport, taking

**account of the diversity of the situations  
within each Member State;**

- (4) Whereas network integration of 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;
- (4) Unchanged.
- (5) Whereas, in order to achieve these objectives, action by the Community to establish guidelines is necessary in accordance with the principle of subsidiarity; whereas such action should concern the establishment of priority and the broad lines of action proposed in the field of trans-European transport networks;
- (5) Unchanged.
- (6) Whereas it is also necessary to identify projects of common interest which contribute to the achievement of these objectives and which correspond to the priorities established; whereas only projects which are potentially economically viable should be taken into account;
- (6) Whereas it is also necessary to identify projects of common interest which contribute to the achievement of these objectives and which correspond to the priorities established; whereas only projects which are potentially economically viable should be taken into account; **whereas projects should be evaluated against alternatives for the infrastructure concerned;**
- (6a) **Whereas the investment planned for the trans-European transport networks should also have an impact on employment, as announced in the White Paper on Growth, Competitiveness and Employment;**
- (7) Whereas due account has been taken of Council Decision 93/628/EEC of 29 October 1993 on the creation of a trans-European combined transport network,<sup>5</sup> Council Decision 93/629/EEC of 29 October 1993 on the creation of a trans-European road network and Council Decision 93/630/EEC<sup>6</sup> on the creation of a trans-European waterway network<sup>7</sup>, which have been integrated into this Decision in accordance with the multimodal approach which it is intended to promote;
- (7) Unchanged.
- (8) Whereas measures in the field of telecommunications and telematics can contribute to the efficient implementation of control and management measures for each component of the network and for the network as a whole; whereas the synergies needed to ensure the integration of the transport network should be sought;
- (8) Whereas measures in the field of telecommunications and telematics can contribute to the efficient implementation of control and management measures for each component of the network and for the network as a whole; whereas the synergies needed to ensure the integration of the transport network should be sought;

whereas those synergies also concern general Community measures in the field of telecommunications; whereas projects of common interest are being identified to that end; whereas the Commission will need to formulate appropriate proposals at a later stage to ensure that those systems are optimally deployed;

- (9) Whereas the Commission should be assisted in specifying projects of common interest by the Committee on Transport Infrastructures set up by Council Decision 78/174/EEC,<sup>5</sup>

HAVE ADOPTED THIS DECISION:  
SECTION 1 - GENERAL PRINCIPLES

**Article 1: Purpose**

The purpose of this Decision is to establish guidelines covering the objectives, priorities and broad lines of measures envisaged for the establishment of the trans-European transport network; it also identifies projects of common interest; the implementation of which should contribute towards development of the network.

**Article 2: Objectives**

1. The trans-European transport network shall develop progressively between now and the year 2010 by integrating national land, sea and air transport infrastructure networks throughout Europe.

whereas those synergies also concern general Community measures in the field of telecommunications; ~~whereas,~~ consequently, complementarity, consistency and conformity with the Community legislation on trans-European telecommunications networks must be safeguarded; whereas projects of common interest are being identified to that end; whereas the Commission will need to formulate appropriate proposals at a later stage to ensure that those systems are optimally deployed;

- (9) Deleted

HAVE ADOPTED THIS DECISION:  
SECTION 1 - GENERAL PRINCIPLES

**Article 1: Purpose**

1. The purpose of this Decision is to establish guidelines covering the objectives, priorities and broad lines of measures envisaged for the establishment of the trans-European transport network; it also identifies projects of common interest, the implementation of which should contribute towards development of the network at Community level.

2. The guidelines referred to in paragraph 1 shall constitute a general reference framework designed to encourage measures by the Member States and, where appropriate, the Community to implement the projects of common interest so as to safeguard the consistency, interconnection and interoperability of the trans-European transport network and access to the network. These projects shall form a common objective, achievement of which shall depend on the degree of maturity of the projects and on the availability of funding. These guidelines shall also aim at facilitating the involvement of the private sector.

**Article 2: Objectives**

1. The trans-European transport network shall be put in place at Community level by the year 2010 by progressively integrating the land, sea and air transport infrastructure networks, following the outline plans

illustrated by the maps in Annex I and/or the specifications in Annex II.

2. The network shall:

- ensure the sustainable and safe mobility of persons and goods within the area without internal frontiers under the best possible social conditions, while contributing to the attainment of the Community's environmental objectives,
- offer users high-quality infrastructures and associated services on acceptable economic terms,
- combine all modes of transport, taking account of their comparative advantages,
- allow the optimal use of existing capacities,
- be interoperable in all its components,
- cover the whole territory of the Community, interlinking the major conurbations and regions of the Community, facilitating access in general, and linking island, peripheral and landlocked regions to the central regions,
- allow for its extension to the networks of EFTA Member States, countries of central and eastern Europe and Mediterranean countries, while at the same time promoting interoperability and access to these networks.

**Article 3: Scope of the network**

1. The trans-European transport network shall comprise infrastructures, services and management systems. The harmonious operation of these components shall enable the objectives described in Article 2 to be achieved. It shall comprise the following infrastructures: roads, railways, waterways,

2. The network shall:

- ensure the sustainable and safe mobility of persons and goods within the area without internal frontiers under the best possible social conditions, while contributing to the attainment of the Community's objectives, **particularly with regard to environmental protection, in accordance with Article 2 of the Treaty, and competition,**
- encourage the strengthening of economic and social cohesion,
- offer users **good quality** infrastructures and associated services on acceptable economic terms,
- combine all modes of transport, taking account of their comparative advantages, **in particular the environmental advantage,**
- allow the optimal use of existing capacities,
- be interoperable **within and between all modes of transport,**
- cover the whole territory of the Community, interlinking the major conurbations and regions of the Community, **without bottlenecks,** facilitating access in general, and linking island, peripheral and landlocked regions to the central regions,
- allow for its extension to the networks of EFTA Member States, countries of central and eastern Europe and Mediterranean countries, while at the same time promoting interoperability and access to these networks.

**Article 3: Scope of the network**

1. The network shall include transport infrastructures, traffic management systems and positioning and navigation systems.

ports, airports, navigation aids, intermodal freight terminals, and product pipelines, together with the services necessary for the separate or combined operation of these infrastructures, including traffic management and control systems. Other components contributing to the smooth operation of the network may be added to this list.

2. The specific characteristics of certain network components are further described in Articles 8 to 23 of this Decision.

2. Transport infrastructures shall include road, rail and inland waterway networks, seaports, airports and interconnection nodes, such as inland ports and transshipment centres.

3. The traffic management and positioning and navigation systems shall include the technical and computer installations necessary to ensure harmonious operation of the network and efficient management of the traffic. These systems use telematics applications, and telecommunications networks and must therefore ensure complementarity with the trans-European telecommunications network.

4. The basic requirements for interoperability of the trans-European transport network, including the relevant services, and for the transport telecommunications systems shall be laid down separately.

*and are also part of the*

#### Article 4: Broad lines of measures

The broad lines of Community measures shall cover:

- the development of network structure plans, illustrated where appropriate by maps,
- the identification of projects of common interest,
- the promotion of network interoperability,
- the pursuit of consistency and complementarity of financial aid,
- research and development,
- permanent cooperation and the conclusion of appropriate agreements with third

#### Article 4: Broad lines of measures

The broad lines of Community measures shall cover:

- the preparation and updating of network structure plans,
- the identification of projects of common interest,
- the promotion of network interoperability,
- the optimum combination of means of transport, including by the of installation of transfer points near large urban areas,
- the pursuit of consistency and complementarity of financial aid,
- research and development,
- permanent cooperation and the conclusion of appropriate agreements with third

countries concerned by development of the network,

- incentives for Member States to further the objectives pursued,
- promotion of the continuous cooperation of interested parties,
- any other measures which prove necessary for the achievement of the objectives referred to in Article 2.

#### Article 5: Priorities

The priorities shall be:

- completion of the connections, key links and interconnections needed to eliminate bottlenecks, fill in missing links and complete major routes,
- achievement of interoperability of network components,
- development of access to the network, taking particular account of the need to link island, peripheral and landlocked regions to the centre of the Community,
- optimization of the capacity and efficiency of existing infrastructure,
- optimum combination of modes of transport with a view to sustainable mobility,
- improvement of interconnection nodes and intermodal interchanges,
- improved safety and network reliability,
- integration of environmental concerns into the design and development of the network,

countries concerned by development of the network,

- incentives for Member States and international organizations to further the objectives pursued by the European Union,
- promotion of the continuous cooperation of interested parties,
- any other measures which prove necessary for the achievement of the objectives referred to in Article 2.

#### Article 5: Priorities

The priorities, taking account of the objectives listed in Article 2, shall be:

- optimization of the capacity and efficiency of existing infrastructure,
- completion of the connections, key links and interconnections needed to eliminate bottlenecks, fill in missing links and complete major routes,
- development of access to the network, taking particular account of the need to link island, peripheral and landlocked regions to the centre of the Community,
- combination and optimum integration of the various means of transport,
- completion of the projects of particular economic interest, evaluated on the basis of a cost-benefit analysis which takes into account the environmental impact of the projects and the benefits in terms of their contribution to economic and social cohesion within the Community,
- achievement of interoperability of the network,
- building new and improving existing interconnection nodes and intermodal interchanges,
- improved safety and network reliability,

- design, development and implementation of systems for the management and control of network traffic with a view to their optimization,
- development and promotion of the information needed by network users,
- studies contributing to improved network definition.

**Article 6: Projects of common interest**

1. Any project which:
  - pursues the objectives referred to in Article 2,
  - concerns the network defined in Article 3,
  - corresponds to one or more of the priorities referred to in Article 5, and
  - is potentially economically viable,

shall be considered to be of common interest.

- development and implementation of systems for the management and control of network traffic **and user information** with a view to optimization **and use of the infrastructures**,
- studies contributing to improved **planning and implementation of the trans-European transport network**.

**Article 5a: Networks of third countries**

The Council shall decide, case by case and pursuant to the appropriate procedures in the Treaty, whether the networks of third countries are compatible with the trans-European transport network in order to promote the implementation of projects of common interest and the interconnection and interoperability of the networks.

**Article 6: Projects of common interest**

1. Any project which:
  - pursues the objectives referred to in Article 2,
  - concerns the network defined in Article 3,
  - corresponds to one or more of the priorities referred to in Article 5, and
  - is potentially economically viable, **taking account of the socio-economic costs and benefits**,

shall be considered to be of common interest.



2. Projects shall also comply with the special conditions set out in Articles 8 to 23 of this Decision in respect of the elements to which they relate.

2. All projects must concern a component of the network, as described in Articles (9 to 17) and, in particular:

- concern the connections identified on the maps in Annex I and/or
- meet the specifications or criteria in Annex II.

3. The projects listed in Annex III shall be started within the next five years. The list in Annex III is not exhaustive.

4. Member States shall take all appropriate measures to implement the outline plans and in particular to facilitate and accelerate implementation of the projects of common interest.

#### Article 7: Environmental requirements

Account shall be taken of environmental protection requirements during planning, building and further development of the network by means of:

(a) at Community level:

- developing methods of analysis to evaluate strategically the environmental impact of the whole network,
- carrying out trans-European corridor analyses in the affected areas, where appropriate,

(b) at national level:

- evaluating the possible dangers to the environment of the projects of common interest defined in Article 6,
- conducting environmental impact assessments pursuant to Council Directive 85/337/EEC and complying with the Community legislation on nature protection when projects of common interest are implemented.

#### Article 7: Outline plans and projects of common interest

1. Member States shall take all appropriate measures to give effect to the network structure plans and in particular to facilitate and accelerate implementation of the projects of common interest.

2. Projects may be grouped together and combined to form a unit to be implemented within a given period.

Deleted.

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.

## SECTION 2: ROAD NETWORK

### Article 8: Characteristics

1. The trans-European road network shall comprise motorways and high-quality roads. It shall be supplemented by new or adapted links.
2. The network shall include infrastructure for traffic management and user information, based on active cooperation between traffic management systems at European, national and regional levels.
3. This network shall guarantee users a high, uniform and continuous level of services, comfort and safety.
4. Within the framework of the intermodal integration referred to in Article 2, the road network shall develop progressively between now and the year 2004 in accordance with the structure indicated on the maps in Annex I.

### Article 9: Special conditions

Without prejudice to Articles 6 and 24, projects of common interest shall concern the links listed in Annex II and marked on the maps shown in Annex I.

## SECTION 3: RAIL NETWORK

### Article 10: Characteristics

1. The rail network shall comprise:
  - 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 speeds of the order of 200 km/h,
  - conventional lines intended for all forms of rail transport including the continuation of high-speed services and the rail segment of combined transport referred to in Article 18.
2. This network shall offer users a high level of quality and safety, owing to:

## SECTION 2: ROAD NETWORK

### Article 8: Characteristics

1. Unchanged.
2. Unchanged.
3. Unchanged.
4. Deleted.

Deleted.

## SECTION 3: RAIL NETWORK

### Article 9: Characteristics

1. Unchanged.
2. Unchanged.

- its continuity and its interoperability, brought about in particular by technical harmonization and a harmonized control system,
- easy access to urban and suburban transport centres, airports, seaports and intermodal interchanges,
- appropriate information systems.

3. Within the framework of the intermodal integration referred to in Article 2, the rail network shall develop progressively between now and the year 2010 in accordance with the structures indicated on the maps in Annex I.

3. Deleted.

**Article 11: Special conditions**

Deleted.

Without prejudice to Articles 6 and 24, projects of common interest shall concern the links listed in Annex II and marked on the maps shown in Annex I.

**SECTION 4: INLAND WATERWAY NETWORK**

**SECTION 4: INLAND WATERWAY NETWORK AND INLAND PORTS**

**Article 12: Characteristics**

**Article 10: Characteristics**

1. The trans-European inland waterway network shall comprise a main network consisting of rivers and canals and a secondary network comprising branch canals providing access to the main network and to the main intermodal nodes and interconnection with the other components of the network. It shall also utilize port infrastructures and high-performance traffic management systems.

1. The trans-European inland waterway network shall comprise rivers and canals and the branches and links which connect them. It shall, in particular, interconnect industrial regions and major conurbations and link up with 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 80-85 m long and 9.50 m wide. Where a waterway forming part of the network is modernized or constructed, the technical specifications shall correspond at least to class IV, shall enable class V a/V b to be achieved at a later date, and shall make satisfactory provision for the passage of vessels used for combined transport. Class V a allows the passage of a vessel or a pushed train of craft 110 m long and 11.40 m wide and class V b allows the passage of a pushed train of craft 172-185 m long and 11.40 m wide.

2. Unchanged.

3. Within the framework of the intermodal integration referred to in Article 2, the waterway network shall develop progressively between now and the year 2010 in accordance with the structure indicated on the map in Annex I.

#### Article 13: Special conditions

Without prejudice to Articles 6 and 24, projects of common interest shall concern the links listed in Annex I and marked on the map referred to in Article 12(3).

#### SECTION 5: PORTS

##### Article 14: Characteristics

Ports shall provide the link between land transport and sea transport. They shall provide equipment and services to sea transport operators. Sea transport shall provide a range of passenger and goods services, including ferry services and short- and long-distance shipping services within the Community and with third countries.

##### Article 15: Special conditions

Without prejudice to Articles 6 and 24, projects of common interest must comply with the conditions specified in Annex II.

3. Inland ports shall form part of the network, in particular as interconnection nodes between the inland waterways referred to in paragraph 2 and other means of transport. Their infrastructure shall provide equipment and services to transport operators.
4. The network shall include inland waterway traffic management infrastructure.

Deleted.

#### SECTION 5: PORTS AND MARITIME TRANSPORT INFRASTRUCTURE

##### Article 11: Characteristics

1. Ports shall allow the development of sea transport and shall form the interconnection nodes between sea transport and other means of transport. They shall provide equipment and services to sea transport operators. Their infrastructure shall provide a range of passenger and goods services, including ferry services and short- and long-distance shipping services within the Community and third countries.
2. Ports and port-related infrastructure shall also aim, in particular, at supporting the development of short sea shipping. Short sea shipping shall include coastal shipping in the European Union, links between the Member States and links with third countries in the Baltic Sea, the North Sea, the Barents Sea, the Black Sea and the Mediterranean. Short sea shipping shall comprise both maritime and inland waterway links and include links along coasts and between islands.

Deleted.

## SECTION 6: AIRPORT NETWORK

### Article 16: Characteristics

The trans-European airport network shall comprise airports of common interest situated within the territory of the Community which are open to commercial air traffic and which comply with the criteria set out in Annex II. According to their function within the network, these airports shall be classified as Community connecting points where their main function is to link the Community to the rest of the world, as regional connecting points where their main function is to provide links within the Community, and as accessibility points where they facilitate access to the network or open up isolated regions.

### Article 17: Special conditions

Without prejudice to Articles 6 and 24, all projects of common interest shall concern airports of common interest as defined by the criteria referred to in Article 16 and comply with the specifications in Annex II. These specifications shall enable the airport network to meet demand growth between now and the year 2005.

## SECTION 7: COMBINED TRANSPORT NETWORK

### Article 18: Characteristics

1. The trans-European combined transport network shall comprise sea, rail and inland waterway links which, combined where appropriate with initial and/or terminal road haulage, permit the long-distance transport of goods between all Member States. The links in question are marked on the map in Annex I.
2. Installations permitting transshipment between the rail network, the inland waterway network, the road network and shipping shall form part of the combined transport network. Provisionally, suitable rolling stock may also be included where the characteristics of the infrastructure so require.

## SECTION 6: AIRPORT NETWORK

### Article 12: Characteristics

1. The trans-European airport network shall comprise airports which are situated within the territory of the Community, are open to commercial air traffic and are of common interest in accordance with the criteria set out in Annex II.
2. According to their function within the network, these airports shall be classified as:
  - Community connecting points where their main function is to link the Community to the rest of the world,
  - regional connecting points where their main function is to provide links within the Community,
  - accessibility points, where they facilitate access to the network or contribute to opening up peripheral and isolated regions.

Deleted.

## SECTION 7: COMBINED TRANSPORT NETWORK

### Article 13: Characteristics

1. The trans-European combined transport network shall comprise sea, rail and inland waterway links which, combined where appropriate with initial and/or terminal road haulage, permit the long-distance transport of goods between all Member States.
2. Unchanged.

**Article 19: Special conditions**

Without prejudice to Articles 6 and 24, combined transport projects of common interest shall concern the links listed in Annex II and marked on the map referred to in Annex I.

**SECTION 8: EUROPEAN WATERS  
SHIPPING INFORMATION AND  
MANAGEMENT NETWORK**

**Article 20: Characteristics**

The trans-European shipping management and information network shall concern:

- coastal and port shipping services,
- vessel positioning systems,
- reporting systems for vessels transporting dangerous goods,
- communications systems for distress and safety at sea.

It is intended to guarantee a high level of safety and efficiency of shipping and environmental protection in European waters.

**Article 21: Special conditions**

Without prejudice to Articles 6 and 24, any project concerning:

- the understanding, organization and management of shipping and assistance to shipping in European waters, in particular in converging, dangerous or busy sea areas or with a view to protecting environmentally sensitive areas of the Community against the risks linked to shipping,
- implementation of the Community shipping information system in European waters, in particular as regards the movements and cargoes of vessels transporting dangerous or polluting goods,
- adaptation of digital data links and equipment intended to permit or optimize the coordination and exchange of computerized data within the network,
- traffic control and management systems,

Deleted.

**SECTION 8: SHIPPING MANAGEMENT  
AND INFORMATION NETWORK**

**Article 14: Characteristics**

The trans-European shipping management and information network shall concern:

- coastal and port shipping management systems,
- vessel positioning systems,
- reporting systems for vessels carrying dangerous or environmentally hazardous goods,
- marine emergency and rescue communications systems.

It is intended to guarantee a high level of safety and efficiency of shipping and environmental protection in European waters.

Deleted.

- demonstration projects relating to the above projects,

can be considered to be of common interest.

## SECTION 9: AIR TRAFFIC CONTROL NETWORK

### Article 22: Characteristics

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

It shall be established progressively with the aim of increasing network capacity and optimizing network utilization.

### Article 23: Special conditions

Without prejudice to Articles 6 and 24, any project concerning:

- air traffic management which helps supply keep pace with demand,
- better utilization of airspace by the various users and the establishment of a consistent and efficient system of routes,
- the harmonization of facilities and procedures so as to integrate the various service providers into a unified system,
- the improvement of system productivity, in particular by means of automated control assistance and potential conflict detection and resolution systems,
- 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,
- staff training on a harmonized basis,

may be considered to be of common interest.

## SECTION 9: AIR TRAFFIC CONTROL NETWORK

### Article 15: Characteristics

The trans-European air traffic management network shall comprise the air space reserved for general aviation, aviation routes, aviation 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.

Deleted.

## SECTION 10: COMMON PROVISIONS

### Article 24: Projects of common interest for the whole of the network

Without prejudice to Article 6, projects concerning the establishment of:

- satellite positioning and navigation infrastructures,
- the infrastructure needed for the European radio-navigation plan developed in collaboration with the competent international bodies,

shall be considered to be of common interest for all network components and for the network as a whole.

More generally, the projects which may benefit from developments in the telecommunications sector and telematics applications of general interest will be subject to proper scrutiny to ensure the necessary dovetailing between the trans-European transport network and the trans-European telecommunications infrastructure network.

### Article 25: Identification of projects of common interest

The Commission may specify the projects of common interest in accordance with the procedure laid down in Article 26.

### Article 26: Committee

1. The Commission shall be assisted by the Committee on Transport Infrastructures.

## SECTION 10: POSITIONING AND NAVIGATION NETWORK

### Article 16: Characteristics

The trans-European positioning and navigation network shall comprise the satellite positioning and navigation systems and the systems defined within the framework of the future European radio-navigation plan. They shall provide a positioning and navigation service which can be used reliably and efficiently by all means of transport.

## SECTION 11: COMMON PROVISIONS

### Article 17: Definition of common interest

On application the Commission may define a project as fulfilling the conditions laid down in Article 6 and thus being a project of common interest. Such definition shall not imply any right to Community support. The Commission shall decide the details for application for and implementation of the procedure.

### Article 18: Committee

1. The Member States shall regularly communicate to the Commission the national plans and programmes which they have drafted with a view to development of the trans-European transport network, particularly with regard to the projects of common interest identified in this Decision.



2. The representative of the Commission shall submit to the Committee a draft of the measures to be taken. The Committee shall deliver its opinion on the draft within a time limit which the Chairman may lay down according to the urgency of the matter. The opinion shall be delivered by the majority laid down in Article 148(2) of the Treaty in the case of decisions which the Council is required to adopt on a proposal from the Commission. The votes of the representatives of the Member States within the Committee shall be weighted in the manner set out in that Article. The Chairman shall not vote.

The Commission shall adopt measures which shall apply immediately. However, if these measures are not in accordance with the opinion of the Committee, they shall be communicated by the Commission to the Council forthwith. In that event the Commission may defer application of the measures which it has decided for a period of not more than one month from the date of such communication.

The Council, acting by a qualified majority, may take a different decision within the time limit referred to in the previous paragraph.

3. The Committee may examine any matter relating to the development of the trans-European transport network.

#### **Article 27: Annual report**

The Commission shall report to the Council, the Parliament, the Economic and Social Committee and the Committee of the Regions on the implementation of the guidelines described in this Decision two years after its entry into force and annually thereafter.

#### **Article 28: Evaluation of guidelines**

At the latest five years after the entry into force of this Decision, the Commission shall evaluate the implementation of the guidelines laid down herein, including the network structure plans and the identification of the projects of common interest, to verify the progress made in bringing about the progressive integration of the network in accordance with the objectives described in Article 2.

2. **The Commission shall be assisted by a committee on the trans-European transport network, hereinafter referred to as "the Committee", consisting of representatives of the Member States and chaired by a representative of the Commission. This committee shall exchange information on the plans and programmes communicated by the Member States and may examine any matter relating to the development of the trans-European transport network.**

#### **Article 19: Updating of guidelines**

1. **Every five years after the entry into force of this Decision, and for the first time before 1 July 1999, the Commission shall report to the European Parliament and Council on whether the guidelines should be adapted in accordance with the objectives referred to in Article 2.**
2. **Where appropriate, the Commission shall submit appropriate proposals in the light of the report referred to in paragraph 1.**

**Article 29**

This Decision shall enter into force on 1 July 1995.

**Article 30**

This Decision is addressed to the Member States.

**Article 20**

This Decision shall enter into force on 1 July 1995.

**Article 21**

This Decision is addressed to the Member States.

**ANNEX I**

**NETWORK SCHEMES  
(ILLUSTRATED BY MAPS)**

**ANNEX I**

**NETWORK SCHEMES  
(ILLUSTRATED BY MAPS)**

**(the maps have been amended)**

ANNEX II

LINKS AND SPECIFICATIONS

Projects of common interest are related to

- links and axes for the network elements listed hereafter in  
Section 2 roads  
Section 3 railways  
Section 4 inland waterways
  
- criteria and/or specifications for the nodes described hereafter in  
Section 5 ports  
Section 6 airports
  
- the railway sections of the combined transport network in  
Section 7 combined transport
  
- all routes and axes on the network schemes as shown in Annex I for projects concerning interoperability, traffic management and control.

ANNEX II

**CRITERIA AND SPECIFICATIONS FOR PROJECTS OF COMMON INTEREST**

- Section 4: inland waterway network and inland ports
  
- Section 5: seaports  
Section 6: airports
  
- Section 8: shipping management and information network  
Section 9: air traffic management network.

## SECTION 2: THE ROAD LINKS

Deleted.

### North-South links

Letterkenny-Sligo-Galway-Limerick-Waterford  
Vigo-Braga-Porto-Lisbon-Faro  
Ponte do Freixo and access  
Figueira da Foz-Viseu-Vila Real-Chaves-(Verin)  
Ourique-Evora-Estremoz-Castelo Branco-Guarda-Braganca  
Londonderry-Omagh-Ballygawley-Monaghan-Ardee  
La Coruña-Benavente  
Larne-Belfast-Dublin-Wexford-Rosslare  
Sevilla-Mérida-Benavente-Oviedo  
Inverness-Glasgow-Carlisle  
Edinburgh-Carlisle  
Córdoba-Málaga  
Santander-Burgos-(Madrid)-Bailén-Granada-Motril  
Inverness-Aberdeen-Dundee-Edinburgh-Newcastle-Leeds-Peterborough-London  
Urbina-Málaga  
Pamplona-Irún  
Murcia-Albacete  
Pau-Oloron-Huesca-Zaragoza-Sagunto  
Caen-Rennes-Nantes-Niort-La Rochelle-Saintes  
Cherbourg-Caen-Le Mans  
Abbeville-Rouen-Le Mans-Tours  
Vierzon-Toulouse-Puymorens-Barcelona  
Zeebrugge-Jabbeke-Veurme-Dunkirk-Calais-Boulogne-Amiens-Paris  
Lille-Amiens  
Paris-Nevers  
Clermont-Ferrand-Béziers  
Dinteloord - Bergen-op-Zoom  
Bouillon-Charleville-Reims-Troyes-Auxerres  
Dijon-Dôle-Grenoble-Sisteron-Aix-A 51-A 8 link  
Liège -Bastogne  
Liège-Malmédy-Bitburg-Wittlich-Trier  
Boxmeer-Venlo-Maasbracht  
(Genève)-Annecy  
Chablais motorway  
Venlo-Mönchengladbach  
Luxembourg-Saarbrücken  
Emden-Rheine-Bielefeld-Osnabrück  
Nice-Cuneo-Asti  
Strasbourg-Ludwigshafen  
Köln-Blankenheim-Daun (A1)-Trier  
Bastia-Ajaccio  
Sassari-Olbia-Cagliari  
Sestri Levante-Tortona  
Kassel-Frankfurt  
Hirtshals/Frederikshavn-Aalborg-Randers-Aarhus (Aarhus by-pass)  
Lübeck-Fehmarn  
Erfurt-Bamberg  
Erfurt-Würzburg  
Parma-Verona  
Civitavecchia-Livorno-Lucca-Modena  
Magdeburg-Halle  
Rome-Perugia-Ravenna-Venezia  
Dresden-(Prague)  
Catania-Siracusa  
Brindisi-Taranto-Sibari-Catanzaro-Lamezia  
Bari-Brindisi-Otranto  
Kalamata-Patra-Ioannina-(Durrës)  
Lamia-Trikala-Siatista-(Tirana)  
Korinthos-Tripoli-Kalamata  
Elefsis-Thiva  
Thessaloniki-(Skopje)  
Thessaloniki-Moudania  
Patra-Athina-Thessaloniki-Serres-(Sofija)  
Kavala-Serres-(Sofija)  
Alexandroupoli-Ferres-Greek/Bulgarian/Turkish border

## West-East links

Esbjerg-Kolding-Great Belt (Storebaeltsforbindelsen)-Oresundsforbindelsen (Denmark-Sweden)

Letterkenny-Londonderry-Belfast-Larne-Stranraer-Carlisle-Newcastle

Sligo-Enniskillen-Belfast

Sligo-Kinnegad-Dublin

Galway-Kinnegad

Emmen-Meppen

Nord-Ost-Umfahrung Hamburg - Lübeck-Rostock-(Szczecin)

Limerick-Portlaoise-Dublin

Holyhead-Birmingham-Cambridge-Felixstowe/Harwich

Enschede-Münster

Fishguard/Milford Haven-Carmarthen-Cardiff-Severn Bridge-Oxford-

Felixstowe/Harwich

Swansea-Raglan

Cork-Portlaoise

Cork-Wexford

Göttingen-Halle

Roermond-Mönchengladbach

Plymouth-Exeter-London-Felixstowe/Harwich

Kassel-Wommen

Bad Hersfeld-Görlitz

Boulogne-St. Omer

Lille-Tournai-Halle-Bruxelles

Le Havre-Amiens-Saint Quentin

Schweinfurt-Bayreuth

Nuremberg-Prague

Strasbourg-Kehl

Troyes-Paris

Orléans-Sens

Vannes-Nantes-Angers-Tours-Vierzon

Bordeaux - Clermont Ferrand

Munich-Memmingen-Wangen

Munich-Pocking

Lyon-Fréjus tunnel

Balbigny (A 72) - Lyon

Bergamo-Corno-Varese-Ivrea

Brescia-Milan

Porto Garibaldi-Ferrara-Verona

Arles-Salon-Marseille

Pau-Toulouse

La Coruña-Oviedo-Santander

Palencia-Benavente-Vigo

Porto-Vilã Real-Bragança-Zamora-Valladolid

Aveiro-Viseu-Guarda-Salamanca-Valladolid

Barcelona-Lérida

Alcanena-Abrantes-Castelo Branco

Igoumenitsa-Ioannina-Metsovo-Thessaloniki-Kavala-Alexandroupoli-(Istanbul)

Metsovo-Larissa-Volos

Ciudad Real-N.IV.-N.III.-Valencia

Albacete-Valencia

Antirrio-Lamia

Lisbon-Evora-Estremoz-(Madrid)

Messina-Palermo

Elefsis-Stavros-Spata-Lavrio

Granada-Murcia

Sevilla-Huelva-Ayamonte-Faro

Almeria-Motril-Málaga-Algeciras-Cádiz

Northern Crete axis

SECTION 3: THE RAILWAY LINKS

Deleted.

1. Brenner Axis: railway line through the Alps;
2. Paris-Bruxelles-Cologne-Amsterdam-London (PBKAL);  
High Speed Trains; Belgium;
3. Paris-Bruxelles-Cologne-Amsterdam-London (PBKAL);  
High Speed Trains; Netherlands;
4. Paris-Cologne-Amsterdam-London (PBKAL);  
High Speed Trains; London-Tunnel Access;
5. Madrid-Barcelona-Perpignan High Speed Trains;
6. Fehmarn-Belt Crossway, construction of fixed link  
between Denmark and Germany and adaptation of access  
lines;
7. High Speed Train route; Paris-Strasbourg;
8. High Speed Train route; Karlsruhe-Frankfurt/Main-  
Berlin;
9. Rotterdam-Betuwe line (Cologne-Frankfurt/Main-  
Karlsruhe (Switzerland-Italy)) railway line;
10. Lyon-Turin; High Speed Trains/combined transport;
11. Urban bypass sections for combined transport corridors.

#### SECTION 4: THE INLAND WATERWAY LINKS

##### links to be completed

##### Rhine

1. Canal lateral to Rhine (Kembs)
2. Moselle (Nancy-Koblenz)
3. Neckar (Heilbronn)
4. Mittelrhein (Köln-Koblenz)
5. Rhine/Meuse
6. Waal (Nijmegen)

##### East-West

7. Dortmund-Ems-Kanal (Datteln/Bergeshövede)
8. Elbe (Hamburg/Magdeburg)
9. Saale

##### North-South

10. Moselle/Saône
11. Seine/Moselle
12. Zeebrugge/Gent
13. Cabergkanaal

##### Secondary link

14. Po (Cremona/Adriatic)
15. Duoro
16. Tagus
17. Guadiana
18. Canals of Weaver/Bridgewater (intersection)

##### links to be completed within 10 years

##### East-West

1. Improvement of the Mittellandkanal and clearance of the Elbe at Magdeburg
2. Improvement of navigation on the Elbe between Magdeburg and the Czech Border
3. Improvement of links between the Elbe and the Oder
4. Twentekanaal - Mittellandkanal link

##### North-South/Rhine Axe

5. Rhine - Rhône route

##### North-South

6. Seine - Schelde link in France and Schelde in Belgium
7. Improvement of Schelde -Rhine link:
  - (a) Improvement of Antwerp-Bruxelles-Charleroi axis
  - (b) Improvement of the Eastern Branch towards the Rhine via the Central Canal, the Meuse, the Lanave Canal in Belgium and the Juliana Canal in the Netherlands

##### South-East

8. Improvement of navigation on the Main and the Danube between Straubing and Vilshofen

#### SECTION 4: INLAND WATERWAY NETWORK AND INLAND PORTS

##### Inland ports

In addition to projects concerning the links indicated in Annex I, all infrastructure projects in the following fields shall be considered to be of common interest:

- A. Inland ports, as defined in Article 10(3), which satisfy all the following conditions:

1. Located on the inland waterway network in the outline plan in Annex I.
2. Annual freight throughput of 1 million tonnes or more.
3. Links with other trans-European transport routes;
4. Availability of intermodal freight terminals, particularly:
  - transshipment centres,
  - container terminal,
  - roll-on/roll-off.

- B. Project categories

1. Access to the port by inland waterway;
2. Port infrastructure, including quay walls, within the port area;
3. Other transport infrastructure within the port area;
4. Other transport infrastructure links to sections of the trans-European transport network.

##### Traffic management

All infrastructure projects in the following fields shall be considered to be of common interest:

- a notification and management system, particularly for vessels carrying dangerous goods or goods which are harmful to the environment,
- communications systems for emergency situations and safety on inland waterways.



## SECTION 5: PORTS

### 1. Categories of ports and port-related projects

Infrastructure projects in or related to ports should come under one or more of the following categories:

- A. Access to the port from the sea or inland waterway.
- B. Port infrastructure inside the port area.
- C. Inland transport infrastructure inside the port area.
- D. Inland transport infrastructure links which provide access to sections of the trans-European transport network.

### 2. Specific Aims of Projects

Port and port-related projects of common interest should meet one or more of the following specific aims:

- facilitating the growth of intra- and extra-European Community trade,
- supporting the principle of sustainable mobility by helping to relieve congested land corridors and to minimise the external costs of European transport by, for example, increasing the maritime share of total traffic, and
- improving accessibility and strengthening economic and social cohesion in the European Community by enhancing the internal maritime links, paying particular attention to island and remoter regions of the Community.

### 3. Specific Conditions to be met

In addition, each project should be viable on the basis of a financial analysis or, failing that, on the basis of a social cost/benefit analysis, as considered by the procedure referred to in Article 26.

Each project should also contribute either to:

- integrating traffic into the trans-European transport network or a multi-modal transport chain, or
- the greater use of environmentally-friendly transport.

## SECTION 6: AIRPORTS

### 1. Eligibility criteria for airports of common interest

Airports of common interest must meet the criteria of one of the following network components:

- (i) Community connecting points will include:
  - all airports or airport system (\*) 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-EC passenger movements,
  - as well as new airports in replacement of existing Community connecting points for which further development on the existing site is not possible.

(\*) Airport systems: see OJ No L 240, 24.8.1992, p. 14.

## SECTION 5: SEAPORTS

Unchanged.

## SECTION 6: AIRPORTS

Unchanged.

(ii) Regional connecting points will include:

- all airports or airport systems with an annual traffic volume:
  - 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 no less than 500 km from the nearest Community connecting point.

(iii) Accessibility points will include all airports:

- with an annual traffic volume between 500 000 and 899 999 passenger movements of which less than 30% are non-national,
- with an annual traffic volume between 250 000 minus 10% and 499 999 passenger movements, or
- with an annual traffic volume between 10 000 and 49 999 tonnes freight throughput, or
- located on an island of a Member State, or
- located in a remote area of the Community with commercial services operated by aircraft with a maximum take-off weight of no less than 10 tonnes.

An airport is located in a remote area if it is situated outside a radius of at least 100 km of the nearest Community or regional 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 infrastructure.

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

All projects will qualify as projects of common interest if they meet the following specifications:

Project specifications	Type
<b>I. Optimization of existing airport capacity</b>	
Measure 1 - Optimization of the existing capacity in terms of aircraft, passenger or freight movements, including air navigation equipment depending on the airport	Community connecting point Regional connecting point Accessibility point
Measure 2 - Improvement of airport security and safety	Community connecting point Regional connecting point Accessibility point
Measure 3 - 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	Community connecting point Regional connecting point
<b>II. Development of new airport capacities</b>	
Measure 4 - Development of the infrastructure and equipment which determine airport capacity in terms of aircraft, passenger or freight movements, including air navigation equipment depending on the airport	Community connecting point Regional connecting point
Measure 5 - Construction of a new airport to replace an existing airport or airport system which cannot be developed further on its existing site	Community connecting point
<b>III. Improvement of protection against nuisances generated by airport activities</b>	
Measure 6 - Improvement of environmental compatibility in terms of noise and the treatment of airport effluent	Community connecting point
<b>IV. Improvement or development of airport access</b>	
Measure 7 - Improvement or development of interfaces between the airport and access infrastructures	Community connecting point Regional connecting point
Measure 8 - Improvement and development of interconnections with other transport networks, including the rail network	Community connecting point

## SECTION 7: RAILWAY LINKS FOR COMBINED TRANSPORT

The following links shall be completed within five years Deleted.

1. Taulov - Northern Jutland
2. Hamburg - Padborg - Taulov - Copenhagen
3. Hamburg - Berlin
4. Hannover - Berlin
5. Nuremberg - Berlin
6. Berlin - Dresden
7. Frankfurt - Würzburg
8. Betuwe (Rotterdam-Ruhr) line and connections to the Netherlands, to Hengelo and Venlo
9. Rotterdam - Antwerp/Zeebrugge - Brussels - Luxembourg - Bettembourg
10. Antwerp - Aachen
11. Rotterdam - Antwerp - Bruxelles - Aulnoye
12. Aachen - Liège - Erquelinnes
13. Porto - Lisbon - Madrid - Barcelona
14. Lisbon - Burgos - Irun - Franco-Spanish frontier
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 - Genoa
23. Avignon - Narbonne

24. Paris - Dijon
25. Paris - Hendaye
26. Aulnoye - Metz
27. Tarvis - Udine - Bologna
28. Brenner - Bologna route
29. Udine - Trieste
30. Iselle - Turin/Milan - Bologna
31. Modane - Turin - Milan
32. Chiasso - Milan
33. Verona - Trieste
34. La Spezia - Fidenza
35. Livourne - Florence
36. Patras - Athens
37. Athens - Larissa (Volos) - Thessalonika - Northern frontier (Former Yugoslavia and Bulgaria)

**The following links shall be completed in 10 years**

1. Madrid - Albacete - Valencia
2. Madrid - Irun - France
3. Bologna - Bari/Brindisi - Greece
4. Igoumenitsa - Patras
5. Patras - Athens
6. Athens - Larissa (Volos) - Thessalonika - Northern frontier (former Yugoslavia, Bulgaria and Albania)
7. Igoumenitsa - Volos
8. Igoumenitsa - Thessalonika
9. Thessalonika - Alexandroupolis - Ormenio (Greek/Turkish and Greek/Bulgarian frontiers)
10. Bologna - Rome - Naples
11. Naples - Reggio Calabria - Messina - Palermo/Catania
12. Genoa - Livorno - Rome
13. Civitavecchia - Olbia - Sassari - Cagliari
14. Antwerp - Ruhr
15. Hengelo - Osnabrück
16. Venlo - Cologne
17. Berlin - Frankfurt/Oder - German/Polish frontier
18. Berlin - Stralsund
19. Dresden - German/Czech frontier
20. Dresden - Görlitz - German/Polish frontier

**SECTION 8: SHIPPING MANAGEMENT AND INFORMATION NETWORK**

All projects may be considered to be of common interest provided they:

- fit in with the objectives of the Community's maritime safety policy,

or

- are designed to implement the International Maritime Organization (IMO) international conventions and resolutions on shipping safety in order to improve efficiency and compliance with the rules established,

and concern:

- implementation of the Community system for reporting vessels bound for or leaving Community ports and in transit off the Community's coast with the aid of an electronic data interchange system, including data transmission between vessels and land-based installations, using transponders,

- development and improvement of the LORAN-C terrestrial radio-navigation chains,

- development or improvement of coastal and port shipping traffic management (STM) and information systems and interconnection thereof with a view to safer, more efficient monitoring and

management of shipping, particularly in converging, busy or environmentally sensitive areas,

- development of tools allowing fuller knowledge of traffic: data bases on traffic flows and shipping accidents and development of the EPTO traffic flow analysis tool,
- development of infrastructure and equipment in order to contribute towards implementation of the worldwide distress and safety at sea system,
- reinforcement of the computerized data interchange systems within the framework of port state control.

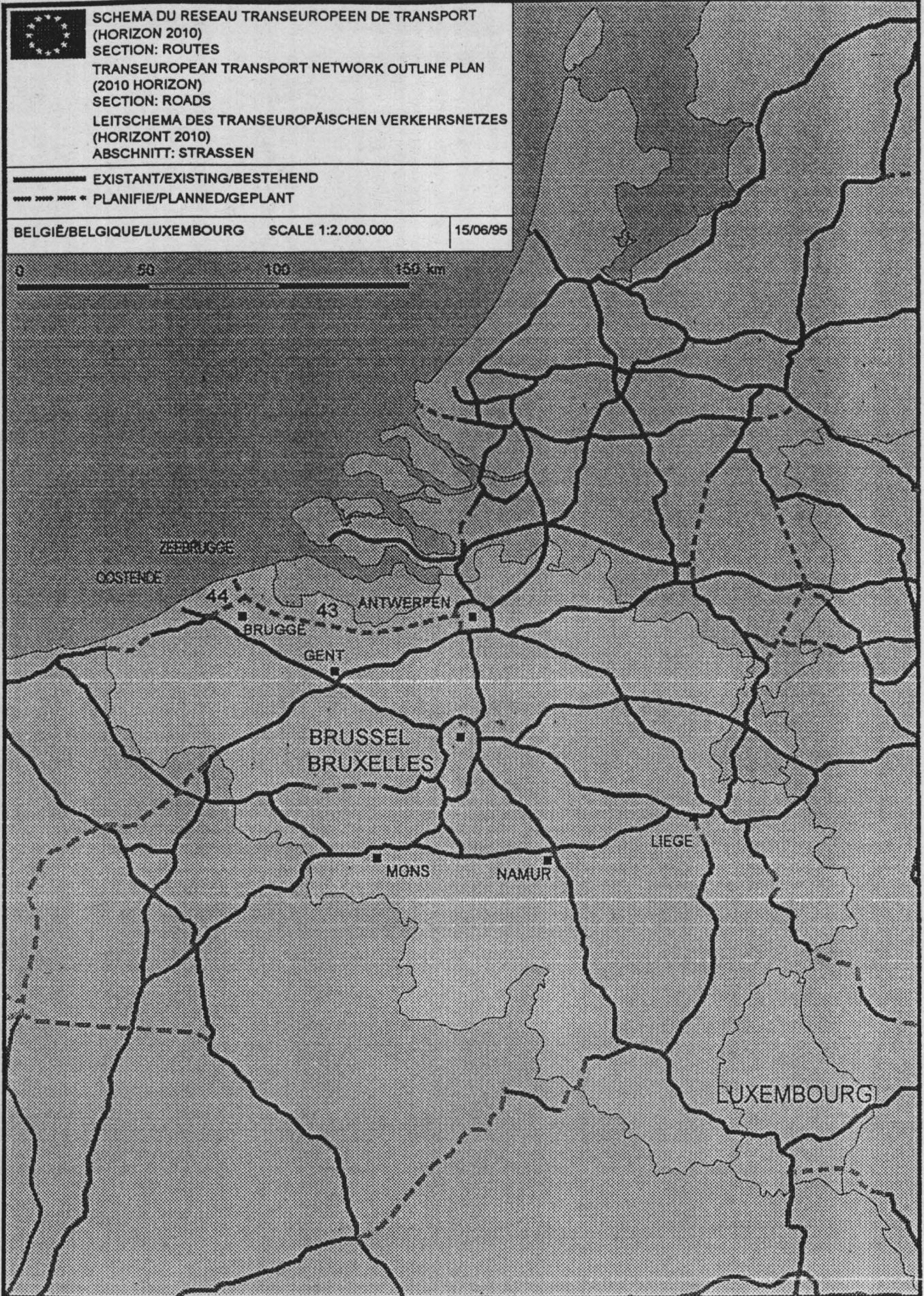
#### **SECTION 9: AIR TRAFFIC MANAGEMENT NETWORK**

Any project providing a means of increasing the capacity of the system and optimizing use thereof and forming part of a programme for harmonization and integration of the resources and procedures of the various national components and in conformity with the relevant international standards laid down by the International Civil Aviation Organization (ICAO) and the competent European authorities shall be considered to be of common interest.

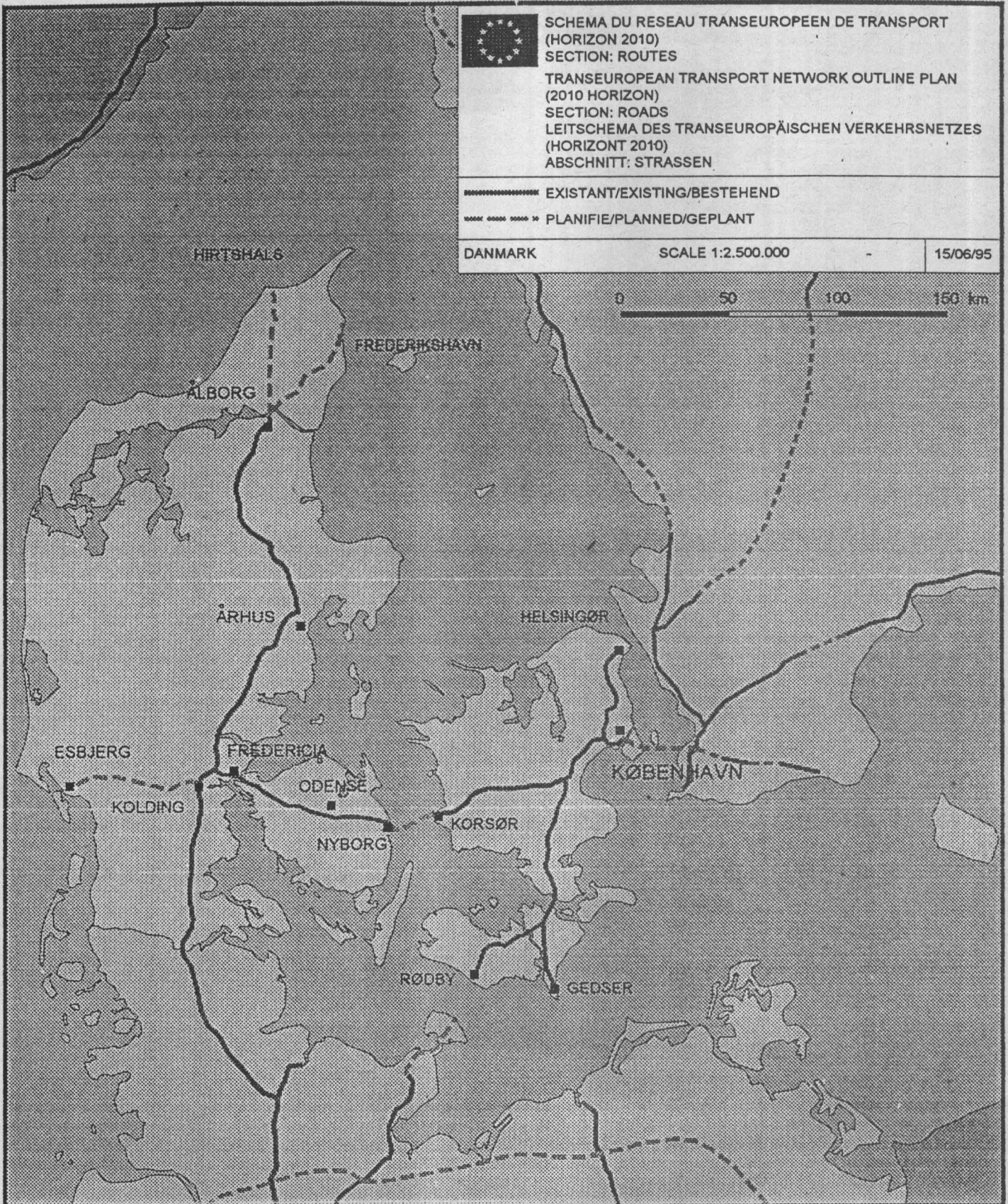
These projects shall cover:

- studies on better utilization of airspace by the various users and the establishment of a consistent and efficient system of routes;
- air traffic flow planning and management in order to provide a better balance between supply and demand and make optimum use of the available traffic control capacity;
- studies and other work necessary for harmonization of facilities and procedures so as to integrate the various service providers into a unified system;
- the improvement of system productivity, in particular by means of automated control assistance and potential conflict detection and resolution systems;
- contribution 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 insofar as they provide a means of conforming with the common European specifications.

- 1.
- 2.
- 3.
- 4.
5. OJ No L 305, 10.12.1993.
6. OJ No L 305, 10.12.1993, p.11.
7. OJ No L 305, 10.12.1993, p.39.
8. OJ No L 54, 25.2.1978, p.16.



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

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

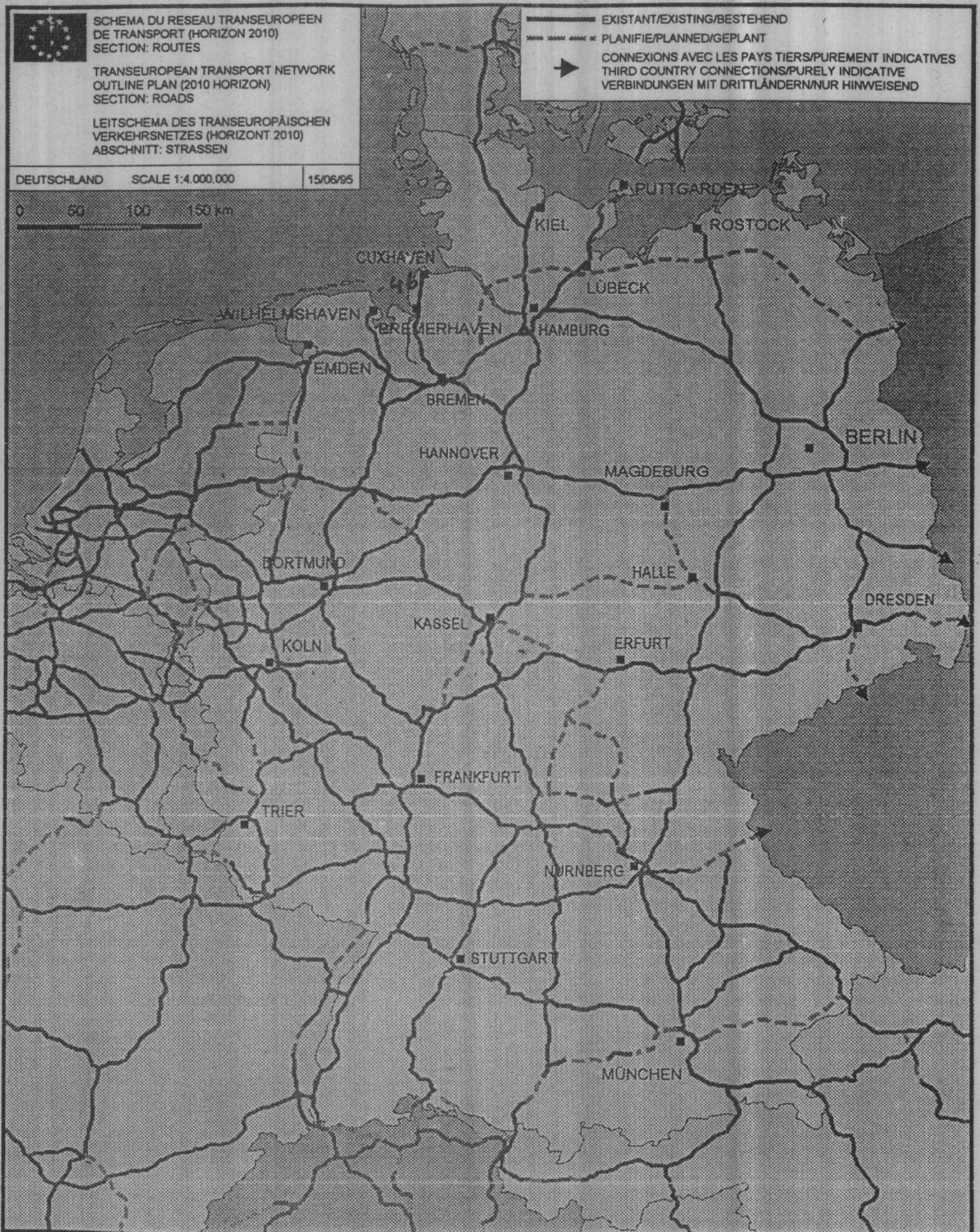
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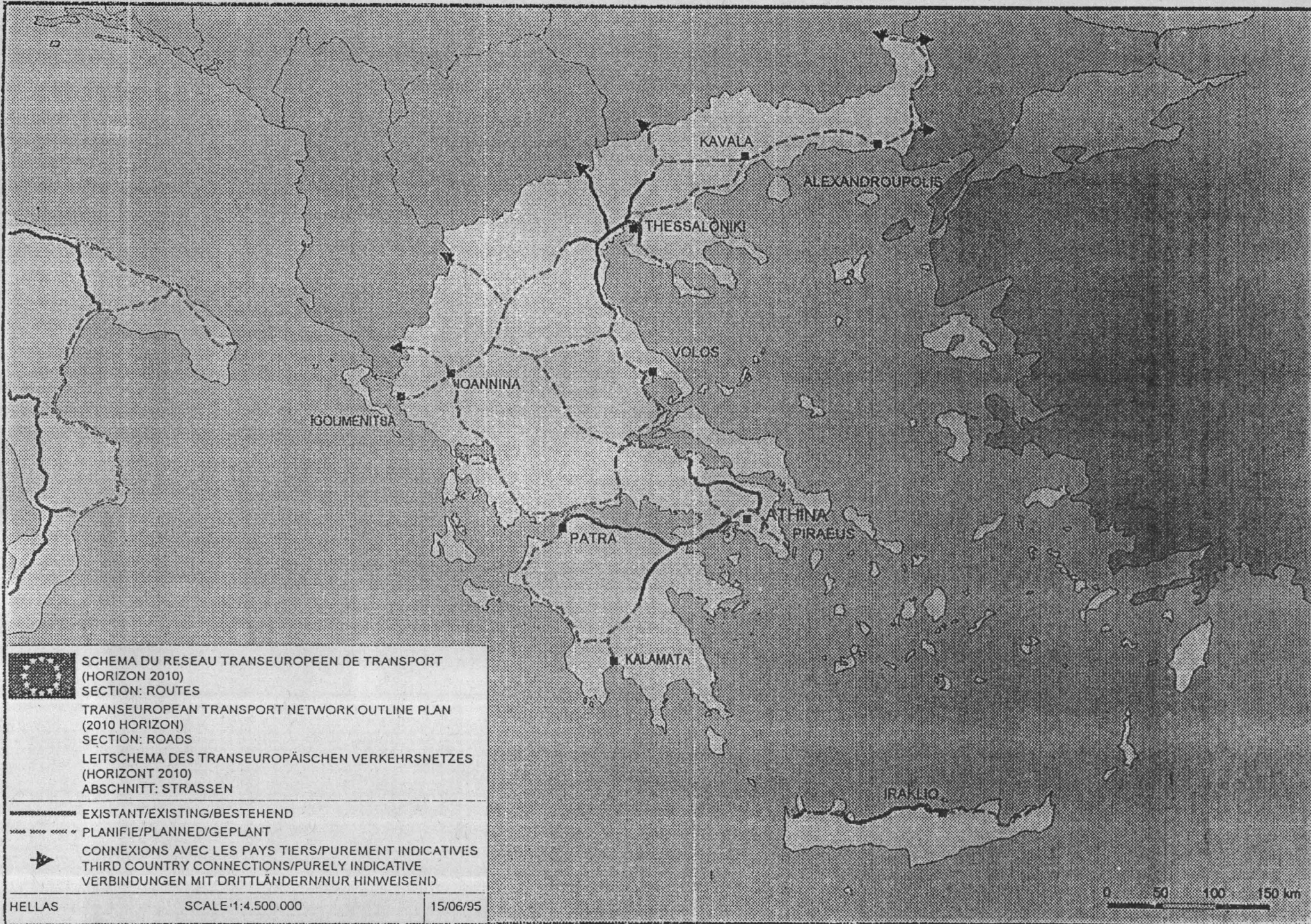
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EXISTANT/EXISTING/BESTEHEND  
PLANIFIE/PLANNED/GEPLANT

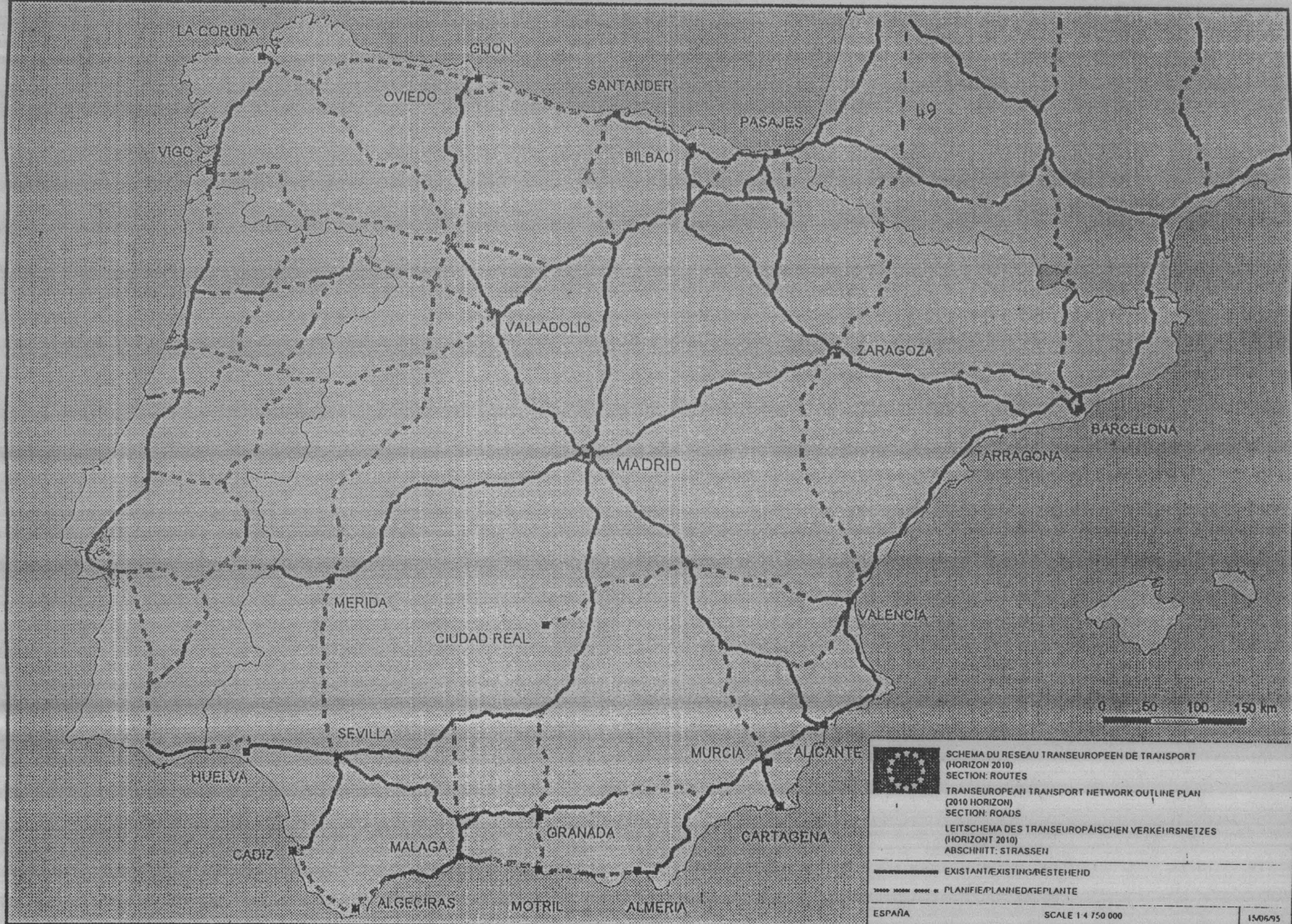
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THIRD COUNTRY CONNECTIONS/PURELY INDICATIVE  
VERBINDUNGEN MIT DRITTLANDERN/NUR HINWEISEND





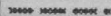


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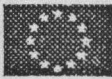
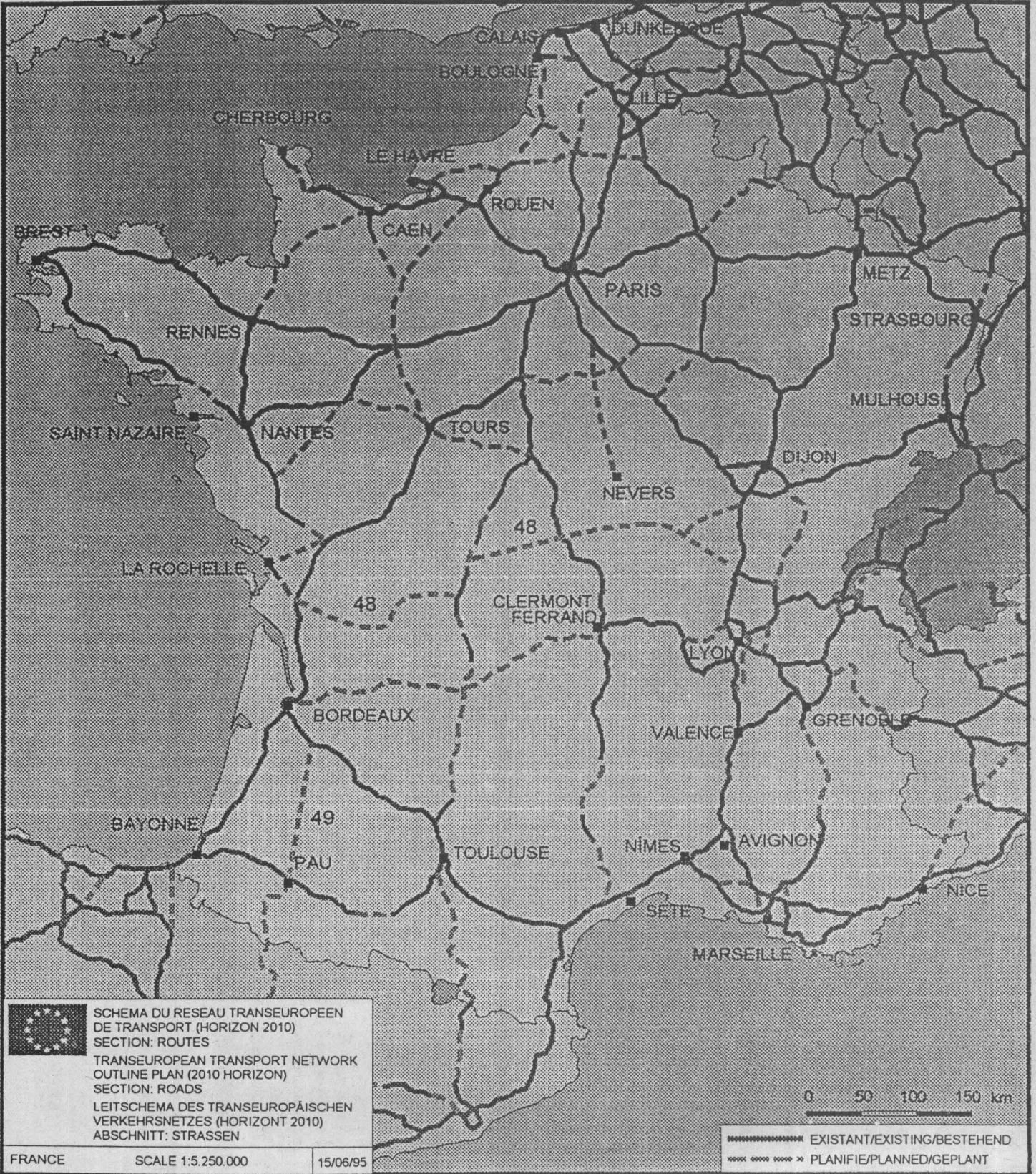
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**SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT (HORIZON 2010)**  
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**TRANSEUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2010 HORIZON)**  
 SECTION: ROADS  
**LEITSCHHEMA DES TRANSEUROPAISCHEN VERKEHRSNETZES (HORIZON 2010)**  
 ABSCHNITT: STRASSEN

 EXISTANT/EXISTING/BESTEHEND  
 PLANIFIE/PLANHED/GEPLANTE

ESPAÑA SCALE 1 : 4 750 000 15/06/95



SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT (HORIZON 2010)  
SECTION: ROUTES  
TRANSEUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2010 HORIZON)  
SECTION: ROADS  
LEITSHEMA DES TRANSEUROPAISCHEN VERKEHRSNETZES (HORIZON 2010)  
ABSCHNITT: STRASSEN

FRANCE SCALE 1:5.250.000 15/06/95

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EXISTANT/EXISTING/BESTEHEND  
PLANIFIE/PLANNED/GEPLANT



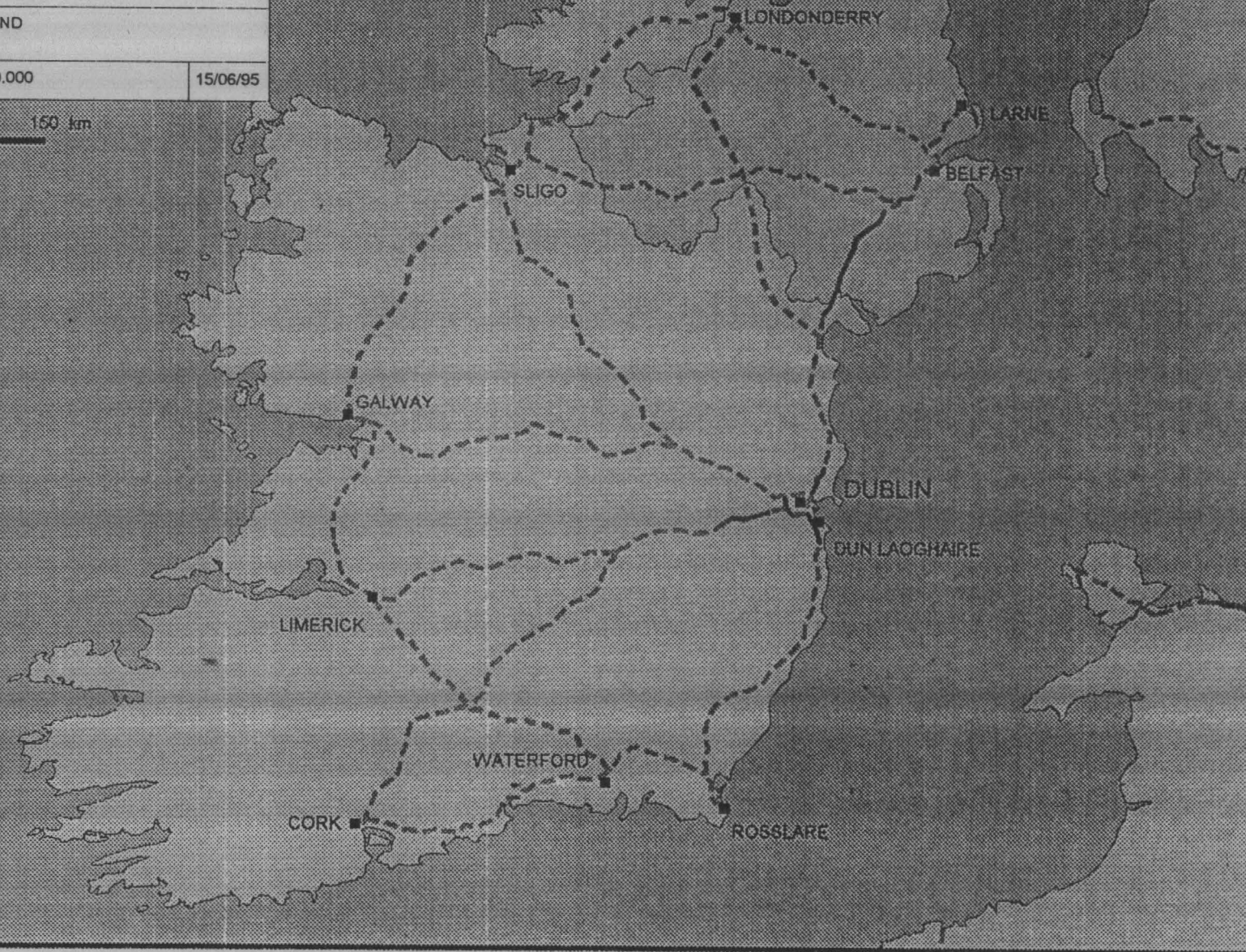
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 SECTION: ROADS  
 LEITSHEMA DES TRANSEUROPAISCHEN VERKEHRSNETZES  
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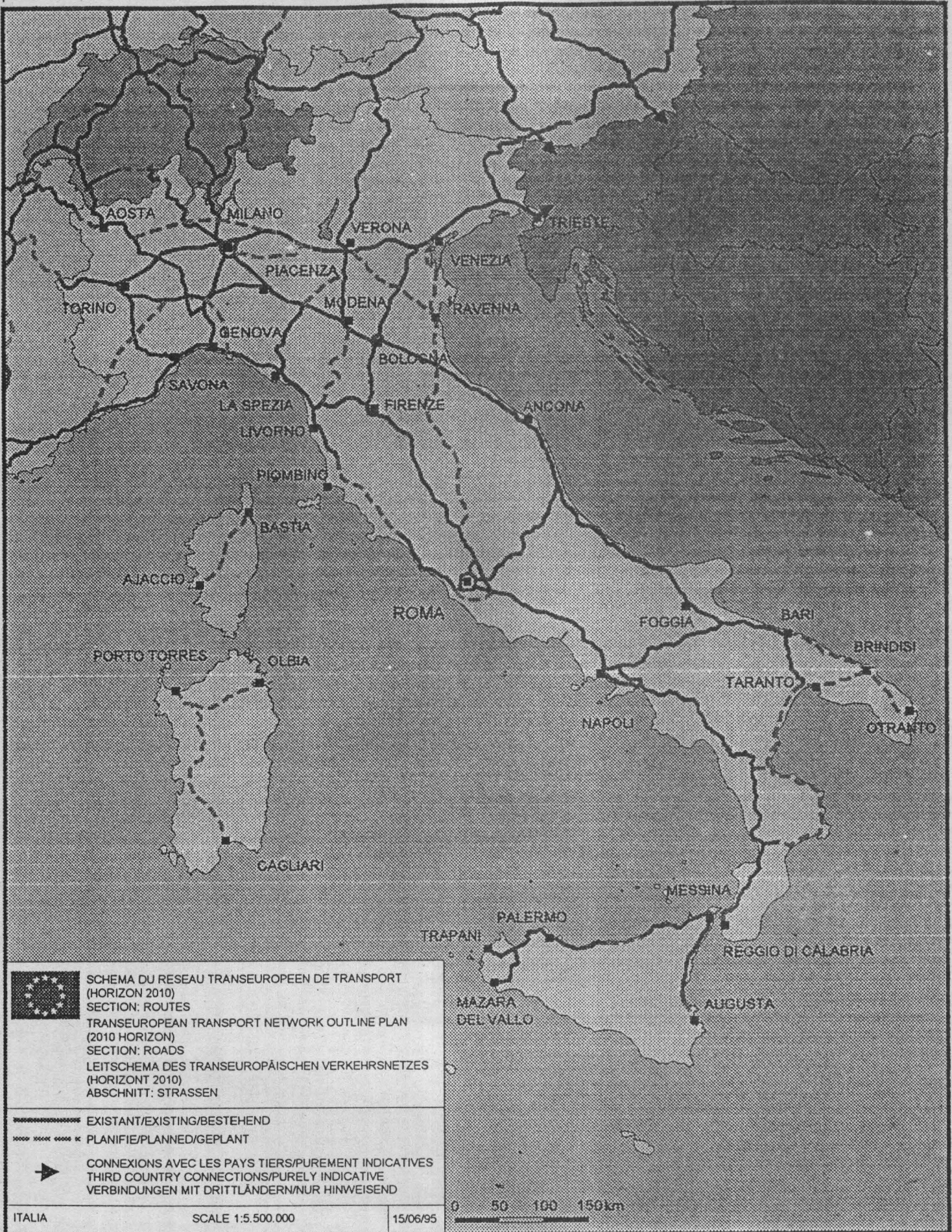
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sh







SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT  
(HORIZON 2010)  
SECTION: ROUTES  
TRANSEUROPEAN TRANSPORT NETWORK OUTLINE PLAN  
(2010 HORIZON)  
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LEITSHEMA DES TRANSEUROPAISCHEN VERKEHRSNETZES  
(HORIZONT 2010)  
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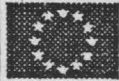
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NEDERLAND                      SCALE 1:1.900.000                      15/06/95

0                      50                      100                      150 km



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

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

LEITSCHHEMA DES TRANSEUROPAISCHEN  
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ABSCHNITT: STRASSEN

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--- PLANIFIE/PLANNED/GEPLANT

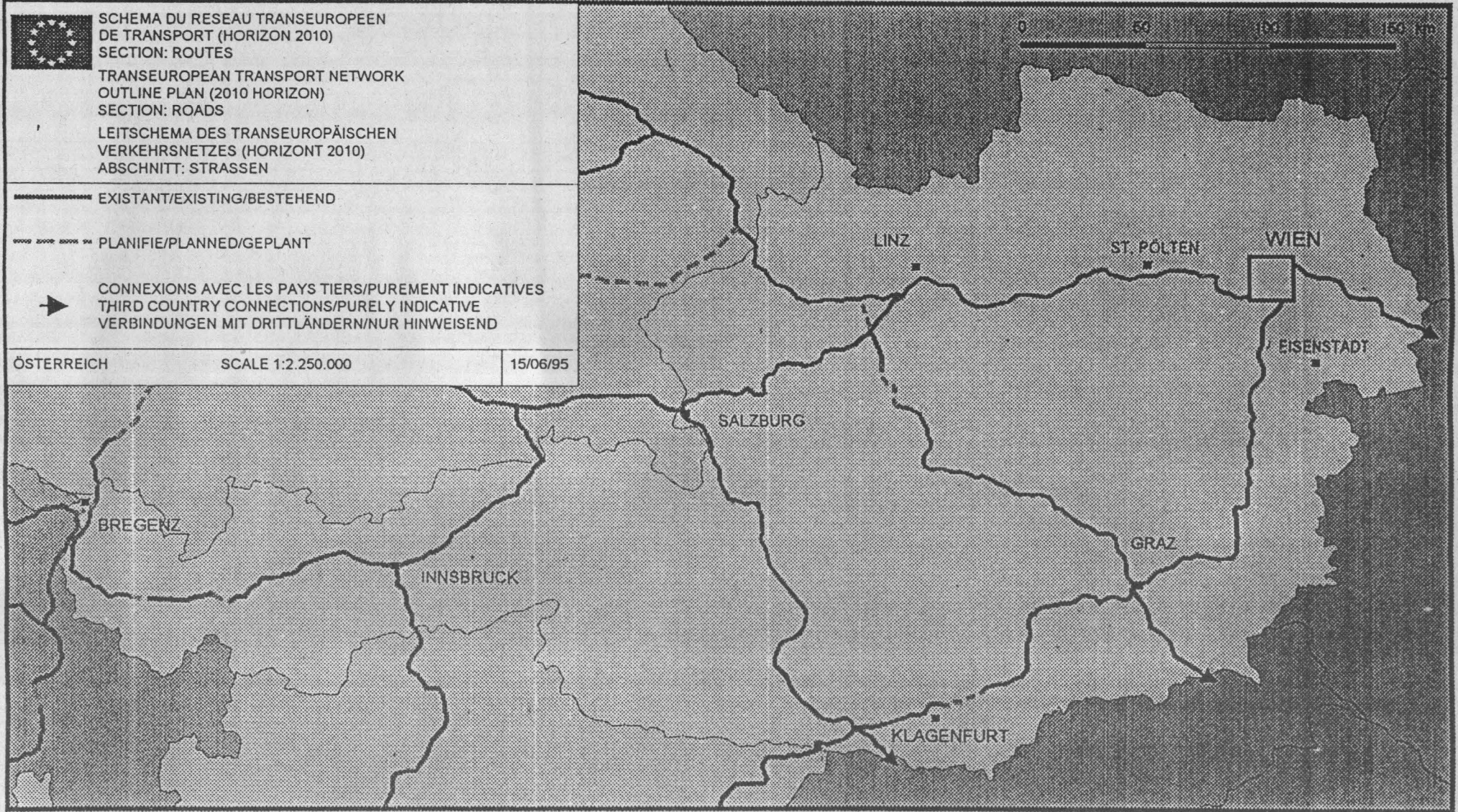
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THIRD COUNTRY CONNECTIONS/PURELY INDICATIVE  
VERBINDUNGEN MIT DRITTLÄNDERN/NUR HINWEISEND

ÖSTERREICH

SCALE 1:2.250.000

15/06/95

0 50 100 150 km



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SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT  
 (HORIZON 2010)  
 SECTION: ROUTES  
 TRANSEUROPEAN TRANSPORT NETWORK OUTLINE PLAN  
 (2010 HORIZON)  
 SECTION: ROADS  
 LEITSHEMA DES TRANSEUROPAISCHEN VERKEHRSNETZES  
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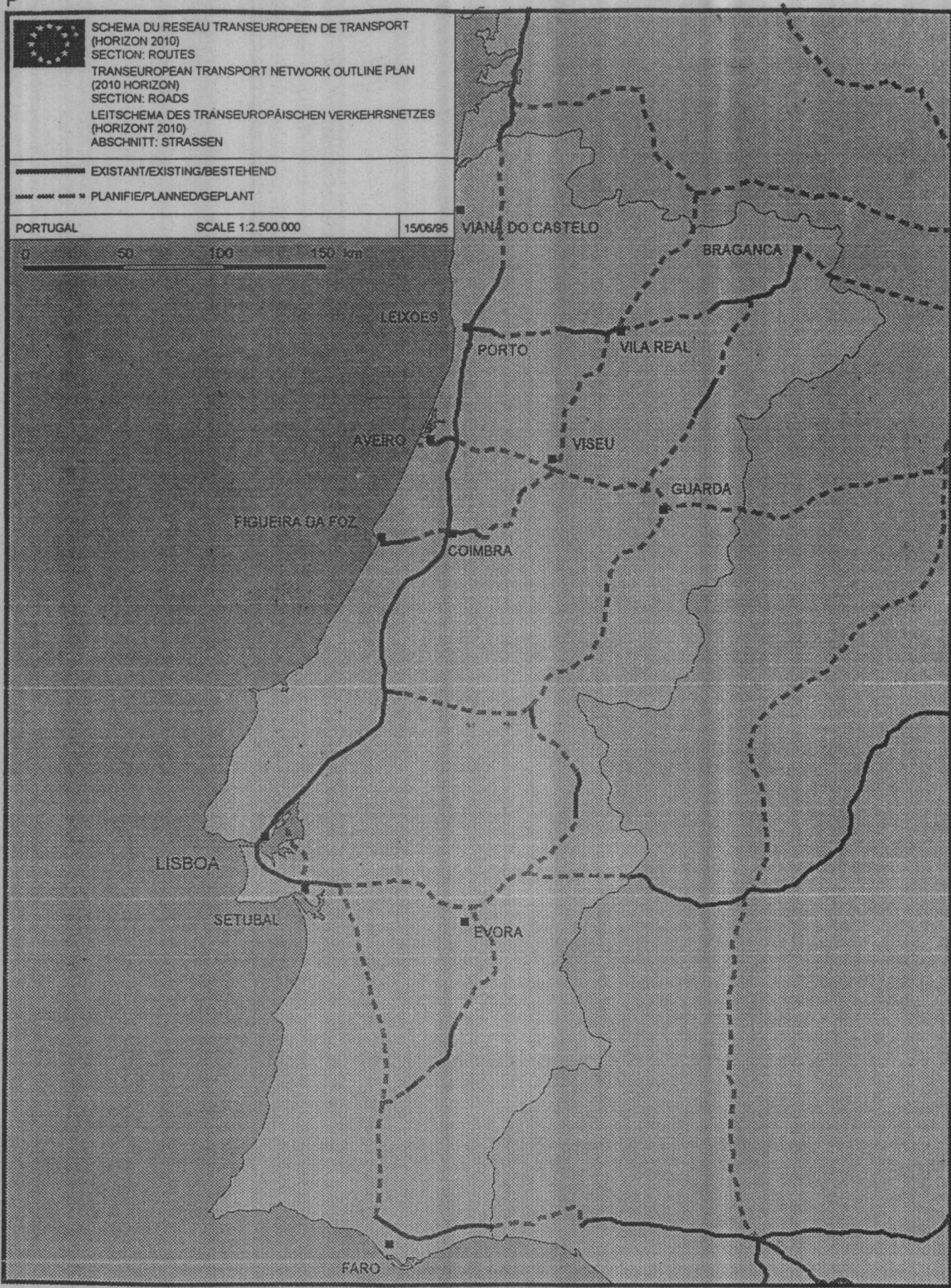
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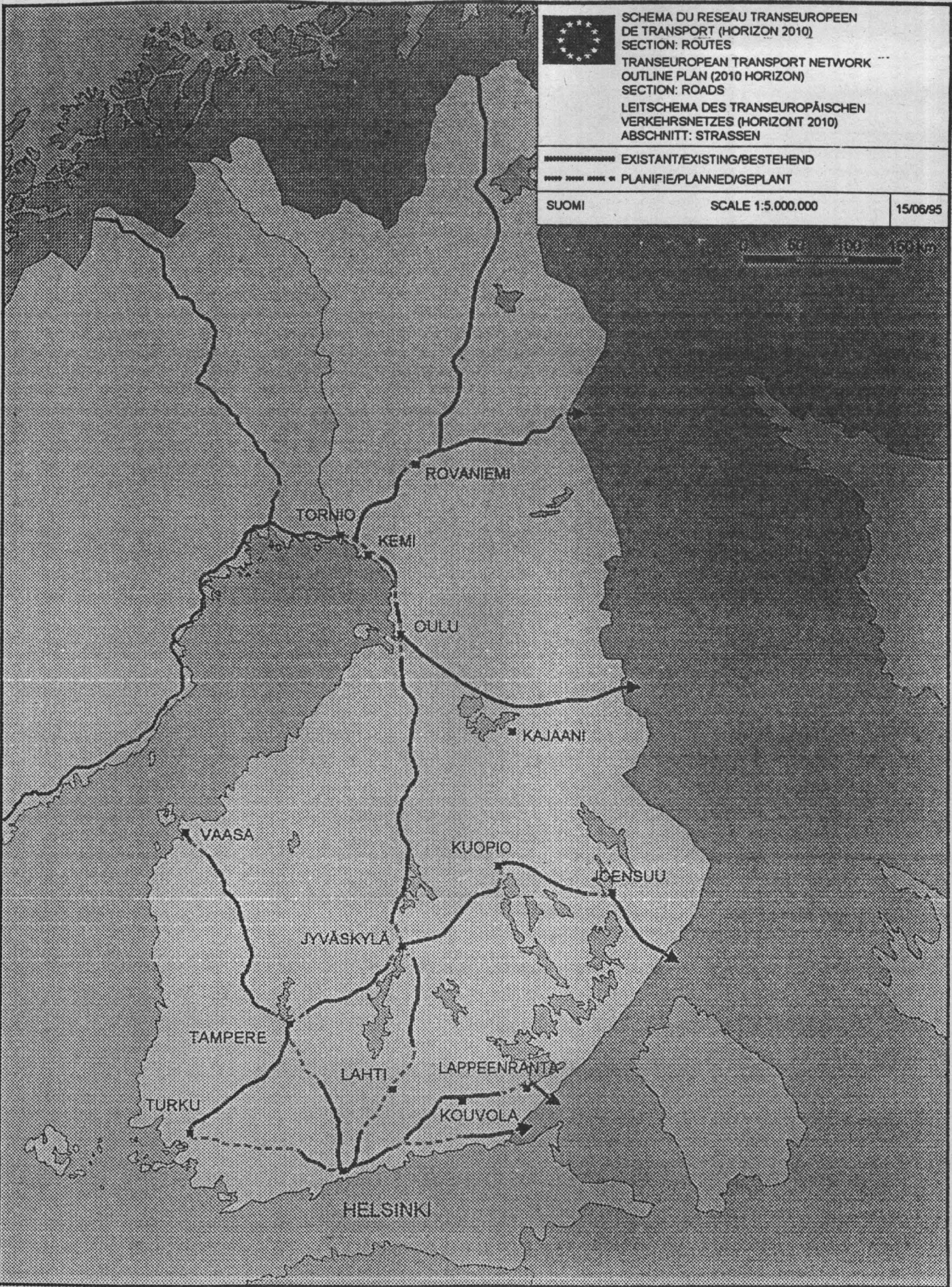
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15/06/95

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SCHEMA DU RESEAU TRANSEUROPEEN  
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SECTION: ROADS  
LEITSHEMA DES TRANSEUROPAISCHEN  
VERKEHRSNETZES (HORIZON 2010)  
ABSCHNITT: STRASSEN

EXISTANT  
EXISTING  
BESTEHEND

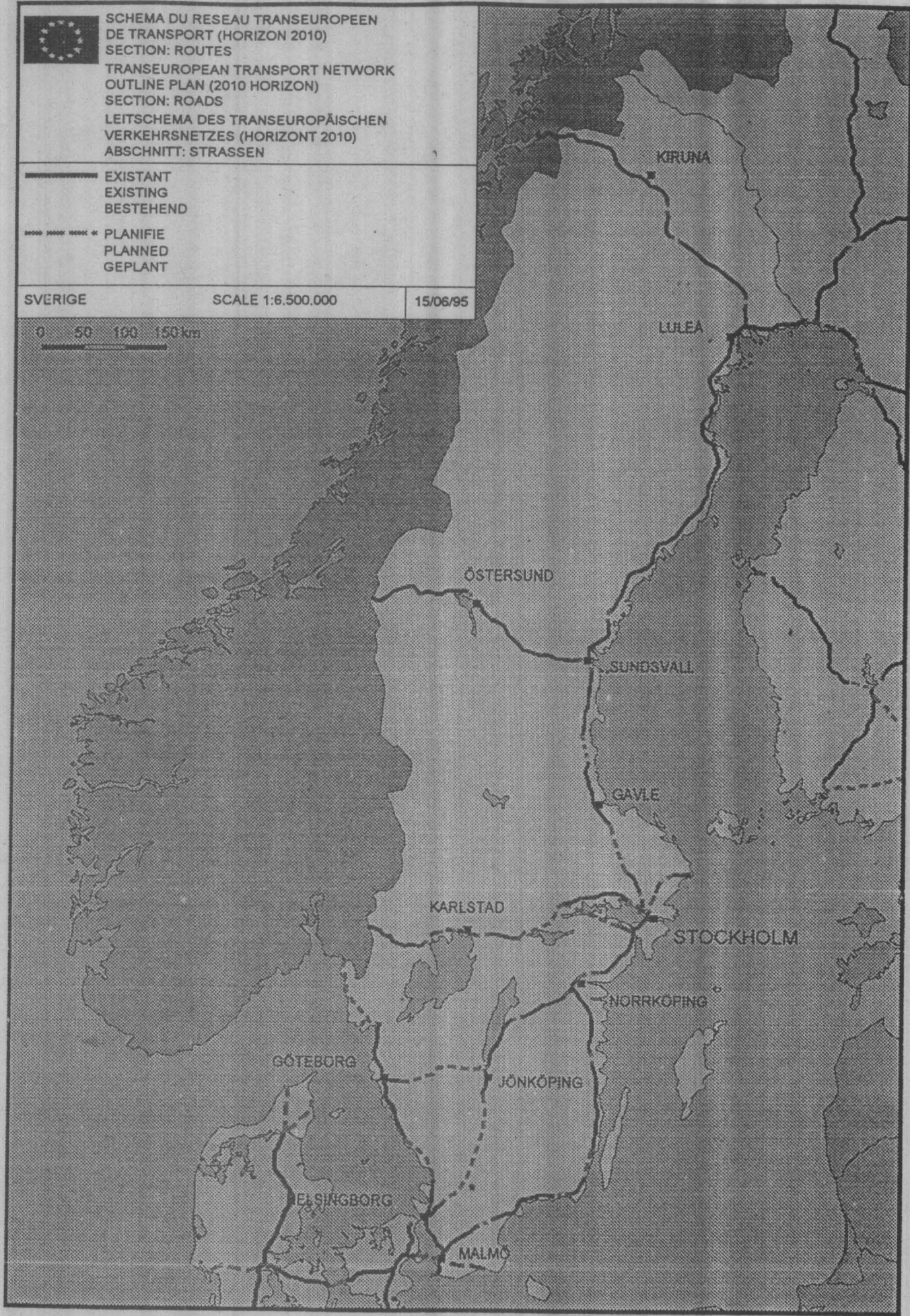
PLANIFIE  
PLANNED  
GEPLANT

SVERIGE

SCALE 1:6.500.000

15/06/95

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SECTION: ROUTES

TRANSEUROPEAN TRANSPORT NETWORK OUTLINE PLAN  
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SECTION: ROADS

LEITSHEMA DES TRANSEUROPAISCHEN VERKEHRSNETZES  
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ABSCHNITT: STRASSEN

EXISTANT/EXISTING/BESTEHEND

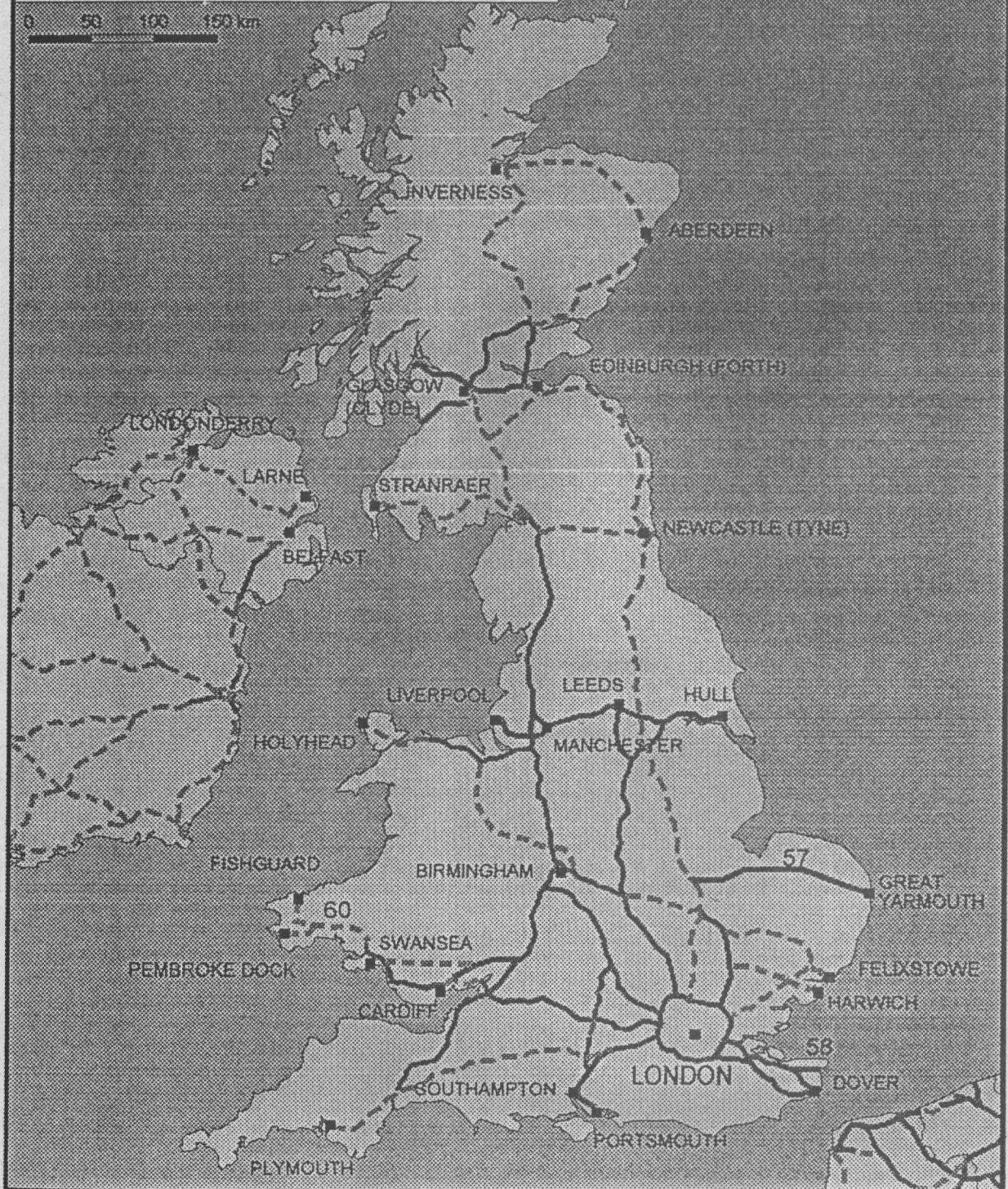
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UNITED KINGDOM

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15/06/95

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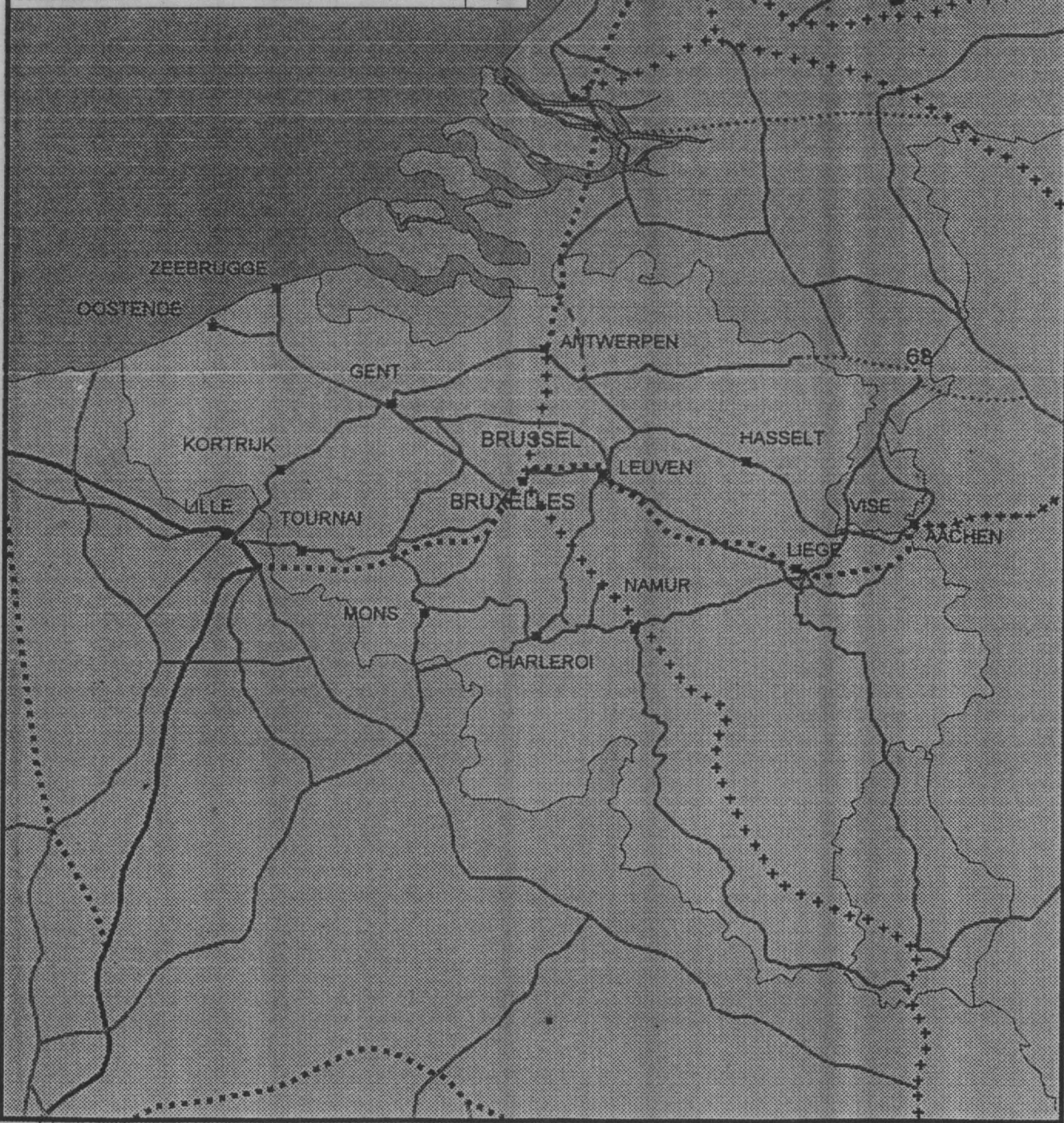


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LEITSCHHEMA DES TRANSEUROPAISCHEN VERKEHRSNETZES  
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ABSCHNITT: EISENBAHNEN

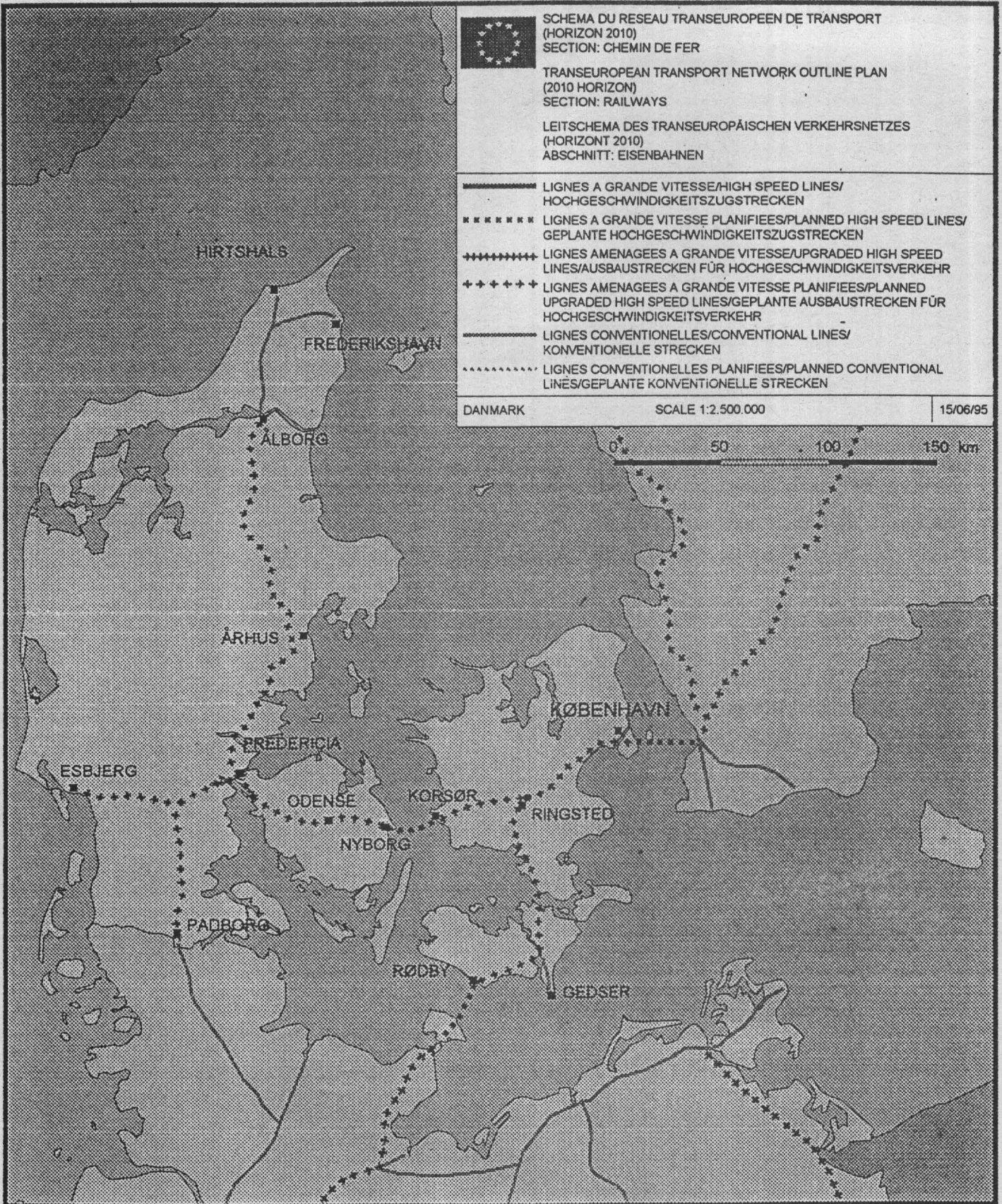


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HOCHGESCHWINDIGKEITSZUGSTRECKEN
- ..... LIGNES A GRANDE VITESSE PLANIFIEES/PLANNED HIGH SPEED LINES/  
GEPLANTE HOCHGESCHWINDIGKEITSZUGSTRECKEN
- + + + + + LIGNES AMENAGEES A GRANDE VITESSE/UPGRADED HIGH SPEED  
LINES/AUSBAUSTRECKEN FÜR HOCHGESCHWINDIGKEITSVERKEHR
- + + + + + LIGNES AMENAGEES A GRANDE VITESSE PLANIFIEES/PLANNED  
UPGRADED HIGH SPEED LINES/GEPLANTE AUSBAUSTRECKEN FÜR  
HOCHGESCHWINDIGKEITSVERKEHR
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KONVENTIONELLE STRECKEN
- ..... LIGNES CONVENTIONELLES PLANIFIEES/PLANNED CONVENTIONAL  
LINES/GEPLANTE KONVENTIONELLE STRECKEN

BELGIE/BELGIQUE SCALE 1:2.000.000 15/06/95



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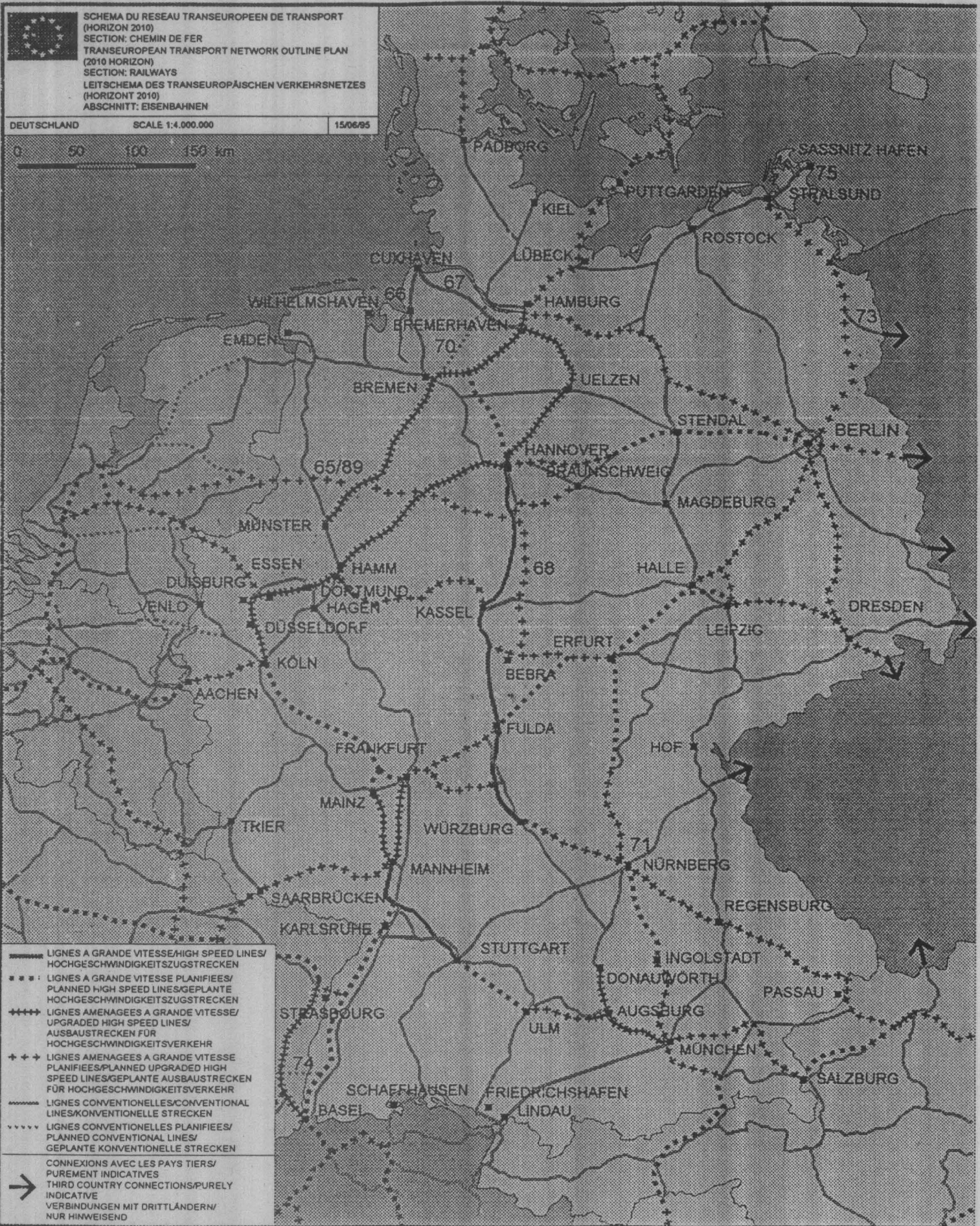




SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT  
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 SECTION: RAILWAYS  
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 (HORIZONT 2010)  
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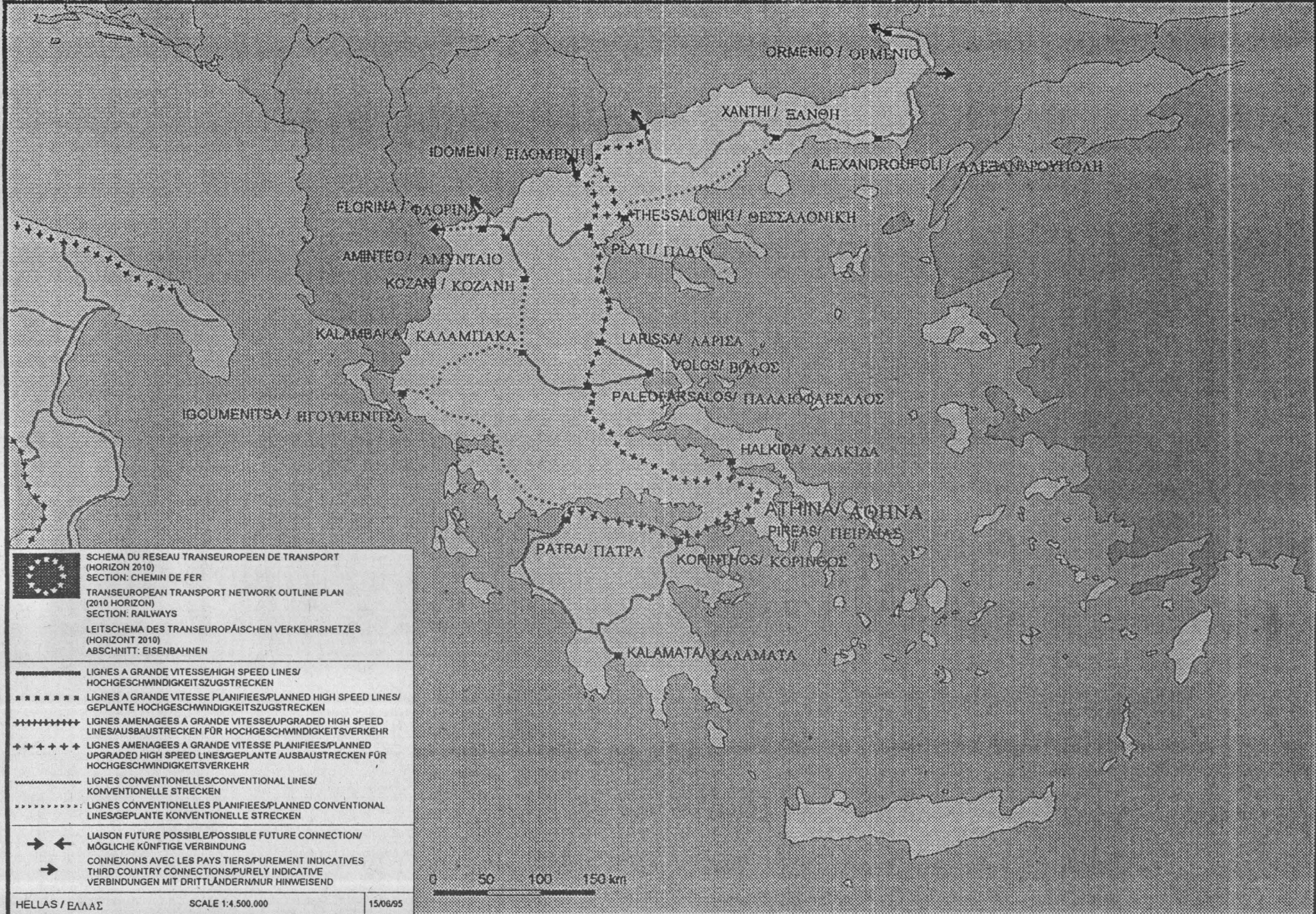
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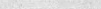





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- ..... LIGNES A GRANDE VITESSE PLANIFIEES/  
PLANNED HIGH SPEED LINES/GEPLANTE  
HOCHGESCHWINDIGKEITZUGSTRECKEN
- ++++ LIGNES AMENAGEES A GRANDE VITESSE/  
UPGRADED HIGH SPEED LINES/  
AUSBAUSTRECKEN FÜR  
HOCHGESCHWINDIGKEITZUGSTRECKEN
- +++ LIGNES AMENAGEES A GRANDE VITESSE  
PLANIFIEES/PLANNED UPGRADED HIGH  
SPEED LINES/GEPLANTE AUSBAUSTRECKEN  
FÜR HOCHGESCHWINDIGKEITZUGSTRECKEN
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LINES/KONVENTIONELLE STRECKEN
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PLANNED CONVENTIONAL LINES/  
GEPLANTE KONVENTIONELLE STRECKEN

→ CONNEXIONS AVEC LES PAYS TIERS/  
PUREMENT INDICATIVES  
THIRD COUNTRY CONNECTIONS/PURELY  
INDICATIVE  
VERBINDUNGEN MIT DRITTLÄNDERN/  
NUR HINWEISEND




 SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT  
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 (HORIZONT 2010)  
 ABSCHNITT: EISENBAHNEN

- 
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 HOCHGESCHWINDIGKEITSZUGSTRECKEN
- 
 LIGNES A GRANDE VITESSE PLANIFIEES/PLANNED HIGH SPEED LINES/  
 GEPLANTE HOCHGESCHWINDIGKEITSZUGSTRECKEN
- 
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 LINES/AUSBAUSTRECKEN FÜR HOCHGESCHWINDIGKEITSVERKEHR
- 
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 HOCHGESCHWINDIGKEITSVERKEHR
- 
 LIGNES CONVENTIONELLES/CONVENTIONAL LINES/  
 KONVENTIONELLE STRECKEN
- 
 LIGNES CONVENTIONELLES PLANIFIEES/PLANNED CONVENTIONAL  
 LINES/GEPLANTE KONVENTIONELLE STRECKEN

- 
 LAISON FUTURE POSSIBLE/POSSIBLE FUTURE CONNECTION/  
 MÖGLICHE KÜNFTIGE VERBINDUNG
- 
 CONNEXIONS AVEC LES PAYS TIERS/PUREMENT INDICATIVES  
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 VERBINDUNGEN MIT DRITTLÄNDERN/NUR HINWEISEND

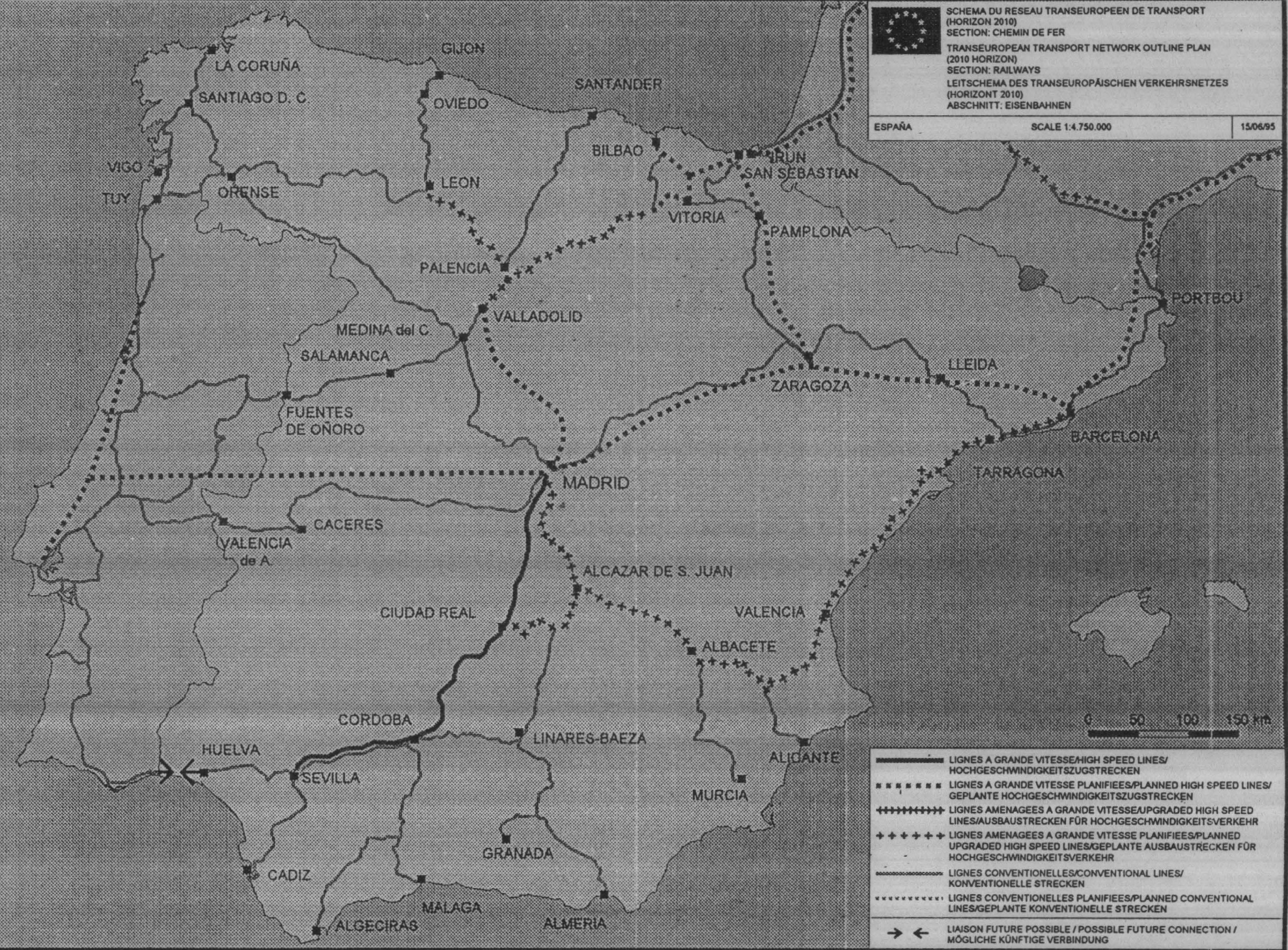






SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT  
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 TRANSEUROPEAN TRANSPORT NETWORK OUTLINE PLAN  
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 (HORIZONT 2010)  
 ABSCHNITT: EISENBAHNEN

ESPAÑA SCALE 1:4.750.000 15/06/95



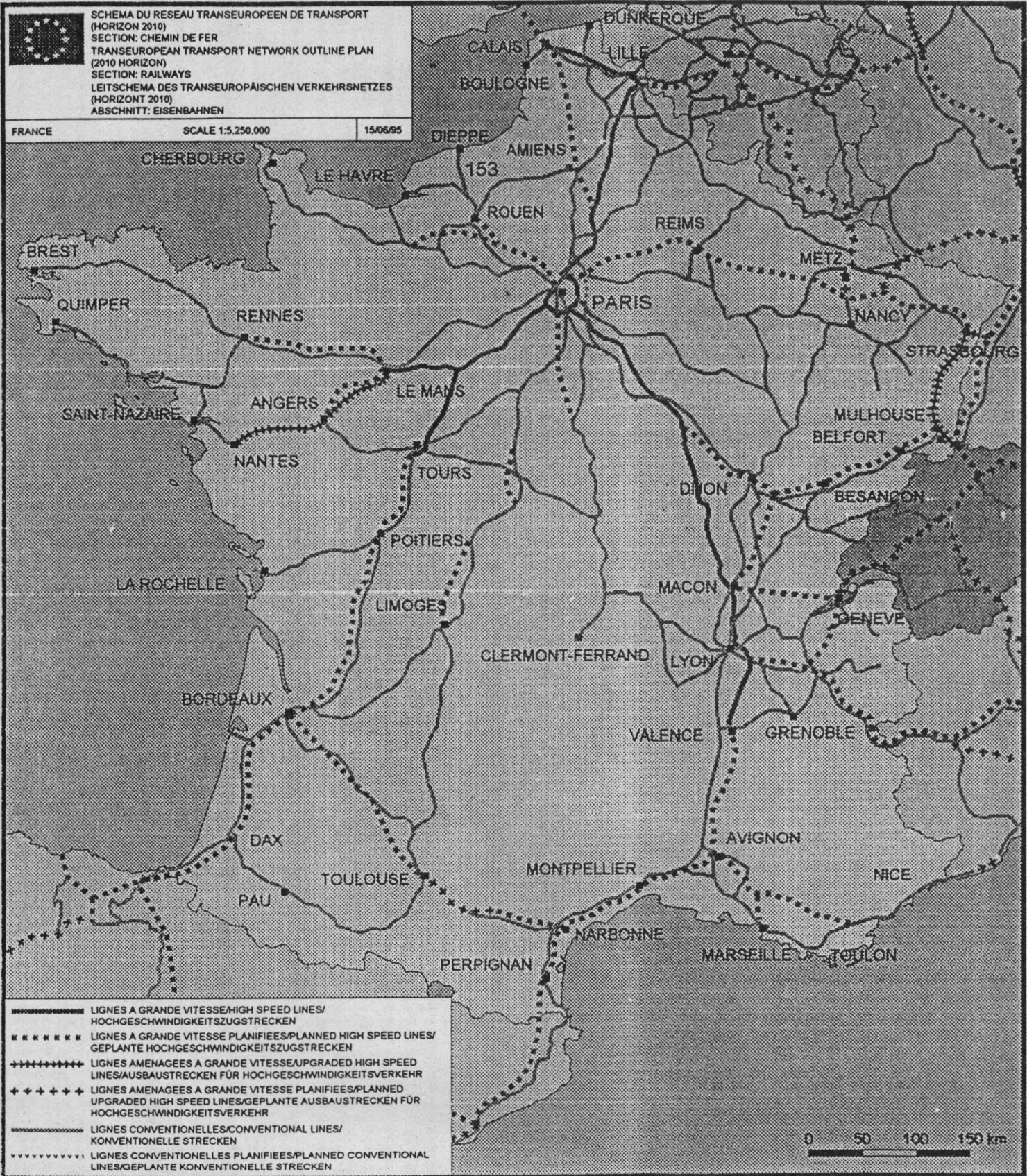
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- LIGNES A GRANDE VITESSE/HIGH SPEED LINES/  
HOCHGESCHWINDIGKEITSZUGSTRECKEN
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GEPLANTE HOCHGESCHWINDIGKEITSZUGSTRECKEN
- +++++ LIGNES AMENAGEES A GRANDE VITESSE/UPGRADED HIGH SPEED  
LINES/AUSBAUSTRECKEN FÜR HOCHGESCHWINDIGKEITSVRKEHR
- + + + + + LIGNES AMENAGEES A GRANDE VITESSE PLANIFIEES/PLANNED  
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- ..... LIGNES CONVENTIONELLES/CONVENTIONAL LINES/  
KONVENTIONELLE STRECKEN
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LINES/GEPLANTE KONVENTIONELLE STRECKEN
- ← LIAISON FUTURE POSSIBLE / POSSIBLE FUTURE CONNECTION /  
MÖGLICHE KÜNFTIGE VERBINDUNG



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 ABSCHNITT: EISENBAHNEN

FRANCE SCALE 1:5.250.000 15/06/95





SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT  
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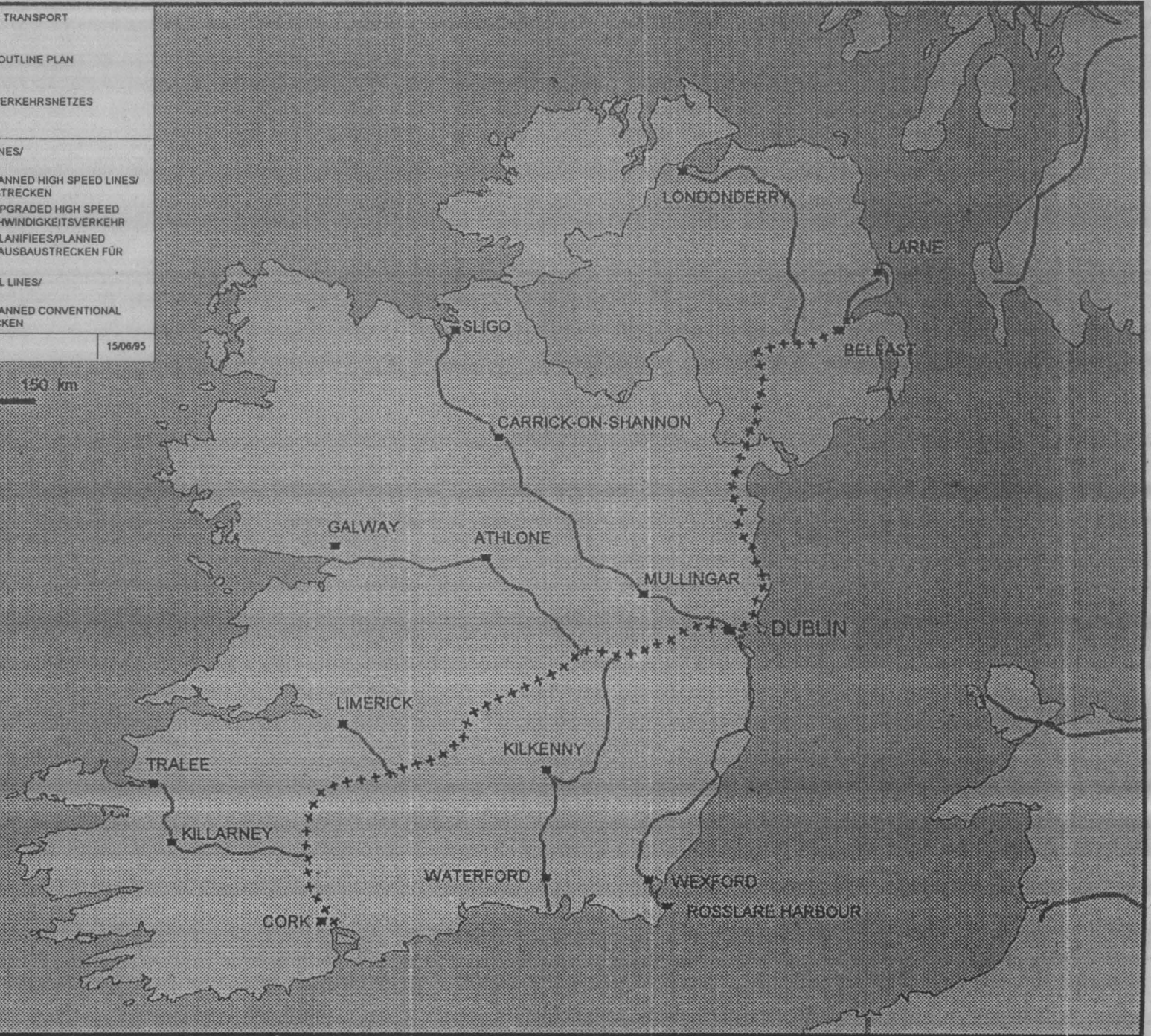
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- \*\*\*\*\* LIGNES A GRANDE VITESSE PLANIFIEES/PLANNED HIGH SPEED LINES/  
GEPLANTE HOCHGESCHWINDIGKEITSZUGSTRECKEN
- +++++++ LIGNES AMENAGEES A GRANDE VITESSE/UPGRADED HIGH SPEED  
LINES/AUSBAUSTRECKEN FÜR HOCHGESCHWINDIGKEITSVERKEHR
- + + + + + LIGNES AMENAGEES A GRANDE VITESSE PLANIFIEES/PLANNED  
UPGRADED HIGH SPEED LINES/GEPLANTE AUSBAUSTRECKEN FÜR  
HOCHGESCHWINDIGKEITSVERKEHR
- ..... LIGNES CONVENTIONELLES/CONVENTIONAL LINES/  
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LINES/GEPLANTE KONVENTIONELLE STRECKEN

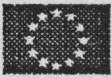
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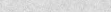
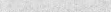




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**SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT (HORIZON 2010)**  
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**TRANSEUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2010 HORIZON)**  
 SECTION: RAILWAYS  
**LEITSHEMA DES TRANSEUROPAISCHEN VERKEHRSNETZES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

- 
 LIGNES A GRANDE VITESSE/HIGH SPEED LINES/  
 HOCHGESCHWINDIGKEITSZUGSTRECKEN
- 
 LIGNES A GRANDE VITESSE PLANIFIEES/PLANNED HIGH SPEED LINES/  
 GEPLANTE HOCHGESCHWINDIGKEITSZUGSTRECKEN
- 
 LIGNES AMENAGEES A GRANDE VITESSE/UPGRADED HIGH SPEED  
 LINES/AUSBAUSTRECKEN FÜR HOCHGESCHWINDIGKEITSVRKEHR
- 
 LIGNES AMENAGEES A GRANDE VITESSE PLANIFIEES/PLANNED  
 UPGRADED HIGH SPEED LINES/GEPLANTE AUSBAUSTRECKEN FÜR  
 HOCHGESCHWINDIGKEITSVRKEHR
- 
 LIGNES CONVENTIONELLES/CONVENTIONAL LINES/  
 KONVENTIONELLE STRECKEN
- 
 LIGNES CONVENTIONELLES PLANIFIEES/PLANNED CONVENTIONAL  
 LINES/GEPLANTE KONVENTIONELLE STRECKEN


**CONNEXIONS AVEC LES PAYS TIERS/PUREMENT INDICATIVES**  
 THIRD COUNTRY CONNECTIONS/PURELY INDICATIVE  
 VERBINDUNGEN MIT DRITTLÄNDERN/NUR HINWEISEND





SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT  
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SECTION: RAILWAYS

LEITSHEMA DES TRANSEUROPAISCHEN VERKEHRSNETZES  
(HORIZONT 2010)  
ABSCHNITT: EISENBAHNEN

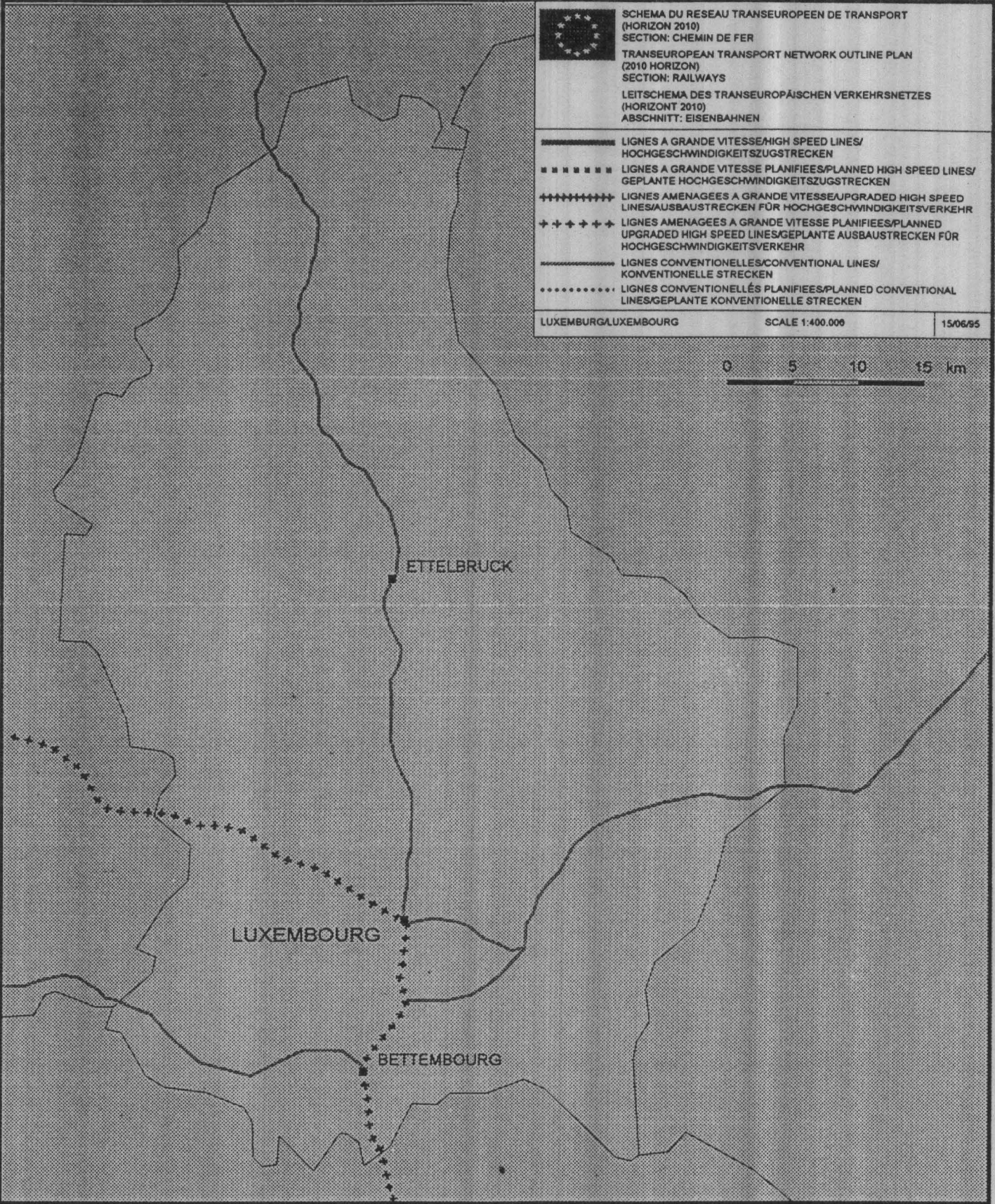
- LIGNES A GRANDE VITESSE/HIGH SPEED LINES/  
HOCHGESCHWINDIGKEITSZUGSTRECKEN
- ■ ■ ■ ■ LIGNES A GRANDE VITESSE PLANIFIEES/PLANNED HIGH SPEED LINES/  
GEPLANTE HOCHGESCHWINDIGKEITSZUGSTRECKEN
- + + + + + LIGNES AMENAGEES A GRANDE VITESSE/UPGRADED HIGH SPEED  
LINES/AUSBAUSTRECKEN FÜR HOCHGESCHWINDIGKEITSVRKEHR
- + + + + + LIGNES AMENAGEES A GRANDE VITESSE PLANIFIEES/PLANNED  
UPGRADED HIGH SPEED LINES/GEPLANTE AUSBAUSTRECKEN FÜR  
HOCHGESCHWINDIGKEITSVRKEHR
- LIGNES CONVENTIONELLES/CONVENTIONAL LINES/  
KONVENTIONELLE STRECKEN
- ..... LIGNES CONVENTIONELLES PLANIFIEES/PLANNED CONVENTIONAL  
LINES/GEPLANTE KONVENTIONELLE STRECKEN

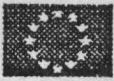
LUXEMBURG/LUXEMBOURG

SCALE 1:400.000

15/06/95

0 5 10 15 km

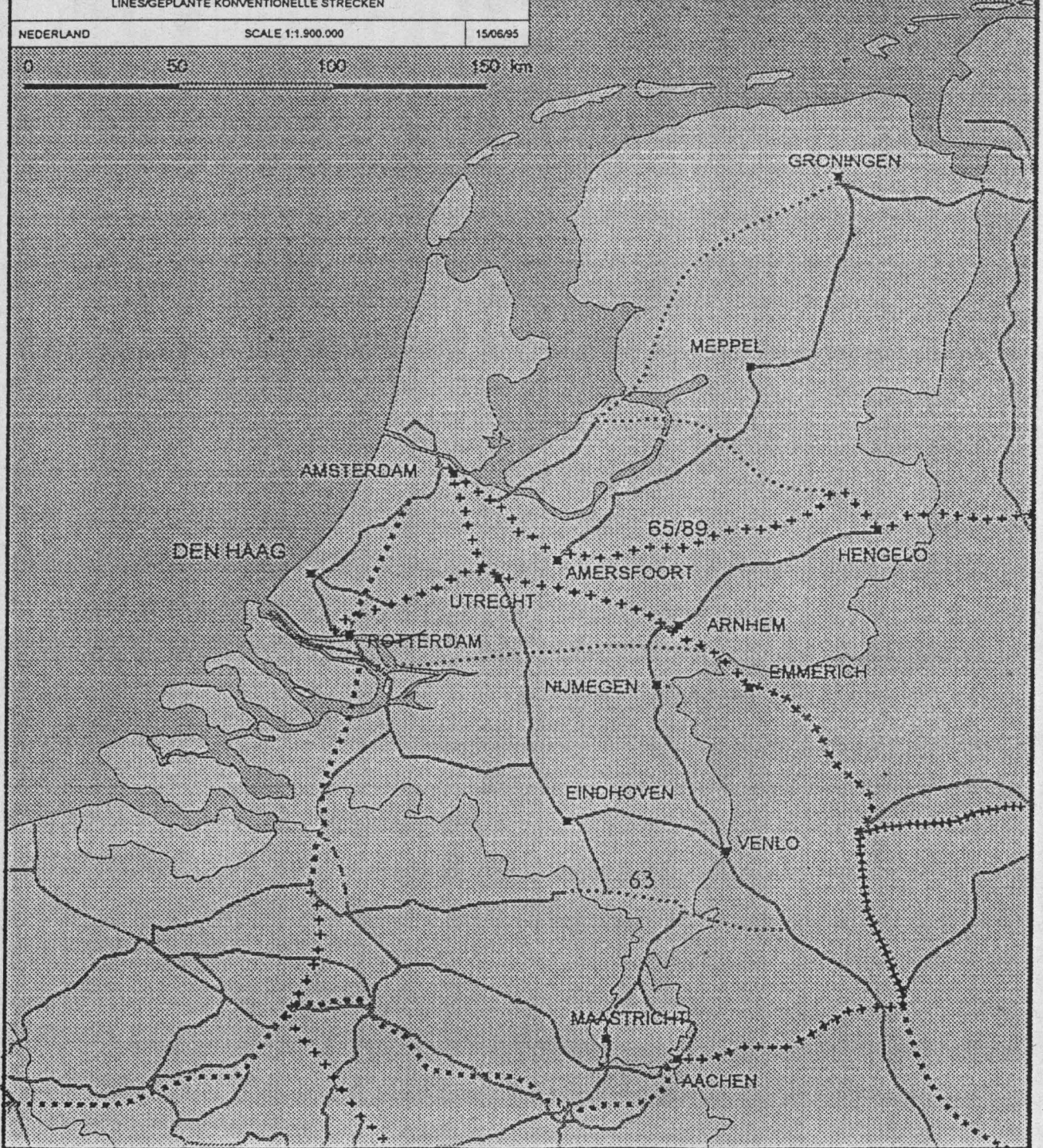




SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT  
(HORIZON 2010)  
SECTION: CHEMIN DE FER  
TRANSEUROPEAN TRANSPORT NETWORK OUTLINE PLAN  
(2010 HORIZON)  
SECTION: RAILWAYS  
LEITSCHHEMA DES TRANSEUROPAISCHEN VERKEHRSNETZES  
(HORIZONT 2010)  
ABSCHNITT: EISENBAHNEN

- LIGNES A GRANDE VITESSE/HIGH SPEED LINES/  
HOCHGESCHWINDIGKEITZUGSTRECKEN
- LIGNES A GRANDE VITESSE PLANIFIEES/PLANNED HIGH SPEED LINES/  
GEPLANTE HOCHGESCHWINDIGKEITZUGSTRECKEN
- +++++ LIGNES AMENAGEES A GRANDE VITESSE/UPGRADED HIGH SPEED  
LINES/AUSBAUSTRECKEN FÜR HOCHGESCHWINDIGKEITSVRKEHR
- + + + + + LIGNES AMENAGEES A GRANDE VITESSE PLANIFIEES/PLANNED  
UPGRADED HIGH SPEED LINES/GEPLANTE AUSBAUSTRECKEN FÜR  
HOCHGESCHWINDIGKEITSVRKEHR
- LIGNES CONVENTIONELLES/CONVENTIONAL LINES/  
KONVENTIONELLE STRECKEN
- ..... LIGNES CONVENTIONELLES PLANIFIEES/PLANNED CONVENTIONAL  
LINES/GEPLANTE KONVENTIONELLE STRECKEN

NEDERLAND SCALE 1:1.900.000 15/06/95  
0 50 100 150 km

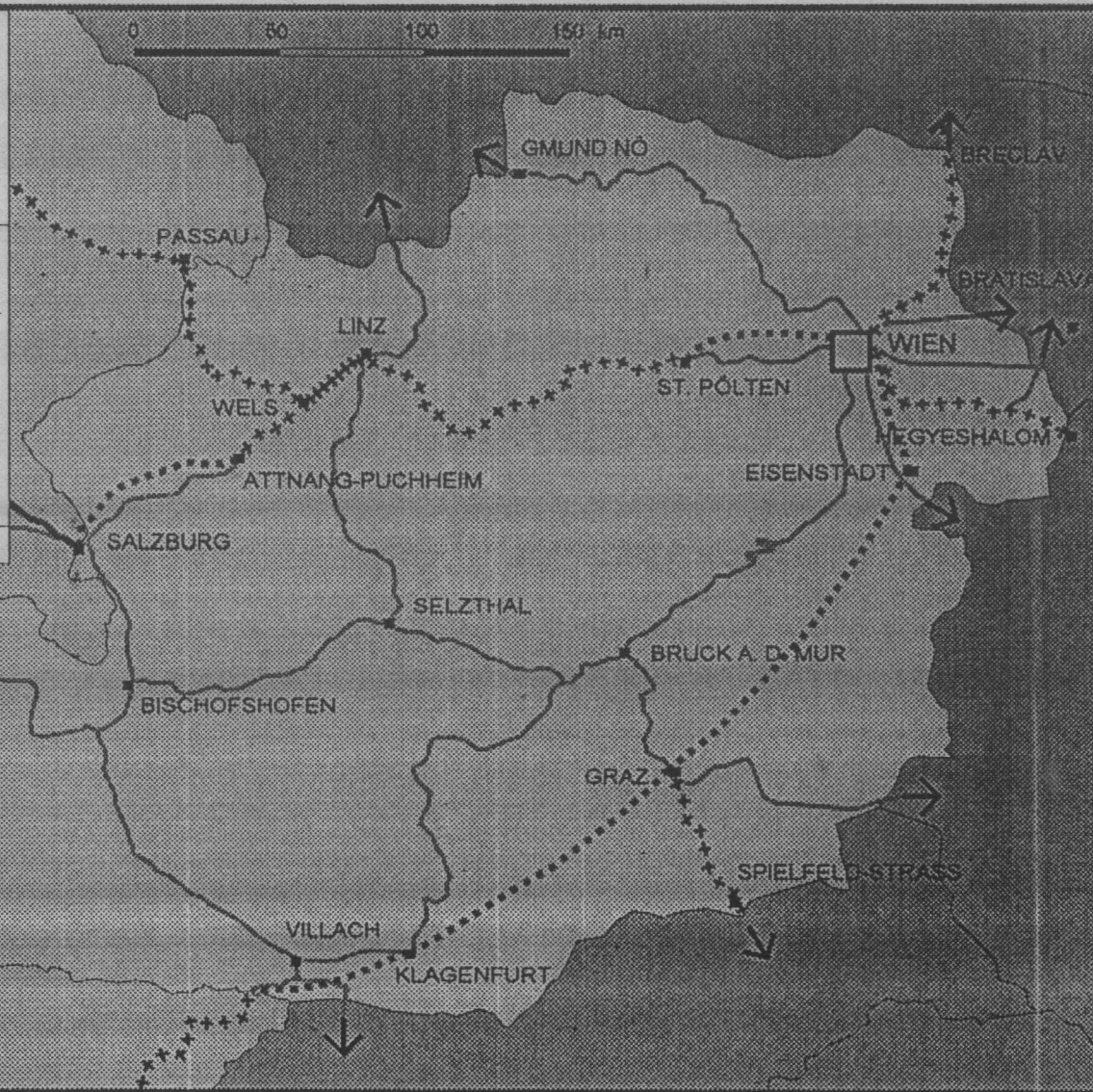




SCHEMA DU RESEAU TRANSEUROPEEN DE TRANSPORT  
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HOCHGESCHWINDIGKEITZUGSTRECKEN
- LIGNES CONVENTIONELLES/CONVENTIONAL LINES/  
KONVENTIONELLE STRECKEN
- ..... LIGNES CONVENTIONELLES PLANIFIEES/PLANNED CONVENTIONAL  
LINES/GEPLANTE KONVENTIONELLE STRECKEN

ÖSTERREICH SCALE 1:2.250.000 15/06/95

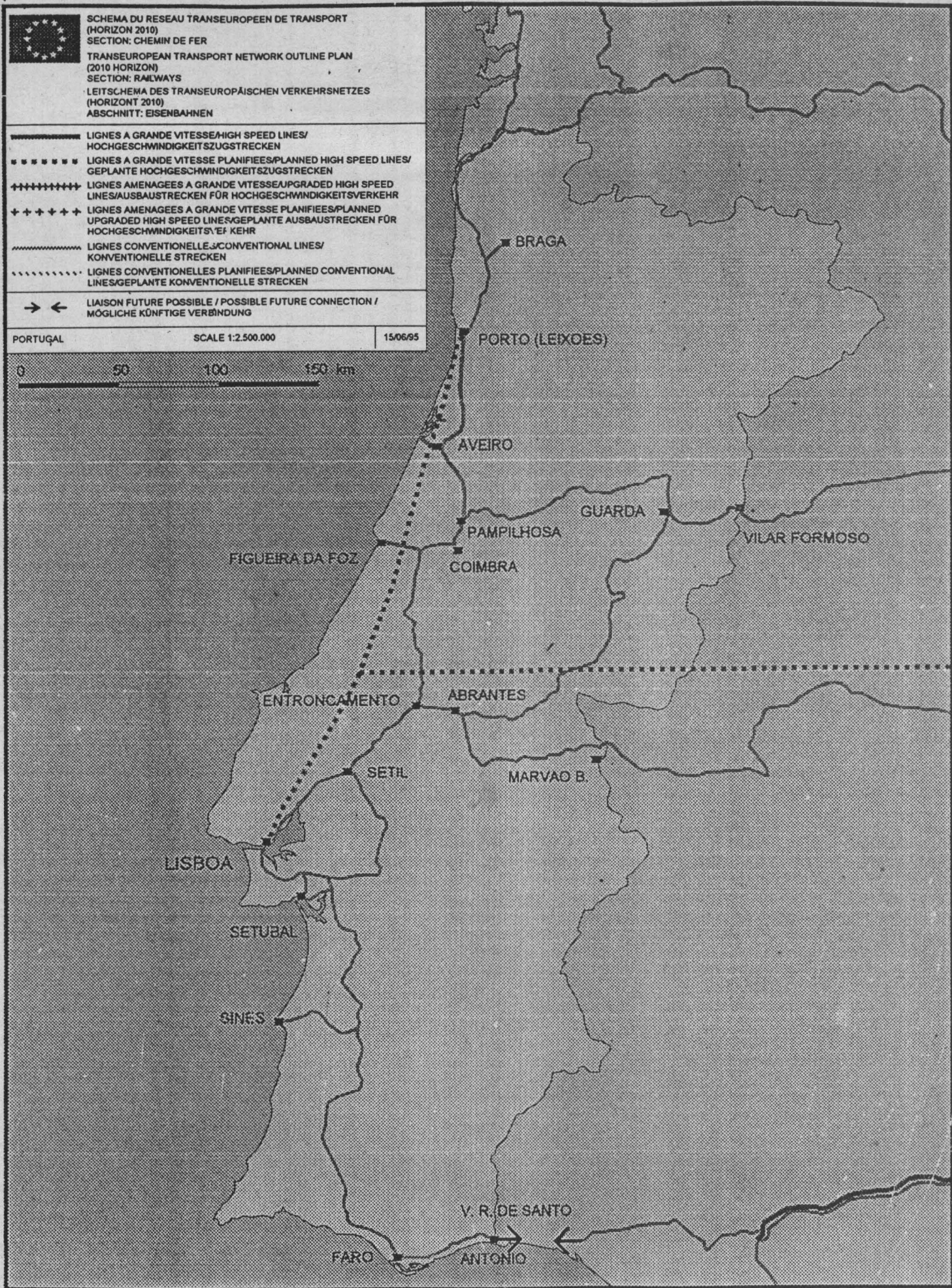




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- ..... LIGNES CONVENTIONNELLES PLANIFIEES/PLANNED CONVENTIONAL  
LINES/GEPLANTE KONVENTIONELLE STRECKEN
- ← LAISON FUTURE POSSIBLE / POSSIBLE FUTURE CONNECTION /  
MÖGLICHE KÜNFTIGE VERBINDUNG

PORTUGAL SCALE 1:2.500.000 15/06/95



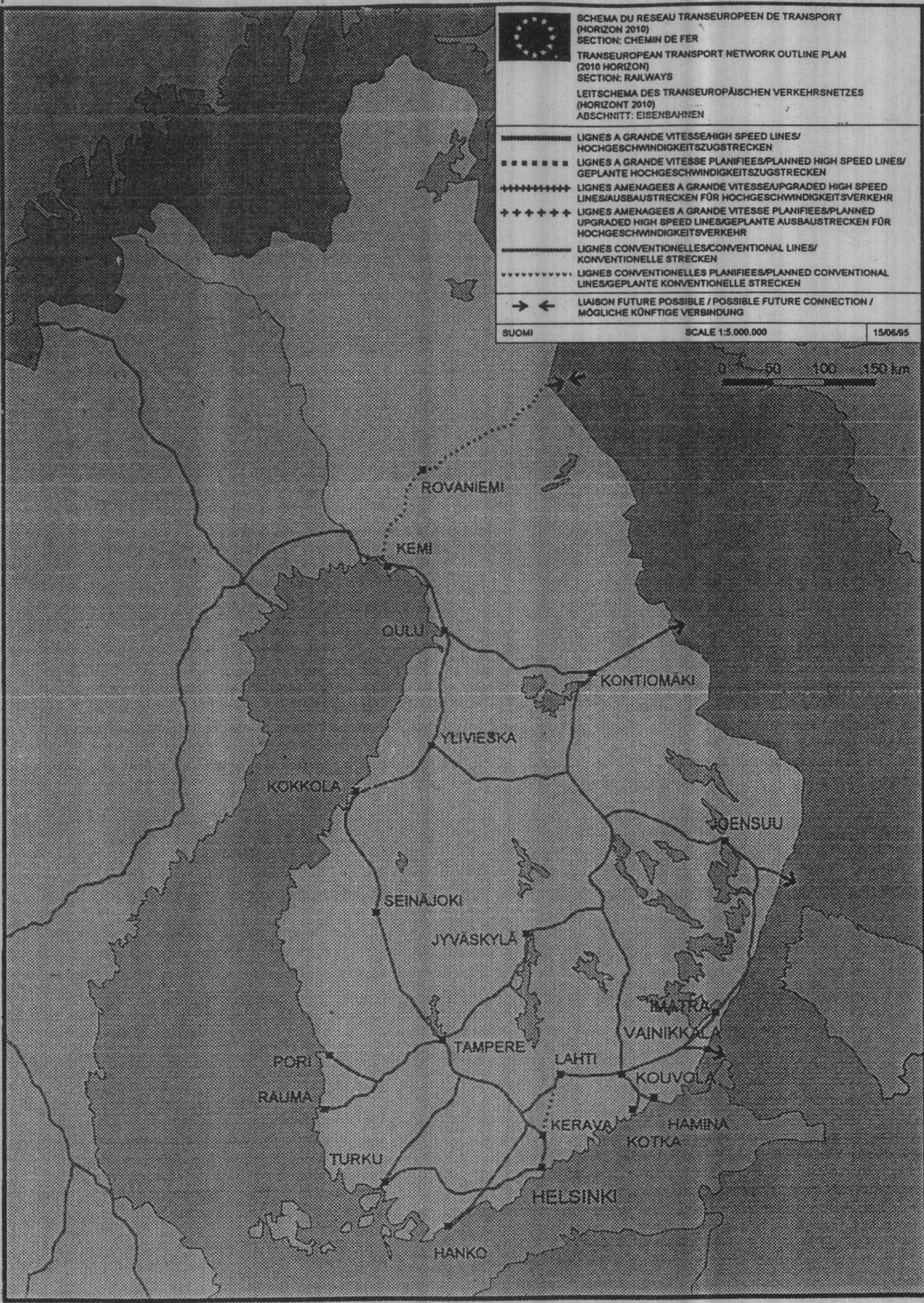




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- ← LIAISON FUTURE POSSIBLE / POSSIBLE FUTURE CONNECTION /  
MÖGLICHE KÖNFTIGE VERBINDUNG

SUOMI SCALE 1:5.000.000 15/06/95





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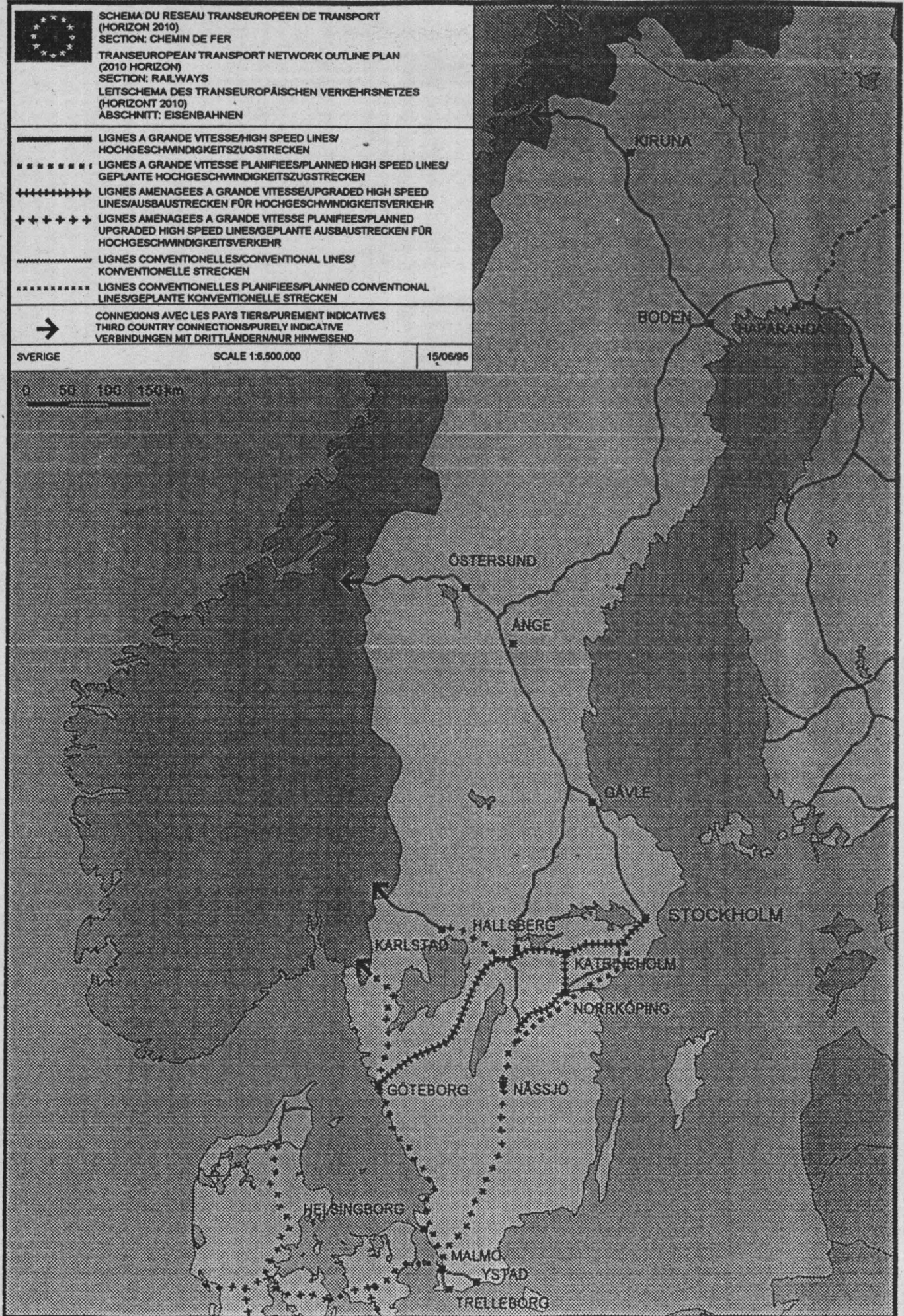
CONNEXIONS AVEC LES PAYS TIERS/PUREMENT INDICATIVES  
THIRD COUNTRY CONNECTIONS/PURELY INDICATIVE  
VERBINDUNGEN MIT DRITTLÄNDERN/MUR HINWEISEND

SVERIGE

SCALE 1:8.500.000

15/06/95

0 50 100 150 km



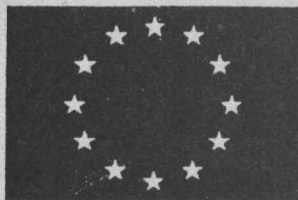


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UNITED KINGDOM                      SCALE 1:5.000.000                      15/06/95





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

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

CORRIDORS FERROVIAIRES  
RAILWAYS CORRIDORS  
SCHIENENKORRIDOR

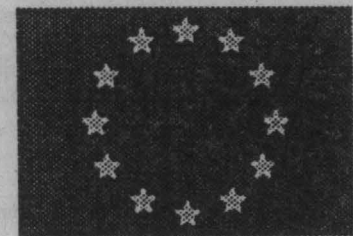
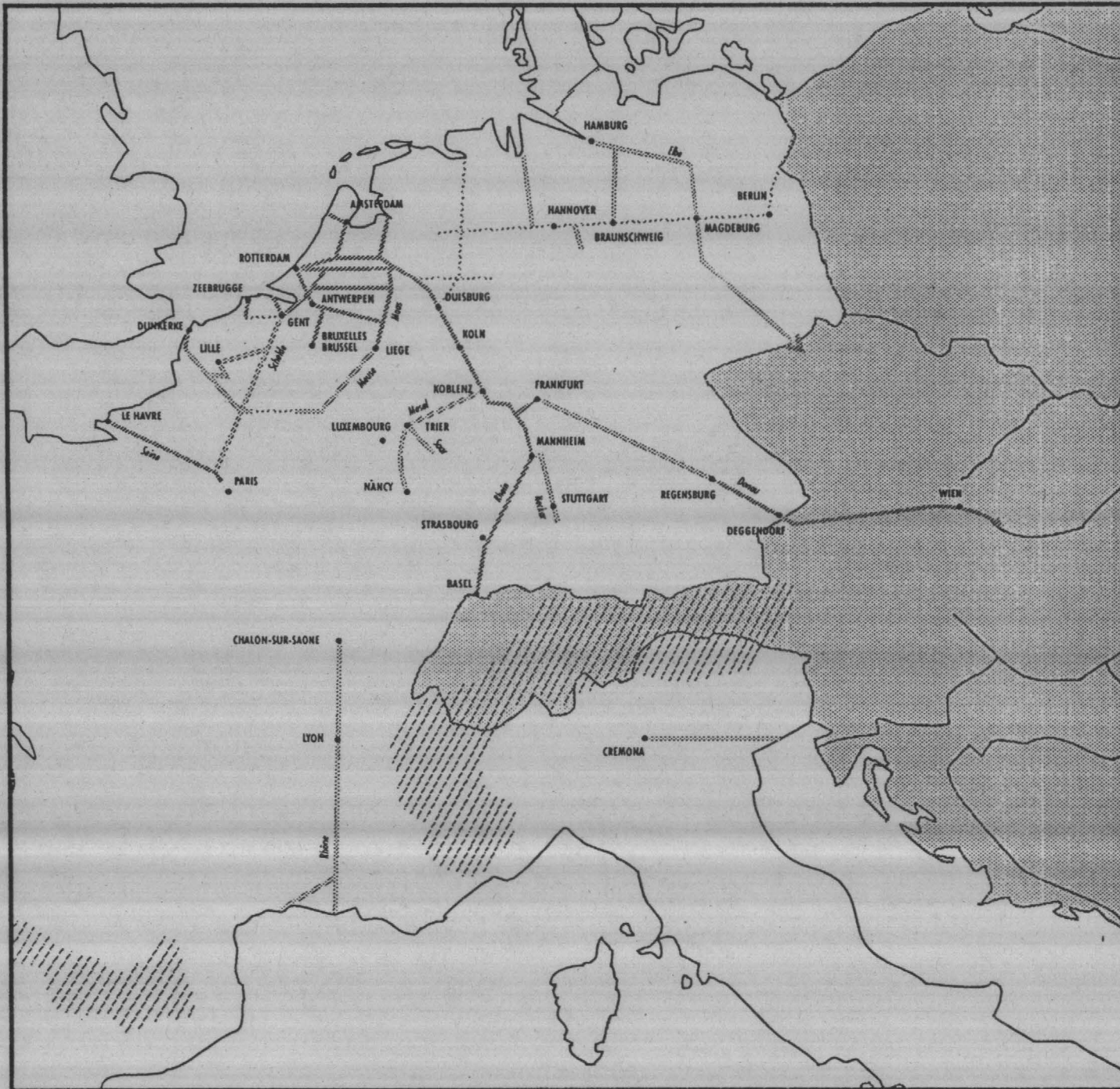
CONNEXIONS EXISTANTES / EXISTING  
CONNECTION / BESTEHENDE VERBINDUNGEN

EXTENSION PLANIFIEE / PLANNED EXTENSION  
GEPLANT AUSWEITUNG

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

15/06/95








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LEITSHEMA DES TRANSEUROPAISCHE VERKEHRSNETZES  
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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

15/05/95

69

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