

COMMISSION OF THE EUROPEAN COMMUNITIES

COM(94) 106 final

Brussels, 07.04.1994

94/0098 (COD)

Proposal for a
EUROPEAN PARLIAMENT AND COUNCIL DECISION
on Community guidelines for the development of the
trans-European transport network

(presented by the Commission)

EXPLANATORY MEMORANDUM

SUMMARY

The guidelines presented here implement, for the transport sector, the provisions set out in Chapter XII of the Treaty on trans-European networks.

They also take into account the concepts and statements regarding the development of the Common Transport Policy. The importance of the network development has been specially underlined during the last three European Summits, and in particular the European Council of Brussels in December 1993, with the White Paper on Competitiveness, Growth and Employment.

The guidelines are formally addressed to the Member States, but the Community institutions as well as financial bodies and private investors are also concerned.

The guidelines initiate a process as a first attempt by the Community, through a better knowledge of the economic, social and cultural factors involved in transport demand and its consequences, to give itself the means to adapt and modify the existing strategies in a self-correcting exercise, including other Community policies.

This process begins with the present Decision proposal based on existing information and patterns of development for the different modes in the different Member States and will tend gradually to incorporate and integrate that variety of thinking and action including the several time horizons. For this purpose, a close cooperation between the Commission and the Member States is foreseen, notably through the Committee on Infrastructure.

The guidelines comprise:

- network schemes for the various transport modes, which illustrate the present status and how the network should develop progressively up to the year 2010,
- broad lines of measures forming a development process leading to a network for transport which is able to respond adequately to the needs of the coming decades,
- criteria and a procedure for the identification of projects of common interest to implement the envisaged measures.

The guidelines are aimed at:

- the completion of a single trans-European transport market by identifying the way to achieve adequate infrastructures, which promotes efficient and safe transport services under the best possible environmental and social conditions,
- paving the way to sustainable mobility for persons and goods across Europe,
- improving accessibility and strengthening economic and social cohesion,

in order to give full benefit to citizens, economic operators and regional and local communities from the setting-up of an area without internal frontiers.

The present view of the Trans-European Transport Network gives the following results for the different modes:

- Road: 58 000 km of roads are deemed to be considered of trans-European nature. Out of that amount, actions foreseen by Member States include realignment, upgrading and, mainly in the periphery, construction of new links.
- Rail: The rail network comprises around 70 000 km of lines. 23 000 of these lines belong to the High-Speed Rail Network either as new lines or as improved ones for speeds of 200 km/h and more, generally connecting the big urban centres of the Community.
The other lines are for the use of the Combined Transport Services or to give access to regions or ports.
- The inland-waterway network comprises 12 000 km of navigable inland waterways.
- The combined transport network links will consist of corridors and well-developed intermodal platforms for efficient transshipment of goods between rail, road, inland waterways and maritime shipping.
- Criteria to select projects to improve the position of ports in the transport chain, and the efficiency of their operations, and thus make a significant contribution to the development of the trans-European network for transport and the position of maritime transport in Europe.
- Approximately 250 airports are identified as of Community interest; in these cases specific projects will contribute to improve their effectiveness and capacity.
- Traffic management and control systems This aspect is closely linked with the efficiency and security of the transport system as a whole, and its strategic character makes it a basic instrument for the development of the network and its elements. It is in this sense that a high quality standard radio navigation system for Europe, eventually based on satellites, will support the effective functioning of the network,

while through the interconnection and integration of modes in a progressive way synergy effects will be stimulated which allow higher efficiency, higher safety standards, improved services to transport customers and less impact on the natural environment under economically viable conditions.

For this purpose, the guidelines replace the mode-oriented approach taken in the past by Council Decisions 93/628-630/EEC of 29 October 1993 on networks for roads, inland waterways and combined transport.

The completion of the trans-European network for transport requires an investment volume of at least ECU 200 billion over the next 15 years; the most urgent measures until the year 2000 will, as part of it, require ECU 220 billion. One way of securing these investments seems to be to complement public investments by private/public partnership projects for which administrative, legal, organizational and financial issues have to be solved. The Christophersen Group is examining particular problems involved in this approach. The guidelines shall contribute to facilitating these investments by identifying and initiating measures which will help to clarify the choices.

A. INTRODUCTION

Intention of the Decision

1. The Treaty lays down in its Article 129b, first paragraph, that "the Community shall contribute to the establishment and development of trans-European networks in the areas of transport, telecommunications and energy infrastructures". Article 129c, paragraph 1, first indent continues: "In order to achieve this, the Community shall establish a series of guidelines covering the objectives, priorities and broad lines of measures envisaged in the sphere of trans-European networks; these guidelines shall identify projects of common interest". For the implementation of these provisions, the Treaty provides for a European Parliament and Council co-decision procedure following consultation of the Economic and Social Committee and the Committee of the Regions.

These provisions establish trans-European networks as a formal framework for Community action on transport infrastructure complementing Title IV of the Treaty which addresses more specifically the policy for the transport services in the Community. They give a clear definition of the aims, prospects and limitations of Community involvement in the sphere of transport infrastructures.

2. As announced in the Commission Communication in December 1993⁽¹⁾, the Community Guidelines "for the development of a trans-European network for transport" proposed here, will, for the transport sector, implement the above provisions in the Treaty.
3. These guidelines will make an initial attempt to collate transport mode-oriented network guidelines into one comprehensive description giving the Union in 1995, a vision of the outline for a single trans-European network for transport over a time scale of about 15 years.
4. The guidelines provide for actions which allow to develop the network concept in the forthcoming years. This requires in particular the start of an integrated process which stimulates the use of different transport modes according to their comparative advantages. This process will lead to a network which is optimized also for its environmental aspects. This process involves the Community institutions and the Member States and consists of a permanent refinement of common knowledge and network design.
5. The White Paper on the future development of the common transport policy⁽²⁾ also stresses that transport infrastructures are essential for the completion and operation of the internal market and for achieving economic and social cohesion in the Community. They are also beneficial for economic growth and employment. The European Councils in Edinburgh, Copenhagen and Brussels fully recognized their significance and underlined the prime importance of trans-European infrastructure networks in particular for economic recovery in Europe. The Commission White paper on economic growth competitiveness

⁽¹⁾ COM(93) 701, published on 21 December 1993.

⁽²⁾ COM(92) 494.

and employment, published in December 1993⁽³⁾ and presented to the European Council in Brussels held on 10-11 December 1993, therefore includes a list of strategic projects related to the establishment of the trans-European network for transport.

6. In presenting guidelines for the various modes of transport in one Decision, the Commission is pursuing its policy of defining a Community framework for developing the trans-European transport infrastructures for the benefit of a common transport market in the Community. This approach is demanded by the Council Decisions of 29 October 1993 establishing the network on roads, combined transport and inland waterways⁽⁴⁾. In 1991 the Romera report had already requested the Commission to examine and coordinate the network plans for all modes of transport⁽⁵⁾.
7. Furthermore, such guidelines are to be considered as the reference framework for public authority action, as well as for other economic or social actions. They will serve as a coordinating tool for the Community financial instruments; the Commission is also responding herewith to the report of the Court of Auditors regarding the financing of transport infrastructures (Section V, notably 6.6 and 6.7)⁽⁶⁾.

The context of the Decision: towards a common transport market and system

8. The transport sector contributes about 6% to the GDP of the European Community and plays a crucial role in the functioning of the internal market. Its present sectors, i.e. road, rail, water, or air, have developed differently against a background of different strategies and policies among national, regional and local institutions, authorities and administrations and inconsistent attitudes to competition between the different modes of transport. This has resulted in unbalanced cost and price structures, accounting practices, responsibility regulations, safety and environmental standards. However, the common transport policy requires that all efforts shall be made to make transport costs effective, friendly to the environment, safe and sustainable for the future. This implies that the different modes of transport not only compete in this market but also make use of their complementary natures and comparative advantages.
9. Transport is an important instrument for the cohesion policy of the Community, as it ensures the flows of goods and persons on the links between the regions and the activity centres of Europe.
10. The Treaty requires the environmental policy to be a common factor in other Community policies. The White paper on "The Future Development of the Common Transport Policy" has already addressed this issue, and the Commission, as announced in its Communication⁽⁷⁾, will take up the environmental strategic assessment as part of the

⁽³⁾ Bulletin of the European Communities, Appendix 6/93.

⁽⁴⁾ Council Decisions of 29 October 1993 (93/628-630/EEC), OJ No L 305, 10.12.1993.

⁽⁵⁾ Romera Report A3-0161/91 on "Common policy in the field of transport infrastructures".

⁽⁶⁾ OJ No C 69, 11.3.1993.

⁽⁷⁾ COM(93) 701, published on 21 December 1993.

future network development. This together with a socio-economic assessment will be part of the basis for revising this Decision.

11. Consequently, a common transport market must be developed as an open market in a competitive environment which enables citizens of the Union, economic operators and regional and local communities to derive full benefit from the setting-up of an area without internal frontiers with a wide range of operators and users acting on the basis of common rules.
12. This common transport market has two parts: The **passenger market** (including individual transport) and the **freight market**. Both parts, using a common infrastructure, can be further broken down into: the local and regional transport market serving citizens' demands for mobility in the neighbourhood of their homes and for their daily commuting between home and work and serving business demands for transport in the vicinity of their economic activities and the trans-European transport market serving citizens' demands for free circulation across Europe for themselves and/or their goods in long-distance haulage. These markets also serve the national needs.
13. For the common transport market, the existing infrastructure for transport by rail, water, road and air must be refurbished: Up to the year 2010, an investment volume of ECU 400 billion is estimated and, as part of this, projects costing ECU 220 billion have been identified for implementation up to the year 2000.
14. A future trans-European network for transport forms the basic infrastructure of the trans-European transport market. Such a network should integrate the infrastructures for the various modes of transport and comprise management services which allow for an optimal use of the network.
15. The degree of integration of the various transport modes into one multi-mode network will be determined by their contribution to the required service and infrastructure features of the common transport market and its parts according to socio-economic, technical, environmental and safety criteria. Such an integrated network should allow the infrastructure providers, owners and operators to optimize their own approach, while allowing transport service users and customers to make their best choice regardless of mode considerations.
16. However, the fully-fledged concept of a single multi-mode trans-European network for transport is yet to be developed in a gradual process. This concerns also the use of pipelines. Pipelines are addressed in the context of the trans-European network for energy; however, for other suitable goods they might be an interesting means of transport as well. Their outstanding low impact on the environment might well induce a stronger development of this transport mode.

17. This leads to the following conclusion: transport is:

- a fundamental tool of communication and supply for the Community;
- a vital and strategic element for Europe's economic and social development and welfare;
- an important sector of the internal market.

Therefore, the Community must establish adequate transport infrastructures that allow efficient and safe services under the best possible environmental and social conditions.

B. COMMUNITY ACTIONS AND SUBSIDIARITY

18. The Community actions envisaged here can be analysed in terms of subsidiarity principles by answering seven basic questions.

(a) What are the objectives of the envisaged Community action in relation to the obligations of the Community?

By this action, the Community responds to the obligations issuing from Chapter XII of the Treaty.

The proposed Community action in the area of the trans-European network for transport contributes to several objectives of the Community: *inter alia* to economic growth, the internal market and the integration of the Community territory, to the strengthening of social and economic cohesion, to cooperation with third countries in Europe and the Mediterranean basin. More specifically, the proposed Community action will contribute to the integration of the various modes of transport into one single trans-European network for transport serving as an infrastructure for high-quality transport services ensuring sustainable mobility of people and goods under the best social and environmental conditions.

(b) Does the envisaged action relate to an exclusive competence of the Community or a competence shared with the Member States?

The envisaged action relates to shared competence between the Community and Member States.

(c) What is the Community dimension of the problem (e.g. how many Member States are involved and which solution is in place now)?

To improve the present situation, Community action is needed on:

- the visibility of the overall development needs of the transport networks in the Community as a whole and beyond, in a multimodal perspective which ensures that the capacities and inherent problems of each mode are taken into account (drawing up guidelines and network schemes);

- the conditions of interconnection (completing the missing links) and interoperability of existing national links (e.g. ensuring technical harmonization) in order to ensure their total efficiency at Community level;
- the development, consistent with existing networks, of new networks where their absence causes isolation (integrating landlocked, island or isolated regions) or hampers the development of part of the Community's territory (participation in the internal market).

The task of setting up guidelines should be carried out at Community level but it is for the Member States to determine the precise details, the specific timing and the pace of completion of the infrastructure required to achieve the network defined. In accordance with the subsidiarity principle, the nature of the guidelines leaves Member States to act within their national activity plans and financial constraints, but their actions must be coherent with the guidelines which have been established at Community level.

The incentives at the Community's disposal must make it possible to help reduce certain constraints at national level and convince a Member State, if necessary, to carry out a project which is within its field of competence and is of common interest. It is in this spirit that Community financing will favour measures for support or incentives.

- (d) Which solution is most efficient in comparison between Community measures and measures of the Member States?

The proposed Community action integrates efforts of the Member States with a view to providing an appropriate infrastructure for a common transport market in the Community.

The proposed Community action complements similar actions in the Member States, namely the establishment of network plans or outlines and investment plans.

- (e) What added value does the proposed Community action provide and what are the costs of no action?

The added value of the Community action is to be seen in the improvement of transport services across Europe when the required investments according to the guidelines have been made. This contributes to a better functioning of the internal market and to the social and economic cohesion of the Community and enforces the citizen rights of the Union, namely the free movement of goods and people.

The costs of no action would be insufficient and inefficient transport infrastructures for the requirements of the future which would result in low quality transport services, leaving the present disparities in social and economic terms of the Community regions in place.

- (f) Which kinds of action are at the disposal of the Community (recommendations, financial assistance, regulation, mutual recognition, ...)?

In this area, there are a range of actions available to the Community. As regards the establishment of the guidelines, a Decision is proposed which sets out network outline schemes and identifies projects of common interest; a financial regulation will give a framework for Community support to projects of common interest; the cohesion fund and the regional fund will provide financial support for certain Member States for the implementation of projects of common interest; specific directives will address the interoperability on the network; the Community framework programme for R&D will provide support for necessary research work.

- (g) Is uniform regulation necessary or is it sufficient to draft a directive which outlines the general objectives while execution is left to the Member States?

A uniform action is necessary in order to define the guidelines including objectives and the broad lines of measures for establishing the trans-European network for transport. However, detailed planning investments are done by Member States or regional or local bodies.

C. COMMENTS ON THE ARTICLES OF THE GUIDELINES

19. The Community guidelines constitute the foundation for Community actions on transport infrastructure, actions carried out both by the Community institutions and by the Member States following entirely the subsidiarity principle. While in Section 1 the objectives for building the network, the elements for a future trans-European network for transport and the broad lines of measures are all covered, and the general rules for projects of common interest are set out, Sections 2 to 9 deal with specific characteristics of single-mode networks and criteria for the identification of projects of common interest specific for such networks or elements of it.

Section 1: General principles

Objectives (Article 2)

20. The objectives specify the general objectives set out by the Treaty, notably interconnection of networks, interoperability and access to the networks, for the area of transport. By gradually implementing the guidelines it is intended to establish a single trans-European network for transport which includes transport by land, sea and air. By completing the network, the aim of sustainable mobility will be fulfilled, an essential element of the Common Transport Policy, all network users benefiting from high-quality services offered on the network in a space without internal borders under acceptable economic conditions. Integrating the network means interconnecting the various modes of transport by appropriate intermodal links, upgrading the different elements as a function of their comparative advantages, and installing the necessary management to help to use the network in the most efficient way with respect to safety, traffic flows, costs and environmental impact.

21. The network covers the territory of the Community and links the large urban areas with the regions of the Community. The network improves accessibility in the Community in an appropriate way by interconnecting, in particular, island and other isolated regions, and the peripheral regions with the central regions. The network includes also interconnections, where appropriate, with the neighbours of the Community: the EFTA countries, the countries of Central and Eastern Europe and the countries around the Mediterranean sea.

Scope of the network (Article 3)

22. The network is composed of the physical infrastructure for axes (routes, lines) and nodes (intra- and intermodal links) supported by non-material elements like services, e.g. management systems: the infrastructures are roads, railways, waterways, ports, airports, intermodal platforms, product pipelines; the services which ensure the functioning of these infrastructures are in particular traffic management and control systems⁽⁸⁾ for the different modes facilitating their individual and integrated operations. The items forming the network are for the purpose of this document called the elements of the network. Each of these elements is addressed in Sections 2 to 9 of the Decision for their specific characteristics.

Broad lines of measures (Article 4)

23. The broad lines of action which the Community would envisage in the field of the trans-European Network for transport, take a number of forms, all of which are designed in their different ways to contribute to the objectives set out in the Decision. These lines of action are seen as tools to stimulate interest and involvement in the networks at all levels, not only at the Community and national levels but also at regional and local level, through both public intervention and through private investment. For the immediate purposes of this Decision, the two most important lines of action, which are, indeed, the foundations of all future actions are:

- development of network schemes;
- identification of projects of common interest.

1. Development of network schemes

24. These guidelines present for the first time the network schemes for all elements, except for pipelines⁽⁹⁾, simultaneously. The details for each mode are to be found in Sections 2 to 9 of the Decision. A set of maps in Annex I shows the network scheme for all elements; on these maps, ports are shown only where they link to the network⁽¹⁰⁾. The

⁽⁸⁾ Most of these systems will be using the latest developments that information communication technologies (telematics) offer. A Communication will further address the basic requirements for the deployment of telematics.

⁽⁹⁾ The considerations regarding pipelines as means of transport are premature; for energy carrier transport they are contained in the guidelines for the trans-European networks for energy.

⁽¹⁰⁾ The fact that ports are shown on the maps does not indicate that ports not shown are less significant.

present distribution of airports is included as well, divided into three different categories of Community importance. For each element of the network, individual and integral maps illustrate the schemes and distributions on the territory of the Community. Finally, two maps indicate the interconnections with the neighbours of the Community and the priority corridors on the territories of these neighbours.

25. The schemes are established in such a way that the individual networks within the framework for their integration are as complete as possible after about 10 to 15 years containing all links which seem economically necessary and viable. However, the outline of the network at present does only take into account the present status of discussion. The process being commenced by this Decision might require a revision of the network development schemes as presented here. For this purpose, the Decision shall be revised after at latest five years as foreseen in the final provisions of this Decision.

The network development and completion will be undertaken mainly by investments of the Member States having recourse whenever they judge it to be necessary for private financing, to which the Community may contribute through its financial instruments. These investments will be made according to the availability of appropriations; it is understood that investments in those projects which help to complete the network should have priority.

26. A basic railway network of 70 000 km of lines including the high-speed railway network of 23 000 km will at the end connect the major part of the Community allowing train services at a speed of more than 200 km/h between the major activity regions of the Community. The road network of 58 000 km will be complete: to that end about 15 000 km of the road network, mainly in the Member States eligible for the cohesion fund, must be realigned and upgraded to high-quality standard. The inland-waterway network will comprise 12 000 km of navigable inland waterways (\geq class IV⁽¹¹⁾) and the combined transport network links will consist of 23 000 km of railways being completed by building by-passes round conurbations in order to improve connection times. Traffic management and control systems will help to maintain the smooth movement of people and goods by road, rail, water and air. A high-quality standard radio navigation system for Europe, also based on satellites, will support the proper functioning of the network.

2. Identification of projects of common interest

27. Projects of common interest, help to further develop the network. They are identified through criteria, specifications and/or geographical information about the links to be addressed.
28. To be of common interest projects must show potential economical viability and they must contribute to one of the priority actions listed in Article 5. Elements of the network might require additional specifications; they are addressed in Sections 2 to 9 of the guidelines.

⁽¹¹⁾ ECE/UN Resolution No 30 of 10-12 November 1992.

29. Each project shall be globally assessed in view of the previous paragraph in the appropriate framework taking into account environmental and safety aspects, and analysing its contribution to social and economic cohesion (e.g. by a cost/benefit analysis).
30. Projects which connect the network to third countries shall be considered in the framework of the agreements with the third countries concerned, so that these projects are recognized as being of mutual interest (see 39).
31. These guidelines identify projects as being of common interest if they contribute to the goal of interoperability. However, single projects might not be sufficient and specific actions might be necessary. This is obvious if one wishes to improve the interoperability of the railway networks, specifically their energy supply systems or their control and command systems. For this purpose the Commission will, following Article 129c, first paragraph, second indent, introduce proposals for specific actions in due time such as the interoperability directive for high-speed trains⁽¹²⁾. Proposals in other fields will follow as the need emerges. Since such interoperability actions will be covered by other proposals they are only mentioned in these explanatory notes to complete the picture.

Complementary actions

3. Follow-up of the coherence and complementarity of the financial interventions

32. A key to the further development of the transport sector into a service market is the attraction of private investors. Only if private investors share the investment risks can market forces really develop. As a further step in this direction, the approach of a private/public partnership has been developed in the White Paper on growth, competitiveness and employment, presented to the Council of the European Union in Brussels, December 1993. This is the main subject of the group of personal representatives of Heads of State and Governments under the chairmanship of Vice-President Christophersen.
33. The guidelines provide a framework reference for financial support by the Community financial instruments and an indication to the public authorities, the financial institutions and private investors.
34. Projects which have proven their economic viability shall be examined for possible private financing or for a public/private partnership. Mature projects will be given priority. This is addressed to the Member States, when their investment programmes are set up.
35. For financial contributions to projects of common interest, as identified in this Decision, the Council Regulation laying down general rules for the granting of Community financial aid in the field of trans-European networks, as proposed by COM(94) 62, and

⁽¹²⁾ COM(), "Proposal for a Council Directive on the interoperability of the High-Speed Rail Network.

Cohesion fund are of particular value notwithstanding other funds like ERDF for transport⁽¹³⁾ and the Community loan facilities, notably of the EIB. Also, the new European Investment Fund (EIF) can be used for guarantees.

36. In this context, one should mention that many projects of common interest, e.g. port projects or airport projects, will be financed privately or in public/private partnership. For these projects, the qualification "of common interest" has its own value. In this context, the proper evaluation of the economic viability of a project, for which general methods for the different infrastructures are not fully available as yet, is extremely important.

4. R&D measures

37. The fourth framework programme of the Community for research and development identifies transport related research as an important item within different specific programmes (telematics, industrial technologies, energy) and comprises a specific theme for transport. For this theme, a specific programme has been developed in support of the common transport policy. This specific programme with a volume of ca ECU 240 million contains the necessary topics covering the needs for the further development of the trans-European network for transport. In particular the strategic research will cover forecasting, modelling and scenarios on a European level which will help to get the necessary knowledge on future transport plans. The Commission will ensure that the results from this and from the other specific programmes are introduced into the decision-making process as soon as they become available. In that connection, the assessment of the comparative advantages of the different modes with respect to the overall objective of sustainable mobility will become possible. COST⁽¹⁴⁾ will also help to introduce results emerging from Member States' efforts into the development process.

5. Cooperation and conclusion of appropriate agreements with third countries concerned by network development

38. The EFTA Member States last year took part in all the discussions of the working parties of the Commission in preparing the network plans for the individual elements of the network. In the framework of the Crete conference⁽¹⁵⁾ discussions took place with the countries of Central and Eastern Europe. In future, this dialogue has to be extended to the Mediterranean countries. Through this dialogue, concrete actions for proper interconnections between the Community and these countries have been or will be identified. Projects of common interest (Article 129c, first paragraph) will receive particular attention with a view to preparing proposals under Article 129c, third paragraph, EC in due time.

Special attention will have to be given to the countries associated with the Union in this context in order to make progress with the implementation of the relevant provisions of the European agreements.

⁽¹³⁾ Council Regulation (EEC) No 792/93, OJ No L 79/74, 1.4.1993.

⁽¹⁴⁾ COST: The European Cooperation in the field of Science and Technology.

⁽¹⁵⁾ See conclusions of the Conference on 13-15 March 1994, in Crete, Greece.

6. Initiatives with Member States for the follow-up of the objectives

39. In general, Member States will also support these projects in helping to accelerate their administrative execution and handling by regional and local authorities.

Article 129c, second paragraph, asks Member States to coordinate amongst themselves vis à vis the trans-European networks. For this coordination, the Community will take any action necessary to promote it.

40. The Commission will carefully follow the implementation of the guidelines. For this purpose, it will use the Infrastructure Committee as the coordinating body between Member States in order to transmit the common priorities into the national programmes. The Commission will, for its annual progress report, invite Member States to report on their actions for implementing the guidelines in their transport networks. The Committee will address in particular the progress in the multimodal concept requested by the guidelines.

7. Promotion of the collaboration of all interested parties

41. Infrastructure projects may involve public administrations at different levels and/or private promoters. The Commission may take initiatives as appropriate to foster the collaboration between the different promoters of a specific project for the benefit of network implementation. Particular attention should be given to the legal, administrative, financial and organizational aspects.

The above will be especially significant for those projects to be financed through a public/private partnership, as suggested by the Commission White Paper on "Growth, Competitiveness and Employment".

8. Further actions for development of the network and its elements in view of the requirements of the objectives set out in Article 2

42. Transport is considered to be an important tool to improve the cohesion of the Community. Knowledge on the relations between the provision of transport infrastructure and the impact on the territory will be improved through appropriate studies and ex-post analyses. In particular, access to the trans-European network and the links to regional and local infrastructure need careful examination for the optimization of the network.
43. The Common Transport Policy has to address environmental measures in accordance with Article 130r of the Treaty. Infrastructure measures influence this policy and the design of the future trans-European network for transport should contribute to the environmental objectives set out by the Community. This requires in the first place standardized and accepted evaluation methods of the impact of the network on the natural environment and on living conditions. Such methods have to be incorporated into the strategic environmental assessment which will accompany the development of the network. In the follow-up of such assessments, design methods for the network need to be laid down

which allow negative environmental impacts of the network to be reduced as part of the objective of attaining sustainable mobility.

44. Key elements for the future trans-European network for transport are the intermodal nodes of the network, the terminals or mode interfaces which allow easy transfer from one mode of transport to another or transfer to the commuter routes on which passengers or goods are transported to their final destination. For the interfaces between maritime transport and land transport, ports are specifically addressed in these guidelines. For the interfaces between air and land transport, airports are described. Intermodal platforms between different modes for freight transport are covered by the combined transport description. However, for the other links, e.g. high-speed trains and air-transport, or freight terminals including inland ports, work is in progress and such nodes will be included in the guidelines at a later stage, contributing to the further development of the network. The Community considers non-discriminatory access to be a key feature of these nodes.
45. The operation of the trans-European network for transport will maintain the freedom of the user to make his own choice as to:
- which path in this network he will take;
 - what type of services should be allocated;
 - which and how many modes he wishes to use;
 - what his time scales are;
 - what price he is willing to pay

while through the interconnection and integration of modes, synergistic effects will be stimulated to allow higher efficiency, higher safety standards, improved service to the customer and less impact on the natural environment.

46. On the future trans-European transport market, the mode-specific transport operators will compete with each other using the network infrastructure provided by the network operators. Their infrastructure costs must in the long run be accounted for in a similar manner for each mode in the network taking also into account the external costs and charged to the transport operators as fees. It is of utmost importance that the shippers' logistics systems enable the various shipping costs to be accounted for as a function of the transport chain chosen in order to optimize the costs according to the requirements of the goods to be transported in accordance with the business criteria of the shipper, the time available, the price level, preferences for specific modes, etc. The rules on how infrastructure costs should be charged to users so that there are equal conditions across the Community remains an issue of the development of the common transport policy even after the adoption in October last year of rules for the road haulage sector⁽¹⁶⁾.
47. The development of the Common Transport Market is in full swing; its adequate parts have still to be identified and therefore adequate statistical data on traffic flows is not yet sufficiently available on the European level. This is also due to the fact that cross-border

⁽¹⁶⁾ Council Directive 93/89/EEC of 25 October 1993.

statistics vanished before other methods to collect data on trans-European transport were fully developed and in place. **Forecast methods** are still under development and the influence of the economic developments east of the Community can only be guessed at.

48. The future trans-European network for transport will be developed on the basis of the modal networks and elements addressed specifically in the guidelines. While these modal networks and elements will develop further according to their own requirements, additional optimization criteria which address the intermodal aspects and effects across the modes will be brought in once the multi-modal concept has been further developed. The proposed guidelines therefore constitute the framework under which the development of the modal networks towards the trans-European network for transport will be carried out. This also requires an examination of whether and how product pipelines have to be included in the network.
49. A specific action plan is envisaged for the introduction of telematics systems and services in transport:

Actions leading to the conception, the development and operation of transport and traffic management systems in the network on a European scale

For the adequate, efficient and safe use of the physical infrastructure of the trans-European transport network, its management needs to be improved. The major upgrading measures required for air, maritime, inland waterways, rail and road transport will also have to involve the intensive use of tools and services offered by information and telecommunication technologies (Telematics), in addition to organizational, administrative, legal and other measures. In promoting the use of telematic tools on a network basis in transport, the complementarity of action under the transport network guidelines with other Community actions will have to be taken into account.

50. A key action when creating the Trans-European Network for Transport will be to set up an information and management system appropriate for the transport sector so that the user (passenger and industry) will be much better informed on the various options offered by the network in terms of the above criteria.

Such a system must be considered as part of the network transport infrastructure, and parts of wider telecommunication and information networks might be used. This does not mean necessarily that only one technical system will deliver the services. But any system acting for the transport sector must be interoperable with any other system accepted in the transport network.

51. In order to address these challenges, the Community has launched major research and development programmes under the 2nd and 3rd Framework Programmes and will continue its activities in the 4th Framework Programme. The encouraging results now emerging mean that steps can be taken to exploit the use of these tools.

Evolving telematics tools for the road-transport network based on different communication media such as the radio data system-traffic message channel of broadcasting, the cellular mobile telephony and short range two-way communications open up new possibilities for efficient use of the network. Technical developments and the Council Decision of 29 October 1993 on the trans-European road network have given the Commission the impetus to prepare an action plan for the road network and traffic management.

The present incompatibilities of national railway networks are major technical barriers to trans-European rail services. Recent technical developments, in particular for high-speed trains, offer the interoperability tools which should be incorporated into railway management as soon as they become available through control command systems.

Similarly, the request for better surveillance of vessels in European waters carrying dangerous goods has resulted in the preparation of an action plan on Vessel Traffic Services (VTS) which will be ready by 1994.

Congestion in air traffic is to a large extent caused by the incompatibility of the traffic management system. The Commission intends to address this problem by presenting guidelines for air traffic management.

The deployment of telematics tools and services for network and traffic management requires an identification of the supportive measures that transport and telecommunications policies could provide; they include the interconnection of the telematic networks and traffic management systems so that the interoperability of the corresponding equipment via appropriate standardization efforts is accomplished. They will provide easy and non-discriminatory access for operators and users to these new services; in addition they will assess the impact on European industry.

As an example, such supportive measures will include the analysis of requirements and the eventual preparation of a general radio navigation plan for Europe, including earthbound and satellite-based systems.

The Commission, taking these considerations into account, will also soon propose an action plan for the deployment of transport telematics tools in close connection with the policies supporting the industrial development of the Community.

Priority actions (Article 5)

52. The actions mentioned in the Article for which priority shall be given when identifying projects of common interest take into account specifically the Common transport policy but also other Community policies. By these priority actions the elements of a process are defined which shall within the next five years lead to a fully-fledged concept and outline of the network which shall be implemented up to the year 2010.

Projects of common interest (Article 6)

53. Any project may be considered as a project of common interest if it simultaneously works towards the objectives, concerns the network as indicated in the outlines and where appropriate, implements one or more of the priority actions and shows potential for economic viability. Additional specifications may be required for the elements of the network, to be found in Annex II.

Network schemes and projects of common interest (Article 7)

54. Member States are required to use these guidelines as a reference in order to implement actions relating to the network, as well as to give the necessary priority to projects of common interest concerning their territory.
55. Several projects might be combined as a coherent action programme, e.g. the installation of travel information systems, subject to a special promotion by the Commission following its coordinating role as set out in Article 129c, second paragraph, of the Treaty. The projects promoted through the White Paper on growth, competitiveness and employment could also be considered in this way. They benefit from a special treatment with regard to their promotion phase.

Section 2: The road network

Characteristics of the network (Article 8)

56. The attached proposal for a Decision follows up the Council Decision of 29 October 1993; in particular, it gives priority to the completion of the network and to the development of traffic management systems. It also suggests specific measures on network interoperability. The preparatory work on this subject was done by the Transport Infrastructure Committee's working party on motorways.
57. Development of the network

This update on the links to be built attempts to take account of three truisms:

- environmental: there are limits to the extension of the trans-European network;
- financial: funding will not always be available within the time scale set (2004);
- multimodal: the future lies in making the different modes more complementary.

This proposal accurately reflects the ideas approved by the Council of Ministers. The trans-European network as a whole is made up of main links, the leading international routes, and minor links to interconnect the major trans-European routes, to develop alternative routes and to improve access to certain regions so as to further their development.

A number of planned international links on which a consensus seems to have been reached have been added. Others have been withdrawn for further study. Links of exclusively regional benefit should not be included in the European outline plan. Of course, the Commission has analysed the amendments proposed by the European Parliament but not endorsed by the Council of Ministers in October 1993. Some have been included, others not because they are regional and others are still being studied.

Since its June 1992 proposal, the Commission has found that approximately 1 500 km of new trans-European motorway links have been opened.

In its current configuration, the trans-European road network is approximately 58 000 km long, of which 43 000 km already exist and 15 000 km are to be built by 2004. It ensures continuity with the EFTA countries and connections with Central and Eastern Europe.

58. Traffic management

The Commission intends to make utilization of the trans-European road network one of the priorities for action by the Community as there is a risk of journey times becoming seriously unreliable on many corridors and bypasses. In particular, the work carried out has revealed the need for closer discussions between the public authorities and operators to guarantee users a high quality and continuity of service on the trans-European road network. It is particularly important to make satisfactory provision for three tasks: promotion of viable, safe infrastructure, traffic management and information for users.

Two key areas for future joint projects are information on the journey and traffic on the one hand and traffic management on the other. Development of telematic systems in particular is an essential tool for increasingly efficient management of traffic on the trans-European network. The objective is to set up a European traffic management system based on a common approach ensuring interconnection and interoperability of the existing systems⁽¹⁷⁾.

In particular, the Commission proposes development of the basic telematics infrastructure, coordination of the traffic management and user information centres and implementation of transfrontier projects and of schemes on the major trans-European routes and on busy bypasses. Immediate support should be given to the RDS-TMC system⁽¹⁸⁾, for which the technology is already available. Similarly, the development of automatic toll, collection and demand management systems should be monitored to ensure sufficient interoperability. The Commission will give details of the appropriate action in the communication now being drafted on telematics services and transport.

⁽¹⁷⁾ Moreover, this was one of the 26 projects proposed in the Commission's White Paper on growth, competitiveness and employment.

⁽¹⁸⁾ A radio-based digital road traffic message system in which the general message stream can be tuned to the individual needs of the road user.

59. Network interoperability

The Commission will make proposals to improve the interoperability of the interurban road category and to provide a frame of reference for the traffic management systems.

- In the case of the interurban road category, the existing international conventions such as the 1975 Agreement on the main roads for international traffic or the 1968 and 1973 Vienna Conventions on road signs and road markings are the technical specifications which the Community should take as its reference.
- In addition, the Commission will propose adoption of a frame of reference for the development of systems for managing traffic on the trans-European road network⁽¹⁹⁾. In practice, the development of telematic traffic management systems has proved complex from the organizational, legal and institutional points of view, because of the national or regional differences. Without such a Community frame of reference there can be no large-scale development or quality use of traffic management facilities on the trans-European network.

Special conditions (Article 9)

60. This proposal refers to three types of trans-European road project:

- projects on the construction of trans-European infrastructure in the strict sense.

The map showing the outline plan for the network and the list of trans-European road infrastructure to be built concentrate on new infrastructure or on upgrading. Some 150 projects have been proposed for the period up to 2004. In addition, schemes to widen existing roads (approximately 5 000 km) are all too often planned on a short-term or medium-term basis, making it impossible to compile an exhaustive list. But they must be considered projects of common interest.

- projects concerning traffic management on the trans-European network. All projects likely to contribute to better utilization of the trans-European road network are considered to be of common interest. These will include both deployment and demonstration activities.
- projects to ensure the interoperability of the trans-European network. Once again, all the projects in this category will be considered to be of common interest. They must form part of a medium- to long-term approach.

⁽¹⁹⁾ See the study on TELTEN (Telematics Architecture and Implementation on the Trans-European Road Network), Ertico, 1994.

Section 3: The railway network

Characteristics of the network (Article 10)

61. The role of the railways

The railway network is an essential part of the multi-modal network for both passengers and goods. In the years ahead, the railway companies will be called upon to play a more important part in a transport market which respects the environment and guarantees continued mobility.

The railway network must therefore be adapted to meet present and future needs in order to allow the companies to operate competitively, especially in those gaps in the market where the railways have particular technical and economic potential, namely the rapid, large-capacity transporting of passengers and the carriage of large volumes of goods, especially over long distances.

62. The network proposed

The work of the group of senior officials on the TGV/HST and that of the working party on conventional rail, which is coordinated within the committee on infrastructure, have provided the basis of the contribution made by rail transport to the trans-European network for transport. The aim of the contribution is to provide the Community with a network comprising the following:

- The high-speed train network. Completion of this network, which will help to make Europeans more mobile with less impact on the environment, is a major project for the Union. The network consists of 23 000 km of lines, 10 000 of these being new lines for speeds in excess of 250 km/h and 12 000 km being upgraded lines for speeds of about 200 km/h. The network will provide accessibility to high-speed services throughout the Union and will provide links between the main European towns and cities. Connections with third countries are also planned.
- The conventional lines, which are used for combined transport services and make the railway service more accessible to the various regions and the ports and airports. They also enable the network of the Union to be linked up with that of third countries.
- The coherent network of high-speed trains together with the conventional lines form a basic network consisting of 70 000 km of track, 23 000 of which are mainly used for combined transport services. In centrally-situated countries, there are numerous bottlenecks which will need to be eliminated by increasing the capacity of the lines. This can be done by modernizing the signalling or by constructing new tracks or loop lines.

In the peripheral countries, it will, above all, be a question of improving the general level of quality, i.e. by refurbishing obsolete installations, electrifying certain lines and completing missing links to improve accessibility.

One requirement with regard to the rail network as a whole is to create new, or improve existing, interconnections with airports, seaports and the passenger and freight transport terminals. Airports of European interest should be connected to town centres and to the regional and intercity networks.

63. Access to infrastructure

One of the factors in the opening up of the European transport market is the implementation of Council Directive 91/440/EEC which allows international groupings of railway companies access to the various networks. The plans for interoperability should make it possible to move towards a more competitive and efficient situation in the rail sector.

Special conditions (Article 11)

64. The key links for high-speed services are shown on the map, which also shows the parts of the network which deserve special attention.

The projects of common interest for this network are those which are sufficiently advanced for immediate action and which will enable the network to obtain a European dimension by the year 2000.

Projects of common interest for the conventional lines refer to the lines for combined transport services, as indicated in that section.

For all other conventional lines, the projects of common interest are those which:

- will help to increase the capacity and efficiency of lines where there is a bottleneck;
- consist of a scheme to improve safety either by automating the signalling or through direct infrastructure projects.

65. In both cases, high-speed services and conventional lines, projects aimed at achieving interoperability in the trans-European network are therefore considered to be of common interest and of top priority. In particular, schemes aimed at the technical harmonization of infrastructure and rolling stock and the setting-up of a European system of control and command should be able to benefit from Community funding, including the relevant demonstration projects.

Section 4: The inland waterway network

66. In its Decision of 29 October 1993, the Council adopted an outline plan for the trans-European inland waterway network. The Decision applies until 30 June 1995 and is intended to be replaced by new provisions with regard to multi-modal planning. The essential features of this proposal refer to this Decision.

Network structure (Article 12)

67. Inland navigation is considered to be a cost-effective, safe and environmentally sound means of transport. In order to be able to fulfil its tasks optimally in a multi-modal transport system, it needs an efficient infrastructure. However, navigable inland waters do not exist in all the Member States. The most important ones are in Belgium, Germany, France, Luxembourg and the Netherlands. No coherent trans-European waterway network consisting of continuous waterways of the same gauge yet exists.
68. The trans-European inland waterway network proposed corresponds for the most part to existing rivers and canals and their links (main network). A secondary network allows access to the main network or provides a link with other means of transport.

The following principal axes and partial networks can be identified on a schematic basis:

The Rhine Axis connects the main ports in the Netherlands and Belgium to the industrial centres of Western and Southern Germany, Eastern France and Northern Switzerland. The north-south axis (apart from the Rhine) links the Netherlands, Belgium and France. It is mainly formed by the Meuse and the Scheldt together with a number of links between these two rivers and in the south includes the Rhone and the Saone.

The east-west axis crosses Northern Germany, starting from the ports of Hamburg and Bremen, and connects them to the German inland waterway network. In the west, there are links with the Belgian and Netherlands ports, and in the east, via the waterways of Berlin there are links to the Oder (Poland) and with the Elbe to the Czech border (Prague) but these are only partially navigable.

The south-east axis is formed by the Danube. The Main-Danube canal provides a link with the Rhine.

The secondary network generally provides links with the main axes. However, there are waterways in the Community which are not linked to the main network such as the Po delta (Italy), the Douro (Portugal) and the Tajo (Spain/Portugal). These waterways may nevertheless be of importance for intra-Community freight transport if they are used in the framework of combined transport or river/sea navigation.

69. In developing the trans-European transport network, the aim is, on the basis of the existing waterways and as far as can be justified economically and ecologically, to create a coherent, uniform waterway network. The minimum technical specifications adopted for the waterways will be the uniform classification characteristics of the ECMT (1992), i.e. the creation or modernization of any sections of inland waterway should, if possible, be based on Class Va/Vb dimensions (international class), a draft of 2.80 m and an air draught of 7.00 m for container traffic. The lock dimensions have to be designed accordingly.

Special conditions (Article 13)

70. In order to create a coherent and more uniform inland waterway network at European level, the missing links must be completed and the major bottlenecks must be removed, in particular by modernizing, by widening or deepening the waterway or by creating the necessary lock capacity and any other barrage weirs with locks required.

The projects of common interest correspond to the links and axes as listed in Annex I; they were already adopted by the Council in its Decision of 29 October 1993 on the development of a trans-European inland waterway network. Certain links should, as far as possible, be started with priority within the next ten years. The amendments adopted by the European Parliament on 26 October 1993 for the projects of common interest have also been taken into consideration.

71. The complementarity between inland navigation and other forms of transport must be improved by modernizing the river ports to turn them into intermodal freight traffic centres. For this purpose, the terminals in the ports and harbours will require adequate links with the road and rail network for the receipt and forwarding of freight. The facilities for the handling of containers and for roll-on/roll-off traffic also need to be further extended.
72. This must be backed up by accelerating the introduction of harmonized systems of transport management and control which make use of modern information and communications technology. This will enable the safety of inland navigation to be improved, the processing of waterway traffic as a whole to be optimized and the speed at which freight can be transported by the inland waterways to be increased.

Section 5 : Ports

Characteristics (Article 14)

73. Ports are an important part of the trans-European network and are vital to the operation and prosperity of all parts of the Union. They provide the essential interface between land and maritime transport; and maritime transport carries over 90% of the Community's trade with the rest of the world, some 35% of the trade between Member States and substantial amounts of domestic trade. The maritime transport sector is friendly to the environment. It is an energy-efficient transport mode of transport, and new port infrastructure can usually be supplied with comparatively low environmental costs and on a relatively small scale. The sector also has considerable potential for development and scope for accommodating a desirable shift of traffic from congested land corridors.
74. The maritime sector can therefore contribute substantially to the principles and considerations underlying this Decision. In particular, ports and maritime transport can provide :
- access to the Community, including the trans-European transport network, from the third countries;

- services which connect different sections of the network, including those which are friendliest to the environment;
 - access and connections to other parts of the Community, including remote areas and islands; and
 - a significant contribution to the principle of sustainable mobility, particularly where maritime transport provides the main section of a journey..
75. Promoting ports and maritime transport is therefore an important and desirable part of common transport policy and the development of the trans-European transport network. As a substantial part of this development focuses on infrastructure the Decision, in so far as it relates to the maritime sector, concentrates largely on ports. Further, practical initiatives for promoting the expansion of maritime transport in Europe, i.e. coastal or short sea shipping, will be covered in a separate Communication to be submitted shortly.
76. One of the strengths of the port sector is that comparatively modest projects in and in relation to ports can have a disproportionately large impact on transport development, and can, in principle, take place in any commercial port in the Community. Another strength is that the projects can often be identified, prepared and implemented within a reasonable timescale. Because of this, and the importance of competition in the port sector, the Decision neither provides for a network plan for ports nor sets a specific goal for port developments over a defined horizon. Such action would be inconsistent with such a fast developing and flexible sector. In order to avoid any unnecessary impact on the competition in this sector, no attempt is made to introduce a selection of "ports of Community interest".

Specific conditions (Article 15)

77. The port element of the Decision therefore focuses on projects of common interest. Article 15 introduces an Annex which explains the different categories of port or port related projects and the specific aims and conditions which the projects of common interest in this sector should meet. The specific conditions are designed to enable projects to be selected in a manner which is consistent and which ensures that selected projects do not unnecessarily distort the principle of free and fair competition between ports. Competition between ports is a strong feature in the port sector. It is usually present regardless of the status and accountability of the bodies responsible for promoting the ports' activities and their development plans. This status can vary according to the different "traditions" of port authorities in Member States. These "traditions" encompass both the private and the public sectors and a wide range of relationships with public or governmental authorities.
78. The first specific condition therefore relates to economic viability. It requires that in each case a project should be demonstrated to be viable on the basis of a financial analysis and, if that is not possible, then on the basis of a social cost/benefit analysis, as agreed between the Commission and Member States experts in the Member States Group on Ports and Maritime Transport. This will ensure the provision of efficient projects. The other specific conditions provide for projects which can contribute to short sea shipping as well as integrating ports into the trans-European network for transport.

79. It will be appropriate for Community support from the Cohesion Fund and the Regional Fund to be available to port and port-related projects of common interest where the projects arise in Member States and areas which qualify, and where it is demonstrated that the projects meet the specific aims and conditions of this Decision and the objectives and rules governing the respective funds. However, having listened to concerns from Member States' and port representatives about the possible effect on competition between ports, the Commission envisages that in practice Community support referred to in Article 129c of the Treaty will be limited to feasibility studies, loan guarantees and interest rate subsidies: apart from exceptional cases, it will not include any co-financing of projects from the trans-European Network Budget line.
80. The maps in Annex I of the Decision show, for information purposes only, ports situated at the ends of sections of the trans-European transport network and ferry routes between and within Member States and with neighbouring countries. These ports should not be taken as being "ports of Community interest". Ferries are defined as "vessels with multi-deck hulls capable of carrying road and/or rail vehicles with additional facilities for the carriage of passengers/drivers of vehicles for whom cabin accommodation may or may not be divided, and where the ship's designated trading pattern is that of the regular scheduled service of short duration (ferry service)".
81. For the future, the Commission intends to extend the approach to selecting port and port-related projects of common interest to projects in CEEC countries and non-Community countries in the Mediterranean. It will do so in collaboration with the countries involved.

Section 6 : The airport network

Characteristics (Article 16)

82. The development of the airport network within the trans-European transport network based on the foreseeable present and future needs⁽²⁰⁾ seeks to ensure that:
- Community airport capacity is able to meet current and future demand, taking into account the expected effects of the Third Civil Aviation Package adopted by the Council in June 1992;
 - capacity development remains compatible with environmental requirements, particularly with regard to the impact of air transport as well as the effects of land-side access to the airport and the ensuing growth of land-side traffic on the quality of life of the population living in the vicinity of airports;
 - airport development contributes to the economic and social cohesion of the Community, with special emphasis on the links between the peripheral and the core regions of the Community.

⁽²⁰⁾ SEC(93) 2127, "Rapport d'étape sur les orientations pour le réseau transeuropéen des aéroports".

These are the challenges the trans-European airport network will have to face in the years to come.

The general objective of the guideline is to improve the use of the existing capacity of the network as well as that of individual airports and to develop where appropriate new capacity in order to meet increasing demand. Special attention will thus be given to initiatives aimed at easing the pressure on the large airports and favouring a geographical distribution of air transport services for both current and future demand.

83. The logic of the airport network

The logic underlying the guidelines for the trans-European airport network is conditioned by the specific features of air transport and is affected by the commercial policy of air carriers and airports.

Thus, although it is possible to identify pressure points in the airport network, these pressure points do not necessarily remain constant in time and space.

A global approach is therefore essential. Such an approach should seek to identify the main functions of the network as well as the development priorities necessary in order to meet demand. It should also seek to ensure a high level of safety and environmental compatibility.

84. The trans-European airport network and its components

Airports of common interest

Airports of common interest are located in the European Community and are open to commercial traffic. They are identified on the basis of the key functions of the network and the role of each airport within the network in relation to these functions.

The airport network fulfils three key functions. It provides:

- . links between the Community and the rest of the world;
- . links within the Community;
- . access to the core of the network and links to remote areas.

These different functions are fulfilled respectively by the following network components:

- . Community connecting points;
- . regional connecting points;
- . accessibility points.

The identification of the network components is based on a number of quantitative criteria, such as volume and distribution of passenger traffic, freight tonnage and the number of aircraft movements, as well as qualitative criteria, such as geographical

location. Airports which meet the criteria of the network components qualify as airports of common interest.

Particular conditions (Article 17)

85. Development priorities

In order to achieve the objectives of the network, four sets of development priorities have been identified for airports of common interest. These priorities should contribute to the overall efficiency of the network. They include:

Enhancement of existing airport capacity

Enhancement of airport capacity will include improvements which enable the airport to meet short-term increases in demand, including improved ATC facilities, more efficient approach procedures etc., and allow the airport to reach a best-in-class performance.

Development of airport capacity

Development of capacity will include the development of new as well as the extension of existing subsystems of airport ground infrastructure - runways(s), aprons, terminal(s) and ATC infrastructure - with a view to meeting medium to long-term demand.

Enhancement of environmental compatibility

Enhancement of environmental compatibility will include improvement of the environmental performance of the airport by reducing the disturbance caused by the air traffic in and around the airport, as well as the disturbance caused by the airport-generated traffic and the impact of airport related activities.

Development of access to the airport and interconnections with other networks

Such development will include the provision of new links in order to provide better access to the airport, such as rapid mass transit to the city centre, better strategic links to other main networks, including seaports, as well as to other airports.

86. Projects of common interest

Airport projects will qualify as projects of common interest if they are related to an airport of common interest and comply with the priority actions which have been identified within the four development priorities described above.

These priority actions have been identified for the next five years for projects of common interest in relation to the different network components.

Thus, enhancement of existing airport capacity as well as airport safety and security will be priorities for all network components. The expansion of existing airport capacity, as well as enhancement of airport access, will be priorities for Community and Regional connecting points, whereas the development of new airports to replace existing airports,

enhancement of environmental compatibility and the development interconnections with other networks will represent priority actions for Community connecting points.

The optimal development of the airport network will further require accompanying measures. These will include the development of a method for the assessment of airport capacity and the impact of a project on capacity. It will also require a method which enables to draw up a "balance sheet" of the economic, social and environmental effects of airport projects.

Section 7: The combined transport network

Characteristics (Article 18)

87. The trans-European combined transport network was approved by the Council on 29 October 1993. The Decision will apply until 30 June 1995, although six years from the entry into force of the Decision have been allowed for completion of some of the priority projects for the network and 12 years for others. In practice, the Council's objective was to adopt a transitional text which contained all the necessary components but would have to be reformulated in the broader context of the multi-modal network being planned by the Commission. For this reason, the section on the trans-European combined transport network contains all the transitional measures in their entirety, including the list of routes on which measures are urgently needed. The only changes necessary were to clarify three of these lines and to update the timetable for completion from 6 or 12 years to 5 or 10 years.

Consequently, the specific nature of the combined transport network has been preserved and must be reaffirmed: combined transport uses two or more modes to carry the same load (swap body, container, semi-trailer or lorry).

It therefore poses special technical problems, such as the need to harmonize gauges. Consequently, the combined transport network must exist in its own right and include the transshipment facilities.

Special conditions (Article 19)

88. The network must include not only the requisite rail, road and inland waterway infrastructure but also the shipping facilities, i.e. port infrastructure.

A number of urgent tasks have been identified on this network to make it technically feasible to carry normal lorry loads by rail. These adjustments have been divided into two phases, one for work already in progress (or about to start), the other for projects still on the drawing board. Consequently, the plan is to upgrade selected routes or stretches within either five or ten years, as specified in the Annex.

The terminal facilities are an important part of the network since they are the inevitable transshipment point and are often the weakest link in the chain. They are therefore an integral part of the network.

In the case of rail, transshipment implies either adjustment to the relevant gauge or use of low-floor rolling stock. Which of these two solutions is chosen will be decided at national level, in line with the subsidiarity principle. For this reason, the network also includes shunting yards and rolling stock.

Section 8: Information and vessel traffic management network for European waters

Characteristics (Article 20)

89. Most goods transported to and from the Community are carried by sea. This trade generates considerable volumes of traffic along Europe's coasts, in addition to the vessels in transit.

Establishment of a European shipping traffic management system must be based on three key activities:

- Establishment or upgrading of shipping traffic management (STM) infrastructure, especially in areas with heavy transit traffic, to protect sensitive environments.
- Establishment of a Community information system on vessel movements in European waters. The Council adopted the first Directive on the subject in September 1993, introducing a system for mandatory notification of vessels bound for or leaving Community ports or involved in incidents in European waters. The exchanges of information required by this Directive, both between vessel operators and the national authorities and between different national authorities, call for the establishment of telematics, particularly FDI, systems capable of virtually real-time transmission of sometimes enormous volumes of information (particularly on cargoes).

At the Council's request, in December 1993 the Commission submitted a further proposal for a more comprehensive information system covering vessels in transit in particular. Introduction of this system will add to the need for a European network for exchanges of information on shipping.

- A European policy is also being formulated on radionavigation infrastructure to offer users of various modes of transport reliable, precise information on their position. Pending the multi-modal European radionavigation plan taking into account the satellite systems developed, the Community has shown interest in formulating and implementing a European policy on the earth stations for the "LORAN-C" system. In the absence, for the foreseeable future, of a civil satellite system under the operational control of European states and covering all of Europe, the LORAN-C European network will provide users with reliable radionavigation channels under European control.
90. The SGTIM (Management and Information System on Maritime Traffic) to be set up should therefore include STM, radionavigation channels and the appropriate applications of telematics, particularly to guarantee operation of the European vessel notification

system. If necessary, this network could also include development of the missing land-based infrastructure required to ensure satisfactory implementation in the Community of the IMO's worldwide system for vessels in distress and safety at sea (SMDSM).

Special conditions (Article 21)

91. The projects of common interest give priority to any activity concerning management, control and information infrastructure and systems fitting in with the characteristics of a network and improving its interoperability and to demonstration projects to support implementation of the network.

Section 9: The air traffic management network

Characteristics and special conditions (Articles 22 and 23)

92. In the late 1980s, the sudden, sharp deterioration in the punctuality of flights in Europe raised everyone's awareness of a number of shortcomings in Europe's air traffic management system and of the need for rapid measures to prevent them from becoming an obstacle to the deregulation policy otherwise pursued for aviation activities.

These shortcomings can be summed up as:

- insufficient capacity due to:
 - . underutilization of airspace, particularly because of the large amounts reserved or restricted for military purposes;
 - . manifest undermanning of many control centres;
 - . lack of optimization of the flight path network;
 - . working methods themselves and the poor performance of the controller/system interface;
- loss of capacity due to:
 - . political frontiers, which prevent optimum division of airspace;
 - . technical frontiers, which militate against extension of the advantages of automation across geographical frontiers;
 - . financial frontiers, which make it impossible for the most dynamic countries to reap the full benefit of their investments because of the bottlenecks created by their less prosperous or less motivated neighbours;
 - . social constraints and a certain inflexibility in planning control capacity;
- imbalance between supply and demand due to lack of knowledge of traffic flows and insufficient sharing of demand around Europe in line with the capacity available.

93. This analysis conducted under the auspices of the European Civil Aviation Conference (ECAC), with the support of the Commission, prompted European aviation circles to ask Eurocontrol:
- to introduce a central traffic flow management system;
 - to promote harmonization, then integration, of air traffic control systems, which will entail:
 - a review of flight paths and of the division of airspace between civil and military users and into different sectors;
 - standardization of facilities and procedures in order to remove technical barriers;
 - joint, coordinated planning of investment;
 - joint research and development to stimulate the emergence of new technologies which will make the system more efficient and cut costs (navigation satellites, generic communication facilities, closer surveillance making it possible to reduce spacing, aids for controllers to allow completely safe handling of more aircraft in the same space, etc.).
94. The Member States in turn have undertaken to invest the human and material resources required in order to attain these joint objectives.

The trans-European dimension of air traffic management should ensure that the whole of Europe benefits from the instruments offered by this proposal.

Section 10: Common provisions

Projects of common interest for the entire network (Article 24)

This Article deals with communication and navigation infrastructure for the entire network.

95. For the different modes, in particular, maritime and air transport radio navigation systems are of great importance for the safety of the traffic. For this purpose, projects of common interest should help to modernize the present systems for the benefit of efficiency and safety. Furthermore, the action should eventually lead to a common system for Europe including satellite technologies but deploying also other earth bound systems.
96. For all modes of transport, spotting and positioning of vessels, rolling stock, containers, goods is an important issue. Modern satellite technologies like GPS or GLONASS⁽²¹⁾, where appropriate, complemented by earth bound systems, allow nowadays to fix the coordinates of a receiver of satellite signals very accurately. This requires accurate signals from the satellites and specific receivers with sufficient intelligence capacity to decode the satellite signals into accurate geographic positions. The present military systems are artificially slightly distorted and the owners of the

⁽²¹⁾ Satellite-based military positioning systems; GPS (Global Positioning System) belongs to the USA and GLONASS to Russia.

systems do not at present guarantee undisturbed operations for civilian users. A civilian system which guarantees undisturbed use under any circumstances seems to be appropriate since the range of applications of such positioning systems in transport is very promising in terms of traffic safety and efficiency of transport services. Such systems, however, will only penetrate the transport market if permanent service is guaranteed.

97. These projects should be launched in an appropriate manner taking into account other Community actions, in particular those emerging from the information and telecommunication policies.

Specification of projects of common interest (Article 25)

98. The Commission may, assisted by the Committee, specify projects of common interest identified in this Decision. For this purpose the Committee will work as a 2a type Committee.

The projects of common interest are identified by this Decision in the broad sense of the guidelines. The Commission will, for the different modes and the entire network, establish a project follow up system which in the first place shall ensure that the requirements set out by these guidelines are fulfilled. Secondly, the follow up system shall also help to promote the projects of common interest and support the coordination between the Member States and the parties involved. Projects which are submitted for financial assistance from Community instruments will be further supported through these instruments.

Furthermore, it will be ensured that projects which concern other policies of the Community, i.e. the management projects which relate also to Telematics and Telecommunication, are assessed and handled appropriately. This could be accomplished by consulting relevant Committees of other Community instruments.

Committee (Article 26)

99. The Infrastructure Committee as established by Council Decision 78/174/CEE will be the body to assist the Commission in the follow-up of this Decision.

The Committee shall assist the Commission for the appropriate handling of the projects and serve as an information and communication body between Member States with regard to the projects of common interest and between Member States and the Commission.

Annual Report (Article 27)

100. The Commission will regularly report to the Council and Parliament, the Committee of the Regions and the Economic and Social Committee on the progress in implementing the guidelines. The first report is foreseen two years after the entry into force of this Decision.

Assessment of the guidelines (Article 28)

101. The network scheme and the identification of projects of common interest as addressed in Sections 2 to 9 of this Decision will be assessed: at the latest five years after the entry into force of this Decision, the Commission will establish a detailed assessment of the guidelines included here, in order to verify the progress achieved in the gradual integration of the network according to the objectives set out in Article 2 of this Decision.

Entry into force (Article 29)

102. The outline plans already in force for road, inland waterways and combined transport, remain in force until 30. June 1995. However, these guidelines will substitute them, as soon as they are ratified, through the joint declaration of the European Parliament and the Commission⁽²²⁾ on the legislative programme for 1994.

Annex I: maps of the network outline schemes

103. Annex I comprises maps which illustrate the geographical outline of the elements of the network: the network schemes. These maps are at present mode oriented; however, maps including all modes of transport are in preparation and will be added as soon as available.

The connections between the Community and its neighbours are illustrated by some maps, with regard especially to the Crete Conference⁽²³⁾, and are included, for information, in this Annex.

Annex II: links and specifications

104. Projects of common interest are related to
- links and axes for the network elements, described in Sections 2 to 4,
 - criteria and/or specifications for nodes, described in Sections 5 and 6,
 - the railway sections of the combined transport network described in Section 7.

For projects concerning management or traffic control the entire network, as described in the maps for the network plans in Annex I, is an eligible area of application.

The information contained in Annex II helps to identify the projects of common interest for the elements of the network. Since the situation in terms of competition is quite difficult specifically for the nodes in the network an identical approach for all elements of the network seems inappropriate.

⁽²²⁾ SEC(94) 277.

⁽²³⁾ 13-15 March 1994 in Crete, Greece.

While for axes and routes, the identification of links is chosen as the best way of identifying projects of common interest, for the nodes (terminals, ports, airports) specific criteria is the preferred way of identification.

105. The information given is based on a proposal from the Commission on the European high-speed rail network⁽²⁴⁾, the Decisions of 29 October 1993 on trans-European combined transport, road and inland waterway networks⁽²⁵⁾, as well as the report of the working party on the conventional rail network and the Commission services' progress reports on seaports and airports, available in the form of Commission services' documents⁽²⁶⁾.

⁽²⁴⁾ SEC(90) 2402.

⁽²⁵⁾ See footnote ⁽³⁾.

⁽²⁶⁾ SEC(93) 2128, "Report of the conventional rail working group on a Trans-European Rail Network".
SEC(93) 2129, "Working report on ports and Trans-European Networks".
SEC(93) 2127, "Progress report on the guidelines for the Trans-European Airport Network".

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⁽¹⁾,

Having regard to the opinion of the Committee of the Regions⁽²⁾,

- (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;
- (4) Whereas network integration at European level can only be developed progressively by interlinking different modes of transport with a view to making better use of the inherent advantages of each;
- (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 priorities and the broad lines of action proposed in the field of trans-European transport networks;

(1)

(2)

- (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;
- (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⁽³⁾, Council Decision 93/629/EEC of 29 October 1993 on the creation of a trans-European road network⁽⁴⁾ and Council Decision 93/630/EEC of 29 October 1993 on the creation of a trans-European waterway network⁽⁵⁾, which have been integrated into this Decision in accordance with the multimodal approach which it is intended to promote;
- (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⁽⁶⁾,

⁽³⁾ OJ No L 305, 10.12.1993, p. 1.

⁽⁴⁾ OJ No L 305, 10.12.1993, p. 11.

⁽⁵⁾ OJ No L 305, 10.12.1993, p. 39.

⁽⁶⁾ OJ No L 54, 25.2.1978, p. 16.

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.
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, 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.

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 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;
- 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.
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.

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.

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 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. The network shall offer users a high level of quality and safety, owing to:
 - 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.

Article 11: 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 4: INLAND WATERWAY NETWORK

Article 12: 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.
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.
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.

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.

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;
- demonstration projects relating to the above projects,

may 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 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.
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.

Article 29

This Decision shall enter into force on 1 July 1995.

Article 30

This Decision is addressed to the Member States.

Done at Brussels,

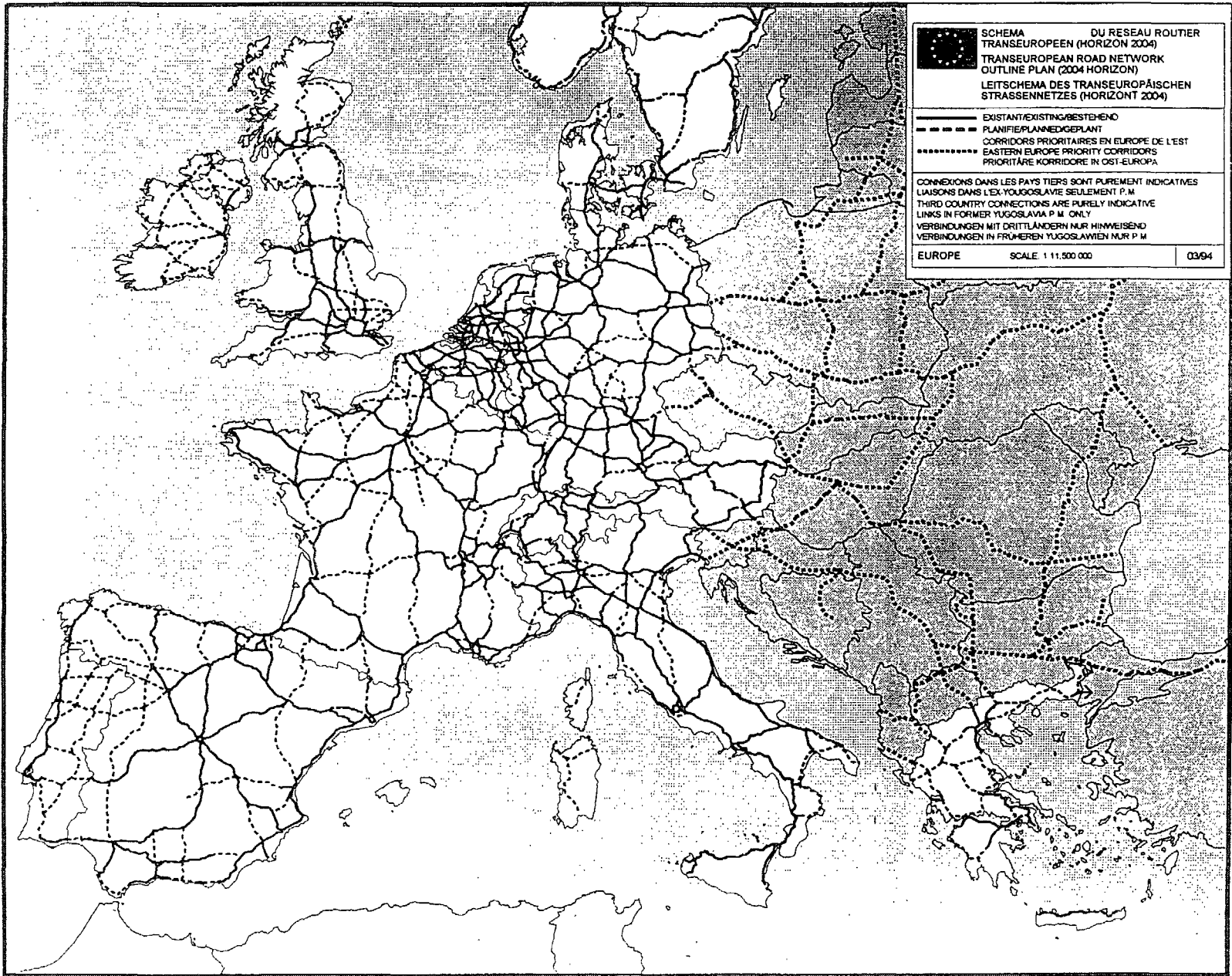
For the European Parliament
The President

For the Council
The President

ANNEX I: NETWORK SCHEMES

ILLUSTRATED BY

MAPS




**SCHEMA DU RESEAU ROUTIER
 TRANSEUROPEEN (HORIZON 2004)
 TRANSEUROPEAN ROAD NETWORK
 OUTLINE PLAN (2004 HORIZON)
 LEITSHEMA DES TRANSEUROPAISCHEN
 STRASSENNETZES (HORIZONT 2004)**

——— EXISTANT/EXISTING/BESTEHEND
 - - - - - PLANIFIE/PLANNED/GEPLANT
 CORRIDORS PRIORITAIRES EN EUROPE DE L'EST
 EASTERN EUROPE PRIORITY CORRIDORS
 PRIORITÄRE KORRIDORE IN OST-EUROPA

CONNEXIONS DANS LES PAYS TIERS SONT PUREMENT INDICATIVES
 LIAISONS DANS L'EX-YOUGOSLAVIE SEULEMENT P.M.
 THIRD COUNTRY CONNECTIONS ARE PURELY INDICATIVE
 LINKS IN FORMER YUGOSLAVIA P.M. ONLY
 VERBINDUNGEN MIT DRITTLÄNDERN NUR HINWEISEND
 VERBINDUNGEN IN FRÜHEREN YUGOSLAWIEN NUR P.M.

EUROPE SCALE: 1 11,500 000 03/94

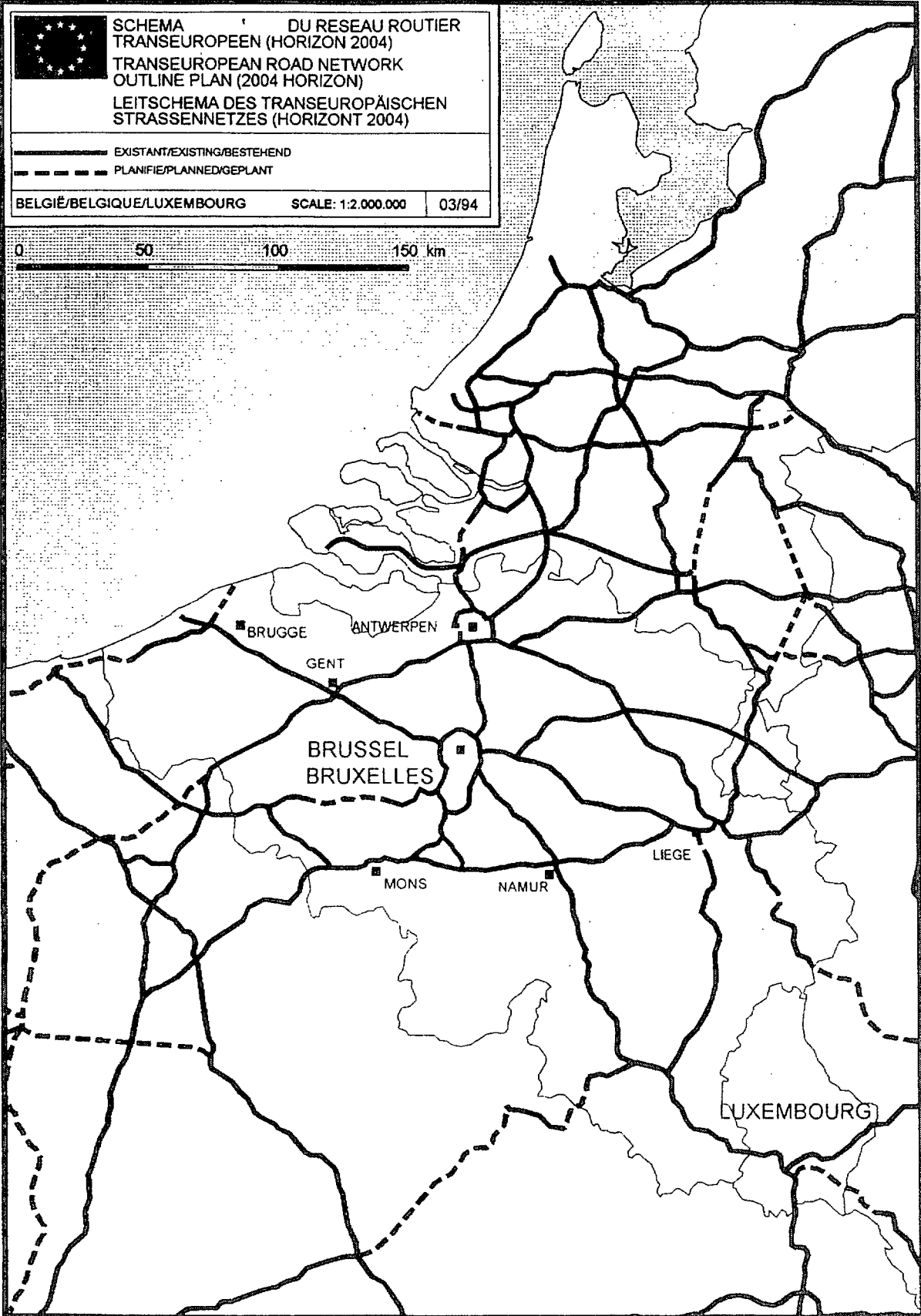


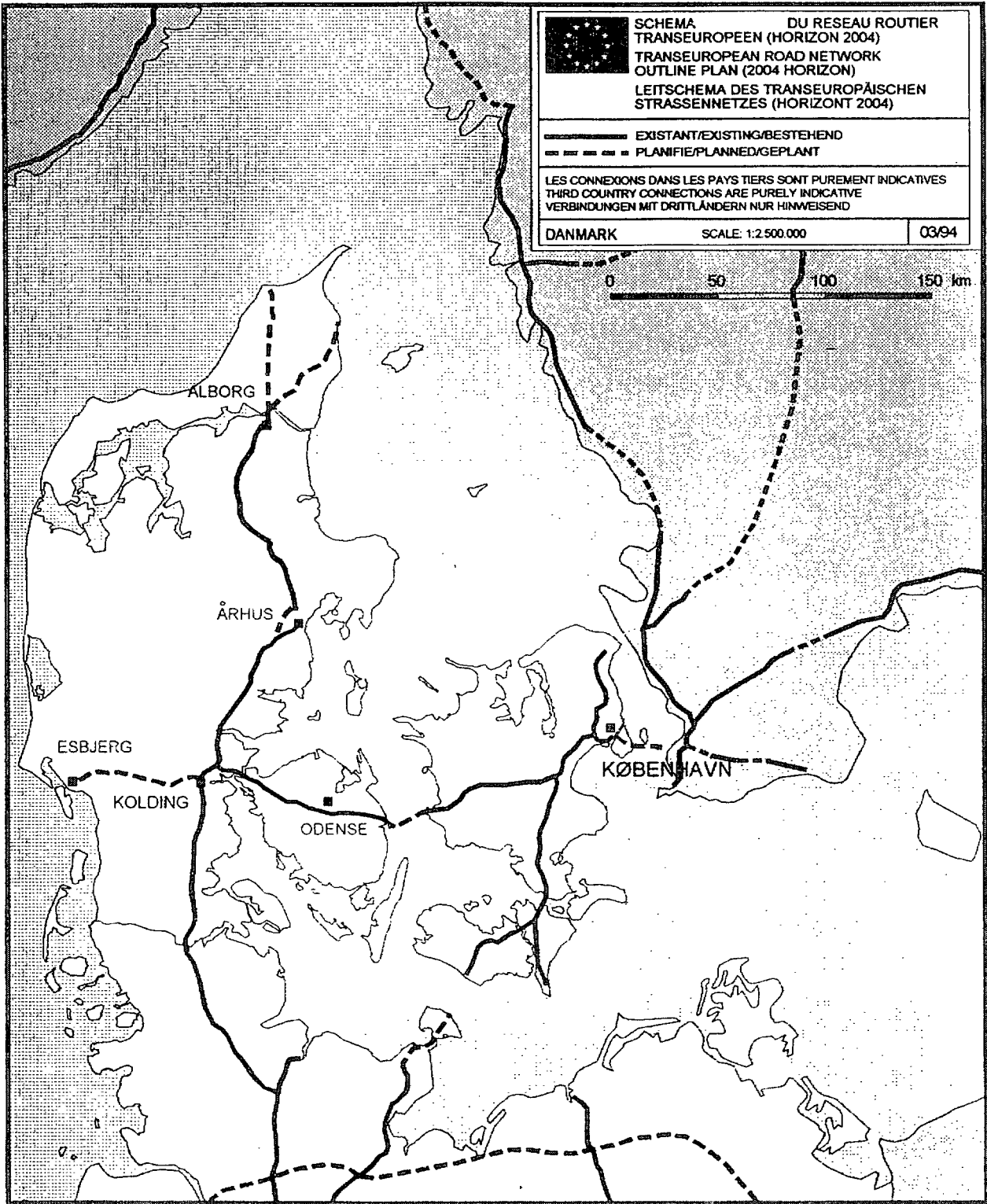
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TRANSEUROPEEN (HORIZON 2004)
TRANSEUROPEAN ROAD NETWORK
OUTLINE PLAN (2004 HORIZON)
LEITSHEMA DES TRANSEUROPAISCHEN
STRASSENNETZES (HORIZONT 2004)


— EXISTANT/EXISTING/BESTEHEND
- - - PLANIFIE/PLANNED/GEPLANT




BELGIË/BELGIQUE/LUXEMBOURG SCALE: 1:2.000.000 03/94

0 50 100 150 km



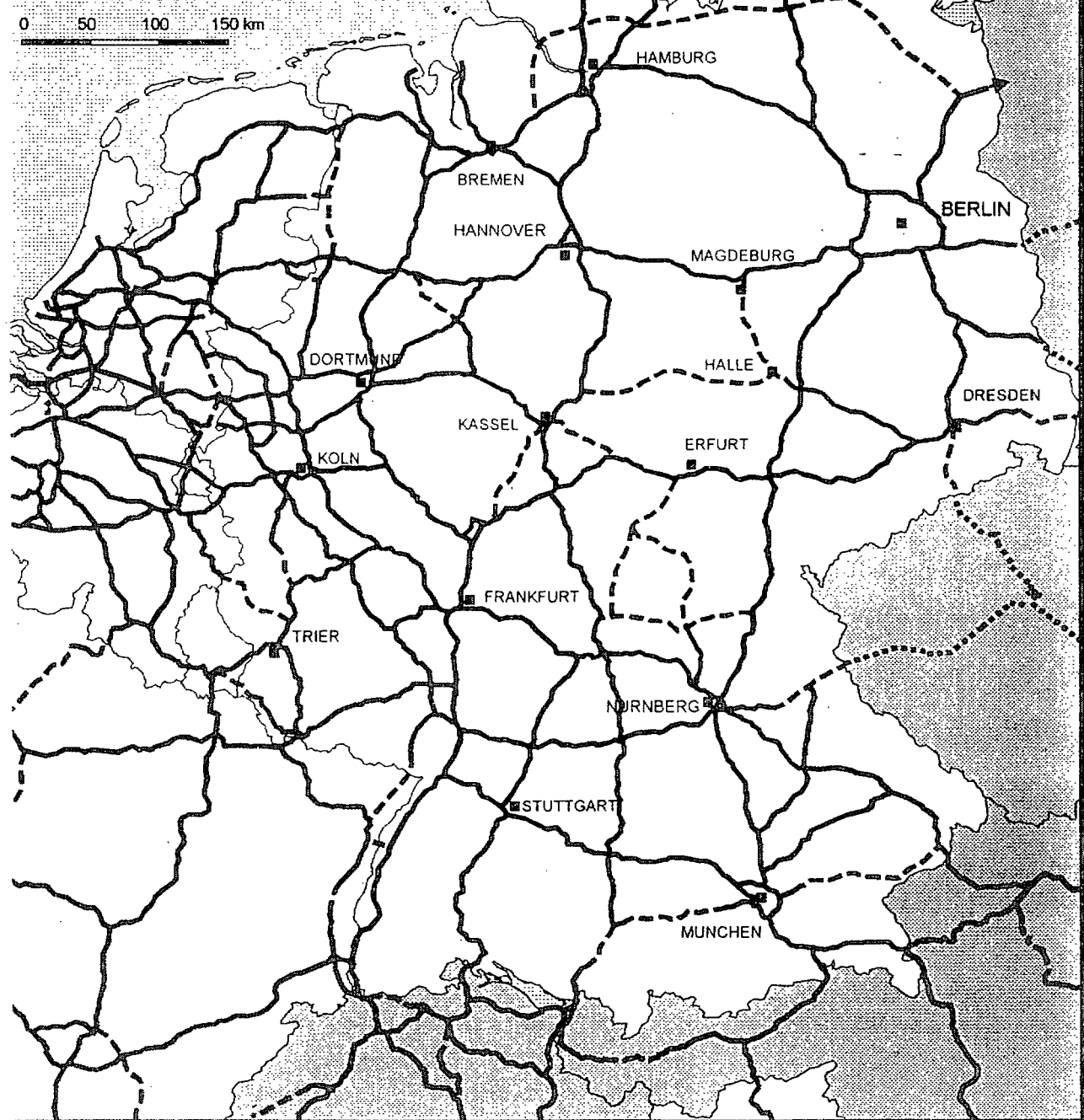


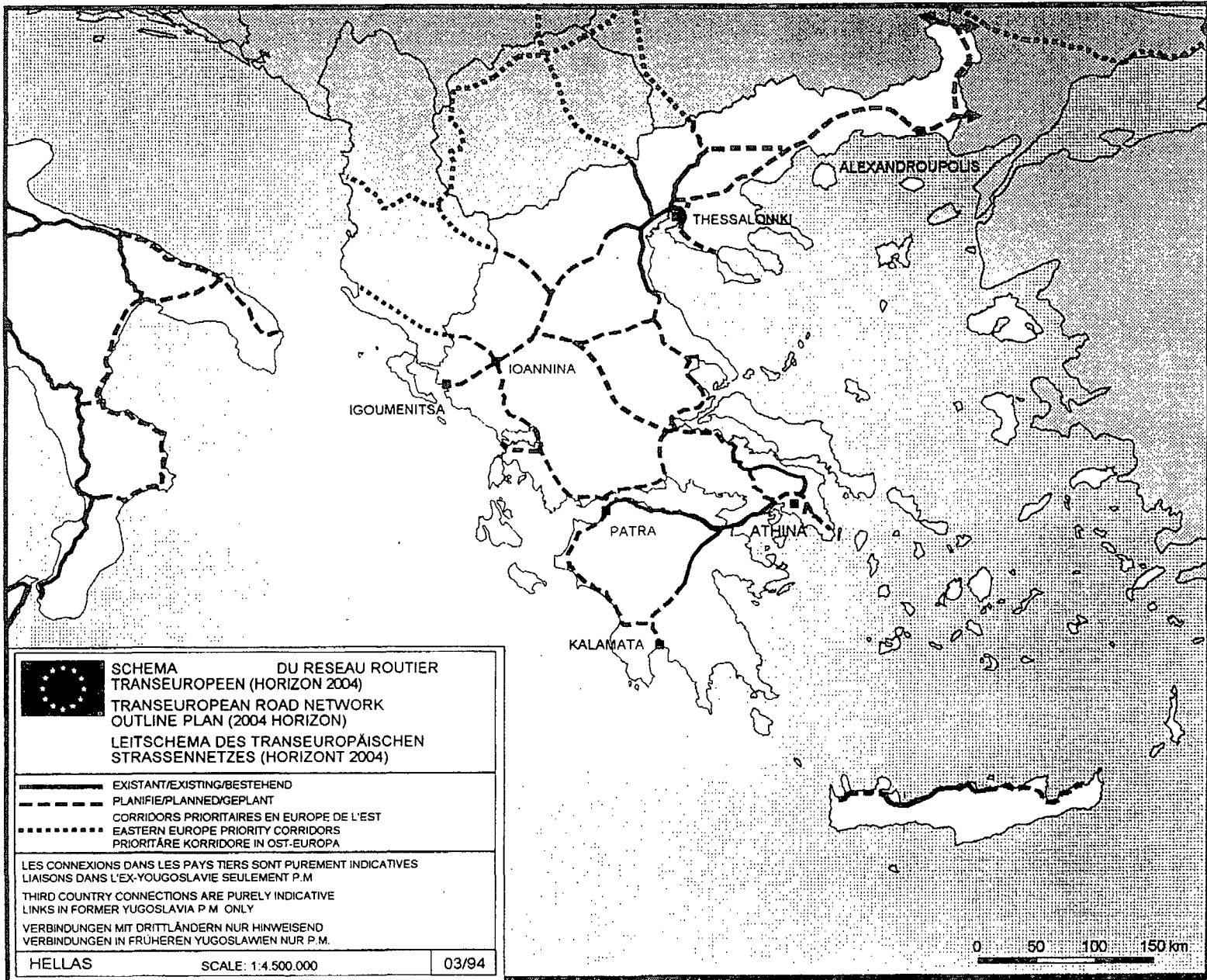

**SCHEMA DU RESEAU ROUTIER
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 TRANSEUROPEAN ROAD NETWORK
 OUTLINE PLAN (2004 HORIZON)
 LEITSHEMA DES TRANSEUROPAISCHEN
 STRASSENNETZES (HORIZONT 2004)**

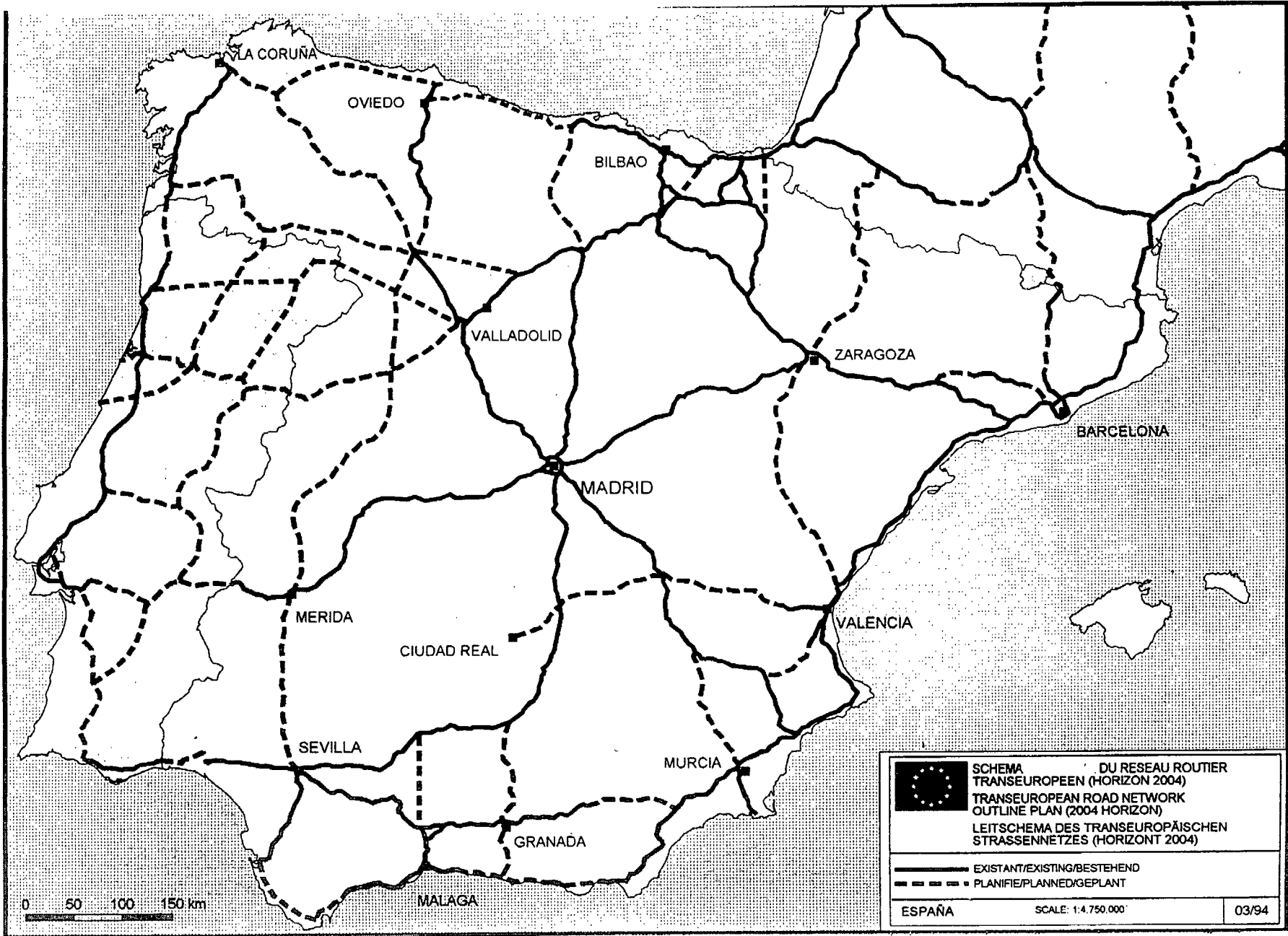
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 PLANIFIE/PLANNED/GEPLANT
 CORRIDORS PRIORITAIRES EN EUROPE DE L'EST
 EASTERN EUROPE PRIORITY CORRIDORS
 PRIORITÄRE KORRIDORE IN OST-EUROPA

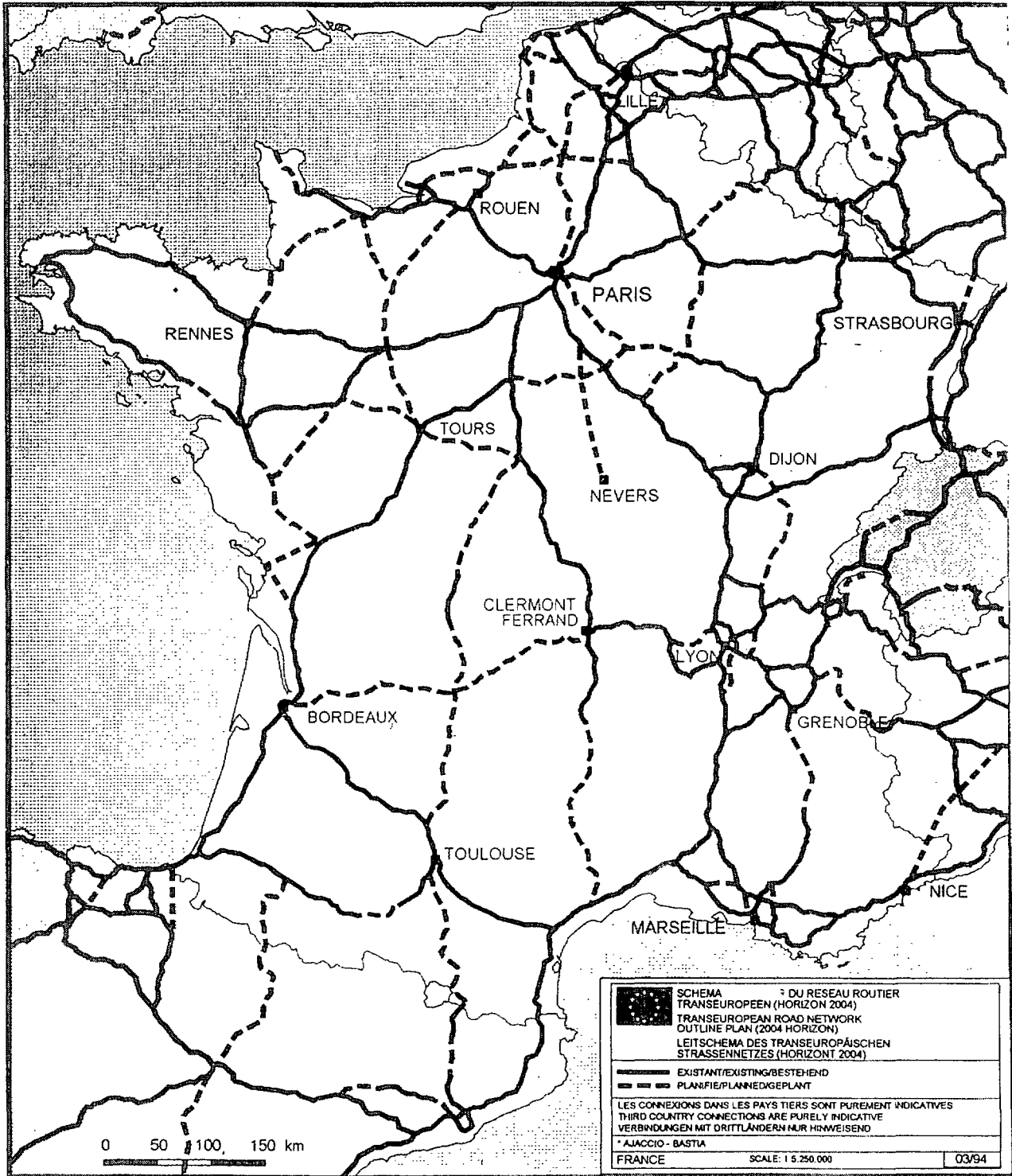
LES CONNEXIONS DANS LES PAYS TIERS SONT PUREMENT INDICATIVES
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 VERBINDUNGEN MIT DRITTLÄNDERN NUR HINWEISEND

DEUTSCHLAND SCALE 1:4 000 000 03/94









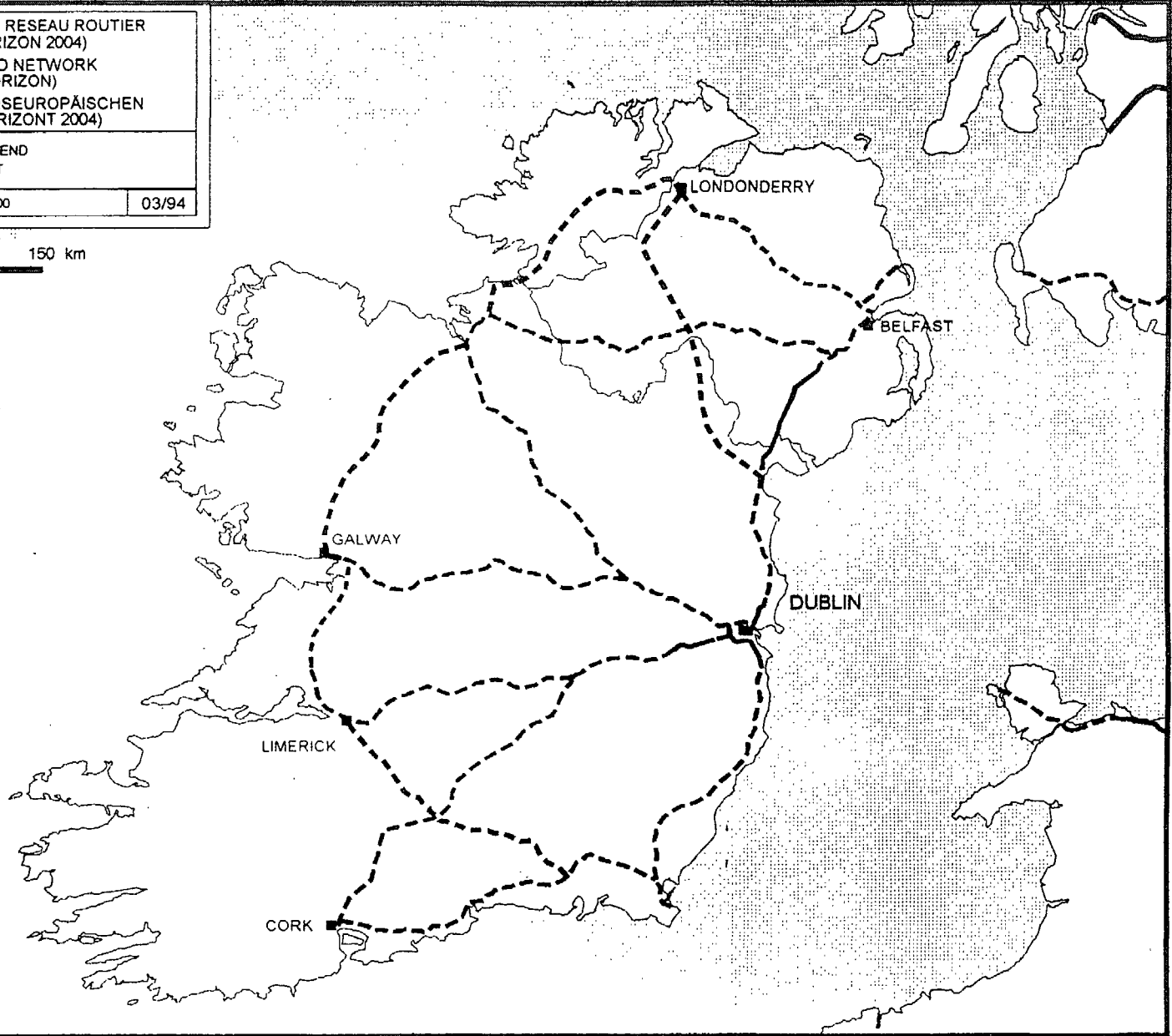


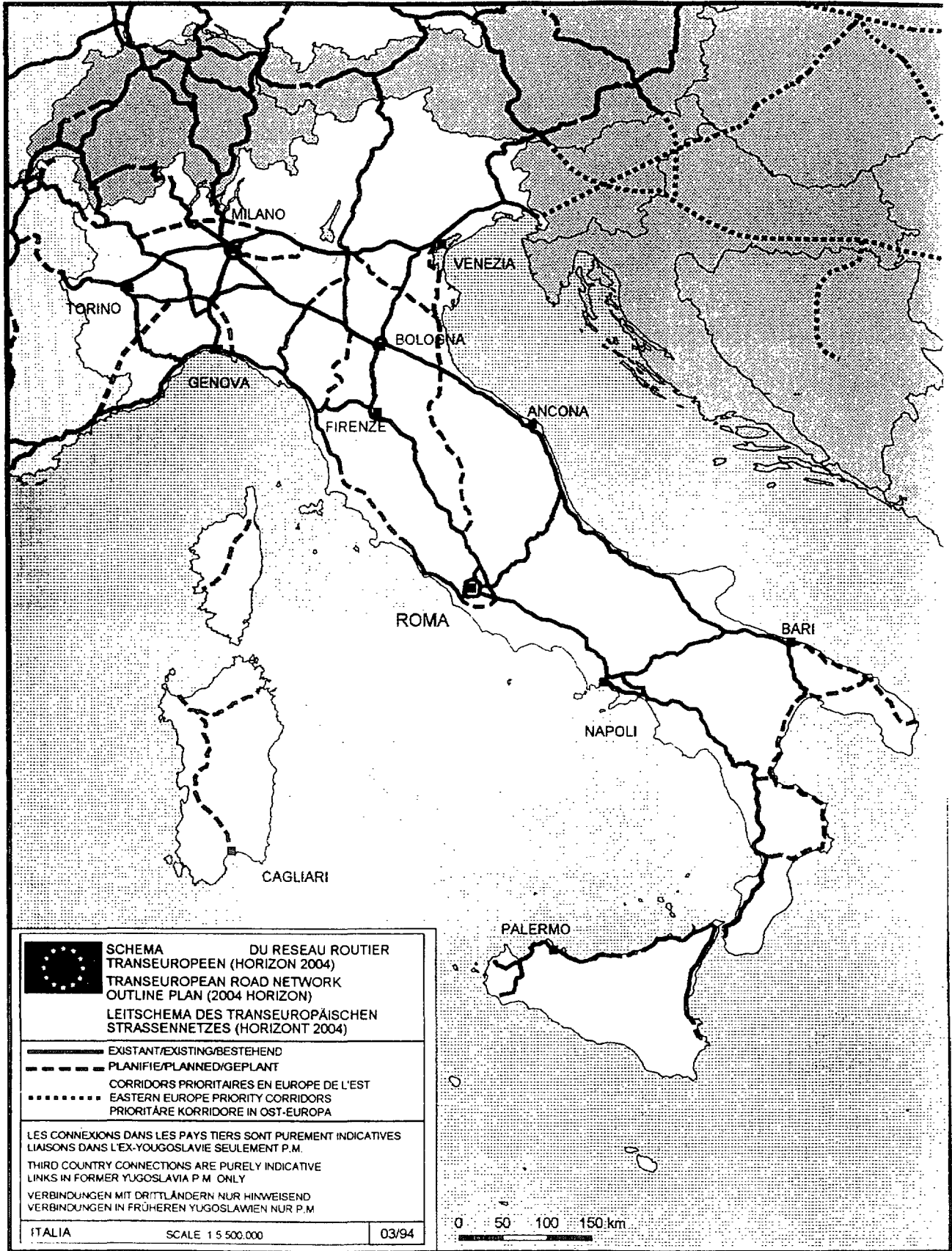
SCHEMA DU RESEAU ROUTIER
TRANSEUROPEEN (HORIZON 2004)
TRANSEUROPEAN ROAD NETWORK
OUTLINE PLAN (2004 HORIZON)
LEITSHEMA DES TRANSEUROPAISCHEN
STRASSENNETZES (HORIZON 2004)

— EXISTANT/EXISTING/BESTEHEND
- - - PLANIFIE/PLANNED/GEPLANT

IRELAND SCALE: 1:2.500.000 03/94

0 50 100 150 km







SCHEMA DU RESEAU ROUTIER
TRANSEUROPEEN (HORIZON 2004)
TRANSEUROPEAN ROAD NETWORK
OUTLINE PLAN (2004 HORIZON)
LEITSCHHEMA DES TRANSEUROPAISCHEN
STRASSENNETZES (HORIZONT 2004)

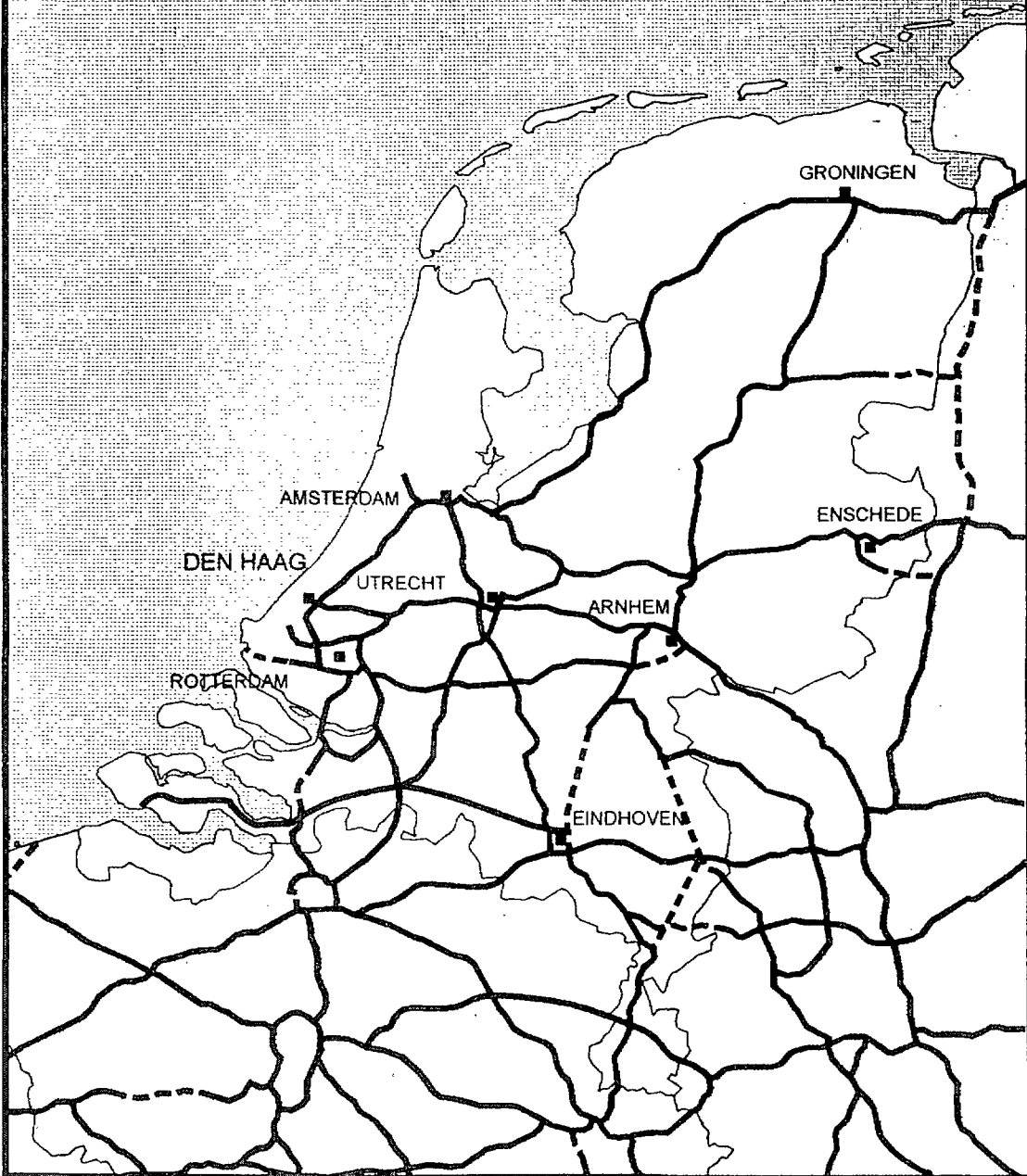
— EXISTANT/EXISTING/BESTEHEND
- - - PLANIFIE/PLANNED/GEPLANT

NEDERLAND

SCALE 1:1.900.000

03/94

0 50 100 150 km



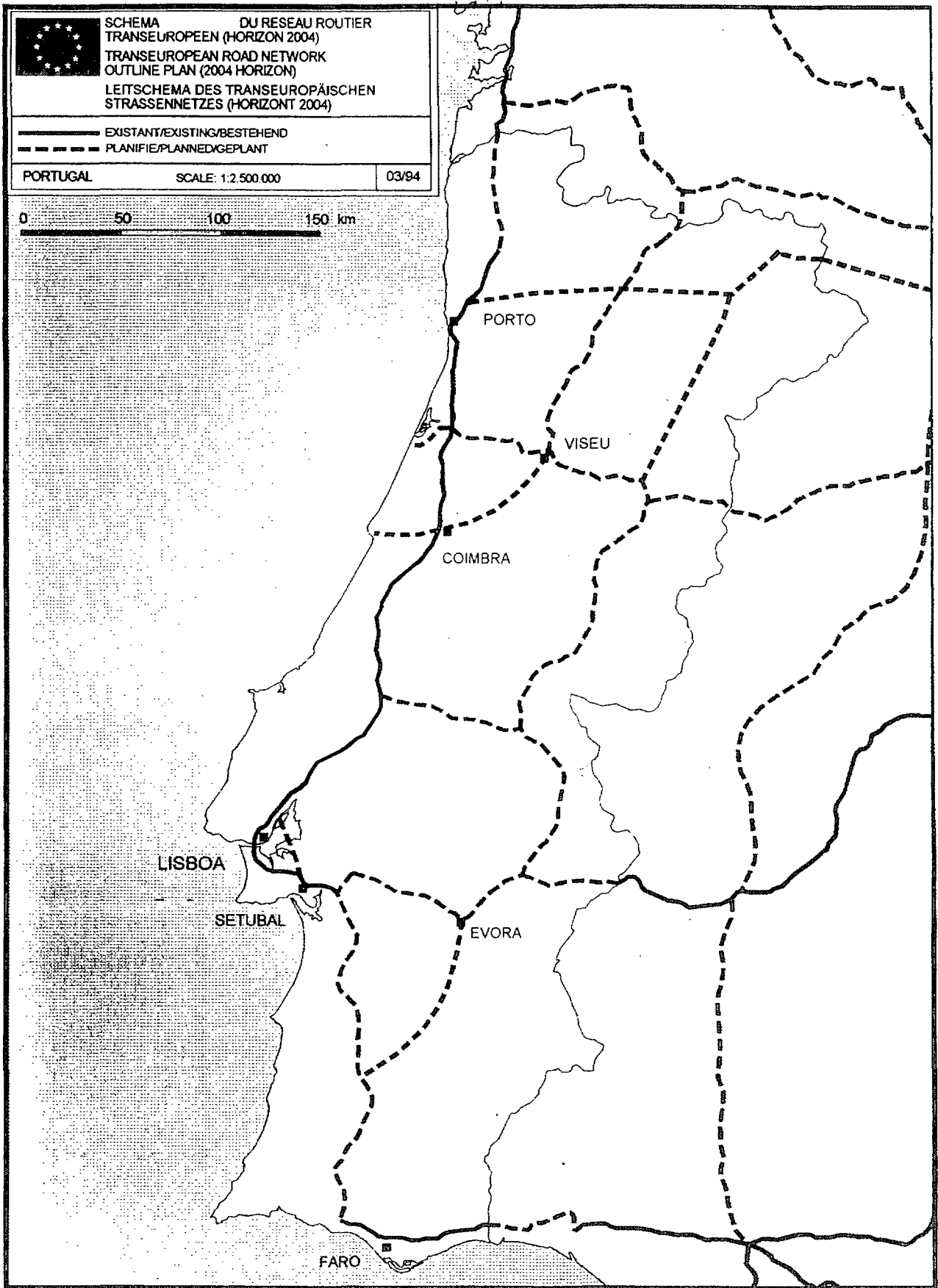


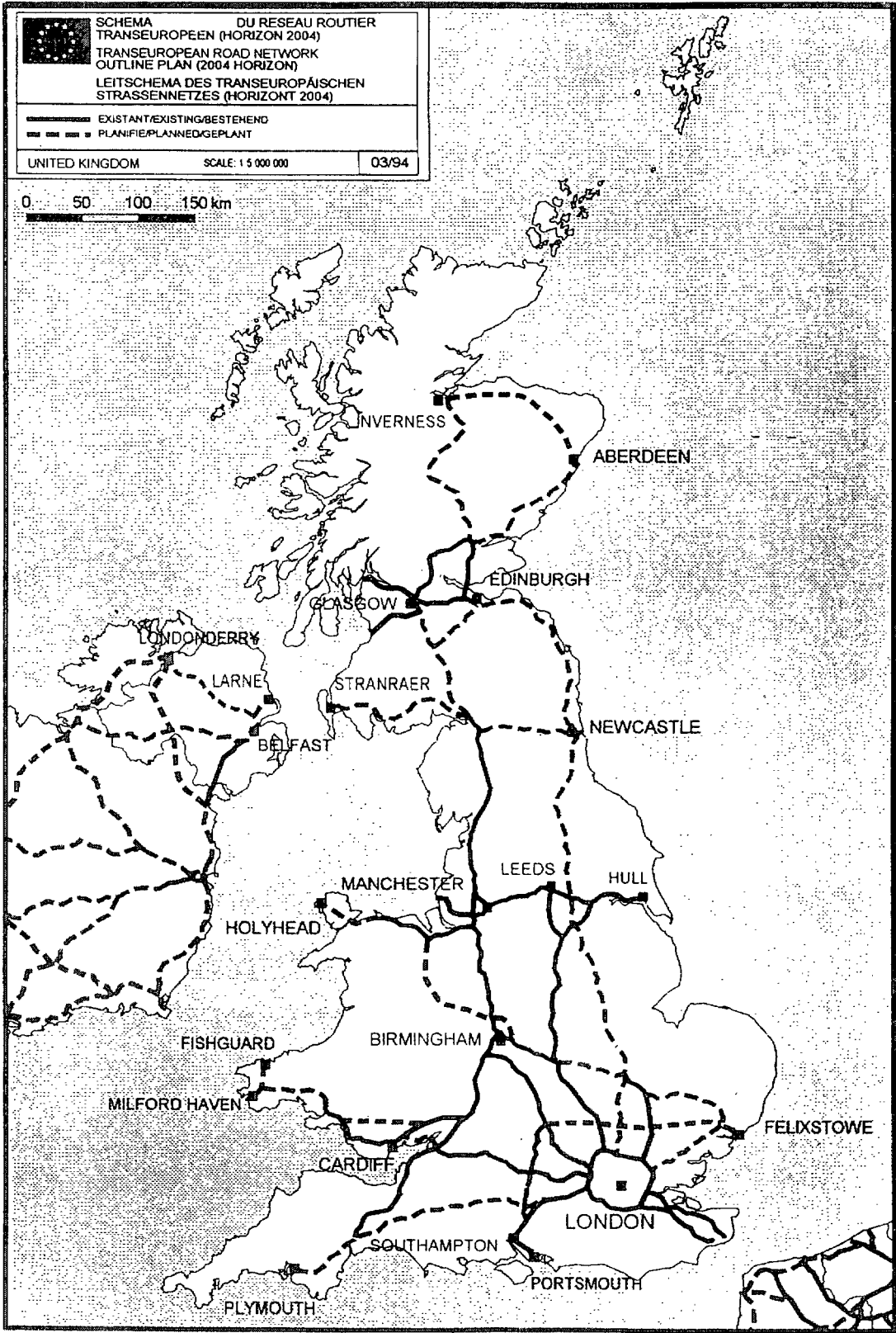
SCHEMA DU RESEAU ROUTIER
TRANSEUROPEEN (HORIZON 2004)
TRANSEUROPEAN ROAD NETWORK
OUTLINE PLAN (2004 HORIZON)
LEITSCHEMA DES TRANSEUROPAISCHEN
STRASSENNETZES (HORIZONT 2004)

— EXISTANT/EXISTING/BESTEHEND
- - - PLANIFIE/PLANNED/GEPLANT

PORTUGAL SCALE: 1:2.500.000 03/94

0 50 100 150 km







SCHEMA DU RESEAU FERROVIAIRE
 TRANSEUROPEEN (HORIZON 2010)
 TRANSEUROPEAN RAILWAY NETWORK
 OUTLINE PLAN (2010 HORIZON)
 LEITSHEMA DES TRANSEUROPAISCHEN
 EISENBÄHNNETZES (HORIZONT 2010)

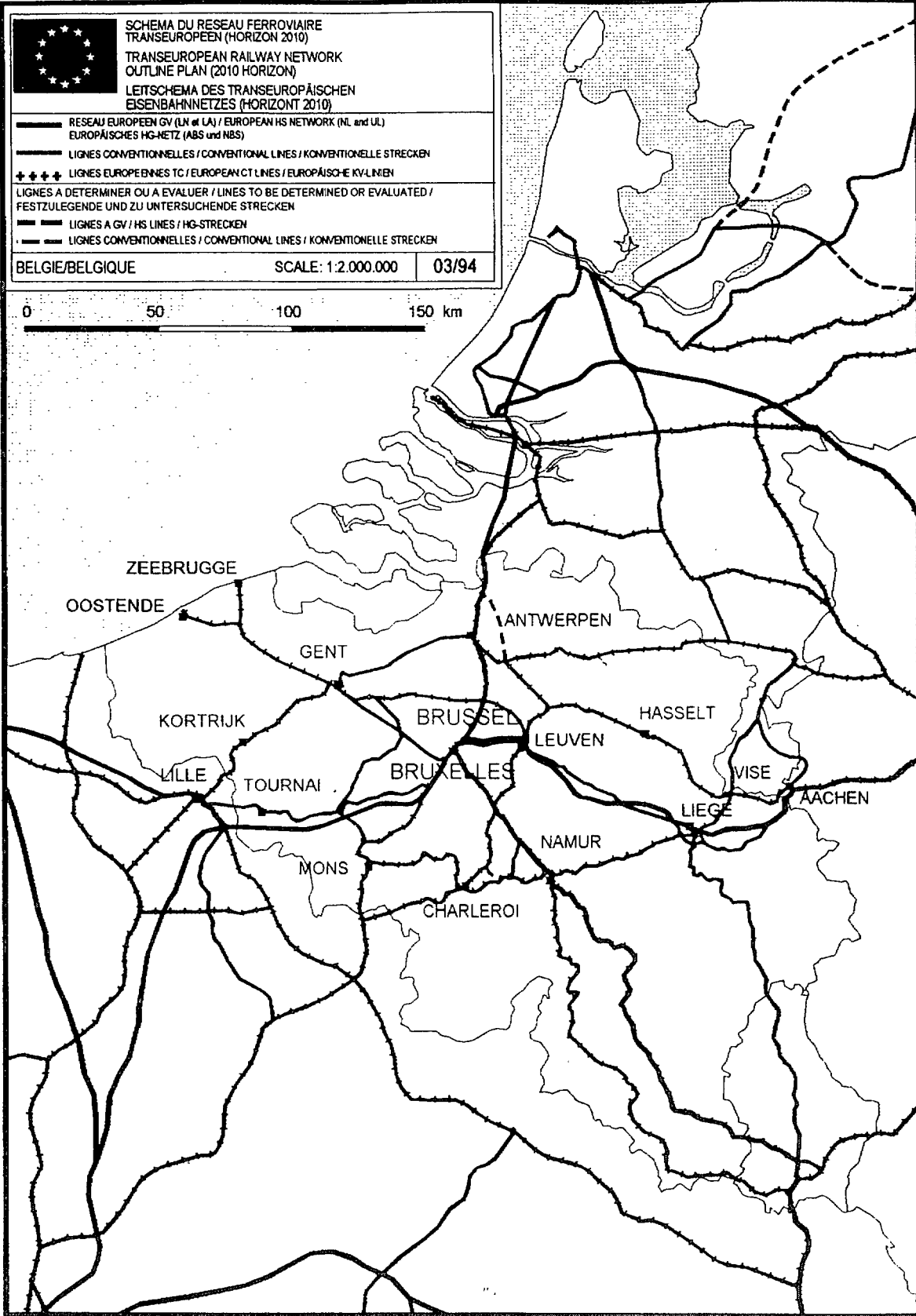
- RESEAU EUROPEEN GV (LN et LA) / EUROPEAN HS NETWORK (NL and UL)
 EUROPÄISCHES HG-NETZ (ABS und NBS)
- LIGNES CONVENTIONNELLES / CONVENTIONAL LINES / KONVENTIONELLE STRECKEN
- ♦♦♦♦ LIGNES EUROPEENNES TC / EUROPEAN CT LINES / EUROPÄISCHE KVLINIEN
- LIGNES A DETERMINER OU A EVALUER / LINES TO BE DETERMINED OR EVALUATED /
 FESTZULEGENDE UND ZU UNTERSUCHENDE STRECKEN
- LIGNES A GV / HS LINES / HG-STRECKEN
- LIGNES CONVENTIONNELLES / CONVENTIONAL LINES / KONVENTIONELLE STRECKEN

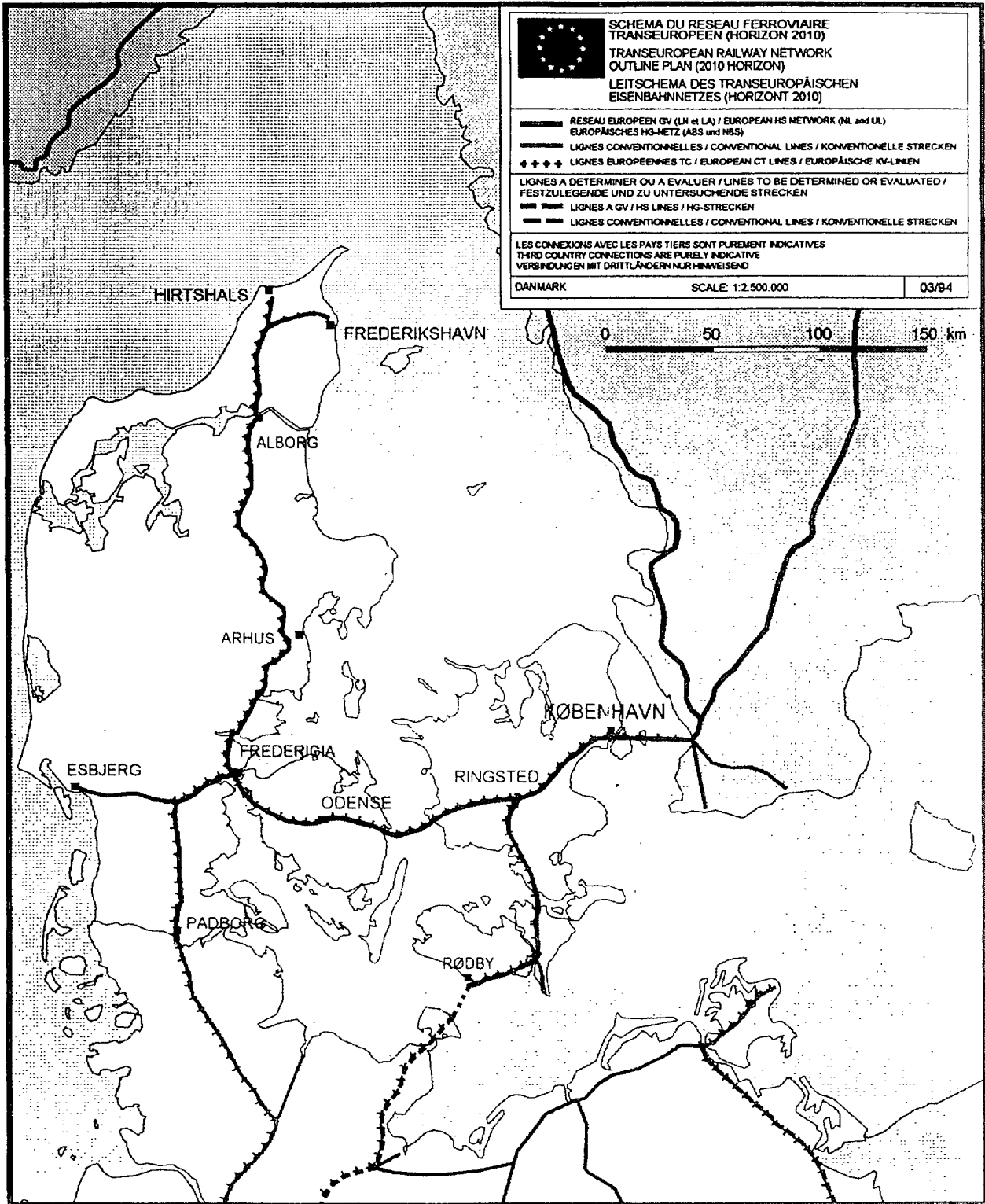
BELGIE/BELGIQUE

SCALE: 1:2.000.000

03/94

0 50 100 150 km







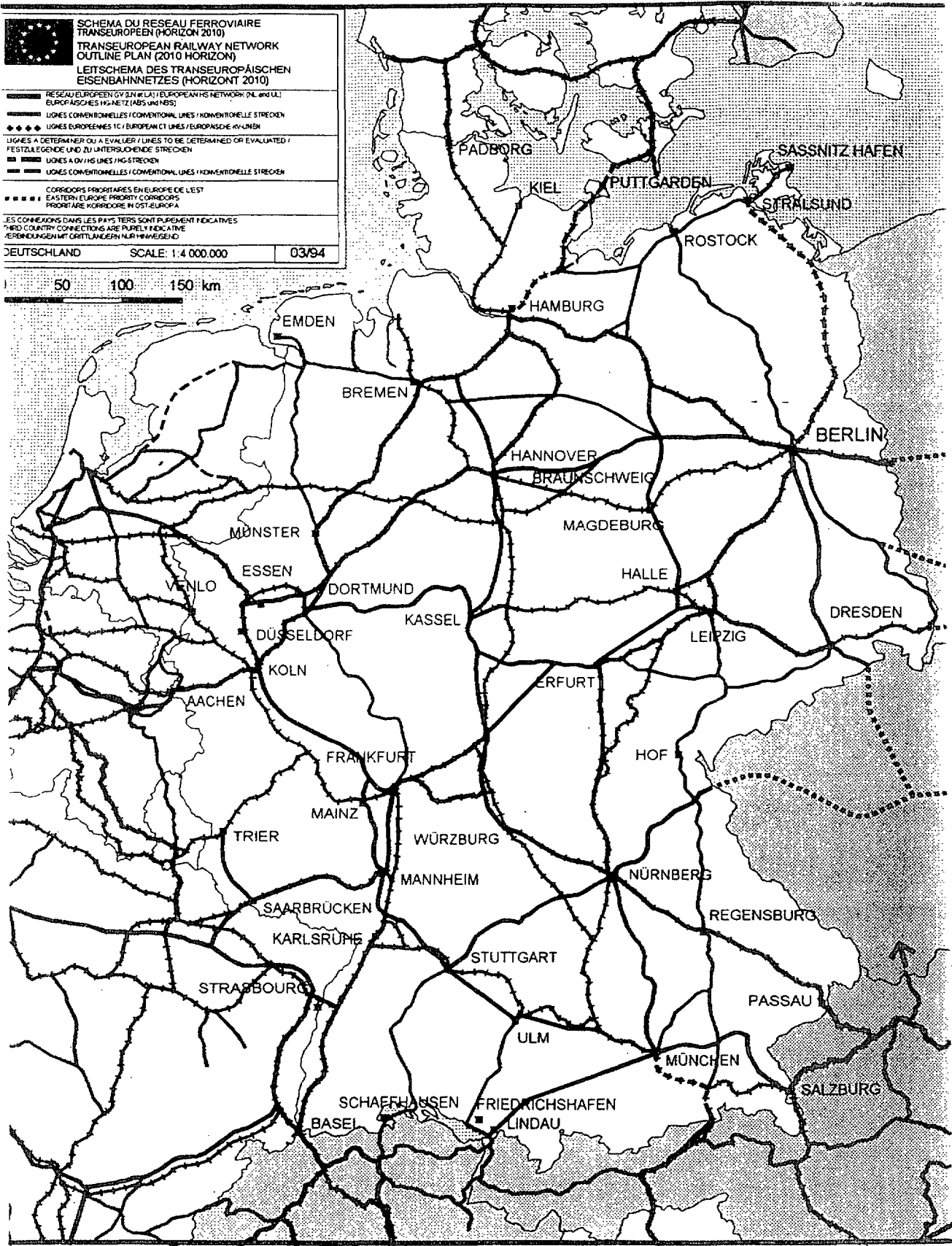
SCHEMA DU RESEAU FERROVIAIRE
 TRANSEUROPEEN (HORIZON 2010)
 TRANSEUROPEAN RAILWAY NETWORK
 OUTLINE PLAN (2010 HORIZON)
 LEITSCHHEMA DES TRANSEUROPAISCHEN
 EISENBAHNNETZES (HORIZONT 2010)

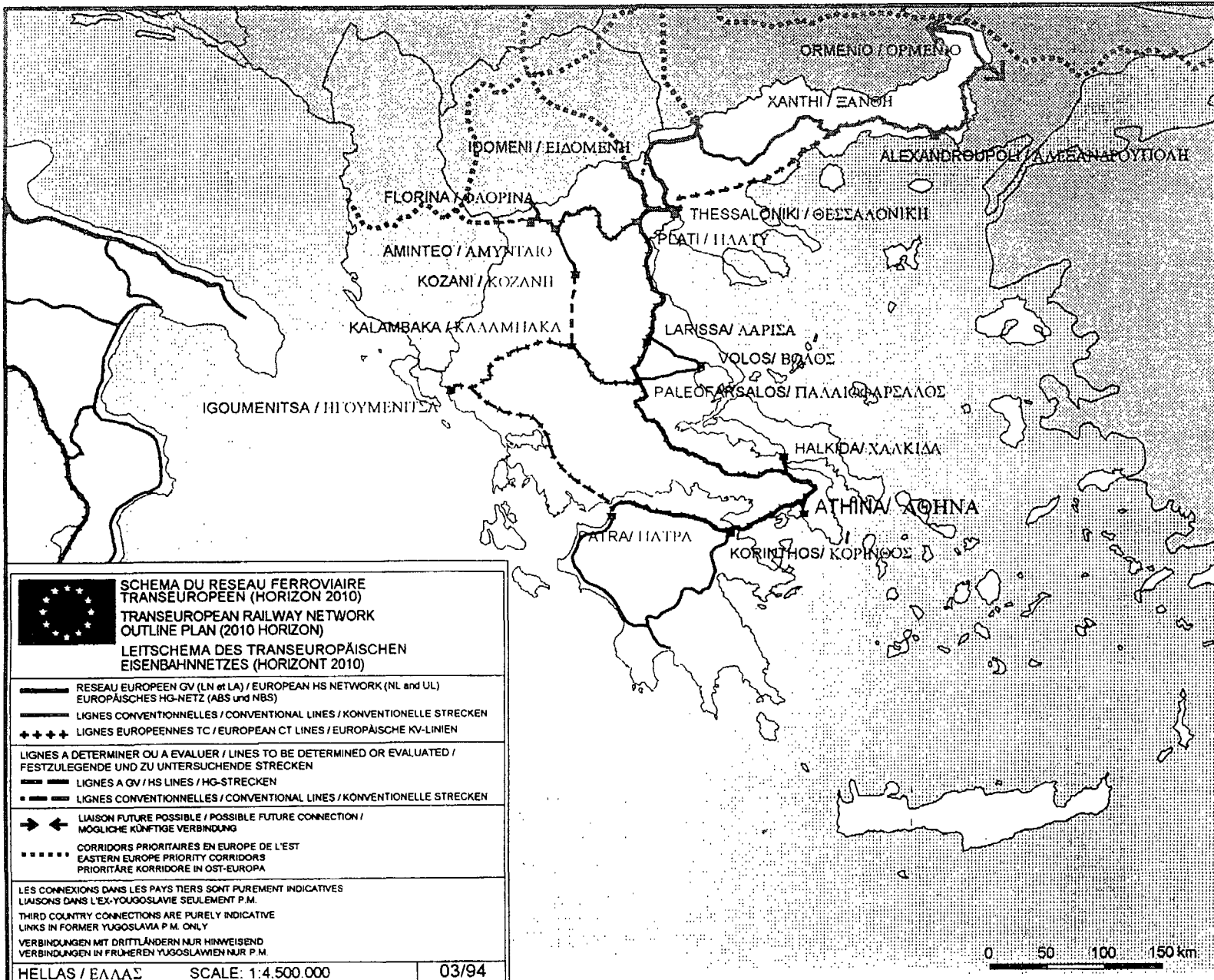
- RESEAU EUROPEEN (V. D. N. # L. A.) / EUROPEAN HS NETWORK (V. D. N. # L. A.)
 EUROPAISCHES HSN-Netz (V. D. N. # L. A.)
- LIIGNES CONVENTIONNELLES / CONVENTIONAL LINES / KONVENTIONNELLE STRECKEN
- LIIGNES EUROPEENNES TGV / EUROPEAN CT LINES / EUROPAISCHE K-H-LINIE
- LIIGNES A DETERMINER OU A EVALUER / LINES TO BE DETERMINED OR EVALUATED /
 FESTZULEGENDE UND ZU UNTERSUCHENDE STRECKEN
- LIIGNES A D. N. / HS LINES / H-S-STRECKEN
- LIIGNES CONVENTIONNELLES / CONVENTIONAL LINES / KONVENTIONNELLE STRECKEN

CORRIDORS PRIORITAIRES EN EUROPE DE L'EST
 EASTERN EUROPE PRIORITY CORRIDORS
 PRIORITARE KORRIDORE IN OST-EUROPA

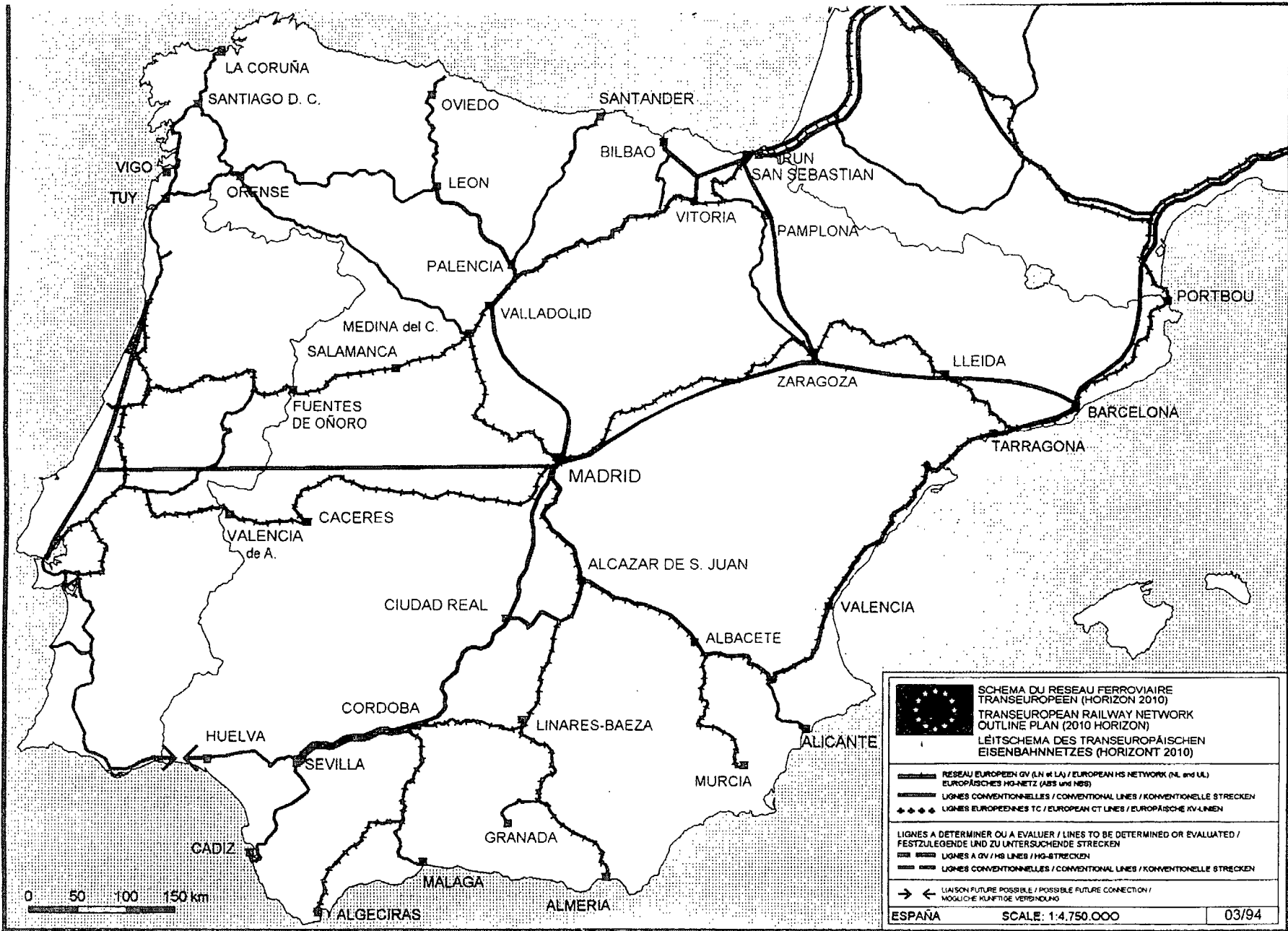
LES CONNEXIONS DANS LES PAYS TERS SONT PUREMENT INDICATIVES
 THIRD COUNTRY CONNECTIONS ARE PURELY INDICATIVE
 VERBINDUNGEN MIT DRITTLANDERN SIND NUR HINWEISEND


DEUTSCHLAND SCALE: 1:4 000,000 03/94








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**SCHEMA DU RESEAU FERROVIAIRE
 TRANSEUROPEEN (HORIZON 2010)
 TRANSEUROPEAN RAILWAY NETWORK
 OUTLINE PLAN (2010 HORIZON)
 LEITSHEMA DES TRANSEUROPAISCHEN
 EISENBahnNETZES (HORIZONT 2010)**


 RESEAU EUROPEEN GV (LN et LA) / EUROPEAN HS NETWORK (NL and UL)
 EUROPÄISCHES HO-NETZ (ABS und NBS)


 LIGNES CONVENTIONNELLES / CONVENTIONAL LINES / KONVENTIONELLE STRECKEN

 LIGNES EUROPEENNES TC / EUROPEAN CT LINES / EUROPÄISCHE KV-LINIEN

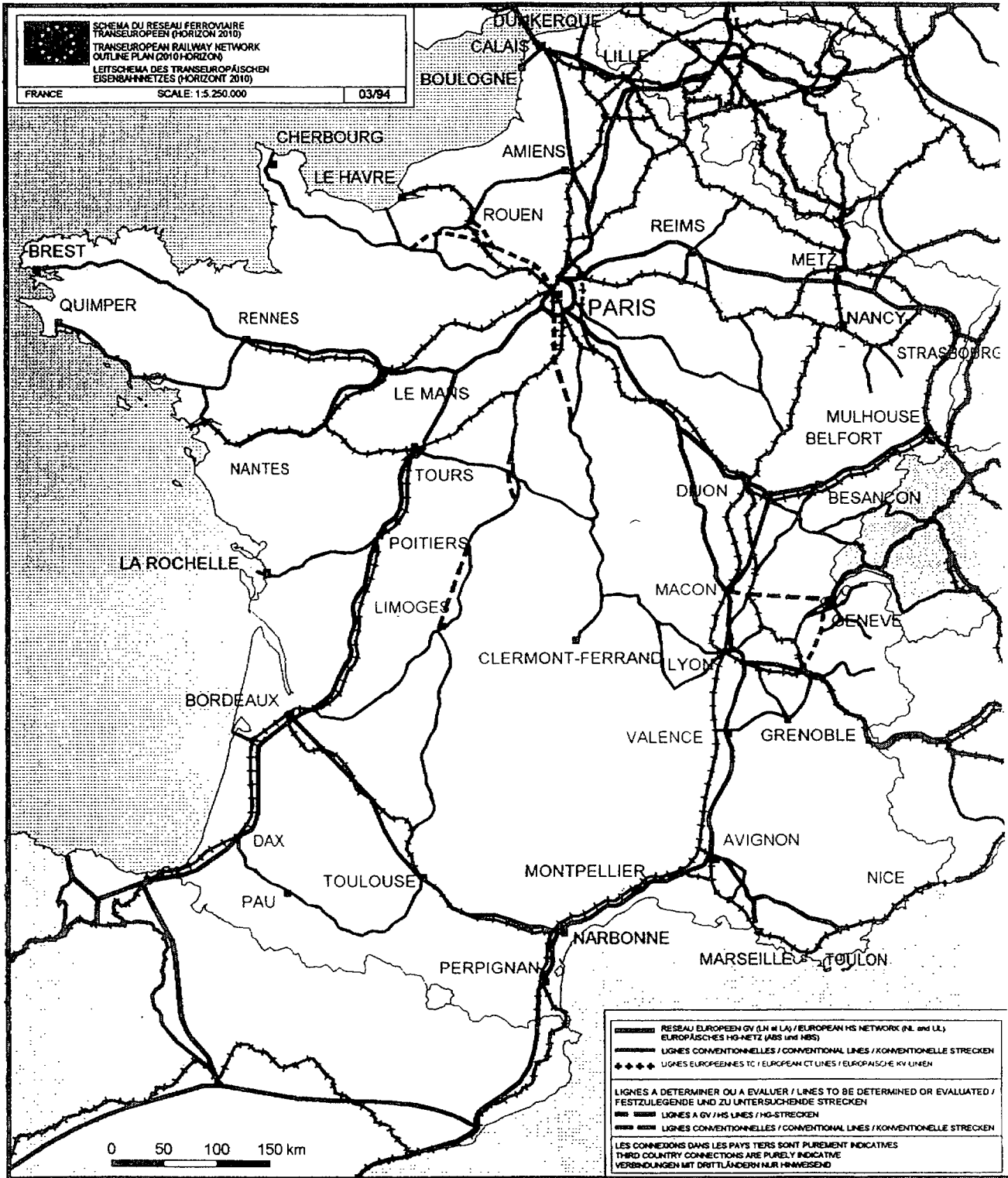
LIGNES A DETERMINER OU A EVALUER / LINES TO BE DETERMINED OR EVALUATED /
 FESTZULEGENDE UND ZU UNTERSUCHENDE STRECKEN

 LIGNES A GV / HS LINES / HG-STRECKEN

 LIGNES CONVENTIONNELLES / CONVENTIONAL LINES / KONVENTIONELLE STRECKEN

 LIASON FUTURE POSSIBLE / POSSIBLE FUTURE CONNECTION /
 MÖGLICHE KUNFTIGE VERBINDUNG

18



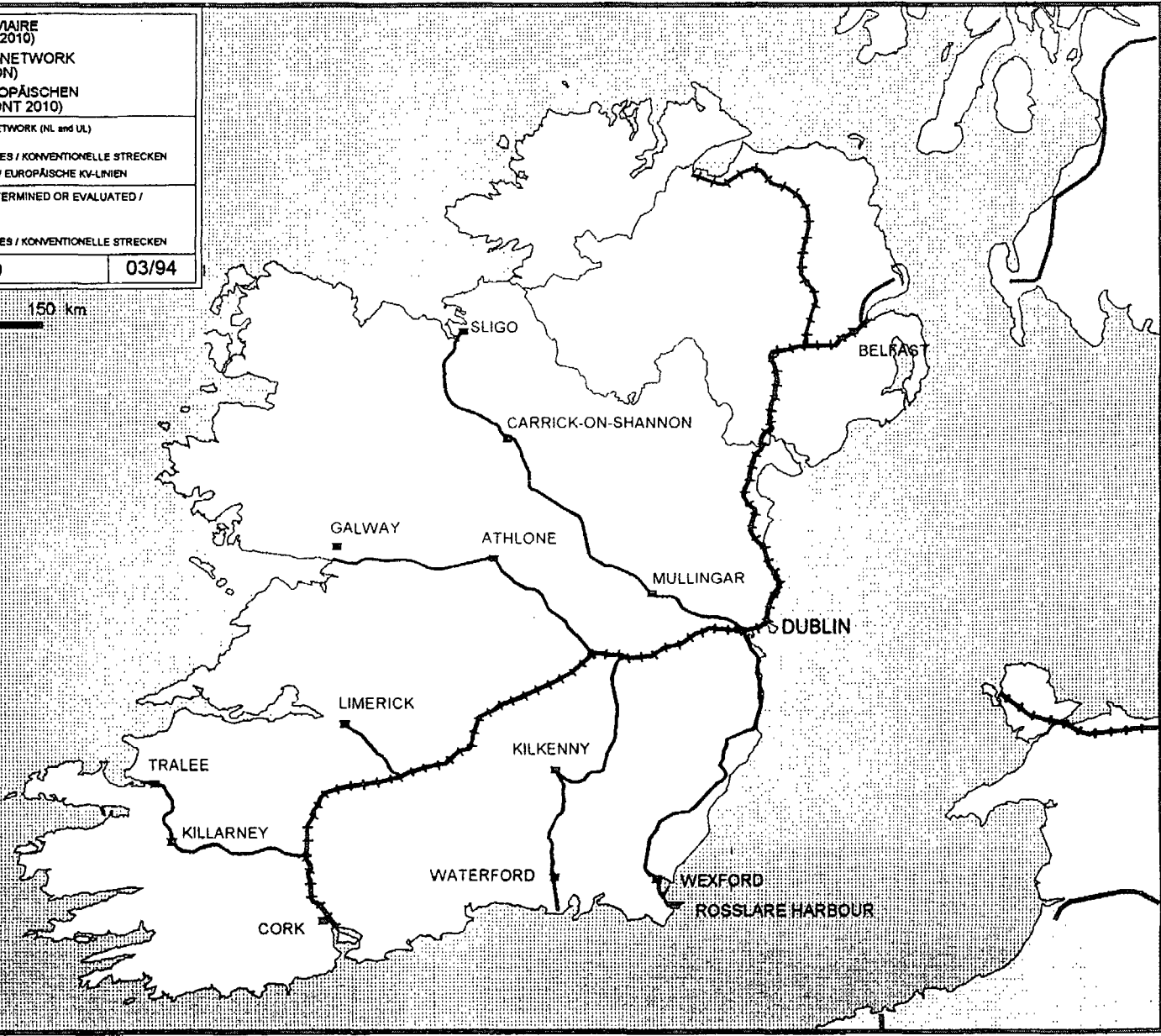


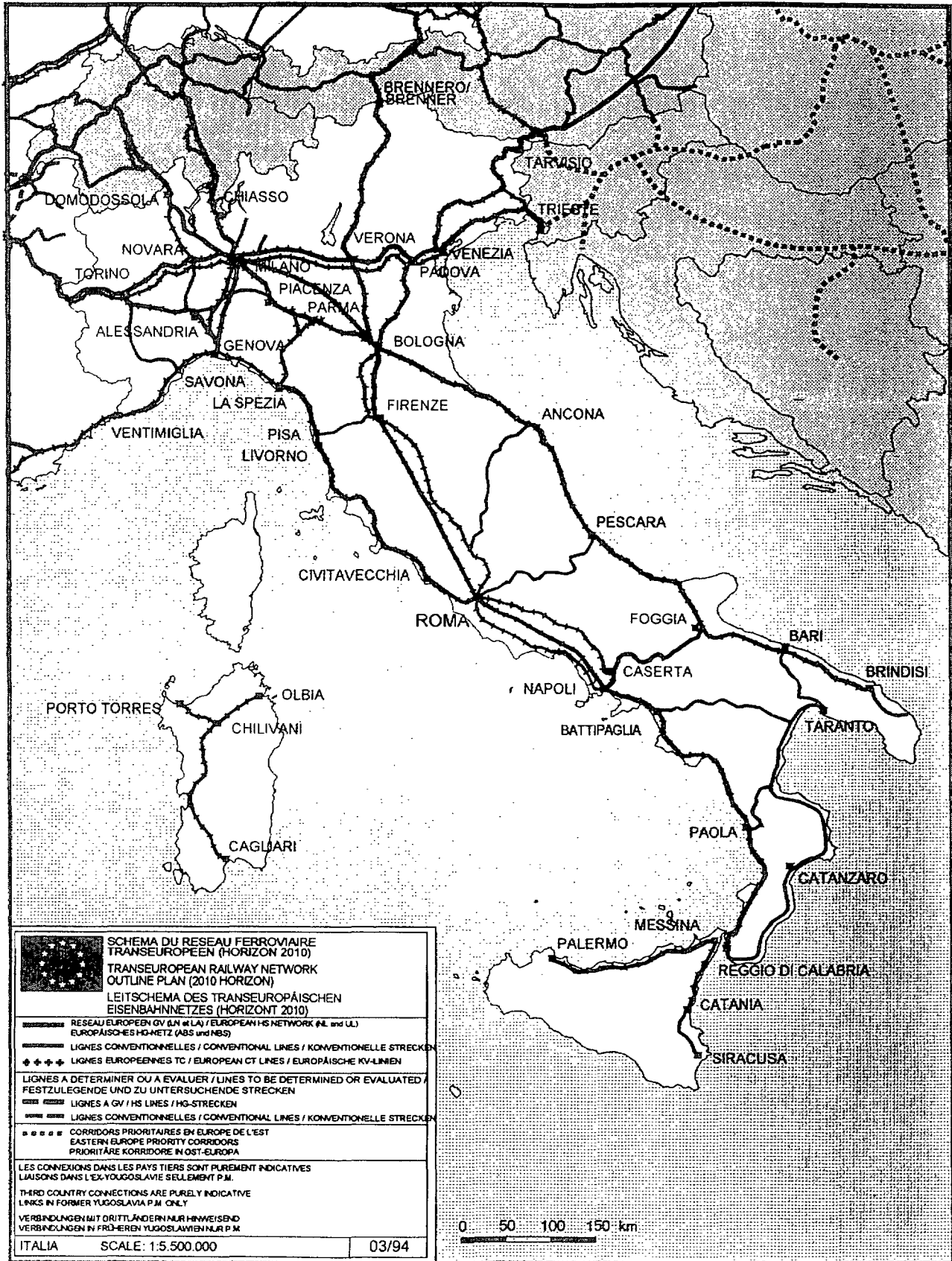
**SCHEMA DU RESEAU FERROVIAIRE
TRANSEUROPEEN (HORIZON 2010)**
**TRANSEUROPEAN RAILWAY NETWORK
OUTLINE PLAN (2010 HORIZON)**
**LEITSHEMA DES TRANSEUROPAISCHEN
EISENBHNNETZES (HORIZON 2010)**

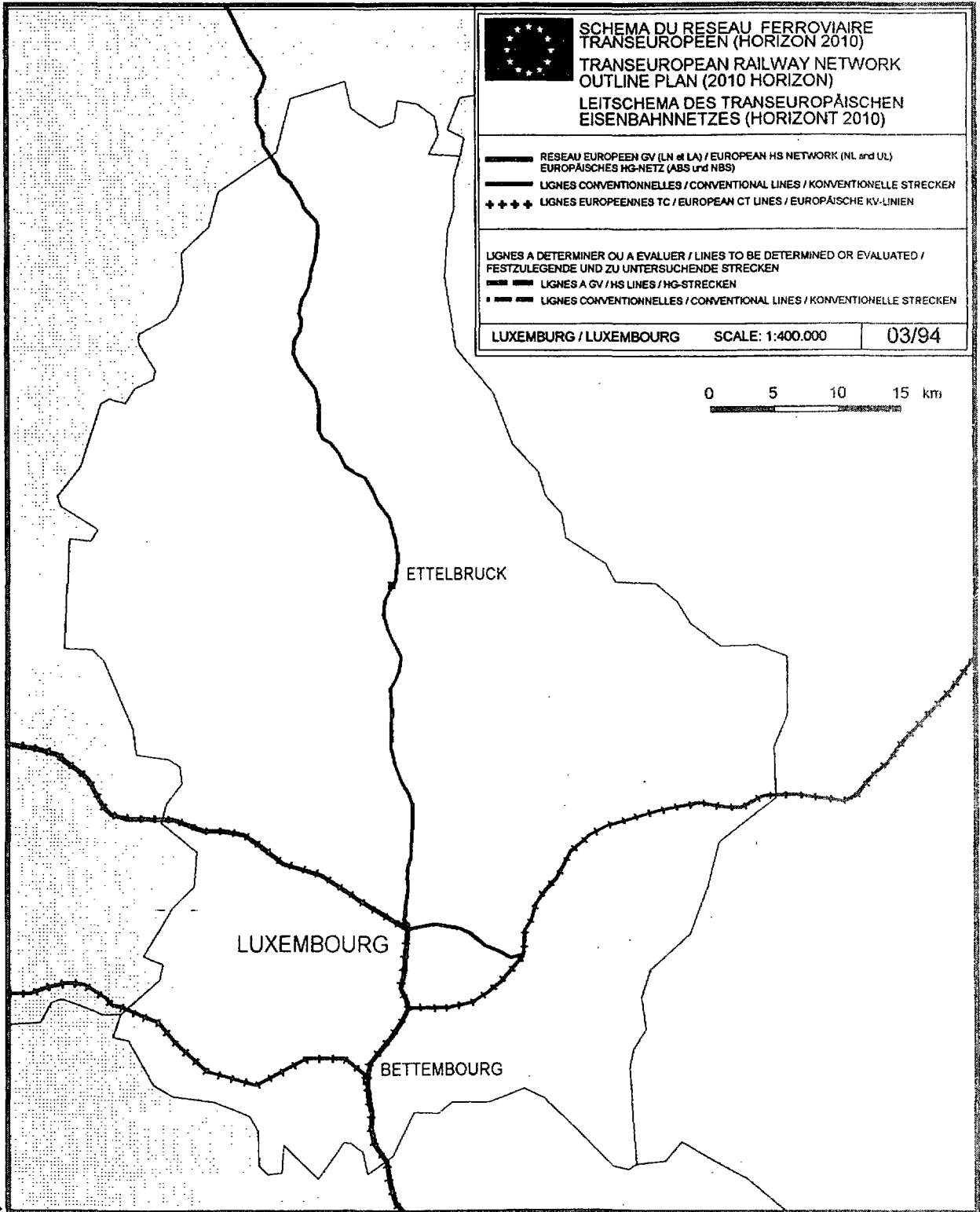
- RESEAU EUROPEEN GV (LN et LA) / EUROPEAN HS NETWORK (NL and UL)
EUROPÄISCHES HG-NETZ (ABS und NBS)
- LIGNES CONVENTIONNELLES / CONVENTIONAL LINES / KONVENTIONELLE STRECKEN
- ◆◆◆ LIGNES EUROPEENNES TC / EUROPEAN CT LINES / EUROPÄISCHE KV-LINIEN
- LIGNES A DETERMINER OU A EVALUER / LINES TO BE DETERMINED OR EVALUATED /
FESTZULEGENDE UND ZU UNTERSUCHENDE STRECKEN
- LIGNES A GV / HS LINES / HG-STRECKEN
- LIGNES CONVENTIONNELLES / CONVENTIONAL LINES / KONVENTIONELLE STRECKEN

IRELAND SCALE: 1:2.250.000 03/94

0 50 100 150 km









SCHEMA DU RESEAU FERROVIAIRE
 TRANSEUROPEEN (HORIZON 2010)
 TRANSEUROPEAN RAILWAY NETWORK
 OUTLINE PLAN (2010 HORIZON)
 LEITSCHHEMA DES TRANSEUROPAISCHEN
 EISENBHNNETZES (HORIZONT 2010)

- RESEAU EUROPEEN GV (LN et LA) / EUROPEAN HS NETWORK (NL and UL)
 EUROPÄISCHES HG-NETZ (ABS und NBS)
- LIGNES CONVENTIONNELLES / CONVENTIONAL LINES / KONVENTIONELLE STRECKEN
- ++++ LIGNES EUROPEENNES TC / EUROPEAN CT LINES / EUROPÄISCHE KV-LINIEN
- LIGNES A DETERMINER OU A EVALUER / LINES TO BE DETERMINED OR EVALUATED /
 FESTZULEGENDE UND ZU UNTERSUCHENDE STRECKEN
- LIGNES A GV / HS LINES / HG-STRECKEN
- LIGNES CONVENTIONNELLES / CONVENTIONAL LINES / KONVENTIONELLE STRECKEN

NEDERLAND SCALE: 1:1.900.000 03/94

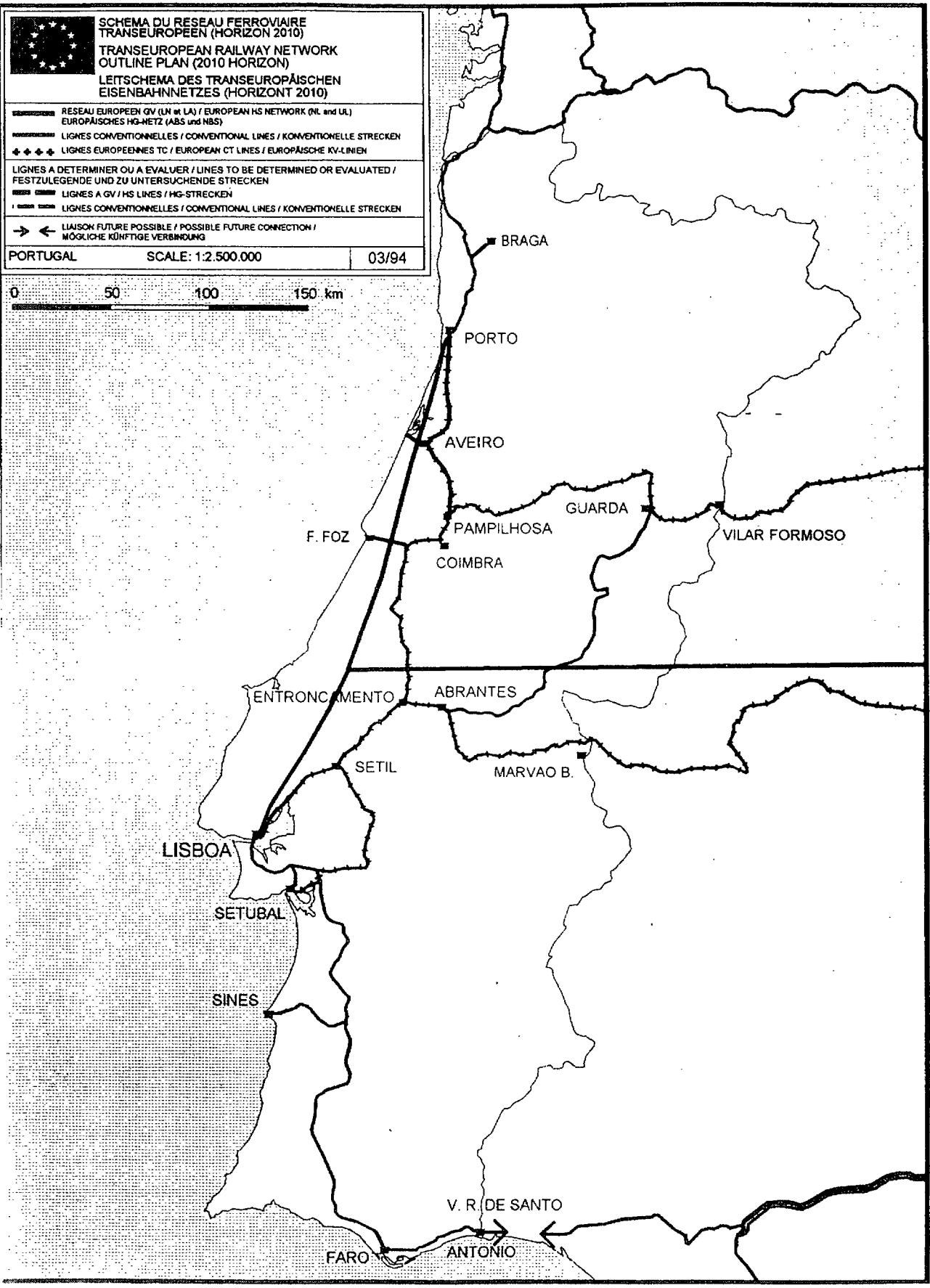
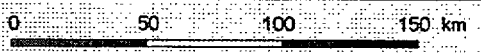
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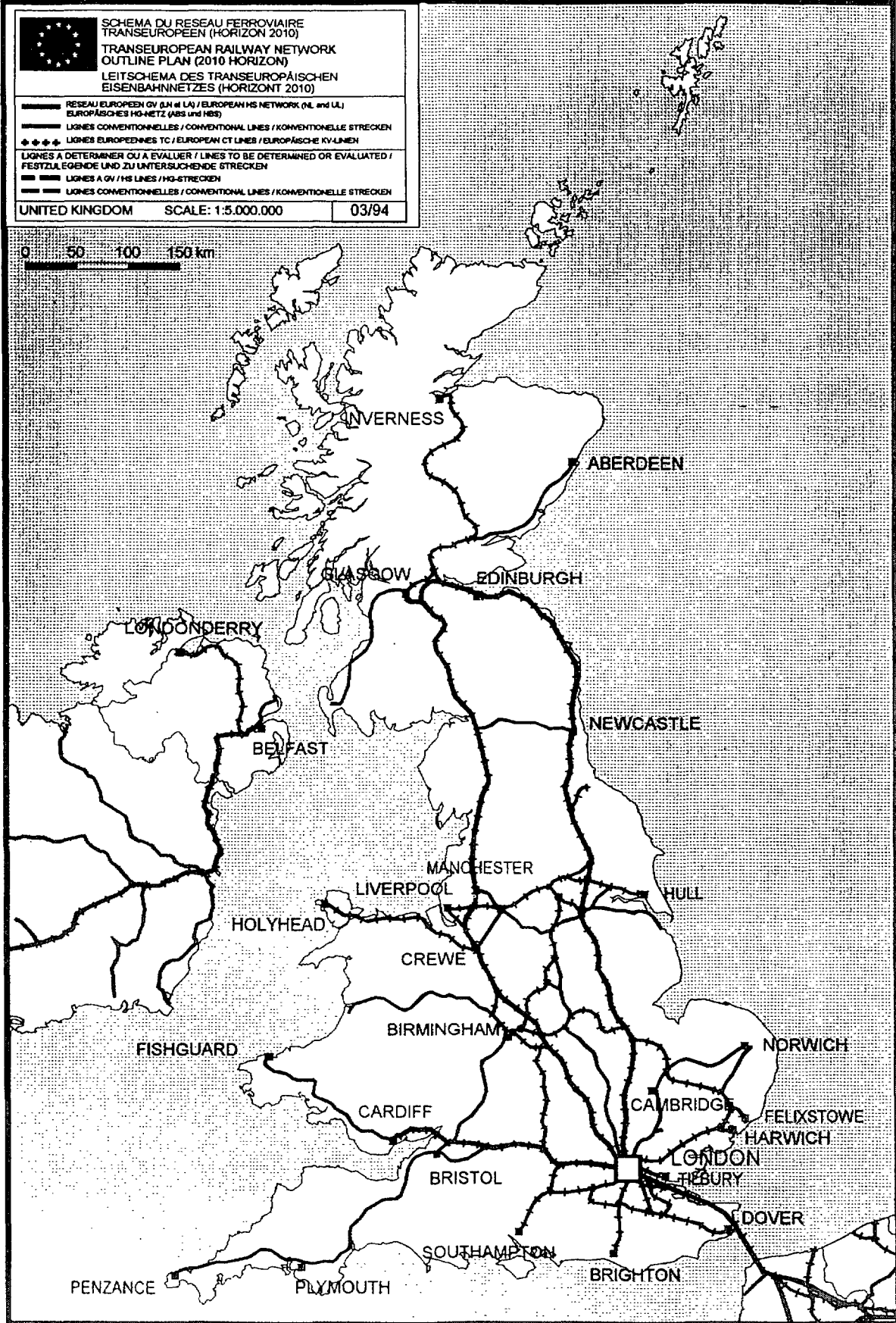





SCHEMA DU RESEAU FERROVIAIRE
 TRANSEUROPEEN (HORIZON 2010)
 TRANSEUROPEAN RAILWAY NETWORK
 OUTLINE PLAN (2010 HORIZON)
 LEITSHEMA DES TRANSEUROPAISCHEN
 EISENBAHNNETZES (HORIZONT 2010)

	RESEAU EUROPEEN GV (LN et LA) / EUROPEAN HS NETWORK (NL and LA) EUROPÄISCHES HG-NETZ (ABS und NBS)
	LIGNES CONVENTIONNELLES / CONVENTIONAL LINES / KONVENTIONELLE STRECKEN
	LIGNES EUROPEENNES TC / EUROPEAN CT LINES / EUROPÄISCHE KV-LINIEN
	LIGNES A DETERMINER OU A EVALUER / LINES TO BE DETERMINED OR EVALUATED / FESTZULEGENDE UND ZU UNTERSUCHENDE STRECKEN
	LIGNES A GV / HS LINES / HG-STRECKEN
	LIGNES CONVENTIONNELLES / CONVENTIONAL LINES / KONVENTIONELLE STRECKEN
	LIAISON FUTURE POSSIBLE / POSSIBLE FUTURE CONNECTION / MÖGLICHE KÜFTIGE VERBINDUNG
PORTUGAL	
SCALE: 1:2.500.000	
03/94	



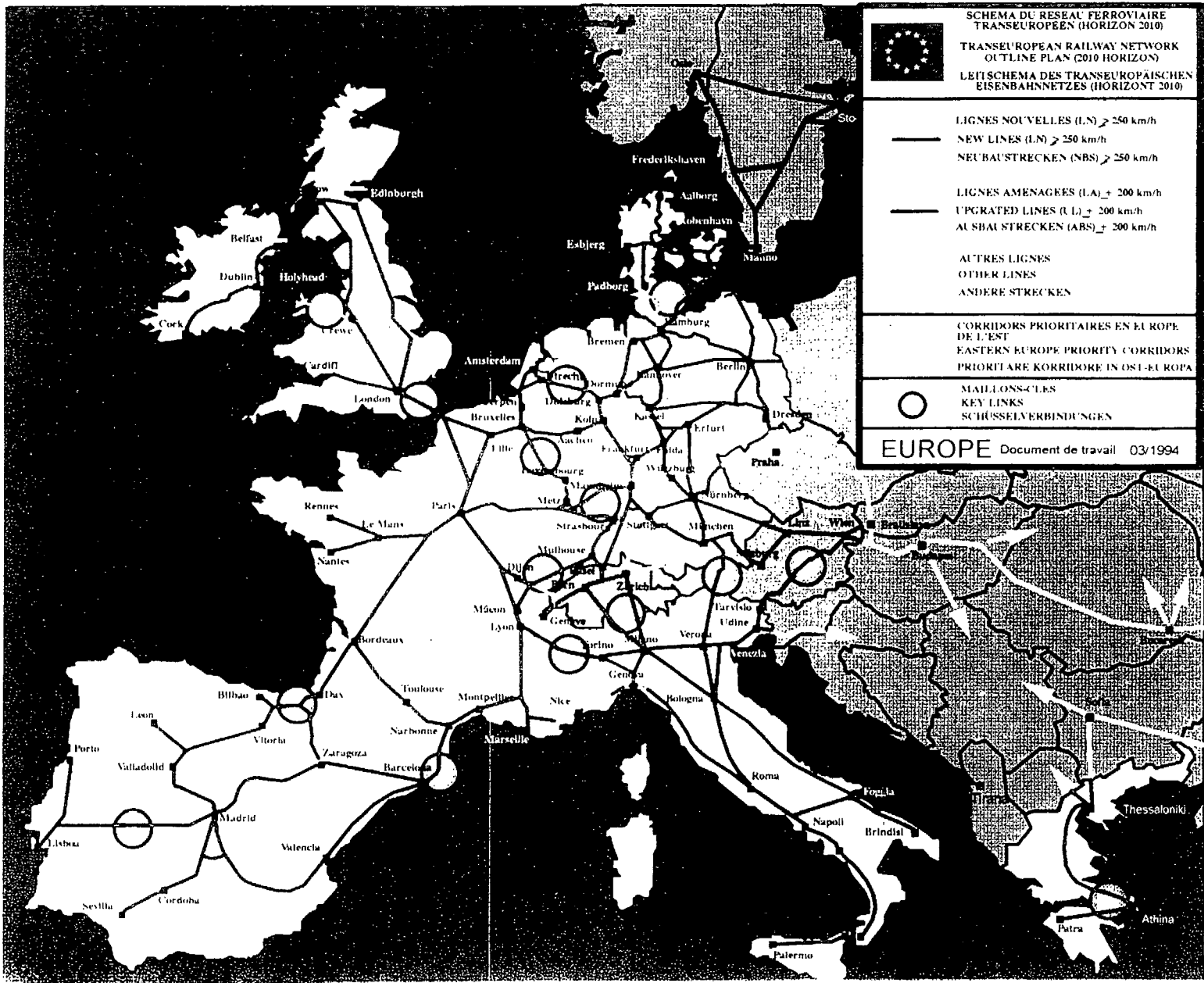


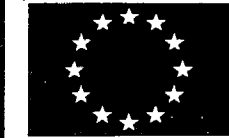

**SCHEMA DU RESEAU FERROVIAIRE
 TRANSEUROPEEN (HORIZON 2010)**
**TRANSEUROPEAN RAILWAY NETWORK
 OUTLINE PLAN (2010 HORIZON)**
**LEITSHEMA DES TRANSEUROPAISCHEN
 EISENBÄHNNETZES (HORIZONT 2010)**

RESEAU EUROPEEN GV (LN et LA) / EUROPEAN HS NETWORK (NL and UL)
EUROPÄISCHES HG-NETZ (ABS und HBS)
LIGNES CONVENTIONNELLES / CONVENTIONAL LINES / KONVENTIONELLE STRECKEN
LIGNES EUROPEENNES TC / EUROPEAN CT LINES / EUROPÄISCHE KV-LINIEN
LIGNES A DETERMINER OU A EVALUER / LINES TO BE DETERMINED OR EVALUATED /
FESTZULEGENDE UND ZU UNTERSUCHENDE STRECKEN
LIGNES A GV / HS LINES / HG-STRECKEN
LIGNES CONVENTIONNELLES / CONVENTIONAL LINES / KONVENTIONELLE STRECKEN

UNITED KINGDOM SCALE: 1:5.000.000 03/94

0 50 100 150 km





COMMUNAUTÉS EUROPÉENNES
INFRASTRUCTURES DE TRANSPORT

EUROPEAN COMMUNITIES
TRANSPORT INFRASTRUCTURE

EUROPAISCHE GEMEINSCHAFTEN
VERKEHRSINFRASTRUKTUR

SCHEMA DIRECTEUR DES VOIES NAVIGABLES
D'INTERET COMMUNAUTAIRE

OUTLINE PLAN OF EUROPEAN INLAND
WATERWAYS NETWORK

LEITSCHHEMA DES EUROPAISCHEN
BINNENWASSERSTRASSENNETZES

PROJETS PRIORITAIRES
PRIORITÄTEN

Chôdon manquant
Missing link
Lücke

AUTRES PROJETS
OTHERS PROJECTS
ANDERE PROJEKTE



Goulet d'étranglement
Bottleneck
Engpass



BASSIN DU RHIN / RHINE AND TRIBUTARIES / RHEINBECKEN

- 1 - Canal latéral au Rhin (Kömbf)
- 2 - Moselle (Nancy - Koblenz)
- 3 - Mittelrhein (Köln - Koblenz)
- 4 - Rhin / Meuse
- 5 - Waal (Nijmegen)

AXES EST-OUEST / EAST - WEST ROUTES / OST-WEST ACHSEN

- 6 - Twentekanaal / Mittellandkanal
- 7 - Dortmund-Ems-Kanal (Datteln/Bergeshovede)
- 8 - Mittellandkanal (Hannover-Minden)
- 9 - Elbe - Mittellandkanal (Magdeburg)
- 10 - Elbe/Oder
- 11 - Elbe (Hamburg/Magdeburg)
- 12 - Elbe (Magdeburg/CS)
- 13 - Elbe/Oder/Danau (*)

AXES NORD-SUD / NORTH-SOUTH ROUTES / NORD-SUD ACHSEN

- 14 - Liaison Rhin/Rhône - Rhin/ Rhône Link - Rhein/Rhone Verbindung
- 15 - Moselle/Saône
- 16 - Seine/Moselle
- 17 - Seine/Escout
- 18 - Canal du centre (Mons/La Louvière)
- 19 - Deule/Lys
- 20 - Zebrugges/Gent
- 21 - Gent (Evergem)
- 22 - Cøbergekanaal
- 23 - Julianakanaal
- 24 - Lanaye

AXE SUD-EST / SOUTH-EST ROUTE / SUD-OST ACHSE

- 25 - Main/Main-Danaukanal
- 26 - Main-Danaukanal
- 27 - Danau (Straubing/Vilshafen)
- 28 - Danau (Wien/Budapest) (*)

AXE PÔ ADRIATIQUE - DANUBE/PÔ ADRIATIC DANUBE/PO-ADRIA-DONAU

- 29 - Adriatic/Danubio (*) (*) Projekt non communautaire / No community project / Abergemeinschaftliches Projekt
- 30 - Pô

04.93

ORCA DESIGN

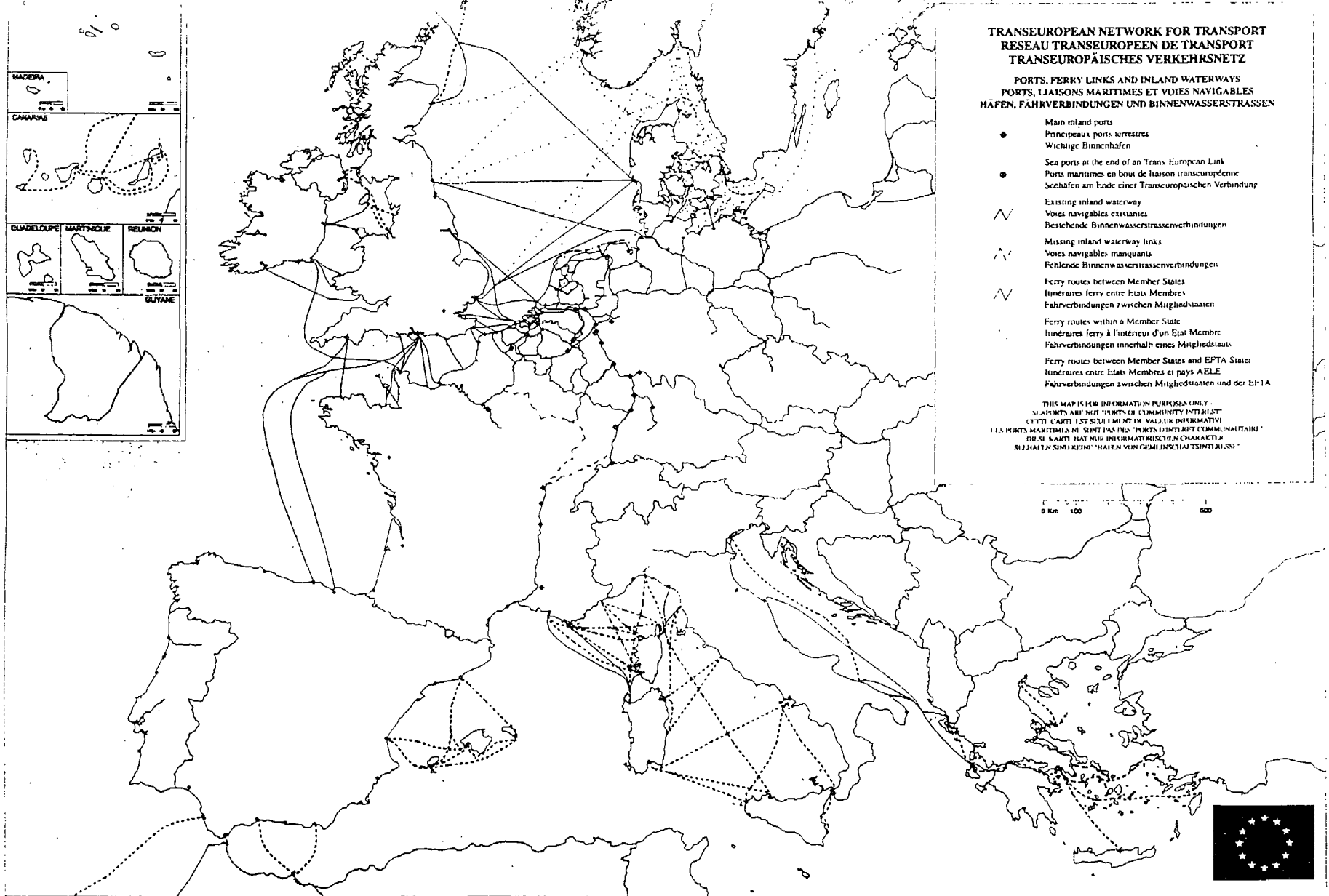
**TRANSEUROPEAN NETWORK FOR TRANSPORT
RESEAU TRANSEUROPEEN DE TRANSPORT
TRANSEUROPAISCHES VERKEHRSNETZ**

**PORTS, FERRY LINKS AND INLAND WATERWAYS
PORTS, LIAISONS MARITIMES ET VOIES NAVIGABLES
HÄFEN, FÄHRVERBINDUNGEN UND BINNENWASSERSTRASSEN**

- ◆ Main inland ports
Principaux ports terrestres
Wichtige Binnenhäfen
- Sea ports of the end of a Trans-European Link
Ports maritimes en bout de liaison transeuropéenne
Seehäfen am Ende einer Transeuropäischen Verbindung
- ~ Existing inland waterway
Voies navigables existantes
Bestehende Binnenwasserstraßenverbindungen
- ~ Missing inland waterway links
Voies navigables manquantes
Fehlende Binnenwasserstraßenverbindungen
- ~ Ferry routes between Member States
Itinéraires ferry entre États Membres
Fährverbindungen zwischen Mitgliedstaaten
- ~ Ferry routes within a Member State
Itinéraires ferry à l'intérieur d'un État Membre
Fährverbindungen innerhalb eines Mitgliedstaats
- ~ Ferry routes between Member States and EFTA States
Itinéraires entre États Membres et pays AELE
Fährverbindungen zwischen Mitgliedstaaten und der EFTA

THIS MAP IS FOR INFORMATION PURPOSES ONLY.
SLAJZETA SU NEKOLIKI NAJENIGI INTERESA
CESTA KARTA JE SLEJEDIVITVA IZ VAJLIKE INFORMACIJE
EEN WAARTEKSTUURDE NIJNT HAAST NEE "WIKETS" EITTE MET CUMMUNAUTAIREN
DIESE KARTI HAT NIKUR INFORMATIJSKIJEN CHARAKTER
SLAJZETA SU NEKOLIKI NAJENIGI INTERESA

0 Km 100 000





La Reunion (F)

Guyane (F)

Guadeloupe (F)
Martinique (F)

Açores (P)

Madeira (P)
Canarias (ES)

Trans-European airport network Network components

Réseau aéroportuaire transeuropéen Composantes du réseau

Transeuropäisches Flughafenetz Netzkomponenten

- Community connecting points
Composantes communautaires
Gemeinschaftskomponenten
- Regional connecting points
Composantes régionales
Regionale Komponenten
- ★ Accessibility points
Composantes d'accèsibilité
Zugangskomponenten
- Airport systems
Systèmes aéroportuaires
Flughafensysteme
- EU/UE/EU
- EEA/EEE/EWR

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

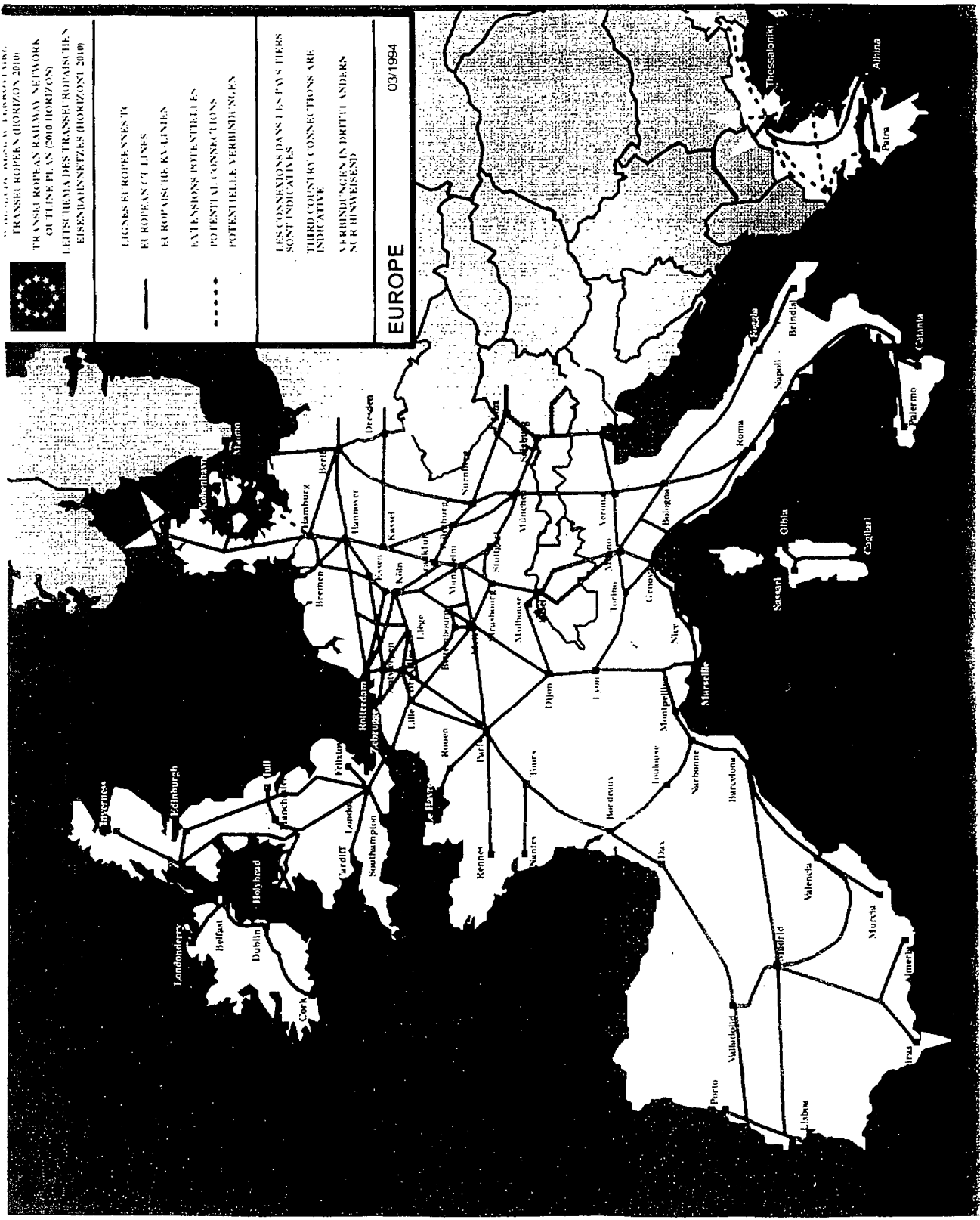
TRANSEUROPÄISCHES VERKEHRSSYSTEM
 TRANS-EUROPEAN TRANSPORT NETWORK
 OR TITSE PLAN (2010 HORIZON)
 LEÍTSCHÉMA DES TRANSEUROPÄISCHEN
 EISENBÄHNNETZES (HORIZONT 2010)



LIGNES EUROPEENNES ET
 ET EUROPEAN CI LINES
 ET EUROPÄISCHE KALINIEN
 POTENTIAL CONNECTIONS
 POTENTIAL VERBINDUNGEN

LES CONNEXIONS DANS LES PAYS TIERS
 THIRD COUNTRY CONNECTIONS ARE
 INDICATIVE
 VERBINDUNGEN IN DRITTE LANDErn
 SIND HINWEISEND

EUROPE
 03/1994



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**

Section 2: the road links

North - South links

Letterkenny-Sligo-Galway-Limerick-Waterford
Vigo-Braga-Porto-Lisboa-Faro
Ponte do Freixo and access
Figueira da Foz-Viseu-Vila Real-Chaves-(Verin)
Ourique-Evora-Estremoz-Castelo Branco-Guarda-Bragança
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-Veurne-Dunkerque-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-Liaison A 51-A8
Liège-Bastogne
Liège-Malmedy-Bitburg-Wittlich-Trier
Boxmeer-Venlo-Maasbracht
(Genève)-Annecy
Autoroute du Chablais
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)
Lubeck-Fehmarn
Erfurt-Bamberg
Erfurt-Würzburg
Parma-Verona
Civitavecchia-Livorno-Lucca-Modena
Magdeburg-Halle
Roma-Perugia-Ravenna-Venezia
Dresden-(Praha)
Catania-Siracusa
Brindisi-Taranto-Sibari-Catanzaro-Lamezia
Bari-Brindisi-Otranto
Kalamata-Patra-Ioannina-(Durrës)
Lamia-Trikala-Siatista-(Tirane)
Korinthos-Tripoli-Kalamata
Efeisis-Thiva
Thessaloniki-(Skopje)

Thessaloniki-Moudania
Patra-Athina-Thessaloniki-Serres-(Sofija)
Kavala-Serres-(Sofija)
Alexandroupoli-Ferres-Greek/Bulgarian/Turkistborder

West - East links

Esbjerg-Kolding-Great Belt(Storebaeltsforbindelsen)-
Oeresundsforbindelsen(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-Tourmai-Halle-Bruxelles
Le Havre-Amiens-Saint-Quentin
Schweinfurt-Bayreuth
Nürnberg-(Praha)
Strasbourg-Kehl
Troyes-Paris
Orléans-Sens
Vannes-Nantes-Angers-Tours-Vierzon
Bordeaux-Clermont-Ferrand
München-Memmingen-Wangen
München-Pocking
Lyon-Fréjus tunnel
Balbigny (A72)-Lyon
Bergamo-Como-Varese-Ivrea
Brescia-Milano
Porto Garibaldi-Ferrara-Verona
Arles-Salon-Marseille
Pau-Toulouse
La Coruña-Oviedo-Santander
Palencia-Benavente-Vigo
Porto-Vila 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
Lisboa-Evora-Estremoz-(Madrid)
Messina-Palermo
Elefsis-Stavros-Spata-Lavrio
Granada-Murcia
Sevilla-Huelva-Ayamonte-Faro
Almería-Motril-Málaga-Algeciras-Cádiz
Northern Krete axis

Section 3: the railway links

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-Londres (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-Rhone 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 Lanaye 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 5: ports

1. Categories of ports and ports 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

I. 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 systems* 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.

(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.

*airport systems: see OJ No 240/14 of 24 August 1992

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
I. Optimization of existing airport capacity	
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
II. Development of new airport capacities	
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
III. Improvement of protection against nuisances generated by airport activities	
Measure 6 - Improvement of environmental compatibility in terms of noise and the treatment of airport effluent	Community connecting point
IV. Improvement or development of airport access	
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

1. Taulov - Northern Jutland
2. Hamburg - Padborg - Taulov - Copenhagen
3. Hamburg - Berlin
4. Hanovre - Berlin
5. Nuremberg - Berlin
6. Berlin - Dresde
7. Francfort - Würzburg
8. Ligne de Betuwe (Rotterdam-Ruhr) et les connexions aux Pays-Bas vers Hengelo et Venlo
9. Rotterdam - Anvers/Zeebrugge - Bruxelles - Luxembourg - Bettembourg.
10. Anvers - Aix la Chapelle
11. Rotterdam - Anvers - Bruxelles - Aulnoye
12. Aix la Chapelle - Liège - Erquelinnes
13. Porto - Lisbonne - Madrid - Barcelone
14. Lisbonne - Burgos - Irun - frontière franco-espagnole
15. Port-Bou - Barcelone - Valence - Murcie
16. Madrid - Almeria/Algésiras
17. Le Havre - Paris
18. Dijon - Modane
19. Paris - Strasbourg
20. Kehl - Dijon
21. Nancy - Avignon
22. Marseille - Gênes
23. Avignon - Narbonne
24. Paris - Dijon
25. Paris - Hendaye
26. Aulnoye - Metz
27. Tarvis - Udine - Bologne
28. Axe du Brenner - Bologne
29. Udine - Trieste
30. Iselle - Turin/Milan - Bologne
31. Modane - Turin - Milan
32. Chiasso - Milan
33. Verone - Trieste
34. La Spezia - Fidenza
35. Livourne - Florence
36. Patras - Athènes
37. Athènes - Larissa (Volos) - Thessalonique - frontière du Nord (ancienne Yougoslavie et Bulgarie)

The following links shall be completed in ten years

1. Madrid - Albacete - Valence
2. Madrid - Irun - France
3. Bologne - Bari/Brindisi - Grèce
4. Igoumenitsa - Patras
5. Patras - Athènes
6. Athènes - Larissa (Volos) - Thessalonique - frontière du Nord (ancienne Yougoslavie, Bulgarie et Albanie)
7. Igoumenitsa - Volos
8. Igoumenitsa - Thessalonique
9. Thessalonique - Alexandroupolis - Ormenio (frontières Grèce/Turquie - Grèce/Bulgarie)
10. Bologne - Rome - Naples
11. Naples - Reggio Calabria - Messine - Palerme/Catane
12. Gênes - Livourne - Rome
13. Civitavecchia - Olbia - Sassari - Cagliari
14. Anvers - Ruhr
15. Hengelo - Osnabrück
16. Venlo - Cologne
17. Berlin - Francfort/Oder - frontière : Allemagne/Pologne
18. Berlin - Stralsund
19. Dresden - frontière : Allemagne/République tchèque
20. Dresden - Görlitz - frontière : Allemagne/Pologne