

Trans-European Networks (TENs)



Topics

- The Main Trans-European Networks (TENs)
- The Trans-European Transport Network (TEN-T)
- Motorways of the sea
- Waterway Inland Network

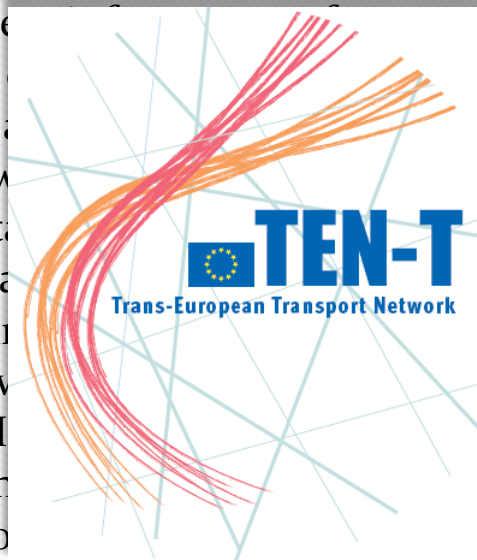
The Trans-European Networks

Three classes of network were defined by the treaty:

The Trans-European Networks (TEN) were created, with the stated goals of the creation of an internal market and the cohesion. The Networks was economic growth. The Treaty Establishing the European Community first

a legal must aim in Network. The Treaty Establishing the European Community first

networks as well as access to such networks.



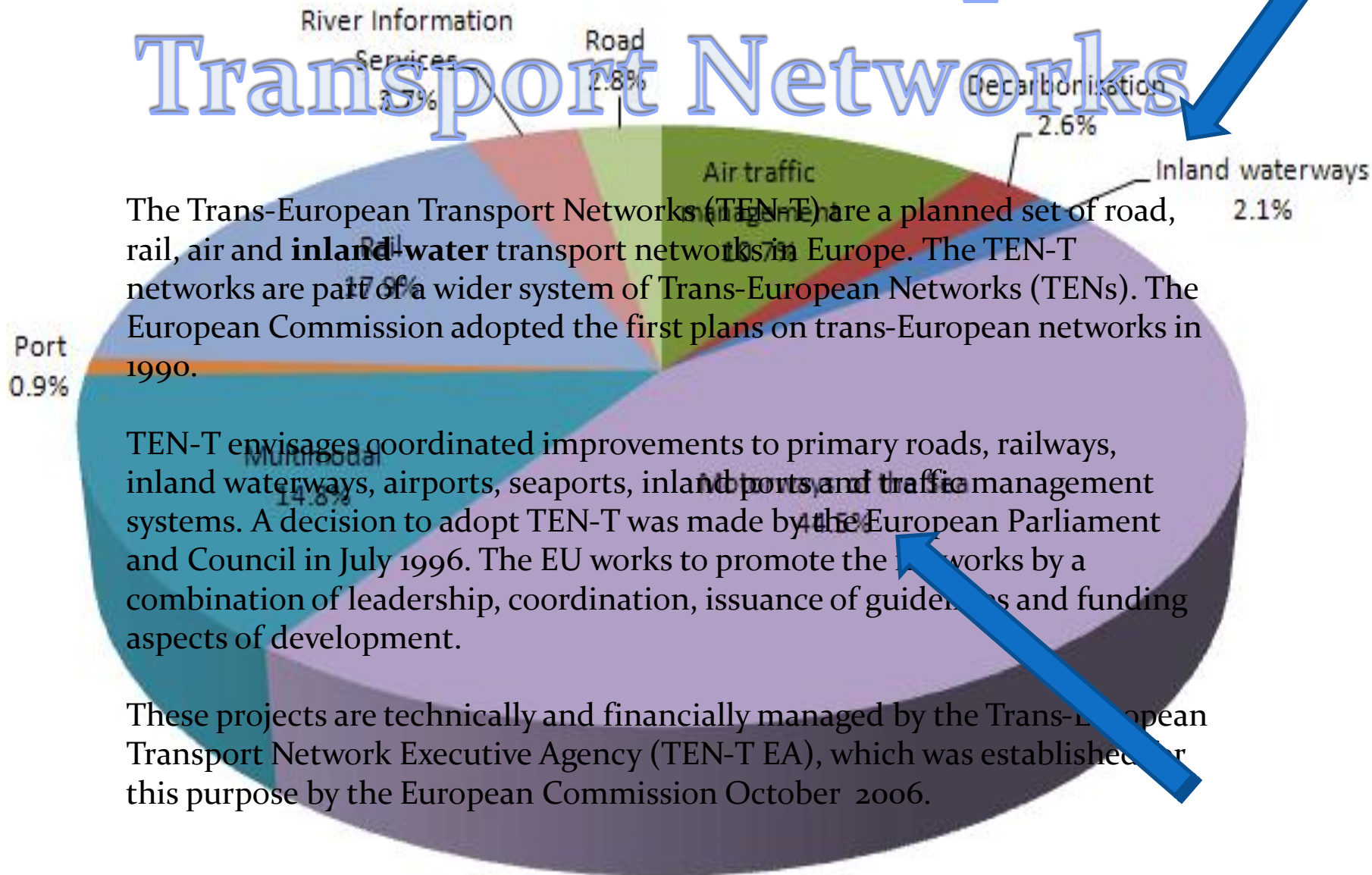
Trans European Energy Network
(TEN-E or TEN-Energy)

Trans-European
Transport
Network (TEN-T)

Trans-European
Telecommunications Network
(eTEN)

The Trans-European Transport Networks

2010 TEN-T Calls: Awarded TEN-T funding by transport mode
(100% = € 190.6 Million)



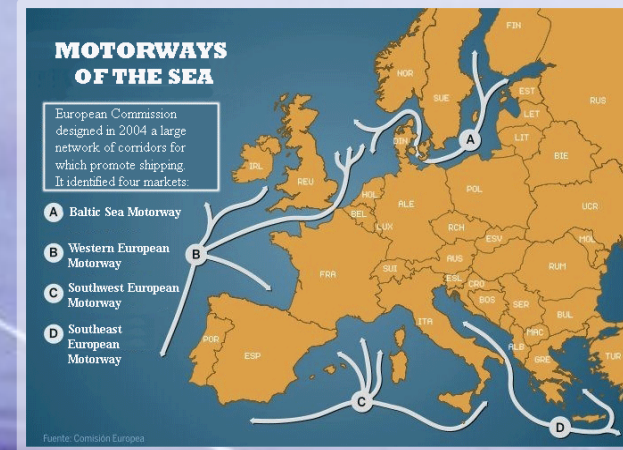
The Trans-European Transport Networks (TEN-T) are a planned set of road, rail, air and inland water transport networks in Europe. The TEN-T networks are part of a wider system of Trans-European Networks (TENs). The European Commission adopted the first plans on trans-European networks in 1990.

TEN-T envisages coordinated improvements to primary roads, railways, inland waterways, airports, seaports, inland ports and traffic management systems. A decision to adopt TEN-T was made by the European Parliament and Council in July 1996. The EU works to promote the networks by a combination of leadership, coordination, issuance of guidelines and funding aspects of development.

These projects are technically and financially managed by the Trans-European Transport Network Executive Agency (TEN-T EA), which was established for this purpose by the European Commission October 2006.

Motorways of the sea

The “motorways of the sea” concept aims at introducing new intermodal maritime-based logistics chains in Europe, which should bring about a structural change in our transport organization within the next years to come. These chains will be more sustainable, and should be commercially more efficient, than road-only transport. Motorways of the sea will thus improve access to markets throughout Europe, and bring relief to our over-stretched European road system. This is the Community added-value of motorways of the sea.



In its Transport White Paper of September 2001, the Commission proposed the development of “Motorways of the Sea” as a “real competitive alternative to land transport.” To help these lines develop, the White Paper states that European funds should be made available. These “motorways of the sea” should be part of the Trans-European network (TEN-T).



Trans-European transport network (TENT) Priority axes and projects

1. Railway axis Berlin-Verona/Milano-Bologna-Napoli-Messina-Palermo
2. High-speed railway axis Paris-Bruxelles/Brussel-Köln-Amsterdam-London
3. High-speed railway axis of south-west Europe
4. High-speed railway axis east
5. Betuwe line
6. Railway axis Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border
7. Motorway axis Igoumenitsa/Patra-Athina-Sofia-Budapest
8. Multimodal axis Portugal/Spain-rest of Europe
9. Railway axis Cork-Dublin-Belfast-Stranraer (completed 2001)
10. Malpensa (completed 2001)
11. Öresund fixed link (completed 2000)
12. Nordic triangle railway/road axis
13. UK/Ireland/Benelux road axis
14. West coast main line
15. Galileo
16. Freight railway axis Sines/Algeciras-Madrid-Paris
17. Railway axis Paris-Strasbourg-Stuttgart-Wien-Bratislava
18. Rhine/Meuse-Main-Danube inland waterway axis
19. High-speed rail interoperability on the Iberian peninsula
20. Fehmarn Belt railway axis
21. Motorways of the sea
 - Motorway of the Baltic Sea (linking the Baltic Sea Member States with Member States in Central and Western Europe, including the route through the North Sea/Baltic Sea Canal (Kiel Canal);
 - Motorway of the sea of western Europe (leading from Portugal and Spain via the Atlantic Arc to the North Sea and the Irish Sea);
 - Motorway of the sea of south-east Europe (connecting the Adriatic Sea to the Ionian Sea and the Eastern Mediterranean to include Cyprus);
 - Motorway of the sea of south-west Europe (western Mediterranean), connecting Spain, France, Italy and including Malta, and linking with the motorway of the sea of south east Europe.
22. Railway axis Athina-Sofia-Budapest-Wien-Praha-Nürnberg/Dresden
23. Railway axis Gdansk-Warszawa-Bрно/Bratislava-Wien
24. Railway axis Lyon/Genova-Basel-Duisburg-Rotterdam/Antwerpen
25. Motorway axis Gdansk-Bрно/Bratislava-Wien
26. Railway/road axis Ireland/United Kingdom/continental Europe
27. "Rail Baltica" axis Warszawa-Kaunas-Riga-Tallinn-Helsinki
28. "Eurocaprail" on the Bruxelles/Brussel-Luxembourg-Strasbourg railway axis
29. Railway axis of the Ionian/Adriatic intermodal corridor
30. Inland waterway axis Seine-Scheldt

(Ref. Decision IM40004/EC of 29 April 2004)

Important cities

- Capital
- > 500,000 inhabitants
- 100,001 - 500,000 inhabitants
- 50,001 - 100,000 inhabitants
- < 50,000 inhabitants

0 100 200 400 600 800 1000 1200 km

Priority axes and projects

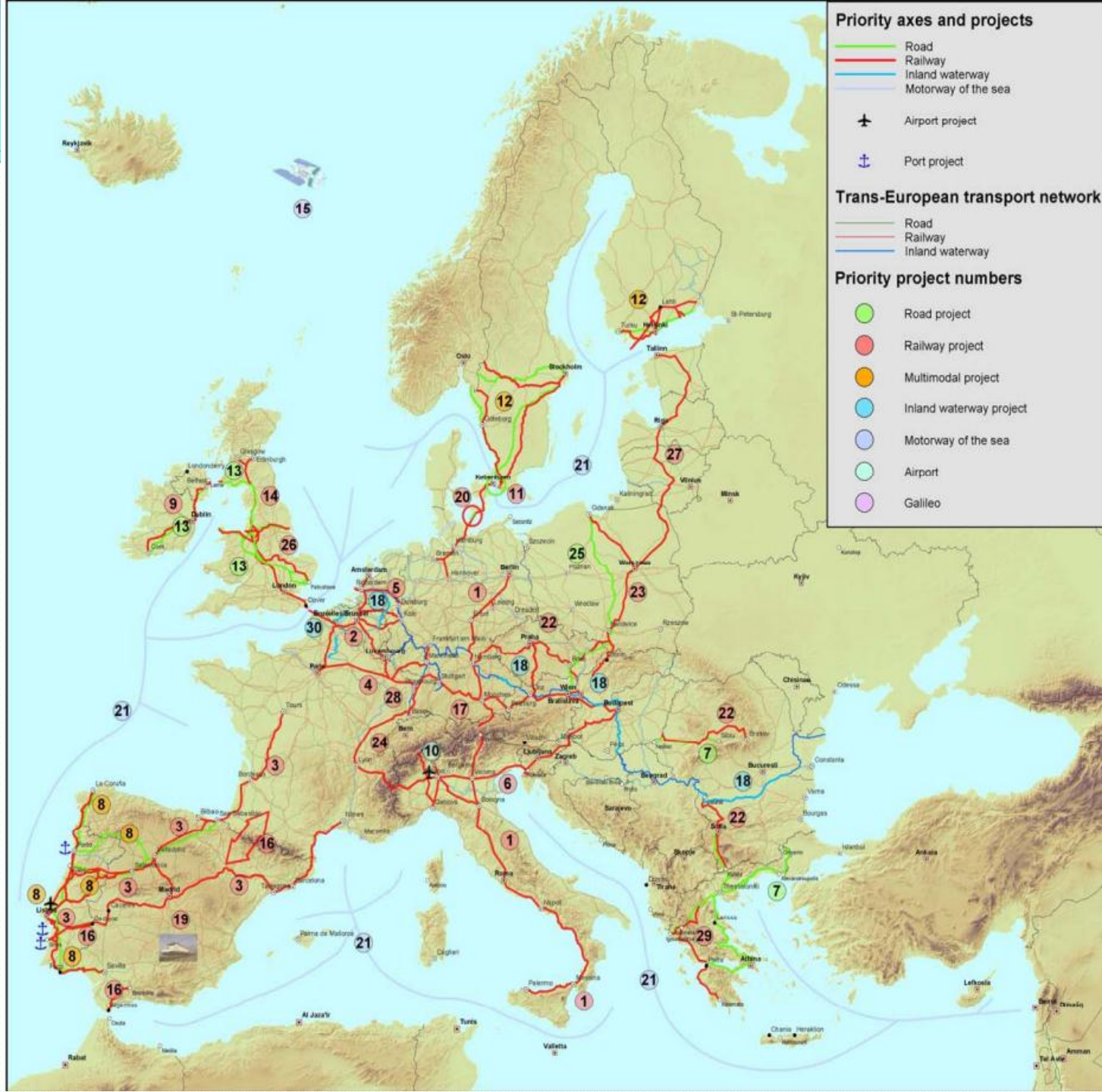
- Road
- Railway
- Inland waterway
- Motorway of the sea
- ✈ Airport project
- ⚓ Port project

Trans-European transport network

- Road
- Railway
- Inland waterway

Priority project numbers

- Road project
- Railway project
- Multimodal project
- Inland waterway project
- Motorway of the sea
- Airport
- Galileo



Danke für
die Aufmerksamkeit

Luca & Filipp