



European Commission



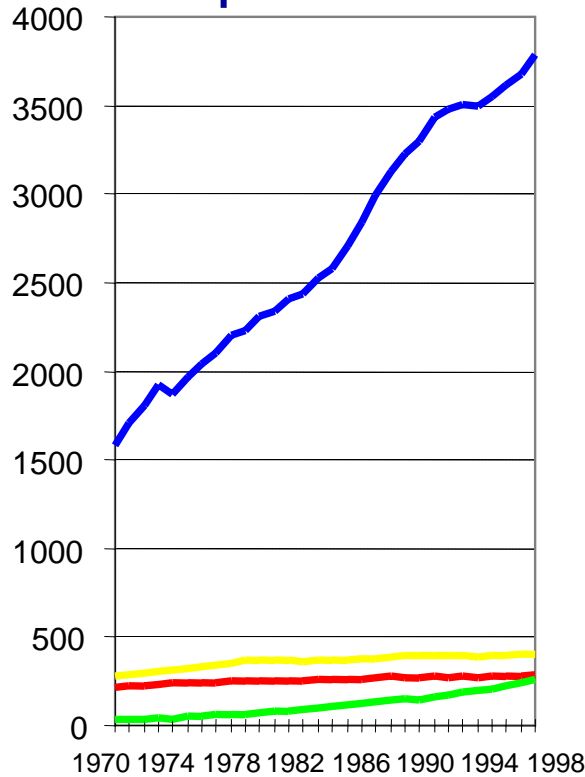
Trans-European transport network policy

December 2005

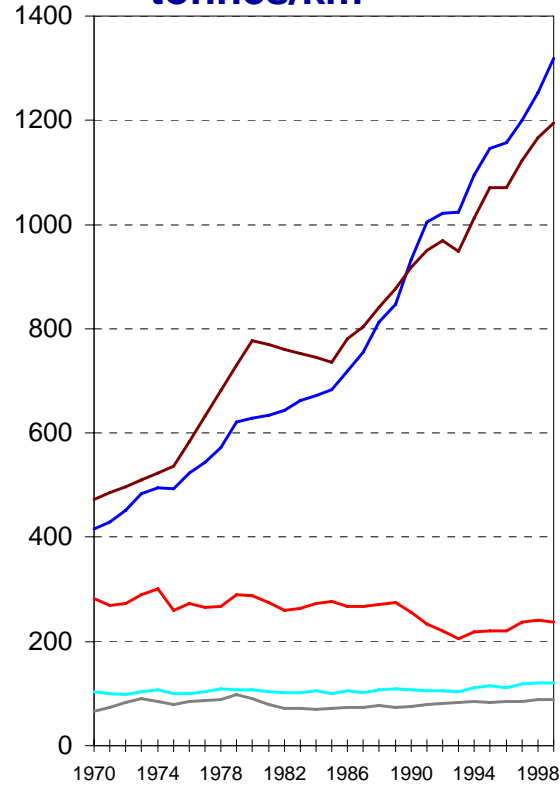


Diagnosis - deterioration of modal split

Passengers in billion pass.km



Goods in billion tonnes/km

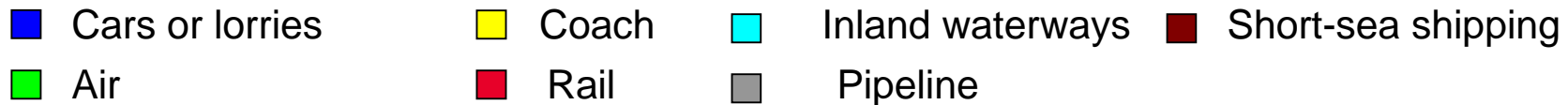


Goods

Road 44%
Sea 41%
Rail 8%
Inland waterways 4%

Passengers

Road 79%
Rail 6%
Air 5%





Revision of TEN-T - Methodology

- Mr Van Miert **High Level Group** comprising 25 current + future member states and EIB
 - Pre-agreed **criteria** for project selection
 - ◆ Located on a major European axis
 - ◆ Removal of a major bottleneck
 - ◆ Addressing sustainability
 - ◆ Commitment of countries concerned
 - **Selectivity**: more than 100 project proposals analysed
 - **Impact assessment** and public consultation
 - **Commission proposal** adopted in April 2004
-



New policy elements for the TENs

- **European priorities** targeted by focussing investments on priority projects on 30 major trans-national axes
- **Enlargement** facilitated by integrating the networks of the acceding countries within the TENs
- **Sustainability** addressed by giving priority to rail, intermodality and Motorways of the sea
- **Organisational means** improved to facilitate co-ordination of funding and implementation of projects along the major axes
- **Financial framework** adapted to enable concentration and target bottlenecks at border crossings



Sustainable development and TEN-T

Extended Impact Assessment (EIA)

An instrument to evaluate the economic, social and environmental effects of European policies and decisions

Input for EIA

- High Level Group,
- Inter service working groups of the Commission
- Research and studies STAC, IASON, TIPMAC, ExternE
- Stakeholder 's contribution

Public consultation

- White Paper, Barcelona Conference
- Presentation to the European Energy and Transport Forum
- Website: July - September 2003



Scope of the TEN assessment



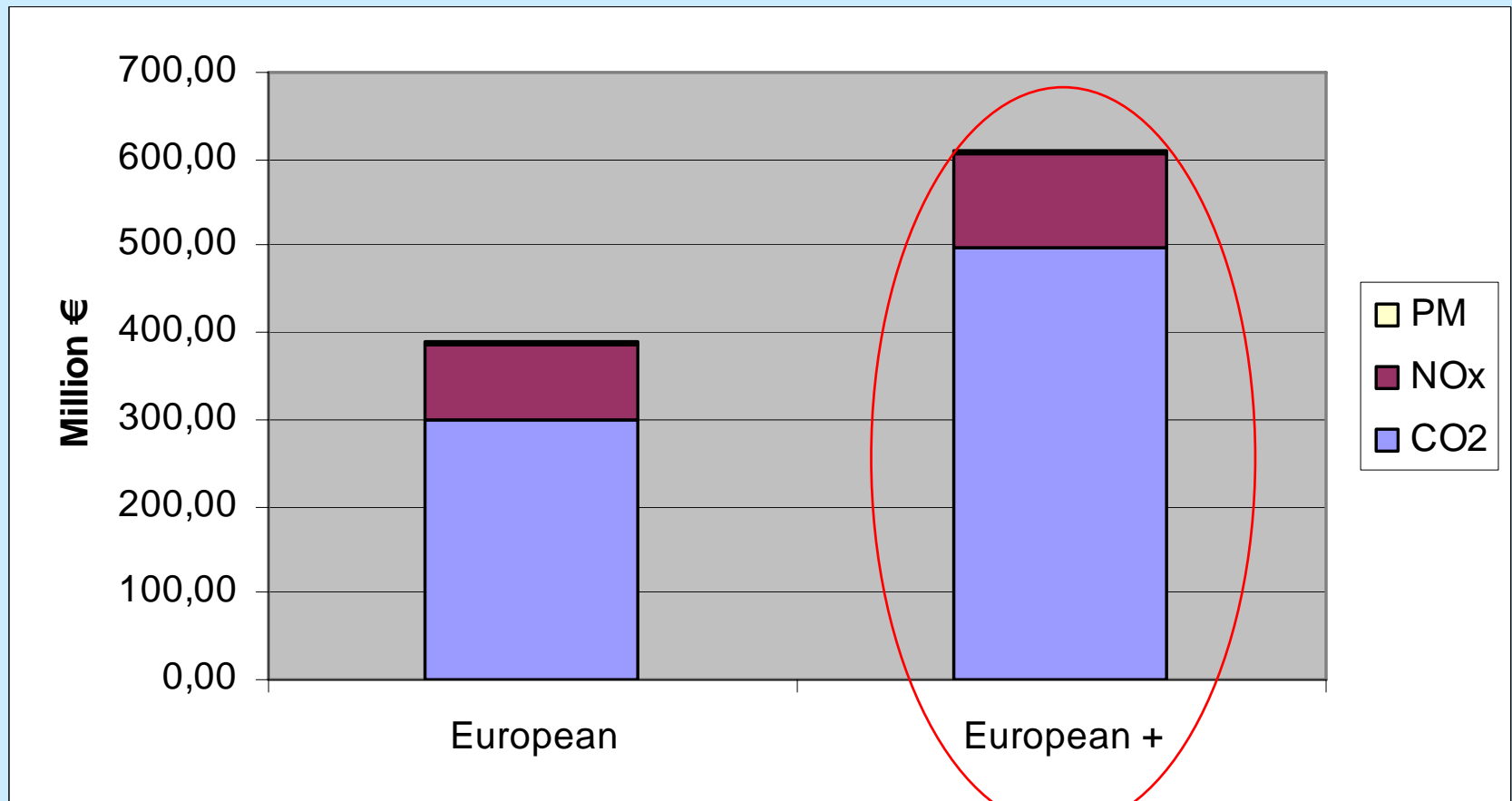
Main objectives for the analysis - Issues and problems tackled

- Trend scenario – continuation of current demand and investment trends
- Two alternative investment policy options
- Quantification of socio-economic impacts
- Environmental effects
 - Monetary terms: CO₂, air+noise pollution
 - Qualitative analysis: NATURA 2000



EIA of TEN-T

Impacts – Emissions decrease; monetary value up to 600 M€pa





EIA of TEN-T

Impacts – Natura 2000 analysis

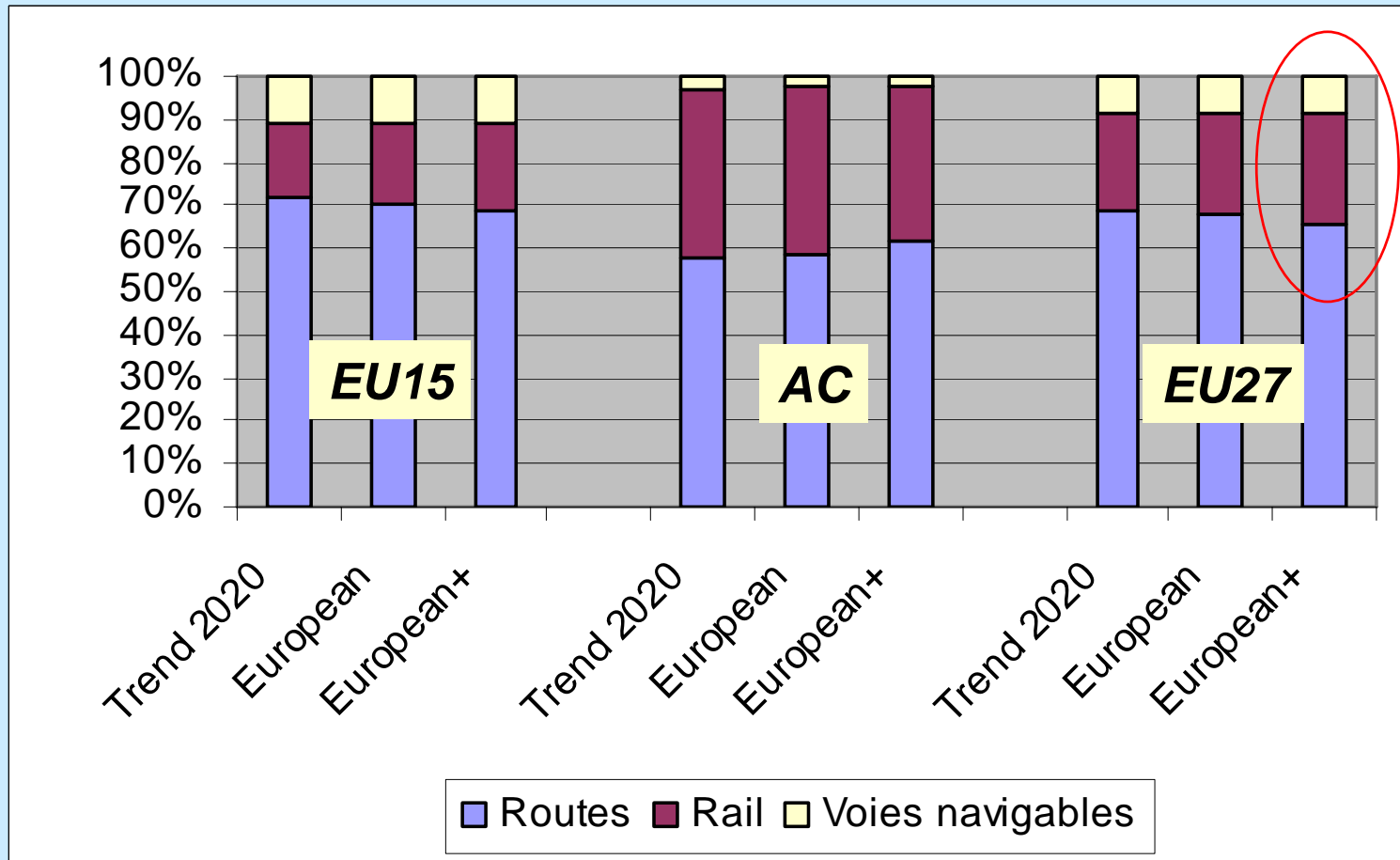
- NATURA 2000 network will be established in 2005.
- Analysis made by overlaying TEN-T priority projects with existing data and maps of the NATURA 2000; including buffers of 0,5 and 2,5 km and NATURA 2000 areas outside a corridor of 5 km.
- For most of the projects the overlap is <5%. These effects should be avoided or minimized in the more detailed planning of the concrete project.





EIA of TEN-T

Impacts – Modal rebalancing achieved in European+ scenario





Further environmental assessments of TEN-T projects

The role of the Member States

The Member States have to determine, examine and evaluate the environmental impact, considering particularly protection of human beings, animals and plants, soil, water, air, climate, landscape, cultural and other special goods in the course of environmental assessments, based on European legislation like:

- Article 5.3 and 5.4 NATURA 2000 Directive (**plan and project**)
- SEA-Directive, modified in 2004 (**plan and programme**)
- Directive 85/337/EEC (**project**)
- Water-framework Directive (**water management**)



Conclusion

- TEN-T proposals offer important socio-economic benefits
 - ◆ Time and congestion savings
 - ◆ Enhanced trade and economic growth
 - ◆ Boost to cross-border exchanges
- Aggregate environmental impacts also positive
 - ◆ Greenhouse gases and pollution decrease
- Project level environmental impact assessment necessary before funding granted



Further information

- DG Energy and Transport
http://europa.eu.int/comm/dgs/energy_transport/index_en.html
- Trans-European Transport Network
http://europa.eu.int/comm/ten/transport/index_en.htm
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