



# Trans-European Transport Network, Inland Waterways and the Danube Strategy

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for Mobility  
and Transport



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Budapest  
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# ● Contents

- **Present Trans-European Transport Network (TEN-T) outline**
- **The new TEN-T proposal**
- **Inland Waterways Priority Projects**
- **TEN-T & Danube Strategy**
- **Challenges**



# Trans-European Transport Network and TEN-T priority projects

(Ref.: Decision 884/2004/CE)



### TEN-T priority projects

- Road
- Railway
- Inland waterway
- Motorway of the sea
- Airport projects
- Port projects

### TEN-T network

- TEN-T Road
- TEN-T Railway
- TEN-T Inland waterway

### Project section numbers

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



## ● The successes of the policy today:

- **7 out of 30** major projects (Priority Projects) have been completed and many sections of the others are in use.
- Some of these are highly successful: Paris-Stuttgart, Milano-Napoli, Nordic Triangle, Sevilla-Madrid-Barcelona...
- Offering alternatives for citizens and business
- A completed and functional network could offer high added value for the EU

# ● Funding and financing the infrastructure today

- **Estimated total cost of the 30 Priority Projects > €250 billion up to 2020**
- **Trans-European Transport Network budget >> €8 billion for 2007-2013**
- **Concerning 28 States of the European Union**

- 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-Divaca/Koper-Divaca-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
- 22 Railway axis Athens-Sofia-Budapest-Wien-Praga-Nürnberg/Dresden
- 23 Railway axis Gdansk-Warszawa-Brno-Bratislava-Wien
- 24 Railway axis Lyon/Genova-Basel-Duisburg-Rotterdam/Antwerpen
- 25 Motorway axis Gdansk-Brno-Bratislava-Wien
- 26 Railway/road axis Ireland/United Kingdom/continental Europe
- 27 "Rail Baltica" axis Warszawa-Kaunas-Riga-Tallinn-Helsinki
- 28 "Eurocapital" on the Bruxelles/Brussel-Luxembourg-Strasbourg railway axis
- 29 Railway axis of the Ionian/Adriatic intermodal corridor
- 30 Inland waterway axis Seine-Scheldt

**Priority Project sections (roads)**

- Completed
- Completed in 2010
- Works ongoing
- Works to start between 2011 and 2013
- Works to start after 2013

**Priority Project sections (rails)**

- Completed
- Completed in 2010
- Works ongoing
- Works to start between 2011 and 2013
- Works to start after 2013

**Priority Project sections (inland waterways)**

- Completed
- Completed in 2010
- Works ongoing
- Works to start between 2011 and 2013
- Works to start after 2013

**Priority Project sections (Motorways of the sea)**

- Works ongoing
- Works to start between 2011 and 2013

**30 Priority Projects**

Cartography: DG MOVE, November 2011  
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 © EuroGeographics 2011 for the administrative boundaries

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# ● How has the network been identified?

## The methodology

Two layers approach:

### - **Comprehensive network:**

- » Identified by Member States, covers the entire EU territory, accessibility for all citizens and businesses

### - **Core network:**

- » Selection by the methodology of the most important parts of the network **to be realised as a priority until 2030**



# The results: Maps

- *A core and comprehensive network based on an objective methodology*
  - **Parliament and Council accepted and adjusted the methodology**
  - **Comprehensive network to ensure accessibility to all regions**
  - **Core network focussing on strategically most important parts**
  - **93 seaports, 93 airports, 79 inland ports in the core network**
  - **Delegated acts to adapt comprehensive network according to traffic flows (inclusion/exclusion of nodes)**

# Ports and IWW



# Rail (freight)



# Rail (passengers)



# Roads



# Overall assessment

## ● Stronger European approach

- » Emphasis on EU added value
- » Network approach
- » Reinforced implementation tools
- » Stronger engagement by MS and stakeholders (deadline, regulation)

## ● Stronger transport policy

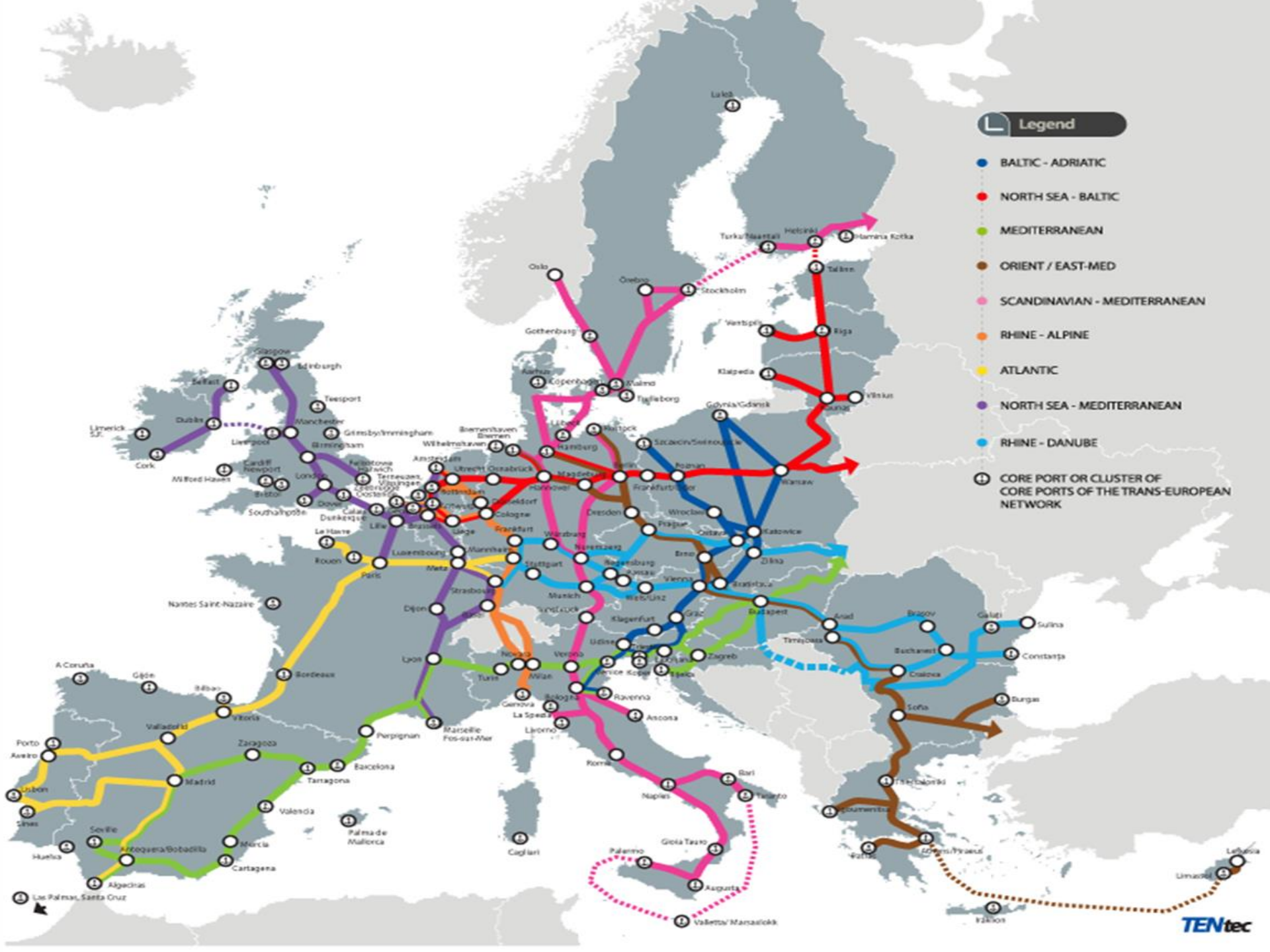
- » Infrastructure as basis for transport policy
- » Standards
- » New technologies and innovation

# TEN-T CORE NETWORK & CORRIDORS

RAILWAYS AND/OR INLAND WATERWAYS



- BALTIC-ADRIATIC
- WARSZAWA-BERLIN-AMSTERDAM/ROTTERDAM-FELIXSTOWE-MIDLANDS
- MEDITERRANEAN
- HAMBURG/ROSTOCK-BURGAS/TR. BORDER/PTRAEUS-LEFKOSIA
- HELSINKI-VALETTA
- GENOVA-ROTTERDAM
- LISBOA-STRASBOURG
- DUBLIN-LONDON-PARIS-BRUSSEL/BRUXELLES
- AMSTERDAM-BASEL/LYON-MARSEILLE
- STRASBOURG-DANUBE
- OTHER CORE NETWORK SECTIONS



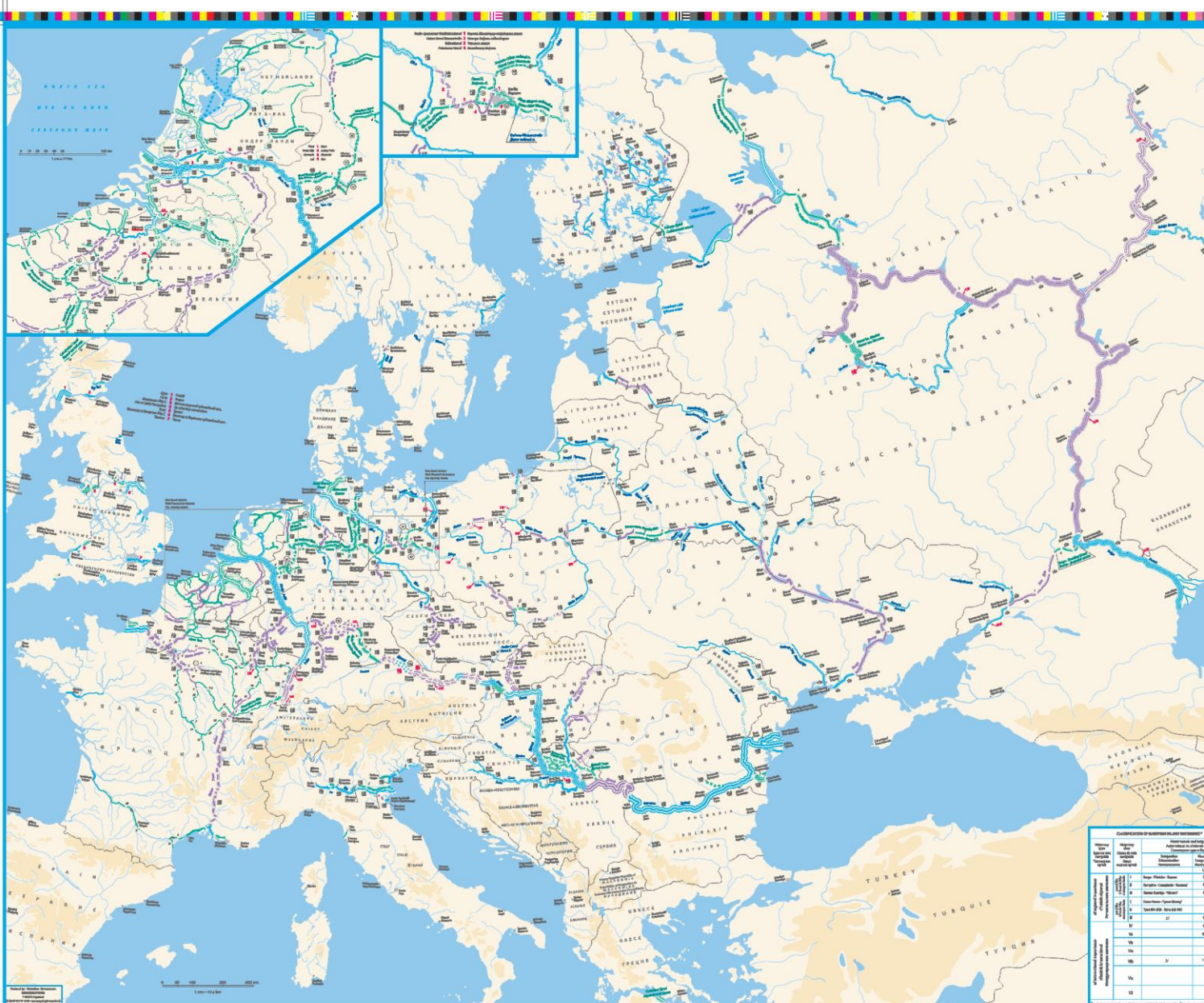


# Inland Waterways in the 9 Corridors

- **Baltic – Adriatic**
- **North Sea – Baltic**
- **Mediterranean**
- **Orient / East-Med**
- **Scandinavian – Mediterranean**
- **Rhine – Alpine**
- **Atlantic**
- **North Sea – Mediterranean**
- **Rhine - Danube**

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ECONOMIC COMMISSION FOR EUROPE  
 COMMISSION ÉCONOMIQUE POUR L'EUROPE  
 EUROPEAN ECONOMIC COMMISSION

# European Inland Waterways

## Voies navigables européennes

### Европейские внутренние водные пути



UNITED NATIONS  
 NATIONS UNIES  
 ОРГАНИЗАЦИЯ ОБЪЕДИНЕННЫХ НАЦИЙ

New York and Geneva, 2008

New York and Geneva, 2008



#### LEGEND / LEGÈDE / УСЛОВНЫЕ ОБОЗНАЧЕНИЯ

- Blue shading area / Zone bleue / Зона с синим оттенком / Blue shading area / Zone bleue / Зона с синим оттенком
- Blue shading area / Zone bleue / Зона с синим оттенком / Blue shading area / Zone bleue / Зона с синим оттенком
- Canalized areas / Zones canalisées / Канализованные участки / Canalized areas / Zones canalisées / Канализованные участки
- Canals / Canaux / Каналы / Canals / Canaux / Каналы
- Locks, with indication of lock type and number when applicable / Écluses, avec l'indication du type et du numéro, le cas échéant / Эclusы, с указанием типа и номера, если применимо / Locks, with indication of lock type and number when applicable
- Dams, with their number only, if applicable / Barrages, avec leur numéro, s'il y a lieu / Плотины, с номером, если применимо / Dams, with their number only, if applicable
- Barrages, avec leur numéro, s'il y a lieu / Плотины, с номером, если применимо / Barrages, avec leur numéro, s'il y a lieu
- Barrages, avec leur numéro, s'il y a lieu / Плотины, с номером, если применимо / Barrages, avec leur numéro, s'il y a lieu

- #### Navigation characteristics / Caractéristiques de navigation / Особенности навигации
- Shallow water areas / Zones à faible profondeur / Зоны с небольшой глубиной / Shallow water areas / Zones à faible profondeur / Зоны с небольшой глубиной
  - Navigation obstacle / Obstacles à la navigation / Преграды для судоходства / Navigation obstacle / Obstacles à la navigation / Преграды для судоходства
  - Land reclamation / Réclamation de terres / Земельная рекультивация / Land reclamation / Réclamation de terres / Земельная рекультивация
  - No navigation / Aucune navigation / Нет судоходства / No navigation / Aucune navigation / Нет судоходства
  - Waterway construction / Construction de voies navigables / Строительство водных путей / Waterway construction / Construction de voies navigables / Строительство водных путей

This map has been set up in accordance with Resolution 10 (X) of the ECCE meeting held in Madrid from 12 to 16 November 1987 concerning the Draft Protocol of European Inland Navigation, Annexes and 28 October 1988. The map is subject to the conditions of use set out in the explanatory notes. The publication of this map does not constitute an endorsement of the information contained in it. The navigation authorities of the countries concerned are invited to inform the Commission of any change in the information on the map of the inland waterway network of their country, indicating the nature of the change, as soon as they are notified of it. The Commission will then update the map accordingly.

Cette carte a été établie en application de la Résolution 10 (X) de la Conférence européenne des États membres de la Commission économique pour l'Europe tenue à Madrid les 12 et 16 novembre 1987 concernant le projet de Protocole de navigation fluviale européenne, Annexes et le 28 octobre 1988. La carte est soumise aux conditions d'utilisation énoncées dans les notes explicatives. La publication de cette carte ne constitue pas une approbation des informations qu'elle contient. Les autorités de navigation des pays concernés sont invitées à informer la Commission de toute modification des informations figurant sur la carte du réseau des voies navigables intérieures de leur pays, en indiquant la nature de la modification, dès qu'elles sont avisées de celle-ci. La Commission procédera alors à la mise à jour de la carte en conséquence.

Эта карта составлена в соответствии с Резолюцией 10 (X) Европейской комиссии по Европе, принятой в Мадриде 12-16 ноября 1987 года относительно проекта Протокола о Европейской системе внутренних водных путей, вложения и 28 октября 1988 года. Карта является объектом использования, описанного в пояснительных примечаниях. Публикация этой карты не означает одобрения информации, содержащейся в ней. Навигационные власти стран, участвующих в работе Европейской комиссии по Европе, приглашаются информировать Комиссию о любых изменениях информации на карте внутренних водных путей своей страны, указывая характер изменений, как только они будут уведомлены об этом. Комиссия будет обновлять карту в соответствии с полученными сведениями.

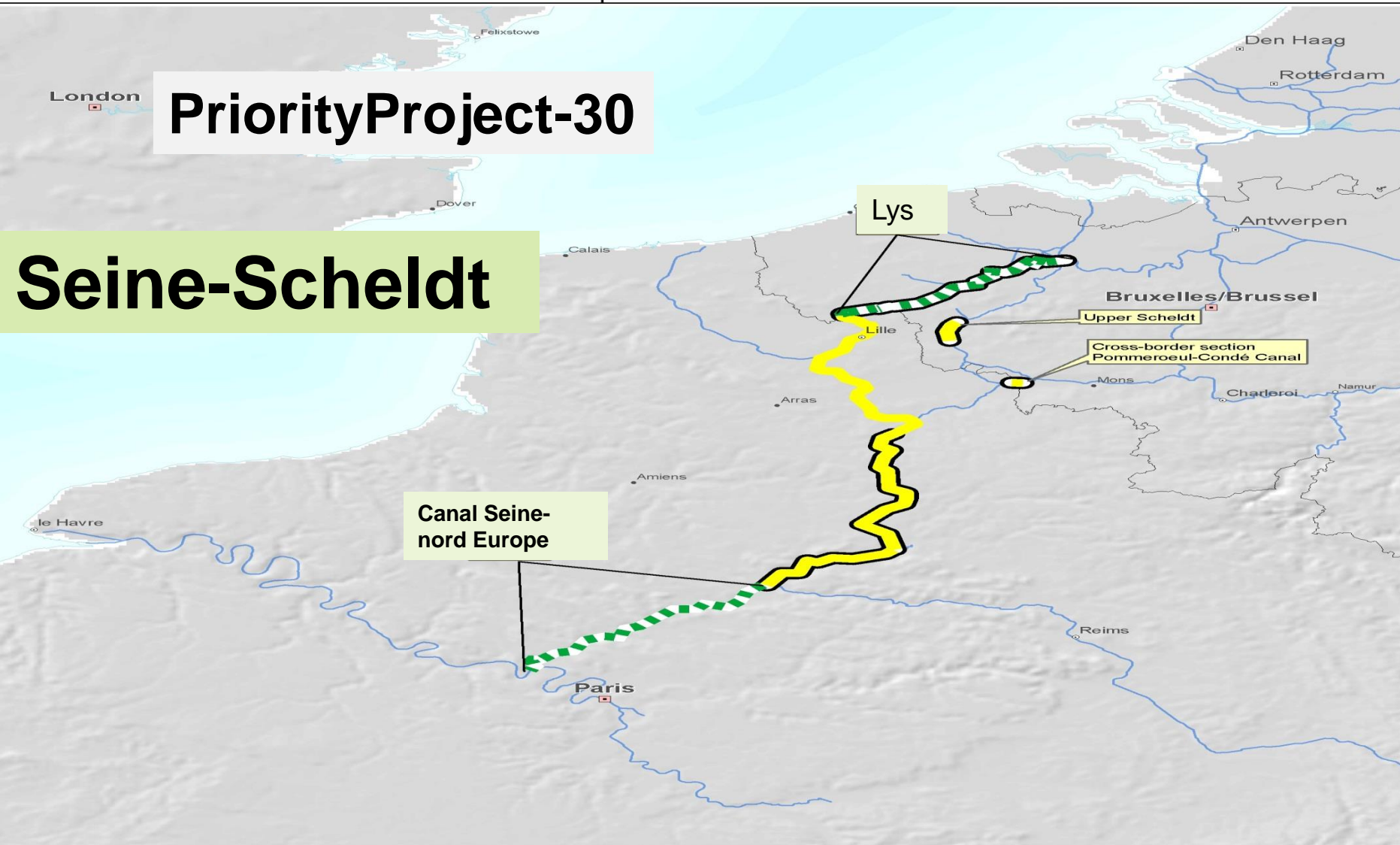
Prepared by the United Nations  
 and the United Nations  
 Economic Commission for Europe  
 (UNECE)

Country	River	Navigation characteristics			Navigation characteristics			Navigation characteristics			Total length (km)
		Shallow water areas	Navigation obstacles	Land reclamation	Shallow water areas	Navigation obstacles	Land reclamation	Shallow water areas	Navigation obstacles	Land reclamation	
Belgium	Scheldt	120	0	0	0	0	0	0	0	0	120
	Meuse	100	0	0	0	0	0	0	0	0	100
France	Rhône	100	0	0	0	0	0	0	0	0	100
	Loire	100	0	0	0	0	0	0	0	0	100
Germany	Rhine	100	0	0	0	0	0	0	0	0	100
	Elbe	100	0	0	0	0	0	0	0	0	100



**PriorityProject-30**

**Seine-Scheldt**



**Canal Seine-nord Europe**

	Completed until 2008		Priority sections
	Completed in 2009		
	Works ongoing		
	Works to start between 2010 and 2013		
	Works to start after 2013		

## ● **Priority Project 30** **Seine-Scheldt**

**From the connection of the two Rivers basins we achieve:**

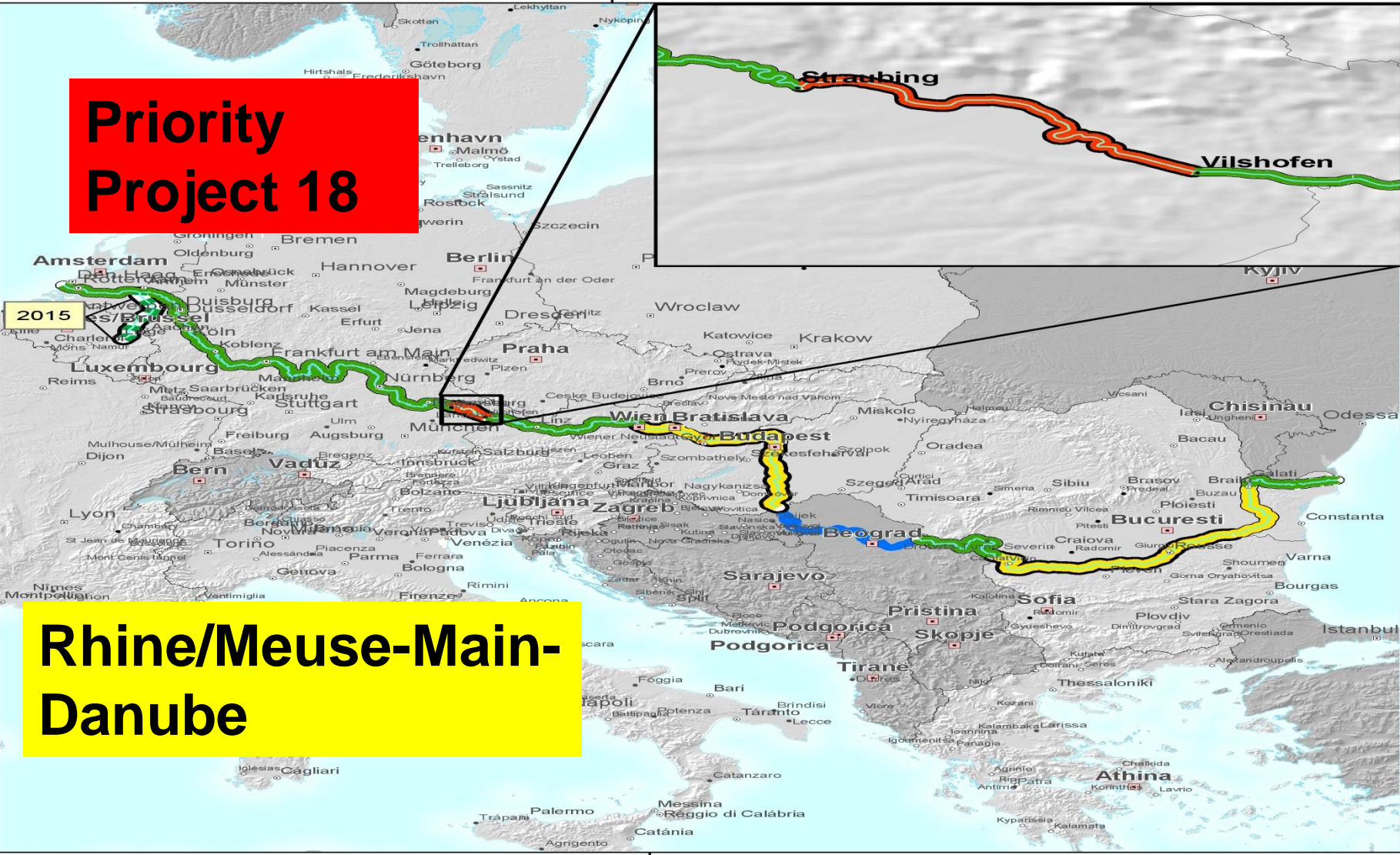
- **Alleviation of traffic congestion (Paris-Amsterdam)**
- **Connection of inland production zones with coastal areas**
- **Alternative routes (to the Channel)**
- **Creation of a European Basin from Atlantic ports to Black Sea ports ( via Rhine, Main & Danube Rivers)**



**PRIORITY PROJECT N° 18**  
**May 2010**  
**Trans-European transport network**  
**Achievement of the Priority projects**

**WATERWAY AXIS**  
**RHINE/MEUSE-MAIN-DANUBE**

**Priority Project 18**



**Rhine/Meuse-Main-Danube**

- Completed until 2008
- Completed in 2009
- - - Works ongoing
- Works to start between 2010 and 2013
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# EU Strategy for the Danube River Basin Region





# TEN-T Core Network Corridors (2)



## Core Network Corridors relevant for Danube Region:

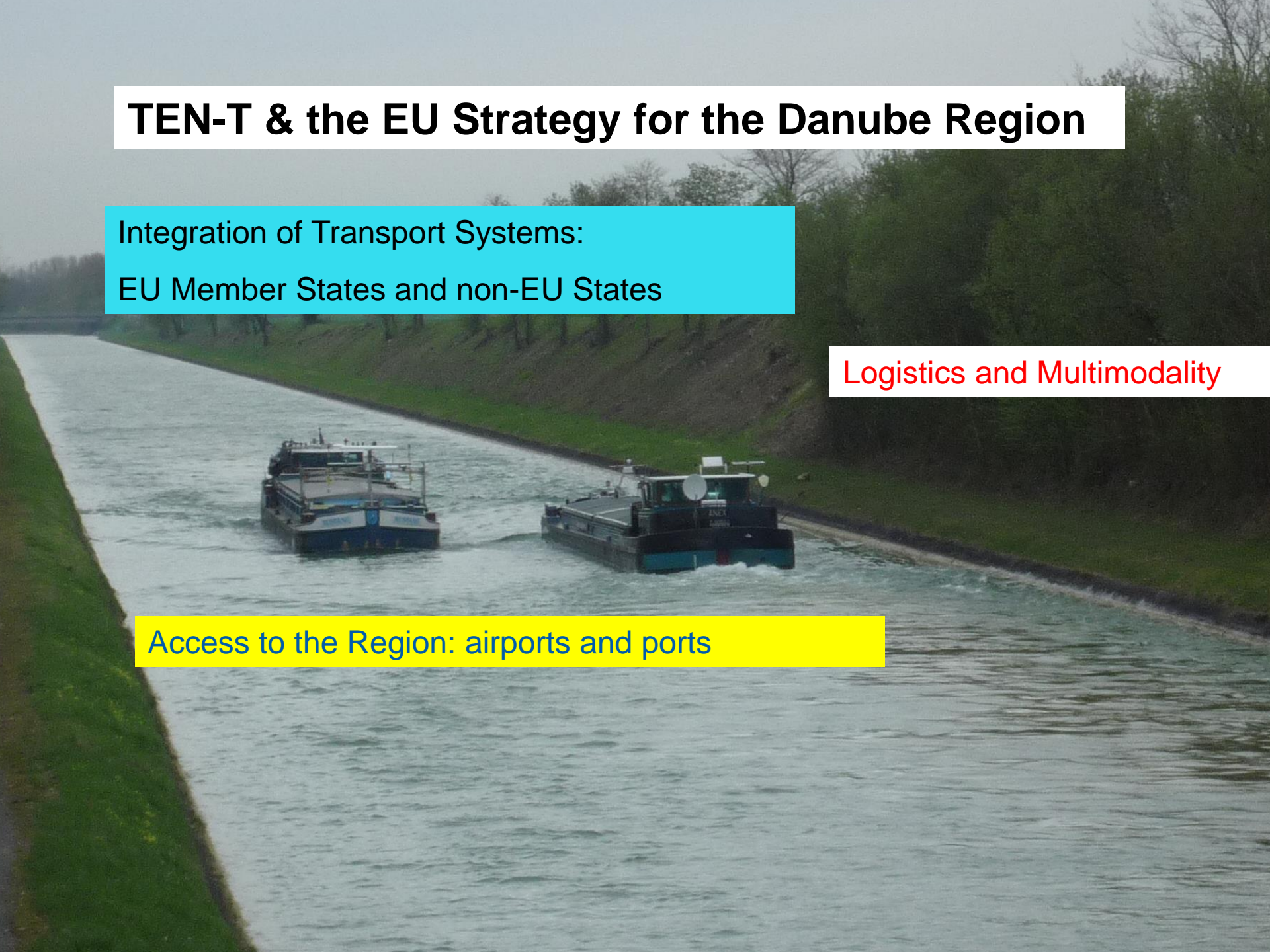
- Rhine-Danube,
- Orient / East Med,
- Scandinavian-Mediterranean,
- Baltic-Adriatic,
- Mediterranean.

# TEN-T & the EU Strategy for the Danube Region

Integration of Transport Systems:  
EU Member States and non-EU States

Logistics and Multimodality

Access to the Region: airports and ports



# Implementation of Danube Strategy

**We do not start from scratch**



# NAIADES Action Programme

- Market
- Fleet
- Jobs & Skills
- Image
- Infrastructure

**NAIADES II has been Launched**

## ● Action Plan

### **Inland Waterways Transport (IWT)**

- **To integrate IWT into the Transport Network**
- **To implement and integrate EU-wide and National Policies**
- **To modernise Danube fleet**
- **To develop modern multimodal ports**
- **To develop innovative technology (RIS, engine, fuel, barges)**
- **To invest in jobs education**

# ● **Research and Development** **Inland Waterways Transport**

## **R&D activities**

- **Modernisation of vessels for IWT including:**
  - » **Innovative marine propulsion concepts**
  - » **New cargo-vessel for inland ports**
  - » **Battery powered boats**
  - » **Development of new models for inland ships**

## ● Not only Navigation

**It goes without saying that the Danube Strategy is centered on the Danube River**

- **The river connects naturally all the riparian States**
- **It represents an opportunity for territorial development**
- **Bulgaria & Romania has signed an MoU for the development of navigation in the common section and...**
- **Not only navigation...ports, water management, energy production, local economies**

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# ● Challenges

- **Legal Framework**
- **Standardisation**
- **Structural Approach**
- **Financing**

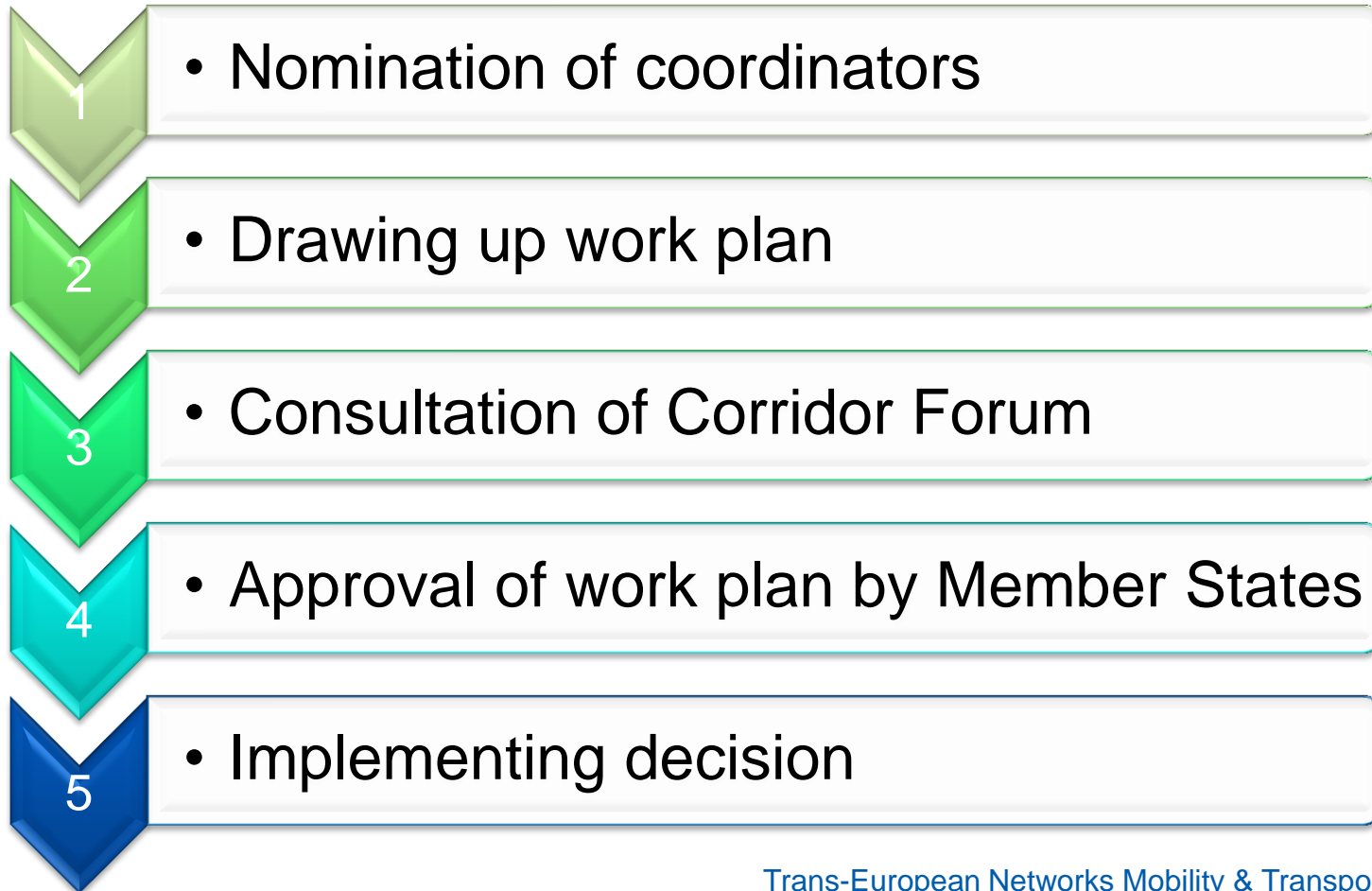
# ● How should the network look like?

## Common requirements

- To ensure **interoperability**
- For a **high quality infrastructure**
- Identified in cooperation with stakeholders
- based on **existing legislation**
- **binding** on the relevant entities (Member States, infrastructure managers, port and airport operators, etc.)

All projects of common interest have to comply with the relevant requirements

# How to implement a corridor



# Connecting Europe Facility (CEF)

Financing framework  
2014-2020

Connecting Europe  
Facility

(setting priorities for  
2020, 2030, 2050)

Transport  
Guidelines

Energy  
Guidelines

Telecom  
Guidelines

The "European Infrastructure Package"  
(European Commission proposal, October 2011)

# Main results of the negotiations:

## ● €23.1 billion for TEN-T

- (€26bn in current prices)

» European Council agreement 7-8 February 2013

- EP resolution backed the agreement. Vote on the MFF Regulation in Autumn expected to be positive.

» €13.1bn available to all Member States

» €10bn to be transferred from the Cohesion Fund

» To be spent via:

- Grants (estimated €21.1 billion)
- Innovative financial instruments

## ● Main results of the negotiations (2):

- **80 – 85 % of available budget through MAPs for pre-identified projects listed in Annex 1**
  - » 4 horizontal priorities (including innovation and new technologies, MoS, Safe and Secure infrastructure)
  - » 9 core network corridors
  - » and other important cross-border and bottleneck sections
- **15 – 20 % for other projects of the core and comprehensive networks and for financial instruments**

Thank you for  
your attention!

