

FACT SHEET NO.: 3/2

PERFORMED BY: FÖMTERV

A GENERAL INFORMATION		
A 1	Category	Infrastructure
A 2	Subcategory	European TEN-T core network - key bottlenecks (freight and passenger)
A 3	Transport policy measure (TPM)	Eliminating TEN-T network bottlenecks
A 4	Description of TPM	<p>The Trans-European Transport Networks are a planned set of road, rail, air and water transport networks in Europe. The TEN-T networks are part of a wider system of Trans-European Networks, including a telecommunications network and a proposed energy network. The European Commission adopted the first action plans on trans-European networks in 1990.</p> <p>TEN-T envisages coordinated improvements to primary roads, railways, inland waterways, airports, seaports, inland ports and traffic management systems, providing integrated and intermodal long-distance, high-speed routes. 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.</p> <p>The TEN-T policy has helped to complete a large number of projects of common interest, interconnecting national networks and overcoming technological barriers across national borders. Amongst the success stories is the high-speed railway line linking Paris, Brussels, Cologne/Frankfurt, Amsterdam and London. It has not only interconnected national networks and marked a breakthrough of a new generation of railway traffic across borders, but it has also provided citizens and business travellers with a competitive travel option within Europe. The wide consultation process, the external expertise, the ex-post assessments conducted and the internal analysis used over the last two years have shown that the European Union does not dispose yet of a complete trans-European infrastructure network, and especially not for rail and inland waterways, where essential parts are still missing and constitute important bottlenecks. The infrastructure network in the EU today is indeed fragmented, both from a geographical and a multi-modal perspective. It is also not sufficiently integrated in the international trade flows that feed the European internal market. Despite important efforts towards improvement, European rail and inland waterway networks are still lacking capacity and efficiency. [2]</p>
A 5	Implementation examples	<ul style="list-style-type: none"> - High capacity railway route through the Pyrenees for freight - East-European high speed train/combined transport Paris-Stuttgart-Vienna - Improvement of the navigability of the Danube between Straubing and Vilshofen - Verona-Naples rail link, including the Bologna-Milan branch
A 6	Objectives of TPM	<ul style="list-style-type: none"> -Reduction of GHG emissions -Drastic decrease in the oil dependency ratio -Limit the growth of congestion <p>The overall aim of the TPM is to provide by 2030 for the establishment of a complete and integrated TEN-T that would maximise the value added for Europe of the network. This optimal network would cover and link all EU Member States in an intermodal and interoperable manner. This network would also provide links to neighbouring and third countries, as well as all transport modes and systems that would support the move towards a competitive and resource-efficient transport system by 2050.</p> <p>This aim is consistent with the 'Inclusion Growth' initiative of Europe 2020, the Single Market Act and with the general goal of the TEN-T policy; to improve the competitiveness of the EU economy as a whole, to support the completion of the internal market, and to contribute to a balanced territorial development of the Union. [2]</p>
A 7	Key changes concerning:	
A 7.1	- Choice of transport mode / Multimodality:	Significant improvement in choice of transport mode due to complete, competitive networks for all modes (rail, iww, road)
A 7.2	- Origin and/or destination of trip:	No impact
A 7.3	- Trip frequency:	No impact.
A 7.4	- Choice of route:	The network of TEN-T corridors will become more attractive.
A 7.5	- Timing (day, hour):	No impact
A 7.6	- Occupancy rate / Loading factor:	No impact
A 7.7	- Energy efficiency / Energy usage:	Significant improvement of energy efficiency and usage due to smart administrative processes and complete network
A 8	Main source	

B IMPACTS																																																																																																																																																																																	
B 1	OVERVIEW ON IMPACTS	<table border="1"> <thead> <tr> <th colspan="14">AFFECTED SEGMENTS</th> <th colspan="2">Geographical level</th> <th colspan="2">Source</th> </tr> <tr> <th colspan="5">Passengers</th> <th colspan="5">Transport operators</th> <th rowspan="2">Employees in transport</th> <th rowspan="2">Residents</th> <th rowspan="2">Economy</th> <th rowspan="2">Public bodies</th> <th rowspan="2">Society</th> <th rowspan="2">1st level</th> <th rowspan="2">2nd level</th> <th rowspan="2">Source of assessment</th> <th rowspan="2">Spatial level of source</th> </tr> <tr> <th>Road</th> <th>Rail</th> <th>Air</th> <th>Public transport</th> <th>Slow modes</th> <th>Road</th> <th>Rail</th> <th>IWW</th> <th>Air</th> <th>Maritime</th> <th>Public transport</th> </tr> </thead> <tbody> <tr> <td>B 1.1</td> <td>Summary</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td colspan="2"></td> <td colspan="16">The measure provides barrierfree transport for road, rail and iww. Due to this, transport costs and time reduces, as well as risk of congestion. Environmental and social impacts are limited, but positive terms for both is an evidence.</td> </tr> <tr> <td>B 1.2</td> <td>Summary: Income groups</td> <td colspan="16">No impact</td> </tr> <tr> <td>B 1.3</td> <td>Summary: Age groups</td> <td colspan="16">No impact</td> </tr> <tr> <td>B 1.4</td> <td>Summary: Disabled people</td> <td colspan="16">No impact</td> </tr> <tr> <td>B 1.5</td> <td>Summary: Gender groups</td> <td colspan="16">No impact</td> </tr> <tr> <td>B 1.6</td> <td>Summary: Ethnic groups</td> <td colspan="16">No impact</td> </tr> </tbody> </table>	AFFECTED SEGMENTS														Geographical level		Source		Passengers					Transport operators					Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level	Source of assessment	Spatial level of source	Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime	Public transport	B 1.1	Summary																				The measure provides barrierfree transport for road, rail and iww. Due to this, transport costs and time reduces, as well as risk of congestion. Environmental and social impacts are limited, but positive terms for both is an evidence.																B 1.2	Summary: Income groups	No impact																B 1.3	Summary: Age groups	No impact																B 1.4	Summary: Disabled people	No impact																B 1.5	Summary: Gender groups	No impact																B 1.6	Summary: Ethnic groups	No impact															
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B 2 TRAFFIC IMPACTS																			
B 2.1	Travel or transport time																		
B 2.2	Risk of congestion																		
B 2.3	Vehicle mileage																		
B 2.4	Service and comfort																		
B 2.I	Overall impacts on social groups																		
B 2.II	Implementation phase																		
B 2.III	Operation phase																		
B 2.IV	Summary / comments concerning the main impacts	Eliminating bottlenecks on the TEN-T network will provide seamless traffic flows (both for passenger and freight), the result will be reduced transport times, decreased risk of congestion and better service. IN addition due to better conditions, vehicle ileage increases [3]																	
B 2.V	Quantification of impacts																		

B 3	ECONOMIC IMPACTS	AFFECTED SEGMENTS														Geographical level		Source			
		Passengers					Transport operators						Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level	Source of assessment	Spatial level of source
		Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime	Public transport									
B 3.1	Transport costs						↓	↓	↓									I	N	S	I
B 3.2	Private income / commercial turn over																	I	N	S	I
B 3.3	Revenues in the transport sector																				
B 3.4	Sectoral competitiveness	↑	↑				↑	↑	↑									I	N	S	I
B 3.5	Spatial competitiveness																				
B 3.6	Housing expenditures																				
B 3.7	Insurance costs																				
B 3.8	Health service costs																				
B 3.9	Public authorities & adm. burdens on businesses																				
B 3.10	Public income (e.g.: taxes, charges)																				
B 3.11	Third countries and international relations	↑	↑				↑	↑	↑									I	N	S	I
B 3.I	Overall impacts on social groups																				
B 3.II	Implementation phase																				
B 3.III	Operation phase																				
B 3.IV	Summary / comments concerning the main impacts	The measures support regional development and economic growth as well as sectoral competitiveness (due to making better conditions for all modes). Due to reduced congestion and time savings, transport costs decrease significantly. Also provides better accessibility to third countries (like Croatia). Smoother traffic flow on international corridors reduced the administrative burdens for border crossing traffic [4]																			
B 3.V	Quantification of impacts																				

B 4	SOCIAL IMPACTS	AFFECTED SEGMENTS														Geographical level		Source			
		Passengers					Transport operators						Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level	Source of assessment	Spatial level of source
		Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime	Public transport									
B 4.1	Health (incl. well-being)																				
B 4.2	Safety																				
B 4.3	Crime, terrorism and security																				
B 4.4	Accessibility of transport systems	↑	↑				↑	↑	↑									I	N	S	I
B 4.5	Social inclusion, equality & opportunities																				
B 4.6	Standards and rights (related to job quality)																				
B 4.7	Employment and labour markets																	I	N	S	I
B 4.8	Cultural heritage / culture																				
B 4.I	Overall impacts on social groups																				
B 4.II	Implementation phase																				
B 4.III	Operation phase																				
B 4.IV	Summary / comments concerning the main impacts	The measure definitely improves the accessibility to services, especially for freight companies, and supports employment along the corridor. [4] The reason for this is that a smart flow network attracts industrial or commercial companies.																			
B 4.V	Quantification of impacts																				

B 5	ENVIRONMENTAL IMPACTS	AFFECTED SEGMENTS														Geographical level		Source			
		Passengers					Transport operators						Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level	Source of assessment	Spatial level of source
		Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime	Public transport									
B 5.1	Air pollutants																	I	N	S	I
B 5.2	Noise emissions																	I	N	S	I
B 5.3	Visual quality of the landscape																				
B 5.4	Land use																	I	N	S	I
B 5.5	Climate																	I	N	S	I
B 5.6	Renewable or non-renewable resources																				
B 5.I	Overall impacts on social groups																				
B 5.II	Implementation phase																				
B 5.III	Operation phase																				
B 5.IV	Summary / comments concerning the main impacts	The measure is aiming at reducing GHG emission and noise level, while the reduction of carbon dioxide emission makes possible to realize significant improvement in climate change effects. Emissions will mainly decrease along busy / congested motorways or railway lines. This means that the environmental impact will decrease for residents near motorways or railway lines which currently are indicated as bottlenecks[2]																			
B 5.V	Quantification of impacts																				

C REFERENCES		
C 1	Other TPMs of this subcategory	- High capacity railway route through the Pyrenees for freight - Improvement of the navigability of the Danube between Straubing and Vilshofen - East-European high speed train/combined transport Paris-Stuttgart-Vienna
C 2	References	International [1] Ex ante evaluation of the TEN-T Multi Annual Programme 2007-2013, Framework Contract for Ex-ante evaluations and Impact Assessments (TREN/A1/46-2005) FINAL REPORT-2, October 2007 [2] SUMMARY OF THE IMPACT ASSESSMENT Accompanying document to the WHITE PAPER Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system SEC(2011) 358 final, SEC(2011) 391 final, COM(2011) 144 final [3] Impact Assessment, Accompanying the document PROPOSAL FOR A REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on Union Guidelines for the development of the Trans-European Transport Network (COM(2011) 650 final), (SEC(2011) 1213 final) [4] Evaluation of Cross-border TEN Projects, European Investment Bank, December 2006