

FACT SHEET NO.: 3/6

PERFORMED BY: FÖMTERV

| A GENERAL INFORMATION | | |
|-----------------------|---|---|
| A 1 | Category | Infrastucture |
| A 2 | Subcategory | European TEN-T core network - multimodal freight corridor structures |
| A 3 | Transport policy measure (TPM) | Railway infrastructure improvement towards multimodal freight (combined transport) |
| 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 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.</p> <p>Within the framework of the promotion of the environmental friendly modes, the European Commission has launched a number of research projects aiming at evaluating technical and organisational innovations that can improve the performance of the freight transport operations in the rail sector. Creation of a European intermodal transport network is a high-priority objective of the European Community and one to which the European Commission has dedicated studies, specific legislation and very considerable funds.</p> <p>Freight rail improvements include strategies that make infrastructure more efficient and encourage freight to move by rail. These include:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Freight rail relocation or infrastructure improvements <input type="checkbox"/> Intermodal transportation centers <input type="checkbox"/> Rail crossing detection and warning <p>Investment in freight rail relocation/ improvements or the construction of new intermodal centers can consolidate freight movement to rail corridors while removing some long-distance truck traffic from congested corridors.</p> |
| A 5 | Implementation examples | <p>- V0, the southern freight railway link, Budapest</p> <p>- Freight rail line between Antwerp in Belgium to Ruhrgebiet and Chongqing, China</p> |
| A 6 | Objectives of TPM | <p>-Fighting climate change</p> <p>-Reduce emmissions</p> <p>-Increase efficiency and safety through stimulate the mode shift from road</p> <p>-Strengthening multimodality</p> |
| A 7 | Key changes concerning: | |
| A 7.1 | - Choice of transport mode / Multimodality: | Influences mode choice, by becoming rail transport smoother. |
| A 7.2 | - Origin and/or destination of trip: | No impact |
| A 7.3 | - Trip frequency: | No impact |
| A 7.4 | - Choice of route: | No impact |
| 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 increased use of rail. [4] |
| A 8 | Main source | [1] |

| B IMPACTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| B 1 OVERVIEW ON IMPACTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Road | Rail | Air | Public transport | Slow modes | Road | Rail | IWW | Air | Maritime | | | | | | | | | | Public transport | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| B 1.4 | Summary: Disabled people | No impact | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| B 1.6 | Summary: Ethnic groups | No impact | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B 2 TRAFFIC IMPACTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Road | Rail | Air | Public transport | Slow modes | Road | Rail | IWW | Air | Maritime | | | | | | | | | | Public transport | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B 2.1 | Travel or transport time | ↓ | ↓ | | | ↓ | ↓ | | | | | | | | | I | N | S | I | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B 2.2 | Risk of congestion | ↓ | ↓ | | | ↓ | ↓ | | | | | | | | | I | N | S | I | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B 2.3 | Vehicle mileage | ↑ | ↑ | | | ↑ | ↑ | | | | | | | | | I | N | S | I | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B 2.4 | Service and comfort | ↑ | ↑ | | | ↑ | ↑ | | | | | | | | | I | N | S | I | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | Freight railway infrastructure improvement will provide seamless flows for goods on the European network, the result will be reduced transport times, decreased risk of congestion and better service. Rail transport performance growth ends in increased vehicle mileage on tracks. [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. Due to reduced congestion and time savings, transport costs decrease significantly. Also provides better accessibility to third countries. [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] | | | | | | | | | | | | | | | | | | | | |
| 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 | | | | | | | | | | | | | | | | | | I | N | S | I |
| 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 | | | | | | | | | | | | | | | | | | I | N | S | I |
| 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 aimed at reducing GHG emission and noise level, while the reduction of carbon dioxide emission makes possible to realize significant improvement in climate change effects.[2,3,4] | | | | | | | | | | | | | | | | | | | | |
| B 5.V | Quantification of impacts | | | | | | | | | | | | | | | | | | | | | |

C REFERENCES

| | | |
|-----|--------------------------------|---|
| C 1 | Other TPMs of this subcategory | - Constuction of the trans-European transport network (TEN-T)- Facilitating the implementation of certain multi-country rail projects |
| C 2 | References | <p>International</p> <p>[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</p> <p>[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</p> <p>[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)</p> <p>[4] Evaluation of Cross-border TEN Projects, European Investment Bank, December 2006</p> <p>[5] European court of auditors: Improving transport performance on trans-european rail axes, 2010, (Issn 1831-0834)</p> <p>National</p> <p>[6] Cambridge Systematics Inc: National Rail Freight Infrastructure Capacity and Investment Study, 2006</p> |